ORDINANCE NO. ____

PROPOSED ORDINANCE NO. 21-016

AN ORDINANCE RELATING TO LOCAL GOVERNMENT COMPREHENSIVE PLANNING; PROVIDING FOR THE ADOPTION OF THE LAKELAND COMPREHENSIVE PLAN: OUR COMMUNITY 2030 AS TEXT AND MAP AMENDMENTS (CPA 20-003); REPEALING ORDINANCE 5188, AS AMENDED, AND ALL OTHER AMENDMENTS SUBSEQUENT THERETO AS SET FORTH HEREIN; MAKING FINDINGS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapters 163 and 166, Florida Statutes, empower the City Commission of the City of Lakeland to prepare and endorse comprehensive plans for the development of the City; and

WHEREAS, Sections 163.3161 through 163.3215, Florida Statutes, the Community Planning Act, empowers and requires the City Commission of the City of Lakeland to: (a) plan for the City's future development and growth; (b) adopt and amend comprehensive plans, or elements or portions thereof, to guide the future growth and development of the City; (c) implement adopted or amended comprehensive plans by the adoption of appropriate land development regulations; and (d) establish, support, and maintain administrative instruments and procedures to carry out the provisions and purposes of the Act; and

WHEREAS, the Lakeland Planning and Zoning Board has been established pursuant to the City of Lakeland Resolution 193, dated July 19, 1955; and

WHEREAS, pursuant to Part II, Chapter 163, Florida Statutes, the City Commission of the City of Lakeland by Ordinances 1967 and 2823, duly designated said Planning and Zoning Board as the Local Planning Agency for the incorporated area of the City of Lakeland; and

WHEREAS, the City of Lakeland is updating the Lakeland Comprehensive Plan to the 2030 planning horizon; and

WHEREAS, the guidance for the Plan update includes the 2019 City Community Values Survey, the 2019 Look Forward Lakeland Survey, the 2019 Lakeland Vision: Our Community, Our Future, Our Vision, and the 2019 and 2020 City Commission Budget including the Capital Improvement Program; and

WHEREAS, the Plan update has been reorganized and provided in a user-friendly format, and accomplished and duplicative policies have been removed; and

WHEREAS, Plan elements have been organized by chapters; and

WHEREAS, supporting data and analysis have been updated and located in a separate Technical Support Resources Document; and

WHEREAS, the Lakeland Planning and Zoning Board, empowered by the above-cited laws and ordinances, and by Sections 163.3161 through 163.3215, Florida Statutes, prepared the comprehensive plan update titled Lakeland Comprehensive Plan: Our Community 2030, identified as CPA 20-003 and replacing in its entirety the existing Lakeland Comprehensive Plan: 2000-2010, to more adequately address and plan for Lakeland's future growth and development to the 2030 planning horizon; and

WHEREAS, the Lakeland Planning and Zoning Board has, in the preparation of the Lakeland Comprehensive Plan: Our Community 2030, caused the performance of necessary studies and surveys; the collection of relevant and appropriate data provided in the Technical Support Resources Document; the holding of public hearings, public workshops, and public meetings; and has effectively provided for full public participation, dissemination of proposals and alternatives, and opportunity for written comments, open discussions, communication programs, and consideration and response to public and official comments; and

WHEREAS, pursuant to Section 163.3174, Florida Statutes, the Lakeland Planning and Zoning Board as the Local Planning Agency held a public hearing on the updated Lakeland Comprehensive Plan: Our Community 2030, with due public notice having been provided; and having reviewed and considered all comments received during the public hearings and having provided necessary revisions, recommended the updated Lakeland Comprehensive Plan: Our Community 2030 to the Lakeland City Commission for approval; and

WHEREAS the City of Lakeland held two public work sessions on February 16, 2021 with the Lakeland Planning and Zoning Board and on February 26, 2021 with the Lakeland City Commission to present and answers questions on the proposed Lakeland Comprehensive Plan: Our Community 2030; and

WHEREAS, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Lakeland held the required public hearing on the Lakeland Comprehensive Plan: Our Community 2030, with due public notice having been provided, to obtain public comment, and, having considered all written and oral comments received during the work sessions and public hearings, and recommendations of the Lakeland Planning and Zoning Board as made on March 16, 2021, and having provided necessary revisions, on April 5, 2021, approved the updated comprehensive plan in its entirety for transmittal as CPA 20-003 to the State Land Planning Agency (Florida Department of Economic Opportunity) for review and comment; and

WHEREAS, pursuant to Section 163.3184, Florida Statutes, the City Commission of the City of Lakeland on April 5, 2021 transmitted the Lakeland Comprehensive Plan: Our Community 2030 to the Florida Department of Economic Opportunity as the State Land Planning Agency for review and written comment, and transmitted copy of the Lakeland Comprehensive Plan: Our Community 2030 to each of the local governments or government agencies in the State of Florida having filed with the City Commission a request for a copy of the Plan; and

WHEREAS, the Florida Department of Economic Opportunity, by letter dated June 11, 2021, transmitted its objections, recommendations and comments based upon review of the Lakeland Comprehensive Plan: Our Community 2030; and

WHEREAS, the updated version of the comprehensive plan was revised in view of comments provided by the Florida Department of Economic Opportunity; and

WHEREAS, pursuant to Section 163.3184, Florida Statutes, on July 19, 2021, the City Commission of the City of Lakeland held a public hearing with due public notice having been provided, on the updated version of the comprehensive plan, and with written notice of such public hearing having been provided to the State Land Planning Agency; and

WHEREAS, the City Commission of the City of Lakeland further considered all oral and written comments received during public hearings, and the recommendations of the Lakeland Planning and Zoning Board; and comments from the Florida Department of Economic Opportunity; and

WHEREAS in exercise of its authority, the City Commission of the City of Lakeland has determined it necessary and desirable to adopt the Lakeland Comprehensive Plan: Our Community 2030 to preserve and enhance present advantages; encourage the most appropriate use of land, water, and resources consistent with the public interest; overcome present deficiencies; and deal effectively with future problems that may result from the use and development of land within the City of Lakeland; and

WHEREAS the City of Lakeland complies with all respects with the requirements of Florida Statute 163.3246, The Local Government Comprehensive Planning Certification Program.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA AS FOLLOWS:

SECTION 1. FINDINGS. The foregoing findings are incorporated herein by reference and made a part hereof.

SECTION 2. STATEMENT OF INTENT. This Ordinance is enacted to carry out the purpose and intent of, and exercise the authority set out in, the Community Planning Act, Section 163.3161 through 163.3215, Florida Statutes.

SECTION 3. TITLE OF COMPREHENSIVE PLAN. The updated version of the comprehensive plan for the City of Lakeland shall be entitled: Lakeland Comprehensive Plan: Our Community 2030.

SECTION 4. CHAPTER 1 – INTRODUCTION. The Introduction Chapter includes the foundation of the Lakeland Comprehensive Plan: Our Community 2030 and is hereby adopted to include the text attached hereto as Exhibit "A" and incorporated herein.

SECTION 5. CHAPTER 2 – VIBRANT AND INCLUSIVE COMMUNITY. The Vibrant and Inclusive Community Chapter includes the Future Land Use Element, Housing Element, Recreation and Open Space Element and the Neighborhoods and Historic Preservation Element (new element) of the Lakeland Comprehensive Plan: Our Community 2030 and is hereby adopted to include:

(A) The text attached hereto as Exhibit "A" and incorporated herein by reference for the Future Land Use Element, Housing Element, Recreation and Open Space Element, and the Neighborhoods and Historic Preservation Element:

1) Guidance
2) Vision
3) Trends
4) Goals, Objectives and Policies
5) Influence on Other Plan Elements

(B) Future Land Use Map Series
(C) Recreation and Open Space Map Series
(D) Neighborhoods and Historic Preservation Map Series

SECTION 6. CHAPTER 3 – EFFICIENT AND WELL-MAINTAINED INFRASTRUCTURE. The Efficient and Well-Maintained Infrastructure Chapter includes the Infrastructure Element of the Lakeland Comprehensive Plan: Our Community 2030 is hereby adopted to include:

(A) The text attached hereto as Exhibit "A" and incorporated herein by reference for the Infrastructure Element addressing potable water, wastewater, solid waste, stormwater, and natural groundwater aquifer recharge:

1) Guidance
2) Vision
3) Trends
4) Goals, Objectives and Policies
5) Influence on Other Plan Elements

(B) Infrastructure Map Series

SECTION 7. CHAPTER 4 – SAFE AND CONVENIENT MOBILITY OPTIONS. The Safe and Convenient Mobility Options Chapter includes the Transportation Element of the Lakeland Comprehensive Plan: Our Community 2030 and is hereby adopted to include:

(A) The text attached hereto as Exhibit "A" and incorporated herein by reference for the Transportation Element addressing roadway transportation, public transportation, bike, pedestrian and other transportation modes, and land use and transportation coordination to include:

1) Guidance
2) Vision
3) Trends
4) Goals, Objectives and Policies
5) Influence on Other Plan Elements

(B) Transportation Map Series

SECTION 8. CHAPTER 5 – ATTRACTIVE AND ENVIRONMENTALLY-FRIENDLY COMMUNITY. The Attractive and Environmentally-Friendly Community Chapter includes the Conservation Element of the Lakeland Comprehensive Plan: Our Community 2030 and is hereby adopted to include:

(A) The text attached hereto as Exhibit "A" and incorporated herein by reference:

1) Guidance
2) Vision
3) Trends
4) Goals, Objectives and Policies
5) Influence on Other Plan Elements

(B) Conservation Map Series

SECTION 9. CHAPTER 6 – RESPONSIBLE AND ACCESSIBLE GOVERNMENT. The Responsible and Accessible Government Chapter includes the Intergovernmental Coordination Element, Public School Facilities Element, and the Capital Improvement Element of the Lakeland Comprehensive Plan: Our Community 2030 and is hereby adopted to include:

(A) The text attached hereto as Exhibit "A" and incorporated herein by reference for the Intergovernmental Coordination Element, Public School Facilities Element, and the Capital Improvement Element:

1) Guidance
2) Vision
3) Trends
4) Goals, Objectives and Policies
5) Influence on Other Plan Elements

(B) Intergovernmental Coordination Map Series
(C) Public Schools Facilities Map Series
(D) Appendix – Capital Improvements Element Schedule of Capital Improvements

SECTION 10. Chapter 7 DEFINITIONS. The Definition Chapter includes definitions of terms pertinent to the Lakeland Comprehensive Plan: Our Community 2030 and is hereby adopted to include the text attached hereto as Exhibit "A" and incorporated herein.

SECTION 11. APPLICABLITY AND EFFECT. The applicability and effect of the Lakeland Comprehensive Plan: Our Community 2030 shall be provided by the Community Planning Act, Sections 163.3161 through 163.3215, Florida Statutes, and this Ordinance.

SECTION 12. SEVERABILITY. If any provision of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full force and effect.

SECTION 13. COPY ON FILE.

(A) A certified copy of the enacting ordinance, as well as certified copies of the Lakeland Comprehensive Plan: Our Community 2030 and any amendments thereto, shall be filed with the City Clerk.

(B) To make the Lakeland Comprehensive Plan: Our Community 2030 available to the public, a certified copy of the enacting ordinance, as well as certified copies of the Lakeland Comprehensive Plan: Our Community 2030 shall be located in Community and Economic Development Department of the City of Lakeland at 228 S. Massachusetts Avenue, Lakeland, Florida 33801. The Community and Economic Development Department Director shall also make copies available to the public for a reasonable publication charge; electronic copies may also be available on the City's internet-based website.

SECTION 14. Ordinance 5188, as amended, of the City of Lakeland, Florida is hereby repealed.

SECTION 15. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 16. If any word, sentence, clause, phrase, or provision of this ordinance, for any reason, is held to be unconstitutional, void, or invalid, the validity of the remainder

of this ordinance shall not be affected thereby.

SECTION 17. The effective date of this Plan amendment shall be 21 days after the date a Final Order is issued by the Florida Department of Economic Opportunity or the date that the Administration Commission finds the amendment in compliance in accordance with Section 163.3284(4), Florida Statutes, whichever occurs earlier. No development orders, development permits, or land uses dependent upon this amendment may be issued or commence before it has become effective. If a Final Order of Noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Florida Department of Economic Opportunity, Bureau of Community Planning, the Caldwell Building, 107 East Madison Street, MSC 160, Tallahassee, Florida 32399-4120.

PASSED AND CERTIFIED AS TO PASSAGE this 19th day of July, A.D. 2021.

_____
H. WILLIAM MUTZ, MAYOR

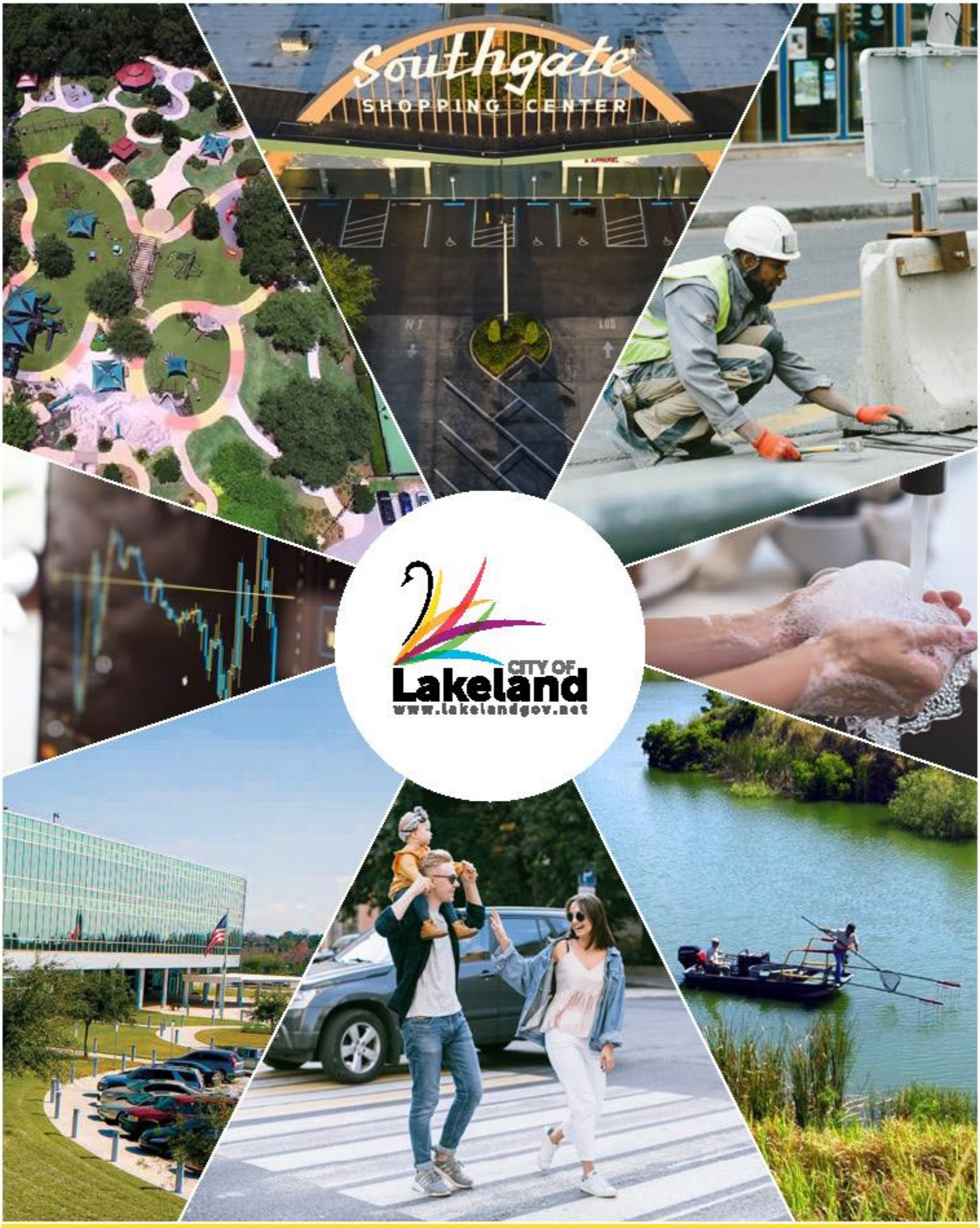
ATTEST: _____
KELLY S. KOOS, CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS: _____
PALMER C. DAVIS,
CITY ATTORNEY

EXHIBIT "A"

Text and Map Amendments (CPA 20-003)

Lakeland Comprehensive Plan: Our Community 2030



CITY OF
Lakeland
www.lakelandgov.net

Comprehensive Plan: Our Community 2030

Chapter 1
Introduction



Comprehensive Plan: Our Community 2030

OUR GUIDANCE

- City of Lakeland Commission Budget, 2019
- Look Forward Lakeland! 2019
- City of Lakeland Community Values Survey, 2019
- Lakeland Vision: Our Community, Our Future, Our Vision, 2019
- Chapter 163 Florida Statutes

Our City Vision

Lakeland--a vibrant, innovative, culturally, inclusive world-class community!

Our Community Vision

Lakeland--a vibrant community of opportunity for a lifetime!

Our City Mission

Lakeland--A community working together to achieve an exceptional quality of life.

Our Community

Lakeland is a vibrant community conveniently located along I-4 between Tampa and Orlando in Polk County, Florida. With a permanent population nearing 110,000 and a land area of 75.17 square miles, Lakeland is a principal city of the Lakeland–Winter Haven Metropolitan Statistical Area. The City embraces its past while looking forward to the endless opportunities that support the vision of a vibrant, innovative, culturally inclusive world-class community.

The City of Lakeland was incorporated on January 1, 1885, after founder Abraham Munn platted 80 acres of land the previous year. By the mid-1890s 25 trains were stopping in Lakeland each day. The community grew and prospered because of the exceptional railroad service, progressive outlook, attractive location, and elevation of 227 feet above sea level.

The Florida land boom of the 1920s resulted in the construction of many significant structures in Lakeland. Several are listed on the National Register of Historic Places, including the Terrace Hotel, New Florida Hotel (Lake Mirror Tower Apartments), the Polk Theatre, Park Trammell Building (formerly the Lakeland Public Library), and others.

The "boom" period, however, went "bust" quickly in 1926, only to be followed by the stock market crash of 1929 and the onset of the Great Depression. In the 1930s, progress towards economic recovery was marked by the arrival of the Detroit Tigers spring training camp and the development of the Lakeland Municipal Airport. In 1938 Frank Lloyd Wright came to Lakeland and designed what become the largest collection of Frank Lloyd Wright designed structures in one location in the world located on the campus of Florida Southern College overlooking Lake Hollingsworth.

Following World War II, George Jenkins rapidly expanded his Publix Supermarket chain and established his corporate headquarters in Lakeland. The citrus and phosphate industries contributed

significantly to Lakeland's economy with citrus growth and production making the area the "World's Citrus Center."

With an estimated permanent population of 109,238 and an additional 15,841 seasonal population for a total of 125,494 in 2020, Lakeland continues to grow and prosper. With tourist attractions such as Disney World, LEGOLAND Florida, and Bok Tower all within an hour's drive, Lakeland is capitalizing on its ideal central Florida location. Its commitment to downtown development, redevelopment, and historic preservation is a model for other cities and has made Lakeland a tourist destination of its own.

This commitment has been reflected in each of the City's Comprehensive Plans dating back to the 1950's. With the passage of the "Local Government Comprehensive Planning and Land Development Regulation Act", also known as the Florida 1985 Growth Management Act, the Lakeland Comprehensive Plan closely followed the State mandate of regulating growth and ensuring adequate infrastructure. To further comply with the 1985 Florida legislation, the City adopted a unified Land Development Code (LDC) in 1993.

Comprehensive Plan Requirements of Chapter 163, Florida Statutes

As required by Section 163.3177, Florida Statutes, the City's comprehensive plan must provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the City. reflecting.

These principles and strategies reflect community commitments to implement the plan and its elements and are used to guide future decisions, programs, and activities that ensure the plan is implemented. The sections of this Comprehensive Plan containing the principles and strategies are provided by a series of goals, objectives, and policies, which identify how the City's programs, activities, and land development regulations will be initiated, modified, or continued, for consistent and effective implementation.

It is not the intent of the Comprehensive Plan to include implementing regulations, but rather to outline and identify the programs, activities, and land development principles that form the strategy for implementing the plan.

Our Comprehensive Plan

The Lakeland Comprehensive Plan links the City's and Community's Vision to guide and balance the future economic, social, physical, environmental, and fiscal management of development and redevelopment within Lakeland. This plan sets the philosophy and goals, objectives and policies that establish consistency with other City adopted regulations including the City of Lakeland's Land Development Code (LDC).

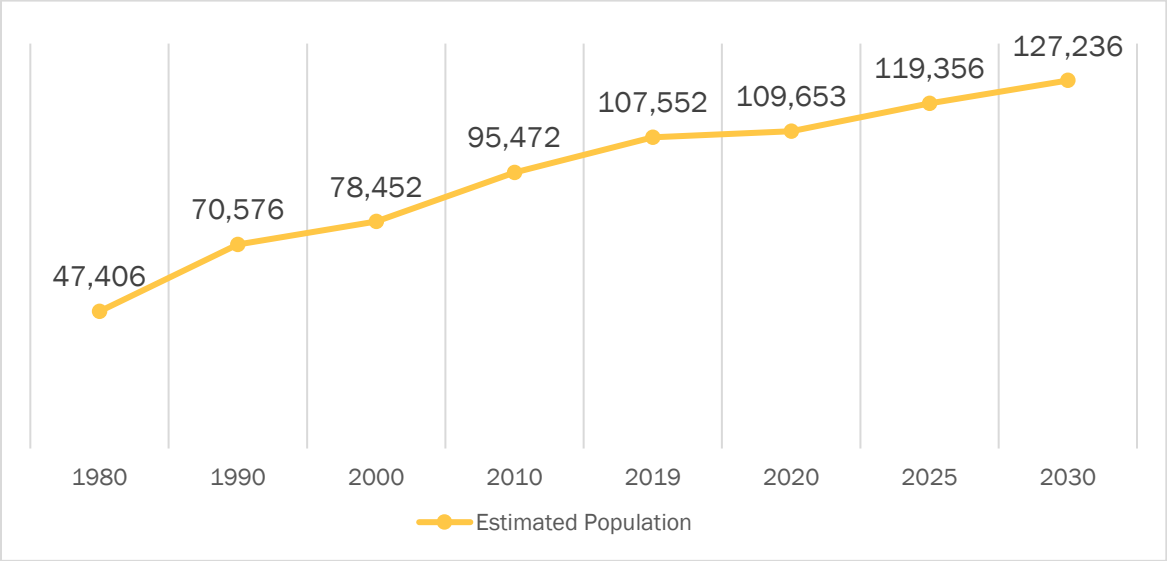
Originally adopted in 1991, the Lakeland Comprehensive Plan has been updated for the planning horizon of 2030. This update follows requirements of Chapter 163.177 of Florida Statutes and provides assessment of projected growth and demand for services for the coming decade.

Our Community Trends

The City of Lakeland's population increased by more than 60,000 persons in 40 years, a 126.9 percent increase, as shown in Figure 1-1. Looking forward, Figure 1-1 illustrates the estimated permanent population ~~for~~ within the City of Lakeland through the year 2030, based on medium estimates provided by the Bureau of Economic and Business Research (BEBR) for Polk County. The percent change in BEBR Medium population projections for Polk County were applied to the 2019

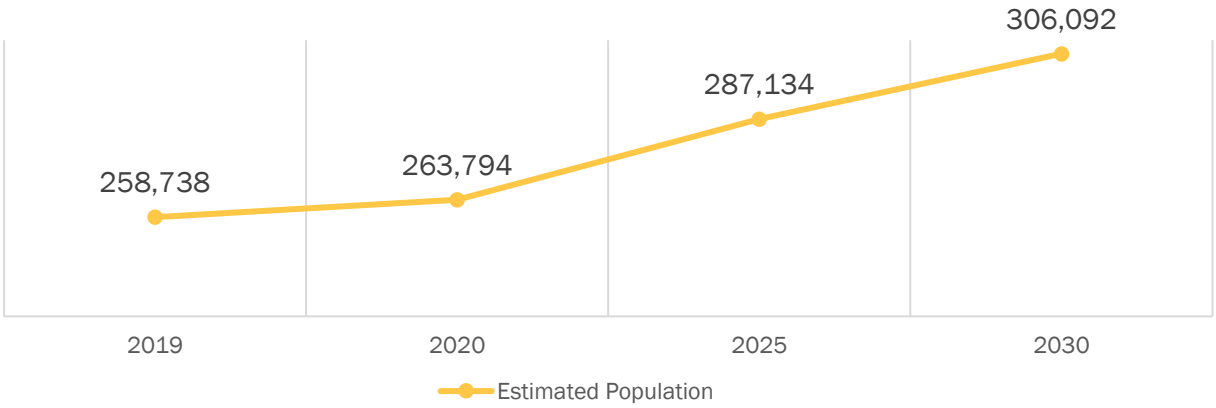
estimate for the City to determine the population projections ~~for~~ within the corporate limits of the City through the year 2030.

FIGURE 1-1:
ESTIMATED AND PROJECTED PERMANENT POPULATION ~~FOR~~ WITHIN CITY LIMITS



The Lakeland Planning Area, or LPA, is an area surrounding the city limits (MAP FLU-1). The City estimates permanent population ~~for~~ within the LPA to assess the level of growth surrounding the city limits which may be relevant for future annexation considerations as well as determining the potential population to be served with city public services. However, the City's water and wastewater service areas (MAP INF-3 and MAP INF-5) and Lakeland Electric (LE) Service area (MAP INF-11-TS) do not serve the entire LPA. Figure 1-2 includes the estimated permanent population projections for the LPA. The LPA's seasonal population is estimated to be 21,717 in 2020 and projected to be 25,199 in 2030.

FIGURE 1-2:
ESTIMATED AND PROJECTED PERMANENT POPULATION ~~FOR~~ WITHIN LAKELAND PLANNING AREA



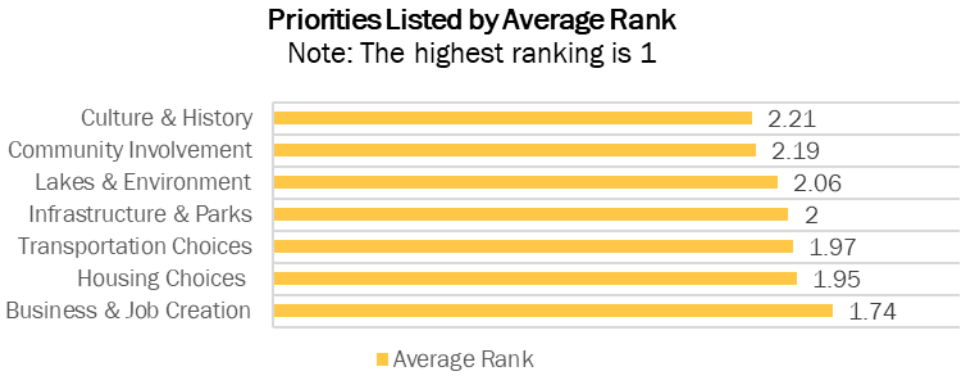
The Lakeland Planning Area permanent population is expected to grow by 15.47%, from 258,738 in 2019 to 306,092 in 2030. To address the growth and development potential identified in the City and the LPA it is important to identify and understand the priorities and concerns of Lakeland residents and civic leaders to help develop a comprehensive vision for the future of the community.

This input was obtained from three community-wide surveys and public engagement efforts undertaken in 2019:

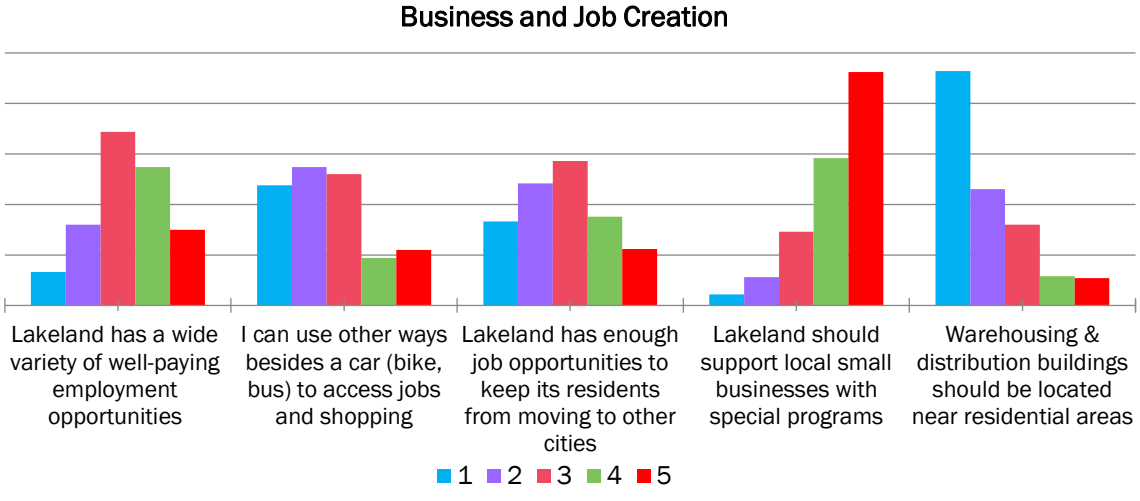
- Look Forward Lakeland!
- Community Values Survey
- Lakeland Vision Survey

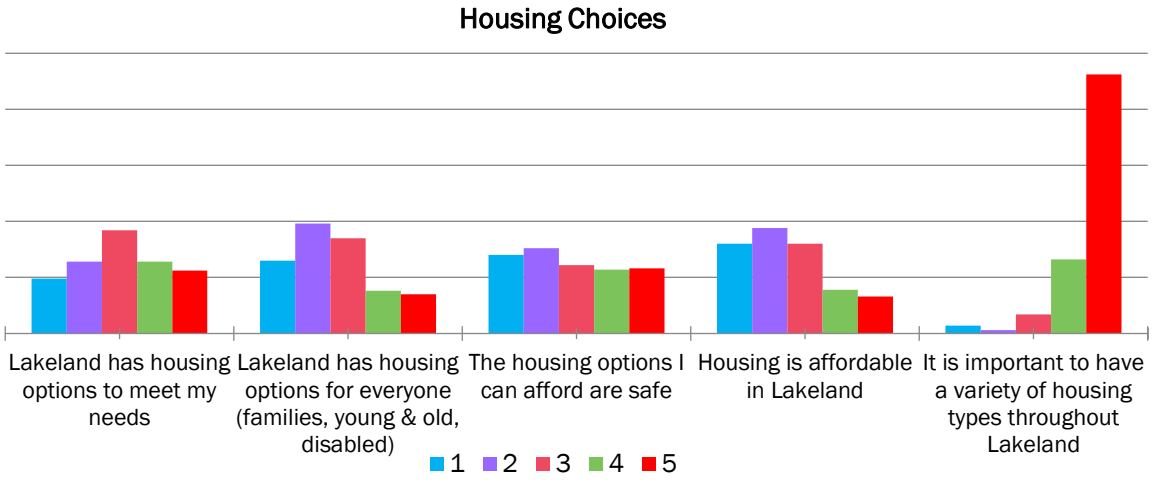
Look Forward Lakeland! Survey Findings

In April 2019, the City launched "Look Forward Lakeland!", a robust and extensive public outreach campaign to support the update to the comprehensive plan. An interactive online survey was created using the MetroQuest platform. The survey was promoted through social media; print materials; media outlets; church bulletins; the city's newsletter mailed with utility bills; community events such as Downtown's First Friday and Saturday Market; and presentations made to local civic organizations, the city's Neighborhood Association Coalition. Tablets wer provided at community events allowing for onsite response to the survey. Over 1,100 surveys were completed with hundreds of distinct comments collected. In addition to comments, , participants were asked to rank their top priorities in order of importance.



Survey results showed that Business & Job Creation and Housing were a top priority. Based on the identified priorities, participants were asked to further help identify strategies that the community would like to see. Ranking was based on a scale from 1 to 5, with 1 indicating strongly disagree and 5 indicating strongly agree. Looking at the top two (2) priorities (Business & Job Creation and Housing), the following strategies were identified and ranked.





The survey provided the opportunity to identify city goals, priorities, and policies as Lakeland looks to the next ten years. Based on these results, Lakeland's residents see a future community that is thriving with jobs and business opportunities and where residents have affordable housing options. A summary of priorities follows:

- **Business and Job Creation**
  A variety of well-paying employment opportunities are needed as well as expanded transportation options, such as biking and bus transportation, to get to those jobs. Respondents expressed the need to retain talent either through higher-paying jobs or more employment opportunities. To promote business, respondents highly favor the development of special programs to support small local businesses. They also highly favored locating warehousing and distribution buildings away from residential areas.
- **Community Involvement**
  The City of Lakeland does a good job of providing activities to encourage residents of all ages to interact with one another. Respondents feel that they have access to opportunities to be successful in Lakeland. Improvements can be made to provide more opportunities for residents to be part of the City's decision-making process.
- **Culture and History**
  Lakeland's ability to preserve its historic character and to respect the different cultures and backgrounds of its residents is viewed favorably. Respondents highly ranked the need for design standards to make Lakeland buildings more attractive as well as the value of preserving historic buildings in the community. However, respondents also encouraged the need for new development in older areas of the City.
- **Housing Choices**
  Housing options, according to the survey, is a substantial need in the City of Lakeland. Respondents expressed the need for safe and affordable housing options for all residents. Seniors, young professionals, and families should have a variety of housing choices to choose from throughout Lakeland.
- **Infrastructure and Parks**
  Respondents expressed the need for conservation and protection of natural resources and better management of stormwater and flood control. Available access to parks was highly ranked. Most also felt that the community of Lakeland feels safe and secure.
- **Transportation Choices**
  Those surveyed noted improvements should be made in transportation options for those that do not have access to a personal vehicle. Accessible biking, walking, and transit opportunities are a high priority for residents, indicating that they would use public transportation if service

was expanded during the workday and on weekends. They also expressed the need for housing located near shopping, services, and jobs.

Community Values Survey Findings

The Community Values Survey was conducted to understand how much the residents of Lakeland value the different services provided by the City. In 2019, residents for the sixth year in a row have identified overall Quality of Life as the number one priority. A summary of all of the identified priorities follows:

Value/ Priority	City Goal	2019 Average Score*	2018 Average Score*	2017 Average Score*	2016 Average Score*	2015 Average Score*
#1	**Quality of Life**	**3.972**	**3.947**	**3.883**	**3.809**	**3.685**
#2	Economic Opportunity	2.909	2.978	3.069	3.022	3.104
#3	Fiscal Management	2.887	2.861	2.879	3.031	3.130
#4	Growth Management	2.747	2.646	2.610	2.592	2.529
#5	Communication	2.484	2.569	2.559	2.549	2.552
* 5 = Highest Value; 1=Lowest Value						

- **Fire Services**
  The residents of Lakeland significantly value fire services to include fire safety programs, calls for assistance, rescue services, and the overall quality of fire services.
- **Police Services**
  According to the survey results, police services are highly valued by the residents in Lakeland. Residents view traffic awareness, crime prevention and education, investigative services, patrol services, dispatching, and response time as positively impacting the quality of community safety in the City.
- **Parks and Recreation Services**
  Facilities appearance has significant personal value to residents of Lakeland. Upkeep of recreational facilities such as parks and swimming pools were highly ranked as a priority.
- **Economic and Community Development**
  Residents see the importance of economic development programs provided by the City. Respondents value economic development, code enforcement, and CRA districts. They would like to see affordable housing and neighborhood programs expanded.
- **Cultural and Community Services**
  Library services provided to residents are greatly valued as is the information provided through the City's website and social media pages. The City should continue to utilize these services as a way to provide additional information and resources to its residents.
- **Transportation & Utility Services**
  Residents highly value the City's ability to maintain and to develop both transportation and utility facilities.
- **Environmental & Utility Services**
  The residents of Lakeland place a high importance on the environment and utility services. Impacting the overall quality of life for residents is water treatment and distribution which residents ranked of high importance. This is followed by solid waste collection, wastewater treatment, electric distribution, and lake and stormwater management.
- **Lakeland Quality of Life**
  Overall, residents consider Lakeland a great place to live, to raise a family, and to retire. Given the substantial value that residents place on the services provided by the City and their quality of life in Lakeland residents want to feel safe and secure in an economically healthy City.

Lakeland Vision Survey Findings

Lakeland Vision collaborates with a broad range of community stakeholders to implement a comprehensive action plan shaped by the community's own vision of its future. In 2019, Lakeland Vision collected input throughout the greater Lakeland area in an effort to update the community's vision. In addition to an online survey, Lakeland Vision met with citizens in person at local events bringing together the voices of approximately 1,000 individuals representing 100% of the zip codes in Lakeland.

The vision was developed with diverse and broad-based community input and addresses the following focus areas and goals:

- Strong and Safe Neighborhoods - Lakeland will have neighborhoods where residents enjoy their quality of life.
    - Sense of Community - Institutions, organizations, and neighborhoods will create and support a cohesive and engaged community that fosters intergenerational and geographic unity.
    - Downtown - Downtown Lakeland will be walkable and vibrant with a variety of housing options, restaurants, small businesses, green spaces, and venues for community gatherings and events.
    - Beautification - Lakeland will be a clean, beautiful city centered around magnificent lakes, attractive streetscapes, quality architecture, and natural features.
    - Preservation and Revitalization - Lakeland will celebrate its history and support unique, strong neighborhoods through revitalization and historic preservation while striving to eliminate blight.
    - Clean Lakeland - Our community will seek to eliminate litter, reduce pollution, and protect the health of our lakes and other natural resources.
    - Character of Development - Lakeland will support diverse housing options for citizens of all incomes.
    - Sustainable Lakeland - Our community will support a sustainable quality of life by conserving natural resources, preserving green spaces, providing environmental education programs, promoting alternative energy sources and developing many modes of transportation to move people and goods.
    - Public Involvement - Our citizens will be knowledgeable on how government works and how to communicate with decision-makers.
    - Safety - Lakeland will have effective law enforcement with community-based crime prevention activities to ensure safe schools, neighborhoods, and streets.
    - Government - Lakeland will have accessible, capable leaders who are dedicated to providing resources and services to all areas of the community.
    - Growth Management - Lakeland will be well planned and managed to preserve green space, create vibrant mixed-use neighborhoods, encourage infill and redevelopment, and ensure that public infrastructure can keep up with the needs of a growing population.
    - Public Transit - Lakeland will provide convenient, modern, safe, and efficient transportation alternatives to enhance livability and improve connections throughout the region.
    - Homeless - Lakeland will reduce its homeless population.

- Jobs for a Vibrant Economy - Lakeland will have jobs for all to support a vibrant economy.
    - Business Development and Attraction - Lakeland will attract a wide variety of high-tech, high-wage employers.
    - Retail and Business - Lakeland will be a business-friendly community.
    - Prosperous Lakeland - Lakeland will be a prosperous, technologically-advanced city that attracts and retains a young, innovative, and talented workforce within a creative environment.
    - Marketing and Tourism - Lakeland will promote its local attractions, events and activities to attract residents and visitors.
    - Roadways and Mobility - Our community will improve the overall mobility of our citizens while ensuring our transportation system supports a strong economy.
    - Green Economy - Lakeland will attract and promote green industries and local green markets to achieve a sustainable local economy.

- Lifelong Education - Lakeland will have quality educational opportunities for all.
    - Funding and Community Support - Lakeland will support quality education through collaboration among schools, businesses, and other institutions in the community.
    - Programs and Curriculum - Lakeland will support quality curriculum, teaching, mentoring and hands-on experiences to prepare students to succeed in college, in vocations, the workforce, and in life.
    - Career Development - Our educational community will offer life-long training opportunities for an ever-changing job market.
    - Early Start - Lakeland will prepare every child to succeed.
    - Higher and Continuing Education - Lakeland will create strong partnerships with its colleges and universities.

- Activities for a Diverse Community - Lakeland will offer activities for all community members.
    - Arts and Culture - Lakeland will provide a supportive arts environment that advances, promotes, and funds the arts community to invite community-wide participation in the arts.
    - Youth Activities - Our community will support activities and opportunities for youth and teens that are safe, affordable, and fun.
    - Entertainment and Attractions - Lakeland will be a destination for a variety of entertainment and dining options which support a lively and fun community atmosphere.
    - Diversity - Lakeland will support and celebrate diversity and inclusiveness in leadership, business, and civic engagement throughout the community.
    - Communications - Lakeland will be an interconnected and informed community through community-wide communications.
    - Volunteerism - Lakeland will promote volunteer opportunities that allow all citizens to be actively involved in community service.
    - Parks - Lakeland will build and maintain a network of community and regional parks and trails that support a healthy lifestyle and maximize economic benefits.
    - Recreation - Lakeland will have recreation facilities and programs throughout all sectors of the city for residents of all ages.
    - Health - Lakeland will be a community which promotes healthy lifestyles while providing access to quality health care for people of all ages and income levels.
    - Seniors - Lakeland will provide seniors with a variety of lifestyle and housing choices which support aging in place.

- Public Transportation - Lakeland will provide affordable, reliable, and efficient public transportation throughout the community.
- Walking and Biking - Lakeland will have a well-connected network of sidewalks, bike lanes, and trails throughout the community that integrate safely with roadways.

SURVEY RESULTS IN RELATION TO COMPREHENSIVE PLAN

Area of Focus	Look Forward Lakeland, Community Values, and Lakeland Vision Surveys	Influences Comprehensive Plan Elements	Summary/ Themes
Economic Development	✓	Future Land Use Element	Economic Development, Business and Job Creation are major themes in all surveys. Residents encourage the development of commercial opportunities that bring in job growth and fill the needs of the residents of Lakeland. Encourage business friendly policies that boost business and commercial development in areas of the city that are in need of new development.
Diverse Community	✓	Neighborhoods and Historic Preservation Element Recreation and Open Space Element	Residents would like to see the preservation of Lakeland's historic character while still providing a variety of new community events serving multiple age groups. Increasing community activity and interaction through new venues such as art, music, volunteering, and cultural events.
Housing	✓	Future Land Use Element Housing Element	Residents expressed that Lakeland is a great place to live and raise a family but there is a lack of affordable housing options. They value affordable housing and would like to see more multi-family residential housing with units providing more than two bedrooms. Other housing options they would like to see is tiny homes, condominiums, and affordable starter homes for home ownership. Residents would like for housing cost to match household income levels per neighborhood. Allow mix-use to promote redevelopment and provide infrastructure for a growing population.
Infrastructure and Parks	✓	Infrastructure Element Recreation and Open Space	Appearance and maintenance of Parks and Infrastructure was a prominent theme in both surveys. Residents would like to see more parks in Lakeland to serve different purposes such as family parks, dog parks, a park for musical events or to fish. Parks are needed in high density residential areas for residents to participate in recreational activities. Trails and parks should be connected to add features and amenities to make them more desirable to residents.
Lakes and Environment	✓	Infrastructure Element Conservation Element	Residents encouraged the beautification and landscaping of natural resources including planting trees or flowers in needed areas and cleaning up litter. Ensure that lakes are not degraded.
Transportation	✓	Transportation Element Neighborhoods and Historic Preservation Element	The reduction of traffic and congestion was a major theme in transportation. Residents want to see complete street planning in Lakeland. They highly supported the City's need to expand biking trails and bike lanes. Also, public transportation and different modes of transportation are needed in close proximity to residential areas.

Structure of the Plan

The Lakeland Comprehensive Plan 2030 is structured to reflect our Community's vision and acknowledges the values that guide decision making by the City of Lakeland. Elements are consolidated into chapters and each chapter consists of sections:

- **Our Guidance**: The documents, plans, visions, regulations, and policies that influences each Element of the Plan
- **Our Vision:** The City's Vision for that Chapter that influences each Element of the Plan
- **Our Trends:** The current and future resources that influence each Element of the Plan
- **Goals, Objectives and Policies:** The regulatory guidance of each Element of the Plan
- **Influence on Other Plan Elements:** Details the policy influence each Element has on other Elements of the Plan

Chapters of the Plan are organized around visions and values and bring together relevant elements of the Comprehensive Plan, including:

Chapter 1) Introduction

Chapter 2) Vibrant and Inclusive Community links the importance of the Future Land Use Element in shaping growth and redevelopment with the Housing Element, the Recreation and Open Space Element, and a new Neighborhoods and Historic Preservation Element which all support an inclusive and healthy quality of life.

Chapter 3) Efficient and Well-Maintained Infrastructure brings together the provision of services including Potable Water, Wastewater, Solid Waste, and Stormwater Management with protection of the quality and quantity of our Surface Waters and our Ground Water Aquifers.

Chapter 4) Safe and Convenient Mobility Options highlights the modes of transportation including roadways, transit, bicycles, and pedestrian paths along with air and rail to ensure there are transportation options for the movement of people and goods.

Chapter 5) Attractive and Environmentally-Friendly Community includes the Conservation Element that supports the high priority of lakes and the need to ensure habitat and natural resources are protected as the City grows.

Chapter 6) Responsible and Accessible Government is the standard the City holds itself to in communicating with its citizens and with other governmental agencies through the Intergovernmental Coordination Element, the School Facilities Element, and in the City's investment in the Capital Improvement Element.

Chapter 7) Definitions

Technical Support Document: Includes a of the materials used to quantify, forecast, analyze, and influence the development of the Lakeland Comprehensive Plan 2030.

Interdependent and Vision Focused Plan Elements

The Chapters and individual Elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and enhancing the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

Chapter 2
Vibrant and Inclusive Community

Strong neighborhoods support our cultural history and our economic future



Vibrant and Inclusive Community

OUR GUIDANCE

- City of Lakeland's Community Redevelopment Agency District Redevelopment Plans
- Livable Polk Healthy Communities Report, 2012
- Polk County Community Health Assessment, 2019
- Bureau of Economic and Business Research, 2019
- Chapter 163 Florida Statutes
- Chapter 380 Florida Statutes
- Chapter 419 Florida Statutes
- City of Lakeland's Capital Improvement Program 2020
- Florida Department of Transportation and Polk County Five-Year Work Programs
- City of Lakeland's Proportionate Fair-Share Program
- City of Lakeland's Interlocal Agreement with the Polk County School Board and Polk County Board of County Commissioners
- City of Lakeland Water Quality Management Plan, 2019
- Florida Building Code 2017
- National Environmental Protection Agency's National Pollution Discharge Elimination System Rule 17-25.025(7)

Our Vision: Strong neighborhoods support our cultural history and our economic future

The City of Lakeland is a vibrant community centered on its historic neighborhoods and propelled forward by strong economic partnerships. It seeks to be an inclusive community for residents and visitors of all ages.

From historic Munn Park where Lakeland's Downtown began in the 19th Century to the shore of Lake Wire where troops including Buffalo Soldiers awaited transport to Cuba during the Spanish American War, Lakeland's history is long and rich. Architectural gems like the Lake Mirror Promenade, the iconic Frank Lloyd Wright buildings overlooking Lake Hollingsworth, and the signature Santiago Calatrava building at Florida Polytechnic University reflect Lakeland's cultural history. Seven historic districts listed on the National Register of Historic Places weave the cultural history of Lakeland design into the vibrancy of Lakeland's future.

A City known for its superior parks and recreational programs, public spaces, unforgettable vistas, and scenic lakes, Lakeland seeks to ensure this legacy for future generations. Our neighborhoods must remain strong and the growth and redevelopment of our community must support a quality of life for all residents to sustain a vibrant and inclusive community.

This Chapter recognizes that the ability of the City to achieve its vision for the Lakeland Community in the coming decade is based upon comprehensive planning that not only meets the requirements of Chapter 163 of Florida Statutes but also serves to create a Vibrant and Inclusive Community. In order to achieve these outcomes, the Lakeland Comprehensive Plan 2030 organizes four elements in Chapter Two that create the framework for achieving this vision:

1) Future Land Use Element;
2) Housing Element;
3) Recreation and Open Space Element; and
4) Neighborhoods and Historic Preservation Element (new element).

Future Land Use Element

The Future Land Use Element includes key data reflecting trends, goals, objectives and policies that will influence the urban growth and shape of our community during the ten-year planning horizon. This Element is guided and informed by a variety of plans, policies, and regulations shown in the Our Guidance box. These are not an adopted part of the Comprehensive Plan but their continuing influence on the level of urban services and shape of a community guided by transit oriented design policies is of primary importance.

The Housing Element seeks to ensure that residents of all incomes will have housing available in the future. It establishes policies to encourage a variety of housing types that are available throughout the City.

The Recreation and Open Space Element sets standards for parks and open space to serve the needs of residents today and ensure future recreational needs as growth continues.

Neighborhood and Historic Preservation Element is a new element of the Comprehensive Plan and brings together the guidance to preserve the historic neighborhoods and maintains policies to support healthy and stable communities.

Our Trends: Future Land Use

The purpose of the Future Land Use element is to achieve a high-quality living environment by encouraging compatible land uses, protecting the natural environment, and providing facilities and services which meet the social and economic needs of the community. The foundations for this Future Land Use Element meet Florida statutory requirements while striving to meet the City's and Community's Vision for Lakeland. Goals, objectives, policies, regulations, and implementation activities along with maps illustrate the desired future land use patterns.

The Future Land Use Map (MAP FLU-6) is the single most influential component that illustrates desired land use patterns. The Future Land Use Map (MAP FLU-6) is supported by policies throughout the Comprehensive Plan, not only those in the Future Land Use Element. The City's Land Development Code (LDC) establishes minimum standards for zoning, subdivision, and development activities. The LDC, which was first adopted in 1993 and received a major update in 2013, is the primary document for implementing the goals, objectives, and policies of the Future Land Use Element.

The City of Lakeland is approximately 75.04 square miles in area (48,029.35 acres) and serves an estimated permanent population of 109,238 persons (2020 estimate). According to the Bureau of Economic and Business Research (BEBR), estimates derived from population figures for Polk County, the projected permanent population by the year 2030 for the City of Lakeland is estimated to be around 127,236 (See Table FLU-1). The estimated permanent and seasonal population within the City for the year 2030 is 145,617.

The Lakeland Planning Area (LPA) (MAP FLU-1), is a geographic land area surrounding the City limits. The LPA is approximately 206.18 square miles (131,956.47 acres). Population projections are also calculated for the LPA in order to assess the level of growth surrounding the city limits, which include land areas that may be considered for future annexation and areas that may one day be served by City public facilities and services. Table FLU-2 below includes the estimated permanent and seasonal population projections for the LPA.

~~TABLE FLU-1: ESTIMATED POPULATION FOR CITY LIMITS~~

~~Year~~	~~Estimated Population~~	~~Growth by Period~~	~~Total Growth~~	~~Percent Change~~	~~Annual Percent Change~~
~~2019~~	~~107,552~~	~~–~~	~~–~~	~~–~~	~~–~~
~~2020~~	~~109,653~~	~~2,101~~	~~2,101~~	~~1.95%~~	~~1.95%~~
~~2025~~	~~119,356~~	~~9,702~~	~~11,804~~	~~8.85%~~	~~1.77%~~
~~2030~~	~~127,236~~	~~7,880~~	~~19,684~~	~~6.60%~~	~~1.32%~~

TABLE FLU-1:
ESTIMATED AND PROJECTED PERMANENT AND SEASONAL POPULATION WITHIN CITY LIMITS

Year	Estimated Permanent Population	Estimated Seasonal Population	Estimated Total Population
2019	107,552	15,537	124,089
2020	109,653	15,841	125,494
2025	119,356	17,242	136,598
2030	127,236	18,381	145,617

~~TABLE FLU- 2: ESTIMATED POPULATION FOR LAKELAND PLANNING AREA~~

~~Year~~	~~Estimated Population~~	~~Growth by Period~~	~~Total Growth~~	~~Percent Change~~	~~Annual Percent Change~~
~~2019~~	~~258,738~~	~~–~~	~~–~~	~~–~~	~~–~~
~~2020~~	~~263,794~~	~~5,056~~	~~5,056~~	~~1.95%~~	~~1.95%~~
~~2025~~	~~287,134~~	~~23,341~~	~~28,396~~	~~8.85%~~	~~1.77%~~
~~2030~~	~~306,092~~	~~18,957~~	~~47,354~~	~~6.60%~~	~~1.32%~~

TABLE FLU- 2:
ESTIMATED AND PROJECTED PERMANENT AND SEASONAL POPULATION WITHIN THE LAKELAND PLANNING AREA

Year	Estimated Permanent Population	Estimated Seasonal Population	Estimated Total Population
2019	258,738	21,301	280,039
2020	263,794	21,717	285,511
2025	287,134	23,639	310,773
2030	306,092	25,199	331,291

To accommodate anticipated growth, the City has analyzed developable Future Land Use areas to better understand the City's potential for serving future residential, commercial, industrial, institutional, and other land use needs. Looking specifically at vacant and developable lands located within the City, the City is anticipated to have adequate land area to meet projected growth. See Table FLU-3 below outlining the City's Developable Future Land Use area, based on currently assigned Future Land Use designations.

TABLE FLU- 3: DEVELOPABLE FUTURE LAND AREA

Future Land Use Designation	Developable Acreage	Percentage of Developable Acreage of Total Developable Lands
Residential Very Low	--	--%
Residential Low	1,443.76	23.1%
Residential Medium	1,687.10	27%
Residential High	270.99	4.3%
Business Park	2,038.0	32.7%
Community Activity Center	90.9	1.5%
Convenience Center	3.5	0.1%
Industrial	161.1	2.6%
Interchange Activity Center	210.5	3.4%
Mixed Commercial Corridor	73.4	1.2%
Neighborhood Activity Center	47.3	0.8%
Regional Activity Center	155.2	2.5%
Public and Institutional	56.4	0.9%
Total Acreage	**6,238.15**	**100.0%**

Goals, Objectives, and Policies: Future Land Use

The following goals, objectives, and policies statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to the arrangement of land uses. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Future Land Use Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes*; the other elements of this Comprehensive Plan; and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan.*

Future Land Use Intensity Areas

The overlay intensity areas, as shown in MAP FLU-2 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. These factors also indicate when development can proceed so that it is not premature.

A major consideration when determining the suitability of land for future development is the availability of public facilities and services. Service availability is addressed by the City's utility service area and capital improvements schedule. Understanding the demand for services created by new development helps local governments to shape growth patterns 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 City's Capital Improvements Program.

The overlay intensity areas are meant to be 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, and types of uses permitted within any of the overlay intensity areas is 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*. For intensity areas that extend beyond the City limits, these are dependent upon the applicable land use regulations of the impacted local government (e.g. Auburndale, Polk County). Since 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. The level of development allowed is made on a site-by-site basis and is part of the overall development application and review process including zoning.

Although availability of services is a major consideration when locating potential land uses, natural characteristics of the land and natural resources are also considered. For example, the development of urban intensities and uses in wetlands or other sensitive environmental areas is not an acceptable development practice. The location of future land uses is greatly impacted by natural features that are either conducive to or prohibitive of development. MAP FLU-3 and MAP FLU-4 outline environmental constraints and natural resource limitations to urban development within the Lakeland Planning Area. The map series in the Comprehensive Plan 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 three overlay intensity areas within the larger Lakeland Planning Area as outlined in MAP FLU-2. 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. MAP FLU-5 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 Transit Supportive Area: The Central City Transit Supportive Area (CCTSA) is the area currently served with:

1. Central water and wastewater services;
2. Urban level public safety (fire and police);
3. An existing urban grid road network and sidewalk and bike path networks;
4. Passenger rail service and fixed route bus service including the main transit terminal/transfer station;
5. Neighborhood & community park system with library services; and
6. Other facilities and services normally associated with medium to high intensity urban development.

The CCTSA will allow a wide range of land uses at higher densities and intensities 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 CCTSA is supported by a grid street network; existing transit services including express bus services; lake-to-lake greenway/bike system, pedestrian network; extensive park system; central utility

services for water, wastewater and electricity; Historic Districts and Community Redevelopment Areas; and incentives for infill and redevelopment such as the Core Improvement Area for non-utility impact fee exemptions. This portion of the City has been exempt from all State and Regional review of land use amendments since 2004 when the City was designated as a Certified Community under the State of Florida's Local Government Comprehensive Planning Certification Program. As such, this area and the Transit Oriented Corridors are best positioned to continue to focus on new urban infill and redevelopment within the planning period.

The CCTSA includes the entire range of land use categories and is intended to contain a wide variety of urban uses and higher residential densities to both require and support mass transit, enhanced pedestrian systems, cultural and social activities, and the traditional form of urban uses that define a viable urban place. The Central Business District (CBD) is included in the CCTSA together with most regional commercial centers. The defined CCTSA contains approximately one tenth of the Planning Area.

Urban Development Area: The Urban Development Area (UDA) is the area located outside the CCTSA 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 allows a wide range of land uses at densities and intensities usually lower than those found within the Central City Transit Supportive Area.

The Urban Development Area is intended to contain most of the land uses found in the Central City Area; however, the amount of land in the more intense uses will be lower and more widely dispersed.

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 may have unacceptable emergency 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 or, near County Line Road, industrial uses.

Future Land Use Categories

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 MAP FLU-6. 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.

Table FLU-4 represents a matrix of each of the future land use categories, their primary purpose, and development criteria.

Table FLU-4: FUTURE LAND USE SUMMARY TABLE

Regional Activity Center (RAC)	**Typically intended to accommodate the regional shopping needs of central Florida**		
~~Most often contains~~ Uses	Regional shopping mall, large box retail uses, other regional attractors, and other commercial and office uses within close proximity to complement and take advantage of the regional nature of the center.		
Existing RACs: Downtown Lakeland, Lakeside Village in Oakbridge (including adjacent apartments) and Lakeland Square Mall are examples of RACs with potential to become more intense and balanced mixed-use centers over time. Lakeland Regional Health Medical Center and Watson Clinic Complex are non-retail RAC uses that function as major centers of employment proximate to housing and retail opportunities.			
Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit Oriented Corridors (TOC)			
Maximum Outside of TOC	**Maximum within TOC[1]**	**Minimum within 1/8 Mile of TOC[1,2]**	**Minimum within ¼ Mile of TOC[1,2]**
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac
[1] Subject to zoning district or Special Public Interest (SPI) District Requirements [2] Measured perpendicular to centerline of designated TOC			
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	**Urban Development Area**	**Suburban Development Area**	**Downtown CRA**
3.00 FAR	2.50 FAR	Not Applicable	5.00 FAR
• ≥ 30% of land area may be ~~medium or high density~~ residential. • ~~No density limit in the Transit Oriented Corridors.~~ • Residential uses located above the first floor of non-residential uses shall not count against the30% limit; however, residential space shall not comprise more than half of the total non-first floor square footage. • No limitation on the percentage of land in retail or office uses.			
Development Criteria			
Location Criteria:	Central City Transit Supportive Area (TSA) or Urban Development Area and approximately 3 miles from another RAC.		
~~Useable Site Area:~~ Typical RAC Size*:	60 acres or more		
Gross Leasable Area:	400,000 to 2,000,000 square feet		

Minimum Population Served:	150,000 or more
Market Area Radius:	20 miles or more
Access:	• 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. • If located outside CRAs, prefer proximity to a limited access highway. • Access to one or more existing fixed route mass transit lines. • Must be designed for well connected, multi-modal internal access and include on-site transit shelter and bike rack.
Community Activity Center (CAC)	Intended to accommodate the shopping needs of persons living within the community and typically contains a shopping center with a variety of stores
~~Most often contains~~ Uses	Grocery, drug, one or more junior department stores, group of smaller uses, other commercial and office uses within close proximity.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area

Central City	Urban Development Area	Suburban Development Area	Downtown CRA
1.50 FAR	1.00 FAR	Not Applicable	Not Applicable

- ≥ 25% of land area may be ~~medium or high density~~ residential beyond 2nd floor residential uses.
- Typically, 100% of land area will be retail and office uses with no limit on percentage of either use.

Development Criteria	
Location Criteria:	Central City TSA or Urban Development Areas; approximately 2 miles or more from any other retail commercial activity center.
~~Useable Site Area:~~ Typical CAC Size*	20 to 60 acres

Gross Leasable Area:	100,000 to 400,000 square feet.
Minimum Population Served:	20,000 to 80,000 people.
Market Area Radius:	2 or more miles
Access:	• 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. • 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.
Neighborhood Activity Center (NAC)	Intended to accommodate the shopping needs of persons living within the immediate surrounding neighborhoods
~~Most often contains~~ Uses	Grocery store, drug store, few other small retail and office uses in a contiguous building or on out parcels.

To promote walkable neighborhoods with access to healthy foods, exceptions may be made to the above general characteristics for Convenience Center site size, GLA and/or separation distance where found compatible with surrounding uses and proposing a neighborhood level grocery as the primary use; the site shall be governed by PUD zoning, employ site design that maximizes walkability and compatibility, and exclude uses that are primarily auto-oriented. Local grocery stores sizes may vary but 60,000 square feet shall be the maximum and proposals for these exceptions are encouraged to use less than the maximum wherever feasible.

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.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area

Central City	Urban Development Area	Suburban Development Area	Downtown CRA
1.00 FAR	0.75 FAR	0.50 FAR	Not Applicable

• ≥ 20% of land area may be medium or high density residential beyond 2nd floor residential uses. • Typically, 100% of land area will be devoted to retail and office uses • No limit on the percentage of land in either of these commercial uses.	
Development Criteria	
Location Criteria:	Central City TSA, Urban Development, or Suburban Area; approximately 1½ miles or more from any other retail commercial activity center.
~~Useable Site Area:~~ Typical NAC Size*:	5 to 20 acres
Gross Leasable Area:	10,000 to 150,000 square feet
Minimum Population Served:	5,000 to 20,000 people.
Market Area Radius:	1½ miles
Access:	• Intersection of two roads, with frontage on or direct access to an arterial road, or collector road. • 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.
Convenience Center (CC)	Intended to accommodate the small-scale convenience shopping, commercial services and/or office needs of residents living within the immediate surrounding area

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.25	Not Applicable

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

Interchange Activity Center (IAC) — Intended to address unique opportunities associated with land development at limited access highway interchanges

• 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.

• Encourages high intensity centers which function well and provide aesthetically attractive gateways to the community.

• Final development approval requires the submission of a coordinated development plan which establishes access and other common development features through creation of a Special Public Interest zoning 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 and Economic 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.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac
[1] Subject to zoning district or Special Public Interest (SPI) District Requirements [2] Measured perpendicular to centerline of designated TOC			
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
3.00 FAR	2.00 FAR	1.50 FAR	Not Applicable

- An IAC may be oriented toward a single tourist or other retail destination, an office or employment center, a high-density residential center, or some other activity or mix of uses appropriate to an interchange location.
- ≥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.
- As community gateways, light industrial or warehouse uses as allowed in the City's I-1 zoning district shall only be allowed as part of a mixed use development and shall comprise no more than 30 percent of the total acres in the IAC designation as may exist in the four quadrants of the interchange.

Development Criteria	
Location Criteria:	Central City TSA, Urban Development Area and Suburban Area.
~~Useable Site Area:~~ Typical IAC Size*:	30 or more acres
Typical Square Footage:	250,000 to 1,000,000 square feet.
Minimum Population Served:	150,000 or more
Access:	• 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. • 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, acreage and square footage for some new IAC areas may be much smaller initially as new or re-development opportunities act as catalysts for the re-designation of properties to the IAC land use category.

Mixed Commercial Corridor (MCC)	Used to describe locations of older strip commercial uses
~~Most often contains~~ Uses	Non-anchor retail and service areas that lack controlled centers sometimes too small or otherwise inappropriate for shopping centers. These commercial corridor areas are typically characterized by businesses that need high visibility and driveway access. Future opportunity to expand an MCC is not guaranteed and will be limited by the predominant surrounding land use types and patterns near a given center and requiring a mix of non-commercial land uses.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
12 du/ac	22 du/ac	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area

Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.30 FAR	Not Applicable

Development Criteria

Permitted only as an infilling of existing commercial corridors within the Central City TSA and Urban Development Area, with expansion allowed under the strict provisions provided for in the Policies within this Element.

Business Park Center (BP)	Intended to provide for the placement of establishments to accommodate employment centers
~~Most often contains~~ Uses	Light-assembly, manufacturing, warehouse, distribution, showroom, local and non-local office needs of the Planning Area

- Replaces the broad industrial category and reflects the changing types of businesses in the local economy which are neither heavy industrial nor solely retail.
- 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 the Business Park Center land use.
- Retail shall generally be limited to those allowed in the City's O-3 zoning district plus gas station and convenience store uses.
- Typical retail uses might include office supply, limited restaurant uses and day care center uses.
- Hotel uses shall be an allowed use and not limited to the 15% 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.
- For hotel uses and any non-typical retail uses in a BP land use, Planned Unit Development zoning shall be required to address issues including compatibility and transportation.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
Not Applicable	75 du/ac[3]	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC
[3] Up to 75/du/ac within Williams DRI west of Florida Polytechnic University

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.50 FAR	Not Applicable

- ≥15% of the total land area in a BPC category on the future land use map may be utilized for commercial uses, subject to compatibility with uses within the business park as well as with adjacent land uses.
- Commercial activity that is incidental to goods manufactured on site shall not count toward the 15% of commercial uses allowed.
- 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 except medium- and high-density uses may be allowed in Transit Oriented Corridors (TOCs) and as applies to lands located west of the Florida Polytechnic University campus.
- Where a mix of residential and non-residential uses are proposed within a BP land use area, such uses may be required to provide landscaping, buffering, and site and/or building design treatments that exceed standard City code requirements in order to enhance compatibility with other uses on or adjacent to the site as well as to ensure transit friendly site design.
- Compatibility of uses shall address building mass, bulk, height, building orientation and configuration (including truck docks, truck courts and loading areas) and operational characteristics of existing or proposed uses within the business

Development Criteria	
Location Criteria:	Central City TSA, Urban Development Area and Suburban Area.
~~Useable Site Area:~~ Typical BP Size*:	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

Access:	Intersection of or contiguous to an arterial road, or collector roads for local center, preferably with the capability to accommodate a fixed route mass transit line.
Office Centers (OC)	**Intended to help meet the demand for primarily office uses, as opposed to the wide range of uses allowed in the Business Park Center land use category.**
Intended to better address concerns of compatibility near residential areas and may be used in part or whole for medium density residential uses to maximize land use options; higher residential densities may also be allowed in accordance with the City's Transit Oriented Corridor (TOC) policies and/or for senior housing projects.	
~~Most often contains~~ Uses	Office uses are historically a high traffic generating use; as such, new office (OC) uses shall be designed to maximize multi-modal access and connectivity, locate proximate to complimentary land uses and, where appropriate, utilize transportation demand management techniques to reduce the impacts upon peak hour traffic flows (a.m. and p.m., as applicable). General characteristics of the Office Center land use shall include urban infill locations where the range and type of BP uses would be inappropriate.
Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)	

Transit-Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area

Central City	Urban Development Area	Suburban Development Area	Downtown CRA
2.00 FAR	1.50 FAR	0.30 FAR	Not Applicable

- ~~≤ 12 dwelling units per acre~~
- ≤ 22 dwelling units per acre for senior housing • limits may be exceeded per TOC policies
- Above first floor residential uses shall not count against maximum density; up to 10% supportive retail allowed to enhance internal capture of vehicular traffic.

Development Criteria	
Location Criteria:	Central City TSA, Urban Development, and Suburban Area

~~Useable Site Area:~~ Typical OC Size*:	10 – 20 acres (approximate; site may be larger or smaller where key urban objectives such as transit supportive design are met.
Gross Leasable Area:	3,000 to 40,000 square feet; up to 12 dwelling units and up to 22 dwelling units per acre for senior housing; limits may be exceeded per TOC policies; 250,000 to 1,000,000 square feet where adjacent to one or more quadrants of a limited access roadway interchange and served by fixed route transit service.
	3,000 to 40,000 square feet; 250,000 to 1,000,000 square feet where adjacent to one or more quadrants of a limited access roadway interchange and served by fixed route transit service
Market Area Radius:	1 mile or more
Access:	Direct frontage on or access to a collector or higher functioning road; design for safe bicycle, pedestrian and transit access.

Industrial (IND)

Generally Characterized As	Uses engaged in the manufacturing, processing, assembly and/or treatment of finished or semi-finished products.

Also included in the industrial category are distribution and warehousing facilities, airports, and rail yards.

General retail, general office, and residential uses will be prohibited in the Industrial Land Use Category.

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.75 FAR	0.50 FAR	Not Applicable

Development Criteria

Location Criteria:	• Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area • 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. • 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.

Residential High (RH)

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.

To promote compact, walkable development, and infill redevelopment through mixed use land uses, office or commercial uses are allowed per the Policies of this Plan.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
75 du/ac Up to 175 du/ac within the Downtown CRA	75 du/ac Up to 175 du/ac within the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area

Central City	Urban Development Area	Suburban Development Area	Downtown CRA
3.00 FAR	2.50 FAR	Not Applicable	5.00 FAR

- ~~Greater than 12 dwelling units per acre but less than 12 dwelling units per acre may be permissible~~
- Minimum density required in Transit Oriented Corridor Overlay

Development Criteria

Utilized within the Central City TSA and the Urban Development Area.

Residential Medium (RM)

Generally Characterized As	Medium density residential at a density of 5.01 to 12 dwelling units per acre, contingent upon natural and physical limitations of proposed development sites.

To promote compact, walkable development, and infill redevelopment through mixed land uses, small scale office or commercial uses are also allowed per the Policies of this Plan.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
12 du/ac	22 du/ac[2] Within 1/8 mile of TOC centerline 16 du/ac[2] Within ¼ mile of TOC centerline	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
1.50 FAR	1.00 FAR	0.50 FAR	Not Applicable

- 5.01 to 12 dwelling units per acre
- Density less than 5 dwelling units per acre is discouraged

Development Criteria

Utilized within the Central City TSA, the Urban Development Area, and the Suburban Area and as a part of commercial activity centers and corridors

Residential Low (RL)

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.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
5 du/ac	Not Applicable	Not Applicable	Not Applicable

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.25 FAR	Not Applicable

~~• 0 to 5 dwelling units per acre~~

Development Criteria

Allowed within the Urban Development Area, and the Suburban Area; new RL uses within the Central City TSA will be discouraged.

Residential Very Low (RVL)	
Generally Characterized As	Up to 3 dwelling units per acre with central water and wastewater.
Density/Intensity	
• 0 to 3 dwelling units per acre	
Development Criteria	
Allowed in the Suburban and Rural Development Areas within the Green Swamp ACSC.	

Agriculture Residential Very Low (ARL)	
Generally Characterized As	Single Family residential and/or agricultural uses such as cattle grazing or growing of produce and related activities necessary and accessory to the primary use.
Density/Intensity	
• Up to 1 dwelling unit per 10 acres	
Development Criteria	
Intended primarily for the Green Swamp ACSC.	

Recreation (R)			
Generally Characterized As	Public and private facilities predominantly used for recreation purposes, but do not include commercial entertainment establishments.		
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.25 FAR	Not Applicable
Development Criteria			
Recreation uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

Conservation (C)	
Generally Characterized As	Lands which, due to natural or environmental constraints, can only support low intensity, passive recreational uses and an allowance of up to one dwelling unit or less per ten acres to avoid an issue of a regulatory taking, except in the Green Swamp ACSC where the limit is one unit per 20 acres on upland areas only.
Density/Intensity	
• Maximum of 1 dwelling unit per 10 acres • Maximum of 1 dwelling unit per 20 acres in the upland areas of the Green Swamp ACSC	

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.10 FAR	0.10 FAR	0.05 FAR	Not Applicable
Development Criteria			
Conservation land uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

Preservation (P)	
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.

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.00005 FAR	0.00005 FAR	0.00005 FAR	Not Applicable
Development Criteria			
Preservation land uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

Public Buildings, Grounds, and Institutional Uses (PI)	
Generally Characterized As	• 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 Conservation (C) and/or Preservation (P). Standards differentiating public and private schools are addressed in the City of Lakeland LDC.

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
2.00 FAR	1.50 FAR	0.70 FAR	Not Applicable
Development Criteria			
Future Public Buildings, Grounds, and Other Public or Institutional Uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

*Although Future Land Use area sizes vary, these are typical sizes of land involved in new Future Land Use amendments. This is intended to be informational only.

Table FLU-5 represents a matrix of each of the land use categories discussed above and identifies the intensity area within which the use may be located. Almost all high intensity and high density uses are limited to the Central City Transit Supportive Area and the Urban Development Area.

TABLE FLU-5: FUTURE LAND USE INTENSITY AREAS AND FUTURE LAND USE CATEGORIES

LAND USE CATEGORY	INTENSITY AREA		
	Central City	Urban Development	Suburban Area
Regional Activity Center (RAC)	X	X	
Community Activity Center (CAC)	X	X	
Neighborhood Activity Center (NAC)	X	X	X
Convenience Center (CC)	X	X	X
Interchange Activity Center (IAC)	X	X	X
Mixed Commercial Corridor (MCC)	X	X	
Business Park Center (BP)	X	X	X
Office Center (OC)	X	X	X
Industrial (I)	X	X	X
Residential High (RH)	X[1]	X[1]	
Residential Medium (RM)	X[1]	X[1]	X
Residential Low (RL)	X	X	X[2]
Residential Very Low (RVL)			X
Agriculture Residential Low			X[3]
Recreation (R)	X	X	X
Conservation (C)	X	X	X
Preservation (P)	X	X	X
Public Buildings/Grounds/ Institutional (PI)	X	X	X

[1] Density may be increased in Transit Oriented Corridor Overlay areas.

[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

[3] This land use is primarily intended for the Green Swamp ACSC.

FUTURE LAND USE (FLU) GOAL 1: To provide for the best possible organization of land uses to meet the physical, cultural, and economic needs of the present and future population in a manner that will maintain or improve the quality of the natural and man-made environment.

Objective FLU-1.1: A future land use classification system is used for grouping compatible types of land uses while providing sufficient land to meet projected growth for a ten-year planning horizon.

Policy FLU-1.1A: Existing and future Commercial Activity Centers and Corridors have been designated in order to encourage the efficient concentration of high intensity land uses and a compact development pattern; and to discourage commercial strip development patterns City of Lakeland. Designation is based on the generalized criteria outlining allowable uses and densities found in the future land use categories descriptions above and located on the Future Land Use Map (MAP FLU-6). Commercial centers and corridors land use categories utilized by the City include:

a) Commercial Activity Centers
    1) Convenience Centers (CC)
    2) Neighborhood Activity Centers (NAC)
    3) Community Activity Centers (CAC)
    4) Interchange Activity Centers (IAC)
    5) Regional Activity Centers (RAC)
    6) Business Park Centers (BP)
    7) Office Centers (OC)
b) Corridors
    1) Mixed Commercial Corridors (MCC)
    2) Transit Oriented Corridors (TOC) Overlay

Activity Centers shall be spaced apart and developed according to the intensities and densities listed in the generalized criteria for each land use category.

Policy FLU-1.1B: Floor Area Ratio (FAR) shall be utilized to determine the largest potential non-residential and/or mixed-use building structure that can be built on any given proposed development site. (See note below.) The FAR is further detailed by use and location in the Lakeland LDC.

NOTE: Floor area ratio shall be defined as the sum of gross horizontal areas of all stories of a building or buildings excluding below grade floor areas, such as basements and underground parking, measured from the exterior surface of the walls divided by the land area of the contiguous development site. Exclusively residential uses shall be limited to the densities allowed by each future land use designation.

Policy FLU-1.1C: The maximum floor area ratio is determined for each future land use designation in accordance with the future land use intensity areas and the special districts such as the downtown district and as detailed in the LDC.

Policy FLU-1.1D: The floor area ratios are for the non-residential and mixed-use intensity parameters potentially permitted in each future land use designation. Maximum floor area ratios are not an entitlement and may not be achievable in all situations. The TOC overlay maximum floor area ratio (FAR) shall supersede the

underlying future land use designations with a lower FAR as applicable to non-residential and mixed-use structures.

Policy FLU-1.1E: The City of Lakeland has identified and mapped existing Mixed Commercial Corridors (MCC) exhibiting intense strip commercial development and will allow infilling and limited expansion of existing corridors only, with no creation of new corridors. Above ground floor residential uses and first floor residential that does not front directly on the main commercial corridor (roadway) shall be allowed in all MCCs except where industrially zoned. Maximum densities shall be equal to those allowed in the City's RM land use category, subject to compatibility with surrounding uses, development patterns and densities.

Requests to ***expand*** the depth or area of (not infill lot) an MCC along the corridor shall require:

a) Compatibility with surrounding land uses and patterns – including adequate transitional site design techniques and/or buffering;
b) Adequate infrastructure required to serve the proposed use;
c) Pedestrian/bike and transit friendly site design with cross access;

Policy FLU-1.1F: The City of Lakeland has designated sites for industrial uses on the Future Land Use Map (MAP FLU-6) based on minimizing the potential negative impacts to the environment including aquifer recharge areas and wetlands, while providing for access to the transportation network.

Policy FLU-1.1G: In order to encourage a variety of housing types within well-developed residential neighborhoods and otherwise manage residential land uses to provide an adequate quantity and overall land use compatibility the City of Lakeland has designated sites and densities for residential uses on the Future Land Use Map (MAP FLU-6). Residential Land Use Designations are based on the generalized criteria outlining allowable uses and densities found in the future land use categories descriptions section of this element and include:

- Residential Low Density (RL) up to 5.00 DU/Acre
- Residential Medium Density (RM) up to 12.00 DU/Acre
- Residential High Density (RH) 12.01*DU/Acre to 75 DU/Acre

Residential High designations within the Central Business District will be allowed densities up to 175 dwelling units per acre in support of the City's efforts to eliminate urban sprawl, promote infill development, and maximize the use of public facilities and services within the central city.

Objective FLU-1.2: Support a variety of housing types; require minimum densities where appropriate; and allow a higher mix of non-residential uses within Residential Medium and Residential High future land use classifications within areas that are or are expected to be primarily residential to support transit and walkable communities. Non-residential uses will be calculated as a percentage of the total acres of the future land use area as determined by the Community and Economic Development Department.

Policy FLU-1.2A: The Residential Medium, RM land use shall allow densities of 0 to 12 units per gross acre with 5 to 7 dwelling units per gross acre as a typical targeted minimum for new or redevelopment, and up to 10% small office and commercial uses. Within Transit Oriented Corridors (TOC) this percentage of non-residential uses shall be increased up to 20% and shall be comprised of primarily non-auto-oriented uses.

Commercial uses in the RM land use shall require a Planned Unit Development or a Conditional Use, and be located on collector or higher functional classification of roadways.

The maximum percent of non-residential for a given location within a RM area shall be determined on a case by case basis. Small scale office and commercial uses located in the RM land use designation shall be oriented to serve neighborhood level demands and address external, off site impacts, site and building design considerations appropriately to ensure compatibility with surrounding uses and development patterns. Transit-friendly site design is required within the Central City Transit Supportive Area, Urban Development Area, and Transit Oriented Corridors.

Policy FLU-1.2B: Residential High, RH land uses shall be those between 12.1 and 75 dwelling units per gross acre except in the City's defined Downtown Central Business District where higher densities already exist and are allowed up to 175 du/ac. Allow 25% mix with office, institutional, recreational, and/or commercial service/retail uses and address building and site design in a manner to ensure compatibility with surrounding uses and development patterns. The maximum percent of non-residential found to be appropriate for a given location within a RH area shall be determined on a case by case basis. Transit-friendly site design is required within the Central City TSA, Urban Development Areas and within the TOC.

Policy FLU-1.2C: In further support of encouraging mixed uses, urban infill, and energy efficiency within the Central City Transit Supportive Area, the City will consider assigning priority in its regular and CRA related capital planning to public infrastructure improvements needed to facilitate development projects that include a vertical or horizontal mix of two or more uses allowed in the future land use classifications.

Policy FLU-1.2D: The City of Lakeland has designated recreation, preservation, and conservation sites on the Future Land Use Map (MAP FLU-6). The Preservation category is confined to lands that are in public/quasi-public ownership and will be protected in their natural state for passive recreational use. Other than passive recreation, the only allowable use within the Conservation category will be Residential at a density of no more than one unit per ten acres.

Policy FLU-1.2E: The City of Lakeland has designated City owned public buildings and grounds and other public, semi-public, and institutional land uses as "Public Institutional" (PI) on the Future Land Use Map (MAP FLU-6) based on the generalized criteria found in the future land use categories descriptions section of this element which includes a provision allowing public school uses as a permitted principal use in all land use categories except Conservation (C) and Preservation (P). Public schools are encouraged to locate near urban residential areas where the public facilities exist to support the new school. Also, new public institutional land uses such as parks, libraries, or community centers shall, to the maximum extent feasible, be collocated with new or existing public schools.

Policy FLU-1.2G: The City of Lakeland has indicated on its Future Land Use Map (MAP FLU-6)areas where major public facilities needed to support future development can be located within the Public Buildings and Grounds and Institutional Uses PI future land use category so that suitable land is reserved and available. The location of public safety and security facilities such as fire/ambulance stations and community policing sites shall be allowed in all land use categories except Conservation, or Preservation, and shall be regulated by the City's LDC to ensure compatibility with surrounding land uses.

Policy FLU-1.2H: Development and redevelopment efforts shall strive to attain a mix of uses wherever possible. Employment, housing, institutional, medical, recreational, civic, and retail/commercial land uses shall be located within proximity to one another wherever possible and/or combined on-site in order to achieve a well-balanced land use mix and to connect such uses through various modes of transportation.

Objective FLU-1.3: To ensure a healthier, more walkable community for residents of all ages and abilities, to limit greenhouse gases, promote a high degree of mix of land uses, and implement a well-integrated transportation system with a high level of connectivity within the Central City and Urban Development Areas.

Policy FLU-1.3A: The City of Lakeland has designated a Central City Transit Supportive Area (CCTSA), an Urban Development Area, and a Suburban Area as development intensity areas on the Future Land Use Map series.

Policy FLU-1.3B: The Central City Transit Supportive Area shall include provision of urban infrastructure and services necessary to support compact, energy efficient, and walkable development patterns.

Policy FLU-1.3C: The CCTSA will include a special focus on infill, redevelopment, energy efficiency and enhanced mobility supported by a mix of complimentary land uses that promote a compact work, live, shop, and play environment and access to multiple modes of transportation.

Policy FLU-1.3D: In order to promote new densities and redevelopment opportunities, and to support the use of transit, the maximum allowable gross density shall be 120 percent of the maximum for RM for redevelopment on urban infill lots and opportunities for infill on properties not to exceed 3 acres in size located within the Central City Transit Supportive Area.

Objective FLU-1.4: As part of the Future Land Use Map series, delineate Transit-Oriented Corridors **(TOC)** Overlay to address existing and planned key fixed transit routes and to promote a wide range of uses within ¼ mile of these key transit corridors and ½ mile from transit activity centers including passenger rail stations. Create incentives and minimum requirements for new or re-development projects within these corridors.

Policy FLU-1.4A: Transit-Oriented Corridors shall encourage a mix of complimentary land uses with medium to high residential densities along key designated existing or planned fixed route transit corridors. All new or redevelopment within a TOC shall be designed with pedestrian, bike, and transit friendly site design. The City shall promote the following land uses in vertical or horizontal mixes within a TOC:

a) Non-residential future land uses with residential uses above the first floor where appropriate, including Activity Center uses.
b) Public & Institutional, PI Uses, including but not limited to government, place of worship, community, educational, daycare, recreational and/or medical/clinic uses.
c) Residential Medium (RM) & Residential High (RH) uses.
d) Recreational and open/green space appropriate for an urban setting.

Policy FLU-1.4B: Minimum densities of new residential subdivisions and multi-family residential development within residential land use designations and located in the TOC shall be 7 du/acre within the 1/8 mile TOC buffer area and 5 du/acre within the ¼ mile TOC buffer area. Minimum densities are not intended for infill development within primarily single-family neighborhoods nor do they apply to platted subdivisions.

Maximum residential densities within such land use designations shall be allowed up to 22 dwelling units per acre within 1/8 mile of the TOC and 16 du/acre within ¼ mile of the TOC. Maximum densities are not guaranteed; they may be limited by site features, land use compatibility issues including those relating to scale and mass, other requirements of this Plan and/or other City regulations. To qualify for the density increase, transit service must be operational within the designated corridor or have committed funding in the first 3 years of an adopted CIP or work program. Corridor depth shall be approximate and measured from centerline of the applicable roadways. TOC density increases shall not apply to any Conservation or Preservation land use areas or in the Green Swamp Area of Critical State Concern.

Policy FLU-1.4C: Wherever possible the City's TOCs shall align and connect with the Polk County Transit Corridors & Centers Overlay.

Policy FLU-1.4D: The City has adopted and continues to implement a *LDC* that includes elements of a form-based code emphasizing design standards including maximum building setbacks, civic open space requirements, street shading treatments, maximum block lengths, relationship of development to the street, and provisions that require "complete streets" and inter-modal connectivity as based upon the adopted roadway typologies in the Transportation Element of this Plan.

Policy FLU-1.4E: Both new development and redevelopment within the TOC shall be designed with primary focus on safe, attractive, and functional access for the pedestrian, with secondary focus on the vehicle.

Policy FLU-1.4F: Geographically variable impact fees may also be considered as a means to encourage redevelopment and infill. Impact fee ordinance changes may include offering a discount for redevelopment in the CCTSA outside of the Core Improvement Area and/or a discount in the Transit Oriented Corridors where a mix of uses is proposed in new or re-development.

Policy FLU-1.4G: Where a new multi-modal station is located within the City, a small area land use plan shall be required for an area approximately ½ mile or more around the proposed station site. The plan shall address the proposed mix of uses needed, expected maximum and minimum densities/intensities, parking areas and/or associated off-site park and ride or transfer facilities, general range of scale/mass of buildings, compatibility with surrounding uses, any required public services or infrastructure improvements, and connectivity with other modes of transportation including bus, bike and pedestrian modes. Development plans shall reflect a transit oriented, pedestrian friendly design. At least one noticed workshop is recommended for general public and surrounding landowner input; the final plan shall require City Commission approval.

Objective FLU-1.5: Location of future land uses on the Future Land Use Map (MAP FLU-6) has given consideration to natural land development limitations, and significant natural, archaeological, and historic resources will be protected from incompatible development through use of the Future Land Use Map (MAP FLU-6) and following the objectives and policies of this Comprehensive Plan.

Policy FLU-1.5A: The City of Lakeland has identified generalized areas with development limitations necessitated by soil conditions, wetlands, hydrology or topography. When development is proposed, the developer will be required to provide specific information and assessments of environmental limitations as part of the project application and review. The City will strictly control development densities and intensities where such limitations are indicated.

Policy FLU-1.5B: The City of Lakeland will require proposed developments to provide adequate information regarding soil suitability for the intended uses.

Policy FLU-1.5C: The City of Lakeland will coordinate proposed development with the Conservation Element of this plan, including any future proposed sites for dredge disposal. Coordination with the various State environmental regulatory agencies shall continue as part of the City's normal development review process.

Policy FLU-1.5D: The City of Lakeland has identified environmentally sensitive lands, preservation, and conservation areas on the Future Land Use Map series and will protect such areas from the negative impacts of development.

Policy FLU-1.5E: The City of Lakeland has designated potable water wellfields and high aquifer recharge areas on the Future Land Use Map series and will protect such areas from the negative impacts of development.

Policy FLU-1.5F: The City of Lakeland will require the developer/owner of any site to be responsible for the on-site management of runoff in a manner which assures that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions. The City will use special setbacks and surface water management regulations to prevent deterioration of area waters.

Policy FLU-1.5G: The City of Lakeland will continue to identify significant historic and archaeological resources which are in need of protection.

Policy FLU-1.5H: The City of Lakeland will give priority to the sensitive adaptive reuse of historic structures over activities that would harm or destroy the historic value of such resources.

Policy FLU-1.5I: The City of Lakeland will use the predictive archaeological model to re-evaluate impacts to potential archaeologically significant areas. This model shall be used when evaluating land use changes, capital projects, and other land-altering activities.

Policy FLU-1.5J: The City of Lakeland will continue to require developers of new or expanded mobile home or recreational vehicle parks to provide adequate emergency shelter space to house the entire project population.

Policy FLU-1.5K: Urban green spaces shall be integrated, as detailed in the *LDC*, wherever possible among other land uses as a means to allow for gathering places, recreation, buffering or transitioning between uses and to provide the pedestrian with relief from the built environment.

Objective FLU-1.6: Location of future land uses on the Future Land Use Map (MAP FLU-6) will give consideration to and be dependent upon the availability of public facilities and services.

Policy FLU-1.6A: The City of Lakeland will direct development to areas where public facilities and services are available or are projected to be available. High density, high intensity uses will be encouraged where the greatest level of public improvements exists. Lower intensities and densities will be encouraged where fewer public improvements or low public facility capacities exist.

Policy FLU-1.6B: The City of Lakeland will seek to ensure locally established levels of service for public facilities and services are maintained and required facilities and services are concurrent with the impacts of development.

Policy FLU-1.6C: Developers of projects significantly impacting failing transportation segments may elect to participate in the City's proportionate fair-share mitigation

program, if the required mitigation measure will be fully funded in the City's Capital Improvement Program. The required mitigation must be added to the first three years of the CIP.

Objective FLU-1.7: Location of uses on the Future Land Use Map (MAP FLU-6) is based on existing and projected availability of adequate transportation facilities.

Policy FLU-1.7A: The Future Roadway Conditions (MAP TRN-4) designates new facilities or improvements to existing facilities necessary to support uses proposed on the Future Land Use Map (MAP FLU-6).

Policy FLU-1.7B: Permitted future development will not result in the deterioration of levels of service for the traffic circulation system below an acceptable level as adopted through the Traffic Circulation Element of this comprehensive plan. Development will be granted "transportation concurrency" in accordance with the City's adopted Concurrency Management Ordinance and provisions under the following scenarios:

1) Sufficient capacity already exists on the significantly impacted transportation link(s) to accommodate the development, without causing it to operate at an unacceptable level-of-service;
2) A project is already programmed in the first three years of the City's Capital Improvement Element (inclusive of projects contained in Florida Department of Transportation or Polk County Five-Year Work Programs) that provides enough capacity to accommodate the proposed development; or
3) If the developer elects to participate in the City's Proportionate Fair-Share Program, resulting in the addition of a fully funded mitigation measure within the first three years of the City's Capital Improvement Element.

Objective FLU-1.8: Ensure land use policies support a vibrant economy and business partnerships.

Policy FLU-1.8A: The City of Lakeland will continue to pursue high wage employment as a key component of community and fiscal sustainability. An annual jobs-to-population ratio may be one measure used to assess the trend as reflected in the City's Certification Program and Measures.

Policy FLU-1.8B: The City of Lakeland will continue to work in partnership with local economic development councils, institutions of higher (post-secondary) learning, local business stakeholders and other local, county, regional and state entities in order to attract high wage jobs including but not limited to the industrial, manufacturing, high tech assembly, medical, energy-related/"green" and research and technology sectors. This shall be part of the City's goal to improve the quality of life for all residents as it relates to community sustainability and ensuring a living wage for working residents.

Objective FLU-1.9: Existing land uses and zoning designations inconsistent with the character or proposed future land use of the area will be reduced or eliminated. Inconsistencies with the locally adopted Hazard Mitigation Strategy shall also be reduced where financially feasible.

Policy FLU-1.9A: The City of Lakeland will identify, reevaluate, and work toward the elimination of existing land uses inconsistent with the City's character and proposed future land use. Existing non-conforming land uses may remain, with normal maintenance, but will not be allowed to expand or redevelop.

Policy FLU-1.9B: The City of Lakeland will identify, reevaluate, and eliminate zoning that is inconsistent with the Future Land Use Map (MAP FLU-6) or other policies within this comprehensive plan. Existing non-conforming land uses may remain, with normal maintenance, but will not be allowed to expand or redevelop.

Objective FLU-1.10: Future growth and development will be managed through the preparation, adoption, implementation, and enforcement of the Land Development Code.

Policy FLU-1.10A: The City of Lakeland will continue to enforce and periodically evaluate and update its LDC that contain specific and detailed provisions required to implement the adopted comprehensive plan and which, at a minimum:

1) Provide standards for the subdivision of land;
2) Provide standards for the use of land and water consistent with the Future Land Use Element,
3) Ensure the compatibility of adjacent land uses and provide for open space;
4) Protect lands designated for conservation on the Future Land Use Map (MAP FLU-6) and in the Conservation Element;
5) Provide standards for areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
6) Protect potable water wellfields and aquifer recharge areas;
7) Provide standards for signage;
8) Require noise walls or appropriate noise buffers for new residential developments locating near an existing or planned and funded portion of the Florida Turnpike Enterprise toll road system within the City;
9) Ensure safe and convenient onsite traffic flow and vehicle parking needs; and
10) Provide that development orders and permits will not be issued which result in a reduction of the level of service for the affected public facilities below the level of service standards adopted in the comprehensive plan.

Policy FLU-1.10B: The City of Lakeland will continue to enforce and assess for consistency all land development regulations which address the location and characteristics of all land uses in accordance with the Future Land Use Map (MAP FLU-6) and the policies and descriptions of types, sizes, densities, and intensities of land uses contained in this element.

Policy FLU-1.10C: The City of Lakeland will, to the extent possible, coordinate its LDC with those of Polk County and seek a more uniform future land use classification system to jointly address the organization of land uses in the common Lakeland Planning Area.

Objective FLU-1.11: Urban sprawl will be prevented through adherence to the Future Land Use Map (MAP FLU-6) through enforcement of local LDC, by careful evaluation of all public service expansions, and through coordination with Polk County.

Policy FLU-1.11A: The City of Lakeland will promote central city and infill development and redevelopment by implementing the designated uses and densities on its Future Land Use Map (MAP FLU-6), encouraging downtown revitalization, historic designations and neighborhood redevelopment programs.

Policy FLU-1.11B: The City of Lakeland will continue to promote compact urban growth through the location of public facility expansions contiguous to existing service areas consistent with the policies and map within this Future Land Use Element.

Policy FLU-1.11C: New development projects proposed within the Urban Development Area or Suburban Area as a result of annexation shall provide data and analysis with any application for land use approval that support the need and the suitability of land for the proposed use.

Policy FLU-1.11D: New connections to the City's water and/or wastewater services for developments that are not located within the City limits, but are located within the Suburban or Urban Development Area, shall require a voluntary annexation agreement and shall submit a concept plan for review by the Development Review Team to ensure consistency with City development standards.

Policy FLU-1.11E: The City of Lakeland will continue to oppose development proposals which encourage an urban sprawl development pattern, constitute leapfrog development or threaten to decentralize or disrupt the compact/linear development pattern which now exists in the Lakeland Planning Area.

Policy FLU-1.11F: The City of Lakeland will coordinate proposed land use activities, discourage urban sprawl, support a compact development pattern and maintain its utility service agreement with Polk County and adjacent cities through formal and informal intergovernmental coordination efforts, in accordance with Chapter 380, Florida Statutes and detailed in the Intergovernmental Coordination Element.

Objective FLU-1.12: The Future Land Use Classification System will be reviewed on a regular basis during plan implementation in coordination with Polk County, other Polk County cities, and the Polk County School Board in order to encourage uniformity, resolve conflicts and increase cooperation and consistency in land use planning.

Policy FLU-1.12A: The City of Lakeland will meet with Polk County to review future land use designations and utility service areas and make necessary changes to agreements, plans or regulations.

Policy FLU-1.12B: The City of Lakeland will distribute horizon update plans and any changes to the Future Land Use Classification System to all local governments in Polk County.

Policy FLU-1.12C: The City of Lakeland will work with Polk County to develop similar or common LDC whenever feasible and will encourage a greater level or uniformity in these regulations over time as regulations are reviewed and revised.

Policy FLU-1.12D: New or expanded educational facility site review is subject to the provisions of the City's adopted Interlocal Agreement with the Polk County School Board and Polk County Board of County Commissioners.

Objective FLU-1.13: The City of Lakeland will ensure availability of adequate future dredge disposal sites through the timely coordination of the City's Comprehensive Lakes Management Plan and all appropriate agencies.

Policy FLU-1.13A: Once the need for additional dredge disposal sites has been verified, the City shall coordinate with all appropriate City, State and/or Federal agencies and any affected landowners to determine the economic and environmental feasibility of proposed disposal sites.

Policy FLU-1.13B: Dredge disposal site selection criteria shall ensure protection of the natural resources in conformance with the Conservation Element of this Plan.

Objective FLU-1.14: Continue to improve energy conservation citywide and, in designated Energy Conservation Areas, use a more focused application of appropriate land use and

transportation strategies to promote a pattern of compact and complimentary mixed land uses which encourages a safe, walkable environment served by a well-connected multi-modal transportation system

Policy FLU-1.14A: The City shall continue to support incentives for new and redevelopment within its traditional Community Redevelopment Areas of Downtown, Midtown and Dixieland as well as infill and transit oriented developments within the Central City Transit Supportive Area and increased residential densities within the TOC Overlay.

Policy FLU-1.14B: The City will continue to employ access management and site circulation standards, efficient parking standards and multi-modal connectivity through its LDC which address and support the linkage to bus, bike and pedestrian systems and amenities.

Policy FLU-1.14C: The City will continue to pursue energy efficiency programs within its management of the Lakeland Electric utility including smart grid technology, solar water heating, solar energy, energy efficient construction standards consistent with the Florida Building Code, and *LDC* incorporated incentives for pursuit of green building certifications.

Policy FLU-1.14D: The City shall not prohibit the appropriate placement of photovoltaic (solar) panels or comparable technology.

Green Swamp Area of Critical State Concern (ACSC):

Policy FLU-1.14E: 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) Convenience Center, CC
f) Recreation, R
g) Conservation, C
h) Preservation, P

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 FLU-1.14F: 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 MAP FLU-2 Future Land Use Intensity Areas illustration. 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 FLU-1.14G: 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."

Allowed density and use:

a) Single family residential development at a maximum density of 3 units/acre; 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 FLU-1.14H: 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 LDC 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 LDC impacting the ACSC shall be subject to DEO review for impacts to the ACSC.

Policy FLU-1.14I: Prohibited uses

In the Green Swamp ACSC within City of Lakeland, prohibited uses shall include the following as of the date of the adoption of these regulations:

a) golf courses
b) mining
c) electric power generation facilities of any type

d) hazardous substances or materials: no substances or materials shall be stored or used except as they would, in such quantity, be permissible for domestic or household purposes
e) package wastewater treatment facilities, wastewater treatment residuals and the spreading of sludge from septic tanks
f) new schools, private or public
g) petroleum pipelines
h) wholesale chemical operations
i) dry cleaning plants
j) chemical research operations
k) petroleum related industries and fuel dealers (however, gas stations may be permitted)
l) industrial activities as defined in the Federal EPA's National Pollution Discharge Elimination System (NPDES) for Stormwater Associated with Industrial Activity (Cha. 40, CFR, Part 122), with the *exception* of general construction activities

Prior to issuance of a City permit, the developer or their representative for a proposed development within the Critical Area of State Concern shall either provide evidence that the criteria within the permit requirements for all other state, regional or federal permits have been satisfied (including EPA NPDES, and water management district stormwater criteria for preventing erosion and sediment from being discharged offsite) or provide written confirmation of receipt of City notice that all such other permits must be obtained by the developer prior to commencement of development.

Policy FLU-1.14J: Services to Non-residential land uses in the Green Swamp ACSC.

All non-residential land uses in the ACSC must be served with central water, adequate transportation access and central wastewater service.

Policy FLU-1.14K: Septic Systems in the ACSC.

Within the ACSC, any necessary septic system permits shall be obtained prior to beginning site development. Septic systems shall be setback a minimum of 75 feet from designated wetlands, 100 feet from the high-water line of water bodies and outside the 100-year floodplain. Land uses which seek to expand utilizing previously approved septic tank systems may do so only where central wastewater is not currently available as per Ch. 381.0065 F.S., and where permissible by the Polk County Health Department. The City endorses and will adopt a supporting resolution to continue to enforce the Polk County Health Department's septic tank inspection program for properties located within the Green Swamp ACSC on any lands annexed by the City.

Upon extension of City wastewater service such that it becomes available to serve an area within the ACSC of the City of Lakeland, then septic system use shall be terminated and connection to the City's centralized wastewater system required; the timing of such connection shall be as directed by the City's Director of Water Utilities and any applicable laws governing this issue.

Policy FLU-1.14L: Transit District Inclusion Requirement.

In order to allow for future transit services and to limit the need for new roadways to properties located in the Green Swamp ACSC, all such properties located near and along the Interstate 4, SR 33 roadways and at the intersection with Tomkow Road, shall submit a voluntary petition for inclusion into the Lakeland Area Mass Transit District (LAMTD) or its future equivalent under the auspices of a regional transportation authority. Also, such petition shall be required prior to issuance of final development

plan approval by the City (commercial site plan, subdivision plat, or building permit), for any BP or IAC future land use, or for a residential subdivision of 10 acres or more. It shall be the transit district or authority's option to refuse such petition and to provide regular (fixed route) transit services only when adequate funding allows such services.

Policy FLU-1.14M: Open Space and Impervious Surface Areas.

Open space lands in ACSC shall protect habitat, shall be permanent with 100% of the area as pervious surface and include wetland, floodplain and/or surface water areas on a property. Plats or site plans shall indicate the portion of land reserved for open space and state that *no clearing and no structures of any kind are allowed in the open space area*. In the ACSC, no variances or waivers shall be granted for open space provisions. Clustering of residential units is encouraged as a means to meet the open space set aside requirements found below.

a) Residential developments in ARL shall provide a minimum of 80% open space.
b) Residential developments in RVL shall provide a minimum of 30% open space.

And, impervious surfaces shall be limited as follows:

a) Single family lots in the Residential Very Low land use category shall not exceed an impervious surface ratio of 50% unless the lots are within a planned unit development that maintains an overall impervious surface ratio of 50% and the required set-aside for open space.
b) Commercial development shall not exceed an impervious surface ratio of 60% (i.e., at least 40% of the total property shall remain pervious).
c) Development within a BP land use shall not exceed an impervious surface ratio of 70%.

Policy FLU-1.14N: Wetland Areas and Transfer Densities.

No development is allowed in jurisdictional or other wetlands, except where allowed by the applicable federal, state or regional permitting agencies, and as specified below and within the City's *LDC*.

a) All development shall develop in the non-wetland portion of a property. Platted development within non-jurisdictional wetland areas shall be allowed a transfer density of *up to* one (1) dwelling unit per 20 acres transferred to contiguous non-wetland areas on the same property. Gross densities on the property may not exceed the maximum for the land use category. Open space and impervious surface limits as per this Section shall also be maintained. Lot sizes shall be as governed by the assigned City zoning and as per the adopted Lakeland *LDC*. Transfers of density shall be noted on the face of the final plat as a restrictive covenant.
b) Wetland areas in the Green Swamp ACSC shall be shown as environmental set-aside areas on all final site plans or subdivision plats.
c) No new lots or parcels shall be created which are entirely within a wetland area in the ACSC unless such would result in a taking of private property. If so, one (1) unit will be allowed but shall be required to mitigate wetland impacts.
d) Lots or parcels created prior to December 1, 1992 and which are 100 percent wetland areas, shall be allowed up to one dwelling unit with required wetland mitigation measures as approved by state and regional regulatory agencies.
e) No disturbance of wetlands within the Green Swamp ACSC is allowed unless authorized or exempted from the regulation by the Florida Department of

Environmental Protection, the U.S. Army Corps of Engineers, and the applicable water management district. The appropriate permit or exemption shall be required prior to commencement of development.

f) Where impacts to wetlands cannot be avoided, all permits for an agency with jurisdiction shall be obtained prior to the development commencing. An "intent to issue a final development order" may be issued in writing prior to the issuance of said order if pre-approval is required by an agency with jurisdiction.

   Consideration of wetland impacts shall include, but not necessarily be limited to, the following circumstances where no reasonable alternative exists:

   1) To provide access to the site;
   2) To provide necessary internal traffic circulation;
   3) To provide necessary utility lines;
   4) To provide necessary pre-treated stormwater management;
   5) For purposes of public safety;
   6) To avoid precluding all beneficial use of the property.

Policy FLU-1.140: Floodplain Areas and Transfer Densities.

a) Development shall cluster in the non-floodplain portion of a property. Transfer of densities shall be allowed for up to one (1) dwelling unit per 20 acres to contiguous non-floodplain areas under the same ownership or control. Transfers of density shall be noted on the face of the final plat as a restrictive covenant. Gross maximum densities on the property shall not exceed the maximum per acre and open space and impervious surface limits shall be maintained. Lot sizes shall be as governed by the assigned City zoning and as per the adopted Lakeland *LDC*. Floodplain compensation shall be only as allowed by State environmental review agencies with all agency permits obtained prior to commencement of development.

b) No new lots or parcels which are totally within the 100-year floodplain shall be created in the Green Swamp ACSC. If a parcel existing prior to December 1, 1992 has no land outside the 100-year floodplain, then up to 1 dwelling unit per 20 acres shall be allowed and development will be required to provide compensatory storage for flood water displaced from the floodplain.

c) A detailed flood insurance study shall be performed for all subdivision proposals and other proposed development with five (5) or more acres of the 100-year floodplain. The study shall be performed in accordance with FEMA guidelines and specifications.

   Phases of a larger development, if the larger development meets the five (5) acre impact criterion, are not exempt from this requirement. If existing subdivisions are proposed for re-platting, the re-platted portion shall be required to comply with this requirement if the re-platted portion meets the five (5) acre impact criterion.

   Subdivisions which contain 10 lots or less shall be exempt from these requirements. The construction of a single-family residence on a parcel of land containing five (5) or more acres of 100 year floodplain which is not part of a subdivision or which is part of a subdivision in existence on the effective date of this Section is exempt from this requirement.

Policy FLU-1.14P: Xeriscaping, as a landscaping technique, shall be the preferred technique in the area of the City within the Green Swamp ACSC and shall be included in landscape plans for new or redevelopment to reduce water consumption. Xeriscaping is a method of landscaping that conserves water by clustering plants according to similar sunlight and water needs, creating landscape "zones" and minimizing irrigation needs. Where possible, irrigation systems should use stormwater runoff to irrigate landscaped areas and should preserve existing on-site vegetation.

Policy FLU-1.14Q: Stormwater Management.

Stormwater management shall be done consistent with the City's established level of service policies found in the Infrastructure Element of this Plan. Stormwater management facilities shall not cause a reduction in the flood storage capacity of the 100 year floodplain, shall be designed to accommodate access for maintenance equipment, and shall facilitate regular operational maintenance including under-drain replacement, unclogging filters, sediment removal, mowing and vegetation control. Prior to final plat or site plan approval, the developer shall ensure that a designated responsible entity, approved by the City for the maintenance of the stormwater management system has been established and is listed on the plat or final site plan.

Monitoring and operational requirements in the Green Swamp ACSC shall include the following:

a) Periodic inspections of the system with a written inspection report to the appropriate water management district and a copy sent to the City of Lakeland Engineering Division (preferably an electronic copy to the City) to ensure that the system is functioning as designed and permitted.
b) Inspection reports will be submitted 1 year after construction and every year thereafter to the relevant water management district.
c) A registered professional engineer must sign and seal the report certifying the stormwater management system is operational as designed and maintained adequately for that design.
d) Pollution abatement requirements shall be the first 1 inch (or 2.5 inches times the impervious area) of runoff for the developed site, or as per the regulations of SWFWMD, with this volume being recovered within 72 hours.
e) Recharge Standard: Projects or portions of projects in Most Effective Recharge Areas must retain three inches of runoff from directly connected impervious areas within the project. Applicants may instead demonstrate that the-post-development recharge will be equal to or greater than the pre-development recharge. Most Effective Recharge Areas are those areas with soils classified by the Soil Conservation Service as Type "A" Hydrologic Soil Group. Directly connected impervious areas are those impervious areas which are connected to the surface water management system by a drainage improvement such as a ditch, storm sewer, paved channel, or other man-made conveyance. Stormwater that is retained must be infiltrated into the soil or evaporated such that the storage volume is recovered within 14 days following a storm event.

Policy FLU-1.14R: The Lakeland Planning and Zoning Board review shall be required for approval of all site plans and all residential subdivision plans for compliance with the City's rules regarding development in the Green Swamp ACSC.

Policy FLU-1.14S: Protection of Listed Species

To protect listed species which includes fauna and flora identified by the U.S. Fish and Wildlife Service (USFWS) and/or the Florida Fish and Wildlife Conservation Commission (FWC) literally "listed" by these agencies as being endangered, threatened, and/or species of special concern, the City shall require the following:

a) Any residential development consisting of 100 acres or more, more than 10 lots, or any non-residential development in excess of five (5) acres, shall be required to conduct a study for listed species. If it is determined that listed species are located on the site, a habitat management plan must be prepared using guidelines and protocols of the FWC and/or USFWS. Prior to commencement of development, the City must receive a letter from FWC stating that the proposed Management Plan meets the standards placed on Management Plans by the FWC.

b) Protected habitat, for the purpose of this Management Plan, shall be defined as habitat for endangered, threatened, and/or species of special concern, and in most cases, the specific boundaries of these areas may not be determined until site-specific field inspections are conducted to verify those boundaries. It shall be the responsibility of the owner and/or developer to submit documentation, exhibits, studies, etc., for the purpose of establishing that properties should *not* be classified as protected habitat for such species *or* for notifying the FWC and/or the USFWS of proposed development which affects protected habitat.

c) Those properties identified as containing protected habitat shall comply with the following requirements:

    1) Development shall be required to locate on the non-protected habitat portions of a development site. Transfer of residential densities shall be permitted from protected habitat areas to contiguous non-protected habitat areas within the same subdivision, subject to the following:

        i. Residential densities shall be transferred from protected habitat areas to non-protected habitat areas at the underlying density and shall be clustered to the greatest extent possible to protect habitat. Any transfer of density to facilitate clustering shall not result in lot sizes, or areas per dwelling unit less than that required by the City's *LDC* (the minimum lot/area size shall be exclusive of the wetland area); for lots utilizing septic tanks, the area shall not be less than 40,000 square feet. Portions of lots may be platted into habitat areas and shall not be construed as having disturbed the habitat area for a density-transfer provision so long as that portion of the lot does not include any fill, construction, improvements, or other development, and a restriction is placed upon the plat to prohibit such future actions within habitat areas.

        ii. All such transfers of density shall be to contiguous property under the same ownership or control and shall only be permitted within a subdivision platted and developed in accordance with the City's *LDC*. Such transfers shall be noted on the face of the final plat as a restrictive covenant.

        iii. Commercial and industrial development shall locate on the non-protected habitat portion of a development site.

Policy FLU-1.14T: All development, as defined in Section 380.04, Florida Statutes, with the exception of a single-family dwelling unit and accessory uses, shall submit to the City a project narrative describing the proposed development. This narrative shall also address how their development supports the following State objectives in the Green Swamp Area of Critical State Concern:

a) Minimize the adverse impacts of development on resources of the Floridan Aquifer, wetlands, and flood-detention areas.
b) Protect or improve the normal quantity, quality and flow of ground water and surface water which are necessary for the protection of resources of state and regional concern.
c) Protect or improve the water available for aquifer recharge.
d) Protect or improve the functions of the Green Swamp Potentiometric High of the Floridan Aquifer.
e) Protect or improve the normal supply of ground and surface water.
f) Prevent further salt-water intrusion into the Floridan Aquifer.
g) Protect or improve existing ground and surface-water quality.
h) Protect or improve the water-retention capabilities of wetlands.
i) Protect or improve the biological-filtering capabilities of wetlands.
j) Protect or improve the natural flow regime of drainage basins.
k) Protect or improve the design capacity of flood-detention areas and the water-management objectives of these areas through the maintenance of hydrologic characteristics of drainage basins.

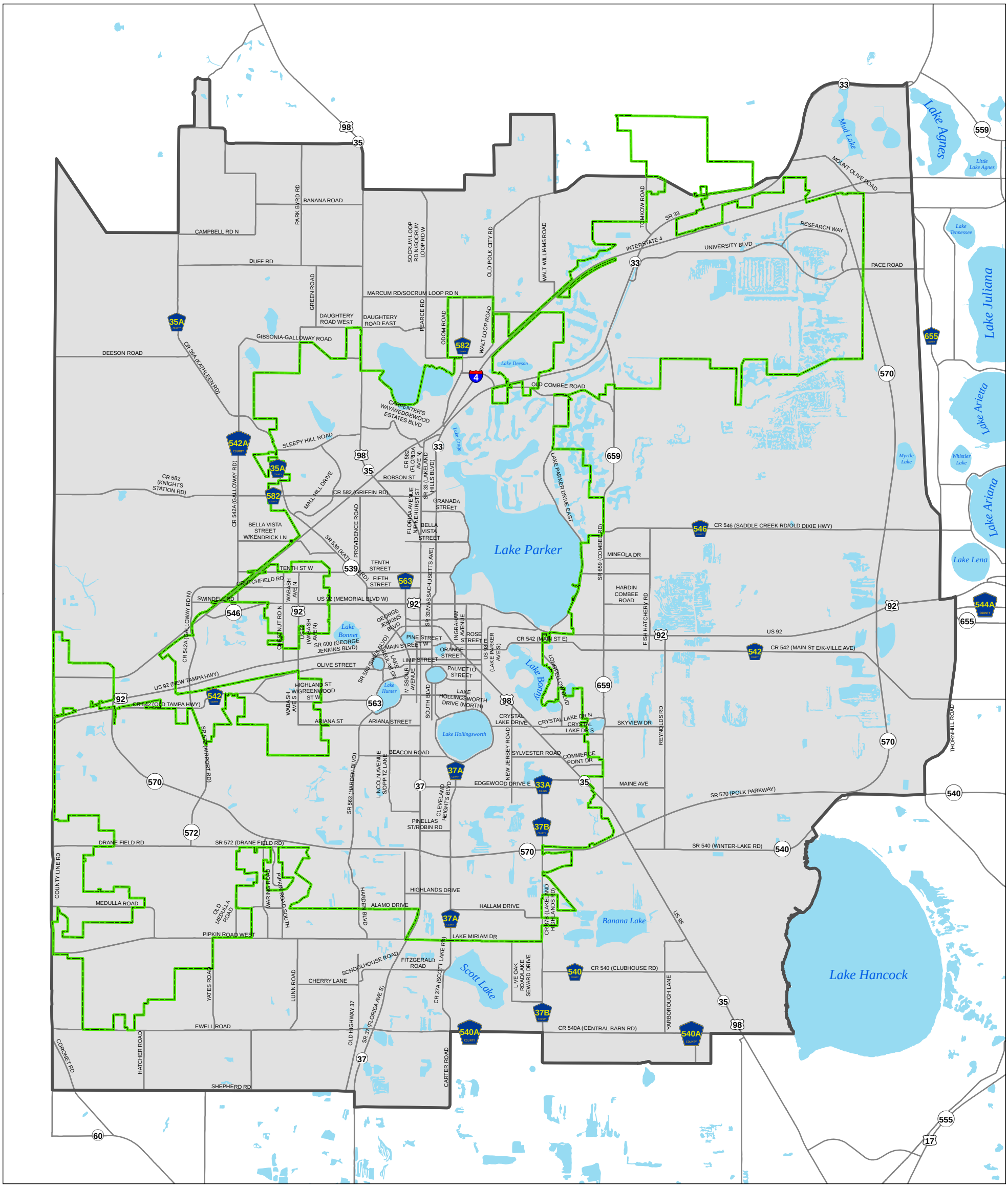
Maps: Future Land Use

Maps that support this Element include:

MAP FLU-1	Lakeland Planning Area
MAP FLU-2	Future Land Use Intensity Areas
MAP FLU-3	Environmentally Suitable Lands for Future Development – City of Lakeland
MAP FLU-4	Environmentally Suitable Lands for Future Development – Lakeland Planning Area
MAP FLU-5	Major Factors of Development
MAP FLU-6	2030 Official Future Land Use
MAP FLU-7	Transit Oriented Corridors
MAP FLU-8	Central City Community Redevelopment Areas
MAP FLU-9	Green Swamp Area of Critical State Concern
MAP FLU-10	Lakeland Area Soils

MAP FLU-1

LAKELAND PLANNING AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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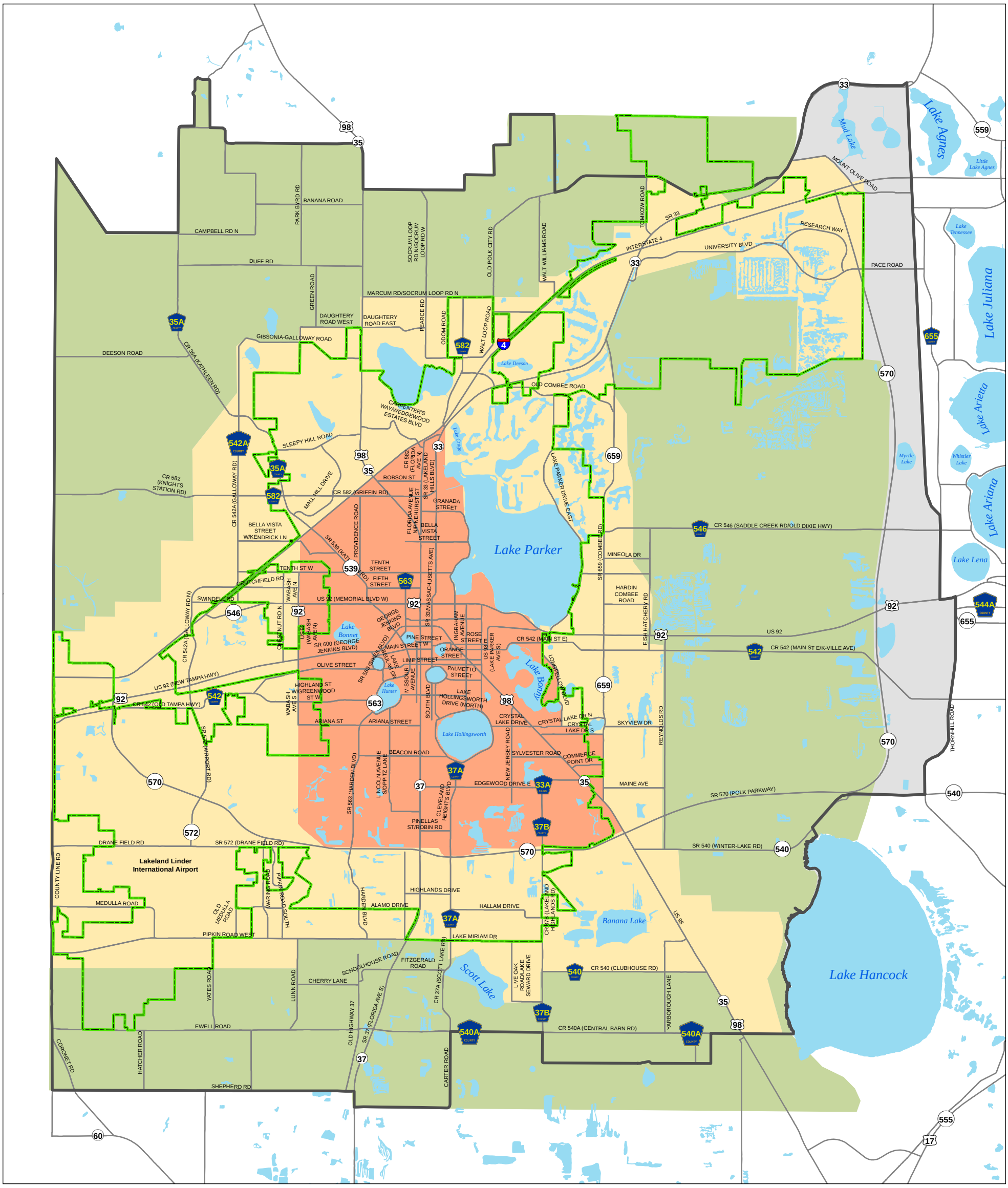
MAP FLU-2

FUTURE LAND USE INTENSITY AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

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COMMUNITY & ECONOMIC DEVELOPMENT

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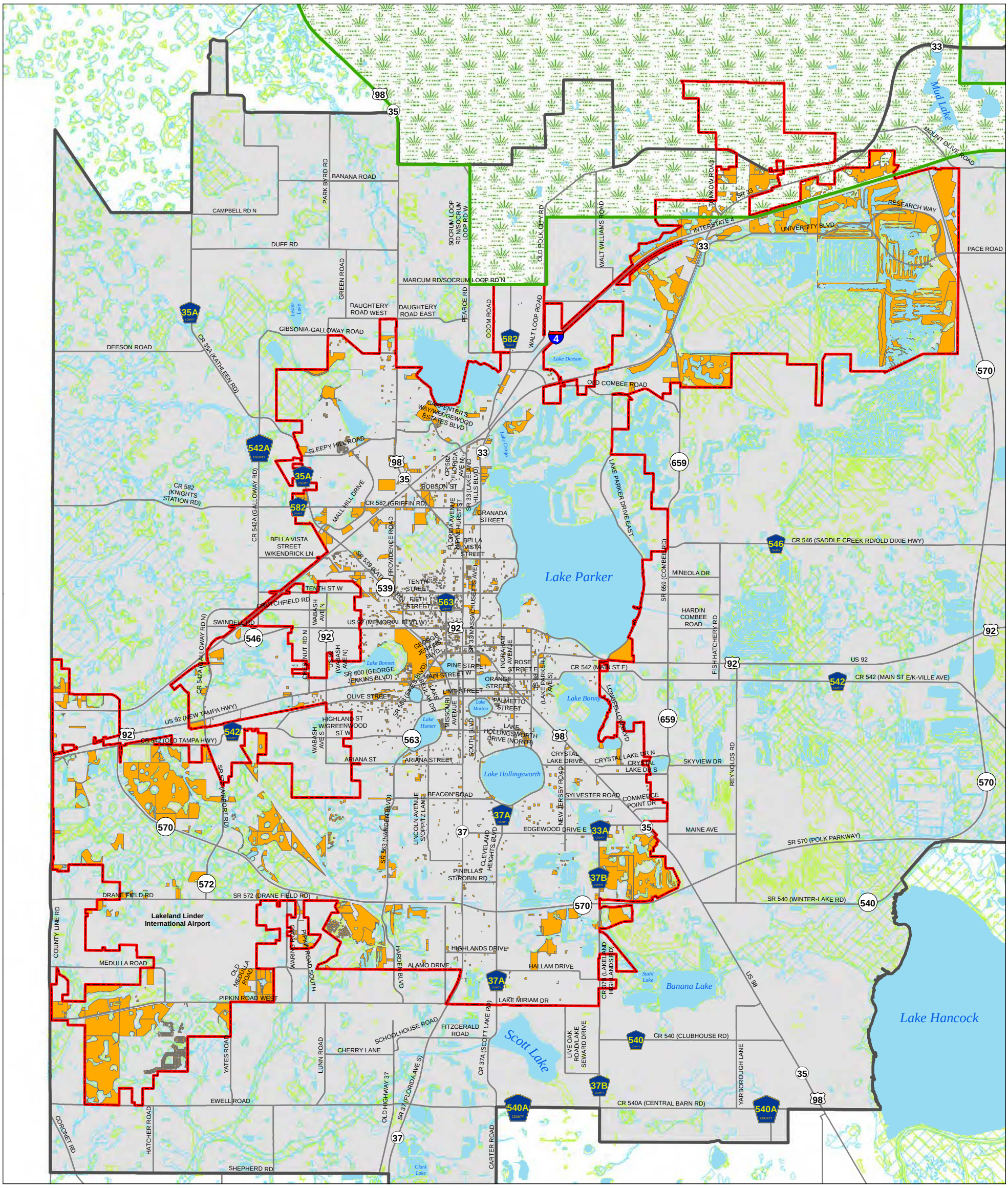
MAP FLU-3

ENVIRONMENTALLY-SUITABLE LANDS FOR FUTURE DEVELOPMENT - CITY OF LAKELAND



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Environmental Constraints*

- FEMA High-Hazard Flood Zones
- Wetlands
- GreenSwamp Area of Critial State Concern
- Vacant Developable Lands (No constraints)

*Includes lands assigned Conservation FLU

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Feceral Emergency Management Agency
Florida Department of Environmental Protection
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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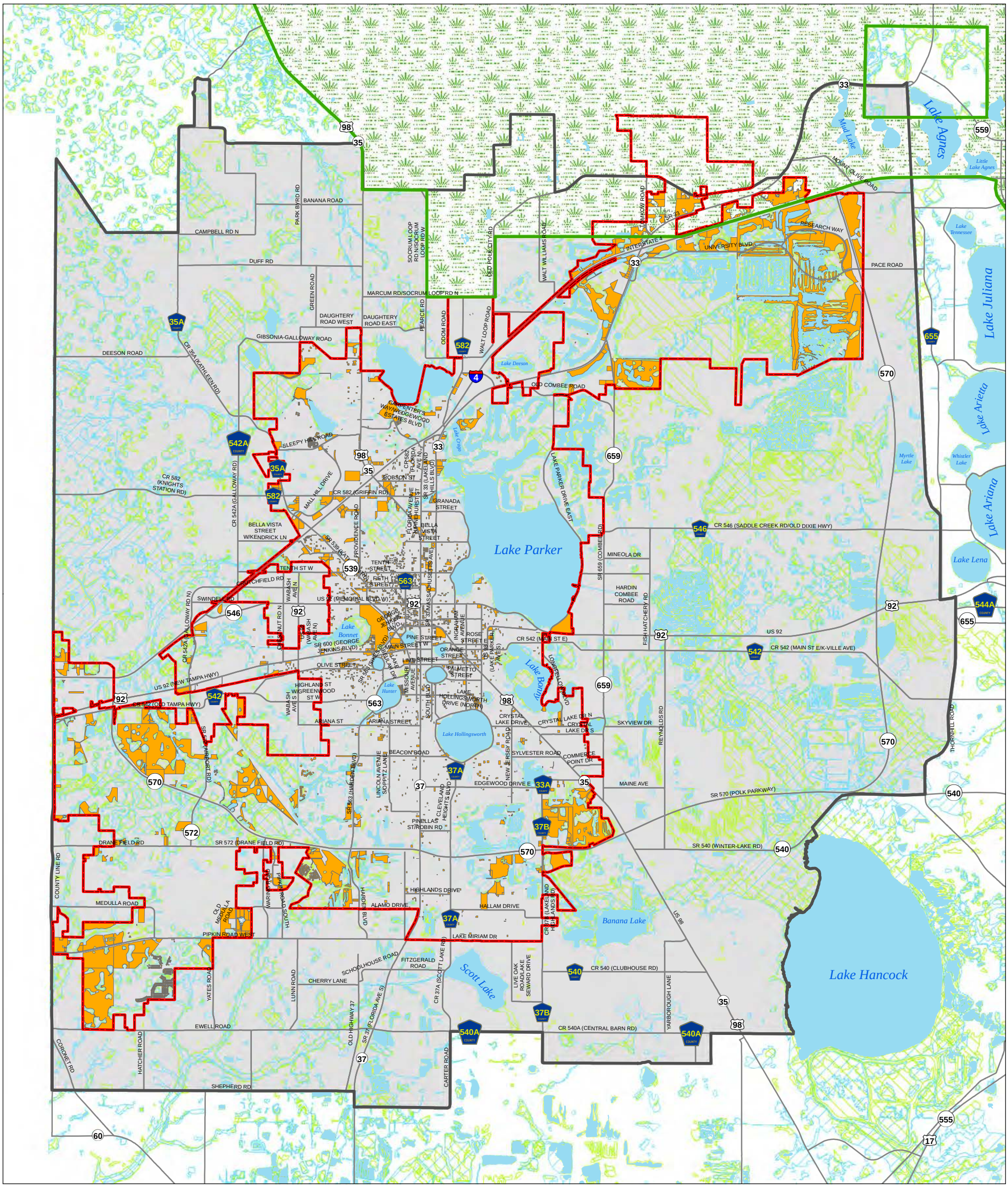
MAP FLU-4

ENVIRONMENTALLY-SUITABLE LANDS FOR FUTURE DEVELOPMENT - LAKELAND PLANNING AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Environmental Constraints*

- FEMA High-Hazard Flood Zones
- Wetlands
- GreenSwamp Area of Critial State Concern
- Vacant Developable Lands (No constraints)

*Includes lands assigned Conservation FLU

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Feceral Emergency Management Agency
Florida Department of Environmental Protection
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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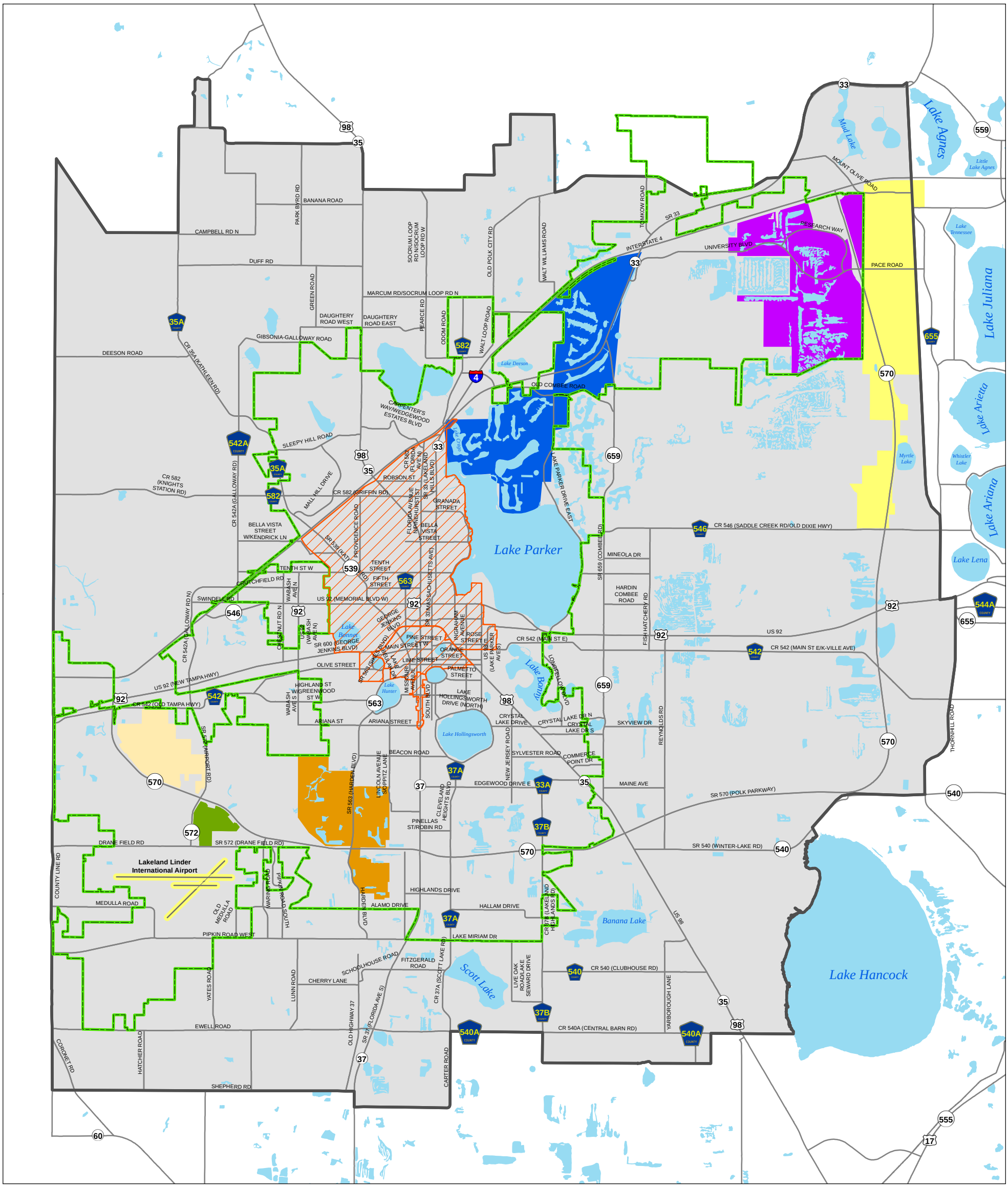
MAP FLU-5

MAJOR FACTORS OF DEVELOPMENT



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- LAL Airport
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development of Regional Impact

- Lakeland Central Park (aka Flagelr)
- Oakbridge
- Publix Corporate Headquarters
- Williams
- Bridgewater
- Polk Commerce Center

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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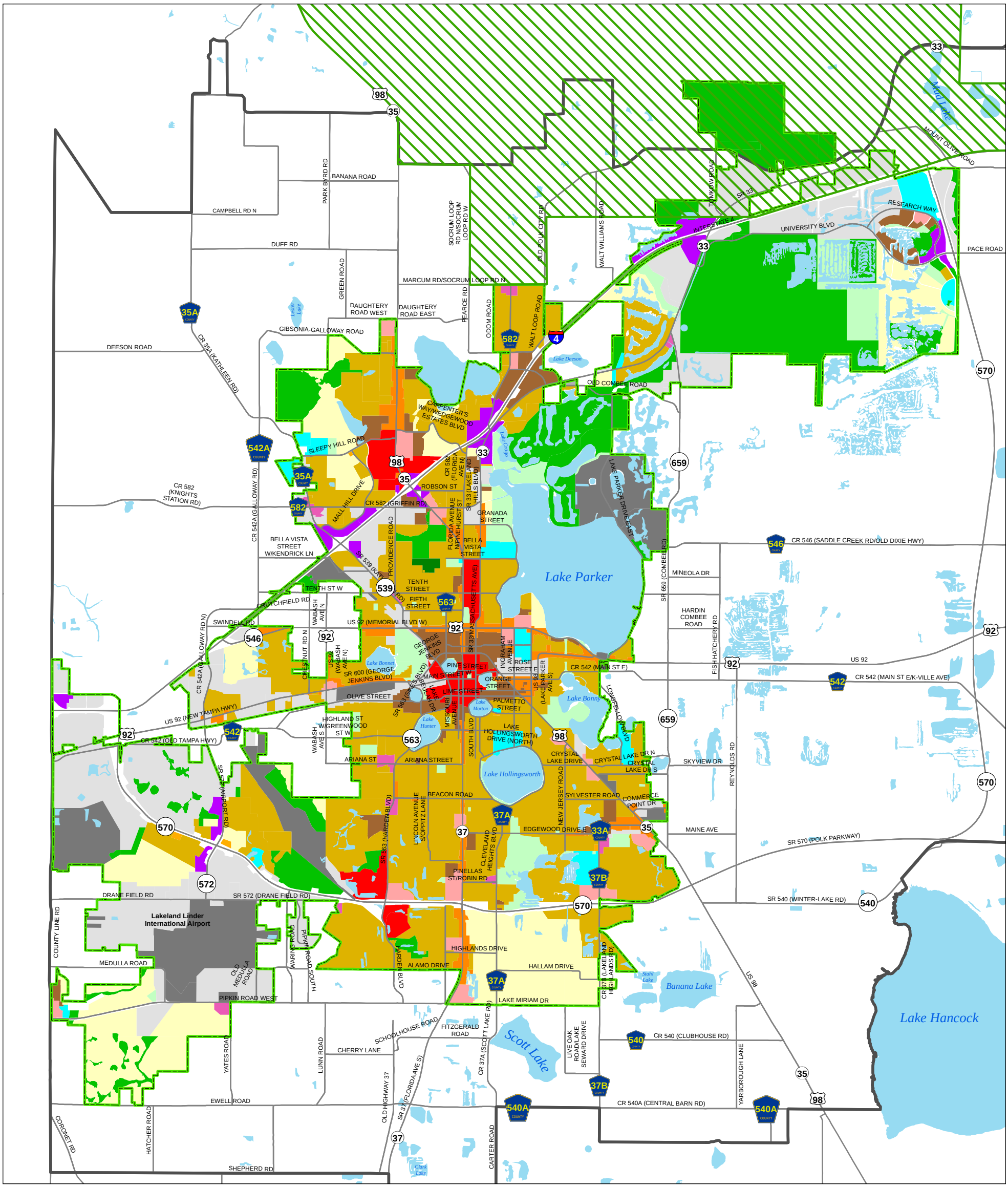
MAP FLU-6

2030 OFFICIAL FUTURE LAND USE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- GreenSwamp
- Water Bodies

Lakeland Future Land Use

- Residential Low
- Residential Medium
- Residential High
- Mixed Commercial Corridor
- Convenience Center
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Interchange Activity Center
- Business Park
- Office Center
- Industrial
- Public and Institutional
- Recreation
- Conservation
- Preservation

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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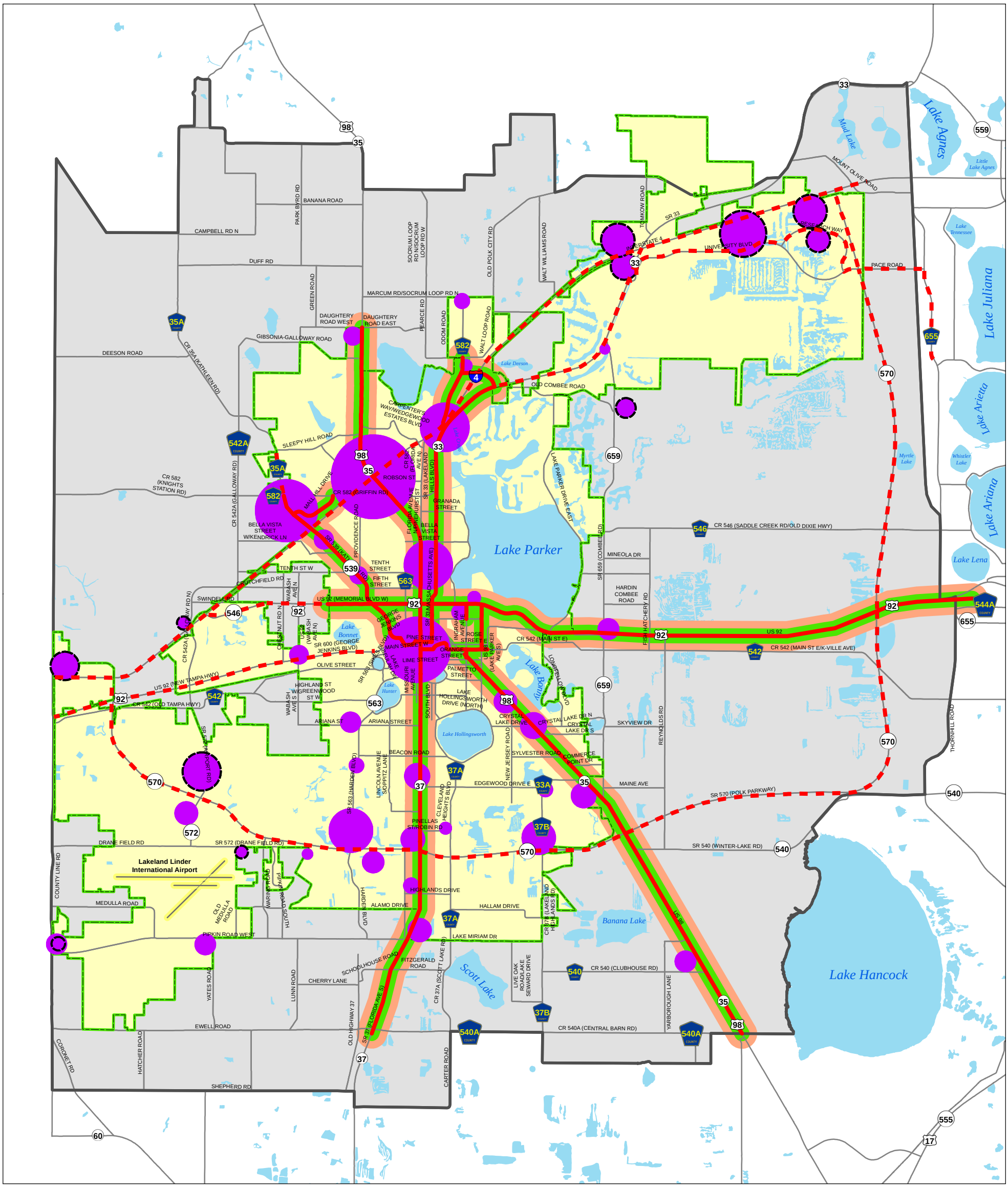
MAP FLU-7

TRANSIT-ORIENTED CORRIDORS



LEGEND

- Lakeland City Limits (February 2021)
- DULA Area
- Lakeland Planning Area
- Water Bodies
- LAL Airport
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Transit Oriented Corridors

- Transit Oriented Corridors
- Long Term Potential Transit Oriented Corridors
- TOC_eightMile_Buffer
- TOC_QuarterMile_Buffer

Activity Centers

- Current
- Future

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Map Created:
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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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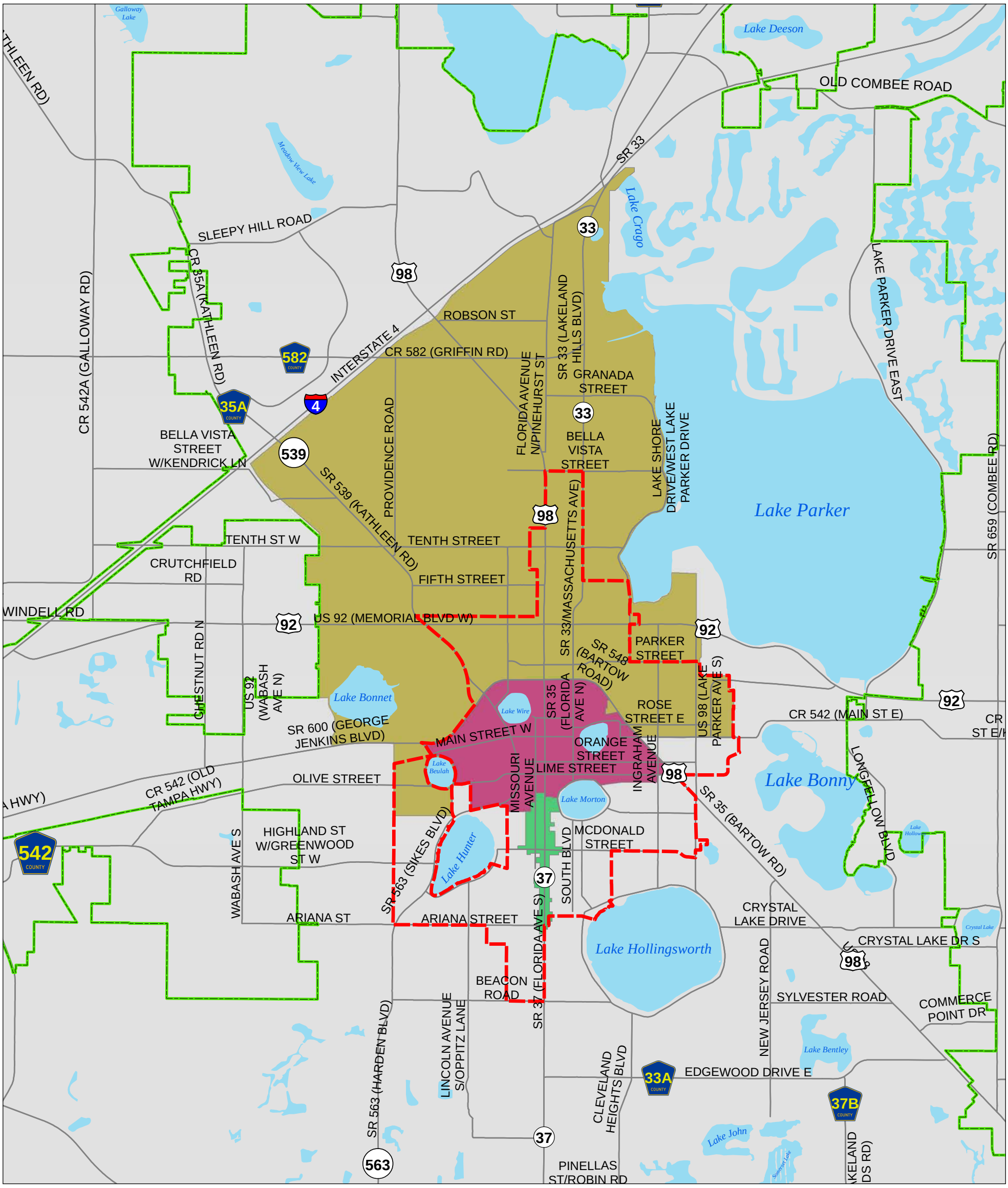
MAP FLU-8

CENTRAL CITY COMMUNITY REDEVELOPMENT AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Core Improvement Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Community Redevelopment Areas

- Dixieland CRA
- Downtown CRA
- Midtown CRA

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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City of Lakeland

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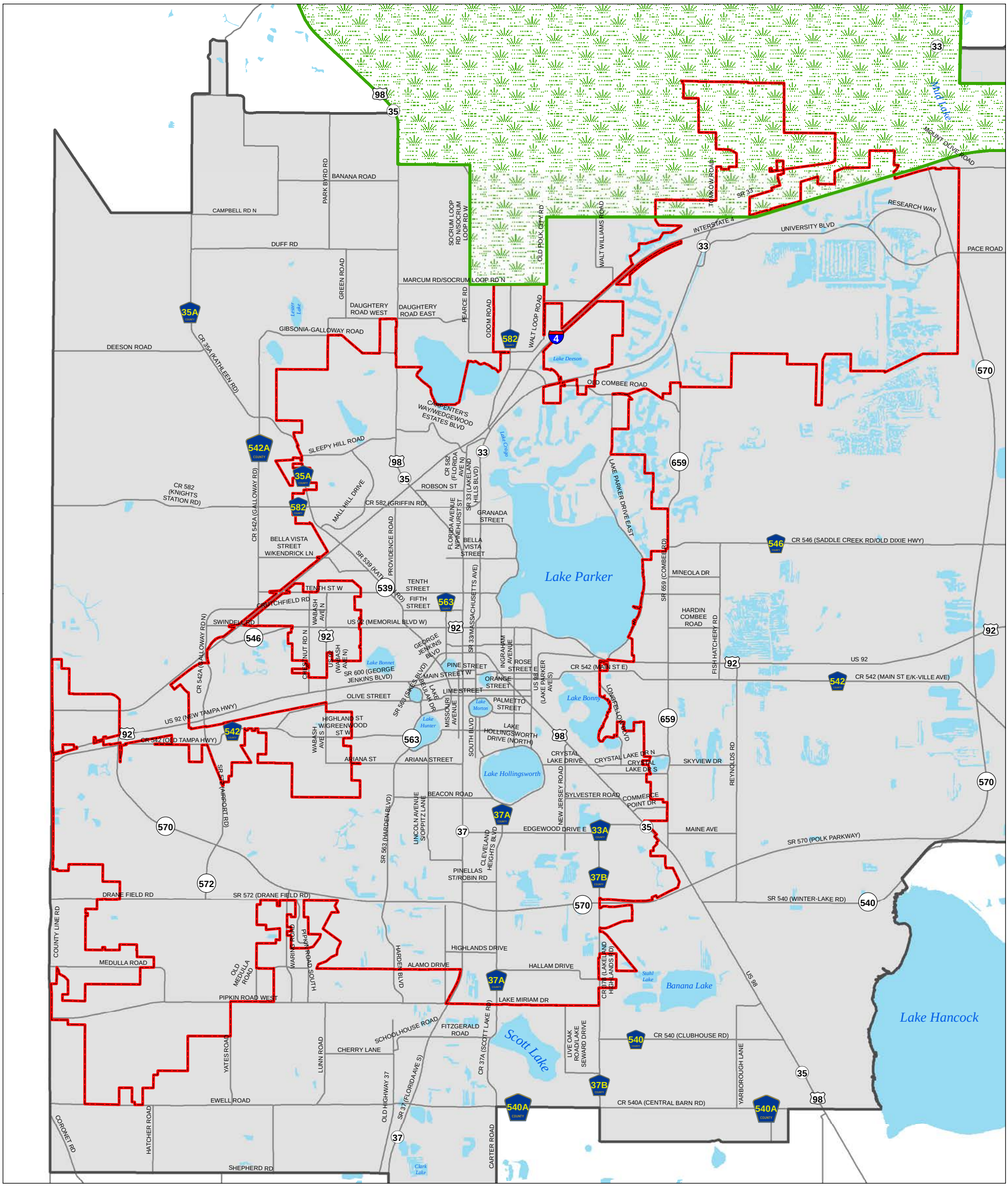
MAP FLU-9

GREEN SWAMP AREA OF CRITICAL STATE CONCERN



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- GreenSwamp Area of Critial State Concern
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

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Map Created:
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COMMUNITY & ECONOMIC DEVELOPMENT

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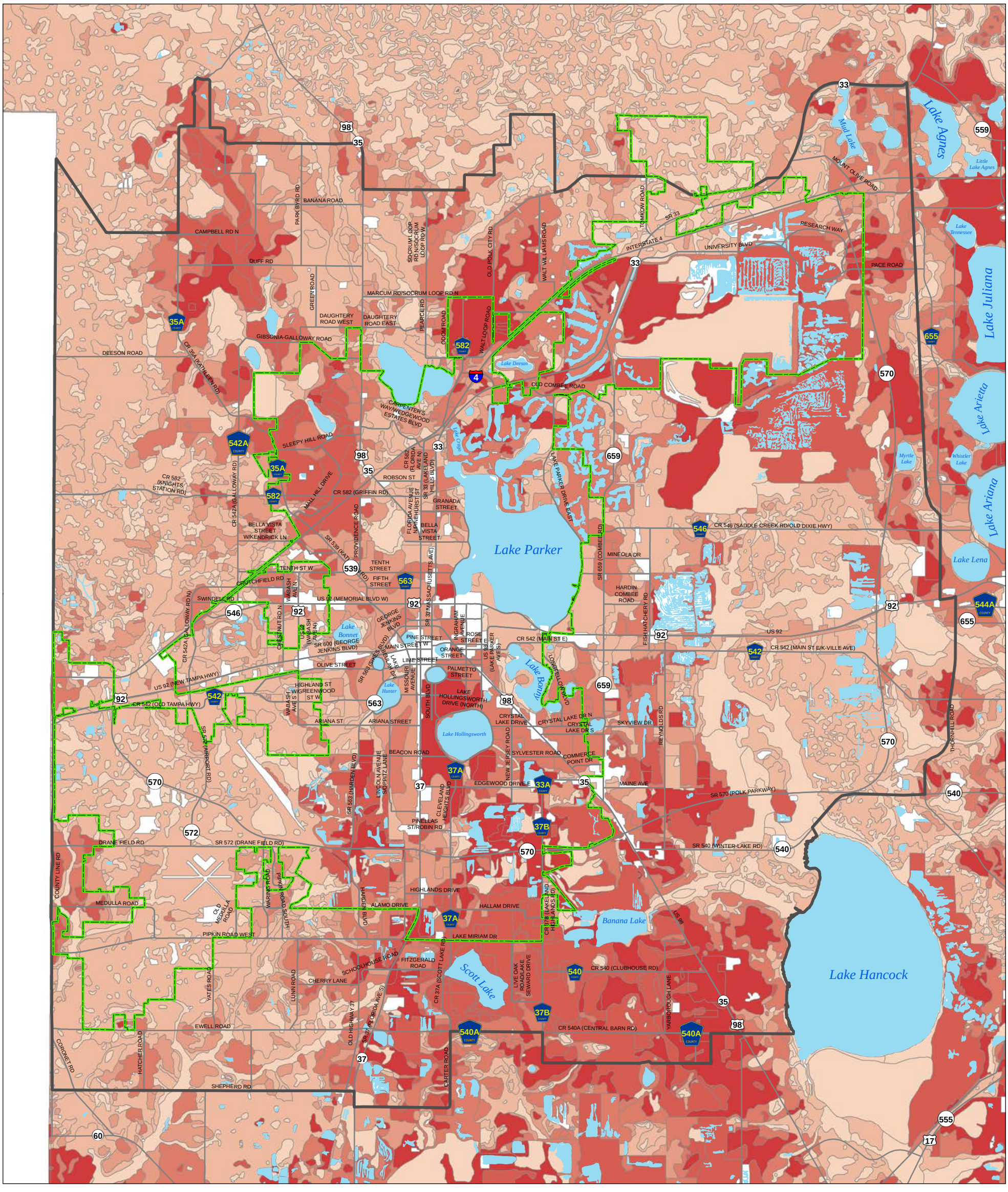
MAP FLU-10

LAKELAND AREA SOILS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Soils (by Drainage Classification)

- VERY POORLY DRAINED
- POORLY DRAINED
- SOMEWHAT POORLY DRAINED
- MODERATELY WELL DRAINED
- WELL DRAINED
- EXCESSIVELY DRAINED

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Miles

Map Created:
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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Polk County Property Appraiser
City of Lakeland

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Housing Element

OUR GUIDANCE

- City of Lakeland's Comprehensive Plan Technical Support Document
- Chapters 320.8285FS and 553.38(2)FS

Our Trends: Housing

The ability of a local government to ensure an adequate supply of quality housing is one of the key factors in protecting the health, safety, and welfare of its residents. For many years, the City of Lakeland has actively worked to address the housing needs of its residents.

To accommodate future housing needs in the City an analysis has been completed based upon projected population growth and the availability of land to support future housing. The analysis provides a review of existing dwelling units in the City, vacant housing stock, existing units that could potentially serve future growth and a review of the acreage by Future Land Use type to accommodate any additional outstanding housing needs. See Tables HOU-1 through HOU-5 below.

TABLE HOU-1: ESTIMATED HOUSING NEEDED FOR POPULATION GROWTH

Year	Estimated Population	Growth by Period	Houses Needed (2.47 persons per household)
2019	107,552	--	--
2020	109,653	2,101	851
2025	119,356	9,702	3,928
2030	127,236	7,880	3,190
Total	-	19,684	7,969

TABLE HOU-2: RESIDENTIAL DWELLING UNITS IN CITY OF LAKELAND

Units	Count	Percentage
Total Vacant Units	8,384	16.99%
Total Occupied Units	40,938	83.00%
Total	49,322	100.00%

TABLE HOU-3: VACANT HOUSING STOCK

Types of Vacant Units	Count	Persons Housed (2.47 Persons per Household)
Vacant Units for Rent	2,051	5,066
Vacant Units for Sale	1,067	2,635
Vacant Units Rented or Sold, Not Occupied	595	1,470
Subtotal	3,713	9,171
Vacant Units for Seasonal, Recreational, or Occasional Use	3,125	7,719
Vacant Units for Migrant Workers	--	-
Other Vacant Units	1,546	3,819
Total Vacant Units	8,384	20,708

TABLE HOU-4: VACANT HOUSING UNITS SERVING ESTIMATED POPULATION GROWTH

Year	Total Growth	Required Housing (2.47 persons per household)	Total Vacant Units	Remaining Vacant Units
2020	2,101	851	3,713	2,862
2025	11,804	4,779	3,713	-1,066
2030	19,684	7,969	3,713	-4,256

TABLE HOU-5: ACREAGE TO ACCOMMODATE OUTSTANDING HOUSING NEEDS BY FUTURE LAND USE DISTRICT

Future Land Use District	Vacant Acres	Max Dwelling Units per Acre	Maximum Dwelling Units
Residential Very Low	0.00	3	0
Residential Low	1,443.76	5	7,219
Residential Medium	1,687.10	12	20,245
Residential High	270.99	20	5,420
Total	**3,401.84**	-	**32,884**

Goals, Objectives, and Policies: Housing

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to housing issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Housing Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and with the other elements of this Comprehensive Plan and with the goals and policies of the *Central Florida Regional Planning.*

HOUSING (HOU) GOAL 1: Promote the provision of adequate, safe and affordable housing for existing and future populations including those with special housing needs.

Objective HOU-1.1: Assist the private sector in providing new housing units over the planning period to ensure provision of housing of various types, sizes, and costs that meet the shelter needs of existing and projected populations including the needs of very low, low and moderate income households and persons with special housing needs.

Policy HOU-1.1A: The City of Lakeland will continue to designate or reserve sufficient amounts of suitable land to accommodate the anticipated needs of residential growth.

Policy HOU-1.1B: Residential sites mapped on the Future Land Use Map (MAP FLU-6) will permit a diversity of housing types, including conventional homes, mobile homes, manufactured housing, multi-family units, group homes and foster care facilities.

Policy HOU-1.1C: The City of Lakeland will continue to include in its LDC allowances for special housing facilities (i.e., group homes, foster homes) within residential areas. In

accordance with Ch. 419 F.S., community residential homes of six or fewer persons shall be allowed in single-family zoning districts . Larger facilities may be allowed in multi-family districts.

Policy HOU-1.1D: The City of Lakeland will work with local and County homeless coalitions as well as qualified non-profit and private sector groups to promote adequate shelter and transitional housing for the local homeless population.

Policy HOU-1.1E: The City of Lakeland will continue to assist eligible persons displaced by public projects.

Policy HOU-1.1F: The City of Lakeland will continue to evaluate and improve the building permitting process to ensure a highly efficient review procedure for residential construction and elimination of any outdated or unnecessary requirements in building codes.

Policy HOU-1.1G: The City of Lakeland will provide for the placement of mobile homes and manufactured housing consistent with Section 320.8285 and Section 553.382, Florida Statutes.

Objective HOU-1.2: Eliminate substandard housing conditions through rehabilitation or demolition.

Policy HOU-1.2A: The City of Lakeland will continue to utilize Community Development Block Grant funding as well as other Federal, State, and local programs to implement the Housing Rehabilitation program. When possible installation of energy efficient improvements will be made.

Policy HOU-1.2B: All new City redevelopment districts shall include a component to address housing rehabilitation needs in the district, where applicable.

Policy HOU-1.2C: The Minimum Housing Code will continue to be enforced for all residential units, including conventional homes, manufactured homes, mobile homes, group homes, and foster care facilities, throughout the City of Lakeland.

Objective HOU-1.3: Support efforts of public and private organizations to develop and implement innovative housing programs which increase housing availability to very low, low, and moderate income households; in particular, programs which locate such housing within mixed income, stable neighborhoods.

Policy HOU-1.3A: The City of Lakeland will continue to partner with local housing non-profits to help potential homeowners qualify for federal and State assistance and mortgage loan processing. The City will provide financial support to the housing non-profits as part of Lakeland's neighborhood revitalization program.

Policy HOU-1.3B: The City of Lakeland will coordinate the development of any applicable affordable rental and owner-occupied housing programs with the Lakeland Housing Authority, Polk County, the Polk County Builders Association, lending institutions, and other public and private agencies.

Policy HOU-1.3C: The City will continue to offer impact fee waivers and reimbursements for qualified affordable housing projects.

Policy HOU-1.3D: To encourage greater mix of income in neighborhoods and to assist in fair housing efforts, the City will continue to support the Lakeland Housing Authority's applications for additional funding for its Section 8, subsidized housing program.

Policy HOU-1.3E: During the planning period the City will use down payment assistance, impact fee reimbursements, and other housing programs and incentives to assist a minimum of approximately 550 very low, low and moderate income households in meeting their housing needs, including new single family and multi-family construction, and rehabilitated housing.

Objective HOU-1.4: Support innovative financial- and incentive-based methods for providing affordable housing throughout the City.

Policy HOU-1.4A: As an incentive to participate in the provision of affordable housing, Lakeland will offer surplus City property, to encourage the building of housing for very low, low, and/or moderate income households or for special needs or elder housing.

Policy HOU-1.4B: The City of Lakeland may increase the availability of low-income housing by awarding 15% of its HOME entitlement to a Community Housing Development Organization for acquisition of sites for the construction of housing units affordable to very low and/or low-income households.

Policy HOU-1.4C: Lakeland will continue to offer financial incentives to assist in the provision of adequate housing affordable to very low, low, and moderate-income households. These incentives where appropriate and feasible, may include allowing clustering of lots and zero lot-line development; allowing "accessory" housing; waiving application fees, processing fees and/or reimbursing impact fees for qualified affordable housing developments, and allowing smaller units on smaller lots as consistent with City LDC.

Policy HOU-1.4D: Lakeland will continue to offer down payment and closing cost assistance to qualified applicants of very low, low, and moderate incomes using federal and state grant programs.

Policy HOU-1.4E: Analysis of impediments to fair housing choices will be reviewed every five years in conjunction with the update of the City's Consolidated Plan and Strategy for expenditure of federal funding. Plans will be developed and implemented on an on-going basis to remove identified impediments to fair housing choice to the greatest extent possible.

Recreation and Open Space Element

OUR GUIDANCE

- City of Lakeland's Pathways Plan
- 2006 adopted City of Lakeland Parks and Recreation Master Plan
- City of Lakeland Five year capital improvements program
- Americans with Disabilities Act

Our Trends: Recreation and Open Space

Historically, the City of Lakeland has attempted to meet local recreation demand through the provision of various types of parks and special use facilities. One of the key elements used to meet local demand has been an effort to provide one neighborhood park in each residential area. Per the Parks and Recreation Master Plan, the objective is to provide a neighborhood park, one per 6,500 persons, with a target of a one-mile walking distance. With constrained available land and revenues, and substantial development continuing, this standard has been a challenge to achieve. The Parks and Recreation Master Plan also recommends one community-level park per 25,000 persons to serve community-wide needs, including at least one community play or sports field facility.

One of the City's strategies to promote green space has been to implement the Lake-to-Lake Greenway Connector. This is a system of bike and foot trails circling various City lakes and City parks. The lakefront is totally public around Lakes Beulah, Mirror, Morton, and Wire and mostly public around Lakes Hollingsworth, Hunter, and Parker.

Additionally, to the north, east and south of Lakeland there are thousands of acres of open space in public ownership. These tracts include parts of the Green Swamp, Tenoroc State Preserve, Saddle Creek Park, Audubon preserve, the Lakeland effluent wetlands, and a Polk County Regional Park. The location of these open spaces relative to one another represents an area recognized by the City as the Lakeland Greenbelt area, the purpose of which may serve to provide relief from the built environment, increase air quality, provide continued preservation of natural wetland and floodplain functionality, and provide linkages of natural systems and passive recreational opportunities.

A significant issue affecting the City's ability to provide adequate recreation opportunities is resource availability. As the City becomes more densely populated, less land will be available for park expansion even though park needs will continue to increase with the City's population growth. In light of market forces which may continue to increase the cost of land and reduce the supply of suitable recreation sites, the City must continue to give consideration to early acquisition of recreation sites.

Goals, Objectives, and Policies: Parks and Open Space

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to the recreation and open space system. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the attainable and measurable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Recreation and Open Space Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes*, and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

RECREATION AND OPEN SPACE (ROS) GOAL 1: To ensure adequate recreation and open space opportunities for all sectors of the community and enhance the quality of life Lakeland offers through the development of attractive parks, recreation facilities, and open spaces.

Objective ROS-1.1: Provide a supply and variety of recreation opportunities to meet public need and respond to adopted level of service standards within the planning period.

Policy ROS-1.1A: The City of Lakeland will adhere to minimum level of service standards for the provision of recreation sites and facilities including a minimum 5.98 acres per 1,000 residents, 50% of which shall be in active park space (e.g., scenic, neighborhood, or community).

- one recreation complex per 30,000 persons;
- one community park per 25,000 residents; and
- one neighborhood park per 6,500 residents.

Policy ROS-1.1B: The City of Lakeland will identify and schedule future recreation facility needs and correct existing deficiencies in the Capital Improvements Program and will update the program annually to reflect completed projects and newly identified needs.

Policy ROS-1.1C: The City will strive to establish new neighborhood parks where identified within an approved neighborhood plan, including the recommended walking distance of approximately one mile.

Policy ROS-1.1D: The City of Lakeland will ensure that access is provided to all City parks, including lakeshores.

Policy ROS-1.1E: The City of Lakeland will continue to implement the early acquisition and preservation of sites suitable for recreation and open space use with planned acquisitions reflected in the five-year capital improvements program. Priority for funding shall be given to sites which meet a recreation need and which protect and/or improve natural resources, including wildlife, wildlife habitat, shorelines, and/or water quality.

Policy ROS-1.1F: Plans for new and/or expanded redeveloped City parks shall consider inclusion of educational exhibits, wildlife observation areas, lakefront or other natural area boardwalk, and nature trails, where appropriate.

Policy ROS-1.1G: The Lakeland adopted LDC shall continue to include specific definitions and standards for the incorporation of lands targeted for recreation and open space.

Objective ROS-1.2: Continue to improve coordination with public agencies and the private sector to encourage the efficient and equitable provision of recreation facilities and opportunities.

Policy ROS-1.2A: The City of Lakeland will coordinate activities with the State of Florida, Division of Parks and Recreation, Polk County School Board and with Polk County to ensure that available recreation program opportunities are maximized.

Policy ROS-1.2C: The City will continue to pursue funding partnerships and new revenue options which may allow full implementation of the Lakeland Parks and Recreation Master Plan recommendations, as financially feasible. Co-location of parks, recreation facilities, libraries, and civic spaces shall be a continuing strategy in forging economically effective partnerships with other agencies to achieve Lakeland's community vision and objectives.

Objective ROS-1.3: Continue to provide incentives to encourage the provision of recreation facilities in proposed future developments.

Policy ROS-1.3A: The City of Lakeland will continue to require new residential developments to provide for the recreation demand created by that development to pay proportional impact fees for parks and recreation.

Policy ROS-1.3B: The City of Lakeland will continue to require new single family and multi-family developments to include appropriate open space and/or recreation facilities within the development. All residential developments located 1.5 miles or more from an existing public park shall provide a variety of on-site active recreation facilities to serve the expected demographic groups within the project. Open play areas should also be provided in residential developments of at least 25 acres. Unimproved trails providing access to natural site features shall be incorporated where feasible and shall be linked to other pedestrian and bicycle facilities within the development. Trails systems provision will be given highest priority where there are potential linkages to existing or planned systems adjacent to the subject property.

Policy ROS-1.3C: The City of Lakeland will place a priority upon connections to parks and recreation facilities with priority placed upon connectivity through and to the City Greenway and other connector systems in place or planned.

Objective ROS-1.4: Improve bicycle and pedestrian access to designated recreation facilities through the ongoing implementation of the Lake-to-Lake Greenway Connector.

Policy ROS-1.4A: The City of Lakeland will provide reasonable accommodations for universal access to new recreation sites and facilities to the maximum extent feasible.

Policy ROS-1.4B: The City of Lakeland will continue to promote and construct the Lake-to-Lake Greenway Connector to implement bicycle and pedestrian access improvements to existing recreation sites and facilities and will continue to fund pedestrian and bicycle improvements within subsequent five-year capital improvement budgets, connecting residential areas to the urban core and the City's park system.

Policy ROS-1.4C: The City, along with other public and private partnerships shall continue to promote regular bicycle and pedestrian events throughout the year.

Policy ROS-1.4D: Continue to pursue coordination, funding and implementation options which achieve the extension of the Ft. Fraser Trail system into downtown and connection to regional and statewide trails as well as options for enhancing intermodal connectivity to all trails including the City's larger Greenway trail system.

Objective ROS-1.5: Through an ongoing assessment and improvement program, identify and improve parks, open space and other recreation assets which, due to age or general deterioration, have declined.

Policy ROS-1.5A: The Parks and Recreation Department will continue to conduct an ongoing maintenance program of all park and recreation facilities. Funding of

operations and maintenance needs shall be recognized as critical to retaining a high-quality parks system.

Policy ROS-1.5B: The City of Lakeland will monitor all facilities to determine that they meet updated safety standards and the Americans with Disabilities Act.

Objective ROS-1.6: Utilize public investments in right of way beautification, street trees, parks and open spaces to influence existing and future land uses to ensure a Vibrant and Inclusive Community.

Policy ROS-1.6A: The City of Lakeland will continue to develop and implement the City Beautification Program and the Entrance Beautification Program by coordinating with funding agencies, neighborhood associations, and the business community.

Policy ROS-1.6B: The City of Lakeland will maintain and expand recreation amenities in the central city as part of an overall strategy to strengthen older neighborhoods. This shall be done in coordination with neighborhood plans, specifically coordinating with the areas prioritized for neighborhood redevelopment efforts.

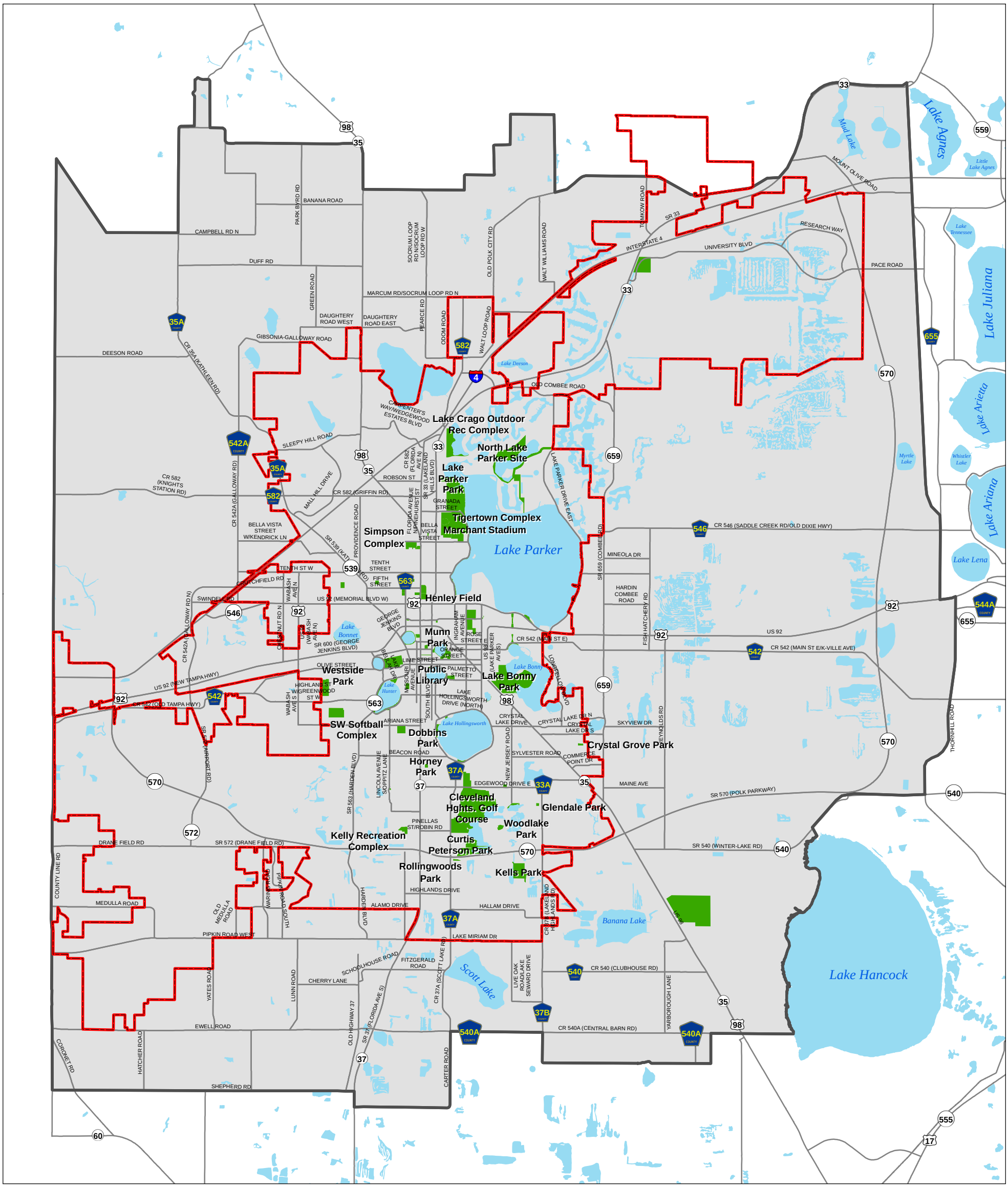
Maps: Recreation and Open Space

Maps that support this Element include:

MAP ROS-1	Parks and Recreation Facilities
MAP ROS-2	Parks and Recreation Facilities – Central City
MAP ROS-3	Open Space

MAP ROS-1

PARKS AND RECREATION FACILITIES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Parks and Recreation Facilities

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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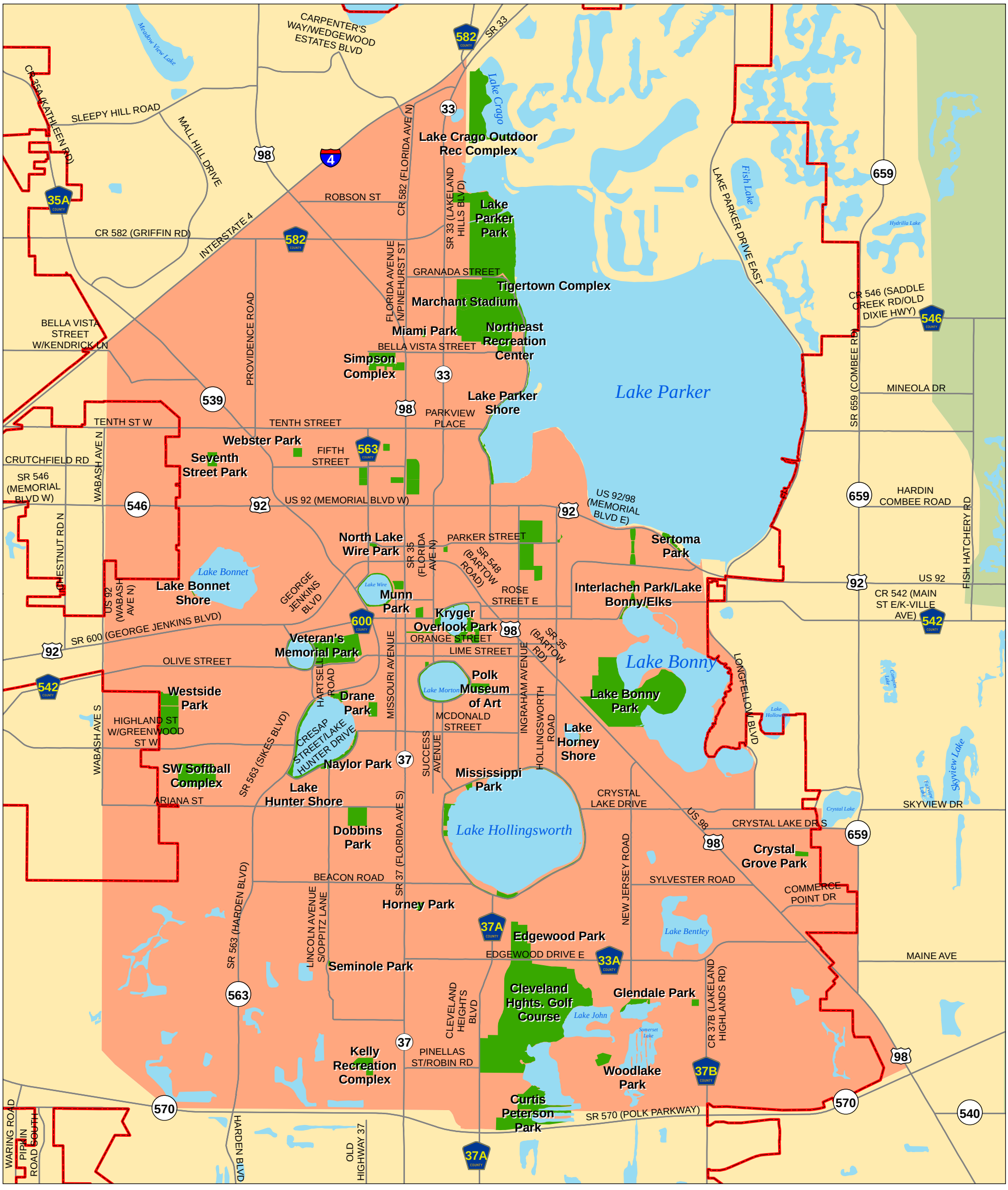
MAP ROS-2

PARKS AND RECREATION FACILITIES - CENTRAL CITY



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Parks and Recreation Facilities

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

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COMMUNITY & ECONOMIC DEVELOPMENT

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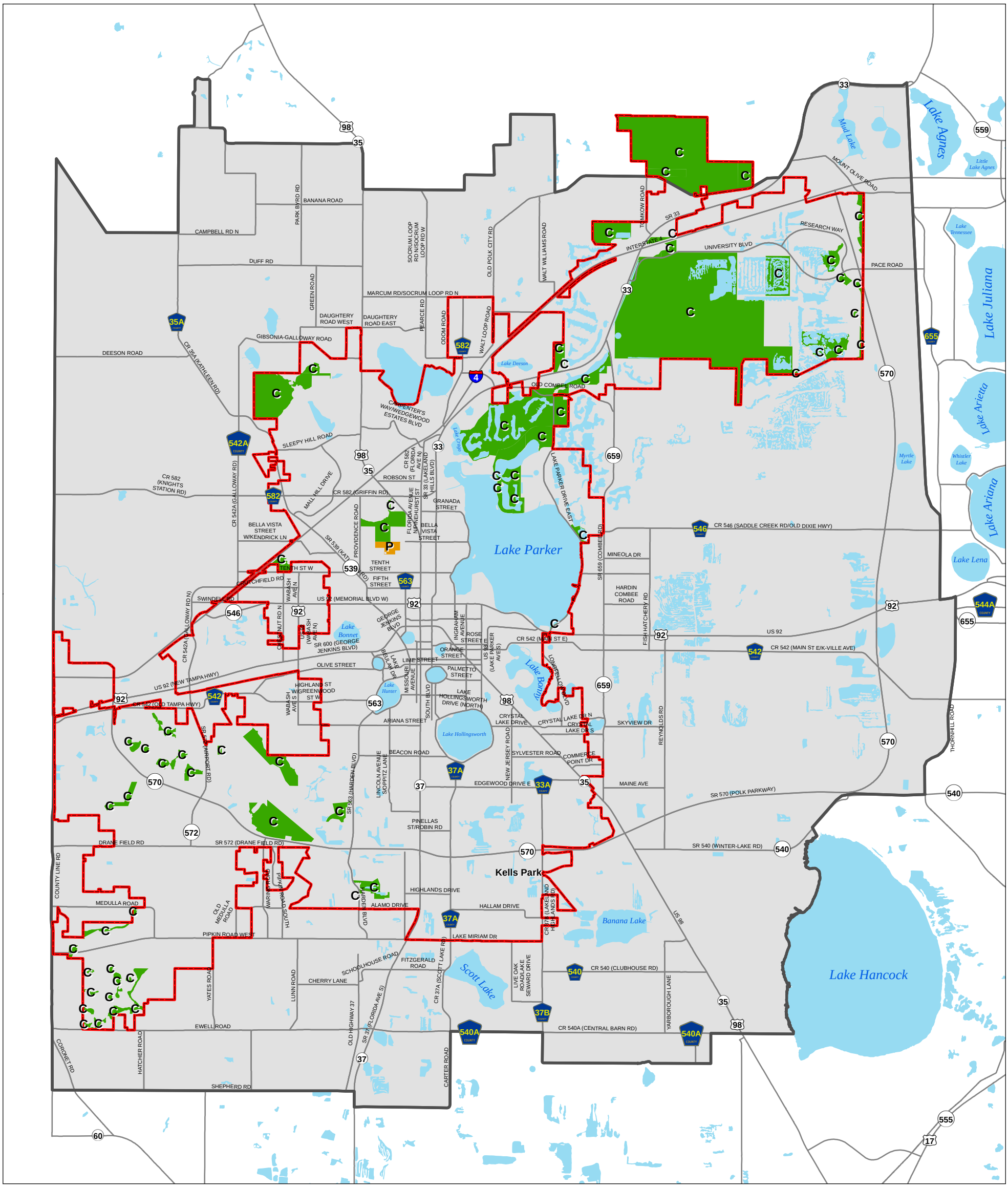
MAP ROS-3

OPEN SPACE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Conservation
- Preservation

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OUR GUIDANCE

- Historic Districts on the National Register of Historic Places
- City of Lakeland Sector Plan –Downtown, Midtown, South, East, North, Northwest, Southeast, Northeast, Southwest

Neighborhoods and Historic Preservation Element

Our Trends: Neighborhoods and Historic Preservation

The City is committed to sustaining strong and healthy neighborhoods. To this end, the City has long-established neighborhood outreach and historic preservation programs that empower residents, identify neighborhood needs, and preserve the unique character of each neighborhood.

The City has over 100 geographically defined neighborhoods spanning a period of development that includes the Central City subdivisions born from the 1920s land boom and present-day subdivisions proliferating the southwest quadrant of the City. The earlier development period includes seven Lakeland historic districts listed on the National Register of Historic places and designated as local historic districts. Bridging old and new is the City's goal of aligning resident concerns with government actions to provide an exceptional quality of life for all residents by preserving stable neighborhoods and revitalizing distressed areas.

Seven Lakeland historic districts are listed on the National Register of Historic Places and designated as local historic districts. The Florida Southern College Campus is designated a National Historic Landmark by the U.S. Department of the Interior for being the largest single-site collection of Frank Lloyd Wright architecture in the world.

Goals, Objectives, and Policies: Neighborhoods and Historic Preservation

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to neighborhood and historic preservation issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Neighborhood and Historic Preservation Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and with the other elements of this Comprehensive Plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan.*

NEIGHBORHOODS AND HISTORIC PRESERVATION (NHP) GOAL 1: Every neighborhood will have a stable quality of life.

Objective NHP-1.1: Strengthen neighborhoods by continuing to implement the City's Neighborhood Improvement Program for older and/or declining neighborhoods to promote stability and revitalization of the City's existing neighborhoods.

Policy NHP-1.1A: Residential neighborhoods will be protected through implementation of neighborhood improvement plans which address, but will not be limited to, stability, safety, traffic, aesthetics and character, including historic resources.

Policy NHP-1.1B: The City of Lakeland will continue to promote the conservation and restoration of historically significant housing through the work and role of the City's Historic Preservation Board and Design Review Committee, the maintenance of the City's historic structures database, and technical support for designated historic districts.

Policy NHP-1.1C: City *LDC* will continue to include buffering and other provisions which protect residential neighborhoods from potentially incompatible land uses.

Policy NHP-1.1D: The City of Lakeland will develop ordinances as necessary to combat neighborhood and housing deterioration and will adequately fund the code enforcement function to uphold standards in all neighborhoods. The City will also continue to integrate the community oriented policing program philosophy of citizen support and input into all relevant police programs to improve neighborhood resident safety.

Policy NHP-1.1E: The City of Lakeland will provide technical assistance to neighborhood associations and other non-profit groups to foster neighborhood improvement, innovative housing solutions, and preservation and restoration of historic or affordable housing. The City will periodically examine LDC and housing programs for improving the ability to preserve existing affordable rental and owner occupied housing, including the potential to incentivize preservation of affordable units within projects seeking to renovate such units or to convert the units to another type of use.

Policy NHP-1.1F: The City will continue to support the efforts of the Lakeland Housing Authority in its efforts to renovate and de-concentrate local public housing as well as to improve the surrounding neighborhoods in which public housing exists. The City may provide down payment assistance to LHA residents seeking homeownership.

Policy NHP-1.1G: The City will continue to support infill lot re-use for existing or new residential development. Strategies shall include conducting inventories of vacant lots in neighborhoods and sharing the inventory with potential developers and/or builders. The City will also work with the Lakeland Housing Authority in its efforts to build on vacant, infill lots to improve neighborhoods and to provide affordable replacement homes that would offer homeownership opportunities for existing tenants of public, rental housing.

Policy NHP-1.1H: The City shall work with the Polk County School Board to ensure the local schools in older or declining neighborhoods are maintained and revitalized, where necessary.

Objective NHP-1.2: Programs for the redevelopment and renewal of neighborhoods including blighted areas will continue to be promoted.

Policy NHP-1.2A: The City of Lakeland will continue to support downtown redevelopment plans and fund public improvements in accordance with such plans.

Policy NHP-1.2B: The City of Lakeland will continue to promote investment and reinvestment in older neighborhoods by designating neighborhoods by geographic boundary, implementing design guidelines for preservation of contributing historic structures, developing a neighborhood plan for distressed neighborhoods if needed, and implementing the plan as part of an ongoing effort to prevent further deterioration and promote revitalization.

Policy NHP-1.2C: The City of Lakeland will implement a Neighborhood Improvement Program to encourage reinvestment in central city neighborhoods; to foster a viable central city; and to promote a compact development pattern. Continued coordination between city departmental staff to implement objectives through a "team" approach will be emphasized and include but not be limited to the Community and Economic Development Department, the Public Works Department, the Lakeland Police Department, and the Parks and Recreation Department.

Policy NHP-1.2D: The City of Lakeland will continue to actively identify, develop and implement programs for the redevelopment or renewal of blighted areas. Expansion of the Community Redevelopment Areas for Lakeland shall be considered to implement redevelopment objectives, where feasible.

Objective NHP-1.3: Develop and revitalize communities that enable residents to live active, healthy lives by providing convenient access to recreational opportunities, safe active transportation options, access to nutritious food choices and increasing aging-in-place opportunities.

Policy NHP-1.3A: Continue to promote safe walking and bicycling for recreation, commuting to work and school, and as an alternative to driving for short trips near home or work.

Policy NHP-1.3B: The City will work to improve upon its current recognition level as a League of American Bicyclists ***Bicycle Friendly Community*** when feasible. This will include efforts to eliminate gaps in City's Lake to Lake Greenway System and enhancing connectivity to the local and regional bike/trails system within the City's Pathways Plan.

Policy NHP-1.3C: The City shall continue to apply traffic calming devices and access management techniques to roadway improvements as one means to improve the safety for bicyclist and pedestrians.

Policy NHP-1.3D: The City will promote the infrastructure within and between neighborhoods that facilitate children walking and bicycling safely to school and will partner with the Polk County School Board to encourage walk to school initiatives.

Policy NHP-1.3E: The City will explore working with the Polk TPO to develop a Bicycle Pedestrian Safety Action Plan to address safety issues, minimize traffic hazards, and reduce crashes through the design of complete streets and other appropriate means.

Policy NHP-1.3F: To promote walkability the City has been recognized by the Walk Friendly Communities program and will continue to invest in sidewalk/side path infrastructure.

Policy NHP-1.3G: The City will work with community stakeholders and coordinate with other agencies such as the Health Department and the Polk County Agricultural Extension Office to identify and establish incentives, guidelines and/or standards, and potential funding for the development of home and community gardens as well as edible landscaping (i.e., fruit trees and shrubs).

Policy NHP-1.3H: Coordinate with the Florida Department of Health, Polk Vision and other relevant entities that seek to develop appropriate area health indicators to monitor progress toward reducing the rate of obesity and related health problems such as diabetes and heart disease.

Policy NHP-1.3I: Promote Aging in Place through a variety of means including:

1) Encourage application of the age and ability-friendly principles of Universal Design in residential development and redevelopment;
2) Allow a mix of housing types in neighborhoods including Accessory Dwelling Units;
3) Support affordable housing options for seniors;
4) Address neighborhood crime and blight issues;
5) Enhance walk-ability throughout the city including establishing a safe and effective network of pedestrian ways (e.g., sidewalks) with age-friendly crosswalks, and using urban design principles to ensure building entrances that are close to the street and/or can be safely accessed from parking lots or transit stops; and
6) Support coordinated access to transportation service options including mass transit.

Policy NHP-1.3J: The City will work with Lakeland Vision, Polk Vision and local builders, architects and others to encourage Universal Design as used in building and site design.

Objective NHP-1.4: Continue to identify and protect historically significant buildings, structures, and sites.

Policy NHP-1.4A: The City of Lakeland will continue to work to effectively protect and preserve buildings, structures, and sites deemed to be historically significant through the enforcement of appropriate design guidelines.

Policy NHP-1.4B: The City of Lakeland will continue to promote the conservation and restoration of historically significant buildings, structures, and sites through the National Register of Historic Places designation, local historic designation, and assistance from the City's Historic Preservation Board.

Policy NHP-1.4C: Through the voluntary adoption of tools such as Neighborhood Conservation Districts, the City of Lakeland will encourage the preservation of existing housing stock and neighborhood character in residential districts that are 50 years old or older but are not protected by a historic district designation.

Policy NHP-1.4D: The City of Lakeland shall conduct or cause the undertaking of a comprehensive re-survey of the designated historic districts at regular intervals of time. The survey will be used to update the local historic properties database and map and to identity contributing, non-contributing, and vacant properties in the historic districts.

Policy NHP-1.4E: Through its Historic Preservation Board, the City of Lakeland will continue to partner with external agencies and local history, preservation, and archaeological organizations and other appropriate agencies to promote and educate the public on matters of historic and cultural preservation.

Policy NHP-1.4F: The City of Lakeland will continue exploring ways to incentivize historic preservation efforts, including, but not limited to, grant funds and ad valorem tax abatement programs.

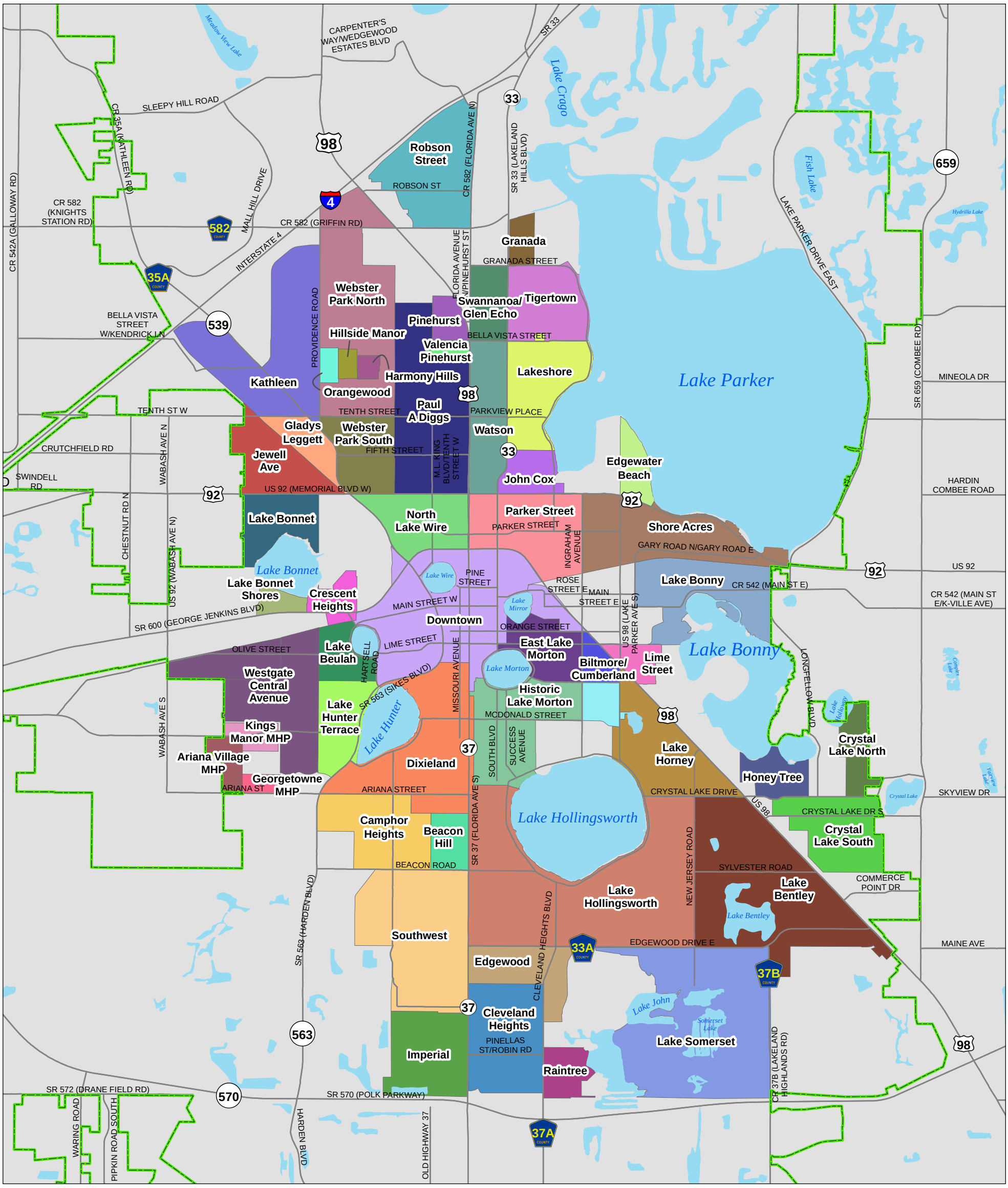
Maps: Neighborhoods and Historic Preservation

Maps that support this Element include:

MAP NHP-1	Neighborhood Boundaries
MAP NHP-2	Historic Districts

MAP NHP-1

NEIGHBORHOOD BOUNDARIES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
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- U.S. Highways
- State Roads
- County Roads

Lakeland Neighborhoods

- Neighborhhod Boundaries

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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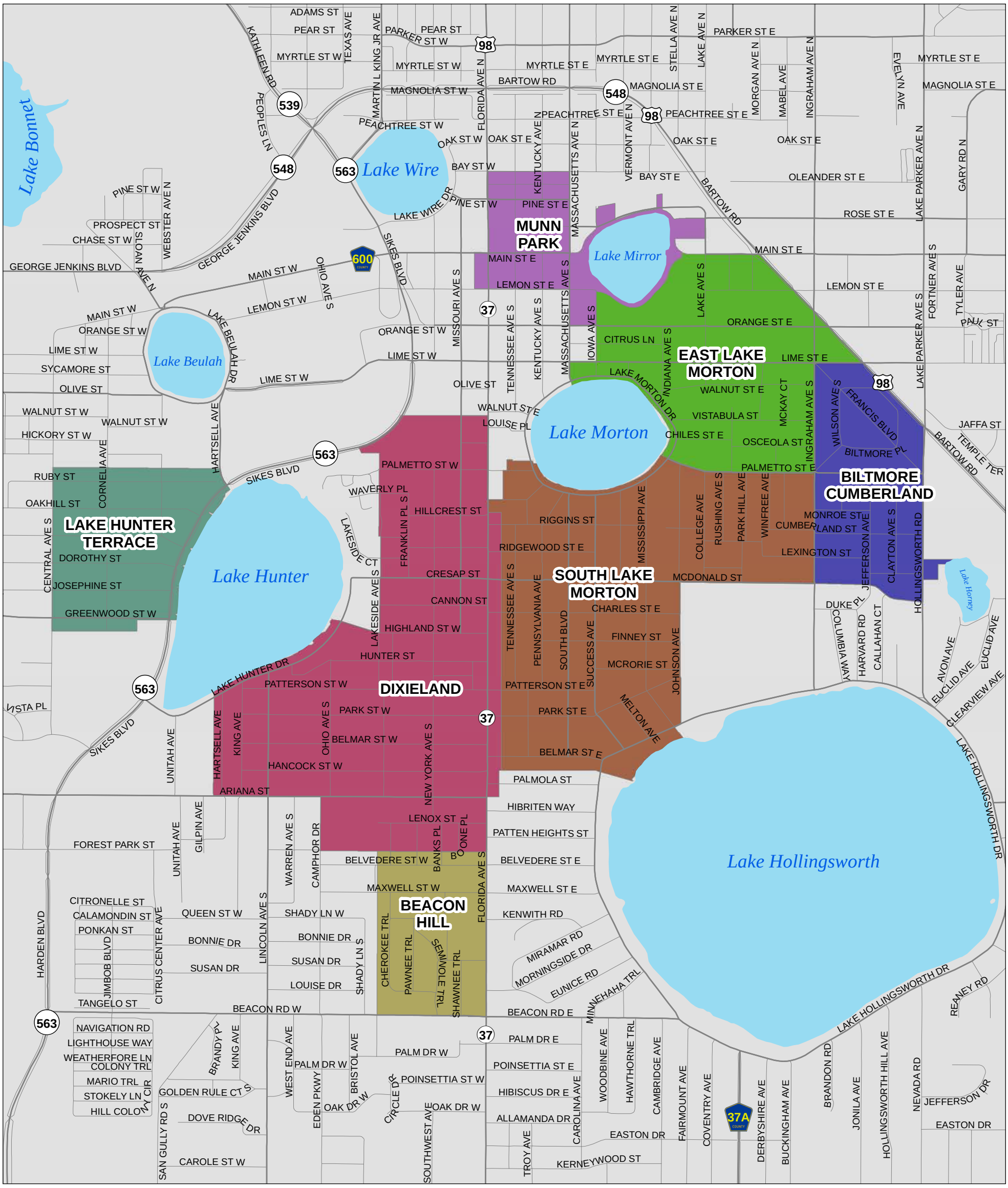
MAP NHP-2

HISTORIC DISTRICTS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
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Historic Districts

- BEACON HILL
- BILTMORE CUMBERLAND
- DIXIELAND
- EAST LAKE MORTON
- LAKE HUNTER TERRACE
- MUNN PARK
- SOUTH LAKE MORTON

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Influence on Other Plan Elements:

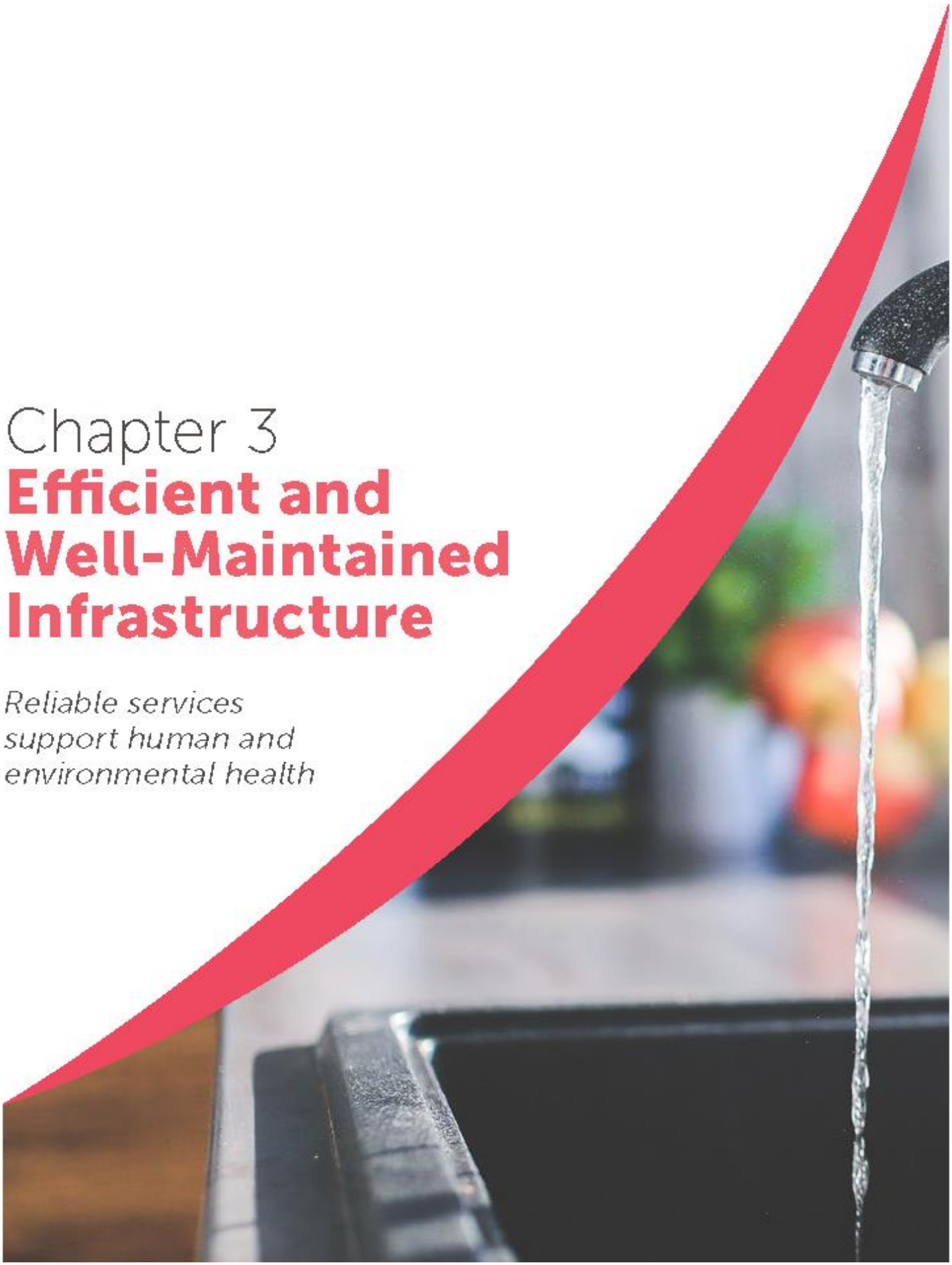
All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element		Element	Chapter	Policy Direction
Future Land Use	Influences	Mobility	Chapter 4	Coordination with Transportation Facilities and Mobility Services
Future Land Use		Conservation	Chapter 5	Requires lakefront setbacks
Future Land Use		Conservation	Chapter 5	Encourages natural habitat protection
Future Land Use		Conservation	Chapter 5	Restricts development in 100-yr Floodplain
Future Land Use		Conservation	Chapter 5	Protection of endangered species
Recreation & Open Space		Intergovernmental	Chapter 6	Coordinate with PCSB on locating parks near schools
Neighborhoods		Schools Facilities	Chapter 6	Revitalize schools in declining neighborhoods

Chapter 3

Efficient and Well-Maintained Infrastructure

Reliable services support human and environmental health



Efficient and Well-Maintained Infrastructure

Infrastructure Element

OUR GUIDANCE

- Southwest Florida Water Management District's Regional Water Supply Plan, 2015
- Polk County Local Mitigation Strategy (LMS) 2020
- Polk County Post Disaster Redevelopment Plan 2009
- City of Lakeland Water Quality Management Plan 2019
- City of Lakeland 10-year Water Supply Plan 2017

Our Vision: Reliable services support human and environmental health

The City of Lakeland is committed to providing its citizens, businesses, and customers with highly reliable, well maintained, efficient and environmentally responsible infrastructure services. This Chapter contains the Infrastructure Element which includes guidance for the provision of potable water, wastewater, solid waste, stormwater, and natural groundwater aquifer recharge for the City of Lakeland through 2030.

Beginning almost a century ago, the City of Lakeland has been a regional provider of infrastructure for much of the Lakeland Planning Area. Lakeland Electric and City of Lakeland Water Utilities service covers most of the corporate limits of the City and a large portion of the Planning Area (MAP INF-3 and MAP INF-11-TS). Wastewater service is available in most areas of the incorporated City intended to support urban growth. These systems support our future growth and redevelopment and are an integral part of the planning and financial decision-making process of the City Commission.

The Infrastructure Element includes key data reflecting trends and goals, objectives and policies that will influence the urban growth and shape of our community during the ten-year planning horizon. This Element is guided and informed by a variety of plans, policies and regulations shown in the Our Guidance box. These are not an adopted part of the Comprehensive Plan, but intended to influence best practices, levels of service, mitigation of manmade and natural disasters, and other tools and metrics which shape the resiliency of our infrastructure and are of primary importance to the Lakeland community.

Our Trends: Potable Water

The City of Lakeland Water Division operates as a regional water utility in that it provides potable water services for customers inside the corporate limits of the City, unincorporated areas of Polk County, such as Highland City, and also sells water to other public systems, including Polk County Utilities and Florida Government Utility Authority. Extraction and supply of the City's potable water resources is permitted through a water use permit issued by the Southwest Florida Water Management District (SWFWMD). The City's current water use permit, which was approved in 2008, permits a total capacity of 35.03 million gallons of water per day. Water is extracted through a number of wells at the following locations with permitted withdrawal capacities as follows.

- Northwest Wellfield = 28.03 MGD
- Combee Water Treatment Plant = 3.0 MGD
- Northeast Wellfield = 4.0 MGD

Water is treated at the T.B. Williams and Combee Treatment Plants. These facilities have a total design capacity of 59.0 MGD. The facilities capacities are as follows:

- T.B. Williams Water Treatment Plant = 51.0 MGD
- Combee Water Treatment Plant = 8.0 MGD

According to the City's Water Division, approximately seventy percent (70%) of plant demand serves the incorporated area with the remaining thirty percent (30%) serving the unincorporated Planning Area. The City continues to invest and participate in intergovernmental coordination efforts to provide a high-quality, efficient, and cost-effective potable water system to serve current users and a growing population. The City is projected to have available water resources to serve forecast needs through the year 2030 and is committed to further reducing domestic per capita water consumption during this period. Projected population and consumption figures are shown below in Tables INF -1 and INF-2.

TABLE INF-1. PROJECTED WATER NEEDS: 2020-2030, CITY OF LAKELAND CORPORATE LIMITS*

YEAR	POPULATION	PROJECTED DAILY DEMAND (GPD/CAPITA)	TOTAL DAILY DEMAND (MGD)
2020	108,300	150	16.2
2025	112,800	150	16.9
2030	117,200	150	17.6

Source: BEBR 2016 projection; Lakeland Community Development Dept. 2016

*Population projections are provided consistent with the City's 2017 10-Year Water Supply Plan and are updated with each Water Supply Plan Update.

TABLE INF-2. AVERAGE AND PEAK WATER USE PROJECTIONS: 2020-2030, LAKELAND WATER SERVICE AREA*

YEAR	POPULATION	ESTIMATED PER CAPITA DEMAND	INITIAL AVERAGE ANNUAL (MGD)	EXPORTED WATER & TREATMENT LOSSES	TOTAL PUMPING ANNUAL (MGD)	PEAK MONTH (MGD)
2020	184,612	120.59	22.26	0.37	22.64	25.8
2025	194,435	150	29.17	0.7	29.87	35.844
2030	205,039	150	30.76	0.7	31.46	37.752

Source: City of Lakeland, Water Utilities Department, 2016

*Population projections are provided consistent with the City's 2017 10-Year Water Supply Plan and are updated with each Water Supply Plan Update.

NOTE: These population forecasts support the City's approved Water Supply Facilities Work Plan and differ slightly from the 2030 population forecast for this Comprehensive Plan update.

Goals, Objectives, and Policies: Potable Water

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to potable water issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 1: Provide an adequate supply of high-quality water to customers throughout the service area.

Objective INF-1.1: Achieve and maintain acceptable levels of service for water quality and availability.

Policy INF-1.1A: The City of Lakeland will plan for capital improvements for water facilities, in order of priority, 1) to correct existing facility deficiencies, 2) provide for future facility needs and 3) to replace existing facilities as required.

Policy INF-1.1B: The City of Lakeland will provide potable water at the following levels of service:

1) Quality
    a. Compliance with all Florida Department of Environmental Protection (FDEP) and Federal Drinking Water Standards.
2) Quantity
    a. System-wide water quantity will be sufficient to furnish a minimum of 150 gallons per capita per day, on an average annual basis, to address both residential (domestic) and commercial water supply needs;
    b. domestic service is targeted at approximately 130 gpd per capita;
    c. per capita consumption targets are given in Infrastructure Element Objective 1.3;
    d. minimum flow pressures are also established as follows:
        a. 20 psi for fire flow events
        b. 30 psi for peak demand periods

Policy INF-1.1C: Lakeland will consider the adoption of an ordinance meeting all FDEP requirements for a Cross Connection Control Program as a replacement for the City's existing policy for cross connection control. Funding for program implementation will be identified prior to ordinance adoption. Commencement of the program will be dependent upon FDEP deadlines and City budgetary resources.

Policy INF-1.1D: The City of Lakeland will enforce the minimum wellhead radial zone of protection as defined in the City's LDC.

Objective INF-1.2: Upon plan adoption, prioritize and execute needed system improvements in a manner which protects existing investments, promotes orderly growth, and is consistent with the Capital Improvements Element and Capital Improvements Program of this plan.

Policy INF-1.2A: All improvements, expansions, replacements or increases in potable water capacity to existing facilities will meet established level of service standards.

Policy INF-1.2B: New urban development will only occur within areas where potable water services are available concurrent with development no later than time of issuance of a building permit.

Policy INF-1.2C: The City of Lakeland will continue to require necessary on-site water system improvements to be completed at the expense of the property owner.

Policy INF-1.2D: Where service area agreements exist, the City of Lakeland will continue coordination efforts to ensure availability of service and ascertain any needed revisions of boundaries.

Policy INF-1.2E: The City of Lakeland will extend water service in a pattern consistent with the Future Land Use Map (MAP FLU-6), the Future Land Use Element, and all policies of the comprehensive plan, adhering to a compact urban growth area, promoting infill development and discouraging urban sprawl. Water service will be given priority within the Urban Development Area depicted in the Future Land Use Element.

Policy INF-1.2F: Back-up power generators at the City's water treatment plant shall be tested and maintained on a regular basis.

Objective INF-1.3: Continue promoting the conservation of potable water resources to achieve a reduction in actual daily per capita consumption. Using the methodology for the Southern Water Use Caution Area to calculate per capita consumption, the City will target a reduction in domestic per capita water consumption.

Policy INF-1.3A: The City of Lakeland will reduce per capita consumption of potable water through implementation of the Conservation Element of this comprehensive plan.

Policy INF-1.3B: The City of Lakeland will support education and awareness of water use restrictions within the corporate limits during SWFWMD declared water shortage periods and provide enforcement of such restrictions wherever possible.

Objective INF-1.4: The City will utilize and maintain a 10-year Water Supply Plan , last updated in 2017, to address water supply facilities necessary to serve existing and future development within the City's water utility service.

Policy INF-1.4A: The Water Supply Plan will be consistent with the potable water level-of-service standards established in Policy INF-1.1 B.

Policy INF-1.4B: The Water Supply Plan will be updated ~~subsequent to~~ within 18 months after the State required five-year updates of the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan.

Policy INF-1.4C: When updating the Water Supply Plan, the City will consider the feasibility of alternative sources of water in order to meet projected water demands.

Policy INF-1.4D: The City will utilize its Water Supply Plan to assist in prioritizing and coordinating the expansion and upgrade of facilities used to withdraw, transmit, treat, store and distribute potable water to meet future water demands.

Policy INF-1.4E: The City will maintain, at a minimum, a current 5-year schedule of capital improvements for the improvement, extension and/or increase in capacity of potable water facilities reflecting those projects in the corresponding five (5) years of the Water Supply Plan.

Objective INF-1.5: The City will identify sources of water that can be used to meet existing and future needs when maintaining and updating the Water Supply Plan.

Policy INF-1.5A: In conjunction with the SWFWMD and other local governments, the City will consider the development of efficient, cost-effective, and technically feasible

water sources that will meet future demands without causing adverse impacts to water quality, wetlands and aquatic systems.

Policy INF-1.5B: The City will maximize the use of existing potable water facilities through the implementation of techniques that can enhance a source of supply, sustain water resources and related natural systems, and/or optimize water supply yield. The management techniques may include, but are not limited to, developing water reservoirs for reuse/reclaimed water, requiring alternative sources for meeting irrigation needs of new "Greenfield" developments, enhancing or adding water or reuse water system interconnects, and continuing to enhance all feasible methods of water conservation.

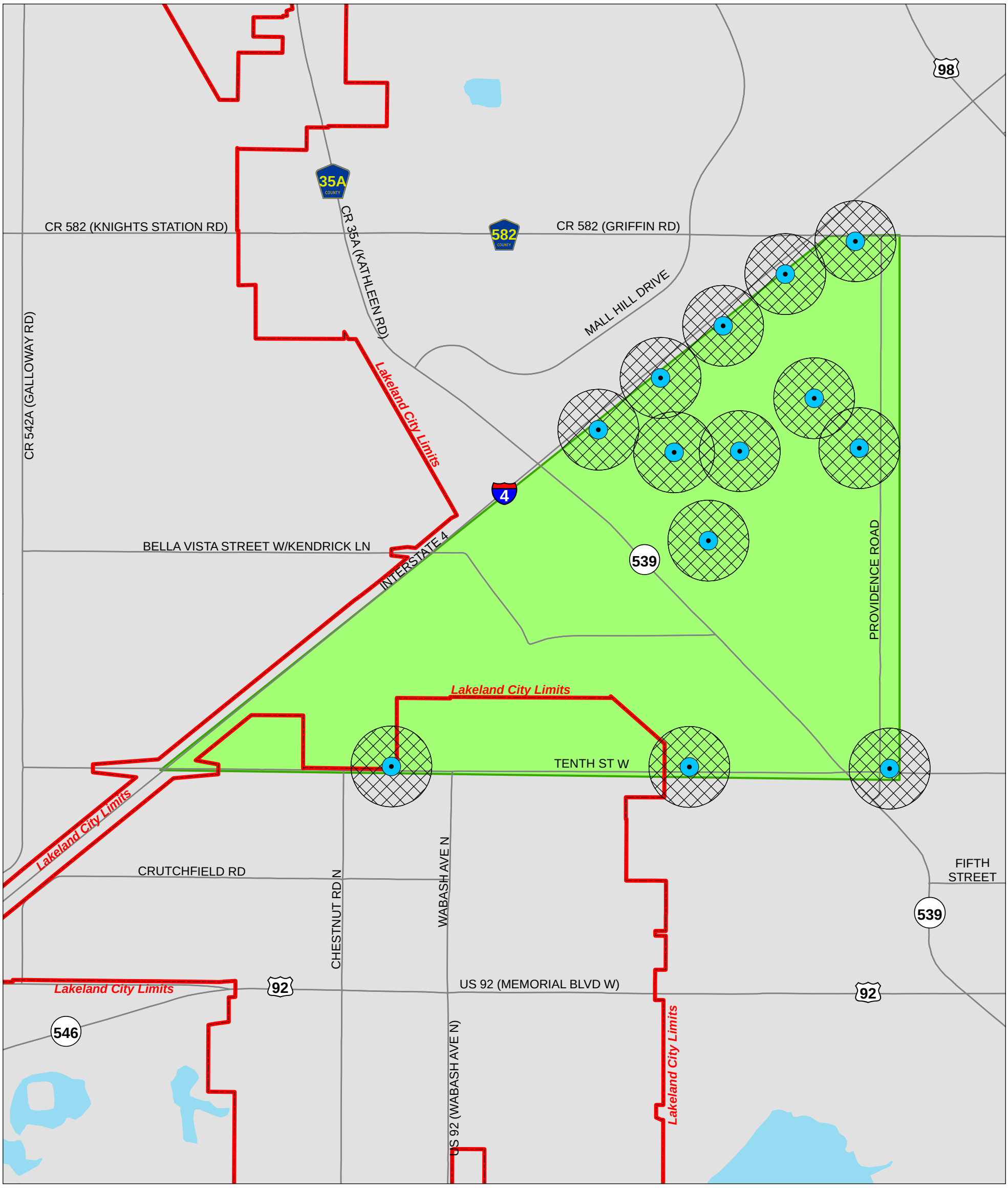
Maps: Potable Water

Maps that support this Element include:

MAP INF-1	Northwest Wellfield Area and Zones of Protection
MAP INF-2	Northeast Wellfield Area and Zones of Protection
MAP INF-3	Lakeland Water Service Area
MAP INF-4	Lakeland Water System Existing Facilities
MAP INF-5	Combee Wellfield Area and Zone of Protection

MAP INF-1

NORTHWEST WELLFIELD AREAS AND ZONES OF PROTECTION



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Existing Well Sites
- Zone of Protection (500 ft.)
- NW Wellfield (General Location)

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

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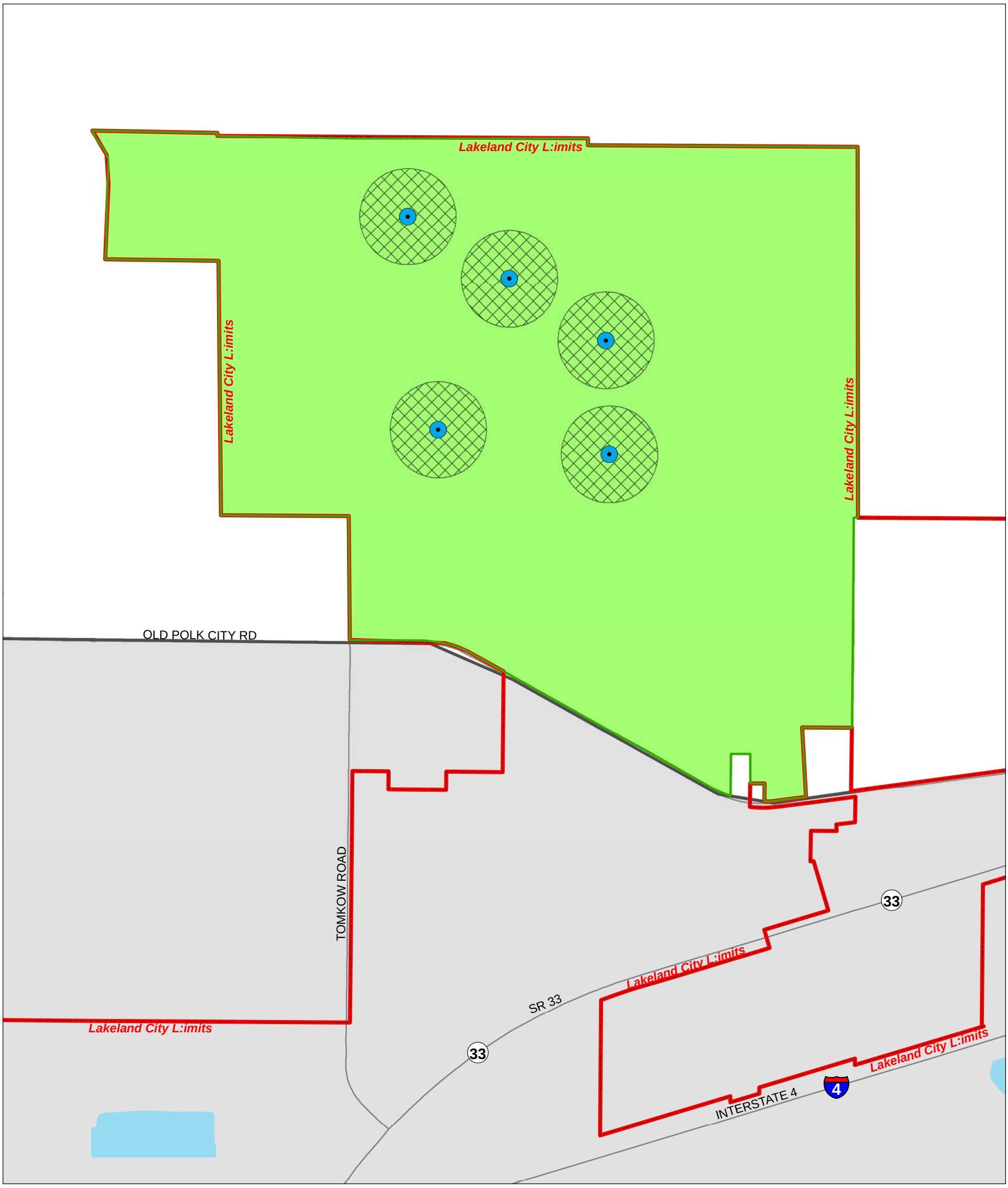
MAP INF-2

NORTHEAST WELLFIELD AREA AND ZONES OF PROTECTION



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Existing Well Sites
- Zone of Protection (500 ft.)
- NE Wellfield (General Location)

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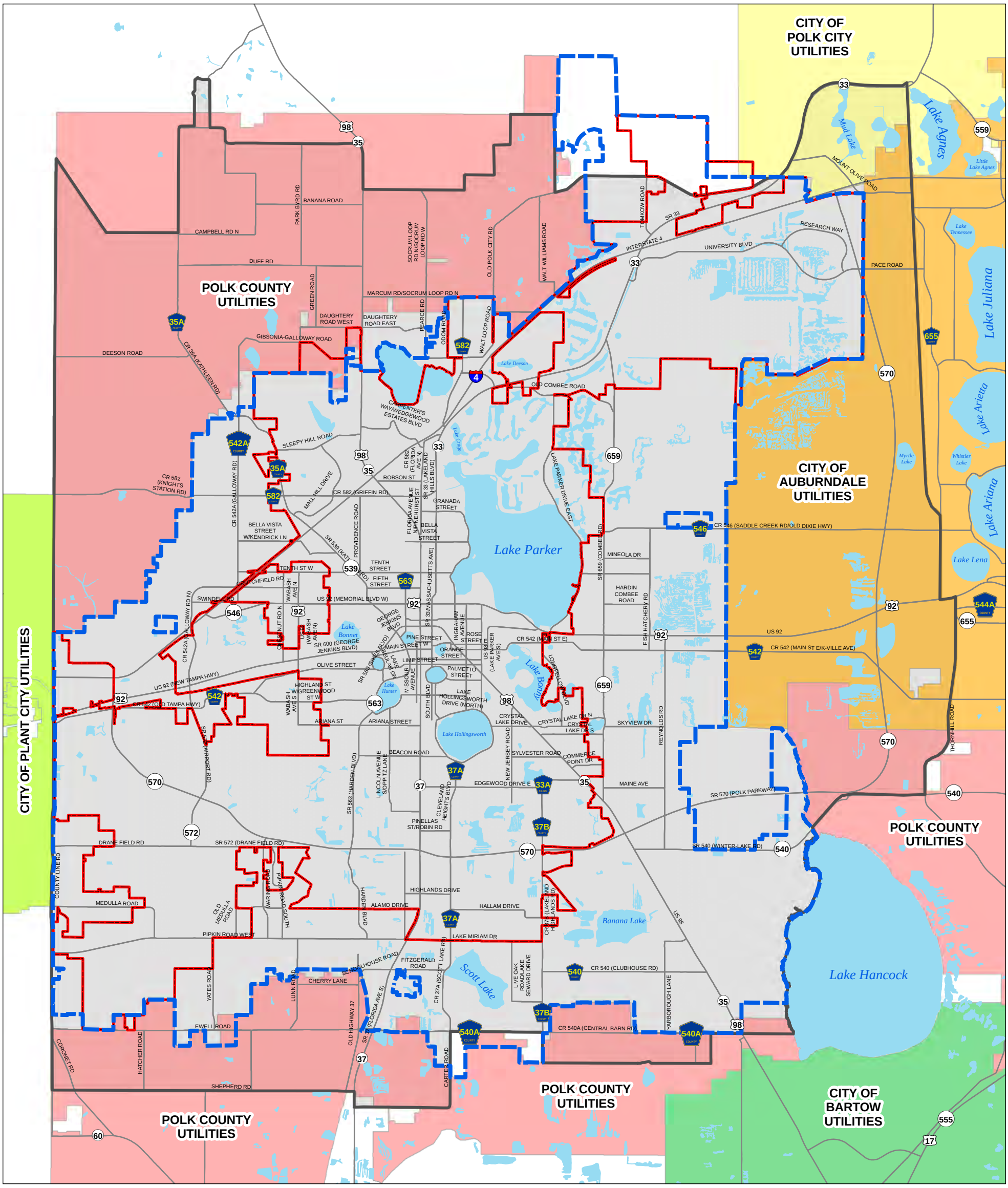
MAP INF-3

LAKELAND WATER SERVICE AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Water Service Area

Adjacent Water Service Area Boundaries

- City of Auburndale
- City of Bartow
- City of Plant City
- City of Polk City
- Polk County Utilities

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CITY OF Lakeland
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City of Lakeland

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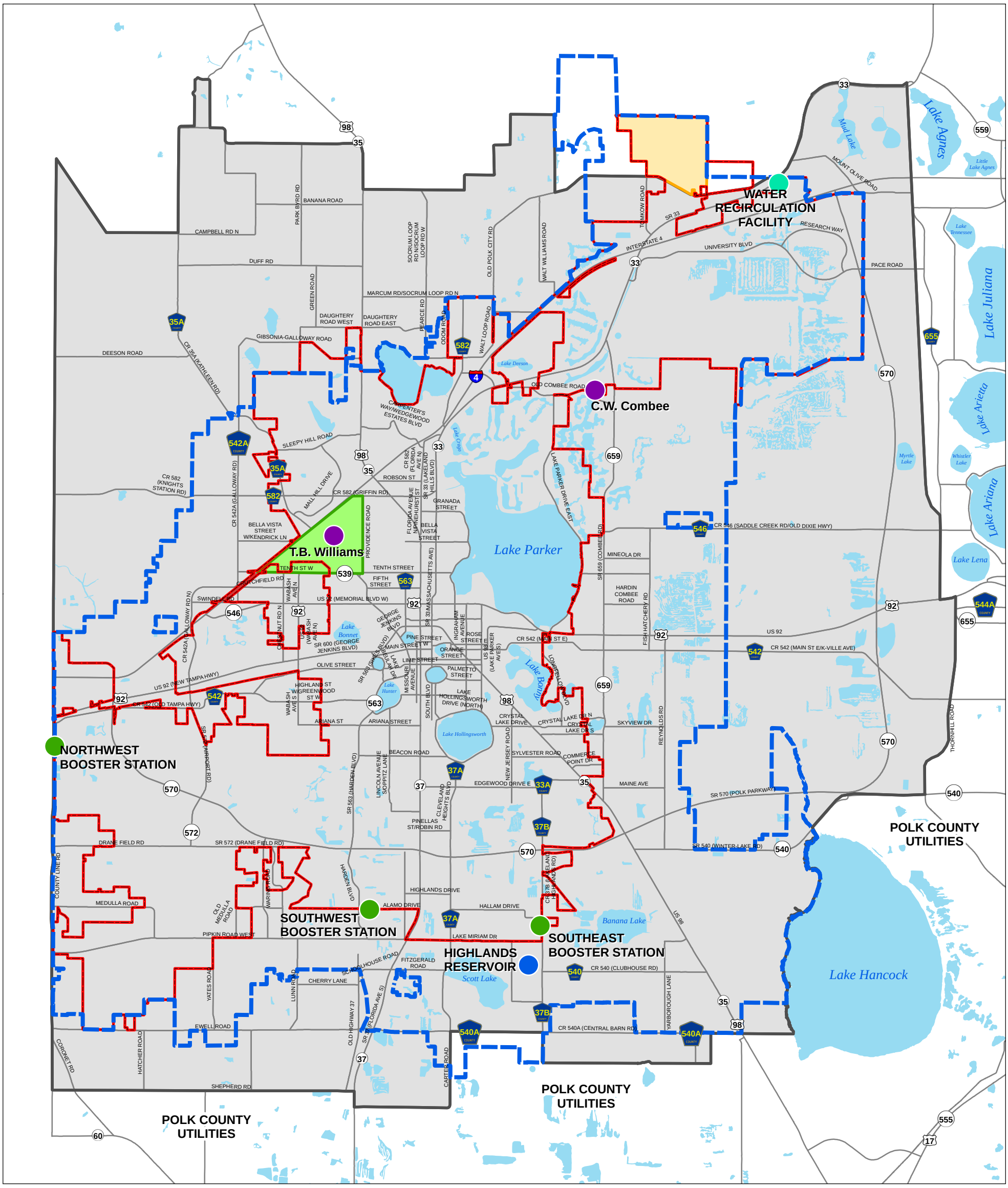
MAP INF-4

LAKELAND WATER SYSTEM EXISTING FACILITIES



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Florida Department of Transportation
Polk County Transportation Planning Organization
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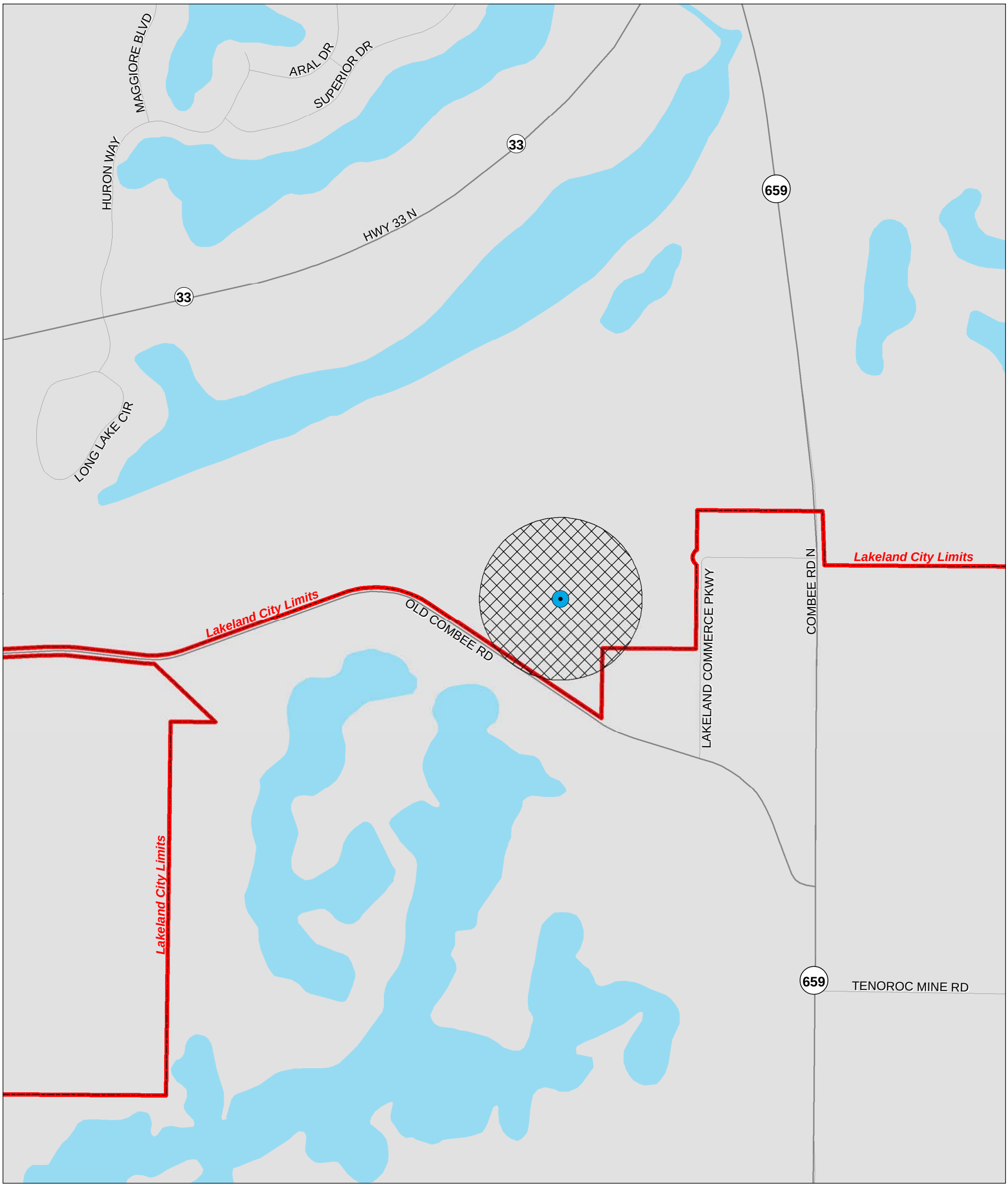
MAP INF-5

COMBEE WELLFIELD AREA AND ZONE OF PROTECTION



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Existing Well Sites
- Zone of Protection (500 ft.)

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Map Created:
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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Our Trends: Wastewater

The City of Lakeland is served by three sub-regional treatment plants for wastewater service: the Glendale Water Reclamation Facility, the Northside Wastewater Treatment Plant (WWTP) and the West Lakeland Pretreatment Plant. The Glendale Facility is located on Glendale Street and the Northside WWTP is located near the McIntosh Power Plant on the northeast side of Lake Parker. Some septic systems continue to function in areas of Lakeland, including areas developed prior to the availability of centralized wastewater service. Additionally, there are still several package wastewater treatment facilities still in operation that serve a number of shopping centers, subdivisions, and other mid-size developments.

Historically Lakeland's available wastewater had been used for power generation at Lakeland Electric facilities with the remaining effluent channeled to the City's constructed wetlands site south of the City ("Se7en Wetlands") with outfall into the Alafia River System.

The permitted capacity for the City's facilities is as follows:

- Glendale Water Reclamation Facility = 13.7 MGD
- Northside Wastewater Treatment Plant = 8.0 MGD
- West Lakeland Pretreatment Plant = 1.5 MGD
- Artificial wetlands = 20.0 MGD

The City also has an agreement with the Tampa Electric Company (TECO) to divert the City's surplus treated wastewater from Se7en Wetlands into TECO's South Polk County Electric Generation Plant for cooling purposes. A similar agreement is also in place with Matheson Tri-Gas, a manufacturer which supplies and produces industrial, medical and specialty gases. The use of the treated effluent reduces the additional potable ground water that TECO was previously permitted to withdraw for generator cooling which in turn can be allocated to serve future demand in Lakeland's service area.

The City has a continued focus on providing wastewater services for new development in a manner that promotes compact urban area growth, promoting infill development, and discouraging urban sprawl.

Goals, Objectives, and Policies: Wastewater

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to wastewater issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 2: The City of Lakeland will provide high quality and economical wastewater service while protecting the environment by preserving water quality.

Objective INF-2.1: The City of Lakeland will annually examine capital improvements priorities as funded in the Five-Year Capital Improvements Program in order to prevent deficiencies in Publicly Owned Treatment Works (POTW) capacities to meet projected demands within established service areas at adopted service levels.

Policy INF-2.1A: Customer charges and impact fees will support the rehabilitation, replacement, maintenance, and expansion needs of the wastewater system, consistent with the City's long-range wastewater planning.

Policy INF-2.1B: The orderly maintenance, expansion and extension of the POTW's will be prioritized and scheduled through the Five-Year Capital Improvements Program and will be updated annually.

Policy INF-2.1C: The City will maintain an industrial pretreatment program in accordance with Florida Department of Environmental Protection guidelines. Through this program, Wastewater Discharge Permits will be required of Significant Industrial Users.

Policy INF-2.1D: The remaining phases of wastewater trunk line extensions identified in the 1995 Master Sewer Plan study will be completed as it becomes financially and practically feasible.

Policy INF-2.1E: In conformance with the City's 20-year plan for the wastewater trunk line system, the City will prevent excessive infiltration and inflow of groundwater and stormwater into the wastewater collection system through reoccurring funds in 5-Year Capital Improvement Plan to support ongoing monitoring, repair, replacement and rehabilitation throughout the planning period.

Policy INF-2.1F: Routine inspection of the collection system will be performed by closed circuit television. Deficiencies identified will be prioritized and repaired on a priority basis. Emergency power generators for lift stations and treatment plants shall be tested and maintained on a regular basis also.

Policy INF-2.1G: The City of Lakeland will provide wastewater service at the following levels of service:

a) Quality
    i. Compliance with all standards of the U.S. Environmental Protection Agency (EPA) and Florida Department of Environmental Protection (FDEP).
b) Quantity
    i. System-wide wastewater collection and treatment will be sufficient to provide a minimum of 128 gallons per capita per day on an average annual basis. Plant expansion shall be planned in accordance with F.A.C. 62-600.405.

Objective INF-2.2: Wastewater Service will only be made available to new development in a manner to promote compact urban area growth, promoting infill development, and discouraging urban sprawl.

Policy INF-2.2A: The City's Wastewater Division will coordinate wastewater service for new development with the City's Community and Economic Development Department to ensure compliance with the Future Land Use and the Infrastructure Elements of the

Comprehensive Plan. Wastewater service shall be primarily limited to the designated urban development area for Lakeland.

Policy INF-2.2B: Wastewater service will be offered to new development only when all concurrency mandated facilities can be provided concurrent with the new development.

Policy INF-2.2C: Wastewater service will not be provided within any area designated as a greenbelt in the Conservation Element of this plan. (See MAP CON-4 Greenbelt in the Conservation Element.)

Policy INF-2.2D: To promote compact urban area growth, virtually all wastewater line extensions for new development will be funded by development.

Policy INF-2.2E: All proposed development will be analyzed to determine the availability of adequate wastewater capacity and a development order or permit will not be issued unless sufficient capacity at acceptable service levels exists.

Policy INF-2.2F: The City will continue to equitably allocate the cost of new facilities between existing and new residents with on-site improvements made at the property owner's expense.

Policy INF-2.2G: Wastewater customers served by an existing package plant may be connected to the City's public wastewater system when impact fees are paid for each customer, wastewater line extensions to the City system are constructed by the applicant, and annexation agreement provisions are met.

Objective INF-2.3: Wastewater treatment by-products will be reclaimed or disposed of in an environmentally acceptable manner while maximizing resource recovery.

Policy INF-2.3A: Wastewater effluent water will be reused as power plant cooling water and plant process water. As opportunities become feasible, effluent reuse at the power plant will be increased, and/or will be made available to other users of the effluent.

Policy INF-2.3B: Wastewater effluent from existing plants which is not reused will be disposed of by means of the City's artificial wetlands. The City will monitor the outflow from the effluent wetlands to assess any effect on State surface waters in compliance with all applicable State water quality rules.

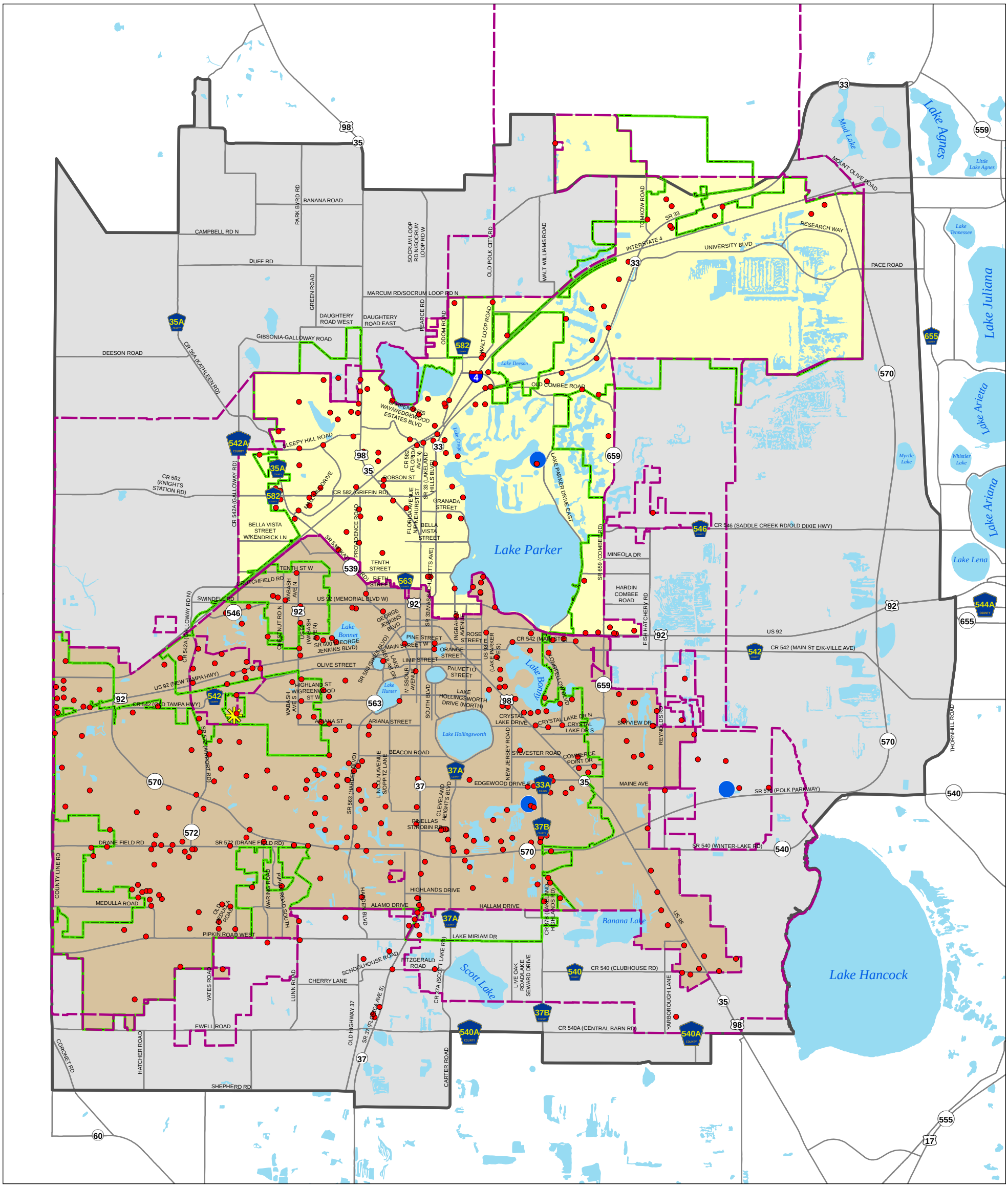
Maps: Wastewater

Maps that support this Element include:

MAP INF-6 Wastewater Facilities and Service Maps
MAP INF-7 Location of Septic Tanks

MAP INF-6

WASTEWATER FACILITIES AND SERVICE AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Wastewater Service Area

Wasewtaer Service Area

- North
- Glendale

Wastewater Facilities

- Wastewater Pump Station
- Wastewater Treatment Plan
- West Lakeland Wasteload Reduction Facility

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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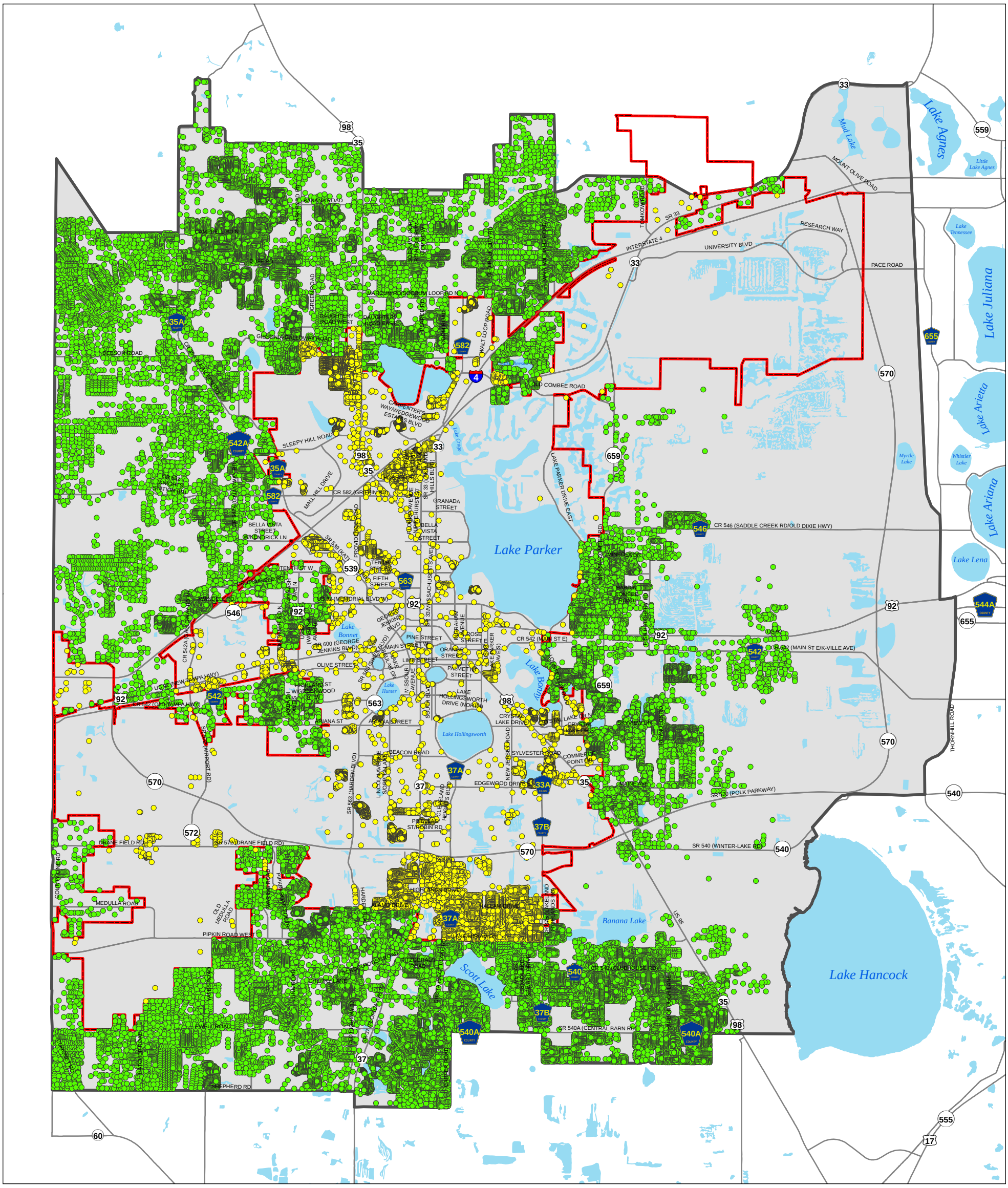
MAP INF-7

LOCATION OF SEPTIC TANKS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Septic Tanks within City Limits
- Septic Tanks within LPA

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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City of Lakeland

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Our Trends: Solid Waste

Between 2010 and 2020, an average of 5.5 lbs. of waste per person was collected in the City of Lakeland for disposal each day. On average, the City collects from 650 to 720 tons of recycled material each month. To reduce the disposal of hazardous materials within the solid waste collection stream, the City hosts an annual Household Hazardous Waste Collection Day. Residential customers can place four automotive tires, per calendar year, at the curb for collection at no charge. Tires are also collected during the Hazardous Waste Collection event for free.

Table INF-3: Estimated Average Tons of Solid Waste

YEAR	2020	2025	2030
Tons/day	301.6	328.2	349.9
Population	109,653	119,356	127,236
Lbs./Per Capita	5.5	5.5	5.5

Source: Solid Waste Division, 2020.

The existing Polk County North Central landfill has adequate capacity for service at least through the year 2050 to accommodate the City and the LPA estimated waste disposal.

Goals, Objectives, and Policies: Solid Waste

The following goal, objective and policy statements have been developed for use by local policy makers in guiding and directing the decision-making process as it relates to solid waste issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 3: The City of Lakeland will manage solid waste in a sanitary, economic, and environmentally safe manner.

Objective INF-3.1: Continue to ensure satisfactory and economical solid waste management for all City residents through the 2020-2030 planning period through adopted minimum levels of service standards.

Policy INF-3.1A: The City of Lakeland will maintain a self-supporting solid waste system within the municipal service area.

Policy INF-3.1B: Solid waste franchise areas will furnish solid waste services at the same cost and level of service as the City system.

Policy INF-3.1C: The City will support efforts to enhance public awareness of the location of various collection points available for the safe disposal and recycling of used motor oil.

Policy INF-3.1D: The City of Lakeland will provide solid waste service at the following levels of service:

a) Quantity

Provide adequate pickup and disposal service to accommodate a *minimum* of five and a half pounds (5.5 lbs.) per capita per day. Intergovernmental coordination efforts with Polk County will continue to estimate the annual tonnage of solid waste to be disposed of at the North Central Landfill.

b) Pickup

Provide for pickup of residential garbage, recyclables and yard/bulk trash and tree trimmings at a minimum of once a week.

Policy INF-3.1E: The City of Lakeland will maintain a five-year Capital Improvements Program updated annually which will, in order of priority, 1) correct system deficiencies, 2) provide for the extension of, or increase, the capacity of facilities to meet future needs, and 3) provide for the replacement of equipment and facilities in a timely manner.

Policy INF-3.1F: The City of Lakeland will ensure the proper disposal of wastewater sludge in accordance with the Infrastructure Goal 2 of this plan.

Policy INF-3.1G: The City will continue to pursue economically feasible opportunities to increase the total annual tonnage diverted through its curbside recycling program.

Objective INF-3.2: Reduce the amount of solid waste disposed of in landfills in compliance with the Florida Solid-Waste Management Act and applicable State mandates.

Policy INF-3.2A: Solid waste going to landfills will be reduced, in order of priority, by 1) recycling of materials, 2) tree and yard trash composting, and 3). through public-private partnership opportunities.

Policy INF-3.2B: Hazardous wastes will be managed separately from the City and franchise solid waste collection systems. The City will continue to support the annual County Amnesty Day program for collection of hazardous wastes from small-volume generation.

Policy INF-3.2C: The City of Lakeland will support Polk County efforts to recycle solid waste material sent to the County landfill through curbside recycling, waste incineration and diversion of vegetative wastes and construction debris.

Policy INF-3.2D: The City will continue to examine new means of re-use and re-cycling of solid waste, and/or the reduction of waste sent to a traditional landfill facility.

Our Trends: Surface Water Protection

Lakes, as the City of Lakeland's name implies, are plentiful and are found throughout the City and the Planning Area. They consist of naturally formed water bodies, constructed lakes, and phosphate pits within reclaimed mined lands. Though lakes and rivers are not generally considered to have development potential, roads, bridges, and piers are frequently built over water areas. Lakes and rivers can also spill over onto adjacent low-lying lands as part of watersheds and cause flooding.

Lakes and rivers located within and surrounding the City serve as prime natural resources not only for the City and the LPA, but also for the larger region and beyond. Lakes and rivers are generally considered environmental constraints to development, but lands adjoining surface waters may represent desirable areas for residential or commercial development and may also provide desirable amenities for multiple recreational uses.

To ensure natural systems can continue to operate effectively while responding to growing development pressures, the City is committed to continuing to implement best management practices to address stormwater run-off, drainage, and impacts on flood-prone areas.

Goals, Objectives, and Policies: Surface Water Protection

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to surface water protection issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 4: The City of Lakeland will manage and protect natural surface water functions to minimize adverse impacts.

Objective INF-4.1: Maintain a database on all existing and newly constructed drainage systems in the City.

Policy INF-4.1A: The City of Lakeland will study and document water quantities and associated drainage structures and facilities.

Policy INF-4.1B: The City of Lakeland will continue to monitor water quality for City lakes and surface waters associated with natural drainage features.

Policy INF-4.1C: The City of Lakeland will continue to coordinate with Polk County in maintaining and updating the City database for surface waters and drainage characteristics.

Objective INF-4.2: Continue to ensure the provision of drainage and stormwater retention to minimize flooding and water quality degradation.

Policy INF-4.2A: The Lakeland Stormwater Management Database will be used by the City to determine priorities for upgrading existing drainage facilities to adopted levels of service.

Policy INF-4.2B: All applicable Federal, State, regional and local regulations pertaining to flood control and water quality preservation will continue to be met in public and private project design.

Policy INF-4.2C: The City will continue to coordinate stormwater projects with adjacent local government comprehensive plans and public or private agency plans to achieve a compatible and integrated approach to stormwater management.

Policy INF-4.2D: The City of Lakeland will use the following minimum level of service standards when evaluating the stormwater protection ability of all existing and any proposed development:

a) All development is required to manage runoff from the 25-year frequency, 24-hour duration design storm event on-site so that post-development runoff rates, volumes and pollutant loads do not exceed predevelopment conditions.
b) All development must utilize SWFWMD's latest stormwater-management, engineering design, and construction standards for on-site stormwater management systems.
c) All development must utilize acceptable erosion and sediment controls during construction.
d) All development must provide periodic inspection and maintenance of on-site stormwater management systems and provide evidence of such inspection and maintenance as a condition of system permit renewal.
e) All stormwater discharge facilities must be designed so that the receiving water body is not degraded below the minimum conditions necessary to ensure suitability for its classification.

Policy INF-4.2E: All new development and redevelopment must adhere to adopted levels of service for stormwater management.

Policy INF-4.2F: Priorities for upgrading existing drainage facilities will continue to be scheduled in the Capital Improvements Element of this plan and updated annually.

Policy INF-4.2G: Rivers, lakes, floodplains and wetlands will be shown on the Future Land Use Element and Conservation Element Map series.

Policy INF-4.2H: Protection of property and infrastructure from flood damage will be accomplished during the site plan review process by enforcing pertinent FEMA, State and local government regulations, including the City's LDC.

Policy INF-4.2I: Lakeland will continue implementation of its 20-year Lakes Management Plan as funding is available, to ensure surface water quality improvements are made to protect and enhance local lakes and habitats for lake-dependent plant and animal species. Retrofitting old drainage systems and maintaining existing and new drainage systems shall be part of the City's strategy to improve and/or protect surface water quality.

Policy INF-4.2J: The City will utilize revenues from the adopted stormwater utility fee as one source of funding for stormwater improvements and maintenance.

Policy INF-4.2K: For the area of the City which extends into the Green Swamp Area of Critical State Concern, development regulations will continue to meet or exceed State requirements.

Policy INF-4.2L: The City of Lakeland will continue to enforce LDC which protect property and infrastructure from flood hazards through the maintenance of natural drainage features.

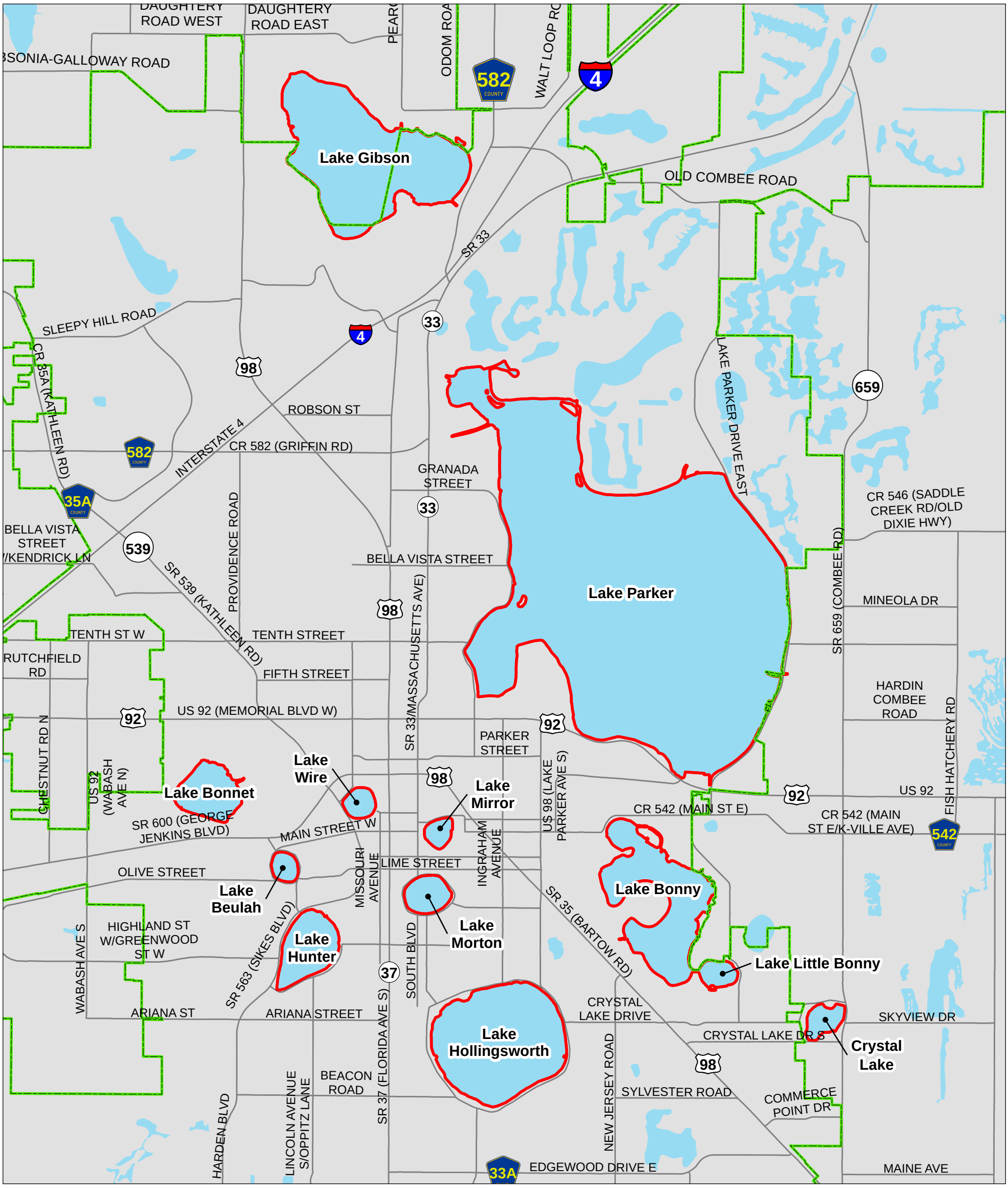
Maps: Surface Water Protection

Maps that support this Element include:

MAP INF-8 Lakes

MAP INF-8

LAKES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Priority Lakes

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
The information on this map should be considered conceptual and subject to change. This map is not a survey.

Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

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Our Trends: Groundwater Protection

The geology of the land within and surrounding the City of Lakeland consists of several porous limestone formations, underlying unconsolidated sand and clay material of varying thicknesses, which shape and define the area's overlaying topography. Two artesian aquifers are found within these limestone formations, including the deep Floridan aquifer that is the major source of water for the local area and much of Florida. Two other aquifers are also found in the unconsolidated surficial deposits although neither is a major source of water for domestic or other uses.

The watershed of three Florida rivers begins within the greater Lakeland Planning Area (LPA). The northwest watershed feeds the Hillsborough River that flows through downtown Tampa and into Hillsborough Bay. The southwest watershed feeds the Alafia River that empties into Hillsborough Bay at Gibsonton south of Tampa. The Peace River originates at Saddle Creek in the eastern half of the planning area and flows southward for 105 miles, entering the Gulf of Mexico at Charlotte Harbor. Lakeland has several natural and man-made lakes which are fed by both groundwater sources and stormwater runoff. There are a total of 52 named lakes within the planning area ranging in size from 1.6-acres (Lake Blanton) to 2,173-acres (Lake Parker).

Portions of the Green Swamp Area of Critical State Concern (ACSC) are also located within the City and the LPA. The ACSC was designated by the State of Florida in 1979 as an environmentally resource-rich and sensitive area to be given special protection. In fact, the Green Swamp is the headwaters for four major rivers and is the location for the potentiometric high for the Floridan Aquifer which in turn serves as a key source of drinking water for much of Central Florida. Most development activity in the ACSC is subject to State review and oversight as are any relevant comprehensive plan policies, zoning actions or other land altering actions. There is a set of "guiding principles" set out by the State in Chapter 380, F.S. which outlines the key issues of state concern. (See Chapter 2, Future Land Use Element, Green Swamp Area of Critical State Concern Policies FLU-1.14E through FLU-1.14T.)

Continued protection of natural groundwater resources, including aquifer recharge areas (MAP INF-9) that provide drinking water for the City and Central Florida are of greatest importance to preserving quality of life, sustaining natural habitats, and supporting economic expansion and population growth.

Goals, Objectives, and Policies: Groundwater Protection

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to groundwater protection issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 5: The City of Lakeland will protect and enhance the function of natural groundwater aquifer recharge areas.

Objective INF-5.1: Continue to enforce standards and criteria within local LDC which protect groundwater aquifer recharge areas and wellfields from activities adversely impacting groundwater quality consistent with the policies set forth in the Conservation Element of this comprehensive plan.

Policy INF-5.1A: Upon identification of high or prime recharge areas by the Southwest Florida Water Management District, the City will adopt LDC which list uses incompatible for location in those areas including setting specific standards for stormwater management in high or prime recharge areas.

Policy INF-5.1B: The City of Lakeland will coordinate with the SWFWMD to maintain minimal surface water levels during dry years.

Policy INF-5.1C: The City will continue to prohibit stormwater discharge directly or indirectly into any geological feature possessing unrestricted connection to the aquifer system, and to require that fill material used for sinkhole cavities be free of listed contaminants.

Policy INF-5.1D: The City of Lakeland will protect wellfields through the continued enforcement of LDC which establish specific prohibitions, restrictions, standards, and criteria for any proposed development which could potentially contaminate the water supply. The specific minimum zone of protection is found in the land development regulations. All determinations concerning wellfields and wellfield protection will be consistent with the policies set forth in the Conservation Element of this comprehensive plan.

Policy INF-5.1E: The City of Lakeland will continue to meet all limiting conditions of the SWFWMD Water Use Permit.

Policy INF-5.1F: The City of Lakeland's wellfield protection program will be coordinated with the regulatory and land use regulations of Polk County, to the maximum extent feasible.

Policy INF-5.1G: The City of Lakeland will consider incentive based regulatory provisions to encourage low impact development practices that emphasize conservation and use of natural features of a site to maximize on-site stormwater filtration and improve stormwater quality. These standards may include, but are not limited to, reducing impervious areas, use of alternative permeable surfaces for parking, use of bio-swales, rainwater harvesting via rain barrels and/or cisterns, and "green" or vegetated roofs.

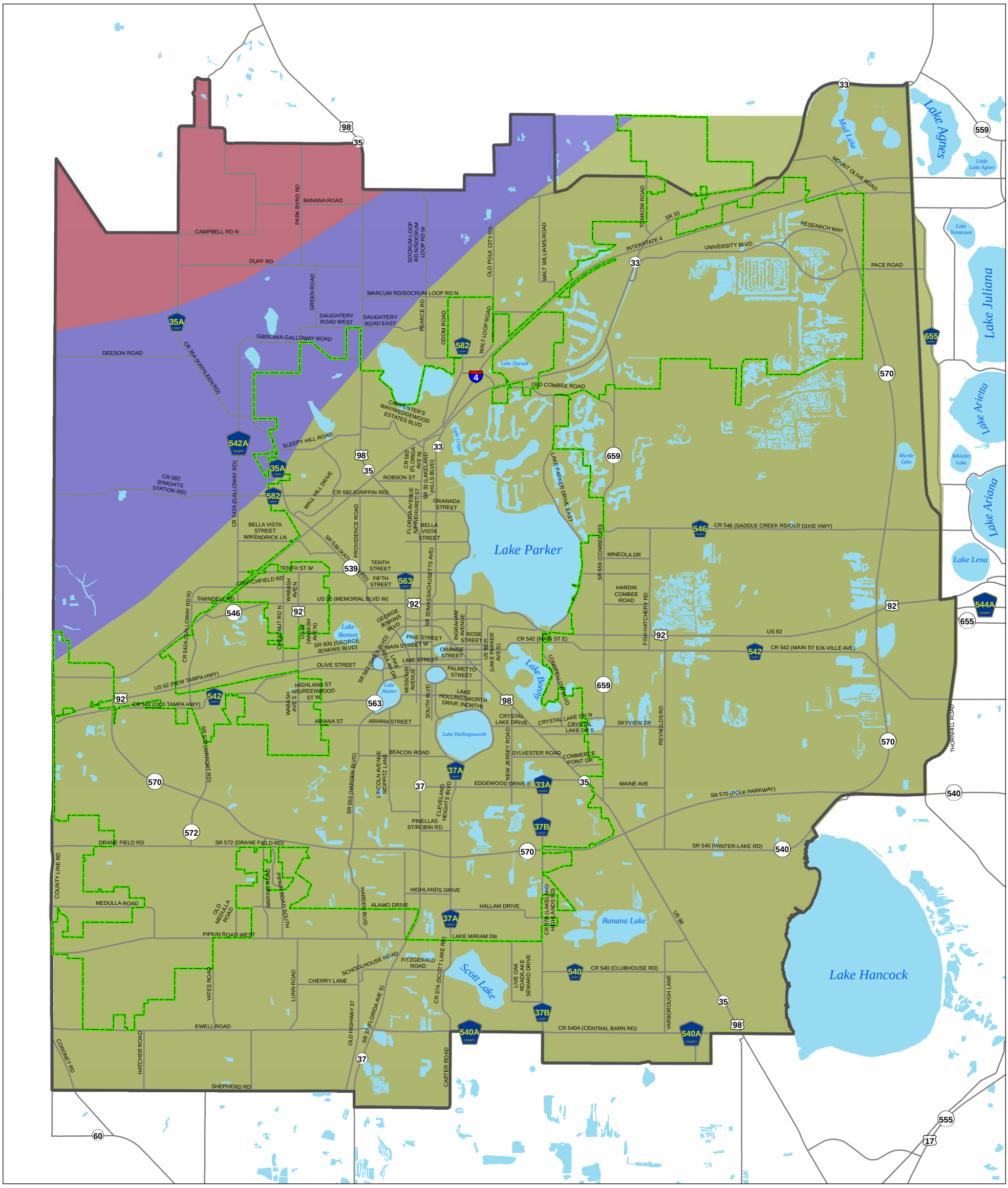
Maps: Groundwater Protection

Maps that support this Element include:

MAP INF-9 Minerals
MAP INF-10 Aquifer Recharge Rates

MAP INF-9

MINERALS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Minerals

- Limestone
- Sand, Clay and Limestone
- Phosphate

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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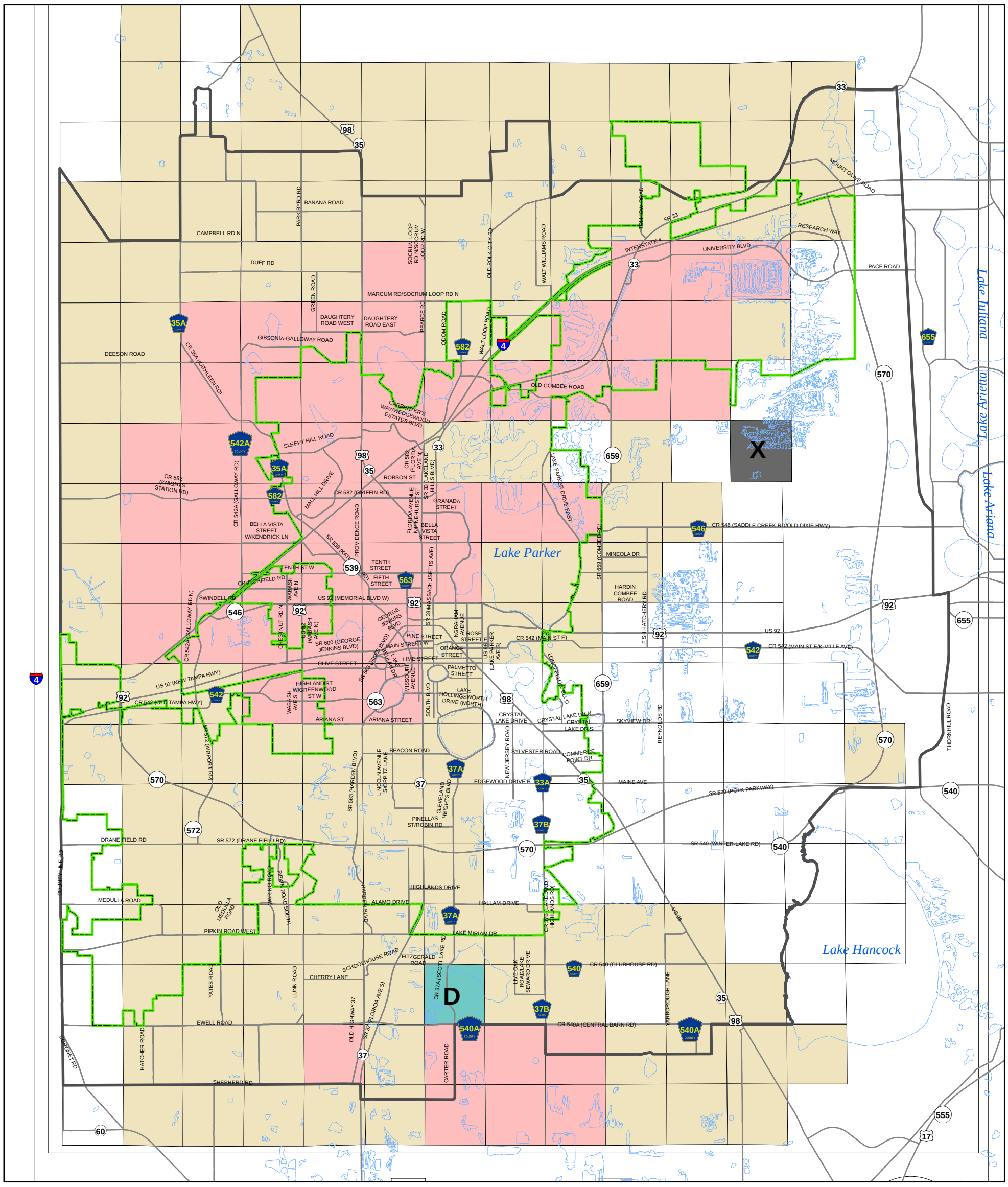
MAP INF-10

AQUIFER RECHARGE RATES



LEGEND

- Lakeland City Limits (February 2021)
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Aquifer Recharge Rates

A	0 - 2 "/ Year	D	> 10" / Year
B	2 - 5"/ Year	X	Discharge area
C	5 - 10"/ Year		

N W E S

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\2 - Efficient Infrastructure\2021-06-14\INF-10_AquiferRecharge_061421.mxd

Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element	Influences	Element	Chapter	Policy Direction
Infrastructure		Future Land Use	Chapter 2	Provision of urban services
Infrastructure		Conservation	Chapter 5	Encouraging water conservation
Infrastructure		Conservation	Chapter 5	Stormwater management protection
Infrastructure		Conservation	Chapter 5	Groundwater protection
Infrastructure		Conservation	Chapter 5	No hazardous materials in the 100-year floodplain
Infrastructure		Intergovernmental Coordination	Chapter 6	Utility service area agreements
Infrastructure		Capital Improvements	Chapter 6	Sets level of service standards

Chapter 4
Safe and Convenient Mobility Options

Transportation systems for everyone, everywhere



Safe and Convenient Mobility Options

OUR GUIDANCE

- Polk County 2045 Long-Rang Transportation Plan (adopted in 2015)
- Chapter 337.273, Florida Statutes
- Florida Department of Transportation US 98 Corridor Access Management Plan
- Lakeland Vision Plan (2019)
- "Dangerous by Design" report listing of the most dangerous metropolitan areas for pedestrians, based on fatalities
- Polk County Local Mitigation Strategy Plan (2020)
- Lakeland Linder International Airport Master Plan (2019)
- Florida Department of Transportation's 2009 Rail Traffic Evaluation Study & 2014 Polk Rail Study
- Chapter 337.273 Florida Statutes. and Resolution 4345
- 2009 Florida Legislature approved The Community Renewal Act
- City of Lakeland Adopted 5 Year Capital Improvements Plan
- City's Technical Support Document
- Manual for Uniform Traffic Studies, and a Highway Capacity Analysis, Highway Capacity Manual, Special Report 209
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Our Vision

Transportation systems for everyone, everywhere

Mobility has always been about people. As the City built around lakes within a traditional neighborhood street pattern interconnecting our civic spaces, our parks, and our centers of employment and commerce, transportation has been changing to better serve the residents, visitors, and the commerce that drives our community.

From the first railroad in the 1880's that stopped in what is now Munn Park, to the building of Interstate 4 with eight Lakeland interchanges, to the expansion of the Florida Turnpike system known as the Polk Parkway, from the creation of the Citrus Connection public transit system, from our designation as a Bike Friendly Community, and to the recently renamed Lakeland Linder International Airport, Lakeland continues to grow as a regional center in Central Florida.

To ensure mobility for everyone in all areas of the Lakeland community, the City has linked land use planning outlined in Chapter 1, Vibrant and Inclusive Community, with the Transportation Element which includes Roadway Transportation System, Public Transportation, Bike, Pedestrian and Other Transportation Systems, and Land Use and Transportation Coordination. A multi-modal approach to planning and investment by the City led to Multi-Modal Level of Service Standards to evaluate how the transportation systems will influence the urban design of the Central City and expand into the Urban Service Area and larger Lakeland Planning Area.

Our Trends: Transportation Element

As is true in every urbanized area in Florida, increased development tends to decrease the efficiency of the roadway circulation system. Lakeland has taken the opportunity to demonstrate that it can offer a more balanced transportation system that seeks to balance growth with multi-modal approaches to ensuring mobility for goods and people.

While the Lakeland Planning Area is expected to continue to experience steady growth, the City must address an overall connectivity plan to effectively plan for all transportation modes. The City's

connectivity plan includes key components that seek to provide a safe and efficient transportation system for the community to access. For Lakeland, these components include the need to:

1. Improve connectivity of and access to roadway, transit (bus & rail), bicycle and sidewalk facilities and connectivity to meet local travel demands. Pursue significant roadway improvements that help reduce congestion and enhance the operational safety and carrying capacity of the network. Emphasize walkability of the community in all places but particularly in transit-oriented corridors and the Central City Transit Supportive Area;
2. Support Lakeland Vision strategies for a well-connected, multi-modal transportation system with appropriate and coordinated land use planning. Promote shorter vehicular trips and reduced energy consumption by allowing proximate and complimentary land use mixes throughout the Central City Transit Supportive Area and Transit Oriented Corridors, within project sites where possible, and within the larger city context. Allow for densities and intensities that support economically feasible transit use (bus and rail), where applicable;
3. Cooperate and coordinate with county, regional and state transportation planning efforts in order to improve access and connectivity to multi-modal regional transportation systems and maximize the benefit of public investments in these systems. Ensure regional systems are sensitive to the local vision for the City's future growth and redevelopment;
4. Protect the public's investment in transportation infrastructure through access management and transportation demand management strategies and standards intended to preserve the capacity and improve efficiency of the existing transportation system;
5. Support the implementation of the "complete street" typologies by integrating transit, bicycle and pedestrian facilities into the overall transportation planning, funding, and implementation processes as executed through city, county, regional and state level work programs;
6. Support an efficient network for goods (freight) movement which will stimulate economic vitality and provide appropriate locations for intermodal transfer facilities; and,
7. Ensure a street network that discourages disruption to neighborhood stability and that responds to the demand for safe pedestrian and bicyclist movement.

In support of the Goal, Objectives and Policies established in this Element, five (5) geographic areas have been identified, which are used as a basis for much of the analysis supporting this element. These include the following:

- Lakeland Planning Area
- City of Lakeland
- Central City Transit Supportive Area
- Urban Development Area
- Suburban & Rural Development Areas

Goals, Objectives, and Policies: Transportation Element

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to transportation components including roadway transportation, public transportation, bike, pedestrian, and other transportation modes, and land use and transportation coordination. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the attainable ends toward which specific efforts are directed. The

policy statements are the specific recommended actions that the City will follow to achieve the stated goal.

TRANSPORTATION (TRN) GOAL 1: To provide a safe, efficient, financially feasible, multi-modal transportation system on which fatalities and serious injuries are eliminated (Vision Zero Goal), which is responsive to community needs, is consistent with future land use policies, is environmentally sound, and fosters economic vitality.

Our Trends: Roadway Transportation

The City of Lakeland is served by a network of state, county, and local roads, ranging from Interstate (I-4) to local neighborhood streets.

All roadways within the Lakeland are assigned a functional classification based on the agreement of the Florida Department of Transportation (FDOT), Polk Transportation Planning Organization (TPO) and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. Three functional classification categories are common to the Lakeland Planning Area. These include:

- Principal Arterial;
- Minor Arterial; and
- Urban Collector.

Other roadways not listed are considered local roads. Table TRN-1 provides a summary of the functional classifications and approximate mileage contained within the five (5) analysis areas.

TABLE TRN-1: FUNCTIONAL CLASSIFICATION

Road Classification	Within Geographic Area	Approximate Miles
Urban Collector	Lakeland Planning Area	244
	City of Lakeland	97
	Central City Transit Supportive Area	56
	Urban Development Area	104
	Suburban & Rural Development Areas	83
Minor Arterial	Lakeland Planning Area	41
	City of Lakeland	22
	Central City Transit Supportive Area	13
	Urban Development Area	18
	Suburban & Rural Development Areas	8
Principal Arterial	Lakeland Planning Area	78
	City of Lakeland	42
	Central City Transit Supportive Area	14
	Urban Development Area	43
	Suburban & Rural Development Areas	11

Roadway Level of Service (RLOS) is a term used to qualitatively describe the operating conditions of a roadway as established in the Highway Capacity Manual, published by Transportation Research Board. The RLOS quality of service is divided into six letter grades, A through F, with A being the best and F being the worst.

Polk TPO performs an annual assessment documenting major RLOS throughout Lakeland and surrounding communities in Polk County, known as the 2020 Roadway Network Database (RND), using roadway capacities published by the Florida Department of Transportation. Per the 2020 RND all public roadways in Lakeland operate at an acceptable RLOS. The 2020 RND also provides a 5-year RLOS and a 10-year RLOS for projecting future conditions for planning purposes.

In order to have a safer transportation system that meets the community's goals, it is important to look beyond the standard RLOS standards and invest in the most appropriate transportation modes that meet travel demand while being sensitive to adjacent commercial and residential areas to minimize long-term negative community impacts. Several corridors are determined to be "constrained", where widening projects (beyond the addition of turn lanes and transit lanes) are not cost-affordable or desirable and where the community's mobility objectives are to be addressed through sidewalk, bicycle facility, transit and operational projects. These corridors include:

- Edgewood Drive, US 98 to SR 37 (Florida Avenue);
- SR 37 (South Florida Avenue), West Pipkin Road/Lake Miriam Drive to Main Street;
- SR 35/US 98 (North Florida Avenue), Main Street to Interstate 4;
- Cleveland Heights Boulevard, Lake Miriam Drive to Lake Hollingsworth Drive;
- Lake Miriam Drive, CR 37B (Lakeland Highlands Road) to SR 37 (South Florida Avenue);
- SR 659 (Combee Road), US 98 to CR 546 (Saddle Creek Road);
- Massachusetts Avenue, Lake Morton Drive to US 92 (Memorial Boulevard);
- SR 33 (Lakeland Hills Boulevard), US 92 (Memorial Boulevard) to Interstate 4 (Exit 33);
- US 92 (Memorial Boulevard), Gary Road to Wabash Avenue;
- SR 700 (North Lake Parker Avenue), US 98 (Bartow Road) to SU 92 (Memorial Boulevard);
- SR 563 (Dr. Martin Luther King Avenue), SR 539 (Kathleen Road) to US 92 (Memorial Boulevard);
- SR 572 (Drane Field Road), SR 572 (Airport Road) to Pipkin Creek Road;
- SR 563 (Sikes-Harden Boulevard), Edgewood Drive to SR 600 (George Jenkins Boulevard);
- South Pipkin/Pipkin Creek Road, West Pipkin Road to SR 572 (Drane Field Road);
- Yates Road, Wagner Elementary to Ewell Road;
- Medulla Road, West Pipkin Road to County Line Road; and
- US 98, Griffin Road to Daughtery Road.

The US 98 (Bartow Road) between Edgewood Drive and Main Street is a "design exception corridor" where mobility investments will transition the planned six-lane cross-section south of Commerce Point Drive to operational, safety, bicycle/pedestrian and transit improvements northward to Main Street. Future improvements shall implement the US 98 Corridor Access Management Plan (CAMP) and US 98 Premium Transit Study with special bicycle/pedestrian safety enhancements being implemented in the vicinity of Grove Park Plaza (at North and South Crystal Lake Drive intersections), New Jersey Road and Lakeland High School-Fletcher Park.

Objectives and Policies: Roadway Transportation

Objective TRN-1.1: Reduce the current total number of crashes and the number of crashes per vehicle miles traveled in support of the Vision Zero goal to eliminate roadway fatalities and serious injuries.

Policy TRN-1.1A: The City will monitor accident patterns and high accident locations to identify safety improvements in the transportation system.

Policy TRN-1.1B: The City will continue to incorporate optimum traffic safety standards in revised land development regulations.

Policy TRN-1.1C: The City will continue to implement a pavement maintenance system which allows all City collector roads to be maintained at the minimum established pavement rating.

Policy TRN-1.1D: The City will continue to coordinate and implement safety projects for all transportation modes through its City Traffic Safety Team and participate in the Polk County Community Traffic Safety Team. The City will continue to work with the FDOT and Polk TPO to evaluate and implement safety countermeasures on the State Highway System. Special emphasis will be placed on addressing safety problems at high-crash intersections and corridors.

Objective TRN-1.2: The City will design, build, and maintain streets in accordance with the City's Complete Street Policy adopted in 2012 in collaboration with the Polk TPO adopted Complete Street Policy.

Policy TRN-1.2A: Transportation projects within the City shall implement our Vision Zero goal, promoting safe and convenient access and travel for all users of the transportation system.

Policy TRN-1.2B: Transportation projects within the City shall include amenities as appropriate such as street and pathway lighting, transit amenities, street parking, medians, street trees and landscaping, and connection and integration of the street and modal networks, all within consideration of local context of land uses and the City's adopted roadway typology.

Policy TRN-1.2C: Roadway intersections and connection points between modes (pedestrian-transit, automobile-bicycle, etc.) shall be designed with consideration given to pedestrians, bicyclists and other vulnerable users including children, the elderly and those with mobility challenges.

Policy TRN-1.2D: Mobility improvements in designated constrained corridors shall not include the addition of through-lanes for motorized vehicles and design exception corridors shall only allow for the addition of travel lanes with premium transit or bicycle/pedestrian facilities such as bus rapid transit and multi-use pathways, respectively.

Objective TRN-1.3: The City will utilize access management standards, traffic signal management and related activities to measurably increase the operating efficiency of the roadway system within the City of Lakeland.

Policy TRN-1.3A: The City will continue to evaluate timing sequences on all arterials and work with the FDOT to implement optimum phasing at all signals on these arterials.

Policy TRN-1.3B: The City will work with the FDOT to ensure that railroad crossing safety and operational improvements are implemented as recommended in FDOT's 2009 *Rail Traffic Evaluation Study*.

Policy TRN-1.3C: The City's access management and site circulation standards shall be applicable to all public arterial and collector roadways in the City and shall be implemented in coordination with the FDOT and the Polk TPO. These standards shall also apply to any private roadway that is a component of the arterial and collector network.

Policy TRN-1.3D: The City will continue coordination with the FDOT and Polk County to ensure that all transportation system management (signalization, turn lane

improvements, etc.) and widening projects within Lakeland are designed to operate at maximum safety and efficiency.

Policy TRN-1.3E: The City will coordinate with the Polk TPO, Polk County, and the FDOT to implement roadway cross-sections for each appropriate Roadway Typology as part of the long- and short-range transportation planning and project production processes.

Policy TRN-1.3F: In conjunction with the City's designation of US 98 (Bartow Road) from East Main Street to its southern corporate limits as a "Transportation Corridor" pursuant to Section 337.273 F.S. and Resolution 4345 endorsing the Corridor Access Management Plan (CAMP) for US 98 as adopted by FDOT District One in July 2004, the City will use the CAMP in the review of all new and redevelopment proposals for properties located within the City's portion of the US 98 Corridor. Development proposals shall be reviewed for conformity with the CAMP and related City land development regulations, including requirements to close or consolidate substandard driveways and strategies to implement shared- or cross-access.

Policy TRN-1.3G: The City will coordinate efforts with the FDOT and Polk TPO to integrate Intelligent Transportation System (ITS) measures and Automated/Connected/Electric/Shared (ACES) infrastructure into the Lakeland Regional Advanced Transportation Management System (LRATMS) that are coordinated and consistent with regional traffic management systems installed on Interstate 4 and SR 570 (Polk Parkway). The City will work with FDOT to establish connection points to the Interstate 4 and SR 570 monitoring networks to manage regional traffic flow on the arterial street system in the event a man-made or natural disaster requires partial or full closure of Interstate 4 and SR 570.

Policy TRN-1.3H: All development driveways in the vicinity of Interstate 4 or SR 570/Polk Parkway interchanges shall comply with standards contained in the Land Development Code. Development approvals within Interchange Activity Centers shall maximize shared- and cross-access strategies for all transportation modes with the minimum number of driveway connections on adjacent arterial and collector roadways to provide reasonable access.

Policy TRN-1.3I: Access management techniques such as cross-connections, service roads and/or improvements to parallel corridors with lower classification will be required for new development or re-development activities in roadway corridors with Type I roadway typology in order to minimize or eliminate driveway connections that are unnecessary for reasonable property access.

Objective TRN-1.4: The City adopted Multi-Modal Level of Service (LOS) standards support the goals of the Comprehensive Plan Elements contained in Vibrant and Inclusive Community. Any project requiring a development approval will comply with the Transportation Element and adopted levels of service within this plan.

Policy TRN-1.4A: The City's Connectivity Plan supports the citywide Transportation Concurrency Exception Area (TCEA) and the Multi-Modal LOS. It is contained in the City's Capital Improvements Element.

Policy TRN-1.4B: The City has coordinated with the Polk TPO and Polk County to adopt coordinated multi-modal level-of-service standards to incorporate these connectivity plan strategies. The table below contains the "Multi-Modal Transportation Level of Service Standards" in Table TRN-2.

Table TRN-2: Existing Multi-Modal Level of Service

Geographic Area	Multi-Modal Standard	Roadway Standard[1]	Mobility & Connectivity Requirements[6&7]
	All standard size transit buses to have bike racks on bus.		Where Multi-Modal Standards are not met at time of development approval, mitigation may be required for a development to utilize these standards if it creates RLOS deficiencies. Development activity shall meet COL Access/Site Circulation, Maximum Parking & Sidewalk Land Development Code (LDC); Target: Implement Roadway Typology
Transit Oriented Corridors Overlay (TOC) & Activity Centers within TOC	Transit Service (≤ 30 min in peak times) Bus Rapid Transit (BRT) Service, Where Feasible Premium or Circulator Service (≤ 15 min headways), Where Feasible Sidewalk/Bike Lane Network: Direct Access to Site & Within Corridor Rail Service, As Applicable	"E"[2&3]	All: Transit shelter or bench & bike parking Address sidewalk or bike route gap, as applicable in corridor Employment & Retail Centers: superstop (=larger or multiple shelters); Mixed Use Commercial Centers: transit transfer center &/or park & ride lot Bus Pull Out Lane, where recommended; TDM Strategy, if applicable Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDC. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct connections required to adjacent uses within master planned developments.
Central City Transit Supportive Area (CCTSA)	Transit Service (≤30 min. in peak times) Sidewalk/Bike Lane Network Access	"E"[3]	Transit Shelter/Bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. Address Sidewalk & Bike Path Gaps within ¼ mile, as applicable TDM strategies, as required in LDC. Required maximum block length as per LDC. Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDC. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct connections required to adjacent uses within master planned developments.
Urban Development Area (UDA) UDA Continued	Transit Service (≤ 60 minutes in peak times) Sidewalk/Bike Network Access in ½ mile	"E"	Transit Shelter/Bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. Provide Multi-Use Sidepaths as appropriate Provide Bike/Trail linkages Transit transfer or superstop, as applicable, for activity center & interchange land uses

Geographic Area	Multi-Modal Standard	Roadway Standard[1]	Mobility & Connectivity Requirements[6&7]
			Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.
Suburban & Rural Development Areas[4]	Transit Service Where Feasible Sidewalk / Bike Network Connections if within ½ mile	"D"	On-site Trails/Sidepaths, as appropriate Shelters for Active Transit Route Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.

[1] *LOS is measured for the peak hour/peak direction using the average of the two highest peak hours*

[2] *COL mobility strategies as per above chart shall be required in TOCs; in addition, the roadway Volume/Capacity ratio may have a cap per other policies in the Transportation Element; Roadway Standards based on service volumes and adopted highway LOS standard as given in the Polk TPO's Roadway Network Database or service volumes obtained through more detailed roadway segment analyses required through the City's development review process.*

[3] *LOS may be measured on an averaged corridor basis for facilities with common trip ends.*

[4] *Major Developments, e.g., large PUDs and DRIs or their equivalents may have specific transportation standards and requirements applied through a development order.*

[5] *Improvements funded by the Transportation Regional or County Incentive Grant Programs are restricted to State LOS standards. The City will work with the FDOT regarding mobility issues for Strategic Intermodal (or FIHS) system facilities within the TCEA (TCEA does not require FDOT approval.)*

[6] *Grid networks also includes modified design and layout configurations that provide multiple efficient routes for access and circulation.*

[7] *These are examples of Mobility & Connectivity Requirements intended to help meet the above Multi-Modal Standards; it is not an all-inclusive list, i.e., other improvements, including operating and/or capital costs for enhanced transit services, may be necessary to meet the City's standards.*

Source: Lakeland Community Development Department, 2010.

Policy TRN-1.4C: For the TOC and CCTSA areas, and where roadway capacities are and/or will be exceeded with the proposed development (i.e., where the volume to capacity or v/c ratio will be in excess of 1.0), then the outlined multi-modal (bus, bike, sidewalk etc.) improvements are required and intended to help offset the City's lower road based level of service standards in these areas.

Policy TRN-1.4D: The City shall update its adopted Connectivity Plan and update the adopted Capital Improvements Element as necessary for those strategies identified in the City's TCEA Connectivity Plan, including relevant strategies which specifically address potential funding sources as follows:

1) Commitment of City Transportation Fund resources in the Capital Improvement Program for sidewalk, pathway, and/or Lake-to-Lake Bikeway projects in accordance with policies established in the Transportation Element;

2) Commitment of funding from the Lakeland Community Redevelopment Agency (CRA) for sidewalk, pathway, transit and/or transportation demand management projects consistent with the Transportation Element and redevelopment area plans for the Mid-Town, Dixieland and Downtown CRA districts;

3) Implementation of a multi-modal transportation impact fee (which may vary geographically) and/or a mobility fee identified through a study commissioned by the City and/or Polk County and in accordance with any applicable Community Renewal Act requirements.

4) In-kind contributions through the inclusion of multi-modal transportation facilities within public improvement projects, including right-of-way acquisition, design and construction phases and routine maintenance activities;

5) Submission of project applications for State and Federal discretionary funding sources, particularly those administered and prioritized through the Polk TPO and commitment of local funding matches in the CIP where necessary;

6) Support of increased transit revenues to support transit services in Lakeland via Lakeland Area Mass Transit District-approved strategies that may include expansion of its boundaries and/or an increase in the LAMTD ad valorem tax rate unless a countywide transit funding source replaces such tax revenue; and,

7) Private sector funding of multi-modal transportation strategies incorporated into land development plans or as required off-site mitigation consistent with the policies contained in the Transportation Element and LDC.

Policy TRN-1.4E: All new roadways constructed within the City will be designed to accommodate a minimum of Level of Service D and shall observe the applicable Roadway Typology for that roadway segment to maximum extent feasible.

Policy TRN-1.4F: Approaches for intersections are generally expected to function at the same minimum LOS standard for the road link of that approach. Intersection standards shall generally include mast arm installation, pedestrian crossing controls, fiber-optic interconnectivity and support Automated/Connected/Electric/Shared (ACES) technologies as approved by the City. Project traffic should not further degrade the operation of an existing signalized intersection. Single, non-residential re-development uses within the corridor may be an exception to these criteria where other criterion is met including through significantly limiting passer-by traffic (e.g., limit drive-through bays) and providing cross or joint access and enhanced multi-modal access.

Policy TRN-1.4G: The City will reduce roadway deficiencies by maximizing operational functions, access, and demand management strategies, adding lanes, constructing new roadways, and providing facilities for alternative transportation modes, including transit, bicycle and pedestrian.

Policy TRN-1.4H: The City's access management standards will be utilized in review of all new developments or redeveloped parcels in the City in order to reduce potential crash conflict points, maintain corridor travel times and preserve capacity on arterials and collectors by minimizing driveway and median cuts; where driveway access must be approved by an entity other than the City (County or FDOT), coordination shall occur to ensure maximum acceptable access controls.

Policy TRN-1.4I: The City will coordinate efforts with the FDOT and with the Polk TPO to establish consistency in transportation related policies.

Policy TRN-1.4J: The City will coordinate with Polk TPO to conduct annual traffic counts on all roads on the concurrency network and will monitor the level of service on arterial and collector roadways within the City, as applicable within the TCEA, CCTSA and TOC Overlay.

Policy TRN-1.4K: The City will continue to collect and expend transportation impact fees or mobility fees to ensure new development provides funding to maintain acceptable levels of service. In compliance with City ordinances and any applicable State statutes, the City will periodically update the study of its transportation impact fees to determine if any adjustments are necessary.

Our Trends: Public Transportation

Public Transportation (or Mass Transit), refers to all forms of high-occupancy and shared-ride services. In the City, The Lakeland Area Mass Transit District (LAMTD), publicly known as Citrus Connection, is a fixed-route bus system providing service, generally on an hourly or half-hour basis, covering approximately 177 miles throughout the greater Lakeland Planning Area.

An important issue in providing mass transit for any area has been and will continue to be generating and maintaining an acceptable level of ridership and sustaining viable funding sources. Transit ridership is typically enhanced by a scenario of medium to high land use densities, mixed land uses (residential and commercial), some limitations in available or convenient parking, and some roadway congestion on major transit routes.

LAMTD currently operates 11 routes (Gold, Pink, Blue, Yellow, Red, Orange, Green, Lime, Cyan, Purple, and Silver) throughout the Lakeland area, plus the Peach Line enhanced service that complements the SR 37/Florida Avenue road-diet pilot project in Downtown and Dixieland. Each of these routes have numerous bus stops. There are 18 transfer points along the system and one terminal building located in Downtown.

Due to Lakeland's location on the Interstate 4 corridor between the Tampa Bay and Orlando Metropolitan Areas, our community has numerous locations that are ideal for park-and-ride facilities serving local commuters as well as existing and future regional transit services. Existing park-and-ride facilities within Lakeland include:

- Rose Street @ Main Street (Downtown Lakeland)
- State Road 33 @ Tomkow Road, just north of Interstate 4 (Exit 38)
- Gow B. Fields Park-and-Ride Facility, US 98 @ Pyramid Parkway
- Lakeland Park Center, just east of US 98 at east end of Sharon Drive
- US 98 @ Fort Fraser Trail Trailhead in Highland City (outside of City limits)

In May 2012, the Polk Transit Park and Ride Facility Study was completed on behalf of the Polk TPO to evaluate candidate locations in the vicinity of the Interstate 4/Polk Parkway East interchange just

east of Florida Polytechnic University (FPU). Four viable candidate sites were recommended for further consideration, generally east of the FPU campus in the vicinity of the Pace Road/Polk Parkway interchange. These locations support a current zoning requirement for the Williams Planned Unit Development adjacent to FPU. An additional future park-and-ride facility has been determined to be needed near the Interstate 4/County Line Road/Polk Parkway West interchange and the City continues to seek opportunities to identify a site in coordination with the development community, LAMTD and FDOT. In addition to ultimately having shelters, appropriate boarding and alighting areas and ticketing kiosks, each park-and-ride facility should include electric vehicle charging stations.

Lakeland's Parking Services provide operation and maintenance of the City-owned parking garages and lots (three garages with over 1,500 spaces, 12 parking lots with about 700 spaces, and almost 600 on-street parking spaces) throughout the Central City Transit Supportive Area. There is a downtown park and ride lot near the Amtrak station on Lake Mirror.

Objectives and Policies: Public Transportation

Objective TRN-1.5: Increase mobility through efficient and expanded transit services.

Policy TRN-1.5A: The City will continue to analyze the existing sidewalk network and identify remaining key gaps in pedestrian routes particularly those that serve schools and transit stops.

Policy TRN-1.5B: Development within the Central City Transit Supportive Area (CCTSA) and Transit Oriented Corridors (TOC) having a significant impact (defined as consuming five percent of the roadway's peak-hour directional service volume on a roadway segment or intersection operating at a failing highway level-of-service) shall be required to fund off-site sidewalk and/or other multi-modal projects to address transportation network gaps in proportion to the project's impacts.

Policy TRN-1.5C: Funding priorities for future sidewalk improvements shall support transit use and the City's multi-modal transportation level of service standards. The following funding prioritization shall apply within City limits and any of the following shall include network improvements for the disabled (e.g., curb cuts for ramps) as contained in the City's ADA Action Plan:

1) a critical public safety concern or emergency;
2) improvements to the existing network along designated transit routes providing 30 minute or less headways at least in peak time, and secondarily, improvements to the network within ¼ mile of these routes and within ½ mile of any passenger rail station site (light/commuter or high speed rail services);
3) improvements to enhance multi-modal corridors (including along designated greenways or trails such as the Lake-to-Lake Connector;
4) pedestrian needs identified in City, neighborhood or CRA plans, including improved access to City parks;
5) school-related pedestrian needs;
6) other identified system needs.

Policy TRN-1.5D: Identified sidewalk gaps and deficiencies along and within ¼ mile of the transit routes, including general cost estimates for addressing needed improvements, shall generally be given high priority in capital improvements budgeting for sidewalk construction or reconstruction, as consistent with Policy TRN-1.5C. Generally, streets with no sidewalks in the CCTSA and/or along TOCs, shall be given

funding priority over streets that already have sidewalks on one side; exceptions may include emergencies, safety concerns, or where the gap is within ¼ mile of an elementary school.

Policy TRN-1.5E: The City will encourage private sector support of transit services through development incentives. Use of transit friendly site or subdivision plan designs shall be required throughout the Central City Transit Supportive Area and within ¼ mile of all Transit Oriented Corridors. Outside of the CCTSA and TOC Overlay, transit friendly design shall be encouraged in general and shall be required in large scale projects and all new major commercial development located along an existing or planned transit route as per illustrations within this Element, the adopted Polk TPO long-range transportation plan or the adopted Transit Development Plan, whichever is more up-to-date. Major commercial development for purposes of this policy shall mean, at a minimum all new or redeveloped shopping centers/plazas, supercenter stores, or commercial infill at an existing transit stop.

Policy TRN-1.5F: The City will continue coordination with the Lakeland Area Mass Transit District (LAMTD) and Polk Transit Authority (PTA), the Polk TPO, and the FDOT to ensure maximum consideration be given to transit services in planning and programming of all agencies, including the need for park and ride lots and/or transfer centers. Development reviews of large employment, retail and/or mixed use centers shall consider the need to provide an on-site park and ride or transit transfer center as a means of project traffic mitigation and/or how other existing and planned off-site park-and-ride facilities may be used to accommodate development trips. These park-and-ride and transfer center mitigation measures shall be required if LAMTD and/or PTA, Polk TPO and FDOT agree that the sites are consistent with locations identified in the Polk Long-Range Transportation Plan or adopted Transit Development Plan.

Policy TRN-1.5G: The City will support increased transit, which includes encouraging mixed use developments and medium or higher residential densities within ¼ mile of any TOC or other transit route with at least a 30-minute headway.

Policy TRN-1.5H: Transit related improvements must be approved by the applicable transit authority consistent with the City land development code, engineering standards and building code. If a transit shelter within the City is proposed on a state or county roadway, coordination shall occur with the maintenance jurisdiction of either FDOT or Polk County.

Policy TRN-1.5I: The City shall develop regulations for uses and site designs that support premium transit infrastructure and services along the US 98 Corridor within the City south of Lakeland Square Mall.

Policy TRN-1.5J: The City will support the development of the Lakeland Intermodal Center in Downtown and will coordinate site development with nearby private development investments and area-wide planning initiatives.

Policy TRN-1.5K: The City will continue to work with FDOT, the Polk TPO and LAMTD to advocate for high-speed, intercity and SunRail commuter rail stations within Lakeland's city limits, conducting and supporting planning efforts for station areas along Interstate 4 and the CSX rail line through Downtown. The City will support planning and implementation of transit service enhancements along the US 98

corridor as the spine of a network connecting regional passenger rail investments with key redevelopment sites in the Central City and Urban Development Areas.

Objective TRN-1.6: Continue to coordinate mass transit plans with the plans and programs of the Polk TPO, Polk Transit Authority, and the FDOT to increase ridership.

Policy TRN-1.6A: The City will review proposed Lakeland Area Mass Transit District plans to ensure consistency with appropriate local and State transportation plans as well as the *Lakeland Comprehensive Plan*.

Policy TRN-1.6B: The City and Lakeland Area Mass Transit District will coordinate transit service and development reviews as per the multi-modal level of service standards and related policies found in this Element.

Policy TRN-1.6C: The City will monitor the financial viability of the LAMTD system as per the annual updates to the Transit Development Plan and the meetings of the LAMTD Board. The City will generally support actions that may enhance the long-term financial viability of LAMTD or its successor agency, including but not limited to cost efficiencies in services and administration, revenue increases or other options proposed by LAMTD.

Policy TRN-1.6D: The City will support LAMTD applications for Federal or State grant programs and service developments which enhance transit ridership including amenities such as shelters and/or applications for funding of multi-modal connections, including facilities such as park and ride lots or remote parking areas with shuttle/express services for employees.

Policy TRN-1.6E: The City will work with the LAMTD and the Polk Transit Authority to coordinate proposed mass transit service area expansions with identified major trip generators and attractors.

Policy TRN-1.6F: Where the City extends wastewater service to an area outside but contiguous to the boundaries of the Lakeland Area Mass Transit District (LAMTD), and/or where a property has voluntarily annexed into the City and is outside of LAMTD, the owners shall petition for voluntary inclusion into the transit district prior to the adoption of City zoning. Nothing in this policy shall bind the District to accept such petition.

Our Trends: Bicycle, Pedestrian and Other Transportation Modes

Bicycle and pedestrian:
Pedestrian travel has been a growing transportation mode in Lakeland since the 1920's. With the historic neighborhoods, mostly in traditional grid patterns connected by sidewalks, pedestrian travel has had a strong influence on ensuring sidewalk amenities are included in the City's newer neighborhoods, reinforcing the commitment to walkability.

Likewise, the City has sought to provide opportunities for bicycling through the designation of on-street bike lanes, construction of off-street trails, connection to countywide, regional and state trails, and conversion of existing streets to "complete streets" supporting bicycles, pedestrians, and transit patrons in addition to automobiles and heavy vehicles. Over 30 years ago, the City designed the Lake-to-Lake Bikeway and Greenway Connector, to provide the bicycle friendly community improved access to its many lakes and parks. The City has also identified a network of Priority Pathways Corridors in the

Citywide Pathways Plan that connect the Lake-to-Lake Bikeway Network to the regional trail network and large residential and employment centers outside of the Central City Transit Supportive Area.

Additionally, the City has focused on developing a connected network of sidewalks and bicycle facilities within specific transit-oriented corridors to further increase mobility options and to facilitate an increased multi-modal level of service standard throughout the Lakeland Planning Area.

Polk TPOs 2020 Roadway Network Database includes data which indicates sidewalk and bicycle facility coverage per roadway. Within the Lakeland Planning Area there are three types of sidewalk and bicycle facilities coverage: *Full Coverage*, *Partial Coverage*, and *No Coverage*.

A classification of *Full Coverage* signifies a roadway with coverage along the entire segment, with little to no gaps in the network. *No Coverage,* signifies there are no sidewalks along the roadway segment, while *Partial Coverage* indicates sidewalks are present, but gaps may be present which interrupt the network. Table TRN-3 and TRN-4 illustrate the coverage in the City.

Table TRN-3: Multi-Modal - Sidewalk Standard

Multi-Modal Sidewalk	Within Geographic Area	Approximate Miles
Full Coverage	Lakeland Planning Area	66
	City of Lakeland	52
	Central City Transit Supportive Area	36
	Urban Development Area	20
	Suburban & Rural Development Areas	9
Partial Coverage	Lakeland Planning Area	238
	City of Lakeland	82
	Central City Transit Supportive Area	47
	Urban Development Area	107
	Suburban & Rural Development Areas	83
No Coverage	Lakeland Planning Area	58
	City of Lakeland	27
	Central City Transit Supportive Area	.17
	Urban Development Area	38
	Suburban & Rural Development Areas	10

Table TRN-4: Multi-Modal - Bicycle Standard

Multi-Modal Bicycle	Within Geographic Area	Approximate Miles
Full Coverage	Lakeland Planning Area	56
	City of Lakeland	20
	Central City Transit Supportive Area	8
	Urban Development Area	24
	Suburban & Rural Development Areas	24
Partial Coverage	Lakeland Planning Area	113
	City of Lakeland	52
	Central City Transit Supportive Area	30
	Urban Development Area	50
	Suburban & Rural Development Areas	28
No Coverage	Lakeland Planning Area	194
	City of Lakeland	90
	Central City Transit Supportive Area	44
	Urban Development Area	92
	Suburban & Rural Development Areas	49

The City is continually investing in bicycle and pedestrian facility improvements in a concerted effort to address safety concerns and as a means in supporting alternative modes of mobility for residents and visitors to Lakeland. The Citywide Pathways Plan was originally adopted and incorporated into the Comprehensive Plan in 2010 to establish Priority Pathways Corridors that connect the premier Lake-to-Lake Bikeway Network with the larger regional trail system and major activity centers throughout the area. The corridors include a range of enhanced bicycle and pathway corridors, including wide sidewalks, on-road bicycle lanes, multi-use trails and shared-use pavement markings on low-volume streets, including those on "bicycle boulevards." In 2014, City completed the Tenoroc Trail Master Plan for a new multi-use trail corridor between Lake Crago Park and Braddock Road east of SR 570/Polk Parkway in Auburndale. This corridor, either through the Tenoroc Public Use Area or via the planned State Road 33 Trail, will provide a connection to the statewide SUNTRail network, including the TECO-Auburndale and Van Fleet State Trails and the Coast-to-Coast cross-state route. As of 2020, an alternative alignment for the Fort Fraser Trail Extension north of SR 570/Polk Parkway is being

planned to provide a connection through Lakeland's urban core to the planned Tenoroc Trail. In 2020, FDOT commenced a feasibility study for the West Lake Hunter Trail corridor between the New York Avenue Cycle Track and remainder of a southwest corridor to the emerging employment and residential areas near Lakeland Linder International Airport.

In 2021, the first phases of the privately-funded Bonnet Springs Park is expected to open just west of Downtown on the shore of Lake Bonnet between US 92 (Memorial Boulevard) and SR 600 (George Jenkins Boulevard). This park will include pathway through the site; however, its location presents challenges to connecting with the rest of the City's pathways network. Bicycle facilities are needed along Memorial Boulevard and under- and over- the CSX rail line south of the park, connecting to Lake Beulah and the future Lakeland Intermodal Center. Additional crossings are needed across George Jenkins Boulevard, connecting to the Lake Wire area and complementing the Chase Street Trail that is programmed for construction in the FDOT Five-Year Work Program. Outside of the Central City area, the City requires the installation of pathways and/or alternative pedestrian routes with new mixed-use developments or residential communities to improve connectivity to remainder of the City's pathway system and regional trail network, providing recreation and commuting options for employees and residents.

Aviation:

Lakeland Linder International Airport (LAL) is publicly owned and operated by the City of Lakeland. The airport is identified as a major regional employment center due to its high job creation numbers, including high wage jobs, and its significant positive impacts on the local and regional economy. It is designated as a key investment and opportunity area in the Central Florida Region's Comprehensive Economic Development Strategy (CEDS). The airport has been a catalyst for not only aviation opportunities, but also for logistics.

LAL is located on an approximate 1,710-acre property, is the 115th busiest airport in the United States, and the 19th busiest airport in the State of Florida. The Airport supports a variety of activities including: aerospace education (Central Florida Aerospace Academy and Polk State College – Aerospace); the NOAA Aircraft Operations Center supporting the fleet known as "the Hurricane Hunters"; U.S. Customs Services; Department of Defense (DoD) Contractors (Draken International); aircraft export and ferrying; flight training; military training exercises, aircraft storage, and many other commercial and aviation venues. The airport is also the home of Amazon Air's newest regional air hub, the largest facility of its kind in the Southeast. The airport is a vital hub for the movement of goods into and around the state through technology and logistics. Opportunities for future growth and ongoing stability of this major economic center are aided by its location between Tampa and Orlando, the airport property's readiness for such opportunities, and the easy access to major roadways such as I-4, the Polk Parkway and State Road 60.

The airport is also home to Sun 'n Fun Aerospace Expo, one of the world's largest aviation events and the largest air show in the southern United States. Proceeds from Sun 'n Fun benefit the delivery of quality aviation and aerospace education. This event also supports the Florida Air Museum, and the Central Florida Aerospace Academy of Kathleen High School both located on leased airport property.

Rail:

CSX Transportation Inc. (CSXT) and its business unit, CSX Rail Transport, are responsible for the operation of train service over the rail network and the maintenance of rail right-of-way and engineering activity in the Lakeland Planning Area. Per FDOT, 16 to 20 trains per day travel through the Downtown area, including AMTRAK Passenger Service.

In addition to freight rail, the City is also served by the Amtrak passenger rail system's Silver Star train, which runs daily between New York City and Miami. The station in Lakeland is collocated with the

Greyhound Bus Lines station on the northern shore of Lake Mirror in Downtown near a park and ride lot with access to the bike and pedestrian network as well as public transit service.

SunRail is a regional passenger rail system which provides work and leisure travel opportunities for riders. SunRail makes the daily commute faster, easier, and more affordable, as well as less stressful. The system currently operates over 49 miles with 16 stations through Volusia, Seminole, Orange and Osceola counties with plans for future expansion into Polk County and possibly into downtown Lakeland. In 2019, FDOT conducted the Lakeland Intermodal Center Feasibility Study to identify an acceptable location for a new transit "hub" to house a new modern transit terminal, AMTRAK/Future SunRail Station, Greyhound and other intercity bus accommodations, a parking garage and administrative offices for LAMTD. The LAMTD Board of Directors and City Commission recommended a site immediately adjacent to the RP Funding Center, between Lemon and Main Streets.

Objectives and Policies: Bike, Pedestrian and Other Transportation Modes

Objective TRN-1.7: The linear feet of routes for non-motorized travel shall increase as gaps and extensions of sidewalks and bike lanes are constructed.

Policy TRN-1.7A: The City will install new sidewalks, where physically and environmentally feasible, ultimately on both sides of arterial and collector roads in accordance with adopted prioritization criteria.

Policy TRN-1.7B: The City will continue to maintain existing sidewalks in a safe condition and make sidewalk maintenance an extension of the pavement maintenance system. The City will continue to implement its ADA Action Plan as part of its resurfacing program and through stand-alone projects in the Capital Improvement Plan.

Policy TRN-1.7C: The City will continue to incorporate consideration of bicycle and pedestrian facilities in all roadway improvements, consistent with the appropriate Roadway Typology and Citywide Pathways Plan and to help create complete streets that function safely for all users of the transportation system.

Policy TRN-1.7D: The City will work with the Polk TPO, FDOT and Polk County in the identification of locations where sidewalks, bicycle lanes and/or bicycle trails should be included on State and County highway improvements and resurfacing projects.

Policy TRN-1.7E: The City will also work with the TPO, FDOT and Polk County to incorporate bicycle and pedestrian features into intersection projects (e.g., pedestrian signals, intersection bulb-outs, enhanced crosswalks, raised concrete pedestrian refuges and in resurfacing projects (e.g., addition of five-foot paved shoulders on open-drainage typical sections). The City shall include designated bicycle lanes or un-designated paved shoulders on each resurfacing project implemented on the City collector road system unless such treatments are not feasible. In such instances, alternative measures such as "sharrow" markings and "bicycles sharing roadway" signage shall be evaluated for installation.

Policy TRN-1.7F: Transit amenities such as transit shelter pads, wheelchair deployment pads and transit bench pads shall be included in all highway improvement and resurfacing projects implemented within the City, where feasible.

Policy TRN-1.7G: Through the Citywide Pathways Plan, projects on prioritized Pathway Segments may be implemented through the following methods, where feasible:

a. As elements of City capital improvements, including road widening and resurfacing projects;
b. Through stand-alone projects funded by the City with local funds and/or discretionary grant funds from State and Federal sources;
c. Through coordination with Polk County and FDOT on road projects programmed in the Lakeland Planning Area;
d. As development requirements for projects within the City; and,
e. Through requests that Pathways Segments within the Lakeland Planning Area be required in Polk County development approvals to increase regional connectivity.

Policy TRN-1.7H: Projects to be implemented through the Citywide Pathways Plan should include:

a. 12-foot wide multi-use trails, constructed within 20-foot wide access easements or rights-of-way as stand-alone projects or constructed in conjunction with roadway improvement projects;
b. Wider and enhanced sidewalks on designated Pathways Segments in neighborhoods or business districts to accommodate high pedestrian activity thereby increasing user comfort and minimizing operational conflicts;
c. Implementation of "bicycle boulevards" through designated bicycle lanes and/or other bicycle markings such as "sharrows", network/bike sharing signage, controls or operational treatments as appropriate to better accommodate bicycles on local or collector streets with low-volumes; and
d. Unpaved, stabilized trails constructed within 20-foot wide access easements through natural areas or between natural and developed areas to serve an added benefit as wildfire buffer.

Policy TRN-1.7I: The City shall annually review high priority Pathways Segments to determine the feasibility of specific projects for inclusion in the Capital Improvement Plan (CIP). The following subjective measures shall be utilized in the selection of these specific pathways projects, including:

a. **System connectivity and continuity.** This relates to the project's ability to link on- and off-road facilities and support a more seamless non-motorized transportation network between trip origins and destinations. The intent is to avoid ranking of piecemeal projects that may not provide much benefit to system or corridor continuity.
b. **Assessment of cost feasibility (or cost-benefit)**, which includes potential right-of-way acquisition and community or business impacts relative to the potential value of the connection.
c. **Safety Mitigation**. The ability of the project to mitigate perceived safety or potential safety problems regardless of crash data history. This information is derived from focus groups, discussions with agency staff, community input and/or professional judgment.
d. **Mitigation of Obstacles or Barriers**. Because barriers are difficult to precisely define and compare equitably, this subjective measure considers the degree to which the project helps overcome barriers, such as a wide highway, fast traffic, an interstate, drainage canal or similar feature. Barriers defined in the Pathways Planning public input process as well as the support documentation for the Parks Connectivity component should be addressed under this criterion.

Policy TRN-1.7J: Connectivity shall be established by Park type to implement the Parks Connectivity Plan. Specific improvements shall be implemented where feasible and in accord with the needs and recommended projects identified in the City's Parks Connectivity Plan.

Policy TRN-1.7K: The City's adopted sidewalk ordinance will continue to apply to both residential and non-residential development projects as a means to assist infill and expansion of the pedestrian pathway system, especially where public schools, parks and/or transit services exist or are planned.

Policy TRN-1.7L: The City will continue to develop the Greenway system discussed in the Recreation and Open Space Element to increase the number of bicycle and pedestrian trips.

Policy TRN-1.7M: The City will solicit funding from FDOT and other sources to implement the extension of the Fort Fraser Trail to the planned Tenoroc Trail, including the alternative alignment adopted in the statewide SunTrail network in 2019.

Policy TRN-1.7N: The City will continue to utilize and when needed to update its Engineering Standards Manual to include standard typical sections for all public and privately funded collector and arterial roadways to be constructed within the City. Future updates to the Engineering Standards Manual shall consider modifications based on the Roadway Typology cross-sections discussed in the Transportation Element. At a minimum, these typical sections shall include five-foot sidewalks on one or both sides of the street and include standard-width bicycle lanes, where appropriate, on-street parking where appropriate and provisions for transit. These typical sections shall also apply to privately funded streets that will serve as a component of a frontage, backage or other access road system for new multiple developments. Within the Downtown area, streetscaped sidewalks with a target width of ten feet should be planned with new development or redevelopment activity.

Policy TRN-1.7O: The City will amend its Engineering Standards Manual to include standard typical sections for multi-use trails constructed with public funds or as part of private development projects where such facilities are required.

Policy TRN-1.7P: The City will work with the FDOT to establish acceptable multi-modal roadway cross-sections, including ACES infrastructure, during the Project Development and Environment (PD&E) Study and design phases of widening projects, especially areas identified in the Transportation Element as "design exception areas".

Policy TRN-1.7Q: The City will cooperate with the Polk TPO in maintaining a comprehensive inventory of pedestrian and bicycle facilities in order to identify and eliminate regional and local network gaps.

Policy TRN-1.7R: As a bronze-level Bicycle Friendly Community (BFC), as designated by the League of American Bicyclists, the City will work with area stakeholders to evaluate and, where feasible, to implement recommendations from the BFC Feedback Report to enable the Lakeland community to, at minimum, maintain our BFC ranking and/or to achieve a higher level designation during future reviews of the City's BFC status.

Policy TRN-1.7S: In conjunction with access management and site circulation standards adopted in the LDC, the City will require safe and efficient accommodation of bicyclists (including bicycle parking), pedestrians and transit patrons, within applicable commercial, office, and multi-family developments.

Objective TRN-1.8: Continue to pursue planning and programming of Intermodal Access Route improvements that will address identified transportation network access deficiencies to air and rail terminals.

Policy TRN-1.8A: The City will coordinate efforts with the Polk TPO and the FDOT to prioritize projects that are identified in airport and rail facility master plans for funding in FDOT's Five-Year Work Program.

Policy TRN-1.8B: The City will consider incentives to private development which use passenger rail or air to provide a significant portion of project related trips.

Policy TRN-1.8C: The City will evaluate local and collector network connectivity deficiencies and future improvements which enhance access to airport, rail, and other multi-modal facilities.

Policy TRN-1.8D: If high speed rail comes to Lakeland, potential station locations should have appropriate connections to all transportation modes available including bus/other transit, sidewalk, and bicycle access. Appropriate densities and intensities to support the rail station will be encouraged within a ½ mile area next to the station. Environmental, noise or other significant external impacts associated with the system should be fully assessed and reasonable attempts made to mitigate impacts. Rail station and related development should be consistent with the *Lakeland Comprehensive Plan*, LDC and any applicable adopted redevelopment plans.

Policy TRN-1.8E: The City will work with the Lakeland Area Mass Transit District (LAMTD), Polk Transit Authority (PTA), the FDOT and the Polk TPO to plan and program appropriate types and levels of public transit or enhanced surface access to maximize transit, automobile and non-motorized) connections to the Lakeland Intermodal Center.

Policy TRN-1.8F: The City shall promote and support programs designed to capture and enhance the secondary technological or other benefits of passenger rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

Policy TRN-1.8G: The City will continue to coordinate with Polk County, Hillsborough County, the City of Plant City, and the Polk TPO to address concurrency and access management issues within the County Line Road corridor. Such strategies within the City include driveway limitations and requirements for cross-connections and service roads, where environmentally feasible.

Our Trends: Land Use and Transportation Coordination

Achieving the vision of both maintaining and intensifying the urban character of the Central City and Urban Development Areas requires that the multi-modal transportation system and the land use and land development guidelines be mutually supportive. The City is committed to infill development and redevelopment at densities which will ensure more efficient transportation choices in the future.

Major investment in the Downtown, Midtown, and Dixieland redevelopment areas has been linked with mobility investments and policies that bring complete streets and walkability while supporting high density development to occur in the Central Business District (CBD). This district is then surrounded by the Central City and Urban Development Areas that are further classified as transit supportive areas. This land use pattern is critical to achieving both a more efficient urban living environment within the City and encouraging alternative modes of transportation, particularly transit.

The City is both a leader and a participant in supporting intergovernmental coordination on mobility issues. Some of these efforts are through participation in the continuing, cooperative, and comprehensive transportation planning process of Polk Transportation Planning Organization (TPO). Other efforts involve specific projects, neighborhood coordination, forums, workshops, and ongoing local and regional visioning collaborations. Public-Private Partnerships have also brought both mobility improvements and investments in residential development within the Central City area and other urban development and amenities such as Bonnet Springs Park.

Objectives and Policies: Land Use and Transportation Coordination

Objective TRN-1.9: The City will plan and implement transportation investments within our community that are appropriate for surrounding future land use designations and context districts, providing safe and efficient options that contribute to the vibrancy of Lakeland. New development activity shall comply with the LDC and be designed to encourage safe, convenient and comfortable multi-modal site access, accommodating travel choices for residents and visitors.

Policy TRN-1.9A: The City will review development proposals including those related to future land use amendments, rezoning and variance requests, subdivision plats, and any project requiring site plan review for conformance with the Transportation Element

Policy TRN-1.9B: In the Central City Area and TOC Overlay, the City will observe a targeted maximum volume to capacity ratio (V/C) of 1.5 (based upon generalized level of service tables) where new roadway improvements may be needed beyond this maximum.

Policy TRN-1.9C: Development review and concurrency-related facility improvement costs shall be the responsibility of the developer but could include contribution of funding toward improvements actually made by transit authorities, local governments, FDOT or other official entities. Eligible transit or non-motorized mitigation strategies may include but are not limited to one or more of the following, on- and/or off-site improvements:

a. Funding of bus shelters and/or bike racks, including all installation costs;
b. Set aside of land and dedicated easement, as needed, for future bus shelter and/or bike rack facilities;
c. Off-site sidewalk improvements within the CCTSA or TOC Overlay;
d. Funding for enhanced transit services and/or transit capital facilities and equipment within and/or adjacent to the CCTSA, TOC Overlay or Urban Development Area; and
e. Depending on the level of congestion, additional strategies may be required to alleviate project impacts including use of staggered work hours for employees to promote off-peak travel; establishment of employee car or vanpools programs; establishment of incentive programs for employees to use transit; and/or development requirements for the installation of amenities such as showers and changing rooms to encourage bicycle commuting.

Policy TRN-1.9D: Within the City's Transportation Concurrency Exception Area (TCEA), operational and safety- related mitigation may be required of development projects to ensure continued safe mobility within the transportation network. Improvements needed for development or redevelopment may need to address any combination of

the following: coordinated access (cross-access or service roads), signalization, turning lanes, bus pull-out lanes and/or geometric improvements to same. Multi-modal mitigation strategies may also be required. Multi-modal mitigation measures shall be incorporated into large developments, as well as college campus development plans and agreements.

Policy TRN-1.9E: Traffic analyses are required within all portions of the City's TCEA in order to quantify impacts to the regional and County road network as well as to document internal trip capture, identify any operational issues and help determine the appropriate multi-modal and traffic management strategies required for the project. For projects located outside of the TOCs, development orders, including permits, will not be issued where the project causes an impacted roadway segment or intersection to operate at a failing level of service, based on the generalized level of service assessment (Phase 1) for specific roadway links as provided in the Roadway Network Database found in the *Technical Support Document*) and where the minimum Multi-Modal Standard is not being met and would otherwise allow the use of alternative mitigation options. These projects, when proposed on links which are determined to fall below the adopted level of service, have the option of providing a more detailed level of service analysis (Phase II) based on a Speed and Delay study following the procedures outlined by the FDOT, Traffic Engineering Office in its Manual for Uniform Traffic Studies, and a Highway Capacity Analysis as outlined in the most current edition of the Highway Capacity Manual, Special Report 209. If the more detailed analyses, after verification by Community Development Department staff, indicate an acceptable level of service, development orders may be issued. If the results of the analyses for level of service are below the adopted level of service in this Transportation Element, appropriate programming in the first three years of the City's Capital Improvements Program, and/or a CRA Trust Fund as also reflected in a local CIP of the City or County, and/or the FDOT Five-Year Work Program must occur prior to development order approval. If two or more public access approaches are failing when subjected to Highway Capacity Analysis, an intersection will be deemed not to meet the adopted level of service.

Objective TRN-1.10: Continue to develop and implement policies which will discourage disruption of neighborhoods by increased traffic.

Policy TRN-1.10A: Conduct periodic re-evaluation of truck routes through citywide, CRA, sector and/ or neighborhood planning efforts.

Policy TRN-1.10B: The City will incorporate motorized and non-motorized traffic issues in all neighborhood, sector and/or CRA plans developed or updated.

Policy TRN-1.10C: The City will continue to implement and evaluate the effectiveness of the traffic calming strategies detailed in its "Neighborhood Traffic Management Program. "

Objective TRN-1.11: Provide a transportation system which will support the uses shown on the Future Land Use Map or map series and further mobility and access throughout the City via multi-modal system development.

Policy TRN-1.11A: The City will implement or request funding for the implementation of the recommendations from the FDOT Lakeland Area Alternatives Analysis, US 98 Premium Transit Feasibility Study, Lakeland Intermodal Center Feasibility Study and

other multi-modal plans developed by FDOT and the Polk TPO in the Lakeland Planning Area.

Policy TRN-1.11B: The City will prioritize highway system improvements based upon correction of existing deficiencies, available right-of-way, system continuity, development of central core, development of infill areas, and consistency with needs generated by future land uses.

Policy TRN-1.11C: The City will continue to base development approvals upon adequate system capacities at acceptable levels of service, as established in this Element, to accommodate the mobility needs of the proposed development.

Policy TRN-1.11D: The City will monitor the major transportation network annually, including tracking of vested trip data in order to provide input into the TPO's regional roadway network data base. Thus, all development, even with an authorized TCEA, shall be responsible for reasonably quantifying its impacts on the transportation network.

Policy TRN-1.11E: The City will coordinate efforts with the Polk TPO, the FDOT, Polk County, transit providers and other municipalities in data sharing, standards interpretation, concurrency management, access management and transit issues as relate to the management of the local and regional transportation system.

Policy TRN-1.11F: The City will assess the annual status of City, County, and FDOT five year work programs for their effect on connectivity planning including but not limited to system connectivity, anticipated levels of service, system capacities and transit services.

Policy TRN-1.11G: The City will continue to participate in the Polk TPO's project prioritization process to address backlogged facility funding needs within the Lakeland Planning Area in support of City and County land use plans. Where necessary and if available, the City will continue to provide local funding matches to expedite the implementation of State highway transportation improvement needs within Lakeland.

Policy TRN-1.11H: The City will coordinate with the Polk TPO, Lakeland Area Mass Transit District (LAMTD) and Polk Transit Authority (PTA) and FDOT (including its District One commuter services program) to establish transportation demand management (TDM) strategies that reduce reliance on single occupancy automobile trips.–Such strategies include programs for large employers to develop commuter assistance incentives for employees that carpool/vanpool, and/or utilize transit or non-motorized modes for commuting trips. The City will also coordinate with the FDOT District One and Tampa Bay Area commuter services programs to publicize such alternatives and to assist with data collection efforts that might be needed to address regional commuter patterns (e.g., Hillsborough and Pinellas County to Lakeland and vice versa).

Policy TRN-1.11I: The City will continue to work with the Polk TPO, FDOT and adjacent municipal, County and regional entities to implement regional premium mass transit connections (including bus rapid transit, express bus, intercity rail and commuter rail) contained in the *Polk County 2060 Transportation Vision Plan*, *Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan*, and *Heartland 2060 Vision Plan* and passenger rail options evaluated in FDOT's *Rail Traffic Evaluation Study*.

Policy TRN-1.11J: The City will participate in the development of regional transportation plans required through the Florida Rail Enterprise Act.

Objective TRN-1.12: All roadway, aviation and rail improvements will be evaluated to measure impacts to the natural, neighborhood and cultural resources affected by such improvements.

Policy TRN-1.12A: Construction of all roadway, aviation, transit and rail improvements, including expansion and new facility sitings, should be coordinated with the City's Future Land Use and Conservation Elements to help minimize the disruption of neighborhoods, wetlands, wildlife habitats, and natural resources; projects must comply with the City's land development regulations, including the section on Natural Resources.

Policy TRN-1.12B: Construction of new transportation projects will meet, or exceed, the minimum requirements for stormwater retention and treatment as set by Federal, State, regional or local regulations.

Policy TRN-1.12C: Transportation projects should minimize disruption to designated historic districts as well as contributing individual historic buildings in the community.

Policy TRN-1.12D: Improvements to designated "constrained" roadway corridors shall not include the addition of through-lanes for motorized vehicles, instead focusing on intersection, operational, bicycle, pedestrian and transit improvements to more efficiently move people in these corridors.

Policy TRN-1.12E: Through incentives and cooperation with nearby property owners and developers, the City shall support the implementation of a wildlife corridor between Lake Hancock and the Green Swamp Area of Critical State Concern, including FDOT's wildlife crossing of Interstate-4 and State Road 33 east of Exit 38,.

Objective TRN-1.13: Continue to develop a safe and convenient multi-modal transportation network that supports economic diversification and stability, including in Downtown.

Policy TRN-1.13A: The City will work with the Polk TPO to ensure that the adopted Long Range Transportation Plan, and in particular Phase I of the LRTP, provides an adequate network for ease of goods movement. The City will work with the FDOT and Polk County to ensure that truck movement and operational needs are addressed in the development of context-sensitive capital transportation projects in the Lakeland Planning Area including the intent to minimize adverse impacts to neighborhoods and bike/pedestrian/transit user safety.

Policy TRN-1.13B: The City will work with the Polk TPO and FDOT to prioritize and fund freight rail analyses and long-term rail traffic mitigation identified in the FDOT's *Rail Traffic Evaluation Study, Polk Rail Study* and *Florida Rail Enterprise Act,* including the construction of an alternative rail line route around communities in Central Florida. The City will also work with FDOT and CSX to implement short-term freight rail traffic mitigation improvements in addition to the existing Quiet Zone through Downtown Lakeland.

Policy TRN-1.13C: The City will give consideration to local goods movement in truck routing considerations for applicable neighborhood and CRA plans.

Policy TRN-1.13D: The City will continue to work with the Lakeland Economic Development Council to obtain discretionary funding from State and Federal sources for Intermodal Access Route and other transportation improvements intended to enhance economic development activity and improve efficiency of important freight

and goods movement routes within the Lakeland area, such as those identified in the Hillsborough-Polk Freight Logistics Zone Plan.

Policy TRN-1.13E: The City will support and promote implementation of the Master Plan for Lakeland Linder International Airport, ensure that the plan is updated periodically, and maintains consistency with the *Lakeland Comprehensive Plan*.

Policy TRN-1.13F: The City will continue to direct proposed non-residential developments, where appropriate, to seek sites in the industrial park adjacent to the Airport or within the Airport facility.

Policy TRN-1.13G: The City shall continue to participate in the Polk County Joint Airport Zoning Board (JAZB) and implement the JAZB airport regulations as they relate to height, noise, and land use compatibility considerations for proposed development near the Lakeland Linder International Airport as required by Florida Statutes.

Policy TRN-1.13H: The City shall require avigation easement agreements for new residential subdivisions or multi-family developments located near the City's airport property.

Policy TRN-1.13I: The City shall address any safety issues for City parking facilities as a top priority within its regular physical maintenance activity for these facilities.

Policy TRN-1.13J: Future or renewed City leased parking agreements shall consider area market rates and "at-cost" fee schedules to accommodate employee parking needs.

Policy TRN-1.13K: The City shall allow for formation of a Transportation Management Association (TMA) or transportation task force for any geographic areas of the City in which congestion and parking become a key challenge, such as but not limited to the Downtown area, Mid-Town area, HSR station site area, and/or Airport area. TMA/Task Force membership could include City representatives, one or more members from any applicable CRA, local partnerships and/or Boards and/or other appropriate stakeholders. Any TMA/Task Force should coordinate with FDOT and the Polk TPO staff, as needed. The purpose of the TMA/Task Force would be to explore alternatives for meeting transportation and parking demands (including the use of intermodal facilities for transit, rail, walking, use of remote parking with shuttle service, and provisions for bicyclists) and would coordinate public and private funding sources, including development mitigation requirements, to maximize the use of these resources to achieve larger area-wide mobility objectives. Maximizing available parking in the area should include examination of the use of flex schedules by employers, public-private partnerships for funding of parking improvements including any new garages or parking decks, remote parking lots, transit shelters, and additional on-street parking as part of any new roadway improvements which directly impact the subject area. The TMA/Task Force may also wish to consider review of all such roadway projects for provisions of compatible street design including streetscapes/sidewalks, bike lanes and transit amenities.

Objective TRN-1.14: Coordinate proposed road, airport and non-motorized improvements with the plans and programs of the Polk TPO, Polk County, the FDOT, other appropriate agencies and ensure consistency with the *Lakeland Comprehensive Plan*.

Policy TRN-1.14A: The City will review expansion of existing transportation facilities or new facility proposals for consistency with all related policies in the *Lakeland Comprehensive Plan*.

Policy TRN-1.14B: The City will protect airports and other transportation facilities from encroachment of incompatible land uses through implementation of the Future Land Use and Conservation Elements of the *Lakeland Comprehensive Plan*.

Policy TRN-1.14C: The City will encourage coordinated intermodal management of surface and air transportation to maximize the efficiency of the overall transportation system.

Objective TRN-1.15: Develop non-capital transportation improvement techniques to maximize the safety and efficiency of the existing transportation system.

Policy TRN-1.15A: The City will evaluate the traffic circulation network to examine such issues as the use of emerging traffic operations technologies (including ACES infrastructure), opening platted rights-of-way, and improving signage.

Policy TRN-1.15B: The City will give consideration to low cost improvements to the transportation system, including intersection signalization adjustments, signage improvements, and other techniques in its capital budgeting process.

Policy TRN-1.15C: Neighborhood and CRA plans will consider the street as a public place, particularly streets with "Community Street" and "Main Street" typologies, where the existing street system is enhanced through various techniques such as streetscaping and traffic calming to encourage the use of non-motorized modes of travel and transit on at least those facilities that operate as collector or local roads.

Policy TRN-1.15D: The City will use the FDOT Complete Streets Manual for context classification along with the City's Roadway Typology classification.

Objective TRN-1.16: Due to the amount of trips with no origin or designation within the Lakeland Planning Area, the City shall work with Polk County, Polk TPO and regional transportation agencies to maintain Year 2020 vehicle miles of travel (VMT) values through Year 2030, using focused application of appropriate land use and transportation strategies to promote a pattern of compact and complimentary mixed land uses that, when combined with urban design techniques and standards, produces a safe, walkable environment served by a well-connected multi-modal transportation system providing connectivity to applicable regional bus, rail and high-speed rail systems.

Policy TRN-1.16A: The City shall continue to support incentives for new and re-development within its traditional Community Redevelopment Areas of Downtown, Midtown and Dixieland as well as infill and transit oriented developments within the Central City Transit Supportive Area and increased residential densities within the TOC Overlay. The LDC shall include open space and landscaping standards for new development that provide relief from the built environment, provide street shade for the pedestrian and support energy efficiency for the built environment.

Policy TRN-1.16B: The City will continue to employ access management and site circulation standards, maximum parking standards and multi-modal connectivity through its Land Development Code which address and support the linkage to bus, bike and pedestrian systems and amenities.

Policy TRN-1.16C: Vehicle miles of travel and associated greenhouse gas emission reduction will be pursued through the implementation of the components of the City's land use strategies and the Connectivity Plan outlined in the Transportation Element including but not limited to enhancement of the transit services, prioritization of funding for pathways (bicycle and sidewalk) facilities, and transportation demand management strategies, where applicable.

Policy TRN-1.16D: Should Polk County be designated as a Federal air quality non-attainment area, the City will work with the Polk TPO and FDOT to identify and fund programs and projects that encourage alternative means of transportation as part of the annual Transportation Improvement Program and Five-Year Work Program development processes.

Policy TRN-1.16E: In order to develop a roadway grid system within the Central City Transit Supportive Area, Urban Development Area and Suburban Area, the City shall require development to accommodate public-privately funded connector roads contained in the Transportation Element, which provide relief to collector and arterial roadways that are projected to operate at a failing highway level-of-service through Year 2045. Construction and right-of-way costs shall be eligible for transportation impact fee credits in accordance with the most recent transportation impact fee ordinance.

Policy TRN-1.16F: The City shall require the submittal of transportation demand management plans for new employment centers or large mixed-use development projects in accordance with the Land Development Code. The City shall continue its participation in and coordination with the FDOT District One commuter services program.

Policy TRN-1.16G: The City shall encourage bicycle travel by requiring bicycle parking as a condition of development approval for new development in accordance with the Land Development Code, and by participating in the development of a bicycle parking strategy for Downtown Lakeland and a published bike route map for the City. The City shall work with the Lakeland CRA, FDOT and Polk TPO to site and fund secure "bicycle stations" at strategic locations throughout Lakeland to provide parking, services, and information to the area bicycling community.

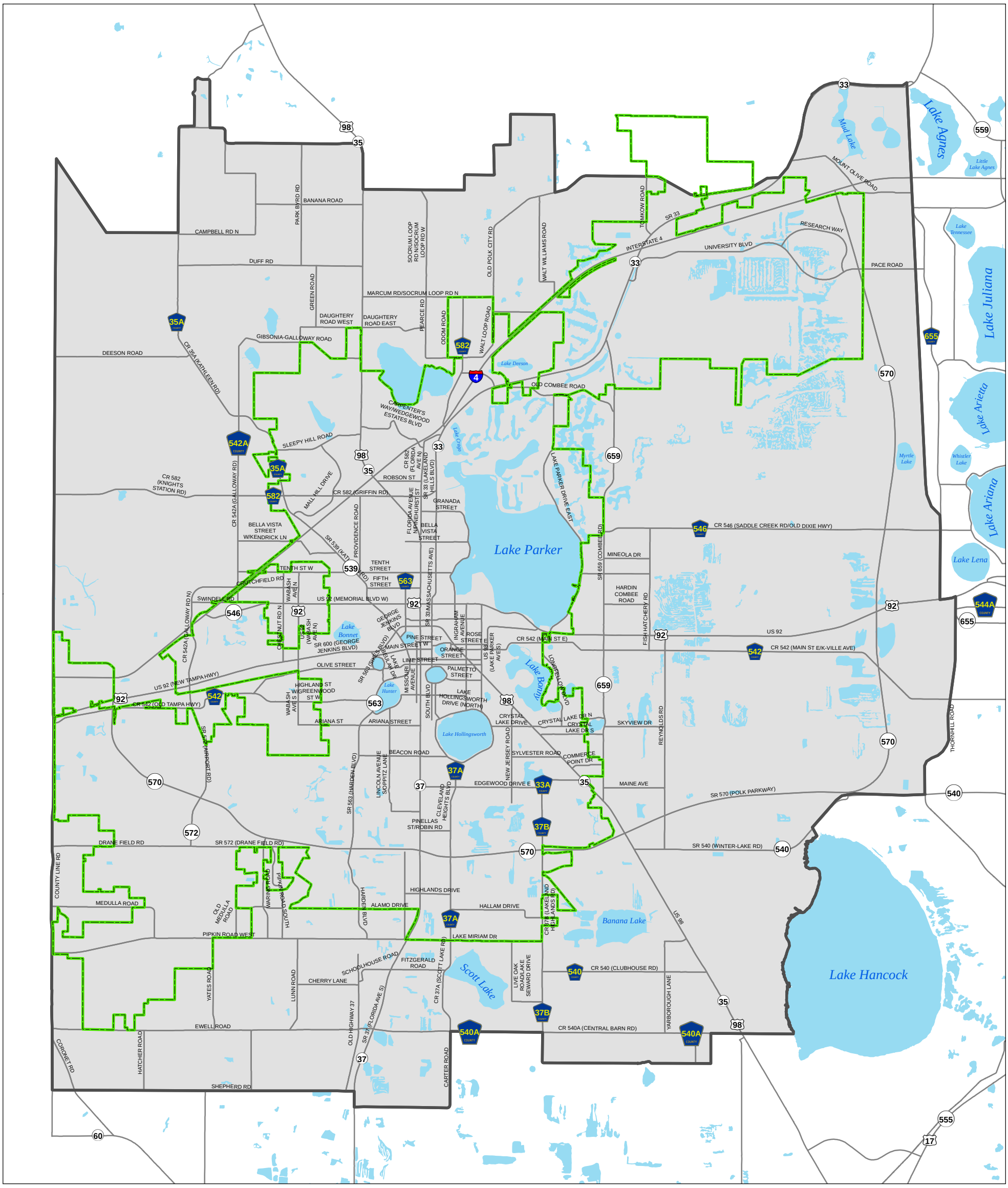
Maps: Mobility

Maps that support this Element include:

MAP TRN-1	Roadway Circulation System Map
MAP TRN-2	Functional Classification Map
MAP TRN-3	Existing Level of Service Map
MAP TRN-4	Future Roadway Conditions Map
MAP TRN-5	Existing Transit Service
MAP TRN-6	Existing Sidewalks and Transit Oriented Corridors
MAP TRN-7	Committed Mobility Improvements Map
MAP TRN-8	Proposed Pathways Corridors

MAP TRN-1

ROADWAY CIRCULATION SYSTEM



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Data Sources:
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Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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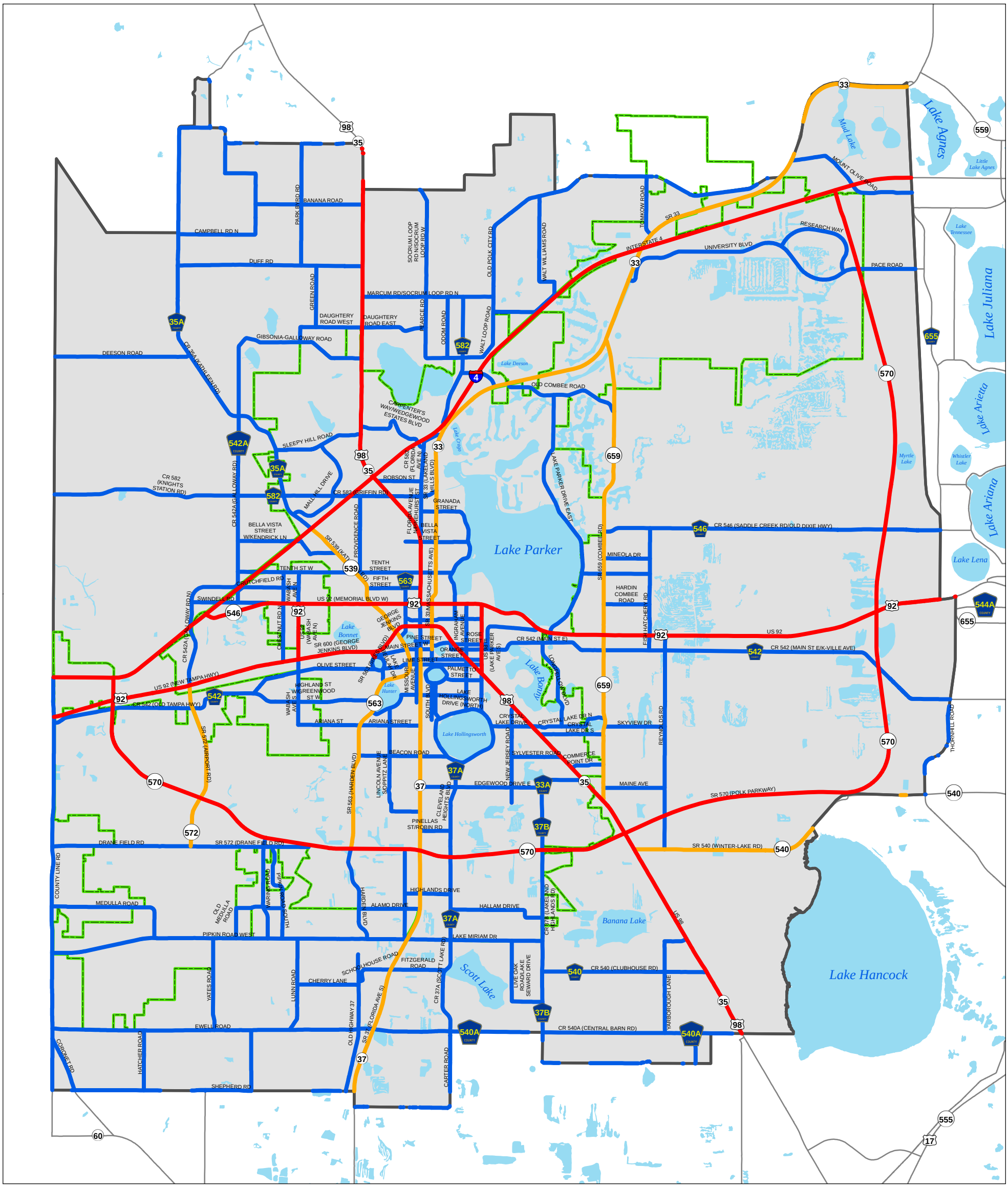
MAP TRN-2

FUNCTIONAL CLASSIFICATION



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Functional Classification

- Principal Arterial
- Minor Arterial
- Urban Collector

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City of Lakeland

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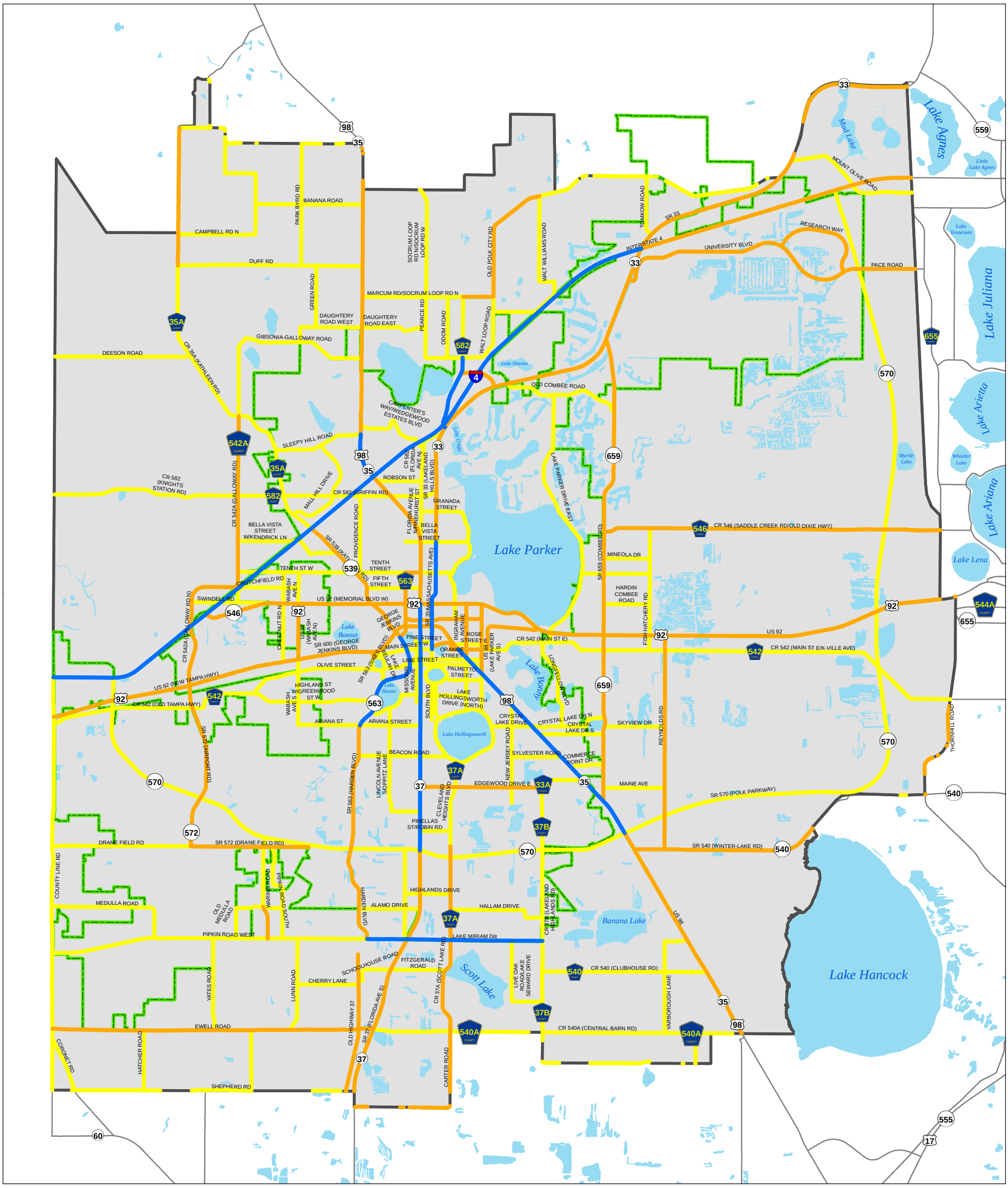
MAP TRN-3

EXISTING ROADWAY LEVEL OF SERVICE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Existing Level of Service

- B
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- D

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COMMUNITY & ECONOMIC DEVELOPMENT

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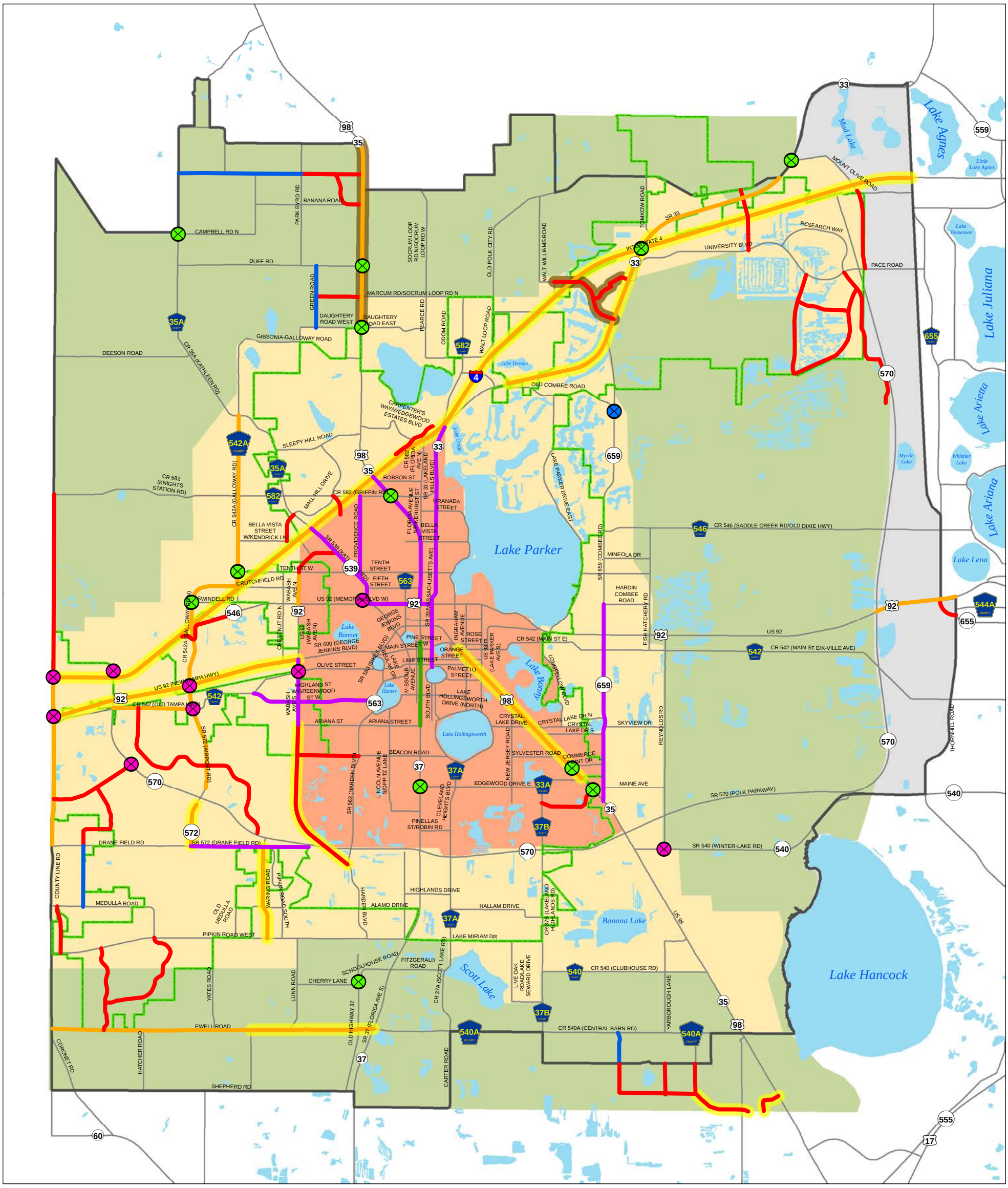
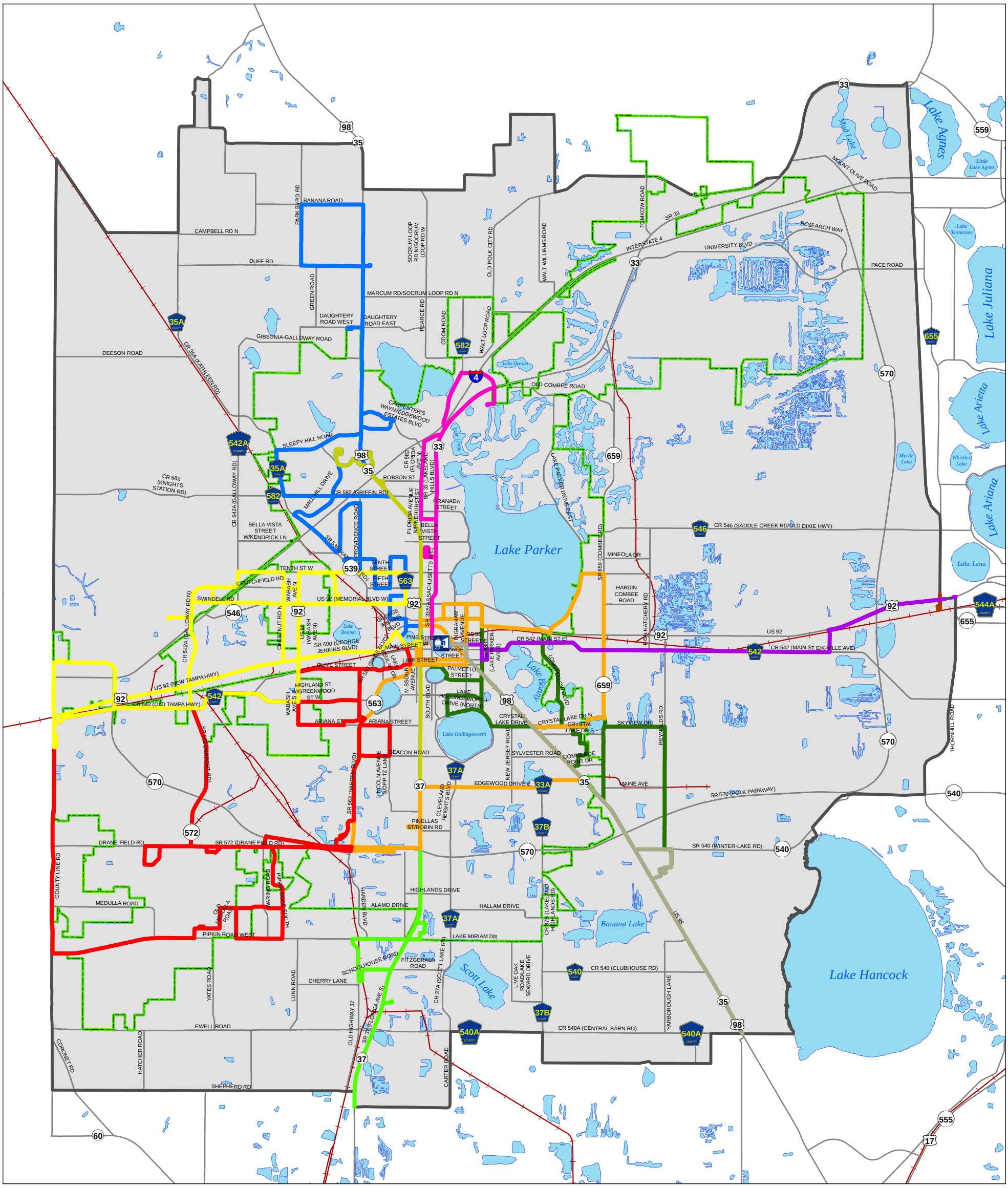
MAP TRN-4

FUTURE ROADWAY CONDITIONS


CAMPBELL RD N
DUFF RD
BANANA ROAD
PARK BYRD RD
GREEN ROAD
MARCUM RD/SOCRUM LOOP RD N
SOCRUM LOOP RD N/SOCRUM LOOP RD W
OLD POLK CITY RD
WALT WILLIAMS ROAD
TOMKOW ROAD
DAUGHTERY ROAD WEST
DAUGHTERY ROAD EAST
PEARCE RD
ODOM ROAD
WALT LOOP ROAD
GIBSONIA-GALLOWAY ROAD
DEESON ROAD
CR 35A (KATHLEEN RD)
SR 33
INTERSTATE 4
UNIVERSITY BLVD
RESEARCH WAY
MOUNT OLIVE ROAD
PACE ROAD
Mud Lake
Lake Agnes
Little Lake Agnes
Lake Tennessee
Lake Juliana
Lake Deeson
OLD COMBEE ROAD
CARPENTER'S WAY/WEDGEWOOD ESTATES BLVD
SLEEPY HILL ROAD
CR 582 (KNIGHTS STATION RD)
CR 542A (GALLOWAY RD)
MALL HILL DRIVE
CR 582 (GRIFFIN RD)
ROBSON ST
CR 582 (FLORIDA AVE N)
SR 33 (LAKELAND HILLS BLVD)
GRANADA STREET
FLORIDA AVENUE N/MINNEHURST ST
BELLA VISTA STREET
BELLA VISTA STREET W/KENDRICK LN
PROVIDENCE ROAD
SR 539 (KATHLEEN RD)
TENTH ST W
TENTH STREET
FIFTH STREET
CRUTCHFIELD RD
SWINDELL RD
WABASH AVE N
US 92 (MEMORIAL BLVD W)
CHESTNUT RD N
US 92 (WABASH AVE N)
SR 600 (GEORGE JENKINS BLVD)
GEORGE JENKINS BLVD
Lake Bonnet
PINE STREET
MAIN STREET W
ORANGE STREET
LIME STREET
PALMETTO STREET
OLIVE STREET
SR 563 (SKES BLVD)
LAKE BELAIR DR
MISSOURI AVENUE
Lake Hunter
HIGHLAND ST W/GREENWOOD ST W
US 92 (NEW TAMPA HWY)
CR 542 (OLD TAMPA HWY)
SR 572 (AIRPORT RD)
ARIANA ST
ARIANA STREET
SOUTH BLVD
LAKE HOLLINGSWORTH DRIVE (NORTH)
Lake Hollingsworth
CRYSTAL LAKE DRIVE
CRYSTAL LAKE DR N
CRYSTAL LAKE DR S
SKYVIEW DR
REYNOLDS RD
THORNHILL ROAD
Lake Parker
Lake Bonny
LONGFELLOW BLVD
INGRAHAM AVENUE
ROSE STREET E
US 98 (LAKE PARKER AVE S)
CR 542 (MAIN ST E)
CR 542 (MAIN ST E/K-VILLE AVE)
FISH HATCHERY RD
HARDIN COMBEE ROAD
MINEOLA DR
SR 659 (COMBEE RD)
LAKE PARKER DRIVE EAST
CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)
US 92
Lake Lena
Lake Ariana
Myrtle Lake
Whistler Lake
BEACON ROAD
SYLVESTER ROAD
COMMERCE POINT DR
EDGEWOOD DRIVE E
MAINE AVE
SR 570 (POLK PARKWAY)
SR 540 (WINTER-LAKE RD)
LINCOLN AVENUE
SOPPITZ LANE
SR 563 (HARDEN BLVD)
CLEVELAND HEIGHTS BLVD
NEW JERSEY ROAD
PINELLAS ST/ROBIN RD
DRANE FIELD RD
SR 572 (DRANE FIELD RD)
COUNTY LINE RD
MEDULLA ROAD
OLD MEDULLA ROAD
WARING ROAD
PIPKIN ROAD SOUTH
PIPKIN ROAD WEST
HARDEN BLVD
ALAMO DRIVE
HIGHLANDS DRIVE
HALLAM DRIVE
LAKE MIRIAM DR
CR 37A (LAKELAND HIGHLANDS RD)
US 98
Banana Lake
Lake Hancock
Scott Lake
SCHOOLHOUSE ROAD
CHERRY LANE
FITZGERALD ROAD
CR 37A (SCOTT LAKE RD)
LIVE OAK ROAD/LAKE SEWARD DRIVE
CR 540 (CLUBHOUSE RD)
YARBOROUGH LANE
EWELL ROAD
OLD HIGHWAY 37
SR 37 (FLORIDA AVE S)
CR 540A (CENTRAL BARN RD)
CARTER ROAD
CORONET RD
HATCHER ROAD
SHEPHERD RD
Lake Parker Drive
Lake Parker Ave
Lake Parker Creek
Lake Crago
Lake Parker Creek

MAP TRN-5

EXISTING TRANSIT SERVICE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Railroads
- Amtrak Station

Citrus Connection Routes

- 50
- Blue
- Gold
- Green
- Lime
- Orange
- Pink
- Purple
- Red
- Silver Express
- Yellow

N W E S

0 ½ 1 2

Miles

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Polk County Property Appraiser
City of Lakeland
Citrus Connection

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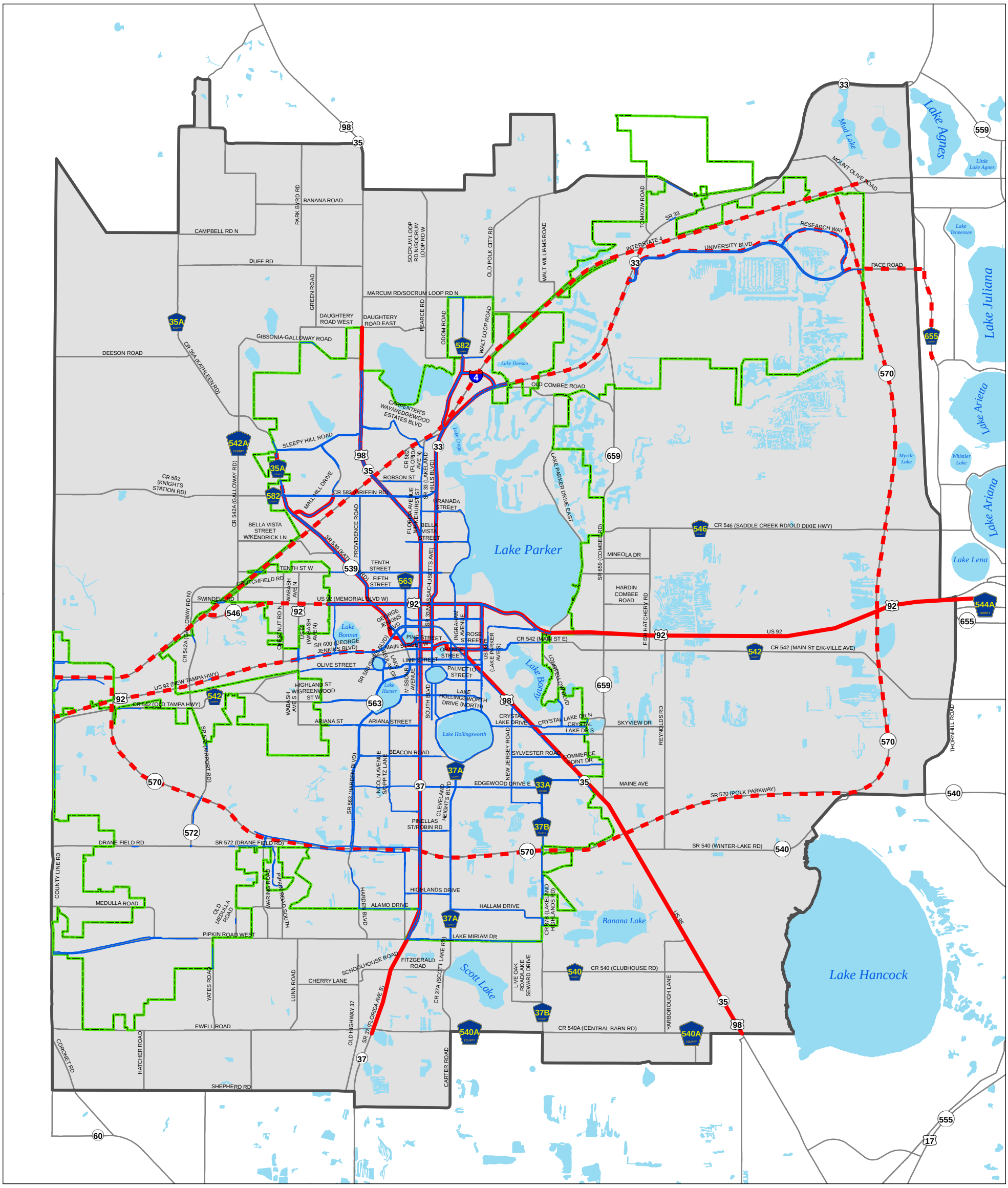
MAP TRN-6

EXISTING SIDEWALKS AND TRANSIT-ORIENTED CORRIDORS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Transit Oriented Corridors

- Transit Oriented Corridors
- Long Term Potential Transit Oriented Corridors

- Existing Sidewalks (2019)

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Miles

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COMMUNITY & ECONOMIC DEVELOPMENT

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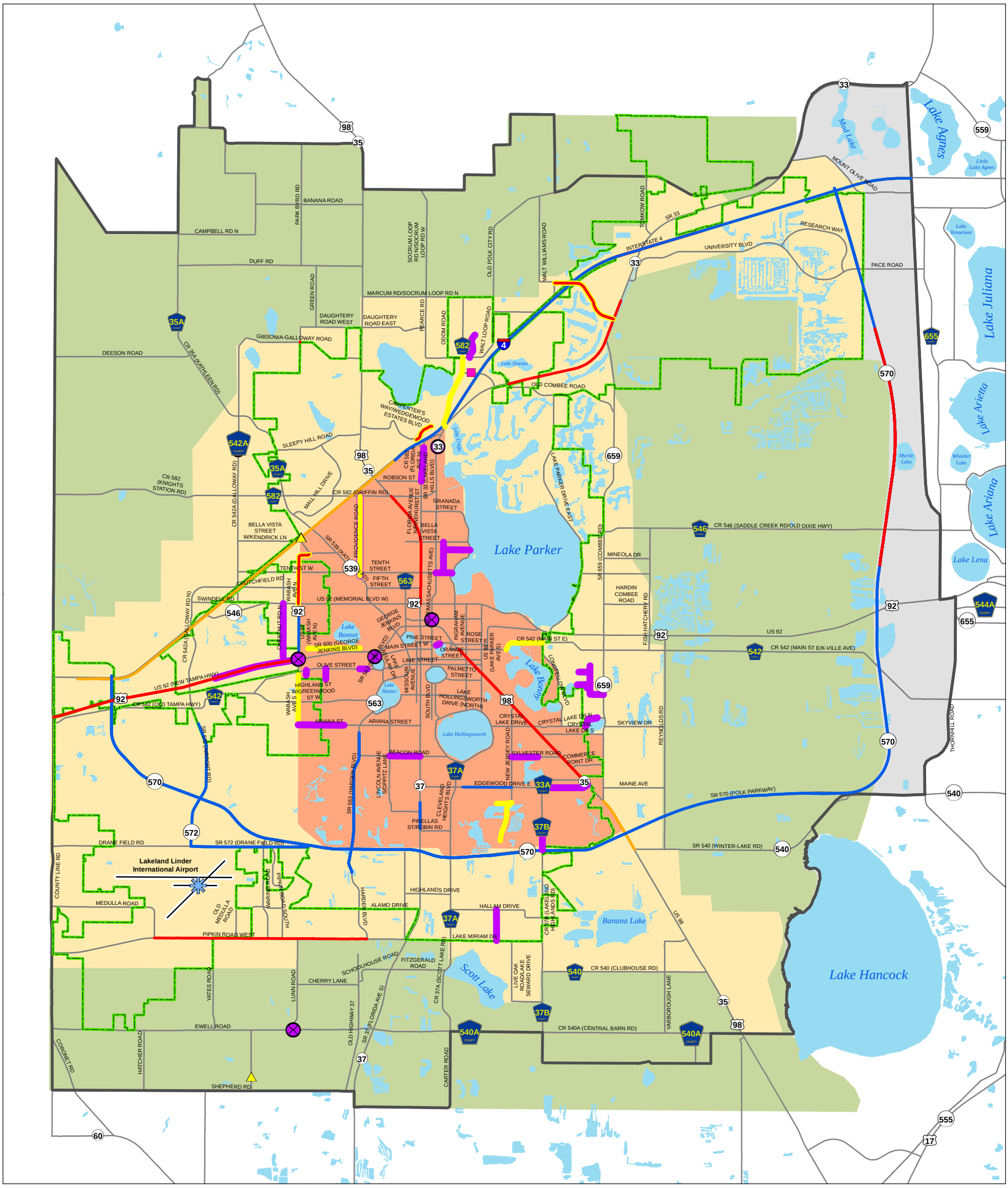
MAP TRN-7

COMMITTED MOBILITY IMPROVEMENTS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
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- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

Mobility Improvements

- Capacity
- Corridor Planning
- Maintenance
- Bicycle
- Sidewalk
- Intersection/Interchange
- Transit Facility
- Bridge Replacement
- Airport Improvements

Rail Capacity projects not shown - Insiginifant size to display on map

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Miles

Map Created: February 2021

CITY OF Lakeland COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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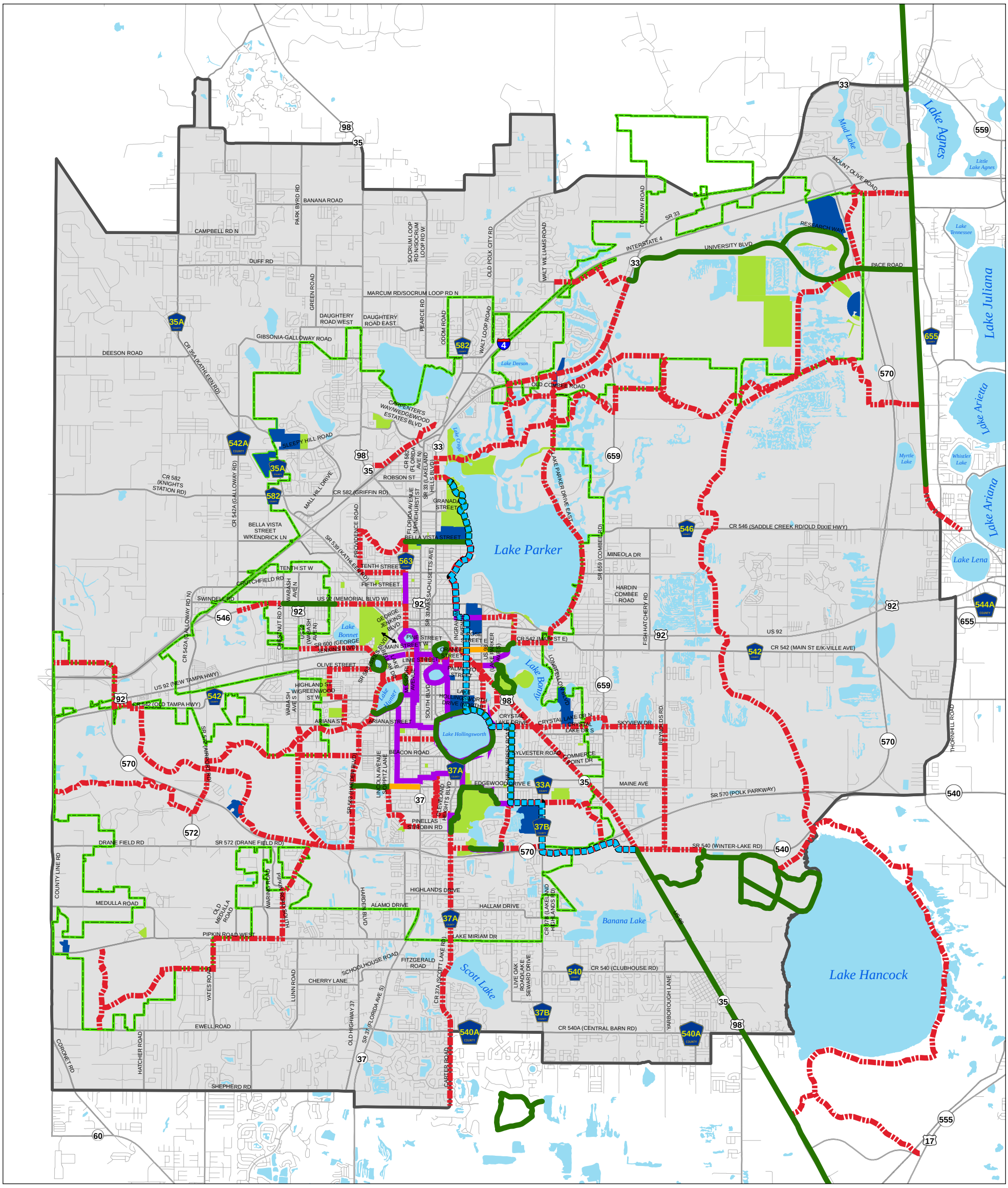
Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\3 - Mobility\2021-03-01\TRN_07_CommittedImprovments_030121.mxd

MAP TRN-8

PROPOSED PATHWAYS CORRIDORS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Local Roads
- Recreation
- Public and Institutional

Proposed Pathways Status

- Proproposed Fort Fraser Trail
- Planned
- Existing Multiuse Trail
- Existing Lake to Lake Network (On Road)
- Other On Road Pathways Plan Corridors
- Bonnet Springs Park-Downtown Connector

N W E S

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\3 - Mobility\2021-03-01\TRN_08_ProposedPathwaysCorridors_030121.mxd

Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element		Element	Chapter	Policy Direction
Mobility	Influences	Future Land Use	Chapter 2	Multi-Modal Concurrency, Transit Supportive Development
Mobility		Future Land Use	Chapter 2	Adequate Facilities to Support Development, Redevelopment
Mobility		Future Land Use	Chapter 2	Compatibility with Airports
Mobility		Future Land Use	Chapter 2	TOC, CCTSA, Increased Residential Densities
Mobility		Neighborhoods	Chapter 2	Complete Streets, Connectivity
Mobility		Recreation and Open Space	Chapter 2	Pedestrian, Bicycle, Lake-to-Lake Bikeway amenities
Mobility		School Facilities	Chapter 6	Sidewalk Connectivity, Transit Access
Mobility		Intergovernmental Coordination	Chapter 6	Safety, Transportation System Management, Access Management
Mobility		Intergovernmental Coordination	Chapter 6	Transit Services
Mobility		Capital Improvements	Chapter 6	Mobility Funding Plan, Transportation Strategies

Chapter 5
Attractive and Environmentally-Friendly Community

Magnificent lakes support our natural resources



Attractive and Environmentally-Friendly Community

OUR GUIDANCE

- City of Lakeland Water Quality Management Plan 2019
- Florida Building Code 7th Edition (2020)
- Chapter 64E-6, Florida Administrative Code
- City of Lakeland, Natural Resource Protection Regulations

Conservation Element

Our Vision: Magnificent lakes support our natural resources

As our name implies, Lakeland is a City of Lakes. These magnificent lakes are the center of our vibrant Downtown, our walkable neighborhoods, our Lake-to-Lake Bikeway, and home to our signature swans and abundant waterfowl. The quality of the water in our lakes is an integral part of the sustainable habitat for animals and the recreational opportunities for our residents and visitors.

Ensuring a healthy environment for our community and ensuring that natural resources are protected from pollution and degradation are a priority for the City of Lakeland. The Conservation Element includes guidance for the management, regulation, cooperation, and preservation of resources so that future generations will retain or obtain improved benefit from the same natural environment and resources that we enjoy today.

Our Trends: Conservation

The City of Lakeland is committed to the conservation of natural resources. This effort comes amidst a decline in natural areas due to land consumption and continuing development pressures.

Maintenance, preservation, and enhancement of the area's natural resources is an important long-range planning concern. Use and enjoyment of these resources is an integral part of the regional system. If local natural resources are allowed to deteriorate, the quality of the entire regional system is reduced.

The City continues to commit to the protection of natural resources through a number of different conservation efforts. These include the exploration of alternative water resources for potable water consumption; implementation of land use regulations to address development pressures from population growth; and the continued recognition of the Lakeland Greenbelt concept, which provides relief from the built environment, air quality benefits, preservation of natural wetland and floodplain functionality, while providing linkages of natural systems and passive recreational opportunities.

The City has also placed an extensive focus on protecting its 38 named Lakes. The ecological integrity and aesthetic beauty of these waterbodies are integral to the City's identity and economic sustainability. As growth continues throughout the City, both public and regulatory agencies face increasing pressure to maintain or improve water quality in the City's lakes. In some lakes, water quality is declining, and cost-effective solutions to remediate these problems are needed, while in other lakes, water quality appears to be stable or improving.

To protect its lakes and maintain or improve water quality, the City updated and adopted a Water Quality Management Plan in October of 2019. The plan specifically focused on eleven (11) priority

lakes. The priority lakes chosen include: Beulah, Bonnet, Bonny, Crystal, Gibson, Hollingsworth, Hunter, Mirror, Morton, Parker, and Wire. These lakes were chosen based on their regulatory status, public access, and their classification as natural water bodies, as opposed to manmade lakes (e.g., former phosphate mining pits).

Goals, Objectives, and Policies: Conservation

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to conservation issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Conservation Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes,* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

CONSERVATION (CON) GOAL 1: Conserve, restore and manage natural resources to preserve and enhance their quality for future use.

Objective CON-1.1: Ensure the conservation and appropriate use of minerals, soils and native vegetative communities through the continued enforcement of City LDC and development (site) plan reviews.

Policy CON-1.1A: Mineral extraction within the City of Lakeland will be allowed only as a means to improve a natural resource.

Policy CON-1.1B: The City of Lakeland will continue to protect soil disturbed during the development process through regulations of the Water Management District and the Department of Environmental Protection. Best management practices for limiting soil erosion shall be required for new development or redevelopment.

Policy CON-1.1C: The City of Lakeland will continue to enforce, as established within City LDC, those specific standards, procedures, and criteria necessary for the conservation, appropriate use and preservation of identified vegetative communities.

Policy CON-1.1D: Lakeland will support continued shared use of facilities between the City and the School Board, where such may assist public education regarding the environment.

Policy CON-1.1E: The City of Lakeland may require site plan submittals to include vegetative surveys for proposed development sites upon the request of the City.

Policy CON-1.1F: LDC standards have been adopted by the City of Lakeland which include specific land use controls for protected habitat areas. Protection of habitat which supports listed species shall utilize management programs including buffer zones, setbacks, conservation easements, set aside areas, and physical protection devices to prevent disturbance of the listed species.

Policy CON-1.1G: If development is proposed in an area where municipal wastewater is not available a permit for a septic tank must be obtained from the Polk County Health Department. Soil suitability, including sufficient permeability to accommodate a septic system, and adequate depth to the seasonal high-water table shall be verified prior to issuance of any permit for a septic tank system, per requirements of Chapter 64E-6, F.A.C.

Objective CON-1.2: Continue to conserve and protect the quality and quantity of water resources, including area lakes.

Policy CON-1.2A: The City of Lakeland will continue to support ongoing programs for the conservation and protection of water resources, including use of the inverted rate structure, Florida Friendly Landscaping at all City buildings and parks, the leak detection program, effluent reuse, and water conservation education efforts.

Policy CON-1.2B: Water conservation measures will continue to reduce domestic per capita water consumption.

Policy CON-1.2C: The City of Lakeland will continue to implement a program to conserve water through the re-use of wastewater effluent at the McIntosh power plant complex and through contract with TECO.

Policy CON-1.2D: The City shall encourage Florida Friendly Landscape and discourage the planting of species that are less water efficient.

Policy CON-1.2E: The City of Lakeland LDC will continue to protect wellfields and aquifer recharge areas from potential contamination by development. The LDC will continue to prohibit within the designated zones of protection the location of landfills, wastewater facilities, and facilities for the storage, handling, or processing of petroleum products, agricultural chemicals, hazardous waste, toxic waste, medical waste, or other uses which could contaminate wellfields or aquifer recharge areas.

Policy CON-1.2F: The City of Lakeland's lakes management program will pursue water quality goals for area lakes in accordance with the 20-year Comprehensive Lakes Management Plan.

Policy CON-1.2G: The City of Lakeland's management plan for area lakes will include support of water quality goals and programs for all lakes within the Lakeland Planning Area.

Policy CON-1.2H: The City of Lakeland will encourage use of low impact development best practices and/or incentives to emphasize conservation and use of natural features of a site to maximize stormwater filtration. These best practices may include, but are not limited to, reduction of impervious areas, use of permeable surface treatments, use of bioswales, rainwater harvesting via rain barrels and cisterns, and “green” or vegetated roofs.

Policy CON-1.2I: City of Lakeland LDC will continue to include specific standards, criteria, and land use controls necessary for the protection and conservation of the natural function of floodplains. These regulations will continue to require development in the FEMA 100-year flood hazard zone to be constructed so that the lowest floor elevation is at least one foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps.

Policy CON-1.2J: City of Lakeland LDC includes specific standards, criteria, procedures, and land use controls necessary to protect and conserve area lakefronts while allowing reasonable access to the water and recreational opportunities. LDC shall continue to require a 50-foot setback from the protected lakefront to the start of any construction.

Objective CON-1.3: Minimize or mitigate flood hazard in future development proposals. The City will continue to protect and conserve wetlands and wetland areas and ensure that development approved in flood-prone areas is consistent with the functions of natural systems.

Policy CON-1.3A: Support the Local Hazard Mitigation Strategy of Polk County by minimizing or mitigating flood hazard in future development proposals.

Policy CON-1.3B: Dredging and filling of lands within floodplains will be restricted so as to preserve the natural function of the 100-year floodplain. All proposed development or redevelopment shall be located primarily on the non-floodplain portion of the site and the City shall use gross density provisions given in the Future Land Use Element to encourage development or redevelopment to be clustered on the upland portion(s) of the property. The developer shall provide the City a copy of proposed and final amendments to the FEMA designated floodplain areas (i.e., Letters of Map Amendment or Letters of Map Revision).

(i) For proposed development or redevelopment areas that lie within the 100-year floodplain, residential structures shall be required to be elevated and non-residential structures shall be required to be either elevated or flood proofed. Elevations shall be at least 1 foot above the BFE.

(ii) Floodplain dredge and fill activity shall require adequate compensation for stormwater management in accordance with City engineering standards and applicable standards of the Southwest Florida Water Management District and the Florida Department of Environmental Protection.

(iii) No development activity shall be allowed that will raise the 100-year base flood elevation.

(iv) No hazardous materials or waste shall be stored within the 100-year floodplain.

(v) Development of property that is entirely within the 100-year floodplain shall be prohibited except where such would result in a "taking" of private property or where already permitted by the appropriate regulatory agency (SWFWMD or FDEP) and consistent with all City development regulations.

(vi) Within the Green Swamp Area of Critical State Concern, no new lots shall be created which are entirely within a 100-year floodplain area unless such would result in a taking of private property. In the remainder of the City, lots within the 100-year floodplain shall be discouraged through provisions which allow clustering of lots on the upland portion of a site and reduced lot sizes.

Policy CON-1.3C: City of Lakeland LDC will continue to include strict performance standards, criteria, mitigation procedures and land use controls necessary to protect and conserve area wetlands. These regulations shall require the following:

- Site plans for new or redevelopment will, at a minimum, identify the location, condition, extent, and function of impacted wetlands on the property, including any jurisdictional wetlands.
- Site plans will provide measures to ensure that normal flows and quality of water as well as the natural hydroperiod will be protected to maintain wetlands after development occurs; and,
- New development shall be generally clustered away from wetland areas. No commercial, industrial, or residential buildings are allowed within the boundaries of a jurisdictional wetland. However, where alteration of wetlands is necessary as a last resort to prevent an unconstitutional taking of private property, either the restoration of disturbed wetlands will be provided, or additional wetlands will be created to ensure no net loss of wetlands.

Policy CON-1.3D: The City of Lakeland will require all developments to undertake measures necessary to ensure that water quantity and quality resulting from the development will not adversely affect nearby wetlands. Specific measures necessary for implementation of this policy are detailed in the City's *Natural Resource Protection Regulations.*

Policy CON-1.3E: The natural functions of wetlands include water storage/flood control, water filtration, groundwater recharge, and habitat for plants and animals, in particular waterfowl. These natural functions shall be protected to the maximum extent possible, in particular where the wetland(s) in question link to larger riverine and/or surface waters.

Policy CON-1.3F: City land use compatibility policies and development regulations regarding the location, density, intensity, extent, and type of land uses allowed shall consider the location, size, condition, type, and function of on-site or adjacent wetlands.

Policy CON-1.3G: As the City continues to acquire lakefront, wetland, and other natural areas for future recreation and open space uses, preservation and conservation of lakefront and wetlands shall be included in all park development plans.

Objective CON-1.4: Continue to implement measures to protect and improve the ambient air quality to preserve Lakeland and Polk County's status as an air quality attainment area as designated by the Florida Department of Environmental Protection.

Policy CON-1.4A: The City of Lakeland will consider air quality in prioritizing capital facility and transportation improvement programming.

Policy CON-1.4B: The City of Lakeland will continue to control open burning of land clearing debris.

Policy CON-1.4C: The Lakeland Fire Department will continue to prohibit outdoor burning of petroleum-based products and trash within the City.

Policy CON-1.4D: The City of Lakeland will continue to promote expansion and increased ridership of the public transit system, efficient delivery of service, and increased bicycle and pedestrian routes.

Policy CON-1.4E: The City will continue to implement a curbside recycling program for solid wastes to reduce the need for disposal through incineration and landfills.

Objective CON-1.5: Continue to work with state government, county government, adjacent local governments and involved landowners to establish greenbelts which conserve natural resources and/or habitats and which provide open space relief from development.

Policy CON-1.5A: The City of Lakeland will continue to identify riverine and greenbelt corridors and other water resource lands and recommend their preservation through State purchase or other means.

Policy CON-1.5B: The City of Lakeland will coordinate with other local governments to direct passive land-intensive uses to locate within identified greenbelt corridors, including bicycle/pedestrian trails.

Objective CON-1.6: Continue the development of programs to conserve, appropriately use and protect fisheries, wildlife, and wildlife habitats.

Policy CON-1.6A: The City of Lakeland will continue to implement its 20-year lakes management plan to ensure public and conservation uses of city lakes as well as measures for the protection of fish and wildlife habitats.

Policy CON-1.6B: In assessing its stormwater utility rate structure, the City shall ensure a dedicated funding source to improve surface water quality, maintain or enhance flood control, protect lake-dependent plant and animal species, and meet federal and state water quality mandates.

Policy CON-1.6C: The City of Lakeland will require all new developments within areas identified as known or potential habitats for endangered or threatened species to provide an inventory of all listed species prior to receiving development approval. If listed species are found on the site or would be affected by the development, a specific management plan must be prepared by the developer, including necessary modifications to the proposed development, to ensure the preservation of the listed species and their habitat.

Policy CON-1.6D: The City of Lakeland's LDC will continue to offer strategies to encourage protection of natural habitats.

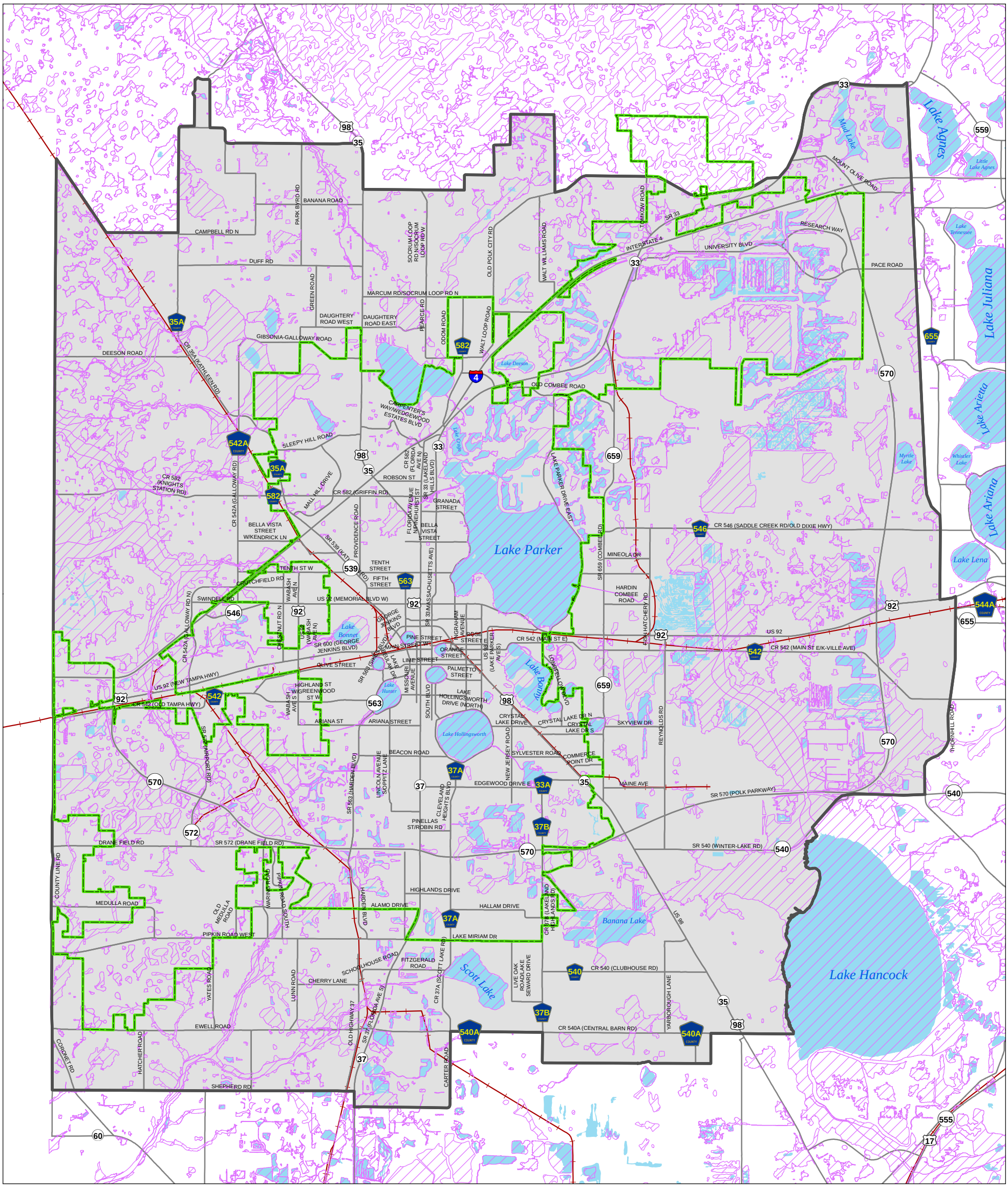
Maps: Conservation

Maps that support this Element include:

MAP CON-1	Floodplain
MAP CON-2	Wetlands
MAP CON-3	Conservation/Preservation Areas
MAP CON-4	Greenbelt

MAP CON-1

FLOODPLAINS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- FEMA High-Hazard Flood Zones

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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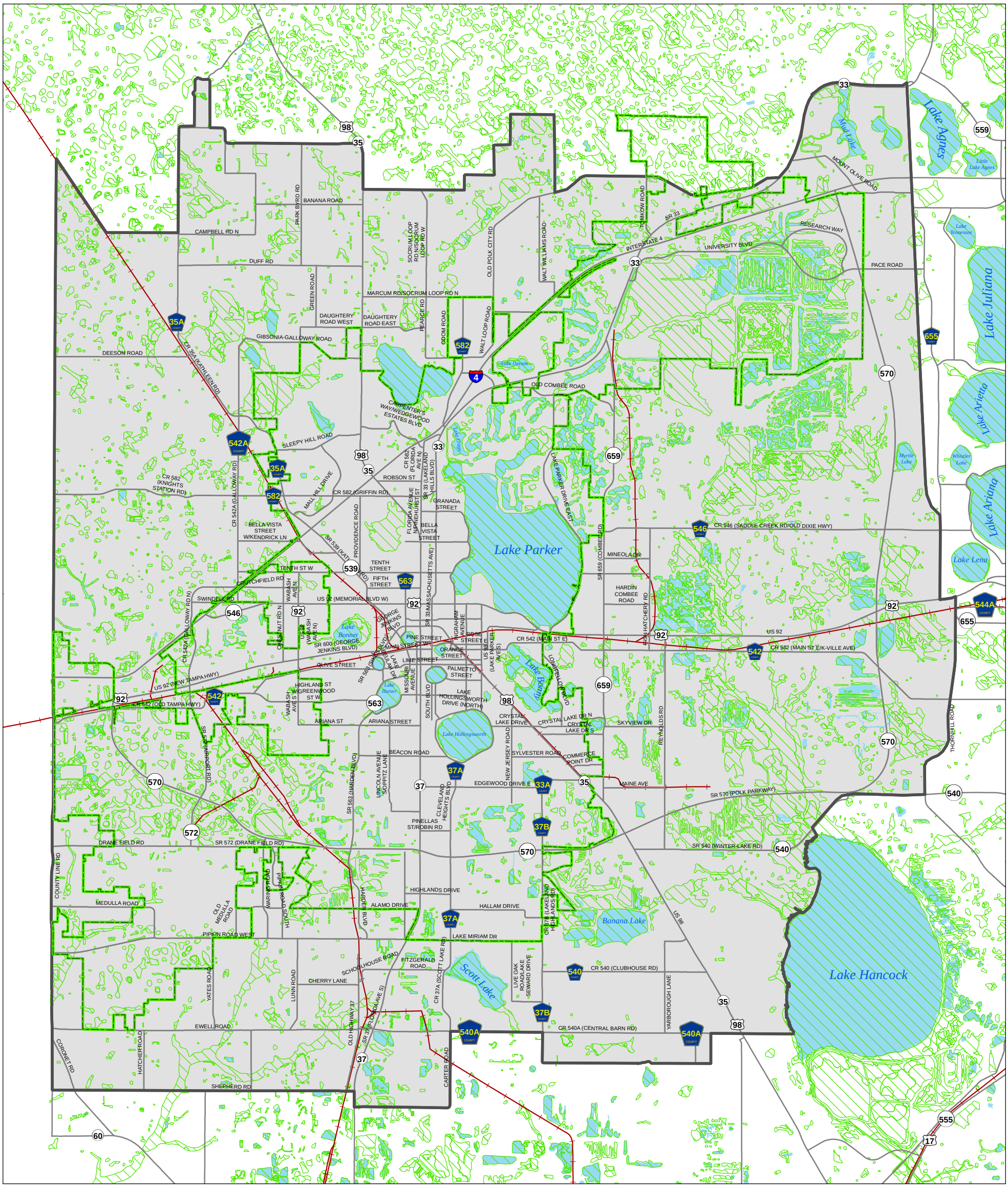
Data Sources:
Central Florida Regional Planning Council
Federal Emergency Management Agency
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\4 - Attractive Environment\2021-03-01\CON_01_Floodplain_030121.mxd

MAP CON-2

WETLANDS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Wetlands

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Miles

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COMMUNITY & ECONOMIC DEVELOPMENT

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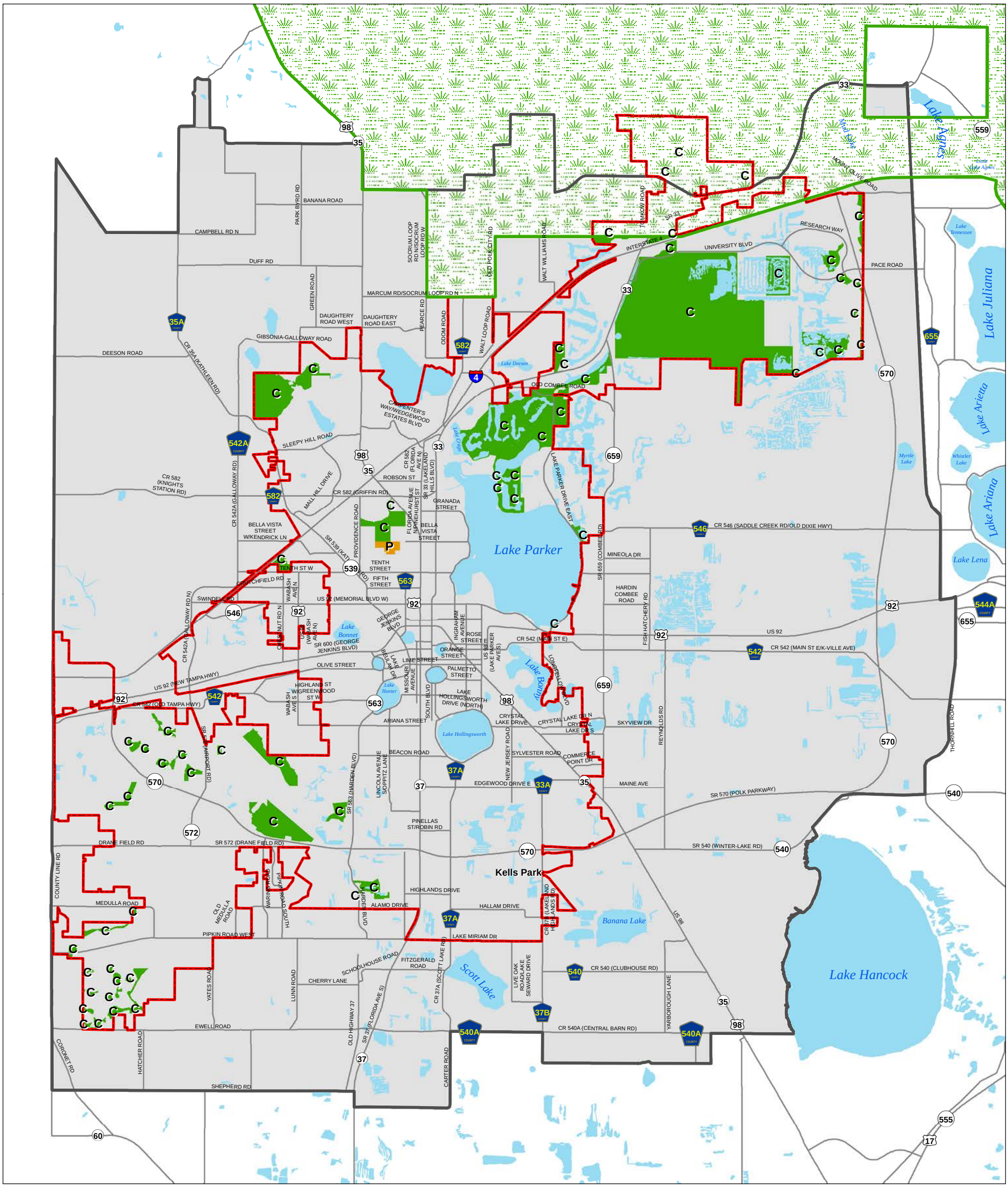
MAP CON-3

CONSERVATION/PRESERVATION AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- GreenSwamp Area of Critial State Concern
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Conservation (C)
- Preservation (P)

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Miles

Map Created:
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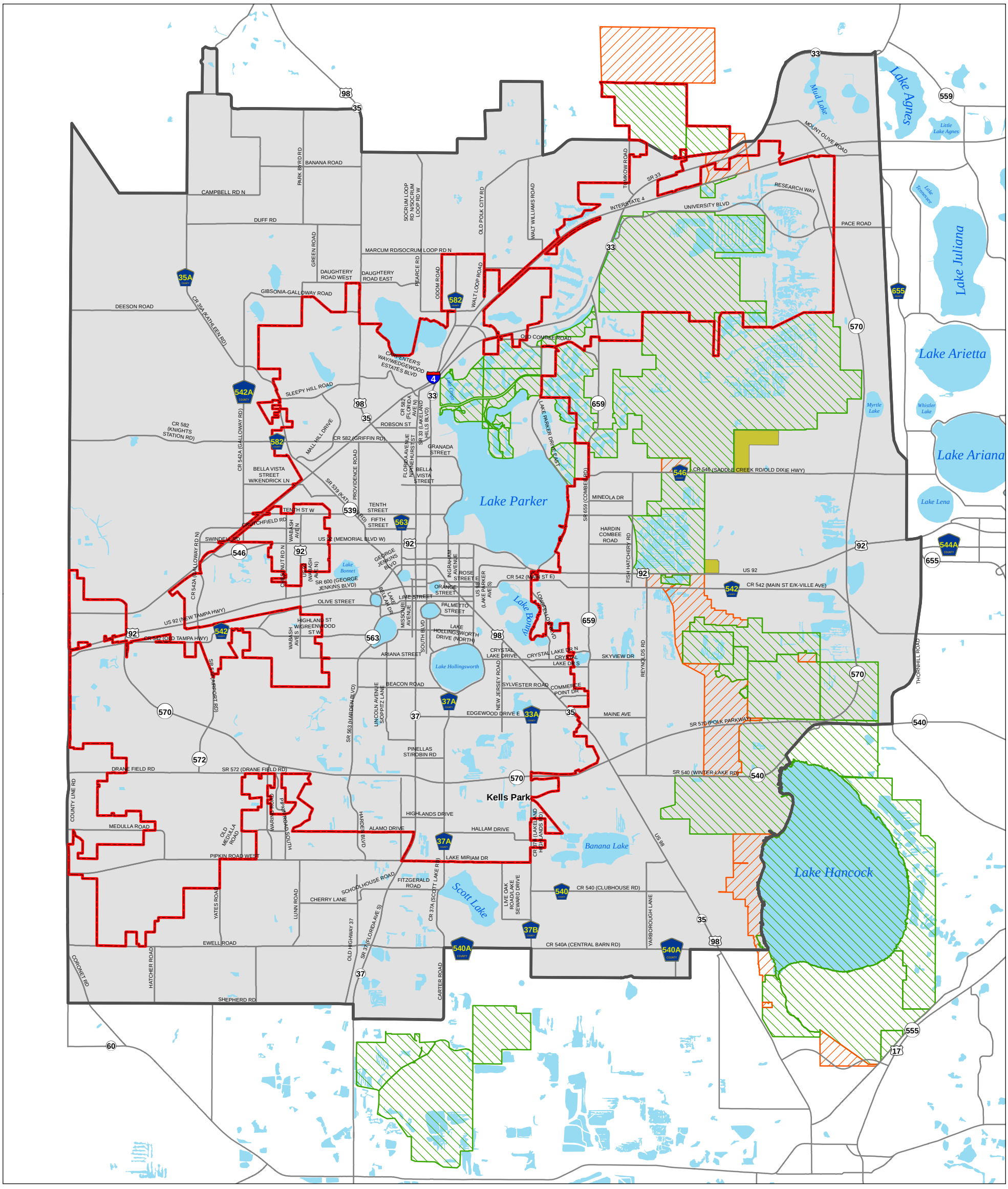
MAP CON-4
GREENBELT



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Greenbelt Areas

- Existing
- Proposed Aquisition
- Proposed County

N W E S

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element	Influences	Element	Chapter	Policy Direction
Conservation		Future Land Use	Chapter 2	Policy Direction
Conservation		Future Land Use	Chapter 2	Requires lakefront setbacks
Conservation		Future Land Use	Chapter 2	Encourages natural habitat protection
Conservation		Future Land Use	Chapter 2	Protection of endangered species
Conservation		Recreation and Open Space	Chapter 2	Restricts development in 100-yr Floodplain
Conservation		Neighborhoods	Chapter 2	Informs public access to lakes
Conservation		Neighborhoods	Chapter 2	Encourages Florida Friendly landscaping
Conservation		Infrastructure	Chapter 3	Mitigation of flooding
Conservation		Infrastructure	Chapter 3	Encourages water conservation
Conservation		Infrastructure	Chapter 3	Stormwater management protection
Conservation		Infrastructure	Chapter 3	Groundwater protection
Conservation		Future Land Use	Chapter 2	No hazardous materials in the 100-year floodplain

Chapter 6
Responsible and Accessible Government

Maintain financial stability while providing for growth and redevelopment



Responsible and Accessible Government

Intergovernmental Coordination Element

OUR GUIDANCE

- Chapter 163.31777; 163.3180; 163.3246; Florida Statutes
- Interlocal agreement between Polk County School Board and City of Lakeland
- Polk County Transportation Planning Organization Long Range Transportation Plan 2040
- City of Lakeland Sector Plans – Downtown, Midtown, South, East, North, Northwest, Southeast, Northeast, Southwest
- Southwest Florida Water Management District's Regional Water Supply Plan 2015
- Chapter 380.06 Florida Statutes

Our Vision: Maintain financial stability while providing for growth and redevelopment

The City of Lakeland is committed to transparency and fiscal responsibility in aligning our programs, policies, procedures, and resources to support the community's vision. This is achieved through performance budgeting and comprehensive capital projects planning to ensure adequate levels of service are provided as Lakeland grows and redevelops.

The City alone cannot ensure that all community needs are met and meaningful cooperation with local and state government and other agencies is essential. The quality of life for Lakeland residents is dependent upon this coordination particularly with Polk County and the Polk County School Board.

The Intergovernmental Coordination Element includes guidance for coordination with other governmental entities, many of which surround Lakeland, and both influence land use decisions and are influenced by Lakeland's decisions. Since Lakeland is historically the largest municipality in Polk County and the largest provider of urban services, intergovernmental coordination is essential in the orderly growth of the City and the planning area. This element includes principles and guidelines to be used in that coordination.

The inclusion of the Schools Facilities Element in the adopted Comprehensive Plan sets forward the joint processes between the City and the Polk County School Board for collaborative planning and decision making on population projections and public school siting and the necessary location and extension of public facilities to establish and maintain concurrency. The Schools Facilities Element ensures that adequate school facilities will be available as growth continues to increase student populations. This cooperation also seeks to ensure that declining and low income neighborhoods are not negatively affected by the demand for school expansions.

The Capital Improvements Element (CIE) establishes the principles for matching deficiencies and facility expansions to match growth and redevelopment needs for a 5-year capital budget period and is updated annually. The CIE also contains the level of service standards for essential services provided by the City and those the city relies on from other government agency budgets. Efficient government is the key principle guiding city capital budgeting and the provision of services for areas of growth and redevelopment in Lakeland.

Our Trends: Intergovernmental Coordination

Intergovernmental Coordination is an essential component of the City's Comprehensive plan in that it establishes the mutual relationships created between various local, state, and federal agencies. These relationships acknowledge agreed upon efforts developed between participating entities and their commitments to achieve a common goal. These relationships may include grant contracts, mutual aid, revenue, information sharing, contractual obligations, and agreements for services.

The City of Lakeland participates in many different intergovernmental coordination efforts with neighboring local governments, including other governmental and quasi-governmental agencies. These include water and wastewater service area planning agreements (MAP IGC-1), electric service area agreements, public school facilities coordination and cooperative development review agreements to name a few.

In 2004, the State of Florida Certification Program acknowledged that Lakeland's Comprehensive Plan meets certain standards as defined in Chapter 163.3246, Florida Statutes, that translate into no further State or regional review of many types of amendments to the City's Comprehensive Plan. The certified area is depicted in MAP IGC-2, Lakeland Comprehensive Plan Certification Area.

In the past ten years the City's population has increased from an estimated 95,472 persons (2010) to 109,653 persons (2020). During this same period, the City annexed approximately 392.92 acres of land. By 2030, the City's population is estimated to reach 127,236. The City is committed to continuing interlocal governmental coordination to ensure its ability to accommodate projected growth and provide a high quality of public services throughout the community.

Goals Objectives and Policies: Intergovernmental Coordination Element

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to intergovernmental coordination issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Intergovernmental Coordination Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, Florida Statutes and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INTERGOVERNMENTAL COORDINATION (IGC) GOAL 1: To improve governmental efficiency and effectiveness, and resolve conflicts and incompatibilities through cooperation, communication, and flexible relationships between Lakeland and all other governmental organizations which share common interests and issues.

Objective IGC-1.1: Share information and seek intergovernmental agreements with appropriate governmental entities, including independent special districts, to improve intergovernmental coordination and collaborative planning. Provide updates to the text and Future Land Use Map (MAP FLU-6) of Lakeland's Comprehensive Plan to adjacent local governments at least annually.

Policy IGC-1.1A: Lakeland will continue to maintain a listing of interlocal agreements. This listing shall be updated no less than every seven years or as part of the next evaluation and appraisal report on the Comprehensive Plan.

Policy IGC-1.1B: Lakeland will participate in the Polk County local hazard mitigation strategy process and disaster redevelopment planning process and will review related plans for incorporation into the City's plans.

Policy IGC-1.1C: Lakeland will continue to participate in the regular exchange of information with other governmental entities. The type of information to be considered includes, but is not limited to: building permits, zoning cases, engineering plans, demographics, proposed annexation areas, socio-economic information, utility service areas and capacity, and proposed land use map amendments.

Policy IGC-1.1D: Lakeland elected officials and administrative personnel will participate in Polk County intergovernmental coordination/cooperation workshops and/or joint workshops with the Polk County School Board.

Policy IGC-1.1E: City staff shall continue to participate in the Planners Working Group as established in the Interlocal Agreement for Public School Facilities Planning to set direction, plan for the annual school summit, formulate recommendations and discuss issues related to the Public School Facilities Element and the Interlocal Agreement as well as ancillary infrastructure improvements needed to support schools and ensure safe access to school facilities.

Policy IGC-1.1F: The City will exchange land use and zoning information with the Hillsborough County City-County Planning Commission (HCCCPC) and Plant City for the purpose of coordinating land use and infrastructure at the County line and also for the protection of airspace within the Lakeland Linder International Airport control zone.

Policy IGC-1.1G: The City will coordinate relevant lake improvements, stormwater improvements, and park acquisitions with the plans of appropriate state and regional agencies, including water management district surface water improvement plans, Fish and Wildlife Conservation Commission habitat protection plans, and the plans of the State Greenways and Trails Commission.

Objective IGC-1.2: Establish, maintain, and improve intergovernmental coordination for collaborative planning efforts including joint or extra-territorial services, changes to service or corporate limits, any joint committees for review of locally preferred land uses, and regulatory concerns.

Policy IGC-1.2A: Lakeland will actively work towards developing and implementing formal and informal agreements with affected parties on the following issues:

1) Utility planning service areas, for all City-maintained potable water and wastewater systems.
2) Collection and reduction of hazardous and solid waste.
3) Development within, and maintenance of, stormwater drainage systems and any joint drainage studies or projects.
4) Water quality and quantity studies.
5) Conservation uses.
6) Recreational and open space efforts including:
   a) location of new facilities.
   b) joint use of facilities.
   c) coordinating the provision of services; and
   d) establishing greenbelts.
7) Coordination for the provision and maintenance of transportation systems including: aviation, mass transit, traffic circulation, and bicycle, sidewalk, and trail networks.
8) Coordination for the provision or rehabilitation of group homes; adequate, affordable, low- and moderate-income housing; and shelter provisions for the homeless.
9) Prevention of the loss of endangered or threatened species populations.

10) Coordination for the provision of the following services:
    a) fire protection.
    b) law enforcement.
    c) emergency medical.
    d) animal control.
    e) civil defense, including hurricane evacuation; and
    f) libraries

11) Coordination to locate new or expanded dredge disposal sites, if needed.

12) The City will cooperate with county-wide efforts that seek to improve public health and reduce the prevalence of obesity.

Policy IGC-1.2B: The City of Lakeland will annex areas in a compact manner to avoid the formation of enclaves and work with Polk County to continue to reduce the number of existing enclaves.

Policy IGC-1.2C: The City of Lakeland will inform Polk County in a timely manner of proposed annexations. The City will notify jurisdictions other than Polk County of proposed annexations when the affected area is within approximately one mile of the other jurisdiction's limits.

Policy IGC-1.2D: The City of Lakeland will notify the appropriate enforcement agencies of any regulatory violations of which it becomes aware and shall cooperate with those agencies in enforcing regulations.

Policy IGC-1.2E: The City will review interlocal agreements with local governments for water and wastewater in terms of changes to the agreement on an as needed basis or when new partnership opportunities occur. Official utility service planning area map updates will be provided to Polk County to ensure coordination for County utility and land planning.

Policy IGC-1.2F: The City will continue to coordinate with Polk County regarding the use of the North Central landfill relative to recycling and reduction of total wastes by weight.

Policy IGC-1.2G: The City will coordinate with adjacent jurisdictions regarding joint planning and implementation efforts along common boundaries to serve as a guide for future land use and facility planning within the planning areas as well as a resource for neighborhood outreach and redevelopment, where appropriate.

Objective IGC-1.3: The City shall support the creation and implementation of a cohesive vision for the Central Florida Innovation District (CFID) together with the City of Auburndale and Polk County to realize a dense, mixed-use area that builds upon the major economic development drivers surrounding Florida Polytechnic University.

Policy IGC-1.3A: Identify and consider adoption of compatible land use districts and development standards that advance the CFID vision.

Policy IGC-1.3B: Consider adoption of performance standards that establish minimum criteria for transportation connectivity and mobility within the CFID to establish an interconnected transportation network and guide public investments.

Policy IGC-1.3C: Consider the use of available incentives to encourage high-end, quality development within the CFID.

Objective IGC-1.4: The City shall maintain mechanisms to ensure regular and timely coordination of planning and development issues with other governmental entities as pertains to the City's planning program.

Policy IGC-1.4A: The City will maintain procedures for the review of comprehensive plans and comprehensive plan amendments which will include:

1) Identifying intergovernmental issues and conflicts.
2) Identifying the impacts of capital projects listed in the Capital Improvements Element of the *Lakeland Comprehensive Plan* upon the provision of basic services; and
3) Determining the relationship of development proposed within the *Lakeland Comprehensive Plan* to the development proposed in the comprehensive plans and/or comprehensive plan amendments of the following entities:
    a) Polk and Hillsborough counties; and
    b) adjacent municipalities.

This shall include distributing a copy of relevant proposed plan amendments to adjacent local governments.

Policy IGC-1.4B: The City of Lakeland will review, in a timely manner, copies of applications to Polk County for major development orders, or proposed County future land use map amendments, that fall within the Lakeland Planning Area with regard to consistency with the City's comprehensive plan.

Policy IGC-1.4C: The City of Lakeland will continue to participate in meetings with other planners in professional development meetings and to coordinate mutual planning projects.

Objective IGC-1.5: Maintain coordination to promote consistency between the *Lakeland Comprehensive Plan* and the plans of the Polk County School Board.

Policy IGC-1.5A: The City of Lakeland will continue to actively participate in implementing the interlocal agreement with the Polk County School Board as regards the coordination of locating new schools and expanding or redeveloping existing school facilities.

Policy IGC-1.5B: The City of Lakeland will continue to participate on any siting committee established by the Polk County School Board to locate a site for a new public school in the City or in the Lakeland Planning Area.

Policy IGC-1.5C: The City shall continue to exchange data with the School Board regarding population projections, development trends, the 5-year Schedule of Capital Improvements Projects and school board (5-year) facility plans as such data or plans are updated but not less than annually.

Policy IGC-1.5D: The City will continue to coordinate with the School Board regarding shared use of recreational facilities owned by either entity. In addition, the City shall pursue collocation of parks, libraries, and other public facilities with public educational facilities, as appropriate and feasible.

Policy IGC-1.5E: The City will recognize campus master plans of all State university post-secondary institutions located within its jurisdiction. Review of a State campus master plan or its update shall be made to ensure coordination and consistency with the City's Comprehensive Plan. A consistency review of the campus master plans for non-state post-secondary institutions shall also be considered where a "campus" exists or is planned and shall include review for applicable land development regulations.

Policy IGC-1.5F: The City will continue to work with Polk County School Board to identify appropriate sites for new schools in the City of Lakeland and/or in the City's water and wastewater service areas. As called for in the adopted Interlocal Agreement, this coordination will include participation in annual school facility planning summits, data sharing, planning for joint use of facilities and public school facility site selection committee.

Policy IGC-1.5G: To the maximum extent feasible, the City will work with the Polk County School Board to ensure minimal impact of potential rezoning of school enrollment zones to existing neighborhoods and the housing investments made by residents of those neighborhoods.

Policy IGC-1.5H: The City shall notify the school board of all proposed residential development projects, which are subject to school concurrency per the Interlocal Agreement for Public School Facility Planning.

Policy IGC-1.5I: Continue ongoing coordination with other units of municipal, county, and regional governments, special taxing districts and State government providing services but not having regulatory authority over the use of land.

Policy IGC-1.5J: The City of Lakeland will continue to participate in the proceedings of the Polk County Joint Airport Zoning Board.

Policy IGC-1.5K: The City will coordinate with SWFWMD to ensure review of any applicable updates published for the District's Regional Water Supply Plan regarding the projection of future water demand and supply for both potable water and alternative sources.

Policy IGC-1.5L: The City will exchange water supply information with the SWFWMD, Central Florida Regional Planning Council, and local governments through water supply planning work groups and meetings on an as-needed basis.

Policy IGC-1.5M: The City will participate in the implementation of the SWFWMD's Regional Water Supply Plan updates, to enable the City to design and implement an effective local water supply plan.

Objective IGC-1.6: Coordinate, as appropriate, any change in established level-of-service standards for public facilities, including, at minimum, for all 10-year updates to the *Lakeland Comprehensive Plan*, and five-year updates to the Polk Long Range Transportation Plan.

Policy GC-1.6A: The City of Lakeland will inform appropriate governmental entities of proposed changes in level-of-service standards, at minimum, as applicable under State law.

Policy GC-1.6B: The City of Lakeland will, when notified of other governmental entities proposed changes in their level-of-service standards, review, and comment on these changes in particular in regard to direct or indirect impact on the City and consistency with the City's level of service standards.

Policy GC-1.6C: The City of Lakeland will continue to participate on the Technical Advisory Committee, Land Use and Transportation Forum, and Mass Transit Steering Committee for the Polk County Transportation Planning Organization (TPO), as well as on the TPO Board, to ensure coordination regarding transportation issues. Coordination with the provider of transit services shall include mutually agreed upon corridors for future transit capital and/or operational investments and improvements, based upon consistency with the future land use and transportation elements of the City and County regarding designated transit corridors and centers and connectivity planning.

Objective IGC-1.7: Establish mechanisms to resolve, in a timely manner, any conflicts which arise between the City of Lakeland and other governmental entities.

Policy IGC-1.7A: Staff at all levels, in all departments/divisions, will initially work with staff of other governmental entities in an informal manner to resolve any conflicts. If conflicts cannot be resolved in this manner the department/division head will inform the City Manager. For those governmental entities that have existing agreements with Lakeland that address the resolution of conflicts, the City will use the procedures set forth in that agreement. For those governmental entities that do not have an existing

agreement with Lakeland addressing the resolution of conflicts, the City Manager will address the conflict through the procedures established in Policy 6B through Policy 6D.

Policy IGC-1.7B: The City Manager or designee will, upon receipt of a written request from either an aggrieved governmental entity or a department head, assign an appropriate number of staff members to an Ad-Hoc Conflict Resolution Committee. The City Manager will request that the affected entity(ies) also appoint members to this committee. If any involved entity fails to appoint a representative to this committee, the City Manager will request that the Central Florida Regional Planning Council's informal mediation process be used.

Policy IGC-1.7C: The Conflict Resolution Committee will send, in a timely manner, a recommendation for addressing the conflict to the City Manager and the chief administrator in charge of the affected entity(ies).

Policy IGC-1.7D: The City of Lakeland will request any governing body rejecting the Conflict Resolution Committee's recommendation to state, in writing, the reason(s) for that rejection and to state an alternative solution(s). The Conflict Resolution Committee will then reconvene to reconsider its original recommendation with regard to this new information and may modify that recommendation. If no resolution of the conflict can be reached through the Conflict Resolution Committee, the parties involved will take the issue to the respective elected officials. If the elected officials cannot reach an agreement, they will request that the Central Florida Regional Planning Council's informal mediation process be used.

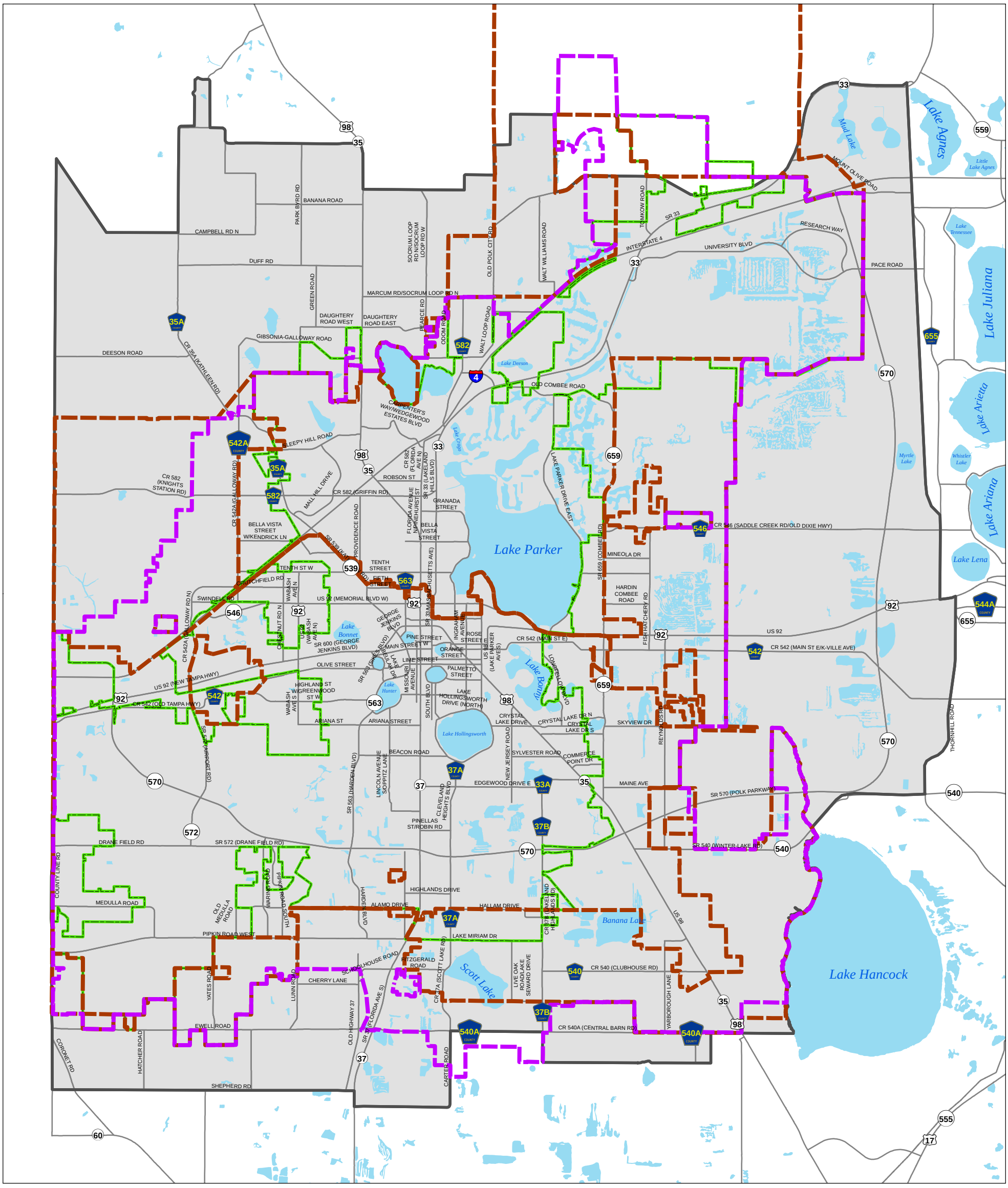
Maps: Intergovernmental Coordination

General maps that support this Chapter include:

MAP IGC-1 Interlocal Utility Agreement
MAP IGC-2 Lakeland Comprehensive Certification Area

MAP IGC-1

INTERLOCAL UTILITY AGREEMENT AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Water Service Area
- Lakeland Wastewater Service Area

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

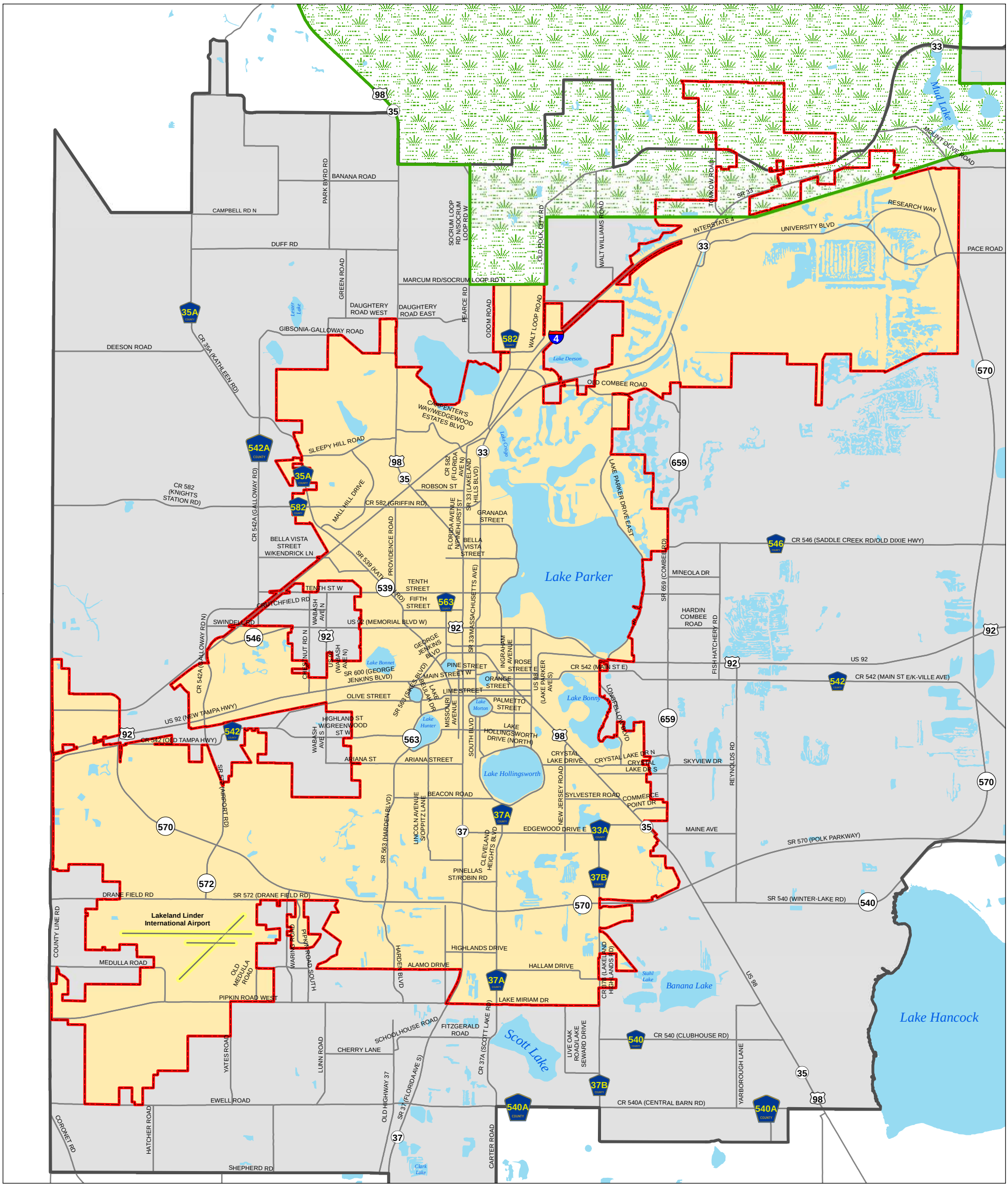
DISCLAIMER:
The information on this map should be considered conceptual and subject to change. This map is not a survey.

Data Sources:
Central Florida Regional Planning Council
Feceral Emergency Management Agency
Florida Department of Environmental Protection
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\IGC_01_InterLocalUtility_030121.mxd

MAP IGC-2

LAKELAND COMPREHENSIVE PLAN CERTIFICATION AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- GreenSwamp Area of Critial State Concern
- Comprehensive Plan Certification Area
- LAL Airport
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

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Map Created:
February 2021

CITY OF Lakeland
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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
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City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\IGC_02_LakelandCPCert_030121.mxd

Public Schools Facilities Element

OUR GUIDANCE

- Chapter 1013.33 Florida Statutes
- Five Year Program of Work of the Polk County School Board
- City of Lakeland annual Capital Improvement Program
- State Requirements for Education Facilities
- Florida Inventory of School Houses
- City of Lakeland's Technical Support Document
- Chapter 163.3180(6) Florida Statutes

Our Trends: Public Schools Facilities

Though the primary mission of any school district is education, the delivery of this service is tied to the planning through the need for and sharing of data and analyses of population projections, school site selections, transportation and other infrastructure needs. Coordinated school planning is essential in ensuring that not only are sufficient school facilities available, but that they function appropriately within a given area. While the City of Lakeland has an extensive history of collaboration and coordination with the Polk County School Board, new challenges and opportunities present themselves as limited resources are allocated to address the demand for schools in Polk County's rapidly growing urban areas.

The implementation of a district-wide school concurrency management system requires an unprecedented level of intergovernmental coordination between the School Board, the County, and the 15 non-exempt cities within the district, including the City of Lakeland.

While local governments retain the authority to make land use decisions, the School Board will determine if schools have adequate capacity for proposed residential projects that must meet school standards in order to be eligible to proceed to final development approval. As some areas grow faster than others, rezoning of attendance zones may become an issue requiring coordination between the City, the School Board, and other local governments.

To coordinate development efforts and ensure adequate public school facilities are available a *Planners Working Group* consisting of staff from Polk County, the Polk County School Board, Cities, and the Central Florida Regional Planning Council was established pursuant to the Interlocal Agreement for Public School Facilities Planning to meet regularly in order to coordinate school facility planning issues including school concurrency.

Goals, Objectives, and Policies: Public Schools Facilities Element

The following goal, objective, and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to public school facilities issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the attainable and measurable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective, and policy statements in the Public Schools Facilities Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes,* and the other elements of this plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 1: Coordinate with the Polk County School Board ("School Board") and other jurisdictions to ensure quality educational facilities and superior educational opportunities which in turn encourages economic growth for individuals, families and communities in Lakeland and Polk County.

Objective PSF-1.1: The City of Lakeland shall implement the approved Interlocal Agreement for Public School Facility Planning (hereafter referred to as the Interlocal Agreement) as amended to maximize opportunities to share information.

Policy PSF-1.1A: The City of Lakeland shall meet at least annually with the School Board and other jurisdictions to review issues related to the Public School Facilities Element and the Interlocal Agreement and to determine the need to revise these documents.

Policy PSF-1.1B: The Planners Working Group as established in the Interlocal Agreement shall meet at least twice a year to set direction; plan for the annual meeting; formulate recommendations; and discuss issues related to this element and the Interlocal Agreement, as well as ancillary infrastructure improvements needed to support schools and ensure safe access to school facilities.

Policy PSF-1.1C: The City of Lakeland shall coordinate with the School Board and other jurisdictions to base plans on consistent projections, including population projections that are developed in coordination with the School Board, and student enrollment projections district-wide and by planning areas which are agreed upon by the Planners Working Group. The School Board's student enrollment projections shall consider the impacts of development trends and data required to be reported in accordance with the Interlocal Agreement.

Policy PSF-1.1D: The City of Lakeland shall at least annually report on growth and development trends within its jurisdiction to the School Board. The City shall provide the information as specified in the Interlocal Agreement. The School Board will use the information to distribute student enrollment by concurrency service area to make the most efficient use of public schools' facilities.

Policy PSF-1.1E: Support School Board efforts to identify long-range school site needs and select sites based on the criteria established in this element and the Interlocal Agreement.

Policy PSF-1.1F: The City of Lakeland shall seek and consider School Board comments on relevant comprehensive plan amendments and other land use decisions which may impact schools, as provided for in *Florida Statutes.*

Policy PSF-1.1G: The City of Lakeland shall review their annually updated copy of the Polk County School Board's Five-Year Program of Work and other reports from the School Board including a general educational facilities report with information outlined in the Interlocal Agreement.

Policy PSF-1.1H: The City of Lakeland shall appoint a representative selected by the School Board to serve at a minimum as an ex-officio member of their local planning agency.

Objective PSF-1.2: Encourage partnerships that will ensure adequate educational facilities which in turn will encourage economic growth and provide for a trained and stable labor force, resulting in a higher quality of life.

Policy PSF-1.2A: Support and encourage community and business partnerships for educational support services, to include, but not be limited to, magnet programs, work training, and job placement in order to improve productivity, earning potential, standard of living, and retention of labor force.

Policy PSF-1.2B: Consider the economic impact of school locations on neighborhoods such as, but not limited to the following factors: infrastructure, property, and housing values, as well as surrounding land uses.

Policy PSF-1.2C: Encourage public/private partnerships between schools, business community, and other employers through mentoring programs, and Adopt-A-School programs with employees.

Objective PSF-1.3: The City shall establish new and review existing coordination mechanisms relating to school facility planning that evaluate and address the comprehensive plan's effects on adjacent local governments, the school board, the State, and other units of local government providing services but not having regulatory authority overuse of land.

Policy PSF-1.3A: The City shall cooperate with the School Board and other local jurisdictions to implement the Interlocal Agreement, as required by Section 1013.33, Florida Statutes, which includes procedures for:

a) Coordination and Sharing of Information
b) Planning Processes
c) School Siting Procedures
d) Site Design and Development Plan Review
e) School Concurrency Implementation
f) Implementation and Amendments
g) Resolution of Disputes

Policy PSF-1.3B: The coordination of school siting shall be conducted in accordance with the Interlocal Agreement taking into consideration the needs identified in the current School Board Five Year Program of Work and the annual general education facilities report.

Policy PSF-1.3C: In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within the Polk County School District, the City, the School Board, and all local governments within Polk County shall meet jointly to develop mechanisms for coordination. Such efforts may include:

a) Coordinated submittal and review of the annual capital improvement program of the City, the annual educational facilities report, and Five Year Program of Work of the School Board.
b) Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
c) Coordinated review of residential planned developments or mixed use planned developments involving residential development.
d) Use of a unified data base including population (forecasts of student population), land use and facilities.
e) Assistance from Polk Leisure Services (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting may be incorporated into the Comprehensive Plan, LDC, or other appropriate mechanisms as deemed necessary.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 2: The City will implement public school facilities concurrency uniformly with other local jurisdictions to ensure the availability of public school facilities consistent with an adopted level of service providing adequate school capacity and eliminating overcrowded conditions in existing and future schools.

Objective PSF-2.1: Establish a minimum level of service for schools and consider school capacity within development impact reviews, including but not limited to requests for Planned Unit Development zoning, changes to zoning, site plans, or where there are specific development plans proposed.

Policy PSF-2.1A: The long-term target for Polk County Schools shall be 100% of permanent student stations capacity (PSSC) based upon the State Requirements for Education Facilities (SREF).

Policy PSF-2.1B: The City shall collaborate with the School Board to identify methods to achieve targeted utilization that include:

a) Improvements to existing school facilities (shared facilities, redistricting, expansion, or remodeling, etc.)
b) Retrofitting of existing structures
c) New school construction
d) Encouraging multi-story school facilities in an urban environment
e) Exploring re-use of former non-residential centers as potential urban school sites.

Objective PSF-2.2: Through its review of proposed development, the City shall ensure that the capacity of schools is sufficient to support students at the adopted level of service (LOS) standards within the period covered by the Five Year Program of Work. These standards shall be consistent with the Interlocal Agreement.

Policy PSF-2.2A: The City shall apply the LOS standards set forth herein consistently with all local jurisdictions and the School Board on a district-wide basis within the adopted concurrency service areas for each school type.

Policy PSF-2.2B: The uniform, district-wide level-of service standards for elementary, middle, and high schools are established as 100 percent of Florida Inventory of School Houses (FISH) capacity. Capacity from relocatables acquired after 1998 and planned for continued long-term use for the first three years of implementation must be included. The LOS standards are set as follows for special school types:

a) Magnet and School of Choice: One hundred percent (100%) of enrollment quota as established by the School Board or court ordered agreements and as adjusted by the school board annually.
b) Other: K-8, 6th grade centers, 9th grade centers, 6-12 are at one hundred percent (100%) of DOE FISH capacity.
c) Special Facilities: Including alternative education or special programmatic facilities are designed to serve the specific population on a countywide basis or for temporary need and are not zoned to any specific area. Therefore, they are not available or used for concurrency determinations.
d) Conversion Charter Schools: The capacity is set during contract negotiations and the School Board has limited or no control over how many students the schools enroll.

Policy PSF-2.2C: Where schools operate below their respective LOS standard, their facility needs should be addressed in the School Board's Five-Year Program of Work. Facility needs which cannot be addressed by the Five-Year Program of Work would require a long-term concurrency management program to be adopted by the School Board.

Policy PSF-2.2D: The City shall coordinate with the School Board to achieve an acceptable LOS at all applicable schools as part of the School Board's financially feasible Five Year Program of Work concurrency management program. The student population should not exceed the core dining capacity.

Objective PSF-2.3: The City, in coordination with other jurisdictions and the School Board, shall establish School Concurrency Service Areas within which a determination is made of whether adequate school capacity is available based on the adopted level of service standards.

Policy PSF-2.3A: The School Concurrency Service Areas (CSAs) for the Polk County School District shall be school attendance zones (excluding attendance "spot zones"). When a proposed adjustment to the established school attendance zones is to be considered by the School Board, the City shall coordinate with the School Board to provide technical and public input prior to an official public hearing. The school attendance CSAs are hereby adopted by reference. and included in the Public Schools Facility Element data and analysis

Policy PSF-2.3B: Concurrency service areas shall be modified, as needed, to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards, taking into account minimizing transportation costs, limiting maximum student travel times, the effect of desegregation plans, achieving socioeconomic and diversity objectives as required by the Florida Department of Education, and recognizing the capacity commitments resulting from the local governments' development approvals for the CSA and for contiguous CSAs.

Policy PSF-2.3C: Concurrency service areas shall be designed so that the adopted level of service can be achieved and maintained within the bounds of the School Board's requirement for a financially feasible five-year capital facilities plan.

Objective PSF-2.4: In coordination with the School Board, the City will establish a process for implementation of school concurrency which includes capacity determinations and availability standards. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

Policy PSF-2.4A: Final subdivision and site plan approvals for residential development shall be conditioned upon the availability of adequate school capacity as per the adopted level of service standards (LOS) of this element and as required by Section 163.3180(6) F.S.

Policy PSF-2.4B: School concurrency shall apply only to residential development or a phase of residential development that generates students requiring a final development approval including subdivision plat approval, site plan, or its functional equivalent, proposed or established after the effective date of this element.

Policy PSF-2.4C: The City will continue to work with Polk County School Board staff to ensure that application procedures and processes for evaluating school capacity and making concurrency determinations are practical, feasible and consistent with the Interlocal Agreement.

Policy PSF-2.4D: The City may provide a non-binding schools concurrency decision earlier in the approval process, such as at the time of preliminary plan approvals, if requested by the applicant. The School Board must approve the concurrency determination, allocations of capacity, and proportionate share mitigation commitments, as provided herein.

Policy PSF-2.4E: School concurrency decisions should support and not be in conflict with the goals and objectives of all elements of the comprehensive plan regarding growth management including neighborhood preservation and stability.

Policy PSF-2.4F: The City will issue a concurrency determination based on the School Board's concurrency review findings and recommendations consistent with the Interlocal Agreement. The School Board's findings and recommendations shall address whether adequate capacity exists for elementary, middle, and high schools,

based on the level of service standards, or if adequate capacity does not exist, whether appropriate mitigation can be accepted, and if so, acceptable options for mitigation consistent with the policies set forth herein.

Policy PSF-2.4G: The City shall only issue a concurrency approval for a subdivision plat or site plan for residential development where:

a) The School Board's findings indicate adequate school facilities will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site plan for each level of school.
b) Adequate school facilities are available in the relevant CSA or adjacent CSA where the impacts of development can be shifted to that area; or
c) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan.

Policy PSF-2.4H: In the event that there is not sufficient capacity in the affected concurrency service areas based on the adopted level of service standard to address the impacts of a proposed development, and the availability standard for school concurrency cannot be met, one of the following shall apply:

a) The project shall provide capacity enhancement(s) sufficient to meet its impact through school board approved mitigation; or,
b) The project shall be delayed to a date when the level of service can be ensured through capital enhancement(s) or planned capacity increases; or,
c) A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased, and each phase shall be delayed to a time when capacity enhancement and level of service can be ensured; or,
d) The project shall not be approved.

Policy PSF-2.4I: If the impact of the project will not occur until years 2 or 3 of the School Board's financially feasible Five-Year Program of Work, then any relevant programmed improvements in those years shall be considered available capacity for the project and factored into the level of service analysis. If the impact of the project will not be felt until years 4 or 5 of the Five Year Program of Work, then any relevant programmed improvements shall not be considered available capacity for the project unless funding of the improvement is ensured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means.

Objective PSF-2.5: The City shall allow for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the adopted School Board's financially feasible Five Year Program of Work.

Policy PSF-2.5A: Mitigation shall be allowed where the adopted level of service standards cannot be met. Mitigation options shall include options listed below for which the School District assumes operational responsibility through incorporation in the adopted School Board's financially feasible Five Year Program of Work and which will maintain adopted level of service standards.

a) The donation, construction, or funding of school facilities sufficient to offset the demand for public school facilities created by the proposed development; and,
b) The creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits.

Policy PSF-2.5A: Mitigation shall not be required if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development can be shifted to that concurrency service area and where such is consistent with the other provisions of this Element.

Policy PSF-2.5B: Mitigation shall be directed to permanent capacity improvement projects on the School Board's financially feasible Five Year Program of Work that will satisfy the demand created by that development approval consistent with the adopted level of service standards, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision plat or the site plan as required by the local government. If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation in its Five Year Program of Work in a timely manner. However, if a new development triggers the need for additional capacity which can only be met by a new school and such new school would not otherwise be needed for more than five years, the mitigation agreement shall not trigger concurrency nor a change to the Five Year Program of Work Plan until the time at which conditions for the agreement are acceptable to the School Board. The development agreement shall include the landowner's commitment to continuing renewal of the development agreement upon its expiration. Relocatable classrooms will not be accepted as mitigation.

Policy PSF-2.5C: The amount of mitigation required for each school level shall be determined by multiplying the number of new student stations required to serve the new development by the average costs per student station applicable to the Polk County School District. The average cost per student station shall include school facility development costs and land costs.

Policy PSF-2.5D: As provided in the Interlocal Agreement, the student generation rates used by the School Board to determine the impact of a particular development application on public schools, shall be reviewed and updated as apparent and necessary in accordance with professionally accepted methodologies at a minimum of five (5) years.

Objective PSF-2.6: The City, in coordination with the School Board and other jurisdictions, shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for public schools.

Policy PSF-2.6A: The City, in coordination with other jurisdictions, shall ensure that future development pays a proportionate share of the costs of the capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.

Policy PSF-2.6B: The City hereby incorporates by reference the School Board's financially feasible Five Year Program of Work.

Policy PSF-2.6C: Where feasible, the City shall work with developers and others to investigate the feasibility of new or alternative funding sources for additional public schools.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 3: Partner with the school board and other jurisdictions to promote schools as focal points of existing and future neighborhoods through siting for new schools, redevelopment of existing school facilities, and co-location and shared use of facilities and services.

Objective PSF-3.1: The City, in collaboration with the School Board and other jurisdictions, shall provide for the location and expansion of existing schools in a coordinated manner ensuring the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and compatible and consistent with the Comprehensive Plan.

Policy PSF-3.1A: The City will provide the School Board with potential sites for consideration when notified by the School Board of the need for new school facilities in accordance with the Interlocal Agreement.

Policy PSF-3.1B: The City will coordinate with the School Board to ensure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plan and will consider each site as it relates to environmental, health, safety and welfare concerns, effects on adjacent property and other guidelines as outlined in the Interlocal Agreement.

Policy PSF-3.1C: The City shall coordinate with the School Board and other jurisdictions on the planning and siting of new schools' facilities to ensure appropriate timing of necessary services and infrastructure and that such sites are compatible and consistent with the Comprehensive Plan.

Policy PSF-3.1D: The City will include sufficient allowable land use designations for schools approximate to residential development to meet the projected needs for schools. Schools are an allowable land use in all future land use plan categories, except heavy industrial and conservation or preservation type land uses designating environmentally sensitive areas. The City shall clearly identify in the Future Land Use Element and Land Development Code the land use designations and zoning districts in which schools are allowable uses.

Policy PSF-3.1E: The siting of new schools within the Green Swamp Area of Critical State Concern (ACSC), by definition an environmentally sensitive area for all of Central Florida, shall be prohibited within the City.

Policy PSF-3.1F: The City will collaborate with the School Board and other jurisdictions to jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion, or closure of an existing school, and will enter into a written agreement, if necessary, as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

Policy PSF-3.1G: The City shall protect schools from the intrusion of incompatible land uses by providing the School Board representatives the opportunity to participate in the review process for all proposed developments adjacent and in proximity to schools.

Policy PSF-3.1H: The preferred locations for public schools, whether elementary, middle, or high schools are within the Urban Service Areas for utility services and expansions.

Policy PSF-3.1I: The City shall automatically process amendments to the Future Land Use Map (MAP FLU-6) upon the approval of a new school site, where necessary. The processing of any amendments shall be at no cost to the School Board.

Policy PSF-3.1J: The City shall participate in the School Site Selection process following the terms and limitations established in the Interlocal Agreement.

Policy PSF-3.1K: The City shall collaborate with the School Board and other jurisdictions to ensure the provision of supporting infrastructure as required by the Interlocal Agreement and applicable Florida Statutes.

Policy PSF-3.1L: The City shall establish an effective process for reserving, with conceptual School Board staff approval, school sites which could include:

a) Consideration of school siting during the completion of area wide studies,
b) Developer contribution towards the provision of school facilities.

Objective PSF-3.2: Enhance community and neighborhood design through effective school educational facility design, school siting standards, compatibility with surrounding land uses,

schools as focal points for community planning, and making schools a central component, geographically or otherwise, to neighborhood-level planning.

Policy PSF-3.2A: Work with the School Board to identify new school sites that would be in locations to provide logical focal points for community activities and serve as the cornerstone for innovative urban design standards.

Policy PSF-3.2B: Provide school sites and facilities within planned neighborhoods, unless precluded by existing development patterns.

Policy PSF-3.2C: Support and encourage the location of new elementary and middle schools internal to residential neighborhoods and/or near other civic land uses, within the limits of School Board mandated desegregation.

Policy PSF-3.2D Coordinate with the School Board to identify locations for new high schools based upon need and availability of viable properties within the search area identified by the School Board.

Policy PSF-3.2E: Support and coordinate with School Board efforts to locate new elementary schools within reasonable walking distance to residential neighborhoods.

Policy PSF-3.2F: In cooperation with the School Board, and where necessary, develop and adopt design standards for school bus stops and turnarounds in new developments.

Policy PSF-3.2G: Support the School Board in its efforts to locate appropriate school services, such as administrative offices, night classes and adult education on-site or in alternative locations, such as but not limited to commercial plazas, shopping malls, and community centers.

Policy PSF-3.2H: The City shall coordinate closely with School Board staff on preliminary design plans for new schools, generally seeking to maximize land via multi-story facilities, incorporating design elements which are community-friendly such as allowing for a shared media and/or meeting center and/or play fields on campus, respecting environmental features of a site, respecting the need to provide noise or visual buffers from adjacent owners, providing connectivity for pedestrians at multi-school properties, and providing pedestrian, bicycle and other connectivity to the surrounding residential community.

Policy PSF-3.2I: Reduce capital expenditures for the City and the School Board via cost-effective design criteria and shared facilities.

Objective PSF-3.3: Plan for the expansion and/or rehabilitation of existing school facilities to maintain and improve neighborhoods and communities.

Policy PSF-3.3A: Where existing schools are proposed to be expanded, substantially renovated or new schools are proposed to be built, the City shall request that school board staff, local school-based faculty, and advisory councils coordinate with County staff and relevant neighborhood groups/leaders, and residents to integrate school facilities and activities with neighborhood planning and community development activities.

Policy PSF-3.3B: Coordinate with the School Board, Florida Department of Transportation (FDOT), the Transportation Planning Organization (TPO), and other jurisdictions to ensure that both existing educational facilities and proposed public school sites are accessible from, and integrated into, a planned system of sidewalks, trails, and bikeways and observe adopted local access management principles. Seek or assist the School Board in pursuing grant funding to enhance access and intermodal connectivity to and between schools, their co-located facilities, neighborhoods, and proximate community facilities such as parks.

Objective PSF-3.4: Implement provisions of the Interlocal Agreement by coordinating the location of educational facilities and the co-location of other public facilities.

Policy PSF-3.4A: The City will review future school and ancillary facility plans and identify opportunities for future co-location or joint use projects. The School Board will be notified of potential projects in a timely manner.

Policy PSF-3.4B: Encourage the location of parks, recreation and community or civic facilities in new and existing communities in conjunction with school sites. Seek out other co-location and joint use opportunities as outlined in the Interlocal Agreement that will benefit existing neighborhoods or redevelopment efforts.

Policy PSF-3.4C: Where financially feasible, the City may provide funding within its Capital Improvements Element to allow for identified and potential co-location projects.

Objective PSF-3.5: Strengthen existing neighborhoods and enhance community and neighborhood design through the co-location and joint use of educational facilities.

Policy PSF-3.5A: The City, in cooperation with the School Board and other jurisdictions, shall whenever possible, coordinate the co-location and shared use of school facilities, parks, community facilities, and other facilities compatible with schools.

Policy PSF-3.5B: The City and other jurisdictions in cooperation with the School Board shall jointly plan jurisdictional co-location or joint use projects which overlap boundaries within areas defined for civic purposes. Civic uses near or adjacent to schools shall be a preferred land use in regard to land use decision making.

Policy PSF-3.5C: Continue to exercise joint use agreements between the School Board, the City, and other relevant agencies regarding shared use of facilities, including schools, community centers, libraries, parks, and other compatible facilities. Agreements shall include shared costs where feasible.

Policy PSF-3.5D: Support and encourage community-based programs for children's athletics, performing arts, and after-school enrichment in conjunction with school facilities. This may include exploring and supporting economically feasible multi-modal transportation system options that will enhance such opportunities.

Policy PSF-3.5E: Upon adoption of the School Board's Five-Year Program of Work, and as coordinated by Polk County and the School Board, the City will participate in meetings of relevant agencies to discuss planning and budgeting for possible co-located facilities. This coordination may include staff from the affected local government's planning, parks and recreation, library, law enforcement, civic groups, and other agencies, as necessary. The coordination will focus upon financially feasible co-location opportunities which may exist prior to commencement of school construction.

Policy PSF-3.5F: Encourage the business community, developers, and other private organizations to coordinate with the City and the School Board to jointly fund and design community-based services and facilities in conjunction with existing and proposed school sites.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 4: Maintain and enhance intergovernmental coordination and joint planning efforts with the school board and other jurisdictions to ensure public infrastructure and other necessary services are available in a multi-jurisdictional environment for public school facilities.

Objective PSF-4.1: Integrate land use and school facility planning in Lakeland through a series of planning, coordination and implementation activities which ensure capital facilities and infrastructure necessary for school facilities are available to public schools.

Policy PSF-4.1A: Through development review processes, consider the possible need for expansion of existing school facilities or the provision of new facilities with land use planning.

Policy PSF-4.1B: Develop a process for an annual joint review of the capital plans for the school board and the local government.

Policy PSF-4.1C: Plan and locate new school facilities in areas where student population growth is expected due to new development approvals and/or agreed-upon area specific population projections.

Policy PSF-4.1D: The County, in conjunction with the School District and the municipalities within the County, shall identify issues relating to public school emergency preparedness, such as:

a) The determination of evacuation zones, evacuation routes, and shelter locations.
b) The design and use of public schools as emergency shelters.
c) The designation of sites other than public schools as long-term shelters, to allow schools to resume normal operations following emergency events.

Objective PSF-4.1: Support School Board programs to manage existing capital and operational funds and resources effectively and efficiently.

Policy PSF-4.1A: The City shall cooperate with the School Board and other local jurisdictions and agencies to address and resolve multi-jurisdictional public school issues.

Policy PSF-4.1B: Support School Board efforts to ensure sufficient capacity and operational resources for current and future school enrollment by partnering in the identification of capital needs, operational needs, and available funding sources for various campuses and school programs.

Policy PSF-4.1C: Support the School Board and encourage the State Legislature to allow flexibility in state, local and private sector participation in capital and operational funding of public school facilities.

Policy PSF-4.1D: Give priority in scheduling County programs and capital improvements which are consistent with and which meet the capital needs identified in the school facility planning program(s).

Policy PSF-4.1E: Coordinate with the School Board to ensure the appropriate methodology (i.e., student generation rates) is utilized to evaluate the impact of different types of residential units on student populations, school facilities, and fiscal impacts to schools.

Policy PSF-4.1F: Consider joint funding for expanding appropriate school facilities to function as community service centers.

Policy PSF-4.1G: Encourage the private sector to identify and implement creative solutions in developing adequate school facilities in residential developments. Creative solutions may include combining mitigation needs of several developments, creating or enhancing co-location opportunities, and/or conversion of structures to a school setting as long as they meet State Requirements for Educational Standards (SREF).

Policy PSF-4.1H: The City in consultation with the School Board on a case-by-case basis shall consider incentives such as, but not limited to, density bonus points, tax credits, waiver of fees or other innovative means to encourage developers to contribute to the provision of school facilities by:

a) donating school site(s),

b) reserving or selling sites at pre-development prices,
c) constructing new facilities or renovating existing facilities, and
d) providing access to public transit.

Policy PSF-4.1I: Support School Board efforts to allow the private sector to construct school facilities and/or lease land or facilities to the School Board.

Policy PSF-4.1J: The City shall identify infrastructure projects within the City's Capital Improvement Program which will permanently or temporarily impact an existing campus due to proximity or serviceability to a campus.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 5: Monitoring, evaluation, and implementation

Objective PSF-5.1: The City shall implement the objectives and policies of the Public-School Facilities Element in coordination with the School Board and other local governments.

Policy PSF-5.1A: The City Administrator, or designee, shall be responsible for implementing the educational facilities objectives and policies included in the City Comprehensive Plan.

Policy PSF-5.1B: The City shall adopt development regulations as necessary to implement the objectives and policies of the Public School Facilities Element.

Policy PSF-5.1C: The City shall maintain intergovernmental agreements with other local governments to attain common objectives within the Public School Facilities Element.

Policy PSF-5.1D: The City shall establish contact with other governmental agencies and private organizations, as needed, to carry out Public School Facilities Element objectives and policies.

Policy PSF-5.1E: The City shall revise permitting or permit-related procedures, as necessary, to carry out the objectives and policies of the Public School Facilities Element.

Policy PSF-5.1F: The City shall develop and implement programs or methodology, and conduct any studies required by the Public School Facilities Element.

Policy PSF-5.1G: The City shall determine from the School Board the inventories required by the Public School Facilities Element.

Policy PSF-5.1H: The City shall continue to enforce existing regulations where specified within the Public School Facilities Element.

Policy PSF-5.1I: Any conflicts related to issues covered by the Public School Facilities Element and Interlocal Agreement shall be resolved in accordance with governmental conflict resolution procedures specified in Florida Statutes.

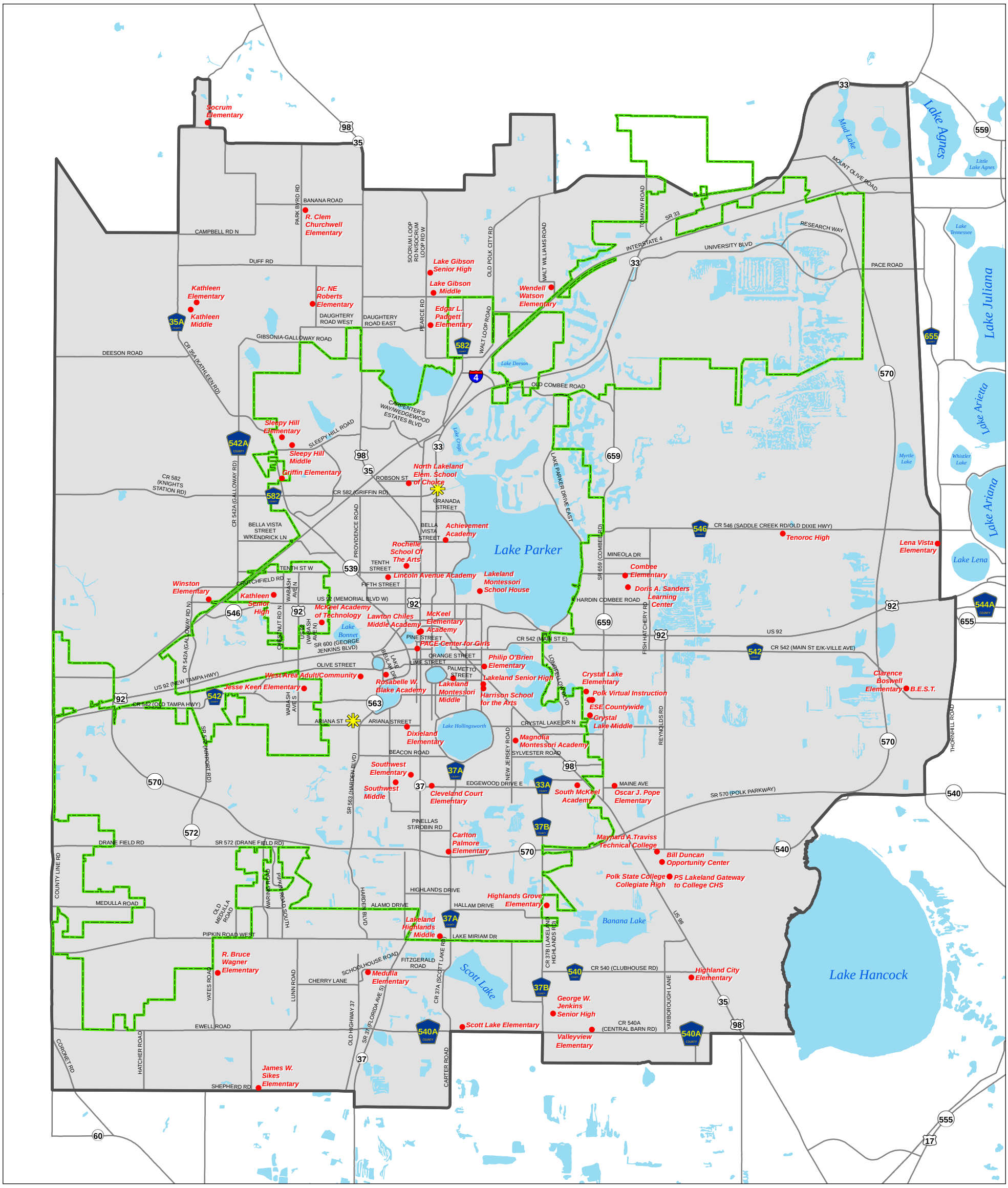
Maps: Public Schools Facilities

Maps that support this Element include:

MAP PSF-1	Schools and Public Health Facilities
MAP PSF-2	Educational Facilities Restriction Area

MAP PSF-1

SCHOOLS AND PUBLIC HEALTH FACILITIES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Area Public Schools
- Public Health Facility

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

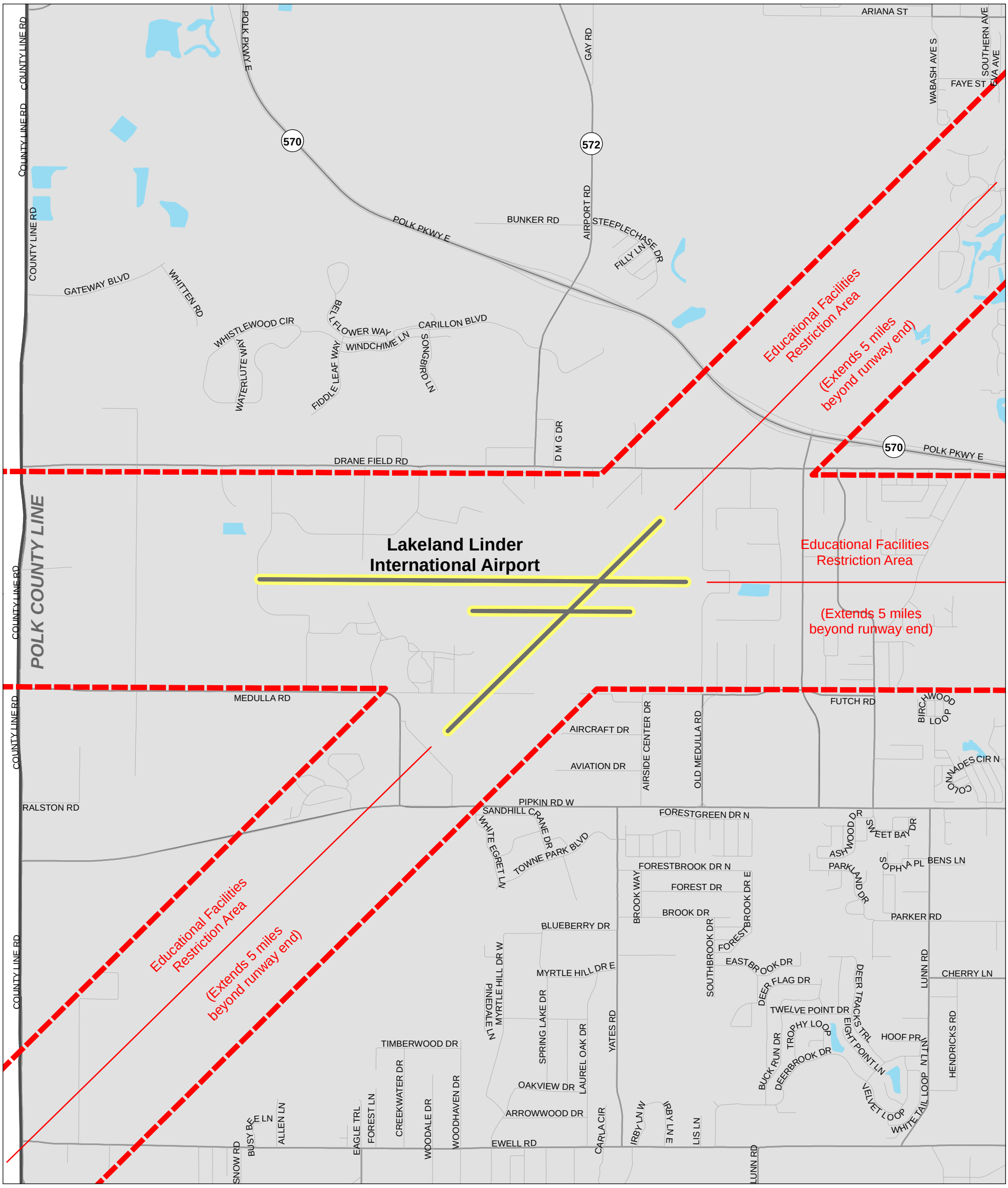
DISCLAIMER:
The information on this map should be considered conceptual and subject to change. This map is not a survey.

Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\PSF_01_PubSchools-Health_030121.mxd

MAP PSF-2

EDUCATIONAL FACILITIES RESTRICTION AREA



LEGEND

- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Educational Facilities Restriction Area
- LAL Airport

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Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\PSF_02_EdFacilitiesRestrict_030121.mxd

OUR GUIDANCE

- 2009 Community Renewal Act
- Florida Department of Environmental Protection and Federal Drinking Water Standards
- Chapters 17-25 or 17-40, Florida Administrative Code
- Chapter 62-600.405, Florida Administrative Code
- Florida Inventory of School Houses
- Regional or County Transportation Incentive Grant Programs
- Polk County School Board's Fiscal Year 5-Year District Facilities Work Program
- Florida Department of Transportation's 5 Year Work Program
- City of Lakeland's Concurrency Management system

Capital Improvements Element

Our Trends: Capital Improvements

An effective capital improvements programming process ensures that plans for public facilities and services are carried out in a fiscally responsible and effective manner. The Capital Improvements element is essentially a long-range financial planning and management tool for our community.

The Capital Improvements element:

- Ensures that public facilities and services are available concurrent with the impacts of development.
- Ensures coordination and consistency between the Capital Improvements Element and the other elements of the Comprehensive Plan having level of service and capital expenditure requirements; and
- Demonstrates financial feasibility through development of a comprehensive five-year capital improvements budget.

Projecting capital needs required to support future public and community improvements is based upon analyses presented in other elements of this Comprehensive Plan. This element documents the revenue currently available or expected to be available to fund these needs and is provided in the five-year Capital Improvements Program schedule.

In accordance with the Growth Management Act of 1985, the City is required to address the issue of concurrency. At a minimum, concurrency requires that all public facilities and services needed to support new development must be in place when the development occurs or must be provided concurrent with the development. Lakeland adopted a concurrency management ordinance in March of 1991 and has administered that program since. This ordinance was revised in late 2006 due to the statutory mandate for local governments to adopt proportionate fair share program provisions. With the 2011 Florida Legislative changes, the requirement that the schedule of capital improvements demonstrate financial feasibility was removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3)(a)4., Florida Statutes].

Section 163.3180, Florida Statutes, Concurrency, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools, and transportation.

Concurrency may be measured through adopted Level of Service (LOS) standards. LOS standards are measures of the minimum amount of a public facility or service which must be provided to meet the community's basic needs and expectations. LOS measures are typically expressed as ratios of facility capacity to the number of users. Table CIE-1 below outlines the City's adopted Level of Service standards for potable water, wastewater, solid waste, drainage, and recreation and open space.

TABLE CIE-1: CITY OF LAKELAND – ADOPTED LEVEL OF SERVICE ANALYSIS STANDARDS

Facility Type	Adopted Level of Service (LOS)
Potable Water	150 gallons per capita per day
Wastewater	128 gallons per capita per day
Solid Waste	5.5 pounds per capita per day
Drainage	25-year frequency, 24-hour storm event
Recreation and Open Space	5.98 acres per 1,000 residents

Goals, Objectives, and Policies: Capital Improvements Element

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to capital improvement issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Capital Improvements Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

Capital Improvements Element (CIE) GOAL 1: The City of Lakeland will take actions necessary to adequately provide needed public facilities and services concurrent with the impacts of development. This will be done in a manner which protects investments in and maximizes the use of existing facilities, while promoting orderly, compact urban growth.

Objective CIE-1.1: Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities.

Policy CIE-1.1A: The City of Lakeland will include all projects of $25,000 or greater identified in the other elements of this plan as necessary to maintain adopted levels of service or correct existing deficiencies in the five-year Capital Improvements Program (CIP).

Policy CIE-1.1B: The City of Lakeland will prioritize all proposed capital expenditures according to the following guidelines:

Priority 1: Correction of an existing deficiency.

Priority 2: Accommodate desired growth or maintain adopted levels of service.

Priority 3: Replace worn out and obsolete facilities or a logical extension of facilities and services within the designated Urban Development Area.

Policy CIE-1.1C: The City of Lakeland will provide, or require others to provide, needed capital expenditures for the replacement or renewal of obsolete or worn out capital facilities.

Policy CIE-1.1D: The City of Lakeland shall demonstrate that the CIP is financially feasible by adopting into the CIE a 5-year schedule of capital improvements which includes publicly funded projects, and which may include privately funded projects for which the local government has no fiscal responsibility, necessary to ensure that adopted level-of-service standards are achieved and maintained. Financial feasibility of the 5-year schedule of capital improvements shall mean that sufficient revenues are currently available, or will be available from committed funding sources, for the first three (3) years, or will be available from committed or planned funding sources for

years four (4) and five (5), which are adequate to fund the projected costs of the capital improvements listed in the CIP. Committed and/or planned revenue sources for financing programmed capital improvements may include, but are not limited to, ad valorem taxes, bonds, state and federal funds, other tax revenues, impact fees, and developer contributions. Exceptions to the definition of a balanced, financially feasible 5-year schedule of capital improvements are as follows:

1) If the CIP relies on planned revenue sources in the 5-year schedule that require referenda or other actions to secure the planned revenue source, the CIE must, in the event the referenda are not passed or actions do not secure the planned revenue source, identify other existing revenue sources that will be used to fund the capital projects or otherwise amend the CIE to ensure financial feasibility.

2) The requirement that level-of-service standards be achieved and maintained shall not apply if the 5-year schedule of capital improvements reflects developer contributions pursuant to a proportionate fair-share agreement; and

3) The requirement that the 5-year schedule of capital improvements be financially feasible shall not apply if the 5-year schedule of capital improvements reflects developer contributions pursuant to a proportionate fair-share agreement and additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on the transportation facilities.

Policy CIE-1.1E: The City's 5-year schedule of capital improvements will reflect all projects in the corresponding five (5) years of the Water Supply Facilities Work Plan that make an improvement and/or increase in capacity of potable water facilities.

Objective CIE-1.2: Land use decisions and other decisions regarding the issuance of development orders and permits will be based on the development requirements of this plan, land development regulations, and availability of public facilities and services necessary to support such development while maintaining adopted level of service standards.

Policy CIE-1.2A: Level of service standards for public facilities and services shall be established as follows:

All new roadways constructed within the City will be designed to accommodate a minimum of Level of Service D.

The City of Lakeland will use the following multi-modal transportation level of service standards in reviewing the impacts of new development and redevelopment upon facilities. Lakeland is designated as a "Dense Urban Land Area" (DULA) and is allowed to be a citywide Transportation Concurrency Exception Area (TCEA) in which traditional concurrency standards are no longer required. The City adopted a mobility plan, known as the Connectivity Plan, containing alternative measures and standards to meet future travel demand in lieu of primarily traditional roadway widening projects. In addition to requirements in the LDC, the following principles shall guide city investments and development and redevelopment:

- Continued funding of City roadway inventory maintenance and updates to identify extent of gaps for pedestrian and bicycle pathways and target opportunities to address enhanced connectivity in all roadway maintenance projects.

- Increased residential densities along key transit corridors per the Future Land Use Element's policies for Transit Oriented Corridors (TOCs).

- Improved multi-modal mobility along network roadways through private and public funding of roadway typologies outlined in this Element and transit friendly building and site design for new/re-development through requirements of the Future Land Use Element for the Central City Transit Supportive Area.
- Implementation of future land use strategies that promote compact, complementary/mixed use, contiguous and transit-friendly land use patterns within the Central City Transit Supportive Area (CCTSA) and Transit Oriented Corridors (TOC).
- Implementation of Citywide Pathways Plan, including completion of Lake-to-Lake Bikeway Network; and
- Further development of parking strategies that support improved utilization of transit, bicycle, and pedestrian transportation modes.

The table below contains the "Multi-Modal Transportation level of Service Standards – Locally Preferred with TCEA.

Multi-Modal Transportation Level of Service:

Locally preferred roadway LOS standards are included in the matrix below. However, for the TOC and CCTSA areas, and where roadway capacities are and/or will be exceeded with the proposed development (i.e., where the volume to capacity or v/c ratio will be in excess of 1.0), then the outlined multi-modal (bus, bike, sidewalk etc.) improvements are required and intended to help offset the City's lower road based level of service standards in these areas. Any cap set for roadway volumes would trigger road &/or intersection improvements in addition to all the multi-modal improvements detailed below. Feasibility of improved transit services refers to operational feasibility as per the transit provider, and/or constructability in terms of right of way needed for any dedicated transit facility.

Table CIE-2: Multi-Modal Transportation Level of Service Standards Locally Preferred with TCEA[5] (Re-evaluate)

Geographic Area	Multi-Modal Standard	Mobility & Connectivity Requirements [6&7]
	• All standard size transit buses to have bike racks on bus.	• Meet COL Access/Site Circulation, Maximum Parking & Sidewalk Land Development Regulations (LDRs); Target: Implement Roadway Typology
Transit Oriented Corridors Overlay (TOC) & Activity Centers within TOC Roadway Standard[1]: "E"[2&3]	• Transit Service (≤ 30 min in peak times) • Bus Rapid Transit (BRT) Service, Where Feasible • Premium or Circulator Service (≤ 15 min headways), Where Feasible	• All: Transit shelter or bench & bike parking • Address sidewalk or bike route gap, as applicable in corridor • Employment & Retail Centers: superstop (=larger or multiple shelters); Mixed Use Commercial Centers: transit transfer center &/or park & ride lot • Bus Pull Out Lane, where recommended; TDM Strategy, if applicable • Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDRs. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct

	• Sidewalk/Bike Lane Network: Direct Access to Site & Within Corridor • Rail Service, As Applicable	connections required to adjacent uses within master planned developments.
Central City Transit Supportive Area (CCTSA) Roadway Standard[1]: "E"[3]	• Transit Service (≤30 min. in peak times) • Sidewalk/Bike Lane Network Access	• Transit Shelter/bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. • Address Sidewalk & Bike Path Gaps within ¼ mile, as applicable • TDM strategy, if applicable • Required maximum block length as per LDRs. Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDC. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct connections required to adjacent uses within master planned developments.
Urban Development Area (UDA) Continued Roadway Standard[1]: "E"	• Transit Service (≤ 60 minutes in peak times) • Sidewalk/Bike Network Access in ½ mile	• Transit Shelter/bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. • Provide Multi-Use Side paths as appropriate • Provide Bike/Trail linkages • Transit transfer or superstop, as applicable, for activity center & interchange land uses • Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.
Suburban & Rural Development Areas[4] Roadway Standard[1]: "D"	• Transit Service Where Feasible • Sidewalk / Bike Network Connections if within ½ mile	• On-site trails/side paths, as appropriate • Shelters for Active Transit Route • Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.

[1] LOS is measured for the peak hour/peak direction using the average of the two highest peak hours

[2] COL mobility strategies as per above chart shall be required in TOCs; in addition, the roadway Volume/Capacity ratio may have a cap per other policies in

the Transportation Element; Roadway Standards based on service volumes and adopted highway LOS standard as given in the Polk TPO's Roadway Network Database or service volumes obtained through more detailed roadway segment analyses required through the City's development review process.

[3] LOS may be measured on an averaged corridor basis for facilities with common trip ends.

[4] Major Developments, e.g., large PUDs and DRIs or their equivalents may have specific transportation standards and requirements applied through a development order.

[5] Improvements funded by the Transportation Regional or County Incentive Grant Programs are restricted to State LOS standards. The City will work with the Florida DOT regarding mobility issues for Strategic Intermodal (or FIHS) system facilities within the TCEA (TCEA does not require FDOT approval.)

[6] Grid network also includes modified design and layout configurations that provide multiple efficient routes for access and circulation.

[7] These are examples of Mobility & Connectivity Requirements intended to help meet the above Multi-Modal Standards; it is not an all-inclusive list, i.e., other improvements, including enhanced transit services, may be necessary to meet the City's standards (see also Policy 4A.7).

MASS TRANSIT:

The City of Lakeland and Lakeland Area Mass Transit District establish a coordinated level of service for mass transit as per the multi-modal level of service standards found in Policy CIE-1.2 above. While the City's connectivity plan LOS standards address transit as it relates to roadways, the City of Lakeland does not control the Transit service, which is an independent district. The Polk County TPO produces a Transit Development Plan (TDP) which lists several measures of transit service. Transit shelters, other stop improvements, transit-supportive project design and transit district annexation will be required as appropriate through the City's development review processes.

POTABLE WATER:

1) Quality

   Compliance with all Florida Department of Environmental Protection (FDEP) and Federal Drinking Water Standards.

2) Quantity
   a. System-wide water quantity will be sufficient to furnish a minimum of 150 gallons per capita per day, on an average annual basis to address both residential (domestic) and commercial water supply needs.
   b. domestic service is targeted at approximately 130 gpd per capita.
   c. per capita consumption targets are given in Infrastructure Element Objective INF-1.1B.
   d. minimum flow pressures are also established as follows:
      i. 20 psi for fire flow events
      ii. 30 psi for peak demand periods.

3) All stormwater treatment and disposal facilities must meet the water quality standards established in the *Florida Administrative Code*. Specifically, all stormwater discharge facilities must be designed so that the receiving water

body is not degraded below the minimum conditions necessary to ensure suitability for its classification. Any exemptions, exceptions or thresholds found in Chapters 17-25 or 17-40, *Florida Administrative Code*, are not applicable as a deviation from these locally established standards.

WASTEWATER:

1) Quality
   Compliance with all standards of the U.S. Environmental Protection Agency (EPA) and Florida Department of Environmental Protection (FDEP).
2) Quantity
   System-wide wastewater collection and treatment will be sufficient to provide a minimum of 128 gallons per capita per day on an average annual basis. Plant expansion shall be planned in accordance with F.A.C. 62-600.405.

SOLID WASTE:

1) Quantity
   Provide adequate pickup and disposal service to accommodate a *minimum* of five and a half pounds (5.5 lbs.) per capita per day. Intergovernmental coordination efforts will continue between the City and Polk County to ensure adequate capacity is maintained at the North Central Landfill.
2) Pickup
   Provide for a minimum of weekly pickup of residential garbage, recyclables and yard/bulk trash and tree trimmings.

RECREATION AND OPEN SPACE:

1) 5.98 acres of park/open space per 1,000 population with 50% of this acreage in active facilities such as community and neighborhood parks.
2) A minimum of one recreation complex per 30,000 population.
3) One community park per 25,000 residents and one neighborhood park per 8,500 residents.

PUBLIC SCHOOL FACILITIES:

Consistent with the Interlocal Agreement for Public School Facilities, the uniform, district-wide level-of service standards for elementary, middle, and high schools are established as 100 percent of Florida Inventory of School Houses (FISH) capacity and relocatables, as defined further in the Schools Element. The LOS standards are set as follows for special school types:

1) Magnet and School of Choice: One hundred percent (100%) of enrollment quota as established by the School Board or court ordered agreements and as adjusted by the school board annually.
2) Other: K-8, 6th grade centers, 9th grade centers, 6-12 are at one hundred percent (100%) of DOE FISH capacity.
3) Special: Including alternative education or special programmatic facilities will be determined by the type and use of programs for each facility.
4) Conversion Charter Schools: The capacity is set during contract negotiations and the School Board has limited or no control over how many students the

schools enroll. The School Board is unable to "rezone" students to a conversion charter to maximize utilization.

Policy CIE-1.2B: The City of Lakeland will provide, or require others to provide, public facilities and services needed to support development concurrent with the impacts of such development.

Policy CIE-1.2C: The City of Lakeland will coordinate proposed development or redevelopment with State and regional agencies to consider whether the proposed action will affect State agency, water management district, or school district facility plans.

Policy CIE-1.2D: The City of Lakeland adopts by reference the Polk County School Board's Fiscal Year 5-Year District Facilities Work Program, as approved and amended annually by the School Board, that includes school capacity sufficient to meet anticipated student demands projected by the County and municipalities and based on the adopted level of service standards for public schools. The 5-year schedule of improvements ensures the level of service standards for public schools are achieved and maintained within the 5-year period. Annual updates to the schedule shall ensure levels of service standards are achieved and maintained within each year of subsequent 5-year schedule of capital improvements. Annual updates by the School Board will be adopted by reference as the City annually updates its CIE and CIP.

Policy CIE-1.2E: The City of Lakeland adopts by reference the FDOT's 5 Year Work Program for District One as approved and amended annually by the FDOT. Annual updates by the FDOT as pertain to Lakeland will be incorporated in the City's annual updates to its CIP.

Policy CIE-1.2F: The City of Lakeland will account for de minimis project trips through the application of annual growth rates (as developed by the Polk Transportation Planning Organization) for all monitored roadway links in public or private traffic analyses conducted within the City. These growth rates shall be applied in addition to "reserved" trips tracked in the City's Concurrency Management Database.

Objective CIE-1.3: Future development will bear a proportionate cost of facility improvements necessitated by development to maintain adopted level of service standards. For capital improvements that will be funded by the developer, financial feasibility shall be demonstrated by being guaranteed in an enforceable development agreement or interlocal agreement, or other enforceable agreement. These development agreements and/or interlocal agreements shall be reflected in the 5-year schedule of capital improvements if the capital improvement is necessary to serve development within the 5-year schedule.

Policy CIE-1.3A: The City of Lakeland will continue to implement its impact fee ordinances to assess new development a prorated share of the costs required to provide public facilities and services.

Policy CIE-1.3B: The City of Lakeland will continue to negotiate with private development in the provision of capital facilities to serve proposed development. Lakeland's Proportionate Fair-Share Program provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors and includes a methodology for assessing proportionate fair-share mitigation options. This proportionate share program shall provide for the following:

i. A developer may apply for approval to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if construction or implementation for transportation facilities identified as mitigation for transportation system impacts are specifically identified for

funding in the City's 5-year schedule of capital improvements program (CIP), including those portions of the CIE which reference State and County funded transportation improvements, or if the City Commission approves adding the facilities to the next annual update of the 5-year CIP;

ii. Proportionate fair-share mitigation shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address the same capital infrastructure improvements contemplated by local impact fee ordinances.

iii. Mitigation for development impacts to facilities on the State Strategic Intermodal System made pursuant to an approved proportionate fair-share agreement requires the concurrence of the Florida Department of Transportation; and

iv. Nothing in the ordinance shall require the City of Lakeland to approve a development that is not otherwise qualified for approval pursuant to the City's Concurrency Management system.

Policy CIE-1.3C: School facility concurrency mitigation options shall be available to address the impacts of residential developments when applicable elementary, middle, or high schools to which the development is assigned or districted by the PCSB, and all applicable schools in adjacent zones, exceed adopted levels of service standards. The school concurrency mitigation options shall be incorporated into the City's ordinance for concurrency management and shall be consistent with those options identified within the Polk County Interlocal Agreement for Public School Facility Planning and Chapter 163.3180, but at a minimum include donation, construction, or funding of school improvements sufficient to offset the demand created by the proposed development. School facility mitigation must be reflected in the PCSB's adopted 5 Year Program of Work or approved as an update to same. The City's annual CIE update will include this Program of Work by reference.

Objective CIE-1.4: Fiscal resources will be managed in a manner which ensures the provision of needed capital improvements for previously issued development orders as well as future development and redevelopment.

Policy CIE-1.4A: The City of Lakeland will continue to spend funds to maintain existing facilities and services at adopted levels of service.

Policy CIE-1.4B: The City of Lakeland will limit the maximum ratio of outstanding indebtedness for providing capital facilities and services to no greater than 15% of the property tax base.

Policy CIE-1.4C: The City of Lakeland will continue to adopt a five-year capital improvements budget and annual capital budget as part of its budgeting process.

Policy CIE-1.4D: The City of Lakeland will continue to secure grants and private funding, whenever available, to assist in the provision of needed capital improvements, including grants to assist in emergency preparedness and hazard mitigation efforts.

Policy CIE-1.4E: The City of Lakeland will expend monies for capital improvements in accordance with the policies outlined within all elements of this plan.

Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element		Element	Chapter	Policy Direction
Intergovernmental		Schools Facilities	Chapter 6	See Objective PSF-3.1
Intergovernmental		Mobility	Chapter 4	City will coordinate with Polk TPO
Schools Facilities		Future Land Use	Chapter 2	Revitalize schools in declining neighborhoods
Schools Facilities		Future Land Use	Chapter 2	City will coordinate with PCSB on population projections
Capital Improvements	Influences	Schools Facilities	Chapter 6	See Public Schools Facilities section
Capital Improvements		Mobility	Chapter 4	See transportation section
Capital Improvements Appendix		All Elements		Projects funded

Appendix
Capital Improvement Element 2021-2030

- Revenue and Expenses Overview
- Transportation
- Parks and Recreation
- Community Redevelopment Agencies (CRA)
- Airport
- Drainage
- Water
- Wastewater

Revenue and Expenses Overview

The City of Lakeland 10-year Schedule of Capital Improvements (Schedule) is adopted as part of the City's Comprehensive Plan. The Schedule consists of items identified in the Capital Improvement portion of the City's Operating Budget that implement specific objectives and policies contained in the City's Comprehensive Plan.

Certain projects in the Schedule are necessary to maintain the adopted Level of Service standards identified in the Capital Improvements Element or to implement specific policies of the Comprehensive Plan. All projects listed have a dedicated funding source. Policy CIE-1.A. defines capital projects as projects with a minimum cost of $25,000 needed to maintain adopted levels of service or correct deficiencies. Funding is provided through a combination of general and enterprise funds, impact fees, grants, bond revenues, State and County revenue sharing, tax revenues, and private contributions.

Capital improvements in the Schedule address transportation, parks and recreation, community redevelopment agencies, airport, stormwater and drainage, water and wastewater. Policies CiE-1.2D and CIE-1.2E formally adopt by reference the 5-year work program adopted by the Polk Count School Board and the 5- year work program adopted by the Florida Department of Transportation. Adopting these work programs is necessary to fully implement the City's concurrency management system.

REVENUE EXPENDITURES
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021 Proposed	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected	Total Project Cost
REVENUE												
Transportation	36,118,789	8,337,958	8,145,558	8,119,481	5,223,771	6,520,713	6,103,675	5,915,450	7,486,919	6,025,950	5,815,990	**103,814,254**
Parks & Recreation	18,039,063	11,931,042	5,339,354	4,791,500	5,686,960	6,792,814	3,250,995	5,686,482	4,657,005	3,267,565	5,273,165	**74,715,945**
Library	3,405,650	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	**7,405,650**
Community Redevelopment Agencies (CRA)												
Downtown CRA	7,135,747	1,909,516	1,458,351	1,468,550	1,423,480	899,077	1,110,509	1,172,386	1,182,712	1,289,990	1,441,027	**20,491,345**
Midtown CRA	8,148,788	5,119,883	3,821,969	3,611,999	3,417,620	3,733,083	3,482,644	3,603,055	3,728,568	3,634,063	3,174,530	**45,476,202**
Dixieland CRA	1,223,858	453,955	332,746	335,015	262,287	264,561	241,637	243,716	245,798	247,882	249,962	**4,101,417**
Airport	74,259,306	13,094,980	8,416,000	12,685,365	10,551,087	6,001,481	11,073,449	8,004,149	10,629,149	6,004,870	5,892,468	**166,612,304**
Stormwater/Drainage	11,983,571	7,456,223	7,367,294	7,570,442	7,510,535	7,578,516	7,649,652	7,768,817	7,717,840	8,060,009	8,123,855	**88,786,754**
Water	51,600,140	11,809,414	9,258,414	4,986,414	5,651,414	4,751,414	4,679,150	4,179,150	4,579,150	4,179,150	3,679,150	**109,352,960**
Wastewater	46,978,332	25,082,938	15,017,938	7,462,938	7,177,938	9,042,000	8,797,000	7,292,000	5,582,000	5,992,000	5,072,000	**143,497,084**
Total Revenue	**258,893,244**	**85,595,909**	**59,557,624**	**51,431,704**	**47,305,092**	**45,983,659**	**46,788,711**	**44,265,205**	**46,209,141**	**39,101,479**	**39,122,147**	**764,253,915**

EXPENSES												
Transportation	36,118,789	8,337,958	8,145,558	8,119,481	5,223,771	6,520,713	6,103,675	5,915,450	7,486,919	6,025,950	5,815,990	**103,814,254**
Parks & Recreation	18,039,063	11,931,042	5,339,354	4,791,500	5,686,960	6,792,814	3,250,995	5,686,482	4,657,005	3,267,565	5,273,165	**74,715,945**
Library	3,405,650	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	**7,405,650**
Community Redevelopment Agencies (CRA)												-
Downtown CRA	7,135,747	1,909,516	1,458,351	1,468,550	1,423,480	899,077	1,110,509	1,172,386	1,182,712	1,289,990	1,441,027	**20,491,345**
Midtown CRA	8,148,788	5,119,883	3,821,969	3,611,999	3,417,620	3,733,083	3,482,644	3,603,055	3,728,568	3,634,063	3,174,530	**45,476,202**
Dixieland CRA	1,223,858	453,955	332,746	335,015	262,287	264,561	241,637	243,716	245,798	247,882	249,962	**4,101,417**
Airport	74,259,306	13,094,980	8,416,000	12,685,365	10,551,087	6,001,481	11,073,449	8,004,149	10,629,149	6,004,870	5,892,468	**166,612,304**
Stormwater/Drainage	11,983,571	7,456,223	7,367,294	7,570,442	7,510,535	7,578,516	7,649,652	7,768,817	7,717,840	8,060,009	8,123,855	**88,786,754**
Water	51,600,140	11,809,414	9,258,414	4,986,414	5,651,414	4,751,414	4,679,150	4,179,150	4,579,150	4,179,150	3,679,150	**109,352,960**
Wastewater	46,978,332	25,082,938	15,017,938	7,462,938	7,177,938	9,042,000	8,797,000	7,292,000	5,582,000	5,992,000	5,072,000	**143,497,084**
Total Expenses	**258,893,244**	**85,595,909**	**59,557,624**	**51,431,704**	**47,305,092**	**45,983,659**	**46,788,711**	**44,265,205**	**46,209,141**	**39,101,479**	**39,122,147**	**764,253,915**

100 - TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
TRANSPORTATION												
Parking Lots	13,100											**13,100**
Sidewalk Projects												
FDOT-LAP Josephine Sidewalk (Central Avenue to Pinewood Avenue)	50,000											**50,000**
FDOT-Main Street Pathways	878,132											**878,132**
FDOT-Three Parks Trail E	492,227											**492,227**
FDOT-Sidewalk-N Crystal Lake (Willow Point to Longfellow)	304,000											**304,000**
FDOT - Three Parks Trail W	10,000											**10,000**
FDOT - N. Crystal Lake Dr From Willow Point Dr to Longfellow Blvd	3,435											**3,435**
CDBG-Choctaw Avenue Sidewalk Project	20,000											**20,000**
Sidewalk Repair & Replacement	776,250	803,419	831,539	800,000	800,000	921,941	954,209	987,607	1,022,173	1,052,840	1,084,425	**10,034,403**
Sidewalk Contingency - Developer Contributions	91,797											**91,797**
Sidewalk - East Garden St (Lkld Hills Blvd to W Lk Parker Dr)	13,110											**13,110**
Sidewalk - Lakeland Highlands Rd (Lowes to Polk Parkway)	202,403											**202,403**
Sidewalk - Lincoln Ave Sidewalk (SW Middle School to Beacon Rd)	178,741											**178,741**
Sidewalk - Luce Rd. (Hallam Dr. to Lk. Miriam Dr.)	231,209											**231,209**
Accessible Sidewalks Repair & Replacement	122,445											**122,445**
Sidewalk - Chestnut Rd (US 92 to Chestnut Woods Dr)	50,000											**50,000**
Sidewalk - Plateau Ave (Hickory to Olive)	128,499											**128,499**
Glendale Trail	58,000											**58,000**
Olive St (Cornelia Ave to Central Ave)	26,250	75,750										**102,000**
S. Edgewood Drive (Taft St to US 98S)	34,300	98,700										**133,000**
Beacon Road Sidewalk	22,000	342,000										**364,000**
Chestnut Rd Sidewalk (US 92 to Chestnut Woods Dr)	100,000											**100,000**
Gilmore Avenue (Parkview to E. Crawford)	56,200	227,550										**283,750**
Chase Street Trail					50,000							**50,000**
7th Street Sidewalk		5,500	84,500									**90,000**
Sandpipers Drive Sidewalk		16,500	256,500									**273,000**
Sylvester Road Sidewalk - Phase 2		103,600	296,400									**400,000**
Lakehurst Street			84,700	242,300								**327,000**
Street Resurfing & Sealing	3,574,128	2,835,069	2,882,181	2,892,000	2,975,221	3,852,428	3,548,191	3,542,587	4,966,694	3,491,530	3,473,725	**38,033,754**
Street Improvements												
FDOT LAP - New York Avenue Cycle Track	80,169											**80,169**
FDOT - Upgrades to US 92 at Wabash Ave	1,226,133											**1,226,133**
FDOT County Line Rd @ US 92	1,256,345											**1,256,345**
Alley Improvement Project	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	**880,000**
N. Lakeland East. Connector - Crevasse St. Ext.	75,000											**75,000**
New York Avenue Cycle Track	839											**839**
Main Street Pathways	30,554											**30,554**
Medulla Road Extension	170,000											**170,000**
North Ten Acres Resurfacing	10,000											**10,000**
South Wabash Ave Mitigation	700,000											**700,000**
Old Combee Rd Bus Pull-Out Lane	25,000											**25,000**
Lake Beulah Dr Cul-De-Sac	73,729											**73,729**
Buckingham Ave Pedestrian Crossing	39,008											**39,008**
Drane Field Rd Corridor Impr Phase I	1,500,000											**1,500,000**
Hwy 33 Road Improvements - I4 to City Limits	1,009,401											**1,009,401**
CSX Railroad Crossing Maintenance	47,881											**47,881**
South Wabash Ave Extension	2,481,939											**2,481,939**
Five Points Roundabout	13,250											**13,250**
SR 572 (Dranefield Rd) at Waring Rd Roundabout			2,000,000	2,050,000								**4,050,000**
Transportation Impact Fee-District 1												
N. Lakeland East. Connector - Crevasse St. Ext.	6,152,712	1,000,000										**7,152,712**
Hwy 33 Road Improvements - Parkview to Granada	1,000,000											**1,000,000**
Corridor Study from SR 33 to Walt Loop Rd	450,000	50,000										**500,000**
N Florida Ave (Robson St to Carpenter's Way)	170,000											**170,000**
Hwy 33 Road Improvements - I4 to City Limits	1,515,494											**1,515,494**
North Wabash Ave Extension	4,590,482	800,000										**5,390,482**
Sidewalks for Collector Streets				400,000		400,000						**800,000**

100 - TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Transportation Impact Fee-District 2												
Florida/Harden East-West Connector	1,830,326											**1,830,326**
Wabash Ave Extension Project Development & Environment Study	71,828											**71,828**
Drane Field Rd Corridor Impr Phase I	188,290	188,290	188,290	188,290	188,290	188,290	188,290	188,290	188,290	87,527		**1,782,137**
South Wabash Ave Extension	118,898	69,680	69,680	69,680	69,680	69,680	69,680	69,680	52,332			**658,990**
Traffic Projects	1,380,522	748,513	734,288	643,833	656,153	668,757	701,651	714,842	728,338	742,147	756,275	**8,475,319**
Miscelaneous Improvements	1,574,726	741,187	484,980	224,378	313,427	232,617	311,954	241,444	341,092	250,906	330,565	**5,047,276**
Contributions to Parking Fund	482,927	36,000	52,500	439,000	1,000	17,000	159,700	1,000	18,000	231,000	1,000	**1,439,127**
Accommodations for Programs and Services	146,949	100,000	100,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	**1,066,949**
Streetscape												
632 Main Street Streetscape	17,500											**17,500**
Main Street Streetscape - Catapult	74,000											**74,000**
Miscellaneous Projects	93,661	16,200	-	-	-	-	-	-	-	-	-	**109,861**
Corridor Enhancement												
W Lake Parker/Lakeshore Trail Improvements	5,000											**5,000**
Total Expenses	**36,118,789**	**8,337,958**	**8,145,558**	**8,119,481**	**5,223,771**	**6,520,713**	**6,103,675**	**5,915,450**	**7,486,919**	**6,025,950**	**5,815,990**	**103,814,254**

PARKS, RECREATION, LIBRARY
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
PARKS												
Beautification Projects (Grant & City)	32,512	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**532,512**
Neighborhood Beautification	32,512	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**532,512**
Common Ground Park												
Playground Equipment Replacement				200,000								**200,000**
Cypress Youth Complex												
Sportsfield Lighting					500,000							**500,000**
Phase II - Multi-Purpose Fields								500,000				**500,000**
English Creek Park												
Soccer Complex											2,000,000	**2,000,000**
Dobbins Park												
Playground Equipment Replacement						250,000						**250,000**
Horney Park												
Playground Equipment Replacement			75,000									**75,000**
Jackson Park												
Playground Equipment Replacement			80,000									**80,000**
Lk Bonny Comm Park												
Playground Equipment Replacement					250,000							**250,000**
Lake Mirror Park												
Lake Mirror Tower - (D/S)	71,445	5,000,000										**5,071,445**
Barnett Family Park												
Sunflower Preschool Playground Park		200,000							200,000			**400,000**
Playground Equipment Replacement					250,000							**250,000**
Splash Pad Replacement								750,000				**750,000**
Lake Parker Park												
Playground Equipment Replacement						250,000						**250,000**
Maintenance Building				75,000								**75,000**
Marchant Stadium												
Joker Marchant Stadium Renovations	2,696,390	2,696,390	2,696,390	2,696,390	3,196,390	4,671,830	2,574,561	2,574,562	2,574,561	2,574,561	2,574,561	**31,526,586**
Marchant Stadium - Field Replacement	448,944							125,000				**573,944**
Fetzer Hall Renovation	4,000,000											**4,000,000**
Batter's Eye Replacement (Fields 1, 3, & Kaline)	28,000	28,000	28,000									**84,000**
Marchant Stadium Renovation Berm and Shade												
Joker Marchant Stadium Renovations	370,120	370,120	370,120	359,920								**1,470,280**
Miami Park												
Playground Equipment Replacement									100,000			**100,000**
Freedom Park												
Playground Equipment Replacement									120,000			**120,000**
Parker Street Park												
Playground Equipment Replacement									100,000			**100,000**
Peterson Park												
Playground Equipment Replacement			150,000									**150,000**
Fan Seating - ADA Upgrades			85,000									**85,000**
Sertoma Park												
Sertoma Park Renovation		50,000										**50,000**
Washington Park												
Playground Equipment Replacement								180,000				**180,000**
Wedgewood Park												
Douglas M. Cook Park	604											**604**
West/SW Complexes												
Playground Equipment Replacement	75,000		225,000									**300,000**
Southwest Complex - Clubhouse Remodel			225,000									**225,000**
Westside Complex Concession Stand Rehab			225,000									**225,000**
Woodlake Park												
Playground Equipment Replacement				125,000								**125,000**
Tennis Court Lighting				275,000								**275,000**
Lights for Pickle Ball Courts			125,000									**125,000**
Irrigation Projects												
Centralized Irrigation System	25,158		50,000					50,000				**125,158**
Sportsfield Projects												
City Sportsfield Lighting	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**330,000**
Lake Hollingsworth												
Lake Hollingsworth Restrooms Contributions	6,913											**6,913**
7th Street Park												

PARKS, RECREATION, LIBRARY
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Playground Equipment Replacement						100,000						**100,000**
Interlachen Park												
Playground Equipment Replacement					125,000							**125,000**
Hanley Park												
Playground Equipment Replacement						100,000						**100,000**
Misc. Parks Projects	859,640	242,766	163,422	165,095	166,785	168,492	170,217	171,960	173,722	175,502	177,302	**2,634,903**
Total Parks	**8,644,726**	**8,667,276**	**4,577,932**	**3,976,405**	**4,568,175**	**5,620,322**	**2,824,778**	**4,431,522**	**3,348,283**	**2,830,063**	**4,831,863**	**54,321,345**
RECREATION												
Kelly Recreation Complex												
Replace Weight Rm Equipment		100,000										**100,000**
Annual Pool Contingency	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**88,000**
Elevator Rehabilitation	56,438											**56,438**
Rock Climbing Walls and Equipment								75,000				**75,000**
Gandy Pool Operations												
Gandy Pool Resurfacing				300,000								**300,000**
Lake Mirror Complex												
A/C Chiller Replacements	754,423											**754,423**
Furniture Replacement				100,000								**100,000**
Lake Mirror Auditorium Renovations					500,000							**500,000**
Replace Stage Curtains	11,000											**11,000**
Lake Crago Park												
Lake Crago Park - Construction	2,443,541											**2,443,541**
Debt Service	1,313,823											**1,313,823**
Simpson Park Rec Center												
Shade Awnings - Seating			50,000									**50,000**
Replace Weight Rm Equipment		100,000										**100,000**
Lobby Floor Replacement		50,000										**50,000**
Playground Equipment Replacement									125,000			**125,000**
Simpson Pool Operations												
Annual Pool Contingency	7,030	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**87,030**
Pool Repairs	6,690											**6,690**
Tennis Courts												
Resurface Tennis Courts					200,000							**200,000**
Misc. Recreation Projects												
Renovate Building & Playgrounds	269,670	230,000	232,000	234,000	236,000	238,000	240,000	242,000	244,000	246,000	248,000	**2,659,670**
Total Recreation	**4,870,615**	**496,000**	**298,000**	**650,000**	**952,000**	**254,000**	**256,000**	**333,000**	**385,000**	**262,000**	**264,000**	**9,020,615**
Parks & Recreation Impact Fee Projects												
P&R Impact Fee-Dist 1												
Sportsfield Lighting	28,780											**28,780**
Lake Crago Park Complex	2,676,096					750,000			750,000			**4,176,096**
Lake Crago Park Complex - Debt Service on Internal Loan	830,000	525,000										**1,355,000**
Bark at the Lake Dog Park	50,000											**50,000**
P&R Impact Fee-Dist 2												
Sportsfield Lighting		1,000,000										**1,000,000**
Cypress Youth Complex - Debt Service on Internal Loan	79,206											**79,206**
Peterson Park - Concession/Restroom Renovation			300,000									**300,000**
English Creek Park Land Purchase		1,000,000										**1,000,000**
English Creek Park Multi-Purpose Fields and Design								750,000				**750,000**
Total Parks & Recreation Impact Fee Projects	**3,664,082**	**2,525,000**	**300,000**	**-**	**-**	**750,000**	**-**	**750,000**	**750,000**	**-**	**-**	**8,739,082**
LIBRARY												
Co-op Funded Projects	740,325	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,740,325**
Future Expansion Reserve	209,757	12,500	35,000	40,000	120,000	50,000	50,000	105,000	75,000	160,000	90,000	**947,257**
Library - Carpet Replacement	122,258						100,000	75,000				**297,258**
Computer Equipment Upgrade	51,840	20,000	20,000	20,000			30,000		30,000		10,000	**181,840**
Ceiling & Lighting Replacement (Main)	51,937	30,000							30,000			**111,937**
Lobby Restroom Renovation (Main)	51,894			20,000								**71,894**
Closed Circuit Camera System Upgrade	20,535	10,000			10,000						10,000	**50,535**
Restroom Renovation		30,000								20,000		**50,000**
Library Furniture (Co-op Funded)	92,783	50,000			15,000						50,000	**207,783**
Sound System Upgrade - Meeting Room	1,363		15,000		5,000				15,000			**36,363**

PARKS, RECREATION, LIBRARY
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Meeting Room Renovation (Northside Branch)	10,000				10,000							**20,000**
Design New Entry	1,650	2,500	10,000									**14,150**
RFID Project / Self Check	333										20,000	**20,333**
Learning Commons/Coffee Shop Project	1,599											**1,599**
Enclose Patio						130,000						**130,000**
Fixture Replacement (Northside Branch)			100,000	100,000								**200,000**
Interior Finishes/Improvements	104,376	25,000			20,000				30,000			**179,376**
LHCC Exhibits and Displays	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	**220,000**
City Funded Projects	962,500	-	-	-	-	-	-	-	-	-	-	**962,500**
A/C Ductwork Maintenance	762,500											**762,500**
Cultural Room	200,000											**200,000**
Total Library	**3,405,650**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**7,405,650**

COMMUNITY REDEVELOPMENT AGENCY (CRA) FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
DOWNTOWN CRA												
Neighborhood Projects												
Small Project Assistance	233,643	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**733,643**
North Downtown Master Plan	34,063	150,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,084,063**
Downtown Infrastructure	100,000	250,000	150,000	150,000	150,000	150,000	250,000	250,000	250,000	350,000	500,000	**2,550,000**
Catalyst Development	500,000	100,000	100,000	100,000	100,000	100,000	200,000	250,000	250,000	250,000	250,000	**2,200,000**
Downtown Infill Incentive	100,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**600,000**
Debt Service												
Residential Redevelopment	2,900,000	400,000	400,000	400,000	344,388							**4,444,388**
Miscelaneous Projects	1,407,049	414,716	139,251	142,750	146,292	149,877	153,509	157,186	158,912	160,795	163,209	**3,193,546**
Corridor Enhancement												
SFLA Corridor Improvements	324,911	150,000	150,000	150,000	150,000							**924,911**
Five Points Roundabout	87,170											**87,170**
Total Expenses	**7,135,747**	**1,909,516**	**1,458,351**	**1,468,550**	**1,423,480**	**899,077**	**1,110,509**	**1,172,386**	**1,182,712**	**1,289,990**	**1,441,027**	**20,491,345**
MIDTOWN CRA												
Neighborhood Projects												
Lincoln Square Development	440,375											**440,375**
Residential Incentives	524,120	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	**5,024,120**
Northwest Neighborhood	218,138	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,218,138**
Northeast Neighborhood	55,036	125,000	125,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,105,036**
Miscelaneous Projects	1,969,245	1,375,103	1,023,009	1,025,219	817,436	819,659	796,889	799,126	801,370	778,500	780,500	**10,986,056**
Corridor Enhancement												
MLK - Memorial to 10th St	9,454	9,738	10,030	10,331	10,641	10,960	11,289	11,628	11,977	12,336	12,706	**121,090**
Providence Rd - W 10th St to Griffin Rd	685,509	550,000										**1,235,509**
W Lake Parker/Lakeshore Trail Improvements	918,452											**918,452**
Mass Ave/Parker St. Intersection Improvement	26,724											**26,724**
Landscape - US 98 - Memorial to 10th St	17,558	18,085	18,628	19,187	19,763	20,356	20,967	21,596	22,244	22,911	23,599	**224,894**
Landscape - US 98 - Griffin to 10th St	17,558	18,085	18,628	19,187	19,763	20,356	20,967	21,596	22,244	22,911	23,599	**224,894**
Landscape - Parker Street	9,454	9,738	10,030	10,331	10,641	10,960	11,289	11,628	11,977	12,336	12,706	**121,090**
Landscape - Ingraham Ave	12,261	11,348	11,688	12,039	12,400	12,772	13,155	13,550	13,957	14,376	14,807	**142,353**
Landscape - Intown Bypass Phase 1 Outparcels	9,454	9,738	10,030	10,331	10,641	10,960	11,289	11,628	11,977	12,336	12,706	**121,090**
E. Main Street Landscaping Maintenance	14,069	14,491	14,926	15,374	15,835	16,310	16,799	17,303	17,822	18,357	18,907	**180,193**
Lakeshore Aquatic Preservation	23,000											**23,000**
Redevelop Massachusetts Ave Properties	1,249,705	506,151	250,000	250,000	250,000							**2,505,856**
Memorial Blvd	50,000	50,000	200,000	200,000	200,000	200,000	200,000	200,000	300,000	300,000	300,000	**2,200,000**
Citrus Connection Services (LAMTD Agreement)	198,344	140,000	150,000									**488,344**
Five Points Roundabout	142,988											**142,988**
Parkview Place Pedestrian Improvements						250,000						**250,000**
Gilmore Ave - Parkview to Bella Vista		250,000										**250,000**
W. 14th St Pedestrian Enhancements		255,000										**255,000**
717 N. Florida Renovation	500,000											**500,000**
Redevelopment Plan - MUAC												
East Main Street Master Plan	200,000	200,000	350,000	300,000	300,000	500,000	500,000	600,000	600,000	500,000		**4,050,000**
Total Expenses	**8,148,788**	**5,119,883**	**3,821,969**	**3,611,999**	**3,417,620**	**3,733,083**	**3,482,644**	**3,603,055**	**3,728,568**	**3,634,063**	**3,174,530**	**45,476,202**
DIXIELAND CRA												
Misc. Projects	477,096	225,948	172,746	173,015	173,287	173,561	173,637	173,716	173,798	173,882	173,962	**2,264,648**
Corridor Enhancement												
Alley Improvement Project	184,334	10,000										**194,334**
Redevelopment Plan Update					25,000	25,000						**50,000**
SFLA Corridor Improvements	471,050	100,000	100,000	100,000								**771,050**
Total Expenses	**1,223,858**	**453,955**	**332,746**	**335,015**	**262,287**	**264,561**	**241,637**	**243,716**	**245,798**	**247,882**	**249,962**	**4,101,417**

510 - LAKELAND LINDER INTERNATIONAL AIRPORT RENEWAL REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
AIRPORT												
2019 Airport Bond Issue Debt Service Costs	111,000											**111,000**
FDOT-Site Prep and Utility Installation for Intermodal Center	10,182,360											**10,182,360**
FAA/FDOT Terminal Apron	2,673,729											**2,673,729**
FAA/FDOT Master Plan	132,054											**132,054**
FAA/FDOT Rehab TWY H	97,560											**97,560**
NOAA Improvements	12,838,338											**12,838,338**
FAA/FDOT Rehab TWY E1	1,900,000											**1,900,000**
FAA/FDOT Rehab NE Quadrant	3,691,871											**3,691,871**
FDOT Fuel Site Generator	275,000											**275,000**
FDOT-Airport Fuel Farm	501,409	12,182	12,182	12,182	12,182	12,182	50,050					**612,369**
FDOT ILS and RVR	1,738,156											**1,738,156**
FAA/FDOT Rehab & Strengthening of Runway 9-27	29,475,019											**29,475,019**
NOAA Lease Improvements	1,275,263											**1,275,263**
ILS Upgrade to Cat III	8,689,491	4,519,243										**13,208,734**
Miscellaneous Maintenance Projects	453,056	300,000	350,000	500,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	**3,703,056**
Office Renovation	225,000											**225,000**
TWY E; Construct TWY S		8,263,555	96,718	96,718	96,718	96,718	96,718					**8,747,145**
FAA/FDOT ARFF Equipment						1,800,000						**1,800,000**
FDOT Construct New T Hangars							1,375,000	1,375,000				**2,750,000**
FAA/FDOT Rehab TWY P			7,957,100									**7,957,100**
FDOT Land Purchase				1,000,000			3,015,000	92,468	92,468	92,468	92,468	**4,384,872**
FAA Projects							5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	**25,000,000**
Shift of TWY D					10,017,908	112,402	112,402	112,402	112,402	112,402		**10,579,918**
TWY A Shoulders				11,076,465	124,279	124,279	124,279	124,279	124,279			**11,697,860**
TWY Connectors						3,555,900						**3,555,900**
FDOT Projects							1,000,000	1,000,000	5,000,000	500,000	500,000	**8,000,000**
Total Expenses	**74,259,306**	**13,094,980**	**8,416,000**	**12,685,365**	**10,551,087**	**6,001,481**	**11,073,449**	**8,004,149**	**10,629,149**	**6,004,870**	**5,892,468**	**166,612,304**

596 - STORMWATER UTILITY FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
STORMWATER / DRAINAGE												
Lake Bonny												
Lake Bonny Watershed Management Plan & Projects	446,008	150,000	100,000	150,000	100,000	50,000						**996,008**
Lake Gibson												
Water Quality Improvement Project			25,000	50,000	50,000	50,000						**175,000**
Lake Hollingsworth												
Lake Hollingsworth TMDL Program	166,135	300,000	300,000	300,000	300,000	200,000	200,000	150,000	100,000	50,000	50,000	**2,116,135**
Hunter/Beulah/Wire Watershed												
SWFMD - Lake Hunter BMP	1,296,653	100,000										**1,396,653**
Lake Hunter - Watershed Management	142,517	50,000	150,000	100,000	100,000	100,000	100,000	50,000	50,000	50,000	50,000	**942,517**
Lake Parker												
Lake Parker TMDL Project - WQ Treatment	486,681	250,000	500,000	500,000	500,000	500,000	350,000	350,000	300,000	250,000	200,000	**4,186,681**
Crystal Lake												
Crystal Lake TMDL	367,035	150,000	100,000	200,000								**817,035**
Miscellaneous	1,821,835	1,166,219	1,193,741	1,206,091	1,177,947	1,241,709	1,288,134	1,397,353	1,409,506	1,724,738	1,625,390	**15,252,663**
Lake Morton												
Water Quality Improvement Project	275,705	150,000	100,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**925,705**
Lake Mirror												
Water Quality Improvement Project	91,934	150,000	50,000	25,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**666,934**
Lake Beulah												
Water Quality Improvement Project			30,000	25,000	20,000	20,000	50,000	50,000			50,000	**245,000**
Drainage Projects	3,770,316	2,567,365	2,574,926	2,615,491	2,681,215	2,773,809	2,867,465	2,962,213	3,058,081	3,155,100	3,253,335	**32,279,316**
Lakes and Environmental	1,573,763	839,607	638,876	720,309	828,622	841,147	943,953	907,051	844,453	819,171	827,230	**9,784,182**
Total Expenses	**11,983,571**	**7,456,223**	**7,367,294**	**7,570,442**	**7,510,535**	**7,578,516**	**7,649,652**	**7,768,817**	**7,717,840**	**8,060,009**	**8,123,855**	**88,786,754**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
WATER												
Renewal and Replacement Fund												
Water Production-General	1,680,939	904,000	654,000	754,000	754,000	754,000	754,000	754,000	1,154,000	754,000	254,000	**9,170,939**
CWP4001 Production - Tools & Equip	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	**440,000**
CWP4002 PICS Capital Equipment	90,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	**130,000**
CWP5030 Equipment Replacement	215,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,215,000**
CWP5505 NW Plant Auxiliary System Upgrades	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,100,000**
CWP5519 NE Monitoring Well Equipment Replacement	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	**110,000**
Williams Filter Rehabilitation		400,000	400,000									**800,000**
Williams Liquid Chlorine Conversion				500,000	500,000	500,000	500,000	500,000	500,000	500,000		**3,500,000**
Softening Basins Recoating	16,881											**16,881**
Combee WTP Filter Rehabilitation	9,640								400,000			**409,640**
Williams Ground Storage Tank Cleaning and Repairs		250,000										**250,000**
Combee WTP Ground Storage Tank #2	298,048											**298,048**
Williams WTP Storage Building	901,370											**901,370**
Water Transmission & Distribution-General	14,240,595	4,771,700	4,630,700	1,408,700	2,268,700	1,368,700	1,368,700	1,368,700	1,368,700	1,368,700	1,368,700	**35,532,595**
Capital Contingency		200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,000,000**
CWE4001 Subdv. & Comm. Dev. Cap. Proj.	255,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,255,000**
CWD4002 New Service Connections	(26,000)	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**474,000**
CWE4004 Minor Ext & Sys Improvements	296,400	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	**3,296,400**
CWD4009 Hydrant Install-New Annex	6,600	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**306,600**
CWD4011 City Project Support	159,900	250,000	250,000	290,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	**2,699,900**
CWD4018 Dist Facilities Replacement	109,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	**909,000**
CWD4021 New Water Meters		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**500,000**
CWE4022 Tools & Equip	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**330,000**
CRR4023 Central Controlled Irrigation		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	**60,000**
CWD5039 Undesignated Long Term Project Support	5,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	**2,505,000**
CWD5067 Meter Relocation/Improvement		7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	**75,000**
CWD15100 Traffic Control Support Capital		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	**100,000**
CWE5146 Purchase of Radios	7,700	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	**59,700**
Transfer to Fleet - Water Vehicle Purchases	25,000											**25,000**
CWD5230 SmartGrid Installation	8,842,338	3,000,000	2,512,000									**14,354,338**
SR 563 (Harden Blvd) - N/S Route - 36 inch Relocate			750,000									**750,000**
Lakeland/Auburndale Water Interconnection at Pace Road	1,035,214											**1,035,214**
Maplewood Av 6" AC Replacement (Between E. Edgewood Drive and Glendale	189,822											**189,822**
Redwood Av. 6" AC Replacement (Between E. Edgewood Dr. and Glendale St	166,149											**166,149**
Swindell Rd. 8" tie (East of County Line Rd.)	79,652											**79,652**
E. Fern Rd. Replace 6 inch AC Water Main (btwn Interlachen & Dixie Pl)	2,740											**2,740**
North Wabash Extension	348,700											**348,700**
Skyview 6" FL Protection Improv/Waterview Blvd W/Add Valves	201,285											**201,285**
New Water Meter Test Bench	192,700											**192,700**
Scott Lake Manor 6" Fire Improvement (Martha St, Donald St & Jay St)	227,330											**227,330**
Skyview System Fire Improvement	299,847											**299,847**
Indian Trails Subdivision AC Replace & Fire Improv	265,000											**265,000**
Glendale St. 6" AC WM Replace (Willow to New Jersey)	146,016											**146,016**
New Admin Bldg Water Main Replacement	86,000											**86,000**
Skyview 6" Fire Protection Improv (Six Iron-Fairway Dr)	127,300											**127,300**
Skyview 6" Fire Protection Improv (Watersedge Dr)	138,400											**138,400**
W. Lk Parker AC W.L. Replace (Valencia to Bonaire)	280,000											**280,000**
24" J&B/12" Water Main @ Bella Vista CSX Crossing	135,000											**135,000**
Leak Detection Correlator/Hydrophone		10,000										**10,000**
Lakeland Hills Blvd (Parkview to Granada)					900,000							**900,000**
Hardin Combee Rd Sidewalk Improvement	39,099											**39,099**
Chabett Ave. W.L Replace-6 inch-Fire Improv	90,000											**90,000**
Repair Damaged Shed Area	38,348											**38,348**
Office Furniture for Water Distribution	147,760											**147,760**
Lake Luther/Oakway 6" Water Main	25											**25**
E Lk Parker AC Replace (Lk View to Idlewild)		115,000										**115,000**
N. Crystal Lake Dr 6" Water Main Replacement	28,470											**28,470**
Alexander Drive 6" AC Water Line Replacement	44,800											**44,800**
Ground Penetrating Radar Locator		18,000										**18,000**
Tom Watson Rd 6" W.M. & Fire Protection Improvement		85,000										**85,000**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Oxford Av/Warrington Av 6" Fire Protection Improvement		175,000										**175,000**
Luce Rd AC Water Main Replacement	220,000											**220,000**
Water Transmission & Distribution -Meters	60,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,060,000**
Water Meter Replacement - Capital	60,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,060,000**
Water Transmission & Distribution-Cross Connection Control	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**825,000**
CWD4010 Backflow Prevention	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**825,000**
Water Engineering	1,483,360	885,000	825,000	1,025,000	830,000	830,000	830,000	830,000	830,000	830,000	830,000	**10,028,360**
Capital Contingency	35,925	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	**2,535,925**
Diesel Spill Remedial Action Plan	2,500											**2,500**
Softening Basins Recoating	5,000											**5,000**
Combee WTP Filter Rehabilitation	1,345											**1,345**
Combee WTP Ground Storage Tank #2	8,936											**8,936**
Williams WTP Clearwell Design & Construction (SRL)	29,533											**29,533**
CWE4001 Subdv. & Comm. Dev. Cap. Proj.	440,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	**3,940,000**
CWE4004 Minor Ext & Sys Improvements	5,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**255,000**
CWD4011 City Project Support	70,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	**420,000**
CWD4012 Polk County Project Support	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	**385,000**
CWD4013 State/FDOT Project Support	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**495,000**
CWD4014 City Parks & Rec Support	2,500	40,000	40,000	40,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**437,500**
Josephine Street 8-inch AC Main Replacement	1,075											**1,075**
CDA5096 CROW Water Projects Easements	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**495,000**
Skyview Utility System (City costs / Design & Eng)	3,306											**3,306**
Transfer to Fleet - Water Vehicle Purchases	28,500											**28,500**
Lakeland/Auburndale Water Interconnection at Pace Road	107,157											**107,157**
Maplewood Av 6" AC Replacement (Between E. Edgewood Drive and Glendale	12,500											**12,500**
Redwood Av. 6" AC Replacement (Between E. Edgewood Dr. and Glendale St	15,000											**15,000**
Willow Av. 6" AC Replacement (Between E. Edgewood Dr. and Glendale St	4,838											**4,838**
Swindell Rd. 8" tie (East of County Line Rd.)	19,706											**19,706**
Utility relocation SR33 at I-4 Interchange	17,654											**17,654**
Utility relocation SR33 / Old Combee to University Blvd.	24,383											**24,383**
Polk County-Bartow-US 98 Interconnect	60,419											**60,419**
N Florida Ave 10th to Crawford	10,000											**10,000**
I-4/County Line Rd Drainage	10,000											**10,000**
US 92 Galloway to Wabash S/W	30,000											**30,000**
Robson Street Drainage	40,000											**40,000**
North Wabash Extension	50,000											**50,000**
US 92 at County Line Rd (Widening & Intersection)	300,000	300,000	500,000	500,000	500,000	500,000	500,000					**3,100,000**
US 92 at Wabash	20,000											**20,000**
Skyview 6" FL Protection Improv/Waterview Blvd W/Add Valves	37,400											**37,400**
Scott Lake Manor 6" Fire Improvement (Martha St, Donald St & Jay St)	15,438											**15,438**
Engineering Scanning	23,467											**23,467**
Glendale St. 6" AC WM Replace (Willow to New Jersey)	5,653											**5,653**
Skyview 6" Fire Protection Improv (Six Iron-Fairway Dr)	47,700											**47,700**
Skyview 6" Fire Protection Improv (Watersedge Dr)	36,600											**36,600**
Lakeland Hills Blvd (Parkview to Granada)				200,000								**200,000**
Memorial Blvd (Wabash to Ingraham)	10,000											**10,000**
Hardin Combee Rd Sidewalk Improvement	5,115											**5,115**
Chabett Ave. W.L Replace-6 inch-Fire Improv	10,000											**10,000**
South Wabash Extension	50,000											**50,000**
I-4/CSX Bridge Replacement	30,000											**30,000**
Lake Luther/Oakway 6" Water Main	4,210											**4,210**
E Lk Parker AC Replace (Lk View to Idlewild)	10,000											**10,000**
N. Crystal Lake Dr 6" Water Main Replacement	15,000											**15,000**
Tom Watson Rd 6" W.M. & Fire Protection Improvement		30,000										**30,000**
Oxford Av/Warrington Av 6" Fire Protection Improvement		30,000										**30,000**
Luce Rd AC Water Main Replacement	2,500											**2,500**
LWE9592 W. Pipkin Widening (Medulla to Harden)	122,693	750,000										**872,693**
FDOT Proposed Water Projects	170,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	**5,170,000**
SW Water Expansions	1,560,000	-	-	-	-	-	-	-	-	-	-	**1,560,000**
SW Water Expansion - Drane Field & Medulla Rds	10,000											**10,000**
SW Water Expansion - County Line Rd	1,550,000											**1,550,000**
Water Administration	10,144,799	1,473,714	673,714	173,714	173,714	173,714	101,450	101,450	101,450	101,450	101,450	**13,320,619**
2010A CBA Bonds Payable	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	**15,950**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
DOIT Switch Replacement	26,418											**26,418**
Radio Replacement 2011	72,264	72,264	72,264	72,264	72,264	72,264						**433,584**
Sixth Floor Furnishings	400,000											**400,000**
Water Utilities Facility	7,020,356											**7,020,356**
Undesignated Improvement Projects	104,151											**104,151**
Polk Regional Water Cooperative	1,287,110											**1,287,110**
Polk County-Bartow-US 98 Interconnect	354,000		500,000									**854,000**
Mirrorton - Water Support	200,000											**200,000**
Water Asset Retirement Obligation Study GASB 83	49,050											**49,050**
Targeted Economic Opportunities - Water	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,100,000**
Southwest Water Expansion	4,030											**4,030**
Water Asset Management Plan	200,000											**200,000**
Undesignated Growth - Water		300,000										**300,000**
SW Water Expansion - Drane Field & Medulla Rds	245,970											**245,970**
Hydrant Water Field Station		1,000,000										**1,000,000**
Lake Crago Park - Water Support	80,000											**80,000**
Total Renewal and Replacement Fund	29,837,386	9,759,414	7,958,414	4,536,414	5,201,414	4,301,414	4,229,150	3,729,150	4,129,150	3,729,150	3,229,150	**80,640,206**
Water Impact Fee Fund:												
Contributions to Other Funds	1,000,000	-	-	-	-	-	-	-	-	-	-	**1,000,000**
Transfer to 2012 Water Sinking Fund	500,000											**500,000**
Transfer to 2010 Water Sinking Fund	500,000											**500,000**
Water Production-General	7,676	-	-	-	-	-	-	-	-	-	-	**7,676**
Combee WTP Ground Storage Tank #2	7,676											**7,676**
Water Transmission and Distribution-General	450,000	-	-	-	-	-	-	-	-	-	-	**450,000**
Lakeland/Auburndale Water Interconnection at Pace Road	450,000											**450,000**
Water Engineering	202,530	-	-	-	-	-	-	-	-	-	-	**202,530**
LWE9592 W. Pipkin Widening (Medulla to Harden)	50,000	750,000										**800,000**
Ruthven Warehouse Park - N Combee Rd	6,948											**6,948**
SW Water Expansion - County Line Rd	100,000											**100,000**
Creeks Crossing East WM upsizing 6" to 12"	63,915											**63,915**
Drane Field Rd Warehouse WM Upsizing Reimbursement	31,667											**31,667**
Water Administration	766,085	1,300,000	1,300,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	**6,966,085**
Capital Contingency	5,585	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,005,585**
CWA5193 Impact Fee Study	10,500											**10,500**
Polk Regional Water Cooperative	500,000	500,000	500,000									**1,500,000**
Southwest Water Expansion	6,120	350,000		350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	**3,156,120**
SW Water Expansion - Drane Field & Medulla Rds		350,000	700,000									**1,050,000**
SW Water Expansion - County Line Rd	243,880											**243,880**
Total Water Impact Fee Fund	2,476,291	2,050,000	1,300,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	**9,426,291**
Water FDEP Fund:	19,385,463	-	-	-	-	-	-	-	-	-	-	**19,385,463**
Total Water Expenses	**51,699,140**	**11,809,414**	**9,258,414**	**4,986,414**	**5,651,414**	**4,751,414**	**4,679,150**	**4,179,150**	**4,579,150**	**4,179,150**	**3,679,150**	**109,451,960**

WASTEWATER												
Wastewater Renewal and Replacement Fund:												
Non-Departmental	231,796	210,938	210,938	210,938	210,938	150,000	150,000	150,000	150,000	150,000	150,000	**1,975,548**
Engineering												**-**
PW Survey Services - Water Utilities Projects												**-**
Wastewater Collection & System Administration	2,473,941	331,000	206,000	206,000	206,000	336,000	206,000	206,000	256,000	206,000	286,000	**4,918,941**
Security Enhancements	143,393			50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**543,393**
Wireless Work Order System Interface	150,087	25,000	50,000			50,000			50,000			**325,087**
Wastewater Collection Vehicles GPS	5,037											**5,037**
Glendale Parking Addition	5,991											**5,991**
Pretreatment Building Rehab & Replace	778,845											**778,845**
GPS Equipment Upgrade	5,000											**5,000**
Wastewater System Administration												**-**
Local Limits Headworks Study	80,000					80,000					80,000	**240,000**
Tampa Bay Nitrogen Management Consortium	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	**66,000**
Facilities Upgrades / Repairs and Replacements	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Mirrorton Development	200,000											**200,000**
Conductivity Study	210,150											**210,150**
Undesignated Improvement Projects - Wastewater	470,388											**470,388**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Lake Crago Park - WW Support	70,000											**70,000**
Targeted Economic Opportunities - Wastewater	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,100,000**
Undesignated Growth - Wastewater	150,000	150,000										**300,000**
Wastewater Asset Retirement Obligation Study - GASB 83	49,050											**49,050**
Glendale Sewage Treatment Plant	3,581,642	375,000	585,000	1,025,000	775,000	1,265,000	1,150,000	1,400,000	810,000	700,000	475,000	**12,141,642**
Glendale Controls			100,000					100,000				**200,000**
Repair and replace Odor control blowers	82,325											**82,325**
Replacement of Sludge Pumping Equipment		75,000	75,000	75,000	75,000	75,000	75,000					**450,000**
Replacement of Magnetic Flow Meters	65,000											**65,000**
Capital Equipment	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Repair and Repave Service Roads	58,084		100,000					100,000				**258,084**
Climber Screen Replacement				500,000								**500,000**
Glendale Sludge Dewatering Process Improvements	106,454											**106,454**
Undesignated Pumps, Motors and Controls	187,112	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,187,112**
Rehab and Repair Primary Clarifiers				100,000	100,000	100,000	100,000	100,000				**500,000**
SCADA HACH WIMS Interface	25,000			50,000	50,000	50,000	50,000					**225,000**
New Odor Control & Intermediate Station	125,000											**125,000**
Replacement of ARV's (Reuse/Return/Wetlands)	141,012	75,000	75,000	75,000	75,000	75,000						**516,012**
Repair/Replace Splitter Box 2	1,589,102											**1,589,102**
Primary #1 Replace Clarifier Equipment at Glendale	5,115											**5,115**
Glendale Generator & Switch Gear Replacement	170,750											**170,750**
Glendale Control Panel Upgrades	135,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**885,000**
Replace Level Control Sensor at Headworks	18,633											**18,633**
Replacement of Digester Hot Water Valves	30,092											**30,092**
Installation of Return Flowmeter from NS to Glendale	18,963											**18,963**
Egg Digester PLC Replacement	89,000											**89,000**
Digester Gas Flow Meters	20,000											**20,000**
Glendale Lab Addition and Renovation	665,000											**665,000**
Primary #2 Replace Clarifier Equipment at Glendale						500,000						**500,000**
Intermediate Pump Station Coating								400,000				**400,000**
Digester Lid Rehab					100,000	100,000						**200,000**
Polymer Station/Thickening Equipment Rehab							150,000					**150,000**
Digester Cleanout					65,000	65,000						**130,000**
Splitter Box Coating and Valve Replacement					75,000	75,000	75,000					**225,000**
Centrifuge Rebuild											200,000	**200,000**
Replacement of Secondary Clarifier Drive Mechanisms							475,000	475,000	475,000	475,000		**1,900,000**
Cogen Rebuild			10,000		10,000				110,000		50,000	**180,000**
Northside Sewage Treatment Plant	3,022,846	540,000	1,015,000	740,000	465,000	440,000	1,465,000	1,090,000	115,000	90,000	115,000	**9,097,846**
Northside Controls	501,465		25,000		25,000		25,000		25,000		25,000	**626,465**
Replacement of Magnetic Flowmeters.	100,000	100,000										**200,000**
Replacement of Sludge Pumping Equipment	100,000	100,000										**200,000**
Northside Replacement of Clarifier Drive Mechanisms				350,000	350,000	350,000	350,000					**1,400,000**
Capital Equipment	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	**165,000**
Undesignated Pumps, Motors and Controls	60,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**810,000**
Bypass Pump Station Rehab			400,000									**400,000**
Bypass Flow Meter Replacement	30,000											**30,000**
Repair of Headworks Splitter Box	1,967,796											**1,967,796**
Northside ATAD Study	13,585											**13,585**
Northside Replacement of Effluent Pumps	140,000											**140,000**
Chlorine Building Roof Replacement	20,000											**20,000**
Solids Handling Building Roof Replacement	75,000											**75,000**
Replacement of Influent Screen/Headworks		250,000										**250,000**
FP Control Panel & Polymer Skid Replacement			250,000									**250,000**
Air Bay Improvements							1,000,000	1,000,000				**2,000,000**
Rehab & Repair Digester Blowers			250,000	300,000								**550,000**
Sewage Pumping Stations	4,970,187	1,415,000	1,365,000	1,065,000	615,000	565,000	1,715,000	615,000	615,000	615,000	615,000	**14,170,187**
Telemetry System Upgrades	196,757		50,000	50,000	50,000		800,000	50,000	50,000	50,000	50,000	**1,346,757**
Skyview Utility Sys (City / PC - Reimb TetraTech)	6,853											**6,853**
Wet Well Rehab	5,317	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,005,317**
Undesignated Pump / Panel Replacements	9,900	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	**1,509,900**
Undesignated Generator Replacement		65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	**650,000**
Capital Equipment	20,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**270,000**
Replace NS Pump Station Pump & Controls	3,257,845	500,000										**3,757,845**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Upgrade SW Pump Station	80,356											**80,356**
Pump Station ARC Flash Study	105,130											**105,130**
Northwest PS Rehab	387,100	200,000										**587,100**
Woodbrook I Bypass Pump Installation	2,952											**2,952**
VFD Conversions	9,470											**9,470**
Re-piping of Bonny Apartments L3860	19,050											**19,050**
Ariana Street FM Relocation Lotus to Wabash	49,429											**49,429**
Pumps & Panels for L3860 Lk Bonny Apts	21,647											**21,647**
Martins Landing Pumps & Panel Rehab	150,000											**150,000**
Undesignated Generator Installation	199,383	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	**1,699,383**
Yankee Place Generator Replacement	36,998											**36,998**
L3880 Skyview Master ATS Replacement	3,500											**3,500**
L0450 Stonewater Pump & Panel Rehab	88,000											**88,000**
L0110 Bentley Shores Pump & Panel Rehab	90,000											**90,000**
L6010 Northside Pump Repair	71,000											**71,000**
L4420 Woodbrook I Wet Well Rehab	20,000											**20,000**
L3860 Lake Bonny Apts Wet Well Rehab	23,000											**23,000**
L3445 Carillon Lakes Wet Well Rehab	5,500											**5,500**
Cyanamid L6840 Rehab.	50,000	150,000										**200,000**
L0410 Southwest Pump Repair	26,000											**26,000**
Airpark PLC Upgrade	35,000											**35,000**
None-Destructive FM Testing		75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**750,000**
Upgrade Tenth St L3310 Pump Station			200,000									**200,000**
Replace L0110 Bentley Shores FM							350,000					**350,000**
Edgewood Extension Rehab			350,000									**350,000**
County Line L3440 Panel Replacement			200,000									**200,000**
Sylvester Shores L1720 Station and FM Rehab				450,000								**450,000**
Sewer Line Maintenance	7,497,584	2,060,000	1,905,000	1,830,000	2,480,000	3,580,000	1,705,000	1,680,000	1,605,000	1,680,000	1,705,000	**27,727,584**
Rehabilitate Sewer Lines	210,000	1,100,000	1,100,000	1,100,000	1,100,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	**11,810,000**
Sewer Maintenance - Contractor Installed Liners	761,549											**761,549**
Sewer Maintenance - Contractor Cleaning & Televising	30,000											**30,000**
Sewer Maintenance - City Installed Short Liners	5,000											**5,000**
Sewer Maintenance - City Performed Point Repairs	70,000											**70,000**
Wastewater New Line Connections	15,690											**15,690**
Inflow Reduction	57,443	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**357,443**
Skyview Utility Sys (City / PC - Reimb TetraTech)	96,452											**96,452**
Flushing of Southwest Basin Force Mains	25,000			50,000		50,000		50,000		50,000		**225,000**
Sewer Maintenance - Manhole Rehabilitation	88,505	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**838,505**
Capital Contingency		80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	**800,000**
Collection System Monitoring		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**500,000**
Other Construction Projects	29,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**529,000**
Other Replacement Projects	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Business 92 Airport Rd to Intown Bypass	25,000											**25,000**
Transfer to Fleet - Wastewater Vehicle Purchases	110,200											**110,200**
Capital Equipment	40,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**490,000**
Oakpark / Summerfield Wastewater System Remediation	175,000											**175,000**
Western Trunk Manhole Rehab	273,027											**273,027**
Northside 30inch Force Main ARV Rehab	344,716		225,000									**569,716**
State Road 33 Relocation	2,000,000											**2,000,000**
Grit / Sand Drying Bed Replacement	15,963											**15,963**
Griffin Rd 24" Sanitary Sewer Lining	1,013,471	500,000										**1,513,471**
Lakeland Park Drive Sewer Relocation	47,085											**47,085**
Citrus Woods Emergency SFM Repair	450,488											**450,488**
S. Florida Ave Gravity Line Repair	340,000											**340,000**
Private System Monitoring	18,332											**18,332**
Smartcover Installation	25,000		25,000				25,000		25,000		25,000	**125,000**
RP Funding Center Sewer Line Relocation	6,464											**6,464**
COL Sewer Line Easement Purchases	39,000			50,000		50,000		50,000		50,000		**239,000**
English Oaks Booster Station Odor Control Pilot	73,073	80,000	175,000									**328,073**
Wedgewood Estates Blvd Line Repair	6,826											**6,826**
South Florida Ave Manhole Replacement	56,176											**56,176**
FDEP In-Kind Penalty May 2019	17											**17**
CMOM - (Capacity, Mgmt, Operations & Maint) Update	26,496					100,000					100,000	**226,496**

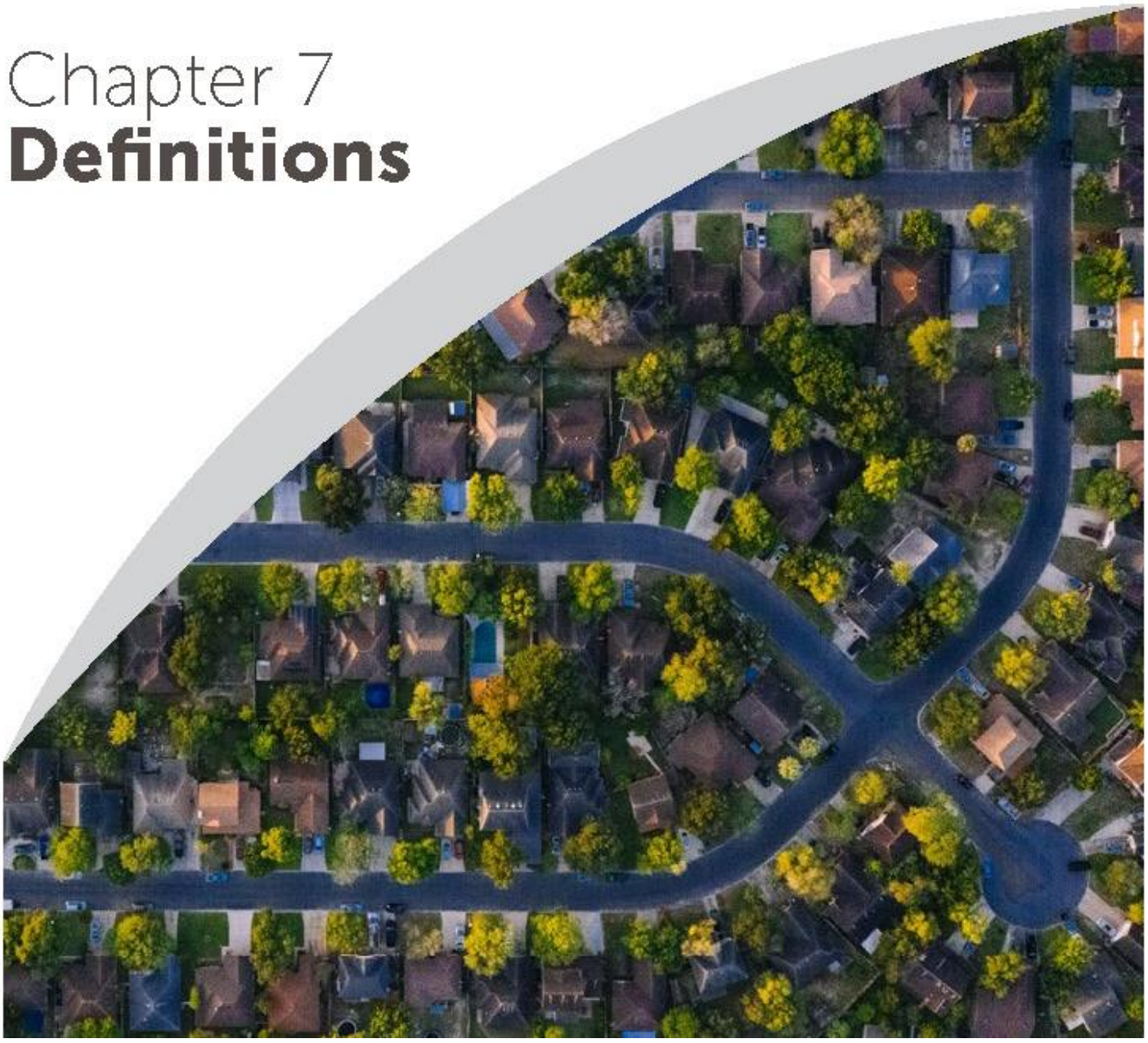
WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Basin 8 I&I Study	43,000											**43,000**
Chestnut Woods 8" Gravity Sewer	20,000											**20,000**
Basin 4 I&I Study	57,770											**57,770**
Howard Ave Manhole Repair	324,917											**324,917**
Sanitary Sewer Evaluation Study	100,000						100,000					**200,000**
Cleveland Heights Manhole Repair	45,579											**45,579**
Downtown Manhole Replacement	36,000											**36,000**
Herschll Manhole Replacement	122,018											**122,018**
Gary Road Line Repair	81,452											**81,452**
State Rd 33 Forcemain Break	83,827											**83,827**
Basin 5 I&I Study	8,500											**8,500**
Basin 6 I&I Study	1,000											**1,000**
Basin 7 I&I Study	48,548											**48,548**
Skipper Street 36 Sewer Line Relocation				250,000	750,000							**1,000,000**
Western Trunk San Gully Rd Line Relocation					250,000	1,800,000						**2,050,000**
Pretreatment Program	2,000	75,000	50,000	50,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**352,000**
Capital Equipment	2,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**252,000**
Pretreatment CORE Program		50,000	25,000	25,000								**100,000**
Wastewater Engineering	1,421,777	946,000	946,000	1,096,000	1,096,000	1,096,000	1,196,000	1,196,000	1,196,000	1,696,000	696,000	**12,581,777**
Cataloging of Permits, Easements and Service Agreements	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	**66,000**
County Projects	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	**220,000**
D.O.T. Projects	23,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	**223,000**
US 92 at County Line Road (Intersection & Widening)	50,000	250,000	250,000	400,000	400,000	400,000	500,000	500,000	500,000	1,000,000		**4,250,000**
Wastewater Support - Other City Departments	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Undesignated Utility Relocations	50,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,050,000**
Utility Relocation - West Pipkin, Medulla to Harden.	47,343											**47,343**
Oakpark / Summerfield Wastewater System Remediation	39,016											**39,016**
South Wabash Ave Extension	90,432											**90,432**
Energy Efficiencies / Digestion System Improvements (SRL)	6,790											**6,790**
Replace NS Pump Station Pump & Controls	3,000											**3,000**
Wastewater Asset Management Plan	3,610											**3,610**
English Oaks Phase III - Design	77,909											**77,909**
Griffin Rd 24" Sanitary Sewer Lining	236,073											**236,073**
Citrus Woods Emergency SFM Repair	4,965											**4,965**
Repair/Replace Splitter Box 2	57,349											**57,349**
English Oaks Phase III - Construction	1,808											**1,808**
W Lake Parker Path (1st St to Bella Vista)	9,094											**9,094**
Ariana Street FM Relocation Lotus to Wabash	21,058											**21,058**
FDOT Proposed Wastewater Projects	550,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	**4,550,000**
Northside ATAD Study	51,830											**51,830**
Chestnut Woods 8" Gravity Sewer	10,000											**10,000**
Cyanamid L6840 Rehab.	5,000											**5,000**
North Wabash Extension	7,500											**7,500**
Maintenance Support	3,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**253,000**
Capital Equipment	3,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**253,000**
Wetlands Management	1,515,886	1,855,000	2,680,000	565,000	530,000	780,000	410,000	155,000	105,000	155,000	330,000	**9,080,886**
Security Enhancements	46,634			30,000								**76,634**
Capital Contingency	50,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	**450,000**
Effluent Usability Study	100,000											**100,000**
Undesignated Generator Replacement							30,000					**30,000**
Wetlands Gopher Tortoise Relocation	7,626		25,000			25,000			25,000			**82,626**
Transfer to Fleet - Wastewater Vehicle Purchases				50,000			150,000					**200,000**
Capital Equipment	28,752	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	**128,752**
Repair of Northwest Cell 3 Berm	61,639											**61,639**
Wetlands Fiber Installation	46,575											**46,575**
Wetlands Park	203,427			75,000		75,000		75,000		75,000		**503,427**
North Boundary Fence adjacent to Eaglebrook					150,000							**150,000**
Upgrades to Office				30,000								**30,000**
Wetland Data Automation	245,351	125,000										**370,351**
Replacement of Control Gates	179,495					400,000						**579,495**
Effluent Ditch Rehabilitation	149,340			300,000								**449,340**
Reverse Euthrophication/Wetlands Ecosystem	290,722											**290,722**
Connect to Public Water Supply	25,000											**25,000**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Land Management	52,969	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**352,969**
Wetland Entrance Road	28,356											**28,356**
Effluent Structure Rehabilitation		750,000										**750,000**
Dredging and Sediment Management		800,000										**800,000**
Water Quality Improvements (50% Grant)		100,000	2,500,000									**2,600,000**
Wetland Treatment System Assessment Update											250,000	**250,000**
Wetland Renewable Energy			75,000									**75,000**
Wetland Cells Restoration					300,000	200,000						**500,000**
Wetland Water Budget & Operating Procedures							150,000					**150,000**
Laboratory Analysis	25,000	275,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**525,000**
WW Laboratory Renovation		250,000										**250,000**
Capital Equipment	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**275,000**
West Lakeland Roughing Plant	225,000	100,000	100,000	100,000	200,000	200,000	200,000	200,000	100,000	100,000	100,000	**1,625,000**
Undesignated Pumps, Motors and Controls	75,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**575,000**
Westside Control Panel Upgrades	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
West Lakeland Lift Station Bypass Pump	100,000											**100,000**
Blower Rebuild					100,000	100,000	100,000	100,000				**400,000**
Wastewater Treatment Operations Support	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**275,000**
Capital Equipment	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**275,000**
Total Wastewater Renewal and Replacement Fund	24,995,659	8,232,938	9,137,938	6,962,938	6,677,938	8,512,000	8,297,000	6,792,000	5,052,000	5,492,000	4,572,000	**94,724,411**
Wastewater Impact Fee Fund:												
Non-Departmental	30,000	-	30,000	-	-	30,000	-	-	30,000	-	-	**120,000**
Wastewater Impact Fee Study	30,000		30,000			30,000			30,000			**120,000**
Wastewater System Administration	100,000	-	-	-	-	-	-	-	-	-	-	**100,000**
Wastewater Capacity Study	100,000											**100,000**
Sewage Pumping Stations	-	400,000	-	-	-	-	-	-	-	-	-	**400,000**
Southwest Pump Station Redirection		400,000										**400,000**
Sewer Line Maintenance	5,269,748	-	-	-	-	-	-	-	-	-	-	**5,269,748**
SW Lklnd Capacity Enhancement (English Oaks)	35,281											**35,281**
Force Main Parkway to Glendale	20,000											**20,000**
Glendale In-plant Force Main	52,886											**52,886**
Lunar Circle Force Main Upsizing	350,000											**350,000**
Citrus Wood L3865 Forcemain Upsizing	1,001,581											**1,001,581**
Skyview Drive L3845 Forcemain Upsizing	15,000											**15,000**
Citrus Wood L3865 Pumps & Panel	145,000											**145,000**
Skyview Drive L3845 Pumps & Riser Pipe Upgrades	75,000											**75,000**
Eight Iron Drive L3880 Pump Upgrades	75,000											**75,000**
Southwest Lakeland Sewer Upgrade	3,500,000											**3,500,000**
Wastewater Engineering	1,651,663	950,000	850,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	**7,451,663**
Subdivision and Commercial Development	425,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	**3,925,000**
Undesignated Capacity Expansion	112,365	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	**1,612,365**
Utility Relocation - West Pipkin, Medulla to Harden.	50,000											**50,000**
Glendale In-plant Force Main	11,663											**11,663**
Skyview Drive L3845 Forcemain Upsizing	35,000											**35,000**
Southwest Lakeland Sewer Upgrade	500,000											**500,000**
West Lakeland Waste Load Facility Expansion Study	105,000											**105,000**
Southwest Wastewater Expansion	315,634	350,000	350,000									**1,015,634**
Ruthven Warehouse Park - WW Forcemain Upsizing	55,115											**55,115**
Lake Mirror Office Bldg Gravity Main Upsizing	7,520											**7,520**
Southwest Pump Station Redirection		100,000										**100,000**
Drane Field Rd Warehouse FM Upsizing Reimbursement	34,366											**34,366**
Total Wastewater Impact Fee Fund	7,051,411	1,350,000	880,000	500,000	500,000	530,000	500,000	500,000	530,000	500,000	500,000	**13,341,411**
Wastewater FDEP Fund:												
Glendale Sewage Treatment Plant	2,705,744	10,500,000	-	-	-	-	-	-	-	-	-	**13,205,744**
Energy Efficiencies / Digestion System Improvements (SRL)	705,744											**705,744**
Wetlands/Reuse Pump Station Replacement	2,000,000	10,500,000										**12,500,000**
Northside Sewage Treatment Plant	-	5,000,000	5,000,000	-	-	-	-	-	-	-	-	**10,000,000**
Northside Biosolids (SRL)		5,000,000	5,000,000									**10,000,000**
Sewer Line Maintenance	12,225,518	-	-	-	-	-	-	-	-	-	-	**12,225,518**
English Oaks Phase III - Design	470,519											**470,519**
English Oaks Phase III - Construction	11,754,999											**11,754,999**
Total Wastewater FDEP Fund	14,931,262	15,500,000	5,000,000									**35,431,262**
Total Wastewater Expenses	**46,978,332**	**25,082,938**	**15,017,938**	**7,462,938**	**7,177,938**	**9,042,000**	**8,797,000**	**7,292,000**	**5,582,000**	**5,992,000**	**5,072,000**	**143,497,084**

Chapter 7
Definitions



Definitions

Accessory Apartments: Small, independent, detached dwelling units which may be permitted as an accessory use to a single-family dwelling. These units have a separate access, kitchen and bathroom and oftentimes are used by single parents and the elderly.

Accessory Use: A use incidental or subordinate to the principal use of a building or project and located on the same site.

Adjacent: To have property lines or portions thereof in common or facing each other across a right-of-way, street or alley.

Affordable Housing: Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Sec. 420.0004, F.S.

Airport: Lakeland Linder International Airport.

American with Disabilities Act (ADA): Public Law 101-336, prohibits discrimination against people with disabilities. The ADA focuses on removing barriers that deny individuals an equal opportunity to have access to jobs, public accommodations, government services, public transportation and telecommunications.

Annexation: The legal method of attaching an area into an area controlled by another form of government.

Aquifer Recharge: The replenishment of groundwater in an aquifer occurring primarily as result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

Arterial, Minor: A roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds and trip lengths are high, although usually not as great as those associated with primary arterials.

Bicycle Lane (Bike Lane): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of bicyclists.

Bikeway: Any road, trail, or right-of-way which is open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Buffer Area: An area, or space, separating an outdoor recreation area from influences which would tend to depreciate essential recreational values of the outdoor recreation area; where the outside influences are of a particularly harsh and incompatible nature, as in urban or industrial areas, or along a highway.

Building: A structure created to shelter any form of human activity, such as an office, house, church, hotel, or similar structure.

Capacity (traffic): The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate. Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

Capital Budget: The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non- recurring and may require multi-year financing.

Capital Improvements Program (CIP): A plan for capital expenditures to be incurred each year over a period of years to meet anticipated capital needs. It identifies each planned capital project and estimated resources need to finance the project.

CDBG Program: The Community Development Block Grant Program is Title I of the Housing and Community Development Act of 1974 (Public Law 93-383).

Central City Transit Supportive Area: Area within which less stringent roadway levels-of-service are allowed due to the presence of a traditional street grid network, extensive bicycle and pedestrian networks and transit services and facilities. Levels-of-service may be measured on an averaged corridor basis for facilities with common trip ends.

City Street System: The City street system consists of all local roads within the municipality and all collector roads within the municipality that are not on the County road system. The City of Lakeland Public Works Department is responsible for maintaining approximately 89 centerline miles of urban collector roads. Each time the City annexes land, the local roads in that area become the responsibility of the City. As of March 2010, the City maintained 390 miles of streets and alleys serving residential, commercial and industrial areas.

Collector Road (Collector): Collector roads collect and distribute traffic between local roads or arterial roads. Collectors are roadways providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed.

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Park: A park located near major roadways and designed to serve the needs of more than one neighborhood.

"**Community Redevelopment Area"** means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment.

Compatibility: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting

compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Comprehensive Plan: An official document in ordinance form adopted by the local government setting forth its goal, objectives, and policies regarding the long-term development of the area within its jurisdiction. In the City of Lakeland this refers to the text and maps adopted and amended by the Lakeland City Commission pursuant to Chapter 163.3161, et seq, Florida Statutes, as amended, and is called the Comprehensive Plan for the City of Lakeland.

Concurrency: The legal requirement that specified public facilities (recreation and open space, potable water, sanitary sewer, solid waste, stormwater management, transportation) to be provided for, by an entity to an adopted level of service.

Concurrency Management System: A systematic process that provides information on transportation system performance and alternative strategies to alleviate and enhance the mobility of persons or goods.

Condominium: A form of individual ownership of a dwelling unit within a larger complex of units, together with an undivided interest in the common area and facilities which serve the multi-unit project.

Congregate Living Facility (CLF): Any building(s), section of a building, residence, private home, boarding house, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing, food services and one or more personal care services to persons not related to the owner or operator by blood, marriage, or adoption, and licensed, certified or approved by the State Department of Health and Rehabilitative Services. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. Further, such facilities shall not be used for those persons in need of a structured environment, as defined in applicable development regulations. For purposes of this Future Land Use Element, congregate living facilities shall not be deemed to include boarding/ rooming houses; fraternities/sororities; monasteries; convents; hotels/motels; professional residential facilities; or nursing convalescent and extended care facilities. The facilities may be disaggregated into appropriate sub-categories by specifying varying implementation of plan policies contained in this Element. "Placed", as used in this reference to congregate living facilities, shall mean the persons placed, supported or sponsored by, or the residents of a facility licensed by the State of Florida Health and Rehabilitative Services.

Consistency: The regulatory requirement that local Comprehensive Plans not conflict with State or regional plans, and that the local plan furthers the goals and policies of the State and regional plans.

Contributing Structure: A building, structure or object which has architectural qualities, historic associations, or archaeological values which are determined to be historically significant. A structure can also be deemed contributing because a) it was present during the period of significance for a historic district, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. (National Register Bulletin 14).

County Road System: The County road system consists of all collector roads in the unincorporated areas, all extensions of such collector roads into and through any incorporated areas, and all local

roads in the unincorporated areas. Within the Lakeland Planning Area, Polk County maintains 205 miles of collector roads, and all local roads outside of Lakeland's Corporate Limits. It should be noted that Polk County has not identified any of its roads as arterials.

Dense Urban Land Area (DULA): Dense urban land area is defined by Section 380.0651(3)(a), Florida Statutes, to mean:

a. A municipality that has an average of at least 1,000 people per square mile of land area and a minimum total population of at least 5,000;
b. A county, including the municipalities located therein, which has an average of at least 1,000 people per square mile of land area and is located within an urban service area as defined by Section 163.3164, Florida Statutes, which has been adopted into the comprehensive plan;
c. A county, including the municipalities located therein, which has a population of at least 900,000, that has an average of at least 1,000 people per square mile of land area but which does not have an urban service area designated in the comprehensive plan; or
d. A county, including the municipalities located therein, which has a population of at least 1 million and is located within an urban service area as defined in Section 163.3164, Florida Statutes, which has been adopted into the comprehensive plan.

Density: A measure of the intensity of development expressed as the average number of dwelling units per unit of area (acre, square mile, etc.) on either a gross or net density basis. Can also be expressed in terms of population density (i.e., people per acre).

Design Capacity: The amount of flow a storm sewer system is designed to manage, usually expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

Design Criteria: A set of standards, parameters and/or guidelines used to direct the design of a building, site, or product toward a predetermined theme or concept.

Design Guidelines: Criteria developed by preservation commissions to identify design concerns in an area and to help property owners ensure that rehabilitation and new construction respect the character of designated buildings or districts.

Design Review: The process of ascertaining whether modifications to historic structures, settings and districts meet standards of appropriateness established by a governing or advisory review board.

Deterioration: The process by which structures and their components wear, age and decay in the absence of regular repairs and/or replacement or components which are worn or obsolete.

Development: The construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels; any mining, excavation, landfill or land disturbance; and any non-agricultural use or extension of the use of land. It includes redevelopment.

Development of Regional Impact: "Any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county". Section 380.06(1) F.S.

Development Phasing: The process by which a large-scale project is built in stages over a period of time, concurrent with the provision of public facilities.

Dilapidated: Seriously damaged and/or decayed to the extent that major component replacement is required. Visibly serious problems throughout.

Disability: The term "disability" means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of" Major Life Activities" include caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

Domestic Waste: All liquid and waterborne pollutants, exclusive of unpolluted water or wastewater or wastes from processes or operations in industrial establishments.

Drainage Basin: Any land area from which the runoff collects at a common point or receiving water.

Dredge and Fill: The process of excavation or deposition of ground materials by any means, in local, state or regional jurisdictional waters (including wetlands), or the excavation or deposition of ground materials so as to create an artificial waterway that is to be connected to jurisdictional waters or wetlands (excluding stormwater treatment facilities).

Duplex: A structure, located on a single lot or parcel, which contains two single-family dwelling units attached by a common side wall or in a stacked configuration.

Dwelling unit: A room or group of rooms forming a single independent habitable unit used for or intended to be used for living, sleeping, sanitation, cooking and eating purposes by one (1) family only; for owner occupancy or for rental, lease or other occupancy on a weekly or longer basis; and containing independent kitchen, sanitary and sleeping facilities.

Easement: A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, archaeological sites, building facades and interiors.

Enclave: A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Environmentally Sensitive Areas: Lands that, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat), are regulated by either the Florida Department of Environmental Protection, the Southwest Florida Water Management District, or any other governmental agency empowered by law for such regulation.

Existing Homeowner: An owner-occupant of residential property who holds legal title to the property and who uses the property as his/her principal residence.

Facility: Transportation infrastructure, such as: roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

Fair Market Rent: The rent ceiling for a given area as determined at least annually by the U. S. Department of Housing and Urban Development (HUD), including utilities except telephone), maintenance, management, and other services that would have to be paid for, privately developed and owned, new constructed, modest rental units, but forward to allow for cost increases from the time of proposal to occupancy.

Floodplain: Area inundated during a 100-year, or other specified, flood event or identified by the National Flood Insurance Program (NFIP) as an AE Zone or V Zone on the Flood Insurance Rate Maps (FIRM) or other map adopted by the City for regulation of development within the floodplain.

Floor Area Ratio: The ratio of permitted floor area to the area of a parcel of land, excluding any bonus or transferred floor area.

Form: In urban design, the perceived, three- dimensional shape of topography, buildings or landscaping.

Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Future Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goal, Objectives, and Policies and the exceptions and provisions of the Future Land Use Element text and applicable development regulations.

Garbage: Every refuse accumulation of animal, fruit or vegetable matter that attends the preparation, use, cooking and dealing in, or storage of edibles, and any other matter of any nature whatsoever, which is subject to decay, putrefaction and the generation of noxious or offensive gasses or odors, or which during or after decay may serve as breeding or feeding material for flies or other germ-carrying animals, or any container of the material defined herein.

Geographic Information System: A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

Goal: The long-term end toward which programs or activities are ultimately directed.

Greenbelt: To the north, east and south of Lakeland there are thousands of acres of open space in public ownership. These tracts include parts of the Green Swamp, Tenoroc State Preserve, Saddle Creek Park, Audubon preserve, the Lakeland effluent wetlands, and a Polk County Regional Park. The location of these open spaces relative to one another forms a portion of what could become a continuous, unbroken “greenbelt” approximately 33 miles long. The missing links needed to complete the greenbelt are generally of low development potential, being either wetlands or unreclaimed mined land.

Green Swamp Area of Critical State Concern: Designated by the State Legislature because of its important hydrologic resources. The Green Swamp is the headwaters of four major Florida rivers, functioning as a substantial natural storage area for flood waters and as an aquifer recharge area. The overall elevation of the Floridan aquifer above sea level provides water pressure which counters saltwater intrusion and causes natural spring flow. Within the Green Swamp the aquifer is often close to the surface and therefore vulnerable to contamination.

Greenways: A linear park or open space which connects natural, cultural, recreational and historic resources. It can be hard surfaced pathways that permit different recreational uses such as walking, jogging, and biking, or they can be natural corridors with a simple path along a stream or riverbank. All hard surfaced pathways shall be a minimum of 10 feet wide to meet this use.

Group Home: Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to

meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Hazardous Waste: A material identified by the Florida Department of Environmental Protection as a hazardous waste. This may include but is not limited to a substance defined by the Environmental Protection Agency based on the 1976 Resource Conservation and Recovery Act.

Historic Preservation: The act of conservation or recreating the remnants of past cultural systems and activities that is consistent with original or historical character. Such treatment may range from a pure "restoration" to adaptive use of the site, but its historic significance is preserved.

Historic Resources: A building, structure, district, area, site, object or document that is of significance in American, State, or local history, architecture, archaeology or culture and is listed or eligible for listing on the Florida Master Site File, the National Register of Historic Places or designated by local ordinance.

HOME: The HOME Investment Partnerships Program which is authorized by Title II of the National Affordable Housing Act. In general, under the HOME Investment Partnerships Program, HUD allocates funds by formula among eligible state and local governments to strengthen public- private partnerships to provide more affordable housing. Generally, HOME funds must be matched by non-federal resources.

Household: A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Housing: Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. This analysis, however, is limited to the shelter aspect of housing, since there is no accurate way to measure the other components.

Housing Code: Standard used to determine whether an old or new structure is fit for human occupancy. The Housing Code is to ensure maintenance and improvement of existing housing to meet accepted standards.

Housing Demand: The actual ability and willingness of households to rent or buy a variety of housing at a given price and a given point in time.

Housing Inventory: As used in this study, the housing inventory is an aggregate count of the City's housing stock by type and distribution.

Housing Need: The number of housing accommodations required in order to provide all households with decent, safe and sanitary dwelling units which include a sufficient number of vacant units to create a vacancy rate that will allow housing mobility and housing choice.

Housing Stock: The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory.

Housing Supply: The amount of standard housing available for occupancy at a given price and a given point in time.

Housing Unit: A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

Hurricane Shelter Space: At a minimum, an area of twenty square feet per person located within a hurricane shelter.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Impervious: Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

Impervious Surface: Surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, limerock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Industrial Water Demand: All water for a facility that manufactures a product for distribution wholesale or supplies a service not directly available to the consumer, or for electric utility companies.

Infill: Development which occurs on platted vacant lots in a developed area. Development is not considered infill if it occurs on parcels exceeding one half acre or more.

Infrastructure: Man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and, roadways.

Intensity: A measure of land use activity based on density, use, mass, size and impact.

Intergovernmental Agreement: Arrangement between or among governments to undertake a course of action guided by written, legal documents.

Intergovernmental Coordination: The process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or mitigate adverse impacts that one may impose on the other or to share the responsibilities and benefits of a common service or facility.

Intermodal: Between or including more than one means or mode of transportation.

Keystone Challenge Fund, Inc. A local non-profit organization dedicated to assisting low to moderate income families with obtaining financing through a consortium of local lenders (banks) for purchasing

a home, new home construction, or rehabilitation of an existing home for purchase. Keystone is designated as a Community Housing Development Organization (CHDO) in Lakeland and in Polk County.

Lake-To-Lake Greenway Connector: A system of bike and foot trails circling various City lakes and City parks.

Lakeland Housing Authority: Plays a crucial role in providing housing for low income City residents. The Authority uses Section 8 – Housing Choice Vouchers, Public Housing, Affordable Home Ownership, Affordable Rental Opportunities, Resident Training Opportunities and Supportive Services, YouthBuild Lakeland Program, After School Programs, Senior Active Lifestyle Programs, accommodations for disabled residences, and partnerships with numerous community partners that provide social services.

Lakeland Planning Area (LPA): In general, the LPA includes the City, the adjoining unincorporated areas built up in urban uses, and the surrounding vacant land that is provided with one or more City utility services. The Lakeland Planning Area boundary was drawn in 1988 as part of a Memorandum of Agreement between Polk County and its municipalities to better coordinate long range planning activities and has since been adjusted to allow the boundaries to correspond to the City's annexation areas and to the closest census boundaries for purposes of data and analysis. Examination of the planning area helps determine the future land use role of the City within the larger urban and suburban framework structure.

Land Development Code: Ordinances enacted by a governing body for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land.

Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goals, Objectives, and Policies and the exceptions and provisions of the Land Use Element text and applicable development regulations.

Landscape: The totality of the built or human- influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of Service shall indicate the capacity per unit of demand for each public facility.

Local Road: A roadway carrying relatively low traffic volume. Trip lengths are typically short and through movements are infrequent. The main purpose of a local road is to provide immediate land access, primarily to residential units.

Low- and Moderate-Income Families: "Lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households".

Low-Income: Households whose incomes do not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes. (NOTE: HUD income limits are updated annually

and are available from local HUD offices (This term corresponds to low- and moderate-income households in the CDBG Program.)

Maintenance, Historic Resources: 1) Protective care of an object or building from the climate, chemical and biological agents, normal use and intentional abuse; 2) Ordinary maintenance, as work not requiring a building permit done to prevent deterioration of a building or structure or any part thereof by restoring the building or structure as nearly as practicable to its condition prior to such deterioration, decay or damage.

Major Trip Generators: Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

Manufactured Housing: Manufactured housing means a mobile home fabricated on or after June 15, 1976, in an off- site manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Mass Transit: Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Mitigate: To offset or avoid negative impacts through avoiding the impact altogether; minimizing the impact by limiting the degree or magnitude of the action or its implementation; rectifying the impact by repairing, rehabilitating or restoring the affected environment; reducing the impact over time by preservation or maintenance over the life of the action; or compensating for the impact by replacing or providing substitute resources.

Mixed-Use Development: A type of development that combines a mix of uses that may include residential, commercial and/or office uses within one building or multiple buildings with direct pedestrian access between uses.

Mobile Home: Mobile home means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U. S. Department of Housing and Urban Development label certifying that is built in compliance with the federal Manufactured Home Construction and Safety Standards.

Moderate Income Household: Means one or more natural persons or a family with total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Multi-Family Dwelling Units: Three or more dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Modal Transportation System: A comprehensive transportation system including, but not limited to, the following options of mode- choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle and pedestrian allowing the user opportunities to transfer between modes.

Multi-Use Trail: A facility physically separated from the road right-of-way for use by non-motorized travelers for transportation or recreation.

National Historic Landmark: Districts, sites, buildings, structures, and objects found to possess national significance in illustrating or representing the history and prehistory of the United States. These landmarks are designated by the Secretary of the Interior. NHLs number less than four percent of the properties listed in the National Register (from National Park Service publication).

Natural Aquifer Recharge: The replenishment of groundwater in an aquifer.

Neighborhood: An integrated area related to a larger community of which it is a part and it may consist of residential districts, a school or schools, shopping facilities, religious buildings and open spaces.

Neighborhood Commercial: Commercial and office development, usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood commercial development and low and low medium intensity office uses shall be limited as to the intensity of the described use as provided in applicable development regulations.

Neighborhood Park: A park of 0.01-40 acres which serves a minimum radius of one mile and the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

NPDES Permit: National Pollutant Discharge Elimination System Permits are issued by the State under delegation from the federal government under the auspices of the Clean Water Act. Permits are issued to entities which may be expected to cause water pollution including the wastewater treatment facility, the Municipal Separate Storm Sewer System (MS4), certain Community Development Districts (CDDs) and construction firms. This permit requires the holder to operate their systems to either specific pollutant limitations or, in certain cases, to the maximum extent practicable.

Objective: A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Office: A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. The display of representative samples and the placing of orders for wholesale purposes shall be permitted; however, no merchandise shall be shown, distributed nor delivered on, or from, the premises. No retail sales shall be permitted.

Open Space(s): Undeveloped lands suitable for passive recreation, conservation or stormwater uses.

Outfall: Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a-receiving water.

Overlay: A district established by ordinance to prescribe special regulations to be applied to a site in combination with the underlying or base district.

Paratransit: Transit service other than fixed route system. Examples would be the demand responsive transit and taxis.

Peak Hour Level of Service: is the level of service based on the hourly volume during the peak hour divided by the peak fifteen-minute rate of flow within the peak hour.

Peak Hour Peak Direction Level of Service: is the level of service determined by the proportion of traffic during the peak hour traveling in the predominant direction.

Pedestrian: An individual traveling on foot.

Percolation: The ability of water to pass through a porous medium; in most cases, the soil.

Pervious: Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Planned Development: Land that is under unified control and planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is constructed according to comprehensive and detailed plans which include not only streets, utilities, lots or building sites and the like, but also site plans and floor plans for all buildings as intended to be located, constructed, used and related to each other, and detailed plans for other uses and improvements on the land as related to the buildings.

Playground: A recreation area with play apparatus.

Point Source Pollution: Water pollution that has as its source a discernible, confined or discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal enclosure.

Policy: The way in which programs and activities are conducted to achieve an identified goal.

Potable Water: Water suitable for human consumption and which meets water quality standards determined by the Polk County Health Department provided through a potable water supply system or by private water well.

Potable Water Wellfield: the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

Poverty Level: A federally defined income classification based on a property index that takes into account such factors as family size, number of children, and urban vs. rural residents, as well as the amount of income. The cut-off levels are updated every year to reflect changes in the Consumer Price index.

Public Buildings and Grounds: Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities: Publicly owned infrastructure including, transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems.

Public Recreation Sites: Sites owned or leased on long-term basis by a federal, state, regional or local government agency for purposes of recreational use.

Recreation Facility: A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses: Activities within areas where recreation occurs.

Recyclable Materials: Materials separated, at the point of generation, by the generator or its agent, and donated or sold by the generator for purposes of recycling; said materials to include, but not be limited to, newsprint, cardboard, aluminum, glass, plastic, and ferrous metals; recyclable materials shall not include, however, any materials once placed in a permitted refuse bin or at curb side.

Recycling: Adaptation of existing unused structures to new uses through rehabilitation, or rehabilitation and reuse of existing abandoned structures for the same use.

Redevelopment: The demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas.

Redevelopment Urban: Activities in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing. Rehabilitation or conservation in a community redevelopment area, or any combination shall be in accordance with a community redevelopment plan and may include the preparation of such a plan. (Refer to Florida Statute Chapter 163).

Regulatory Authority: A constituted body established under law to control, fix, or adjust the time, amount, degree or rate of the provision of a public or quasi-public service or facility.

Rehabilitation, Historic Resources: The act or process of returning a property to a state of utility through repair or alteration which make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural values (Secretary of the Interior's Standards).

Replacement Needs: capital improvements required to correct existing deficiencies.

Residence: Single-family dwellings, duplexes, triplexes, and garage apartments, and all other living units. Each living unit of a duplex or triplex and each garage apartment shall be deemed a separate residence.

Residential Collection: The collection service for residences.

Residential Water Demand: all water service for single- family non-transient facilities of 3 or fewer dwelling units serviced by a single meter.

Retention Basin: A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation and evapotranspiration.

Reuse: A use for an existing building or parcel of land other than that for which it was originally intended.

Right-of-Way: Land in which the state, a county, or a municipality holds the fee simple title or has an easement dedicated or required for a public use.

Roadway Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited

access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels.

Roadway Segment or Link: A portion of a road usually defined at its ends by an intersection, a change in lane or facility type, or a natural boundary.

Runway: A defined area on an airport prepared for landing and take-off of aircraft along its length.

Rural Development Area: relies primarily on a pattern of clustered residential development that provides substantive open space that serves to preserve and enhance the rural view shed and character of the community. Non-residential uses are primarily located in centers and may contain a mix of uses.

Safe Yield: The volume of groundwater which can be withdrawn from public water supply aquifers without resulting in adverse environmental impacts (e.g., saltwater intrusion), while at the same time ensuring an adequate long-term water supply under conditions of historically precedented low rainfall, predictable increases in demand, and events causing significant interruption of the water supply.

Sanitary Landfill: A disposal facility employing an engineered method of disposing of solid waste on land in a manner which minimizes environmental hazards by spreading the solid wastes in thin layers, compacting to the smallest practical volume, and applying cover material as required by state and federal regulations.

Service Agreement: A contract by common consent between two or more entities (e.g., municipalities, special authorities) to promote and coordinate programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the local plan or required by local, State or federal law. Service agreements can be formal or informal in nature though they are almost always formal.

Services: Means the programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, State, or federal law.

Setback: Physical distance that serves to minimize the effects of development activity on an adjacent property, structure, or natural resource, and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

Shall: A directive or requirement.

Single-Family Attached Dwellings: Two or more single family dwelling units, each on its own lot or parcel of land, that are attached from ground to roof on at least one side.

Single-Family Detached Dwellings: A single family dwelling with open space on all sides.

Single-Family Dwelling: A structure containing a single-family unit occupying the building from ground to roof.

Site: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision or project.

Socio-Economic Data: Information about people and economies, such as demographics (age, race, sex, birth rates, etc.) and economics (incomes and expenditures of a community or government).

Solid Waste: Garbage, refuse, yard-trash, construction and demolition debris, white goods, special waste, ashes, sludge, or other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations. The term does not include nuclear source or by-product materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; suspended or dissolved materials in domestic sewage effluent or irrigation return flows, or other regulated point source discharges; regulated air emissions; and fluids or wastes associated with natural gas or crude oil exploration or production. The term includes the specific terms garbage, garden trash, rubbish, and industrial wastes, but excludes hazardous waste as herein defined.

State Highway System: The Interstate system of highways is classified by the U.S. Department of Transportation and maintained by the Florida Department of Transportation (FDOT). Limited Access State Road 570 (Polk Parkway) is operated by FDOT's Turnpike Enterprise.

State Housing Initiatives Partnership Program (SHIP): The State Housing Initiatives Partnership Program is created for the purpose of providing funds to local governments as an incentive for the creation of partnerships to produce and preserve affordable housing.

State Water Quality Standards: Numerical and narrative standards that limit the amount of pollutants that may be discharged to Waters of the State, as defined by Chapter 62- 302, FAC.

Stormwater: Flow of water which results from and which occurs immediately after a rainfall event.

Stormwater Retention: To store stormwater to provide treatment before discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

Stormwater Runoff: That portion of precipitation that flows off the land surface during, and for a short duration following, a rainfall event.

Stormwater Treatment Plant: A structural Best Management Practice (BMP) designed to reduce pollutant loading to a receiving water by either reducing the volume of flow, providing for the biological uptake of pollutants, the limiting the loading of pollutants or allowing pollutants to settle out of stormwater flow.

Structure: Any object, constructed or installed by man, including but not limited to buildings, crane, antenna, towers, smokestacks, utility poles and overhead transmission lines, advertising signs, billboards, poster panels, fences and retaining walls.

Subdivisions: The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable State statues and local land development regulations.

Surface Water: Water upon the surface of the earth, whether contained in bounds created naturally or artificially or diffused. Water from natural springs shall be classified as surface water when it exits from the spring onto the earth's surface. Surface waters shall not include permitted stormwater facilities.

Suburban Development Area: is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. relies primarily on a pattern of residential development that provides the majority of property owners with substantial yards on their own property. The street layout, comprised of streets with fewer vehicular connections, helps to reduce cut-through traffic and establishes distinct boundaries for residential communities/subdivisions. Non-residential uses are primarily located on corridors, districts and a mix of uses is prominent in centers. Each land use provides for pedestrian and bicycle connections.

Southern Water Use Caution Area (SWUCA): designated in 1992 by the Southwest Florida Management District to address declines in aquifer levels due primarily to groundwater withdrawals.

SWFWMD: Southwest Florida Water Management District

Tenant: Any person or entity who rents or leases property from a landlord.

Townhouses: Two or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entry ways. (See Single-Family Attached Dwelling.)

Transfer of Development Rights: The transfer of a property's legal development rights either within a property owner's parcel, such as in wetlands density transfers, or off-site.

Transit Oriented Corridor Overlay: is a developed, pedestrian-friendly area within one quarter-mile of a public transit system. A TOC is within walking distance to the public transportation system and includes amenities that promote the safe movement of pedestrians.

Transportation Concurrency Exception Areas: A TCEA is an urban area delineated by a local government where infill and redevelopment are encouraged, and where exceptions to the transportation concurrency requirement are made, providing that alternative modes of transportation, land use mixes, urban design, connectivity, and funding are addressed. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl. The TCEA concurrency exceptions apply to all land uses, development, and types of facilities within the TCEA.

Transportation Demand Management: Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include, ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged: Those individuals who because of physical or mental disability, income, status, or age are unable to utilize regular public or private transportation services and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

Vegetative Communities: Ecological communities, which are classified based on the presence of certain soils, vegetation, and animals.

Vehicle Miles of Travel (VMT): The product of traffic volume multiplied by the length of travel.

Very Low-Income Family: A family is very low income if its adjusted income does not exceed 50% of the median income of the area as determined by HUD, with adjustments for family size.

Wastewater: shall mean the spent water of the community comprising the liquid and water-carried wastes from residences, commercial buildings, industries, and institutions, together with minor quantities of ground and surface waters that are not admitted intentionally.

Wastewater Collection System: Wastewater collection system shall mean the public maintained gravity sewers, pumping stations, and force mains that collect and transmit wastewater to the City's wastewater treatment plant.

Wastewater Treatment Plant: Shall mean a plant designed to treat and dispose wastewater for the purpose re-use or safe discharge into the environment.

Water Facility: any appurtenance connected to the water system such as pipes, fittings, pumps, tanks, treatment mechanisms, buildings, valves, hydrants, and meters.

Water-Related Uses: Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water- dependent or waterway uses.

Wellhead Protection Area: an area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

Wetlands: Lands that are transitional between terrestrial (upland) and aquatic (open water) systems where the water table is usually at or near the surface, or where the land is covered by shallow water, such lands predominantly characterized by hydrophytic vegetation. The presence of hydric soils as determined by the U. S. Soil Conservation Service, and other indicators of regular or periodic inundation, shall be used as presumptive evidence of the presence of a wetland area. The existence and extent of these shall be determined by the jurisdictional limits defined by Chapter 62- 4, FAC. and implemented by the Florida Department of Environmental Protection, or as defined within Chapter 40D-4 FAC. and implemented by the Southwest Florida Water Management District, or as defined within the EPC Wetlands Rule.

Wildlife Corridors: Contiguous stands of wildlife habitat that facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.

Zoning: In general, the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, and coverage of structures within each zone.

Comprehensive Plan Update Overview

Date:	July 19, 2021				
Project No:	CPA 20-003 (Comprehensive Plan Update - 2030)				
Applicant:	City of Lakeland				
P&Z Hearing:	March 16, 2021	City Commission Transmittal Hearing:	April 5, 2021	City Commission Adoption Hearing	July 19, 2021
Key Points	City-initiated amendments to the Lakeland Comprehensive Plan: 2010-2020 to update the timeframe to 2020-2030 and retitle to the City of Lakeland Comprehensive Plan: Our Community 2030 (Plan). The Plan update provides for: • Plan reorganization; • Consistency with the City vision based on surveys and City Commission direction; • Reduction of policy duplication; • Removal of accomplished policies; • Removal of data and analysis from the Plan contents, relocated to a technical support document; and • Addition of a Neighborhoods and Historic Preservation Element. Guidance for the Plan update includes: • City Community Values Survey, 2019 • Look Forward Lakeland Survey, 2019 • Lakeland Vision: Our Community, Our Future, Our Vision, 2019 • City Commission Budget, 2019 and 2020 • Chapter 163, Florida Statutes				

1.0 Comprehensive Plan Update Overview

1.1 Plan Structure

The City of Lakeland Comprehensive Plan was adopted in 1991 and was updated in 2000 and 2010. The 2020 comprehensive plan update, the City of Lakeland Comprehensive Plan: Our Community 2030 (Plan), links the community's vision to the Plan to guide and balance the future economic, social, physical, environmental, and fiscal management of development and redevelopment of Lakeland. The Plan provides the philosophy and goals, objectives and policies that establish consistency with other City adopted regulations including the City of Lakeland Land Development Code. The update is consistent with the requirements of Section, 163.3177, Florida Statutes.

Guidance for the Plan update included:

- City Community Values Survey, 2019;
- Look Forward Lakeland Survey, 2019;
- Lakeland Vision: Our Community, Our Future, Our Vision, 2019;
- City Commission Budget, 2019 and 2020; and
- Chapter 163, Florida Statutes.

The Plan update has been reorganized and provided in a user-friendly format. Accomplished and duplicative polices have been removed. Elements are organized by chapters, and suporting data and analyses have been updated and relocated from the Plan to a separate Technical Support Resources document. A new element, the Neighborhoods and Historic Preservation Element has been added to the Plan.

Chapters of the Plan which contain the elements are organized around community visions and values and bring together relevant elements of the Comprehensive Plan, including the following.

- **Chapter 1 – Introduction:** History, Community Vision, Community Trends, Plan Structure.
- **Chapter 2 – Vibrant and Inclusive Community:** Future Land Use Element, Housing Element, Recreation and Open Space Element, and Neighborhoods & Historic Preservation (new).
- **Chapter 3 – Efficient and Well-Maintained Infrastructure:** Infrastructure Element addressing potable water, wastewater, solid waste, stormwater management, and protection of surface waters and ground water aquifers.
- **Chapter 4 – Safe and Convenient Mobility Options:** Transportation Element addressing roadways, public transportation, bike, pedestrian, and other transportation modes, and land use and transportation coordination.
- **Chapter 5 – Attractive and Environmentally-Friendly Community:** Conservation Element addressing lakes as a priority, protection of habitat, protection of natural resources, and responsible and accessible government.
- **Chapter 6 – Responsible and Accessible Government:** Intergovernmental Coordination Element, Public School Facilities Element, Capital Improvements Element.
- **Chapter 7 – Definitions:** Specific terms used in the Plan.

1.1 Community Trends and Input

The City of Lakeland's population increased by more than 60,000 people in 40 years, a 126.9 percent increase. Looking forward, the estimated population for the City of Lakeland through the year 2030 is nearing 130,000 at 127,263 based on medium estimates provided by the Bureau of Economic and Business Research (BEBR) for Polk County.

The Lakeland Planning Area (LPA) is the area surrounding the city limits. The LPA population is anticipated to grow by 15.4 percent from 258,738 in 2019 to 306,092 in 2030. To address the growth and development potential identified in the City and the LPA it was important to identify and understand the priorities and concerns of Lakeland residents and City leaders to help develop a comprehensive vision for the future of the community. This input was obtained from three community-wide surveys and public engagement efforts undertaken in 2019:

- Community Values Survey
- Look Forward Lakeland!
- Lakeland Vision Survey

Survey findings indicate the community priorities include:

- Business and Job Creation
- Community Involvement

- Culture and History
- Housing Choices
- Infrastructure and Parks
- Transportation Choices
- Public Safety and Quality of Life

Lakeland Vision was developed with diverse and broad-based community input and addresses the following focus areas and goals.

- Strong and Safe Neighborhoods: Lakeland will have neighborhoods where residents enjoy their quality of life.
- Jobs for a Vibrant Economy: Lakeland will have jobs for all to support a vibrant economy.
- Lifelong Education: Lakeland will have quality educational opportunities for all.
- Activities for a Diverse Community: Lakeland will offer activities for all community members.

1.2 Interdependent and Vision-Focused Plan Elements

The Chapters and individual Elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and enhancing the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision and the Mission of the City of Lakeland.

Our City Vision: Lakeland—a vibrant, innovative, culturally, inclusive world-class community!

Our Community Vision: Lakeland—a vibrant community of opportunity for a lifetime!

Our City Mission: Lakeland—A community working together to achieve an exceptional quality of life.

2.0 Actions

2.1 Planning and Zoning Board

On March 16, 2021, the Planning & Zoning Board approved the proposed City of Lakeland Comprehensive Plan: Our Community 2030 and recommended by a 6—0 vote of the Board that it be forwarded to the City Commission for public hearing and to transmit the related map and text amendments to the Department of Economic Opportunity for review.

2.2 City Commission

On April 5, 2021, the City Commission approved the proposed City of Lakeland Comprehensive Plan: Our Community 2030 by a 6—0 vote to transmit the related map and text amendments to the Department of Economic Opportunity for review.

3.0 Florida Department of Economic Opportunity and Agency Review

3.1 Florida Department of Economic Opportunity

On June 11, 2021, the Florida Department of Economic Opportunity (DEO) issued an Objections, Recommendations and Comments Report (ORC Report) in review of the proposed City of Lakeland Comprehensive Plan: Our Community 2030. The ORC Report provides one objection and three comments listed below. The City of Lakeland Comprehensive Plan: Our Community 2030 has been updated to include the recommended changes. The changes in the document are indicated in red underline and ~~strikethrough~~ text. ***A summary of DEO's objection and comments is provided below. The detailed Objections, Comments, and Recommendations Report Response Document is attached to this overview.***

DEO Objection (Future Land Use Types of Use and Density/Intensity of Use)

A. Pursuant to Section 163.3177(6)(a)1., Florida Statutes (F.S.), each future land use category must be defined in terms of uses included and must include standards to be followed in the control and distribution of population densities and building and structure intensities.

City Response: The City has updated Table FLU-4 to provide maximum allowable densities (dwelling units per acre) in the RAC, CAC, NAC, IAC, BP, and RH Future Land Uses. The City has updated Table FLU-4 to provide maximum allowable intensities (floor area ratio) in the RAC, CAC, NAC, CC, IAC, MCC, BP, OC, IND, and PI future land use categories. The densities and intensities were brought forward from the City's Land Development Code. No changes to the densities and intensities are proposed.

B. Table FLU-4 includes a classification entitled "Useable Site Area" without defining what this term means and how it is to be interpreted and applied in relation to density/intensity for a land use category.

City Response: The term "Useable Site Area" has been changed to "Typical Size" and a footnote has been added at the bottom of Table FLU-4 stating: "*Although Future Land Use area sizes vary, these are typical sizes of land involved in new Future Land Use amendments. This is intended to be informational only."

C. Table FLU-4 does not clearly describe with meaningful and predictable language all of the general types of land uses that are intended to be allowed within a future land use category consistent with the requirements of Section 163.3177(6)(a)1.,F.S. For example, Table FLU-4 utilizes a classification "most often contains" regarding the general type of land uses that are intended to be allowed within a future land use category. However, the "most often contains" classification is not expressly inclusive of all of the allowed uses.

City Response: "~~Most Often Contains~~" has been changed to "Uses".

DEO Comment 1 (Population Estimates/Projections)

Section 163.3177(1)(f)3., F.S., requires that the comprehensive plan shall be based upon permanent and seasonal population estimates and projections, which shall be those published by the Office of Economic and Demographic Research or generated by the local government based upon a professionally acceptable methodology.

City Response: Sections and tables in the Introduction and Future Land Use Element have been updated to clarify and reflect both permanent and seasonal population estimates and projections. Footnotes have been added in the Infrastructure Element specific to projected water needs to clarify and state: "*Population projections are provided consistent with the City's 2017 10-Year Water Supply Plan and are updated with each Water Supply Plan Update."

DEO Comment 2 (Aquifer Recharge Map)

Infrastructure Element Map INF-10 (Aquifer Recharge Rates) shows aquifer recharge rates (e.g., "recharge/1 to 10"). Map INF-10 does not clearly define the recharge rate (does not define the quantify and does not define the period of time).

City Response: The City's map has been updated and has replaced Map INF-10 in the Comprehensive Plan.

DEO Comment 3 (Water Supply Planning)

Infrastructure Element Policy INF-1.4B states "The Water Supply Plan will be updated subsequent to the State required five-year updates of the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan." The City should consider revising Policy INF-1.4B to clarify that the City's Water Supply Plan will be updated within 18 months after District approval of the Southwest Florida Water Management District Regional Water Supply Plan update as required by Section 163.3177(6)(c),3., Florida Statutes.

The City should consider revising the Comprehensive Plan to include plan policies establishing meaningful and predictable guidelines and standards addressing the water supply requirements of Section 163.3180(2)(a), F.S., that (1) adequate water supplies shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent; and (2) prior to approval of a building permit or its functional equivalent, the local government shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

City Response: Policy INF-1.4B has been revised to reflect the City will update its Water Supply Plan within 18 months after Water Management District's adoption of the Regional Water Supply Plan update.

Policy INF-1.4B: The Water Supply Plan will be updated within 18 months after ~~subsequent to~~ the State required five-year updates of the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan.

City Response: Policy INF-2.B has been revised to state that water services shall be available concurrent with development and "no later than time of the issuance of a building permit".

Policy INF-1.2B: New urban development will only occur within areas where potable water services are available concurrent with development no later than time of the issuance of a building permit.

3.2 Agency Reviews

In addition to the Florida Department of Economic Opportunity (DEO), the Florida Department of Environmental Protection (FDEP), the Florida Department of Transportation (FDOT), and the Southwest Florida Water Management District (SWFWMD) reviewed the proposed City of Lakeland Comprehensive Plan: Our Community 2030. FDEP and FDOT provided observations but no comments requiring changes to the document. The SWFWMD comments are incorporated into DEO Comment 3 which have been addressed.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community and Economic Development Staff recommends **approval with the changes** of the staff prepared City of Lakeland Comprehensive Plan: Our Community 2030.

4.2 Conclusions & Recommendation

This proposed Plan update incorporates results from community surveys and other City plans and initiatives. The update is consistent with Chapter 163, Florida Statutes, the Community Planning Act which empowers and requires the City Commission of the City of Lakeland to (a) plan for the City's future development and growth; (b) adopt and amend comprehensive plans, or elements or portions thereof, to guide the future growth and development of the City; (c) implement adopted or amended comprehensive plans by the adoption of appropriate land development regulations; and (d) establish, support, and maintain administrative instruments and procedures to carry out the provisions and purposes of the Act.

It is recommended the proposed **City of Lakeland Comprehensive Plan: Our Community 2030**, as described in Attachment "A," be adopted with the changes provided in response to the objection, recommendations and comments received from the Florida Department of Economic Opportunity.

Attachment:

Attachment A: Objections, Comments, and Recommendations Report Response Document

Attachment B: Draft City of Lakeland Comprehensive Plan: Our Community 2030

ATTACHMENT “A”

City of Lakeland

Objections, Comments, and Recommendations Report

Response Document

ATTACHMENT "A"

City of Lakeland

Objections, Comments, and Recommendations Report

Response Document

I. OBJECTION (FUTURE LAND USE TYPES OF USE AND DENSITY/INTENSITY OF USE):

Pursuant to Section 163.3177(6)(a)1., Florida Statutes (F.S.), each future land use category must be defined in terms of uses included and must include standards to be followed in the control and distribution of population densities and building and structure intensities.

A. Comprehensive Plan **Table FLU-4 (Future Land Use Summary Table)** is intended to describe the future land use categories regarding the general types of uses allowed for each category and the densities and intensities of each category. Table FLU-4 **does not establish a meaningful and predictable density standard (e.g., number of dwelling units per gross acre)** for residential use consistent with the requirements of Section 163.32177(6)(a)1.,F.S., for the following future land use categories: RAC, CAC, NAC, IAC, BP, and RH.

RESPONSE: The maximum allowable densities for the RAC, CAC, NAC, IAC, CC, MCC, OC, BP, RH, RM, and have been added to Table FLU-4.

B. Table FLU-4 does not establish a meaningful and predictable intensity of use standard (e.g., **floor area ratio**) for nonresidential uses consistent with the requirements of Section 163.32177(6)(a)1.,F.S, for the following future land use categories: RAC CAC NAC CC IAC MCC BP OC IND PI.

RESPONSE: The maximum floor area ratio for RAC, CAC, NAC, CC, MCC, BP, IND, PI, PRESV, and CON have been added to Table FLU-4. An example of this is shown below.

C. Table FLU-4 includes a classification entitled "**Useable Site Area**" without defining what this term means and how it is to be interpreted and applied in relation to density/intensity for a land use category.

RESPONSE: The term "Useable Site Area" has been changed to "Typical Size" and a footnote has been added at the bottom of Table FLU-4 stating: "*Although Future Land Use area sizes vary, these are typical sizes of land involved in new Future Land Use amendments. This is intended to be informational only."

D. Table FLU-4 does not clearly describe with meaningful and predictable language all of the general types of land uses that are intended to be allowed within a future land use category consistent with the requirements of Section 163.3177(6)(a)1.,F.S. For example, Table FLU-4 utilizes a classification "**most often contains**" regarding the general type of land uses that are intended to

be allowed within a future land use category. However, the "**most often contains**" classification is not expressly inclusive of all of the allowed uses.

RESPONSE: "~~Most Often Contains~~" has been changed to "Uses".

An excerpt of Table FLU-4 is provided below. The red underlined and strikeout text indicates changes made to address this objection.

Table FLU-4: FUTURE LAND USE SUMMARY TABLE

<table>
<tr><td colspan="2">Regional Activity Center (RAC)</td><td colspan="3">Typically intended to accommodate the regional shopping needs of central Florida</td></tr>
<tr><td colspan="2">~~Most often contains~~
Uses</td><td colspan="3">Regional shopping mall, large box retail uses, other regional attractors, and other commercial and office uses within close proximity to complement and take advantage of the regional nature of the center.</td></tr>
<tr><td colspan="5">Existing RACs: Downtown Lakeland, Lakeside Village in Oakbridge (including adjacent apartments) and Lakeland Square Mall are examples of RACs with potential to become more intense and balanced mixed-use centers over time.
Lakeland Regional Health Medical Center and Watson Clinic Complex are non-retail RAC uses that function as major centers of employment proximate to housing and retail opportunities.</td></tr>
<tr><td colspan="5">Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)</td></tr>
<tr><td colspan="5">Transit Oriented Corridors (TOC)</td></tr>
<tr><td>Maximum Outside of TOC</td><td>Maximum within TOC[1]</td><td>Minimum within 1/8 Mile of TOC[1,2]</td><td colspan="2">Minimum within ¼ Mile of TOC[1,2]</td></tr>
<tr><td>22 du/ac

Up to 175 du/ac within the Downtown CRA

Up to 75 du/ac in RAC or IAC outside of the Downtown CRA</td><td>22 du/ac

Up to 175 du/ac within the Downtown CRA

Up to 75 du/ac in RAC or IAC outside of the Downtown CRA</td><td>7 du/ac</td><td colspan="2">5 du/ac</td></tr>
<tr><td colspan="5">[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC</td></tr>
<tr><td colspan="5">Intensity (Maximum Floor Area Ratio (FAR))</td></tr>
<tr><td colspan="5">Development Area</td></tr>
<tr><td>Central City</td><td>Urban Development Area</td><td>Suburban Development Area</td><td colspan="2">Downtown CRA</td></tr>
<tr><td>3.00 FAR</td><td>2.50 FAR</td><td>Not Applicable</td><td colspan="2">5.00 FAR</td></tr>
</table>

- ≥ 30% of land area may be ~~medium or high density~~ residential.
- ~~No density limit in the Transit Oriented Corridors.~~
- Residential uses located above the first floor of non-residential uses shall not count against the30% limit; however, residential space shall not comprise more than half of the total non-first floor square footage.
- No limitation on the percentage of land in retail or office uses.

Development Criteria	
Location Criteria:	Central City Transit Supportive Area (TSA) or Urban Development Area and approximately 3 miles from another RAC.
~~Useable Site Area:~~ Typical RAC Size*:	60 acres or more
Gross Leasable Area:	400,000 to 2,000,000 square feet
Minimum Population Served:	150,000 or more
Market Area Radius:	20 miles or more
Access:	• 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. • If located outside CRAs, prefer proximity to a limited access highway. • Access to one or more existing fixed route mass transit lines. • Must be designed for well connected, multi-modal internal access and include on-site transit shelter and bike rack.
Community Activity Center (CAC)	Intended to accommodate the shopping needs of persons living within the community and typically contains a shopping center with a variety of stores
~~Most often contains~~ Uses	Grocery, drug, one or more junior department stores, group of smaller uses, other commercial and office uses within close proximity.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit Oriented Corridors (TOC)

Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
1.50 FAR	1.00 FAR	Not Applicable	Not Applicable

- ≥ 25% of land area may be ~~medium or high density~~ residential beyond 2nd floor residential uses.
- Typically, 100% of land area will be retail and office uses with no limit on percentage of either use.

Development Criteria	
Location Criteria:	Central City TSA or Urban Development Areas; approximately 2 miles or more from any other retail commercial activity center.
~~Useable Site Area:~~ Typical CAC Size*	20 to 60 acres
Gross Leasable Area:	100,000 to 400,000 square feet.
Minimum Population Served:	20,000 to 80,000 people.
Market Area Radius:	2 or more miles
Access:	• 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. • 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.
Neighborhood Activity Center (NAC)	Intended to accommodate the shopping needs of persons living within the immediate surrounding neighborhoods
~~Most often contains~~ Uses	Grocery store, drug store, few other small retail and office uses in a contiguous building or on out parcels.

To promote walkable neighborhoods with access to healthy foods, exceptions may be made to the above general characteristics for Convenience Center site size, GLA and/or separation distance where found compatible with surrounding uses and proposing a neighborhood level grocery as the primary use; the site shall be governed by PUD zoning, employ site design that maximizes walkability and compatibility, and exclude uses that are primarily auto-oriented. Local grocery stores sizes may vary but 60,000 square feet shall be the maximum and proposals for these exceptions are encouraged to use less than the maximum wherever feasible.

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.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac
[1] Subject to zoning district or Special Public Interest (SPI) District Requirements [2] Measured perpendicular to centerline of designated TOC			
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
1.00 FAR	0.75 FAR	0.50 FAR	Not Applicable
• ≥ 20% of land area may be medium or high density residential beyond 2nd floor residential uses. • Typically, 100% of land area will be devoted to retail and office uses • No limit on the percentage of land in either of these commercial uses.			

Development Criteria	
Location Criteria:	Central City TSA, Urban Development, or Suburban Area; approximately 1½ miles or more from any other retail commercial activity center.
~~Useable Site Area:~~ Typical NAC Size*:	5 to 20 acres
Gross Leasable Area:	10,000 to 150,000 square feet
Minimum Population Served:	5,000 to 20,000 people.
Market Area Radius:	1½ miles
Access:	• Intersection of two roads, with frontage on or direct access to an arterial road, or collector road. • 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.

Convenience Center (CC)	Intended to accommodate the small-scale convenience shopping, commercial services and/or office needs of residents living within the immediate surrounding area		
Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac
[1] Subject to zoning district or Special Public Interest (SPI) District Requirements [2] Measured perpendicular to centerline of designated TOC			
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.25	Not Applicable
Development Criteria			
Location Criteria:	Central City TSA, Urban Development, Suburban or Rural Area; approximately 1 mile or more from any other retail commercial activity center.		
~~Useable Site Area:~~ Typical CC Size*:	1 to 3 acres		
Gross Leasable Area:	3,000 to 10,000 square feet.		
Market Area Radius:	1 mile		
Access:	• Intersection of two roads with direct frontage on or access to an arterial or collector road • Design for safe bicycle and pedestrian access		

Interchange Activity Center (IAC)	Intended to address unique opportunities associated with land development at limited access highway interchanges

• 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.

• Encourages high intensity centers which function well and provide aesthetically attractive gateways to the community.

• Final development approval requires the submission of a coordinated development plan which establishes access and other common development features through creation of a Special Public Interest zoning 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 and Economic 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.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
3.00 FAR	2.00 FAR	1.50 FAR	Not Applicable

• An IAC may be oriented toward a single tourist or other retail destination, an office or employment center, a high-density residential center, or some other activity or mix of uses appropriate to an interchange location. • ≥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. • As community gateways, light industrial or warehouse uses as allowed in the City's I-1 zoning district shall only be allowed as part of a mixed use development and shall comprise no more than 30 percent of the total acres in the IAC designation as may exist in the four quadrants of the interchange.	
Development Criteria	
Location Criteria:	Central City TSA, Urban Development Area and Suburban Area.
~~Useable Site Area:~~ Typical IAC Size*:	30 or more acres
Typical Square Footage:	250,000 to 1,000,000 square feet.
Minimum Population Served:	150,000 or more
Access:	• 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. • 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, acreage and square footage for some new IAC areas may be much smaller initially as new or re-development opportunities act as catalysts for the re-designation of properties to the IAC land use category.
Mixed Commercial Corridor (MCC) Used to describe locations of older strip commercial uses	
~~Most often contains~~ Uses	Non-anchor retail and service areas that lack controlled centers sometimes too small or otherwise inappropriate for shopping centers. These commercial corridor areas are typically characterized by businesses that need high visibility and driveway access. Future opportunity to expand an MCC is not guaranteed and will be limited by the predominant surrounding land use types and patterns near a given center and requiring a mix of non-commercial land uses.
Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)	

Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
12 du/ac	22 du/ac	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.30 FAR	Not Applicable
Development Criteria			
Permitted only as an infilling of existing commercial corridors within the Central City TSA and Urban Development Area, with expansion allowed under the strict provisions provided for in the Policies within this Element.			
Business Park Center (BP)	Intended to provide for the placement of establishments to accommodate employment centers		
~~Most often contains~~ Uses	Light-assembly, manufacturing, warehouse, distribution, showroom, local and non-local office needs of the Planning Area		
• Replaces the broad industrial category and reflects the changing types of businesses in the local economy which are neither heavy industrial nor solely retail. • 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 the Business Park Center land use. • Retail shall generally be limited to those allowed in the City's O-3 zoning district plus gas station and convenience store uses. • Typical retail uses might include office supply, limited restaurant uses and day care center uses. • Hotel uses shall be an allowed use and not limited to the 15% 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. • For hotel uses and any non-typical retail uses in a BP land use, Planned Unit Development zoning shall be required to address issues including compatibility and transportation.			

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
Not Applicable	75 du/ac[3]	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC
[3] Up to 75/du/ac within Williams DRI west of Florida Polytechnic University

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.50 FAR	Not Applicable

- ≥15% of the total land area in a BPC category on the future land use map may be utilized for commercial uses, subject to compatibility with uses within the business park as well as with adjacent land uses.
- Commercial activity that is incidental to goods manufactured on site shall not count toward the 15% of commercial uses allowed.
- 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 except medium- and high-density uses may be allowed in Transit Oriented Corridors (TOCs) and as applies to lands located west of the Florida Polytechnic University campus.
- Where a mix of residential and non-residential uses are proposed within a BP land use area, such uses may be required to provide landscaping, buffering, and site and/or building design treatments that exceed standard City code requirements in order to enhance compatibility with other uses on or adjacent to the site as well as to ensure transit friendly site design.
- Compatibility of uses shall address building mass, bulk, height, building orientation and configuration (including truck docks, truck courts and loading areas) and operational characteristics of existing or proposed uses within the business park; operational characteristics include but are not limited to noise, lighting, truck traffic, emissions, waste disposal, safety issues and hours of operation.

Development Criteria	
Location Criteria:	Central City TSA, Urban Development Area and Suburban Area.
~~Useable Site Area:~~ Typical BP Size*:	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
Access:	Intersection of or contiguous to an arterial road, or collector roads for local center, preferably with the capability to accommodate a fixed route mass transit line.

Office Centers (OC)	Intended to help meet the demand for primarily office uses, as opposed to the wide range of uses allowed in the Business Park Center land use category.
Intended to better address concerns of compatibility near residential areas and may be used in part or whole for medium density residential uses to maximize land use options; higher residential densities may also be allowed in accordance with the City's Transit Oriented Corridor (TOC) policies and/or for senior housing projects.	
~~Most often contains~~ Uses	Office uses are historically a high traffic generating use; as such, new office (OC) uses shall be designed to maximize multi-modal access and connectivity, locate proximate to complimentary land uses and, where appropriate, utilize transportation demand management techniques to reduce the impacts upon peak hour traffic flows (a.m. and p.m., as applicable). General characteristics of the Office Center land use shall include urban infill locations where the range and type of BP uses would be inappropriate.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	22 du/ac Up to 175 du/ac within the Downtown CRA Up to 75 du/ac in RAC or IAC outside of the Downtown CRA	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
2.00 FAR	1.50 FAR	0.30 FAR	Not Applicable

- ~~≤ 12 dwelling units per acre~~
- ≤ 22 dwelling units per acre for senior housing • limits may be exceeded per TOC policies
- Above first floor residential uses shall not count against maximum density; up to 10% supportive retail allowed to enhance internal capture of vehicular traffic.

Development Criteria	
Location Criteria:	Central City TSA, Urban Development, and Suburban Area

~~Useable Site Area:~~ Typical OC Size*:	10 – 20 acres (approximate; site may be larger or smaller where key urban objectives such as transit supportive design are met.
Gross Leasable Area:	3,000 to 40,000 square feet; up to 12 dwelling units and up to 22 dwelling units per acre for senior housing; limits may be exceeded per TOC policies; 250,000 to 1,000,000 square feet where adjacent to one or more quadrants of a limited access roadway interchange and served by fixed route transit service.
	3,000 to 40,000 square feet; 250,000 to 1,000,000 square feet where adjacent to one or more quadrants of a limited access roadway interchange and served by fixed route transit service
Market Area Radius:	1 mile or more
Access:	Direct frontage on or access to a collector or higher functioning road; design for safe bicycle, pedestrian and transit access.

Industrial (IND)

Generally Characterized As	Uses engaged in the manufacturing, processing, assembly and/or treatment of finished or semi-finished products.

Also included in the industrial category are distribution and warehousing facilities, airports, and rail yards.

General retail, general office, and residential uses will be prohibited in the Industrial Land Use Category.

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.75 FAR	0.50 FAR	Not Applicable

Development Criteria

Location Criteria:	• Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area • 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. • 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.

Residential High (RH)

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.

To promote compact, walkable development, and infill redevelopment through mixed use land uses, office or commercial uses are allowed per the Policies of this Plan.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
75 du/ac Up to 175 du/ac within the Downtown CRA	75 du/ac Up to 175 du/ac within the Downtown CRA	7 du/ac	5 du/ac
[1] Subject to zoning district or Special Public Interest (SPI) District Requirements [2] Measured perpendicular to centerline of designated TOC			
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
3.00 FAR	2.50 FAR	Not Applicable	5.00 FAR
• ~~Greater than 12 dwelling units per acre but less than 12 dwelling units per acre may be permissible~~ • Minimum density required in Transit Oriented Corridor Overlay			
Development Criteria			
Utilized within the Central City TSA and the Urban Development Area.			

Residential Medium (RM)	
Generally Characterized As	Medium density residential at a density of 5.01 to 12 dwelling units per acre, contingent upon natural and physical limitations of proposed development sites.
To promote compact, walkable development, and infill redevelopment through mixed land uses, small scale office or commercial uses are also allowed per the Policies of this Plan.	

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)			
Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
12 du/ac	22 du/ac[2] Within 1/8 mile of TOC centerline 16 du/ac[2] Within ¼ mile of TOC centerline	7 du/ac	5 du/ac

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
1.50 FAR	1.00 FAR	0.50 FAR	Not Applicable

- 5.01 to 12 dwelling units per acre
- Density less than 5 dwelling units per acre is discouraged

Development Criteria

Utilized within the Central City TSA, the Urban Development Area, and the Suburban Area and as a part of commercial activity centers and corridors

Residential Low (RL)

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.

Density~~/ Intensity~~ (Dwelling Units per Acre (du/ac)

Transit-Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC[1]	Minimum within 1/8 Mile of TOC[1,2]	Minimum within ¼ Mile of TOC[1,2]
5 du/ac	Not Applicable	Not Applicable	Not Applicable

[1] Subject to zoning district or Special Public Interest (SPI) District Requirements
[2] Measured perpendicular to centerline of designated TOC

Intensity (Maximum Floor Area Ratio (FAR))

Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.25 FAR	Not Applicable

~~• 0 to 5 dwelling units per acre~~

Development Criteria

Allowed within the Urban Development Area, and the Suburban Area; new RL uses within the Central City TSA will be discouraged.

Residential Very Low (RVL)	
Generally Characterized As	Up to 3 dwelling units per acre with central water and wastewater.
Density/Intensity	
• 0 to 3 dwelling units per acre	
Development Criteria	
Allowed in the Suburban and Rural Development Areas within the Green Swamp ACSC.	

Agriculture Residential Very Low (ARL)	
Generally Characterized As	Single Family residential and/or agricultural uses such as cattle grazing or growing of produce and related activities necessary and accessory to the primary use.
Density/Intensity	
• Up to 1 dwelling unit per 10 acres	
Development Criteria	
Intended primarily for the Green Swamp ACSC.	

Recreation (R)			
Generally Characterized As	Public and private facilities predominantly used for recreation purposes, but do not include commercial entertainment establishments.		
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.25 FAR	Not Applicable
Development Criteria			
Recreation uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

Conservation (C)	
Generally Characterized As	Lands which, due to natural or environmental constraints, can only support low intensity, passive recreational uses and an allowance of up to one dwelling unit or less per ten acres to avoid an issue of a regulatory taking, except in the Green Swamp ACSC where the limit is one unit per 20 acres on upland areas only.
Density/Intensity	
• Maximum of 1 dwelling unit per 10 acres • Maximum of 1 dwelling unit per 20 acres in the upland areas of the Green Swamp ACSC	

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.10 FAR	0.10 FAR	0.05 FAR	Not Applicable
Development Criteria			
Conservation land uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

Preservation (P)	
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.

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.00005 FAR	0.00005 FAR	0.00005 FAR	Not Applicable
Development Criteria			
Preservation land uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

Public Buildings, Grounds, and Institutional Uses (PI)	
Generally Characterized As	• 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 Conservation (C) and/or Preservation (P). Standards differentiating public and private schools are addressed in the City of Lakeland LDC.

Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
2.00 FAR	1.50 FAR	0.70 FAR	Not Applicable
Development Criteria			
Future Public Buildings, Grounds, and Other Public or Institutional Uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.			

*Although Future Land Use area sizes vary, these are typical sizes of land involved in new Future Land Use amendments. This is intended to be informational only.

II. COMMENTS

A. COMMENT (POPULATION ESTIMATES/PROJECTIONS):

Proposed Amendment 21-01ER is intended to update the City's Comprehensive Plan and establish a new long-term planning timeframe of year 2030.

The Comprehensive Plan introduction (Figure 1-1, pages 1.3 and 1.4) and Future Land Use Element (Table FLU-1, pages 2-3 and 2-4) show estimated/projected population within the City limits for the planning timeframe (years 2019, 2020, 2025, and 2030). In addition, the introduction and Future Land Use Element show estimated/projected population for the Lakeland Planning Area (Figure 11-2 and Table FLU-2), which encompasses the City and an area surrounding the City.

Section 163.3177(1)(f)3., F.S., requires that the comprehensive plan shall be based upon permanent and seasonal population estimates and projections, which shall be those published by the Office of Economic and Demographic Research or generated by the local government based upon a professionally acceptable methodology. The introduction and Future Land Use Element do not identify whether the population numbers (Figures 1-1 and 1-2; and Tables FLU-1 and FLU-2) are based upon permanent and seasonal population estimates and projections. The City should consider revising the introduction and Future Land Use Element to clarify and ensure that the estimated/projected population is based upon permanent and seasonal population estimates/projections, and if needed, revise the Technical Support Resources document to support the population estimates/projections consistent with the requirements of Section 163.3177(1)(f)3., F.S.

RESPONSE: The section below has been updated to reflect seasonal population. The revised text is shown below.

Revisions to Chapter 1 Introduction are provided below.

Our Community

Lakeland is a vibrant community conveniently located along I-4 between Tampa and Orlando in Polk County, Florida. With a permanent population nearing 110,000 and a land area of 75.17 square miles, Lakeland is a principal city of the Lakeland–Winter Haven Metropolitan Statistical Area. The City embraces its past while looking forward to the endless opportunities that support the vision of a vibrant, innovative, culturally inclusive world-class community.

The City of Lakeland was incorporated on January 1, 1885, after founder Abraham Munn platted 80 acres of land the previous year. By the mid-1890s 25 trains were stopping in Lakeland each day. The community grew and prospered because of the exceptional railroad service, progressive outlook, attractive location, and elevation of 227 feet above sea level.

The Florida land boom of the 1920s resulted in the construction of many significant structures in Lakeland. Several are listed on the National Register of Historic Places, including the Terrace Hotel, New Florida Hotel (Lake Mirror Tower Apartments), the Polk Theatre, Park Trammell Building (formerly the Lakeland Public Library), and others.

The "boom" period, however, went "bust" quickly in 1926, only to be followed by the stock market crash of 1929 and the onset of the Great Depression. In the 1930s, progress towards economic recovery was marked by the arrival of the Detroit Tigers spring training camp and the development of the Lakeland Municipal Airport. In 1938 Frank Lloyd Wright came to Lakeland and designed what become the largest collection of Frank Lloyd Wright designed structures in one location in the world located on the campus of Florida Southern College overlooking Lake Hollingsworth.

Following World War II, George Jenkins rapidly expanded his Publix Supermarket chain and established his corporate headquarters in Lakeland. The citrus and phosphate industries contributed significantly to Lakeland's economy with citrus growth and production making the area the "World's Citrus Center."

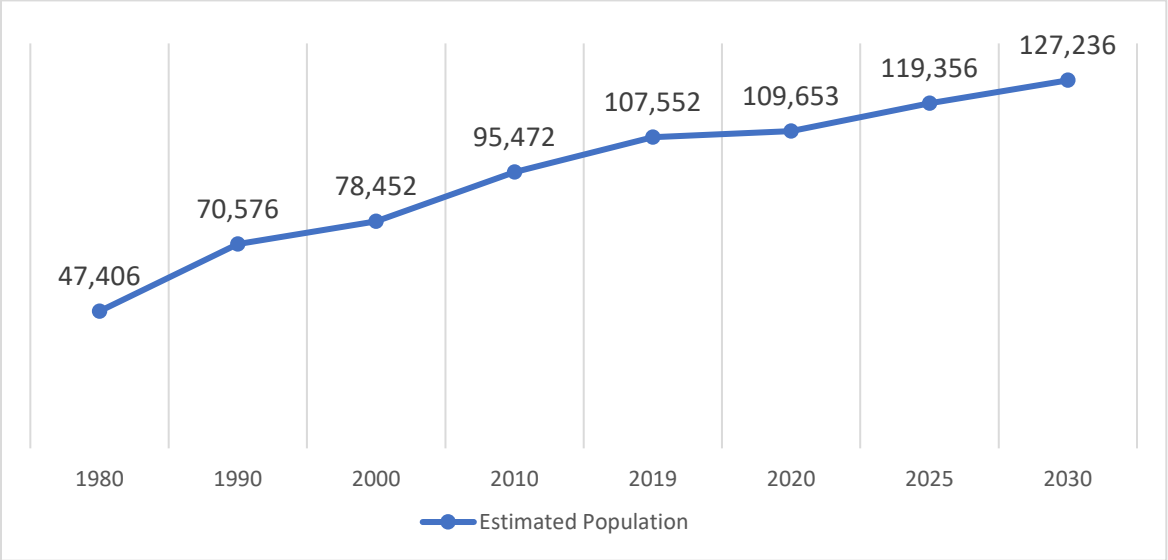
With an estimated permanent population of 109,653 and an additional 15,841 seasonal population for a total population of 125,494 in 2020, Lakeland continues to grow and prosper. With tourist attractions such as Disney World, LEGOLAND Florida, and Bok Tower all within an hour's drive, Lakeland is capitalizing on its ideal central Florida location. Its commitment to downtown development, redevelopment, and historic preservation is a model for other cities and has made Lakeland a tourist destination of its own.

This commitment has been reflected in each of the City's Comprehensive Plans dating back to the 1950's. With the passage of the "Local Government Comprehensive Planning and Land Development Regulation Act", also known as the Florida 1985 Growth Management Act, the Lakeland Comprehensive Plan closely followed the State mandate of regulating growth and ensuring adequate infrastructure. To further comply with the 1985 Florida legislation, the City adopted a unified Land Development Code (LDC) in 1993.

Our Community Trends

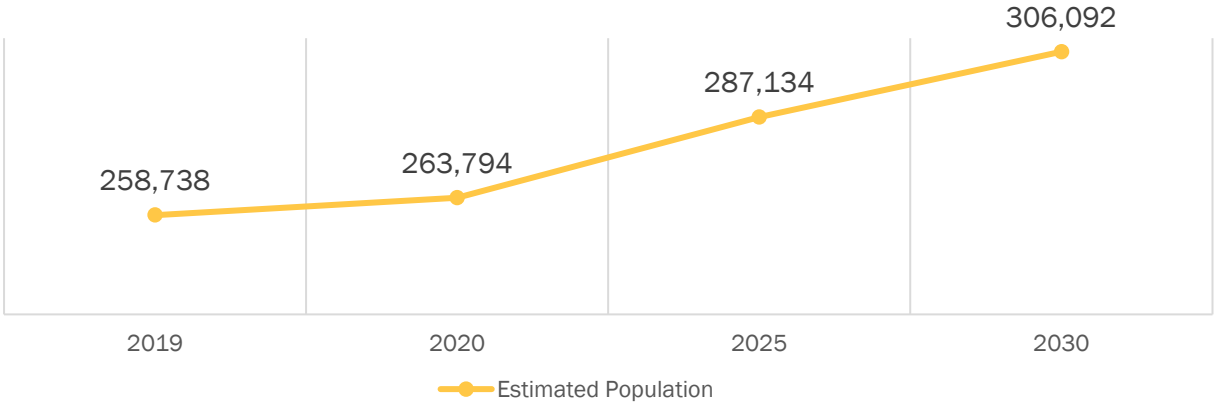
The City of Lakeland's population increased by more than 60,000 persons in 40 years, a 126.9 percent increase, as shown in Figure 1-1. Looking forward, Figure 1-1 illustrates the estimated permanent population ~~for~~ within the City of Lakeland through the year 2030, based on medium estimates provided by the Bureau of Economic and Business Research (BEBR) for Polk County. The percent change in BEBR Medium population projections for Polk County were applied to the 2019 estimate for the City to determine the population projections ~~for~~ within the corporate limits of the City through the year 2030.

FIGURE 1-1:
ESTIMATED AND PROJECTED PERMANENT POPULATION ~~FOR~~ WITHIN CITY LIMITS



The Lakeland Planning Area, or LPA, is an area surrounding the city limits (MAP FLU-1). The City estimates permanent population ~~for~~ within the LPA to assess the level of growth surrounding the city limits which may be relevant for future annexation considerations as well as determining the potential population to be served with city public services. However, the City's water and wastewater service areas (MAP INF-3 and MAP INF-5) and Lakeland Electric (LE) Service area (MAP INF-11-TS) do not serve the entire LPA. Figure 1-2 includes the estimated permanent population projections for the LPA. The LPA's seasonal population is estimated to be 21,717 in 2020 and projected to be 25,199 in 2030.

FIGURE 1-2:
ESTIMATED AND PROJECTED PERMANENT POPULATION ~~FOR~~ WITHIN LAKELAND PLANNING AREA



The Lakeland Planning Area permanent population is expected to grow by 15.47 percent from 258,738 in 2019 to 306,092 in 2030.

To address the growth and development potential identified in the City and the LPA it is important to identify and understand the priorities and concerns of Lakeland residents and civic leaders to help develop a comprehensive vision for the future of the community.

RESPONSE: Revisions to the Future Land Use Element in Chapter 2 are provided below. Changes are indicated in red.

Our Trends: Future Land Use

The purpose of the Future Land Use element is to achieve a high-quality living environment by encouraging compatible land uses, protecting the natural environment, and providing facilities and services which meet the social and economic needs of the community. The foundations for this Future Land Use Element meet Florida statutory requirements while striving to meet the City's and Community's Vision for Lakeland. Goals, objectives, policies, regulations, and implementation activities along with maps illustrate the desired future land use patterns.

The Future Land Use Map (MAP FLU-6) is the single most influential component that illustrates desired land use patterns. The Future Land Use Map (MAP FLU-6) is supported by policies throughout the Comprehensive Plan, not only those in the Future Land Use Element. The City's Land Development Code (LDC) establishes minimum standards for zoning, subdivision, and development activities. The LDC, which was first adopted in 1993 and received a major update in 2013, is the primary document for implementing the goals, objectives, and policies of the Future Land Use Element.

The City of Lakeland is approximately 75.04 square miles in area (48,029.35 acres) and serves an estimated permanent population of 109,653 persons (2020 estimate). According to the Bureau of Economic and Business Research (BEBR), estimates derived from population figures for Polk County, the projected permanent population by the year 2030 for the City of Lakeland is estimated to be around 127,236 (See Table FLU-1). The estimated permanent and seasonal population within the City for the year 2030 is 145,617.

The Lakeland Planning Area (LPA) (MAP FLU-1) is a geographic land area surrounding the City limits. The LPA is approximately 206.18 square miles (131,956.47 acres). Population projections are also calculated for the LPA in order to assess the level of growth surrounding the city limits, which include land areas that may be considered for future annexation and areas that may one day be served by City public facilities and services. Table FLU-2 below includes the estimated permanent and seasonal population projections for the LPA.

~~TABLE FLU-1: ESTIMATED POPULATION FOR CITY LIMITS~~

~~Year~~	~~Estimated Population~~	~~Growth by Period~~	~~Total Growth~~	~~Percent Change~~	~~Annual Percent Change~~
~~2019~~	~~107,552~~	~~–~~	~~–~~	~~–~~	~~–~~
~~2020~~	~~109,653~~	~~2,101~~	~~2,101~~	~~1.95%~~	~~1.95%~~
~~2025~~	~~119,356~~	~~9,702~~	~~11,804~~	~~8.85%~~	~~1.77%~~
~~2030~~	~~127,236~~	~~7,880~~	~~19,684~~	~~6.60%~~	~~1.32%~~

TABLE FLU-1: ESTIMATED AND PROJECTED PERMANENT AND SEASONAL POPULATION ~~FOR~~ WITHIN CITY LIMITS

Year	Estimated Permanent Population	Estimated Seasonal Population	Estimated Total Population
2019	107,552	15,537	124,089
2020	109,653	15,841	125,494
2025	119,356	17,242	136,598
2030	127,236	18,381	145,617

~~TABLE FLU- 2: ESTIMATED POPULATION FOR LAKELAND PLANNING AREA~~

~~Year~~	~~Estimated Population~~	~~Growth by Period~~	~~Total Growth~~	~~Percent Change~~	~~Annual Percent Change~~
~~2019~~	~~258,738~~	~~–~~	~~–~~	~~–~~	~~–~~
~~2020~~	~~263,794~~	~~5,056~~	~~5,056~~	~~1.95%~~	~~1.95%~~
~~2025~~	~~287,134~~	~~23,341~~	~~28,396~~	~~8.85%~~	~~1.77%~~
~~2030~~	~~306,092~~	~~18,957~~	~~47,354~~	~~6.60%~~	~~1.32%~~

TABLE FLU- 2: ESTIMATED AND PROJECTED PERMANENT AND SEASONAL POPULATION ~~FOR~~ WITHIN THE LAKELAND PLANNING AREA

Year	Estimated Permanent Population	Estimated Seasonal Population	Estimated Total Population
2019	258,738	21,301	280,039
2020	263,794	21,717	285,511
2025	287,134	23,639	310,773
2030	306,092	25,199	331,291

Similarly, **Housing Element Table HOU-1 (Estimated Housing Needed for Population Growth) and Infrastructure Element Table INF-3 (Estimated Average Tons of Solid Waste)** show the estimated/projected population for the planning timeframe (2019, 2020, 2025 and 2030). If necessary, revise Table HOU-1 and Table INF-3 to be consistent with any revisions to the population estimates/projections of the Comprehensive Plan.

RESPONSE: The Housing Element addresses adequate housing units needed to provide permanent housing to current and future populations. The Element also provides policies and related programs needed to ensure those units are provided. Affordable housing needs are also addressed consistent with Department of Housing and Urban Development (HUD) and other government housing delivery programs. The seasonal population varies from year to year due to fluctuations in tourism and other factors. Housing for the seasonal population is addressed through market forces of hotel and motel units and variations in units which may sometimes be rented by permanent residents and sometimes by seasonal residents. Seasonal population is accommodated in the City's 10-year water supply planning. Adequate Future Land Uses are provided on the Future Land Use Map to accommodate both projected permanent and seasonal populations.

The Polk County landfill capacity accounts for county-wide residential and commercial solid waste. The County landfill has adequate capacity for the next 70 years. The City provides residential solid waste pickup and the calculation includes the average per person. Other seasonal units such as hotels and motels and other multi-unit buildings are accounted for in bulk commercial hauling. The solid waste demand for the Polk County landfill includes forecast residential (permanent and seasonal) and commercial solid waste tonnage through the planning period.

Infrastructure Element Table INF-1 (Projected Water Needs: 2020-2030, City of Lakeland Corporate Limits) shows the estimated/projected population for the planning timeframe (2020, 2025 and 2030) within the City limits, and Infrastructure Element Table INF-2 shows estimated/projected populated for the Lakeland Water Service Area. Tables INF-1 and INF-2 identify data sources as year 2016, and these tables may need to be updated to be consistent with data used in other elements of the Comprehensive Plan. If necessary, revise Tables INF-1 and INF-2 to be consistent with any revisions to the population estimates/projections. Alternatively, revise Tables INF-1 and INF-2 to clarify (perhaps with a footnote) that these tables are based on 2016 data and will be updated as part of a subsequent update to the City's Water Supply Plan.

RESPONSE: The population projections in the Infrastructure Element will be updated at time of the City's Water Supply Plan Update. A footnote has been added to the population tables in this section noting these projections are based on the 2017 Water Supply Plan.

TABLE INF-1. PROJECTED WATER NEEDS: 2020-2030, CITY OF LAKELAND CORPORATE LIMITS*

YEAR	POPULATION	PROJECTED DAILY DEMAND (GPD/CAPITA)	TOTAL DAILY DEMAND (MGD)
2020	108,300	150	16.2
2025	112,800	150	16.9
2030	117,200	150	17.6

Source: BEBR 2016 projection; Lakeland Community Development Dept. 2016

*Population projections are provided consistent with the City's 2017 10-Year Water Supply Plan and are updated with each Water Supply Plan Update.

TABLE INF-2. AVERAGE AND PEAK WATER USE PROJECTIONS: 2020-2030, LAKELAND WATER SERVICE AREA*

YEAR	POPULATION	ESTIMATED PER CAPITA DEMAND	INITIAL AVERAGE ANNUAL (MGD)	EXPORTED WATER & TREATMENT LOSSES	TOTAL PUMPING ANNUAL (MGD)	PEAK MONTH (MGD)
2020	184,612	120.59	22.26	0.37	22.64	25.8
2025	194,435	150	29.17	0.7	29.87	35.844
2030	205,039	150	30.76	0.7	31.46	37.752

Source: City of Lakeland, Water Utilities Department, 2016

*Population projections are provided consistent with the City's 2017 10-Year Water Supply Plan and are updated with each Water Supply Plan Update.

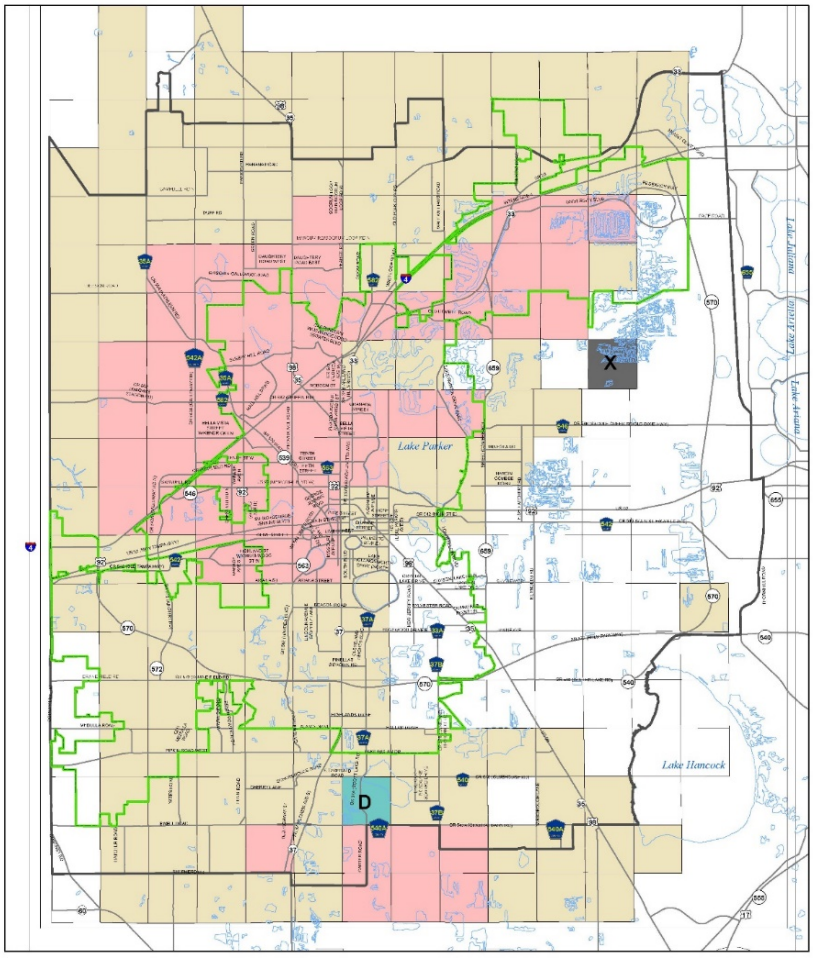
B. COMMENT (AQUIFER RECHARGE MAP)

Infrastructure Element Map INF-9 (Aquifer Recharge Rates) shows aquifer recharge rates (e.g., "recharge/1 to 10"). Map INF-9 does not clearly define the recharge rate (does not define the quantify and does not define the period of time). The City should consider revising Map INF-9 to define the recharge rate.

RESPONSE: The City's map has been updated as shown below. The map below has replaced Map INF-10 in the Comprehensive Plan.

MAP INF-10

AQUIFER RECHARGE RATES



LEGEND

- Lakeland City Limits (February 2021)
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Aquifer Recharge Rates

- A: 0 - 2 "/ Year
- B: 2 - 5"/ Year
- C: 5 - 10"/ Year
- D: > 10" / Year
- X: Discharge area

N W E S

0 ½ 1 2

Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER
The information on this map should be considered conceptual and subject to change. This map is not a survey.

Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

C. COMMENT (WATER SUPPLY PLANNING)

Infrastructure Element Policy INF-1.4B states "The Water Supply Plan will be updated subsequent to the State required five-year updates of the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan." The City should **consider revising Policy INF-1.4B to clarify that the City's** Water Supply Plan will be updated within 18 months after District approval of the Southwest Florida Water Management District Regional Water Supply Plan update as required by Section 163.3177(6)(c),3., Florida Statutes.

In addition, the City should consider revising the Comprehensive Plan to include plan policies establishing meaningful and predictable guidelines and standards addressing the water supply requirements of Section 163.3180(2)(a), F.S., that (1) adequate water supplies shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent; and (2) prior to approval of a building permit or its functional equivalent, the local government shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

RESPONSE: Policy INF-1.4B has been revised to reflect the City will update its Water Supply Plan within 18 months after Water Management District's adoption of the Regional Water Supply Plan update.

> **Objective INF-1.4:** The City will utilize and maintain a 10-year Water Supply Plan , last updated in 2017, to address water supply facilities necessary to serve existing and future development within the City's water utility service.
>
> > **Policy INF-1.4A:** The Water Supply Plan will be consistent with the potable water level-of-service standards established in Policy INF-1.1 B.
> >
> > **Policy INF-1.4B:** The Water Supply Plan will be updated within 18 months after ~~subsequent to~~ the State required five-year updates of the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan.

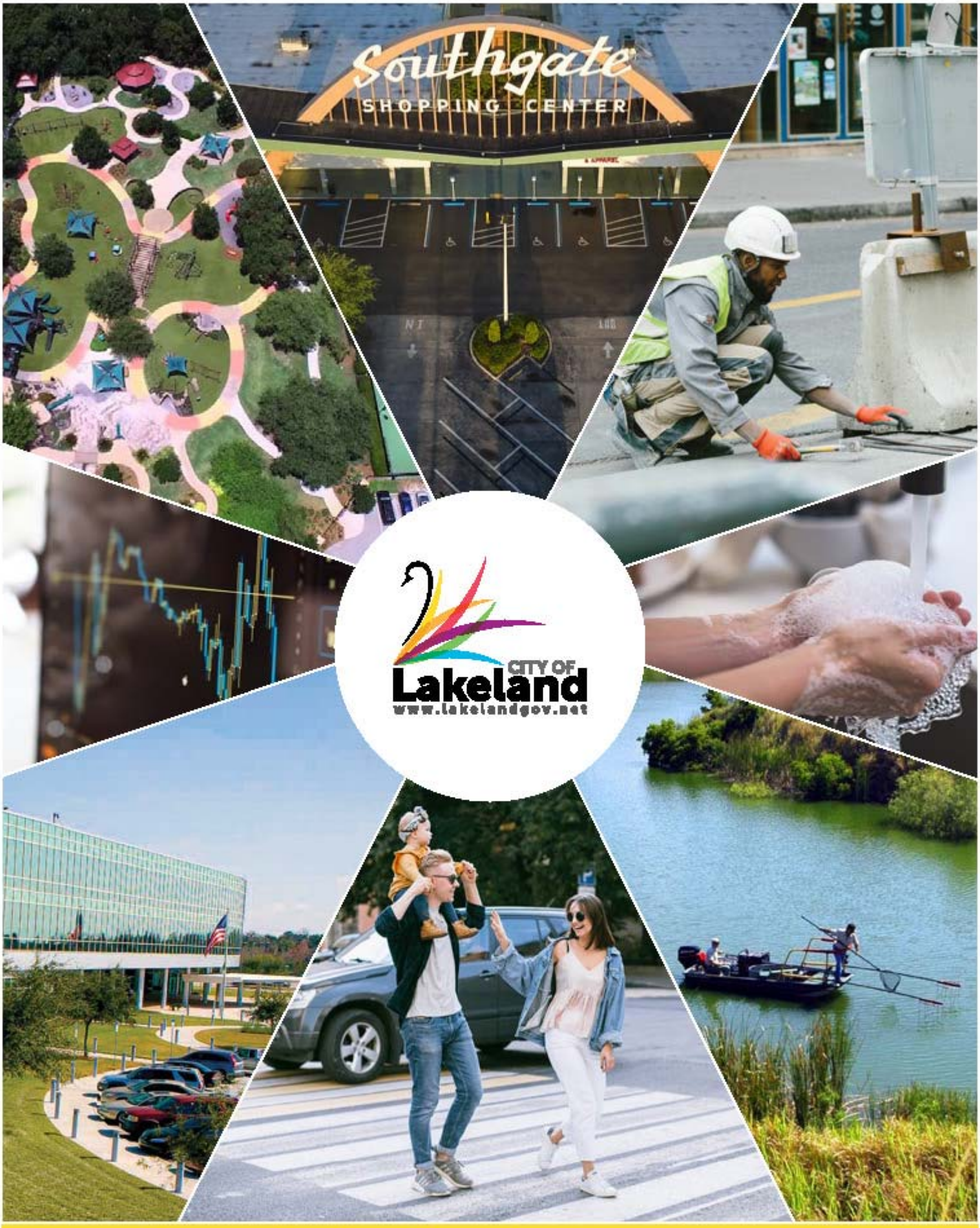
RESPONSE: Policy INF-2.B has been revised to state that water services shall be available concurrent with development and "no later than time of the issuance of a building permit".

> > **Policy INF-1.2B:** New urban development will only occur within areas where potable water services are available concurrent with development no later than time of the issuance of a building permit.

ATTACHMENT “B”

Draft

City of Lakeland Comprehensive Plan: Our Community 2030



Comprehensive Plan: Our Community *2030*

Chapter 1
Introduction



Comprehensive Plan: Our Community 2030

Our City Vision

Lakeland--a vibrant, innovative, culturally, inclusive world-class community!

Our Community Vision

Lakeland--a vibrant community of opportunity for a lifetime!

Our City Mission

Lakeland--A community working together to achieve an exceptional quality of life.

OUR GUIDANCE

- City of Lakeland Commission Budget, 2019
- Look Forward Lakeland! 2019
- City of Lakeland Community Values Survey, 2019
- Lakeland Vision: Our Community, Our Future, Our Vision, 2019
- Chapter 163 Florida Statutes

Our Community

Lakeland is a vibrant community conveniently located along I-4 between Tampa and Orlando in Polk County, Florida. With a population nearing 110,000 and a land area of 75.17 square miles, Lakeland is a principal city of the Lakeland–Winter Haven Metropolitan Statistical Area. The City embraces its past while looking forward to the endless opportunities that support the vision of a vibrant, innovative, culturally inclusive world-class community.

The City of Lakeland was incorporated on January 1, 1885, after founder Abraham Munn platted 80 acres of land the previous year. By the mid-1890s 25 trains were stopping in Lakeland each day. The community grew and prospered because of the exceptional railroad service, progressive outlook, attractive location, and elevation of 227 feet above sea level.

The Florida land boom of the 1920s resulted in the construction of many significant structures in Lakeland. Several are listed on the National Register of Historic Places, including the Terrace Hotel, New Florida Hotel (Lake Mirror Tower Apartments), the Polk Theatre, Park Trammell Building (formerly the Lakeland Public Library), and others.

The "boom" period, however, went "bust" quickly in 1926, only to be followed by the stock market crash of 1929 and the onset of the Great Depression. In the 1930s, progress towards economic recovery was marked by the arrival of the Detroit Tigers spring training camp and the development of the Lakeland Municipal Airport. In 1938 Frank Lloyd Wright came to Lakeland and designed what become the largest collection of Frank Lloyd Wright designed structures in one location in the world located on the campus of Florida Southern College overlooking Lake Hollingsworth.

Following World War II, George Jenkins rapidly expanded his Publix Supermarket chain and established his corporate headquarters in Lakeland. The citrus and phosphate industries contributed

significantly to Lakeland's economy with citrus growth and production making the area the "World's Citrus Center."

With an estimated population of 109,238 in 2020, Lakeland continues to grow and prosper. With tourist attractions such as Disney World, LEGOLAND Florida, and Bok Tower all within an hour's drive, Lakeland is capitalizing on its ideal central Florida location. Its commitment to downtown development, redevelopment, and historic preservation is a model for other cities and has made Lakeland a tourist destination of its own.

This commitment has been reflected in each of the City's Comprehensive Plans dating back to the 1950's. With the passage of the "Local Government Comprehensive Planning and Land Development Regulation Act", also known as the Florida 1985 Growth Management Act, the Lakeland Comprehensive Plan closely followed the State mandate of regulating growth and ensuring adequate infrastructure. To further comply with the 1985 Florida legislation, the City adopted a unified Land Development Code (LDC) in 1993.

Comprehensive Plan Requirements of Chapter 163, Florida Statutes

As required by Section 163.3177, Florida Statutes, the City's comprehensive plan must provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the City. .

These principles and strategies reflect community commitments to implement the plan and its elements and are used to guide future decisions, programs, and activities that ensure the plan is implemented. The sections of this Comprehensive Plan containing the principles and strategies are provided by a series of goals, objectives, and policies, which identify how the City's programs, activities, and land development regulations will be initiated, modified, or continued, for consistent and effective implementation.

It is not the intent of the Comprehensive Plan to include implementing regulations, but rather to outline and identify the programs, activities, and land development principles that form the strategy for implementing the plan.

Our Comprehensive Plan

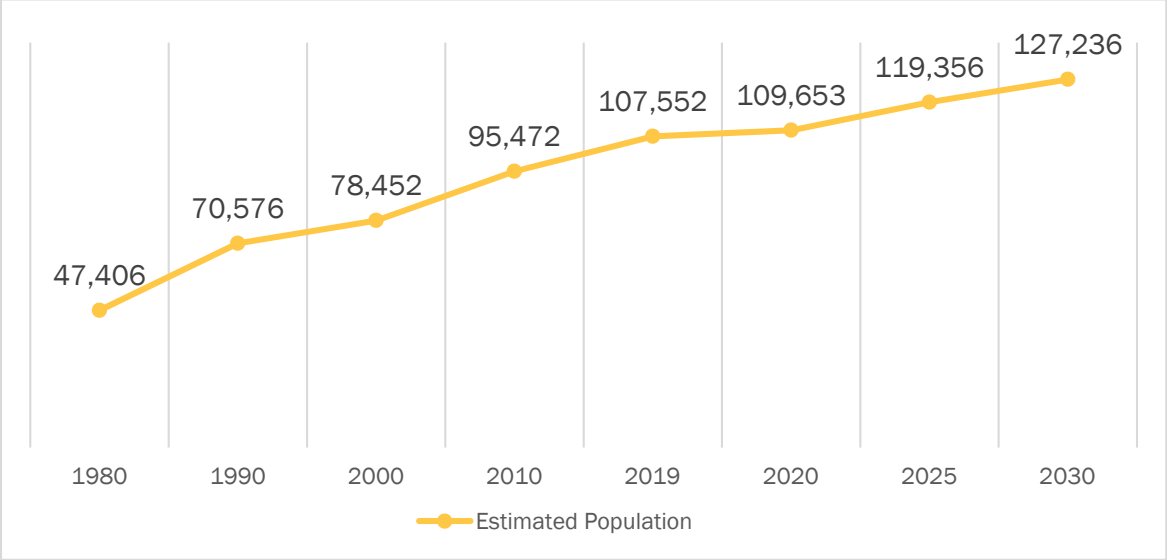
The Lakeland Comprehensive Plan links the City's and Community's Vision to guide and balance the future economic, social, physical, environmental, and fiscal management of development and redevelopment within Lakeland. This plan sets the philosophy and goals, objectives and policies that establish consistency with other City adopted regulations including the City of Lakeland's Land Development Code (LDC).

Originally adopted in 1991, the Lakeland Comprehensive Plan has been updated for the planning horizon of 2030. This update follows requirements of Chapter 163.177 of Florida Statutes and provides assessment of projected growth and demand for services for the coming decade.

Our Community Trends

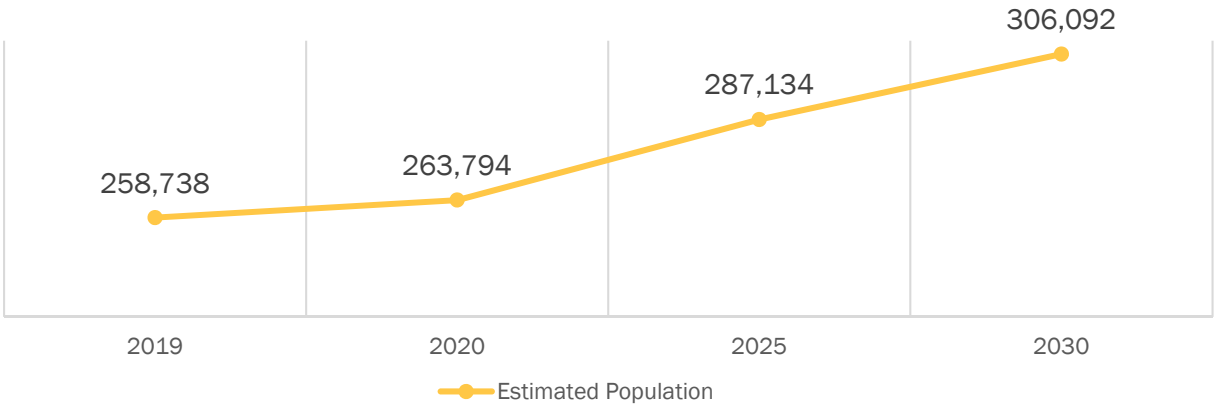
The City of Lakeland's population increased by more than 60,000 persons in 40 years, a 126.9 percent increase, as shown in Figure 1-1. Looking forward, Figure 1-1 illustrates the estimated population for the City of Lakeland through the year 2030, based on medium estimates provided by the Bureau of Economic and Business Research (BEBR) for Polk County. The percent change in BEBR Medium population projections for Polk County were applied to the 2019 estimate for the City to determine the population projections for the corporate limits of the City through the year 2030.

FIGURE 1-1:
POPULATION FOR CITY LIMITS



The Lakeland Planning Area, or LPA, is an area surrounding the city limits (MAP FLU-1). The City estimates population for the LPA to assess the level of growth surrounding the city limits which may be relevant for future annexation considerations as well as determining the potential population to be served with city public services. However, the City's water and wastewater service areas (MAP INF-3 and MAP INF-5) and Lakeland Electric (LE) Service area (MAP INF-11-TS) do not serve the entire LPA. Figure 1-2 includes the estimated population projections for the LPA.

FIGURE 1-2:
ESTIMATED POPULATION FOR LAKELAND PLANNING AREA



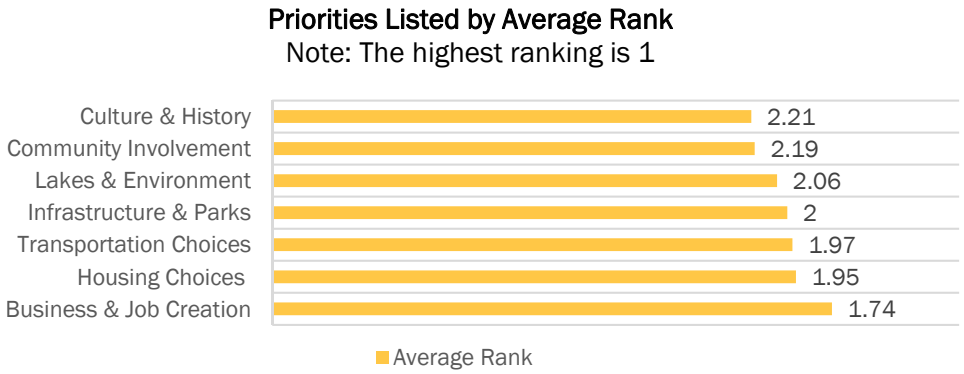
The Lakeland Planning Area population is expected to grow by 15.47%, from 258,738 in 2019 to 306,092 in 2030. To address the growth and development potential identified in the City and the LPA it is important to identify and understand the priorities and concerns of Lakeland residents and civic leaders to help develop a comprehensive vision for the future of the community.

This input was obtained from three community-wide surveys and public engagement efforts undertaken in 2019:

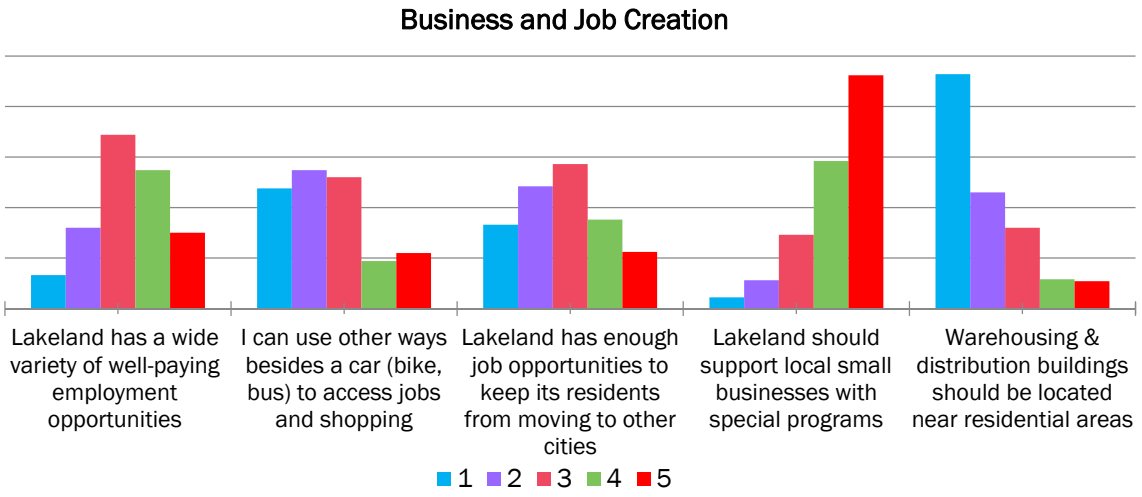
- Look Forward Lakeland!
- Community Values Survey
- Lakeland Vision Survey

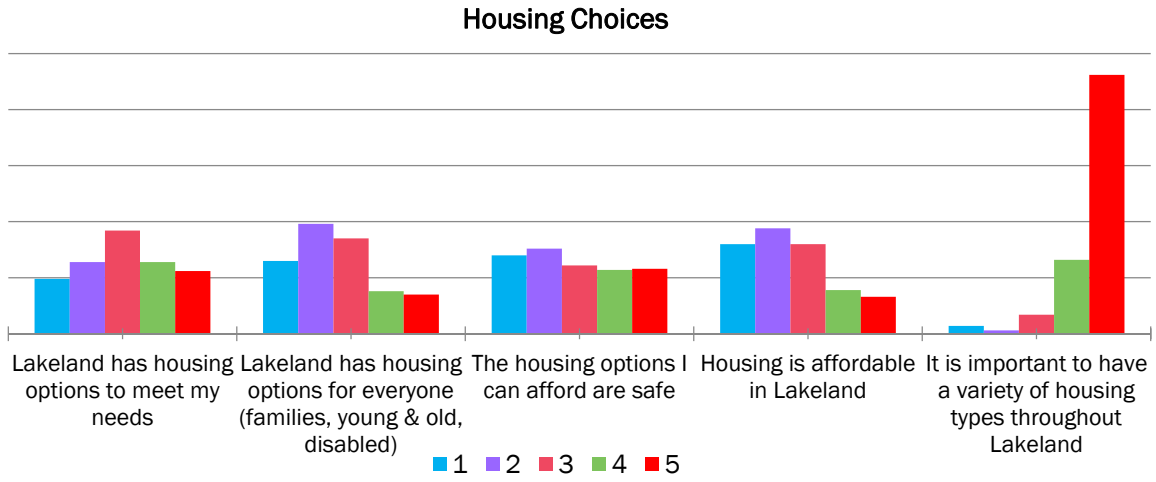
Look Forward Lakeland! Survey Findings

In April 2019, the City launched "Look Forward Lakeland!", a robust and extensive public outreach campaign to support the update to the comprehensive plan. An interactive online survey was created using the MetroQuest platform. The survey was promoted through social media; print materials; media outlets; church bulletins; the city's newsletter mailed with utility bills; community events such as Downtown's First Friday and Saturday Market; and presentations made to local civic organizations, the city's Neighborhood Association Coalition. Tablets were provided at community events allowing for onsite response to the survey. Over 1,100 surveys were completed with hundreds of distinct comments collected. In addition to comments, , Participants were asked to rank their top priorities in order of importance.



Survey results showed that Business & Job Creation and Housing were a top priority. Based on the identified priorities, participants were asked to further help identify strategies that the community would like to see. Ranking was based on a scale from 1 to 5, with 1 indicating strongly disagree and 5 indicating strongly agree. Looking at the top two (2) priorities (Business & Job Creation and Housing), the following strategies were identified and ranked.





The survey provided the opportunity to identify city goals, priorities, and policies as Lakeland looks to the next ten years. Based on these results, Lakeland's residents see a future community that is thriving with jobs and business opportunities and where residents have affordable housing options. A summary of priorities follows:

- **Business and Job Creation**
  A variety of well-paying employment opportunities are needed as well as expanded transportation options, such as biking and bus transportation, to get to those jobs. Respondents expressed the need to retain talent either through higher-paying jobs or more employment opportunities. To promote business, respondents highly favor the development of special programs to support small local businesses. They also highly favored locating warehousing and distribution buildings away from residential areas.
- **Community Involvement**
  The City of Lakeland does a good job of providing activities to encourage residents of all ages to interact with one another. Respondents feel that they have access to opportunities to be successful in Lakeland. Improvements can be made to provide more opportunities for residents to be part of the City's decision-making process.
- **Culture and History**
  Lakeland's ability to preserve its historic character and to respect the different cultures and backgrounds of its residents is viewed favorably. Respondents highly ranked the need for design standards to make Lakeland buildings more attractive as well as the value of

preserving historic buildings in the community. However, respondents also encouraged the need for new development in older areas of the City.

- **Housing Choices**
  Housing options, according to the survey, is a substantial need in the City of Lakeland. Respondents expressed the need for safe and affordable housing options for all residents. Seniors, young professionals, and families should have a variety of housing choices to choose from throughout Lakeland.
- **Infrastructure and Parks**
  Respondents expressed the need for conservation and protection of natural resources and better management of stormwater and flood control. Available access to parks was highly ranked. Most also felt that the community of Lakeland feels safe and secure.
- **Transportation Choices**
  Those surveyed noted improvements should be made in transportation options for those that do not have access to a personal vehicle. Accessible biking, walking, and transit opportunities are a high priority for residents, indicating that they would use public transportation if service was expanded during the workday and on weekends. They also expressed the need for housing located near shopping, services, and jobs.

Community Values Survey Findings

The Community Values Survey was conducted to understand how much the residents of Lakeland value the different services provided by the City. In 2019, residents for the sixth year in a row have identified overall Quality of Life as the number one priority. A summary of all of the identified priorities follows:

Value/ Priority	City Goal	2019 Average Score*	2018 Average Score*	2017 Average Score*	2016 Average Score*	2015 Average Score*
#1	**Quality of Life**	**3.972**	**3.947**	**3.883**	**3.809**	**3.685**
#2	Economic Opportunity	2.909	2.978	3.069	3.022	3.104
#3	Fiscal Management	2.887	2.861	2.879	3.031	3.130
#4	Growth Management	2.747	2.646	2.610	2.592	2.529
#5	Communication	2.484	2.569	2.559	2.549	2.552
*** 5 = Highest Value; 1=Lowest Value**						

- **Fire Services**
  The residents of Lakeland significantly value fire services to include fire safety programs, calls for assistance, rescue services, and the overall quality of fire services.
- **Police Services**
  According to the survey results, police services are highly valued by the residents in Lakeland. Residents view traffic awareness, crime prevention and education, investigative services, patrol services, dispatching, and response time as positively impacting the quality of community safety in the City.
- **Parks and Recreation Services**
  Facilities appearance has significant personal value to residents of Lakeland. Upkeep of recreational facilities such as parks and swimming pools were highly ranked as a priority.
- **Economic and Community Development**
  Residents see the importance of economic development programs provided by the City. Respondents value economic development, code enforcement, and CRA districts. They would like to see affordable housing and neighborhood programs expanded.

- Cultural and Community Services
  Library services provided to residents are greatly valued as is the information provided through the City's website and social media pages. The City should continue to utilize these services as a way to provide additional information and resources to its residents.
- Transportation & Utility Services
  Residents highly value the City's ability to maintain and to develop both transportation and utility facilities.
- Environmental & Utility Services
  The residents of Lakeland place a high importance on the environment and utility services. Impacting the overall quality of life for residents is water treatment and distribution which residents ranked of high importance. This is followed by solid waste collection, wastewater treatment, electric distribution, and lake and stormwater management.
- Lakeland Quality of Life
  Overall, residents consider Lakeland a great place to live, to raise a family, and to retire. Given the substantial value that residents place on the services provided by the City and their quality of life in Lakeland residents want to feel safe and secure in an economically healthy City.

Lakeland Vision Survey Findings

Lakeland Vision collaborates with a broad range of community stakeholders to implement a comprehensive action plan shaped by the community's own vision of its future. In 2019, Lakeland Vision collected input throughout the greater Lakeland area in an effort to update the community's vision. In addition to an online survey, Lakeland Vision met with citizens in person at local events bringing together the voices of approximately 1,000 individuals representing 100% of the zip codes in Lakeland.

The vision was developed with diverse and broad-based community input and addresses the following focus areas and goals:

- Strong and Safe Neighborhoods - Lakeland will have neighborhoods where residents enjoy their quality of life.
  - Sense of Community - Institutions, organizations, and neighborhoods will create and support a cohesive and engaged community that fosters intergenerational and geographic unity.
  - Downtown - Downtown Lakeland will be walkable and vibrant with a variety of housing options, restaurants, small businesses, green spaces, and venues for community gatherings and events.
  - Beautification - Lakeland will be a clean, beautiful city centered around magnificent lakes, attractive streetscapes, quality architecture, and natural features.
  - Preservation and Revitalization - Lakeland will celebrate its history and support unique, strong neighborhoods through revitalization and historic preservation while striving to eliminate blight.
  - Clean Lakeland - Our community will seek to eliminate litter, reduce pollution, and protect the health of our lakes and other natural resources.
  - Character of Development - Lakeland will support diverse housing options for citizens of all incomes.
  - Sustainable Lakeland - Our community will support a sustainable quality of life by conserving natural resources, preserving green spaces, providing environmental education programs, promoting alternative energy sources and developing many modes of transportation to move people and goods.

- Public Involvement - Our citizens will be knowledgeable on how government works and how to communicate with decision-makers.
- Safety - Lakeland will have effective law enforcement with community-based crime prevention activities to ensure safe schools, neighborhoods, and streets.
- Government - Lakeland will have accessible, capable leaders who are dedicated to providing resources and services to all areas of the community.
- Growth Management - Lakeland will be well planned and managed to preserve green space, create vibrant mixed-use neighborhoods, encourage infill and redevelopment, and ensure that public infrastructure can keep up with the needs of a growing population.
- Public Transit - Lakeland will provide convenient, modern, safe, and efficient transportation alternatives to enhance livability and improve connections throughout the region.
- Homeless - Lakeland will reduce its homeless population.

- Jobs for a Vibrant Economy - Lakeland will have jobs for all to support a vibrant economy.
  - Business Development and Attraction - Lakeland will attract a wide variety of high-tech, high-wage employers.
  - Retail and Business - Lakeland will be a business-friendly community.
  - Prosperous Lakeland - Lakeland will be a prosperous, technologically-advanced city that attracts and retains a young, innovative, and talented workforce within a creative environment.
  - Marketing and Tourism - Lakeland will promote its local attractions, events and activities to attract residents and visitors.
  - Roadways and Mobility - Our community will improve the overall mobility of our citizens while ensuring our transportation system supports a strong economy.
  - Green Economy - Lakeland will attract and promote green industries and local green markets to achieve a sustainable local economy.

- Lifelong Education - Lakeland will have quality educational opportunities for all.
  - Funding and Community Support - Lakeland will support quality education through collaboration among schools, businesses, and other institutions in the community.
  - Programs and Curriculum - Lakeland will support quality curriculum, teaching, mentoring and hands-on experiences to prepare students to succeed in college, in vocations, the workforce, and in life.
  - Career Development - Our educational community will offer life-long training opportunities for an ever-changing job market.
  - Early Start - Lakeland will prepare every child to succeed.
  - Higher and Continuing Education - Lakeland will create strong partnerships with its colleges and universities.

- Activities for a Diverse Community - Lakeland will offer activities for all community members.
  - Arts and Culture - Lakeland will provide a supportive arts environment that advances, promotes, and funds the arts community to invite community-wide participation in the arts.
  - Youth Activities - Our community will support activities and opportunities for youth and teens that are safe, affordable, and fun.

- Entertainment and Attractions - Lakeland will be a destination for a variety of entertainment and eating options which support a lively and fun community atmosphere.
- Diversity - Lakeland will support and celebrate diversity and inclusiveness in leadership, business, and civic engagement throughout the community.
- Communications - Lakeland will be an interconnected and informed community through community-wide communications.
- Volunteerism - Lakeland will promote volunteer opportunities that allow all citizens to be actively involved in community service.
- Parks - Lakeland will build and maintain a network of community and regional parks and trails that support a healthy lifestyle and maximize economic benefits.
- Recreation - Lakeland will have recreation facilities and programs throughout all sectors of the city for residents of all ages.
- Health - Lakeland will be a community promoting healthy lifestyles and prevention while providing access to quality health care for people of all ages and income levels.
- Seniors - Lakeland will provide seniors a variety of lifestyle options which support aging in place.
- Public Transportation - Lakeland will provide affordable, reliable, and efficient public transportation throughout the community.
- Walking and Biking - Lakeland will have a well-connected network of sidewalks, bike lanes, and trails throughout the community that integrate safely with roadways.

SURVEY RESULTS IN RELATION TO COMPREHENSIVE PLAN

Area of Focus	Look Forward Lakeland, Community Values, and Lakeland Vision Surveys	Influences Comprehensive Plan Elements	Summary/ Themes
Economic Development	✓	Future Land Use Element	Economic Development, Business and Job Creation are major themes in all surveys. Residents encourage the development of commercial opportunities that bring in job growth and fill the needs of the residents of Lakeland. Encourage business friendly policies that boost business and commercial development in areas of the city that are in need of new development.
Diverse Community	✓	Neighborhoods and Historic Preservation Element Recreation and Open Space Element	Residents would like to see the preservation of Lakeland's historic character while still providing a variety of new community events serving multiple age groups. Increasing community activity and interaction through new venues such as art, music, volunteering, and cultural events.
Housing	✓	Future Land Use Element Housing Element	Residents expressed that Lakeland is a great place to live and raise a family but there is a lack of affordable housing options. They value affordable housing and would like to see more multi-family residential housing with units providing more than two bedrooms. Other housing options they would like to see is tiny homes, condominiums, and affordable starter homes for home ownership. Residents would like for housing cost to match household income levels per neighborhood. Allow mix-use to promote redevelopment and provide infrastructure for a growing population.
Infrastructure and Parks	✓	Infrastructure Element Recreation and Open Space	Appearance and maintenance of Parks and Infrastructure was a prominent theme in both surveys. Residents would like to see more parks in Lakeland to serve different purposes such as family parks, dog parks, a park for musical events or to fish. Parks are needed in high density residential areas for residents to participate in recreational activities. Trails and parks should be connected to add features and amenities to make them more desirable to residents.
Lakes and Environment	✓	Infrastructure Element Conservation Element	Residents encouraged the beautification and landscaping of natural resources including planting trees or flowers in needed areas and cleaning up litter. Ensure that lakes are not degraded.
Transportation	✓	Transportation Element Neighborhoods and Historic Preservation Element	The reduction of traffic and congestion was a major theme in transportation. Residents want to see complete street planning in Lakeland. They highly supported the City's need to expand biking trails and bike lanes. Also, public transportation and different modes of transportation are needed in close proximity to residential areas.

Structure of the Plan

The Lakeland Comprehensive Plan 2030 is structured to reflect our Community's vision and acknowledges the values that guide decision making by the City of Lakeland. Elements are consolidated into chapters and each chapter consists of sections:

- **Our Guidance**: The documents, plans, visions, regulations, and policies that influences each Element of the Plan
- **Our Vision:** The City's Vision for that Chapter that influences each Element of the Plan
- **Our Trends:** The current and future resources that influence each Element of the Plan
- **Goals, Objectives and Policies:** The regulatory guidance of each Element of the Plan
- **Influence on Other Plan Elements:** Details the policy influence each Element has on other Elements of the Plan

Chapters of the Plan are organized around visions and values and bring together relevant elements of the Comprehensive Plan, including:

Chapter 1) Introduction

Chapter 2) Vibrant and Inclusive Community links the importance of the Future Land Use Element in shaping growth and redevelopment with the Housing Element, the Recreation and Open Space Element, and a new Neighborhoods and Historic Preservation Element which all support an inclusive and healthy quality of life.

Chapter 3) Efficient and Well-Maintained Infrastructure brings together the provision of services including Potable Water, Wastewater, Solid Waste, and Stormwater Management with protection of the quality and quantity of our Surface Waters and our Ground Water Aquifers.

Chapter 4) Safe and Convenient Mobility Options highlights the modes of transportation including roadways, transit, bicycles, and pedestrian paths along with air and rail to ensure there are transportation options for the movement of people and goods.

Chapter 5) Attractive and Environmentally-Friendly Community includes the Conservation Element that supports the high priority of lakes and the need to ensure habitat and natural resources are protected as the City grows.

Chapter 6) Responsible and Accessible Government is the standard the City holds itself to in communicating with its citizens and with other governmental agencies through the Intergovernmental Coordination Element, the School Facilities Element, and in the City's investment in the Capital Improvement Element.

Chapter 7) Definitions

Technical Support Document: Includes a of the materials used to quantify, forecast, analyze, and influence the development of the Lakeland Comprehensive Plan 2030.

Interdependent and Vision Focused Plan Elements

The Chapters and individual Elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and enhancing the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

Chapter 2
Vibrant and Inclusive Community

Strong neighborhoods support our cultural history and our economic future



Vibrant and Inclusive Community

OUR GUIDANCE

- City of Lakeland's Community Redevelopment Agency District Redevelopment Plans
- Livable Polk Healthy Communities Report, 2012
- Polk County Community Health Assessment, 2019
- Bureau of Economic and Business Research, 2019
- Chapter 163 Florida Statutes
- Chapter 380 Florida Statutes
- Chapter 419 Florida Statutes
- City of Lakeland's Capital Improvement Program 2020
- Florida Department of Transportation and Polk County Five-Year Work Programs
- City of Lakeland's Proportionate Fair-Share Program
- City of Lakeland's Interlocal Agreement with the Polk County School Board and Polk County Board of County Commissioners
- City of Lakeland Water Quality Management Plan, 2019
- Florida Building Code 2017
- National Environmental Protection Agency's National Pollution Discharge Elimination System Rule 17-25.025(7)

Our Vision: Strong neighborhoods support our cultural history and our economic future

The City of Lakeland is a vibrant community centered on its historic neighborhoods and propelled forward by strong economic partnerships. It seeks to be an inclusive community for residents and visitors of all ages.

From historic Munn Park where Lakeland's Downtown began in the 19th Century to the shore of Lake Wire where troops including Buffalo Soldiers awaited transport to Cuba during the Spanish American War, Lakeland's history is long and rich. Architectural gems like the Lake Mirror Promenade, the iconic Frank Lloyd Wright buildings overlooking Lake Hollingsworth, and the signature Santiago Calatrava building at Florida Polytechnic University reflect Lakeland's cultural history. Seven historic districts listed on the National Register of Historic Places weave the cultural history of Lakeland design into the vibrancy of Lakeland's future.

A City known for its superior parks and recreational programs, public spaces, unforgettable vistas, and scenic lakes, Lakeland seeks to ensure this legacy for future generations. Our neighborhoods must remain strong and the growth and redevelopment of our community must support a quality of life for all residents to sustain a vibrant and inclusive community.

This Chapter recognizes that the ability of the City to achieve its vision for the Lakeland Community in the coming decade is based upon comprehensive planning that not only meets the requirements of Chapter 163 of Florida Statutes but also serves to create a Vibrant and Inclusive Community. In order to achieve these outcomes, the Lakeland Comprehensive Plan 2030 organizes four elements in Chapter Two that create the framework for achieving this vision:

1) Future Land Use Element;
2) Housing Element;
3) Recreation and Open Space Element; and
4) Neighborhoods and Historic Preservation Element (new element).

Future Land Use Element

The Future Land Use Element includes key data reflecting trends, goals, objectives and policies that will influence the urban growth and shape of our community during the ten-year planning horizon. This Element is guided and informed by a variety of plans, policies, and regulations shown in the Our Guidance box. These are not an adopted part of the Comprehensive Plan but their continuing influence on the level of urban services and shape of a community guided by transit oriented design policies is of primary importance.

The Housing Element seeks to ensure that residents of all incomes will have housing available in the future. It establishes policies to encourage a variety of housing types that are available throughout the City.

The Recreation and Open Space Element sets standards for parks and open space to serve the needs of residents today and ensure future recreational needs as growth continues.

Neighborhood and Historic Preservation Element is a new element of the Comprehensive Plan and brings together the guidance to preserve the historic neighborhoods and maintains policies to support healthy and stable communities.

Our Trends: Future Land Use

The purpose of the Future Land Use element is to achieve a high-quality living environment by encouraging compatible land uses, protecting the natural environment, and providing facilities and services which meet the social and economic needs of the community. The foundations for this Future Land Use Element meet Florida statutory requirements while striving to meet the City's and Community's Vision for Lakeland. Goals, objectives, policies, regulations, and implementation activities along with maps illustrate the desired future land use patterns.

The Future Land Use Map (MAP FLU-6) is the single most influential component that illustrates desired land use patterns. The Future Land Use Map (MAP FLU-6) is supported by policies throughout the Comprehensive Plan, not only those in the Future Land Use Element. The City's Land Development Code (LDC) establishes minimum standards for zoning, subdivision, and development activities. The LDC, which was first adopted in 1993 and received a major update in 2013, is the primary document for implementing the goals, objectives, and policies of the Future Land Use Element.

The City of Lakeland is approximately 75.04 square miles in area (48,029.35 acres) and serves an estimated population of 109,238 persons (2020 estimate). According to the Bureau of Economic and Business Research (BEBR), estimates derived from population figures for Polk County, the projected population by the year 2030 for the City of Lakeland is estimated to be around 127,236 (See Table FLU-1).

The Lakeland Planning Area (LPA) (MAP FLU-1), is a geographic land area surrounding the City limits. The LPA is approximately 206.18 square miles (131,956.47 acres). Population projections are also calculated for the LPA in order to assess the level of growth surrounding the city limits, which include land areas that may be considered for future annexation and areas that may one day be served by City public facilities and services. Table FLU-2 below includes the estimated population projections for the LPA.

TABLE FLU-1: ESTIMATED POPULATION FOR CITY LIMITS

Year	Estimated Population	Growth by Period	Total Growth	Percent Change	Annual Percent Change
2019	107,552	--	--	--	--
2020	109,653	2,101	2,101	1.95%	1.95%
2025	119,356	9,702	11,804	8.85%	1.77%
2030	127,236	7,880	19,684	6.60%	1.32%

TABLE FLU- 2: ESTIMATED POPULATION FOR LAKELAND PLANNING AREA

Year	Estimated Population	Growth by Period	Total Growth	Percent Change	Annual Percent Change
2019	258,738	--	--	--	--
2020	263,794	5,056	5,056	1.95%	1.95%
2025	287,134	23,341	28,396	8.85%	1.77%
2030	306,092	18,957	47,354	6.60%	1.32%

To accommodate anticipated growth, the City has analyzed developable Future Land Use areas to better understand the City's potential for serving future residential, commercial, industrial, institutional, and other land use needs. Looking specifically at vacant and developable lands located within the City, the City is anticipated to have adequate land area to meet projected growth. See Table FLU-3 below outlining the City's Developable Future Land Use area, based on currently assigned Future Land Use designations.

TABLE FLU- 3: DEVELOPABLE FUTURE LAND AREA

Future Land Use Designation	Developable Acreage	Percentage of Developable Acreage of Total Developable Lands
Residential Very Low	--	--%
Residential Low	1,443.76	23.1%
Residential Medium	1,687.10	27%
Residential High	270.99	4.3%
Business Park	2,038.0	32.7%
Community Activity Center	90.9	1.5%
Convenience Center	3.5	0.1%
Industrial	161.1	2.6%
Interchange Activity Center	210.5	3.4%
Mixed Commercial Corridor	73.4	1.2%
Neighborhood Activity Center	47.3	0.8%
Regional Activity Center	155.2	2.5%
Public and Institutional	56.4	0.9%
Total Acreage	**6,238.15**	**100.0%**

Goals, Objectives, and Policies: Future Land Use

The following goals, objectives, and policies statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to the arrangement of land uses. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Future Land Use Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes*; the other elements of this Comprehensive Plan; and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan.*

Future Land Use Intensity Areas

The overlay intensity areas, as shown in MAP FLU-2 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. These factors also indicate when development can proceed so that it is not premature.

A major consideration when determining the suitability of land for future development is the availability of public facilities and services. Service availability is addressed by the City's utility service area and capital improvements schedule. Understanding the demand for services created by new development helps local governments to shape growth patterns 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 City's Capital Improvements Program.

The overlay intensity areas are meant to be 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, and types of uses permitted within any of the overlay intensity areas is 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*. For intensity areas that extend beyond the City limits, these are dependent upon the applicable land use regulations of the impacted local government (e.g. Auburndale, Polk County). Since 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. The level of development allowed is made on a site-by-site basis and is part of the overall development application and review process including zoning.

Although availability of services is a major consideration when locating potential land uses, natural characteristics of the land and natural resources are also considered. For example, the development of urban intensities and uses in wetlands or other sensitive environmental areas is not an acceptable development practice. The location of future land uses is greatly impacted by natural features that are either conducive to or prohibitive of development. MAP FLU-3 and MAP FLU-4 outline environmental constraints and natural resource limitations to urban development within the Lakeland Planning Area. The map series in the Comprehensive Plan 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 three overlay intensity areas within the larger Lakeland Planning Area as outlined in MAP FLU-2. 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. MAP FLU-5 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 Transit Supportive Area: The Central City Transit Supportive Area (CCTSA) is the area currently served with:

1. Central water and wastewater services;
2. Urban level public safety (fire and police);
3. An existing urban grid road network and sidewalk and bike path networks;
4. Passenger rail service and fixed route bus service including the main transit terminal/transfer station;
5. Neighborhood & community park system with library services; and
6. Other facilities and services normally associated with medium to high intensity urban development.

The CCTSA will allow a wide range of land uses at higher densities and intensities 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 CCTSA is supported by a grid street network; existing transit services including express bus services; lake-to-lake greenway/bike system, pedestrian network; extensive park system; central utility services for water, wastewater and electricity; Historic Districts and Community Redevelopment Areas; and incentives for infill and redevelopment such as the Core Improvement Area for non-utility impact fee exemptions. This portion of the City has been exempt from all State and Regional review of land use amendments since 2004 when the City was designated as a Certified Community under the State of Florida's Local Government Comprehensive Planning Certification Program. As such, this area and the Transit Oriented Corridors are best positioned to continue to focus on new urban infill and redevelopment within the planning period.

The CCTSA includes the entire range of land use categories and is intended to contain a wide variety of urban uses and higher residential densities to both require and support mass transit, enhanced pedestrian systems, cultural and social activities, and the traditional form of urban uses that define a viable urban place. The Central Business District (CBD) is included in the CCTSA together with most regional commercial centers. The defined CCTSA contains approximately one tenth of the Planning Area.

Urban Development Area: The Urban Development Area (UDA) is the area located outside the CCTSA 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 allows a wide range of land uses at densities and intensities usually lower than those found within the Central City Transit Supportive Area.

The Urban Development Area is intended to contain most of the land uses found in the Central City Area; however, the amount of land in the more intense uses will be lower and more widely dispersed.

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 may have unacceptable emergency 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 or, near County Line Road, industrial uses.

Future Land Use Categories

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 MAP FLU-6. 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.

Table FLU-4 represents a matrix of each of the future land use categories, their primary purpose, and development criteria.

Table FLU-4: FUTURE LAND USE SUMMARY TABLE

Regional Activity Center (RAC)	**Typically intended to accommodate the regional shopping needs of central Florida**
Most often contains	Regional shopping mall, large box retail uses, other regional attractors, and other commercial and office uses within close proximity to complement and take advantage of the regional nature of the center.
Downtown Lakeland, Lakeside Village in Oakbridge (including adjacent apartments) and Lakeland Square Mall are examples of RACs with potential to become more intense and balanced mixed-use centers over time. Lakeland Regional Health Medical Center and Watson Clinic Complex are non-retail RAC uses that function as major centers of employment proximate to housing and retail opportunities.	
Density/Intensity	
• ≥ 30% of land area may be medium or high density residential. • No density limit in the Transit Oriented Corridors. • Residential uses located above the first floor of non-residential uses shall not count against the30% limit; however, residential space shall not comprise more than half of the total non-first floor square footage. • No limitation on the percentage of land in retail or office uses.	
Development Criteria	
Location Criteria:	Central City Transit Supportive Area (TSA) or Urban Development Area and approximately 3 miles from another RAC.
Useable Site Area:	60 acres or more
Gross Leasable Area:	400,000 to 2,000,000 square feet
Minimum Population Served:	150,000 or more
Market Area Radius:	20 miles or more
Access:	• 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. • If located outside CRAs, prefer proximity to a limited access highway. • Access to one or more existing fixed route mass transit lines. • Must be designed for well connected, multi-modal internal access and include on-site transit shelter and bike rack.
Community Activity Center (CAC)	**Intended to accommodate the shopping needs of persons living within the community and typically contains a shopping center with a variety of stores**
Most often contains	Grocery, drug, one or more junior department stores, group of smaller uses, other commercial and office uses within close proximity.
Density/Intensity	
• ≥ 25% of land area may be medium or high density residential beyond 2nd floor residential uses. • Typically, 100% of land area will be retail and office uses with no limit on percentage of either use.	
Development Criteria	
Location Criteria:	Central City TSA or Urban Development Areas; approximately 2 miles or more from any other retail commercial activity center.
Useable Site Area:	20 to 60 acres

Gross Leasable Area:	100,000 to 400,000 square feet.
Minimum Population Served:	20,000 to 80,000 people.
Market Area Radius:	2 or more miles
Access:	• 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. • 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.
Neighborhood Activity Center (NAC)	Intended to accommodate the shopping needs of persons living within the immediate surrounding neighborhoods
Most often contains	Grocery store, drug store, few other small retail and office uses in a contiguous building or on out parcels.
To promote walkable neighborhoods with access to healthy foods, exceptions may be made to the above general characteristics for Convenience Center site size, GLA and/or separation distance where found compatible with surrounding uses and proposing a neighborhood level grocery as the primary use; the site shall be governed by PUD zoning, employ site design that maximizes walkability and compatibility, and exclude uses that are primarily auto-oriented. Local grocery stores sizes may vary but 60,000 square feet shall be the maximum and proposals for these exceptions are encouraged to use less than the maximum wherever feasible. 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.	
Density/Intensity	
• ≥ 20% of land area may be medium or high density residential beyond 2nd floor residential uses. • Typically, 100% of land area will be devoted to retail and office uses • No limit on the percentage of land in either of these commercial uses.	
Development Criteria	
Location Criteria:	Central City TSA, Urban Development, or Suburban Area; approximately 1½ miles or more from any other retail commercial activity center.
Useable Site Area:	5 to 20 acres
Gross Leasable Area:	10,000 to 150,000 square feet
Minimum Population Served:	5,000 to 20,000 people.
Market Area Radius:	1½ miles
Access:	• Intersection of two roads, with frontage on or direct access to an arterial road, or collector road. • 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.

Convenience Center (CC)	Intended to accommodate the small-scale convenience shopping, commercial services and/or office needs of residents living within the immediate surrounding area
Development Criteria	
Location Criteria:	Central City TSA, Urban Development, Suburban or Rural Area; approximately 1 mile or more from any other retail commercial activity center.
Useable Site Area:	1 to 3 acres
Gross Leasable Area:	3,000 to 10,000 square feet.
Market Area Radius:	1 mile
Access:	• Intersection of two roads with direct frontage on or access to an arterial or collector road • Design for safe bicycle and pedestrian access

Interchange Activity Center (IAC)	Intended to address unique opportunities associated with land development at limited access highway interchanges

• 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.

• Encourages high intensity centers which function well and provide aesthetically attractive gateways to the community.

• Final development approval requires the submission of a coordinated development plan which establishes access and other common development features through creation of a Special Public Interest zoning 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 and Economic 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.

Density/Intensity

• An IAC may be oriented toward a single tourist or other retail destination, an office or employment center, a high-density residential center, or some other activity or mix of uses appropriate to an interchange location.

• ≥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.

• As community gateways, light industrial or warehouse uses as allowed in the City's I-1 zoning district shall only be allowed as part of a mixed use development and shall comprise no more than 30 percent of the total acres in the IAC designation as may exist in the four quadrants of the interchange.

Development Criteria	
Location Criteria:	Central City TSA, Urban Development Area and Suburban Area.
Useable Site Area:	30 or more acres
Typical Square Footage:	250,000 to 1,000,000 square feet.
Minimum Population Served:	150,000 or more

Access:	• 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. • 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, acreage and square footage for some new IAC areas may be much smaller initially as new or re-development opportunities act as catalysts for the re-designation of properties to the IAC land use category.
Mixed Commercial Corridor (MCC)	Used to describe locations of older strip commercial uses
Most often contains	Non-anchor retail and service areas that lack controlled centers sometimes too small or otherwise inappropriate for shopping centers. These commercial corridor areas are typically characterized by businesses that need high visibility and driveway access. Future opportunity to expand an MCC is not guaranteed and will be limited by the predominant surrounding land use types and patterns near a given center and requiring a mix of non-commercial land uses.
Development Criteria	
Permitted only as an infilling of existing commercial corridors within the Central City TSA and Urban Development Area, with expansion allowed under the strict provisions provided for in the Policies within this Element.	
Business Park Center (BP)	Intended to provide for the placement of establishments to accommodate employment centers
Most often contains	Light-assembly, manufacturing, warehouse, distribution, showroom, local and non-local office needs of the Planning Area
• Replaces the broad industrial category and reflects the changing types of businesses in the local economy which are neither heavy industrial nor solely retail. • 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 the Business Park Center land use. • Retail shall generally be limited to those allowed in the City's O-3 zoning district plus gas station and convenience store uses. • Typical retail uses might include office supply, limited restaurant uses and day care center uses. • Hotel uses shall be an allowed use and not limited to the 15% 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. • For hotel uses and any non-typical retail uses in a BP land use, Planned Unit Development zoning shall be required to address issues including compatibility and transportation.	

Density/Intensity	
• ≥15% of the total land area in a BPC category on the future land use map may be utilized for commercial uses, subject to compatibility with uses within the business park as well as with adjacent land uses. • Commercial activity that is incidental to goods manufactured on site shall not count toward the 15% of commercial uses allowed. • 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 except medium- and high-density uses may be allowed in Transit Oriented Corridors (TOCs) and as applies to lands located west of the Florida Polytechnic University campus. • Where a mix of residential and non-residential uses are proposed within a BP land use area, such uses may be required to provide landscaping, buffering, and site and/or building design treatments that exceed standard City code requirements in order to enhance compatibility with other uses on or adjacent to the site as well as to ensure transit friendly site design. • Compatibility of uses shall address building mass, bulk, height, building orientation and configuration (including truck docks, truck courts and loading areas) and operational characteristics of existing or proposed uses within the business park; operational characteristics include but are not limited to noise, lighting, truck traffic, emissions, waste disposal, safety issues and hours of operation.	
Development Criteria	
Location Criteria:	Central City TSA, Urban Development Area and Suburban Area.
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
Access:	Intersection of or contiguous to an arterial road, or collector roads for local center, preferably with the capability to accommodate a fixed route mass transit line.
Office Centers (OC)	**Intended to help meet the demand for primarily office uses, as opposed to the wide range of uses allowed in the Business Park Center land use category.**
Intended to better address concerns of compatibility near residential areas and may be used in part or whole for medium density residential uses to maximize land use options; higher residential densities may also be allowed in accordance with the City's Transit Oriented Corridor (TOC) policies and/or for senior housing projects.	
Most often contains	Office uses are historically a high traffic generating use; as such, new office (OC) uses shall be designed to maximize multi-modal access and connectivity, locate proximate to complimentary land uses and, where appropriate, utilize transportation demand management techniques to reduce the impacts upon peak hour traffic flows (a.m. and p.m., as applicable). General characteristics of the Office Center land use shall include urban infill locations where the range and type of BP uses would be inappropriate.
Density/Intensity	
• ≤ 12 dwelling units per acre • ≤ 22 dwelling units per acre for senior housing • limits may be exceeded per TOC policies • Above first floor residential uses shall not count against maximum density; up to 10% supportive retail allowed to enhance internal capture of vehicular traffic.	
Development Criteria	
Location Criteria:	Central City TSA, Urban Development, and Suburban Area

Useable Site Area:	10 – 20 acres (approximate; site may be larger or smaller where key urban objectives such as transit supportive design are met.
Gross Leasable Area:	3,000 to 40,000 square feet; up to 12 dwelling units and up to 22 dwelling units per acre for senior housing; limits may be exceeded per TOC policies; 250,000 to 1,000,000 square feet where adjacent to one or more quadrants of a limited access roadway interchange and served by fixed route transit service.
	3,000 to 40,000 square feet; 250,000 to 1,000,000 square feet where adjacent to one or more quadrants of a limited access roadway interchange and served by fixed route transit service
Market Area Radius:	1 mile or more
Access:	Direct frontage on or access to a collector or higher functioning road; design for safe bicycle, pedestrian and transit access.
Industrial (IND)	
Generally Characterized As	Uses engaged in the manufacturing, processing, assembly and/or treatment of finished or semi-finished products.
Also included in the industrial category are distribution and warehousing facilities, airports, and rail yards. General retail, general office, and residential uses will be prohibited in the Industrial Land Use Category.	
Development Criteria	
Location Criteria:	• Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area • 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. • 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.
Residential High (RH)	
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.
To promote compact, walkable development, and infill redevelopment through mixed use land uses, office or commercial uses are allowed per the Policies of this Plan.	
Density/Intensity	
• Greater than 12 dwelling units per acre but less than 12 dwelling units per acre may be permissible • Minimum density required in Transit Oriented Corridor Overlay	
Development Criteria	
Utilized within the Central City TSA and the Urban Development Area.	
Residential Medium (RM)	
Generally Characterized As	Medium density residential at a density of 5.01 to 12 dwelling units per acre, contingent upon natural and physical limitations of proposed development sites.
To promote compact, walkable development, and infill redevelopment through mixed land uses, small scale office or commercial uses are also allowed per the Policies of this Plan.	

Density/Intensity	
• 5.01 to 12 dwelling units per acre • Density less than 5 dwelling units per acre is discouraged	
Development Criteria	
Utilized within the Central City TSA, the Urban Development Area, and the Suburban Area and as a part of commercial activity centers and corridors	
Residential Low (RL)	
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.
Density/Intensity	
• 0 to 5 dwelling units per acre	
Development Criteria	
Allowed within the Urban Development Area, and the Suburban Area; new RL uses within the Central City TSA will be discouraged.	
Residential Very Low (RVL)	
Generally Characterized As	Up to 3 dwelling units per acre with central water and wastewater.
Density/Intensity	
• 0 to 3 dwelling units per acre	
Development Criteria	
Allowed in the Suburban and Rural Development Areas within the Green Swamp ACSC.	
Agriculture Residential Very Low (ARL)	
Generally Characterized As	Single Family residential and/or agricultural uses such as cattle grazing or growing of produce and related activities necessary and accessory to the primary use.
Density/Intensity	
• Up to 1 dwelling unit per 10 acres	
Development Criteria	
Intended primarily for the Green Swamp ACSC.	
Recreation (R)	
Generally Characterized As	Public and private facilities predominantly used for recreation purposes, but do not include commercial entertainment establishments.
Development Criteria	
Recreation uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.	
Conservation (C)	

Generally Characterized As	Lands which, due to natural or environmental constraints, can only support low intensity, passive recreational uses and an allowance of up to one dwelling unit or less per ten acres to avoid an issue of a regulatory taking, except in the Green Swamp ACSC where the limit is one unit per 20 acres on upland areas only.
Density/Intensity	
• Maximum of 1 dwelling unit per 10 acres • Maximum of 1 dwelling unit per 20 acres in the upland areas of the Green Swamp ACSC	
Development Criteria	
Conservation land uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.	
Preservation (P)	
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.
Development Criteria	
Preservation land uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.	
Public Buildings, Grounds, and Institutional Uses (PI)	
Generally Characterized As	• 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 Conservation (C) and/or Preservation (P). Standards differentiating public and private schools are addressed in the City of Lakeland LDC.
Development Criteria	
Future Public Buildings, Grounds, and Other Public or Institutional Uses may be located within the Central City TSA, the Urban Development Area, the Suburban Area, and the Rural Area.	
Regional Activity Center (RAC)	Typically intended to accommodate the regional shopping needs of central Florida
Most often contains	Regional shopping mall, large box retail uses, other regional attractors, and other commercial and office uses within close proximity to complement and take advantage of the regional nature of the center.
Downtown Lakeland, Lakeside Village in Oakbridge (including adjacent apartments) and Lakeland Square Mall are examples of RACs with potential to become more intense and balanced mixed-use centers over time. Lakeland Regional Health Medical Center and Watson Clinic Complex are non-retail RAC uses that function as major centers of employment proximate to housing and retail opportunities.	
Density/Intensity	
• ≥ 30% of land area may be medium or high density residential. • No density limit in the Transit Oriented Corridors. • Residential uses located above the first floor of non-residential uses shall not count against the30% limit; however, residential space shall not comprise more than half of the total non-first floor square footage. • No limitation on the percentage of land in retail or office uses.	
Development Criteria	

Location Criteria:	Central City Transit Supportive Area (TSA) or Urban Development Area and approximately 3 miles from another RAC.
Useable Site Area:	60 acres or more
Gross Leasable Area:	400,000 to 2,000,000 square feet
Minimum Population Served:	150,000 or more
Market Area Radius:	20 miles or more
Access:	• 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. • If located outside CRAs, prefer proximity to a limited access highway. • Access to one or more existing fixed route mass transit lines. • Must be designed for well connected, multi-modal internal access and include on-site transit shelter and bike rack.
Community Activity Center (CAC)	Intended to accommodate the shopping needs of persons living within the community and typically contains a shopping center with a variety of stores
Most often contains	Grocery, drug, one or more junior department stores, group of smaller uses, other commercial and office uses within close proximity.
Density/Intensity	
• ≥ 25% of land area may be medium or high density residential beyond 2nd floor residential uses. • Typically, 100% of land area will be retail and office uses with no limit on percentage of either use.	
Development Criteria	
Location Criteria:	Central City TSA or Urban Development Areas; approximately 2 miles or more from any other retail commercial activity center.
Useable Site Area:	20 to 60 acres
Gross Leasable Area:	100,000 to 400,000 square feet.
Minimum Population Served:	20,000 to 80,000 people.
Market Area Radius:	2 or more miles
Access:	• 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. • 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.
Neighborhood Activity Center (NAC)	Intended to accommodate the shopping needs of persons living within the immediate surrounding neighborhoods
Most often contains	Grocery store, drug store, few other small retail and office uses in a contiguous building or on out parcels.

To promote walkable neighborhoods with access to healthy foods, exceptions may be made to the above general characteristics for Convenience Center site size, GLA and/or separation distance where found compatible with surrounding uses and proposing a neighborhood level grocery as the primary use; the site shall be governed by PUD zoning, employ site design that maximizes walkability and compatibility, and exclude uses that are primarily auto-oriented. Local grocery stores sizes may vary but 60,000 square feet shall be the maximum and proposals for these exceptions are encouraged to use less than the maximum wherever feasible.

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.

Density/Intensity

- ≥ 20% of land area may be medium or high density residential beyond 2nd floor residential uses.
- Typically, 100% of land area will be devoted to retail and office uses
- No limit on the percentage of land in either of these commercial uses.

Development Criteria	
Location Criteria:	Central City TSA, Urban Development, or Suburban Area; approximately 1½ miles or more from any other retail commercial activity center.
Useable Site Area:	5 to 20 acres
Gross Leasable Area:	10,000 to 150,000 square feet
Minimum Population Served:	5,000 to 20,000 people.
Market Area Radius:	1½ miles
Access:	• Intersection of two roads, with frontage on or direct access to an arterial road, or collector road. • 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.

Table FLU-5 represents a matrix of each of the land use categories discussed above and identifies the intensity area within which the use may be located. Almost all high intensity and high density uses are limited to the Central City Transit Supportive Area and the Urban Development Area.

TABLE FLU-5: FUTURE LAND USE INTENSITY AREAS AND FUTURE LAND USE CATEGORIES

LAND USE CATEGORY	INTENSITY AREA		
	Central City	Urban Development	Suburban Area
Regional Activity Center (RAC)	X	X	
Community Activity Center (CAC)	X	X	
Neighborhood Activity Center (NAC)	X	X	X
Convenience Center (CC)	X	X	X
Interchange Activity Center (IAC)	X	X	X
Mixed Commercial Corridor (MCC)	X	X	
Business Park Center (BP)	X	X	X
Office Center (OC)	X	X	X
Industrial (I)	X	X	X
Residential High (RH)	X[1]	X[1]	
Residential Medium (RM)	X[1]	X[1]	X
Residential Low (RL)	X	X	X[2]
Residential Very Low (RVL)			X
Agriculture Residential Low			X[3]
Recreation (R)	X	X	X
Conservation (C)	X	X	X
Preservation (P)	X	X	X
Public Buildings/Grounds/ Institutional (PI)	X	X	X

[1] Density may be increased in Transit Oriented Corridor Overlay areas.

[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

[3] This land use is primarily intended for the Green Swamp ACSC.

FUTURE LAND USE (FLU) GOAL 1: To provide for the best possible organization of land uses to meet the physical, cultural, and economic needs of the present and future population in a manner that will maintain or improve the quality of the natural and man-made environment.

Objective FLU-1.1: A future land use classification system is used for grouping compatible types of land uses while providing sufficient land to meet projected growth for a ten-year planning horizon.

Policy FLU-1.1A: Existing and future Commercial Activity Centers and Corridors have been designated in order to encourage the efficient concentration of high intensity land uses and a compact development pattern; and to discourage commercial strip development patterns City of Lakeland. Designation is based on the generalized criteria outlining allowable uses and densities found in the future land use categories descriptions above and located on the Future Land Use Map (MAP FLU-6). Commercial centers and corridors land use categories utilized by the City include:

a) Commercial Activity Centers
    1) Convenience Centers (CC)
    2) Neighborhood Activity Centers (NAC)
    3) Community Activity Centers (CAC)
    4) Interchange Activity Centers (IAC)
    5) Regional Activity Centers (RAC)
    6) Business Park Centers (BP)
    7) Office Centers (OC)
b) Corridors
    1) Mixed Commercial Corridors (MCC)
    2) Transit Oriented Corridors (TOC) Overlay

Activity Centers shall be spaced apart and developed according to the intensities and densities listed in the generalized criteria for each land use category.

Policy FLU-1.1B: Floor Area Ratio (FAR) shall be utilized to determine the largest potential non-residential and/or mixed-use building structure that can be built on any given proposed development site. (See note below.) The FAR is further detailed by use and location in the Lakeland LDC.

NOTE: Floor area ratio shall be defined as the sum of gross horizontal areas of all stories of a building or buildings excluding below grade floor areas, such as basements and underground parking, measured from the exterior surface of the walls divided by the land area of the contiguous development site. Exclusively residential uses shall be limited to the densities allowed by each future land use designation.

Policy FLU-1.1C: The maximum floor area ratio is determined for each future land use designation in accordance with the future land use intensity areas and the special districts such as the downtown district and as detailed in the LDC.

Policy FLU-1.1D: The floor area ratios are for the non-residential and mixed-use intensity parameters potentially permitted in each future land use designation. Maximum floor area ratios are not an entitlement and may not be achievable in all situations. The TOC overlay maximum floor area ratio (FAR) shall supersede the

underlying future land use designations with a lower FAR as applicable to non-residential and mixed-use structures.

Policy FLU-1.1E: The City of Lakeland has identified and mapped existing Mixed Commercial Corridors (MCC) exhibiting intense strip commercial development and will allow infilling and limited expansion of existing corridors only, with no creation of new corridors. Above ground floor residential uses and first floor residential that does not front directly on the main commercial corridor (roadway) shall be allowed in all MCCs except where industrially zoned. Maximum densities shall be equal to those allowed in the City's RM land use category, subject to compatibility with surrounding uses, development patterns and densities.

Requests to ***expand*** the depth or area of (not infill lot) an MCC along the corridor shall require:

a) Compatibility with surrounding land uses and patterns – including adequate transitional site design techniques and/or buffering;
b) Adequate infrastructure required to serve the proposed use;
c) Pedestrian/bike and transit friendly site design with cross access;

Policy FLU-1.1F: The City of Lakeland has designated sites for industrial uses on the Future Land Use Map (MAP FLU-6) based on minimizing the potential negative impacts to the environment including aquifer recharge areas and wetlands, while providing for access to the transportation network.

Policy FLU-1.1G: In order to encourage a variety of housing types within well-developed residential neighborhoods and otherwise manage residential land uses to provide an adequate quantity and overall land use compatibility the City of Lakeland has designated sites and densities for residential uses on the Future Land Use Map (MAP FLU-6). Residential Land Use Designations are based on the generalized criteria outlining allowable uses and densities found in the future land use categories descriptions section of this element and include:

- Residential Low Density (RL) up to 5.00 DU/Acre
- Residential Medium Density (RM) up to 12.00 DU/Acre
- Residential High Density (RH) 12.01*DU/Acre to 75 DU/Acre

Residential High designations within the Central Business District will be allowed densities up to 175 dwelling units per acre in support of the City's efforts to eliminate urban sprawl, promote infill development, and maximize the use of public facilities and services within the central city.

Objective FLU-1.2: Support a variety of housing types; require minimum densities where appropriate; and allow a higher mix of non-residential uses within Residential Medium and Residential High future land use classifications within areas that are or are expected to be primarily residential to support transit and walkable communities. Non-residential uses will be calculated as a percentage of the total acres of the future land use area as determined by the Community and Economic Development Department.

Policy FLU-1.2A: The Residential Medium, RM land use shall allow densities of 0 to 12 units per gross acre with 5 to 7 dwelling units per gross acre as a typical targeted minimum for new or redevelopment, and up to 10% small office and commercial uses. Within Transit Oriented Corridors (TOC) this percentage of non-residential uses shall be increased up to 20% and shall be comprised of primarily non-auto-oriented uses.

Commercial uses in the RM land use shall require a Planned Unit Development or a Conditional Use, and be located on collector or higher functional classification of roadways.

The maximum percent of non-residential for a given location within a RM area shall be determined on a case by case basis. Small scale office and commercial uses located in the RM land use designation shall be oriented to serve neighborhood level demands and address external, off site impacts, site and building design considerations appropriately to ensure compatibility with surrounding uses and development patterns. Transit-friendly site design is required within the Central City Transit Supportive Area, Urban Development Area, and Transit Oriented Corridors.

Policy FLU-1.2B: Residential High, RH land uses shall be those between 12.1 and 75 dwelling units per gross acre except in the City's defined Downtown Central Business District where higher densities already exist and are allowed up to 175 du/ac. Allow 25% mix with office, institutional, recreational, and/or commercial service/retail uses and address building and site design in a manner to ensure compatibility with surrounding uses and development patterns. The maximum percent of non-residential found to be appropriate for a given location within a RH area shall be determined on a case by case basis. Transit-friendly site design is required within the Central City TSA, Urban Development Areas and within the TOC.

Policy FLU-1.2C: In further support of encouraging mixed uses, urban infill, and energy efficiency within the Central City Transit Supportive Area, the City will consider assigning priority in its regular and CRA related capital planning to public infrastructure improvements needed to facilitate development projects that include a vertical or horizontal mix of two or more uses allowed in the future land use classifications.

Policy FLU-1.2D: The City of Lakeland has designated recreation, preservation, and conservation sites on the Future Land Use Map (MAP FLU-6). The Preservation category is confined to lands that are in public/quasi-public ownership and will be protected in their natural state for passive recreational use. Other than passive recreation, the only allowable use within the Conservation category will be Residential at a density of no more than one unit per ten acres.

Policy FLU-1.2E: The City of Lakeland has designated City owned public buildings and grounds and other public, semi-public, and institutional land uses as "Public Institutional" (PI) on the Future Land Use Map (MAP FLU-6) based on the generalized criteria found in the future land use categories descriptions section of this element which includes a provision allowing public school uses as a permitted principal use in all land use categories except Conservation (C) and Preservation (P). Public schools are encouraged to locate near urban residential areas where the public facilities exist to support the new school. Also, new public institutional land uses such as parks, libraries, or community centers shall, to the maximum extent feasible, be collocated with new or existing public schools.

Policy FLU-1.2G: The City of Lakeland has indicated on its Future Land Use Map (MAP FLU-6)areas where major public facilities needed to support future development can be located within the Public Buildings and Grounds and Institutional Uses PI future land use category so that suitable land is reserved and available. The location of public safety and security facilities such as fire/ambulance stations and community policing sites shall be allowed in all land use categories except Conservation, or Preservation, and shall be regulated by the City's LDC to ensure compatibility with surrounding land uses.

Policy FLU-1.2H: Development and redevelopment efforts shall strive to attain a mix of uses wherever possible. Employment, housing, institutional, medical, recreational, civic, and retail/commercial land uses shall be located within proximity to one another wherever possible and/or combined on-site in order to achieve a well-balanced land use mix and to connect such uses through various modes of transportation.

Objective FLU-1.3: To ensure a healthier, more walkable community for residents of all ages and abilities, to limit greenhouse gases, promote a high degree of mix of land uses, and implement a well-integrated transportation system with a high level of connectivity within the Central City and Urban Development Areas.

Policy FLU-1.3A: The City of Lakeland has designated a Central City Transit Supportive Area (CCTSA), an Urban Development Area, and a Suburban Area as development intensity areas on the Future Land Use Map series.

Policy FLU-1.3B: The Central City Transit Supportive Area shall include provision of urban infrastructure and services necessary to support compact, energy efficient, and walkable development patterns.

Policy FLU-1.3C: The CCTSA will include a special focus on infill, redevelopment, energy efficiency and enhanced mobility supported by a mix of complimentary land uses that promote a compact work, live, shop, and play environment and access to multiple modes of transportation.

Policy FLU-1.3D: In order to promote new densities and redevelopment opportunities, and to support the use of transit, the maximum allowable gross density shall be 120 percent of the maximum for RM for redevelopment on urban infill lots and opportunities for infill on properties not to exceed 3 acres in size located within the Central City Transit Supportive Area.

Objective FLU-1.4: As part of the Future Land Use Map series, delineate Transit-Oriented Corridors **(TOC)** Overlay to address existing and planned key fixed transit routes and to promote a wide range of uses within ¼ mile of these key transit corridors and ½ mile from transit activity centers including passenger rail stations. Create incentives and minimum requirements for new or re-development projects within these corridors.

Policy FLU-1.4A: Transit-Oriented Corridors shall encourage a mix of complimentary land uses with medium to high residential densities along key designated existing or planned fixed route transit corridors. All new or redevelopment within a TOC shall be designed with pedestrian, bike, and transit friendly site design. The City shall promote the following land uses in vertical or horizontal mixes within a TOC:

a) Non-residential future land uses with residential uses above the first floor where appropriate, including Activity Center uses.
b) Public & Institutional, PI Uses, including but not limited to government, place of worship, community, educational, daycare, recreational and/or medical/clinic uses.
c) Residential Medium (RM) & Residential High (RH) uses.
d) Recreational and open/green space appropriate for an urban setting.

Policy FLU-1.4B: Minimum densities of new residential subdivisions and multi-family residential development within residential land use designations and located in the TOC shall be 7 du/acre within the 1/8 mile TOC buffer area and 5 du/acre within the ¼ mile TOC buffer area. Minimum densities are not intended for infill development within primarily single-family neighborhoods nor do they apply to platted subdivisions.

Maximum residential densities within such land use designations shall be allowed up to 22 dwelling units per acre within 1/8 mile of the TOC and 16 du/acre within ¼ mile of the TOC. Maximum densities are not guaranteed; they may be limited by site features, land use compatibility issues including those relating to scale and mass, other requirements of this Plan and/or other City regulations. To qualify for the density increase, transit service must be operational within the designated corridor or have committed funding in the first 3 years of an adopted CIP or work program. Corridor depth shall be approximate and measured from centerline of the applicable roadways. TOC density increases shall not apply to any Conservation or Preservation land use areas or in the Green Swamp Area of Critical State Concern.

Policy FLU-1.4C: Wherever possible the City's TOCs shall align and connect with the Polk County Transit Corridors & Centers Overlay.

Policy FLU-1.4D: The City has adopted and continues to implement a *LDC* that includes elements of a form-based code emphasizing design standards including maximum building setbacks, civic open space requirements, street shading treatments, maximum block lengths, relationship of development to the street, and provisions that require "complete streets" and inter-modal connectivity as based upon the adopted roadway typologies in the Transportation Element of this Plan.

Policy FLU-1.4E: Both new development and redevelopment within the TOC shall be designed with primary focus on safe, attractive, and functional access for the pedestrian, with secondary focus on the vehicle.

Policy FLU-1.4F: Geographically variable impact fees may also be considered as a means to encourage redevelopment and infill. Impact fee ordinance changes may include offering a discount for redevelopment in the CCTSA outside of the Core Improvement Area and/or a discount in the Transit Oriented Corridors where a mix of uses is proposed in new or re-development.

Policy FLU-1.4G: Where a new multi-modal station is located within the City, a small area land use plan shall be required for an area approximately ½ mile or more around the proposed station site. The plan shall address the proposed mix of uses needed, expected maximum and minimum densities/intensities, parking areas and/or associated off-site park and ride or transfer facilities, general range of scale/mass of buildings, compatibility with surrounding uses, any required public services or infrastructure improvements, and connectivity with other modes of transportation including bus, bike and pedestrian modes. Development plans shall reflect a transit oriented, pedestrian friendly design. At least one noticed workshop is recommended for general public and surrounding landowner input; the final plan shall require City Commission approval.

Objective FLU-1.5: Location of future land uses on the Future Land Use Map (MAP FLU-6) has given consideration to natural land development limitations, and significant natural, archaeological, and historic resources will be protected from incompatible development through use of the Future Land Use Map (MAP FLU-6) and following the objectives and policies of this Comprehensive Plan.

Policy FLU-1.5A: The City of Lakeland has identified generalized areas with development limitations necessitated by soil conditions, wetlands, hydrology or topography. When development is proposed, the developer will be required to provide specific information and assessments of environmental limitations as part of the project application and review. The City will strictly control development densities and intensities where such limitations are indicated.

Policy FLU-1.5B: The City of Lakeland will require proposed developments to provide adequate information regarding soil suitability for the intended uses.

Policy FLU-1.5C: The City of Lakeland will coordinate proposed development with the Conservation Element of this plan, including any future proposed sites for dredge disposal. Coordination with the various State environmental regulatory agencies shall continue as part of the City's normal development review process.

Policy FLU-1.5D: The City of Lakeland has identified environmentally sensitive lands, preservation, and conservation areas on the Future Land Use Map series and will protect such areas from the negative impacts of development.

Policy FLU-1.5E: The City of Lakeland has designated potable water wellfields and high aquifer recharge areas on the Future Land Use Map series and will protect such areas from the negative impacts of development.

Policy FLU-1.5F: The City of Lakeland will require the developer/owner of any site to be responsible for the on-site management of runoff in a manner which assures that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions. The City will use special setbacks and surface water management regulations to prevent deterioration of area waters.

Policy FLU-1.5G: The City of Lakeland will continue to identify significant historic and archaeological resources which are in need of protection.

Policy FLU-1.5H: The City of Lakeland will give priority to the sensitive adaptive reuse of historic structures over activities that would harm or destroy the historic value of such resources.

Policy FLU-1.5I: The City of Lakeland will use the predictive archaeological model to re-evaluate impacts to potential archaeologically significant areas. This model shall be used when evaluating land use changes, capital projects, and other land-altering activities.

Policy FLU-1.5J: The City of Lakeland will continue to require developers of new or expanded mobile home or recreational vehicle parks to provide adequate emergency shelter space to house the entire project population.

Policy FLU-1.5K: Urban green spaces shall be integrated, as detailed in the *LDC*, wherever possible among other land uses as a means to allow for gathering places, recreation, buffering or transitioning between uses and to provide the pedestrian with relief from the built environment.

Objective FLU-1.6: Location of future land uses on the Future Land Use Map (MAP FLU-6) will give consideration to and be dependent upon the availability of public facilities and services.

Policy FLU-1.6A: The City of Lakeland will direct development to areas where public facilities and services are available or are projected to be available. High density, high intensity uses will be encouraged where the greatest level of public improvements exists. Lower intensities and densities will be encouraged where fewer public improvements or low public facility capacities exist.

Policy FLU-1.6B: The City of Lakeland will seek to ensure locally established levels of service for public facilities and services are maintained and required facilities and services are concurrent with the impacts of development.

Policy FLU-1.6C: Developers of projects significantly impacting failing transportation segments may elect to participate in the City's proportionate fair-share mitigation

program, if the required mitigation measure will be fully funded in the City's Capital Improvement Program. The required mitigation must be added to the first three years of the CIP.

Objective FLU-1.7: Location of uses on the Future Land Use Map (MAP FLU-6) is based on existing and projected availability of adequate transportation facilities.

Policy FLU-1.7A: The Future Roadway Conditions (MAP TRN-4) designates new facilities or improvements to existing facilities necessary to support uses proposed on the Future Land Use Map (MAP FLU-6).

Policy FLU-1.7B: Permitted future development will not result in the deterioration of levels of service for the traffic circulation system below an acceptable level as adopted through the Traffic Circulation Element of this comprehensive plan. Development will be granted "transportation concurrency" in accordance with the City's adopted Concurrency Management Ordinance and provisions under the following scenarios:

1) Sufficient capacity already exists on the significantly impacted transportation link(s) to accommodate the development, without causing it to operate at an unacceptable level-of-service;
2) A project is already programmed in the first three years of the City's Capital Improvement Element (inclusive of projects contained in Florida Department of Transportation or Polk County Five-Year Work Programs) that provides enough capacity to accommodate the proposed development; or
3) If the developer elects to participate in the City's Proportionate Fair-Share Program, resulting in the addition of a fully funded mitigation measure within the first three years of the City's Capital Improvement Element.

Objective FLU-1.8: Ensure land use policies support a vibrant economy and business partnerships.

Policy FLU-1.8A: The City of Lakeland will continue to pursue high wage employment as a key component of community and fiscal sustainability. An annual jobs-to-population ratio may be one measure used to assess the trend as reflected in the City's Certification Program and Measures.

Policy FLU-1.8B: The City of Lakeland will continue to work in partnership with local economic development councils, institutions of higher (post-secondary) learning, local business stakeholders and other local, county, regional and state entities in order to attract high wage jobs including but not limited to the industrial, manufacturing, high tech assembly, medical, energy-related/"green" and research and technology sectors. This shall be part of the City's goal to improve the quality of life for all residents as it relates to community sustainability and ensuring a living wage for working residents.

Objective FLU-1.9: Existing land uses and zoning designations inconsistent with the character or proposed future land use of the area will be reduced or eliminated. Inconsistencies with the locally adopted Hazard Mitigation Strategy shall also be reduced where financially feasible.

Policy FLU-1.9A: The City of Lakeland will identify, reevaluate, and work toward the elimination of existing land uses inconsistent with the City's character and proposed future land use. Existing non-conforming land uses may remain, with normal maintenance, but will not be allowed to expand or redevelop.

Policy FLU-1.9B: The City of Lakeland will identify, reevaluate, and eliminate zoning that is inconsistent with the Future Land Use Map (MAP FLU-6) or other policies within this comprehensive plan. Existing non-conforming land uses may remain, with normal maintenance, but will not be allowed to expand or redevelop.

Objective FLU-1.10: Future growth and development will be managed through the preparation, adoption, implementation, and enforcement of the Land Development Code.

Policy FLU-1.10A: The City of Lakeland will continue to enforce and periodically evaluate and update its LDC that contain specific and detailed provisions required to implement the adopted comprehensive plan and which, at a minimum:

1) Provide standards for the subdivision of land;
2) Provide standards for the use of land and water consistent with the Future Land Use Element,
3) Ensure the compatibility of adjacent land uses and provide for open space;
4) Protect lands designated for conservation on the Future Land Use Map (MAP FLU-6) and in the Conservation Element;
5) Provide standards for areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
6) Protect potable water wellfields and aquifer recharge areas;
7) Provide standards for signage;
8) Require noise walls or appropriate noise buffers for new residential developments locating near an existing or planned and funded portion of the Florida Turnpike Enterprise toll road system within the City;
9) Ensure safe and convenient onsite traffic flow and vehicle parking needs; and
10) Provide that development orders and permits will not be issued which result in a reduction of the level of service for the affected public facilities below the level of service standards adopted in the comprehensive plan.

Policy FLU-1.10B: The City of Lakeland will continue to enforce and assess for consistency all land development regulations which address the location and characteristics of all land uses in accordance with the Future Land Use Map (MAP FLU-6) and the policies and descriptions of types, sizes, densities, and intensities of land uses contained in this element.

Policy FLU-1.10C: The City of Lakeland will, to the extent possible, coordinate its LDC with those of Polk County and seek a more uniform future land use classification system to jointly address the organization of land uses in the common Lakeland Planning Area.

Objective FLU-1.11: Urban sprawl will be prevented through adherence to the Future Land Use Map (MAP FLU-6) through enforcement of local LDC, by careful evaluation of all public service expansions, and through coordination with Polk County.

Policy FLU-1.11A: The City of Lakeland will promote central city and infill development and redevelopment by implementing the designated uses and densities on its Future Land Use Map (MAP FLU-6), encouraging downtown revitalization, historic designations and neighborhood redevelopment programs.

Policy FLU-1.11B: The City of Lakeland will continue to promote compact urban growth through the location of public facility expansions contiguous to existing service areas consistent with the policies and map within this Future Land Use Element.

Policy FLU-1.11C: New development projects proposed within the Urban Development Area or Suburban Area as a result of annexation shall provide data and analysis with any application for land use approval that support the need and the suitability of land for the proposed use.

Policy FLU-1.11D: New connections to the City's water and/or wastewater services for developments that are not located within the City limits, but are located within the Suburban or Urban Development Area, shall require a voluntary annexation agreement and shall submit a concept plan for review by the Development Review Team to ensure consistency with City development standards.

Policy FLU-1.11E: The City of Lakeland will continue to oppose development proposals which encourage an urban sprawl development pattern, constitute leapfrog development or threaten to decentralize or disrupt the compact/linear development pattern which now exists in the Lakeland Planning Area.

Policy FLU-1.11F: The City of Lakeland will coordinate proposed land use activities, discourage urban sprawl, support a compact development pattern and maintain its utility service agreement with Polk County and adjacent cities through formal and informal intergovernmental coordination efforts, in accordance with Chapter 380, Florida Statutes and detailed in the Intergovernmental Coordination Element.

Objective FLU-1.12: The Future Land Use Classification System will be reviewed on a regular basis during plan implementation in coordination with Polk County, other Polk County cities, and the Polk County School Board in order to encourage uniformity, resolve conflicts and increase cooperation and consistency in land use planning.

Policy FLU-1.12A: The City of Lakeland will meet with Polk County to review future land use designations and utility service areas and make necessary changes to agreements, plans or regulations.

Policy FLU-1.12B: The City of Lakeland will distribute horizon update plans and any changes to the Future Land Use Classification System to all local governments in Polk County.

Policy FLU-1.12C: The City of Lakeland will work with Polk County to develop similar or common LDC whenever feasible and will encourage a greater level or uniformity in these regulations over time as regulations are reviewed and revised.

Policy FLU-1.12D: New or expanded educational facility site review is subject to the provisions of the City's adopted Interlocal Agreement with the Polk County School Board and Polk County Board of County Commissioners.

Objective FLU-1.13: The City of Lakeland will ensure availability of adequate future dredge disposal sites through the timely coordination of the City's Comprehensive Lakes Management Plan and all appropriate agencies.

Policy FLU-1.13A: Once the need for additional dredge disposal sites has been verified, the City shall coordinate with all appropriate City, State and/or Federal agencies and any affected landowners to determine the economic and environmental feasibility of proposed disposal sites.

Policy FLU-1.13B: Dredge disposal site selection criteria shall ensure protection of the natural resources in conformance with the Conservation Element of this Plan.

Objective FLU-1.14: Continue to improve energy conservation citywide and, in designated Energy Conservation Areas, use a more focused application of appropriate land use and

transportation strategies to promote a pattern of compact and complimentary mixed land uses which encourages a safe, walkable environment served by a well-connected multi-modal transportation system

Policy FLU-1.14A: The City shall continue to support incentives for new and redevelopment within its traditional Community Redevelopment Areas of Downtown, Midtown and Dixieland as well as infill and transit oriented developments within the Central City Transit Supportive Area and increased residential densities within the TOC Overlay.

Policy FLU-1.14B: The City will continue to employ access management and site circulation standards, efficient parking standards and multi-modal connectivity through its LDC which address and support the linkage to bus, bike and pedestrian systems and amenities.

Policy FLU-1.14C: The City will continue to pursue energy efficiency programs within its management of the Lakeland Electric utility including smart grid technology, solar water heating, solar energy, energy efficient construction standards consistent with the Florida Building Code, and *LDC* incorporated incentives for pursuit of green building certifications.

Policy FLU-1.14D: The City shall not prohibit the appropriate placement of photovoltaic (solar) panels or comparable technology.

Green Swamp Area of Critical State Concern (ACSC):

Policy FLU-1.14E: 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) Convenience Center, CC
f) Recreation, R
g) Conservation, C
h) Preservation, P

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 FLU-1.14F: 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 MAP FLU-2 Future Land Use Intensity Areas illustration. 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 FLU-1.14G: 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."

Allowed density and use:

a) Single family residential development at a maximum density of 3 units/acre; 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 FLU-1.14H: 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 LDC 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 LDC impacting the ACSC shall be subject to DEO review for impacts to the ACSC.

Policy FLU-1.14I: Prohibited uses

In the Green Swamp ACSC within City of Lakeland, prohibited uses shall include the following as of the date of the adoption of these regulations:

a) golf courses
b) mining
c) electric power generation facilities of any type

d) hazardous substances or materials: no substances or materials shall be stored or used except as they would, in such quantity, be permissible for domestic or household purposes
e) package wastewater treatment facilities, wastewater treatment residuals and the spreading of sludge from septic tanks
f) new schools, private or public
g) petroleum pipelines
h) wholesale chemical operations
i) dry cleaning plants
j) chemical research operations
k) petroleum related industries and fuel dealers (however, gas stations may be permitted)
l) industrial activities as defined in the Federal EPA's National Pollution Discharge Elimination System (NPDES) for Stormwater Associated with Industrial Activity (Cha. 40, CFR, Part 122), with the *exception* of general construction activities

Prior to issuance of a City permit, the developer or their representative for a proposed development within the Critical Area of State Concern shall either provide evidence that the criteria within the permit requirements for all other state, regional or federal permits have been satisfied (including EPA NPDES, and water management district stormwater criteria for preventing erosion and sediment from being discharged offsite) or provide written confirmation of receipt of City notice that all such other permits must be obtained by the developer prior to commencement of development.

Policy FLU-1.14J: Services to Non-residential land uses in the Green Swamp ACSC.

All non-residential land uses in the ACSC must be served with central water, adequate transportation access and central wastewater service.

Policy FLU-1.14K: Septic Systems in the ACSC.

Within the ACSC, any necessary septic system permits shall be obtained prior to beginning site development. Septic systems shall be setback a minimum of 75 feet from designated wetlands, 100 feet from the high-water line of water bodies and outside the 100-year floodplain. Land uses which seek to expand utilizing previously approved septic tank systems may do so only where central wastewater is not currently available as per Ch. 381.0065 F.S., and where permissible by the Polk County Health Department. The City endorses and will adopt a supporting resolution to continue to enforce the Polk County Health Department's septic tank inspection program for properties located within the Green Swamp ACSC on any lands annexed by the City.

Upon extension of City wastewater service such that it becomes available to serve an area within the ACSC of the City of Lakeland, then septic system use shall be terminated and connection to the City's centralized wastewater system required; the timing of such connection shall be as directed by the City's Director of Water Utilities and any applicable laws governing this issue.

Policy FLU-1.14L: Transit District Inclusion Requirement.

In order to allow for future transit services and to limit the need for new roadways to properties located in the Green Swamp ACSC, all such properties located near and along the Interstate 4, SR 33 roadways and at the intersection with Tomkow Road, shall submit a voluntary petition for inclusion into the Lakeland Area Mass Transit District (LAMTD) or its future equivalent under the auspices of a regional transportation authority. Also, such petition shall be required prior to issuance of final development

plan approval by the City (commercial site plan, subdivision plat, or building permit), for any BP or IAC future land use, or for a residential subdivision of 10 acres or more. It shall be the transit district or authority's option to refuse such petition and to provide regular (fixed route) transit services only when adequate funding allows such services.

Policy FLU-1.14M: Open Space and Impervious Surface Areas.

Open space lands in ACSC shall protect habitat, shall be permanent with 100% of the area as pervious surface and include wetland, floodplain and/or surface water areas on a property. Plats or site plans shall indicate the portion of land reserved for open space and state that *no clearing and no structures of any kind are allowed in the open space area*. In the ACSC, no variances or waivers shall be granted for open space provisions. Clustering of residential units is encouraged as a means to meet the open space set aside requirements found below.

a) Residential developments in ARL shall provide a minimum of 80% open space.
b) Residential developments in RVL shall provide a minimum of 30% open space.

And, impervious surfaces shall be limited as follows:

a) Single family lots in the Residential Very Low land use category shall not exceed an impervious surface ratio of 50% unless the lots are within a planned unit development that maintains an overall impervious surface ratio of 50% and the required set-aside for open space.
b) Commercial development shall not exceed an impervious surface ratio of 60% (i.e., at least 40% of the total property shall remain pervious).
c) Development within a BP land use shall not exceed an impervious surface ratio of 70%.

Policy FLU-1.14N: Wetland Areas and Transfer Densities.

No development is allowed in jurisdictional or other wetlands, except where allowed by the applicable federal, state or regional permitting agencies, and as specified below and within the City's *LDC*.

a) All development shall develop in the non-wetland portion of a property. Platted development within non-jurisdictional wetland areas shall be allowed a transfer density of *up to* one (1) dwelling unit per 20 acres transferred to contiguous non-wetland areas on the same property. Gross densities on the property may not exceed the maximum for the land use category. Open space and impervious surface limits as per this Section shall also be maintained. Lot sizes shall be as governed by the assigned City zoning and as per the adopted Lakeland *LDC*. Transfers of density shall be noted on the face of the final plat as a restrictive covenant.
b) Wetland areas in the Green Swamp ACSC shall be shown as environmental set-aside areas on all final site plans or subdivision plats.
c) No new lots or parcels shall be created which are entirely within a wetland area in the ACSC unless such would result in a taking of private property. If so, one (1) unit will be allowed but shall be required to mitigate wetland impacts.
d) Lots or parcels created prior to December 1, 1992 and which are 100 percent wetland areas, shall be allowed up to one dwelling unit with required wetland mitigation measures as approved by state and regional regulatory agencies.
e) No disturbance of wetlands within the Green Swamp ACSC is allowed unless authorized or exempted from the regulation by the Florida Department of

Environmental Protection, the U.S. Army Corps of Engineers, and the applicable water management district. The appropriate permit or exemption shall be required prior to commencement of development.

f) Where impacts to wetlands cannot be avoided, all permits for an agency with jurisdiction shall be obtained prior to the development commencing. An "intent to issue a final development order" may be issued in writing prior to the issuance of said order if pre-approval is required by an agency with jurisdiction.

   Consideration of wetland impacts shall include, but not necessarily be limited to, the following circumstances where no reasonable alternative exists:

   1) To provide access to the site;
   2) To provide necessary internal traffic circulation;
   3) To provide necessary utility lines;
   4) To provide necessary pre-treated stormwater management;
   5) For purposes of public safety;
   6) To avoid precluding all beneficial use of the property.

Policy FLU-1.140: Floodplain Areas and Transfer Densities.

a) Development shall cluster in the non-floodplain portion of a property. Transfer of densities shall be allowed for up to one (1) dwelling unit per 20 acres to contiguous non-floodplain areas under the same ownership or control. Transfers of density shall be noted on the face of the final plat as a restrictive covenant. Gross maximum densities on the property shall not exceed the maximum per acre and open space and impervious surface limits shall be maintained. Lot sizes shall be as governed by the assigned City zoning and as per the adopted Lakeland *LDC*. Floodplain compensation shall be only as allowed by State environmental review agencies with all agency permits obtained prior to commencement of development.

b) No new lots or parcels which are totally within the 100-year floodplain shall be created in the Green Swamp ACSC. If a parcel existing prior to December 1, 1992 has no land outside the 100-year floodplain, then up to 1 dwelling unit per 20 acres shall be allowed and development will be required to provide compensatory storage for flood water displaced from the floodplain.

c) A detailed flood insurance study shall be performed for all subdivision proposals and other proposed development with five (5) or more acres of the 100-year floodplain. The study shall be performed in accordance with FEMA guidelines and specifications.

   Phases of a larger development, if the larger development meets the five (5) acre impact criterion, are not exempt from this requirement. If existing subdivisions are proposed for re-platting, the re-platted portion shall be required to comply with this requirement if the re-platted portion meets the five (5) acre impact criterion.

   Subdivisions which contain 10 lots or less shall be exempt from these requirements. The construction of a single-family residence on a parcel of land containing five (5) or more acres of 100 year floodplain which is not part of a subdivision or which is part of a subdivision in existence on the effective date of this Section is exempt from this requirement.

Policy FLU-1.14P: Xeriscaping, as a landscaping technique, shall be the preferred technique in the area of the City within the Green Swamp ACSC and shall be included in landscape plans for new or redevelopment to reduce water consumption. Xeriscaping is a method of landscaping that conserves water by clustering plants according to similar sunlight and water needs, creating landscape "zones" and minimizing irrigation needs. Where possible, irrigation systems should use stormwater runoff to irrigate landscaped areas and should preserve existing on-site vegetation.

Policy FLU-1.14Q: Stormwater Management.

Stormwater management shall be done consistent with the City's established level of service policies found in the Infrastructure Element of this Plan. Stormwater management facilities shall not cause a reduction in the flood storage capacity of the 100 year floodplain, shall be designed to accommodate access for maintenance equipment, and shall facilitate regular operational maintenance including under-drain replacement, unclogging filters, sediment removal, mowing and vegetation control. Prior to final plat or site plan approval, the developer shall ensure that a designated responsible entity, approved by the City for the maintenance of the stormwater management system has been established and is listed on the plat or final site plan.

Monitoring and operational requirements in the Green Swamp ACSC shall include the following:

a) Periodic inspections of the system with a written inspection report to the appropriate water management district and a copy sent to the City of Lakeland Engineering Division (preferably an electronic copy to the City) to ensure that the system is functioning as designed and permitted.
b) Inspection reports will be submitted 1 year after construction and every year thereafter to the relevant water management district.
c) A registered professional engineer must sign and seal the report certifying the stormwater management system is operational as designed and maintained adequately for that design.
d) Pollution abatement requirements shall be the first 1 inch (or 2.5 inches times the impervious area) of runoff for the developed site, or as per the regulations of SWFWMD, with this volume being recovered within 72 hours.
e) Recharge Standard: Projects or portions of projects in Most Effective Recharge Areas must retain three inches of runoff from directly connected impervious areas within the project. Applicants may instead demonstrate that the-post-development recharge will be equal to or greater than the pre-development recharge. Most Effective Recharge Areas are those areas with soils classified by the Soil Conservation Service as Type "A" Hydrologic Soil Group. Directly connected impervious areas are those impervious areas which are connected to the surface water management system by a drainage improvement such as a ditch, storm sewer, paved channel, or other man-made conveyance. Stormwater that is retained must be infiltrated into the soil or evaporated such that the storage volume is recovered within 14 days following a storm event.

Policy FLU-1.14R: The Lakeland Planning and Zoning Board review shall be required for approval of all site plans and all residential subdivision plans for compliance with the City's rules regarding development in the Green Swamp ACSC.

Policy FLU-1.14S: Protection of Listed Species

To protect listed species which includes fauna and flora identified by the U.S. Fish and Wildlife Service (USFWS) and/or the Florida Fish and Wildlife Conservation Commission (FWC) literally "listed" by these agencies as being endangered, threatened, and/or species of special concern, the City shall require the following:

a) Any residential development consisting of 100 acres or more, more than 10 lots, or any non-residential development in excess of five (5) acres, shall be required to conduct a study for listed species. If it is determined that listed species are located on the site, a habitat management plan must be prepared using guidelines and protocols of the FWC and/or USFWS. Prior to commencement of development, the City must receive a letter from FWC stating that the proposed Management Plan meets the standards placed on Management Plans by the FWC.

b) Protected habitat, for the purpose of this Management Plan, shall be defined as habitat for endangered, threatened, and/or species of special concern, and in most cases, the specific boundaries of these areas may not be determined until site-specific field inspections are conducted to verify those boundaries. It shall be the responsibility of the owner and/or developer to submit documentation, exhibits, studies, etc., for the purpose of establishing that properties should *not* be classified as protected habitat for such species *or* for notifying the FWC and/or the USFWS of proposed development which affects protected habitat.

c) Those properties identified as containing protected habitat shall comply with the following requirements:

    1) Development shall be required to locate on the non-protected habitat portions of a development site. Transfer of residential densities shall be permitted from protected habitat areas to contiguous non-protected habitat areas within the same subdivision, subject to the following:

        i. Residential densities shall be transferred from protected habitat areas to non-protected habitat areas at the underlying density and shall be clustered to the greatest extent possible to protect habitat. Any transfer of density to facilitate clustering shall not result in lot sizes, or areas per dwelling unit less than that required by the City's *LDC* (the minimum lot/area size shall be exclusive of the wetland area); for lots utilizing septic tanks, the area shall not be less than 40,000 square feet. Portions of lots may be platted into habitat areas and shall not be construed as having disturbed the habitat area for a density-transfer provision so long as that portion of the lot does not include any fill, construction, improvements, or other development, and a restriction is placed upon the plat to prohibit such future actions within habitat areas.

        ii. All such transfers of density shall be to contiguous property under the same ownership or control and shall only be permitted within a subdivision platted and developed in accordance with the City's *LDC*. Such transfers shall be noted on the face of the final plat as a restrictive covenant.

        iii. Commercial and industrial development shall locate on the non-protected habitat portion of a development site.

Policy FLU-1.14T: All development, as defined in Section 380.04, Florida Statutes, with the exception of a single-family dwelling unit and accessory uses, shall submit to the City a project narrative describing the proposed development. This narrative shall also address how their development supports the following State objectives in the Green Swamp Area of Critical State Concern:

a) Minimize the adverse impacts of development on resources of the Floridan Aquifer, wetlands, and flood-detention areas.
b) Protect or improve the normal quantity, quality and flow of ground water and surface water which are necessary for the protection of resources of state and regional concern.
c) Protect or improve the water available for aquifer recharge.
d) Protect or improve the functions of the Green Swamp Potentiometric High of the Floridan Aquifer.
e) Protect or improve the normal supply of ground and surface water.
f) Prevent further salt-water intrusion into the Floridan Aquifer.
g) Protect or improve existing ground and surface-water quality.
h) Protect or improve the water-retention capabilities of wetlands.
i) Protect or improve the biological-filtering capabilities of wetlands.
j) Protect or improve the natural flow regime of drainage basins.
k) Protect or improve the design capacity of flood-detention areas and the water-management objectives of these areas through the maintenance of hydrologic characteristics of drainage basins.

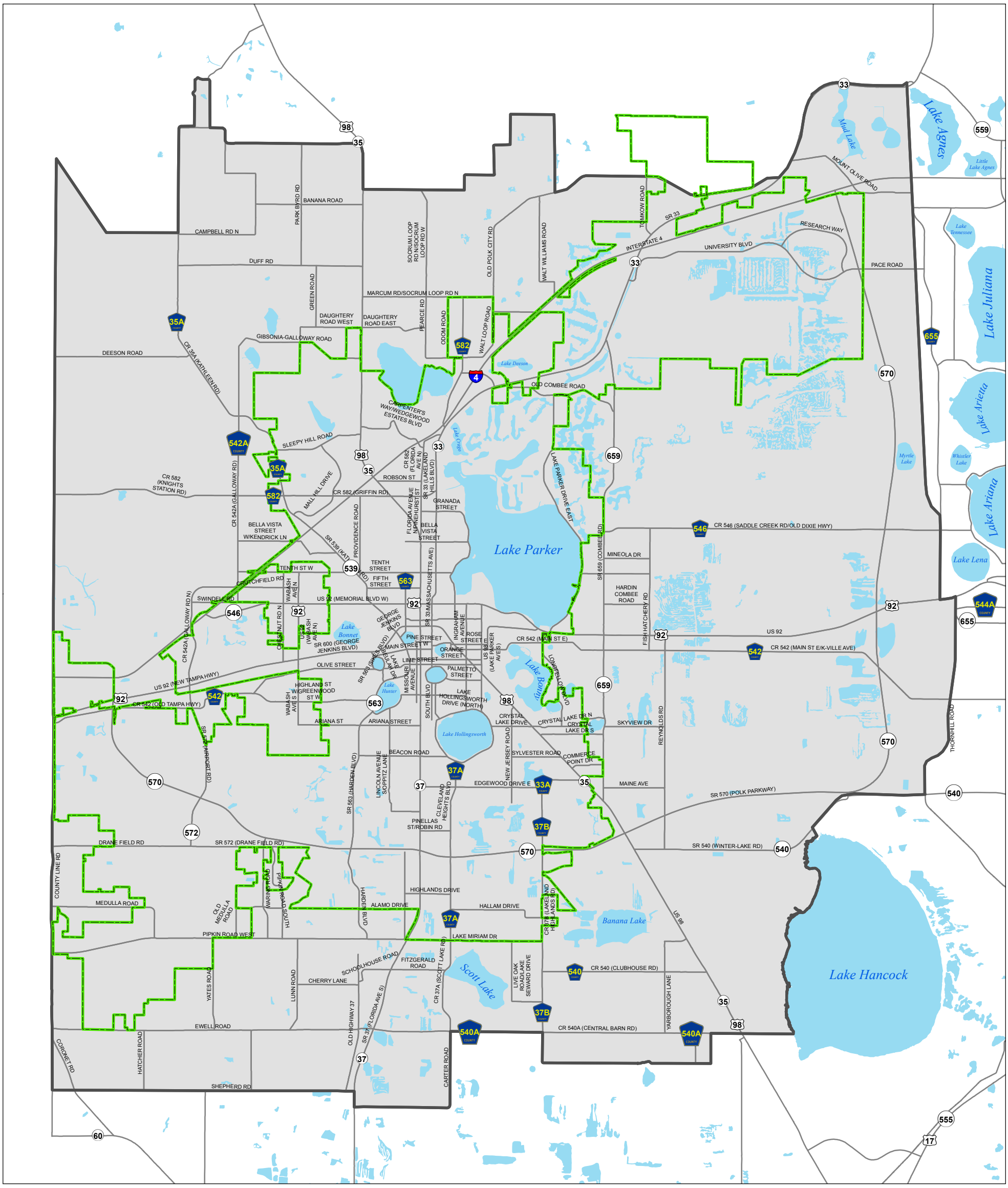
Maps: Future Land Use

Maps that support this Element include:

MAP FLU-1	Lakeland Planning Area
MAP FLU-2	Future Land Use Intensity Areas
MAP FLU-3	Environmentally Suitable Lands for Future Development – City of Lakeland
MAP FLU-4	Environmentally Suitable Lands for Future Development – Lakeland Planning Area
MAP FLU-5	Major Factors of Development
MAP FLU-6	2030 Official Future Land Use
MAP FLU-7	Transit Oriented Corridors
MAP FLU-8	Central City Community Redevelopment Areas
MAP FLU-9	Green Swamp Area of Critical State Concern
MAP FLU-10	Lakeland Area Soils

MAP FLU-1

LAKELAND PLANNING AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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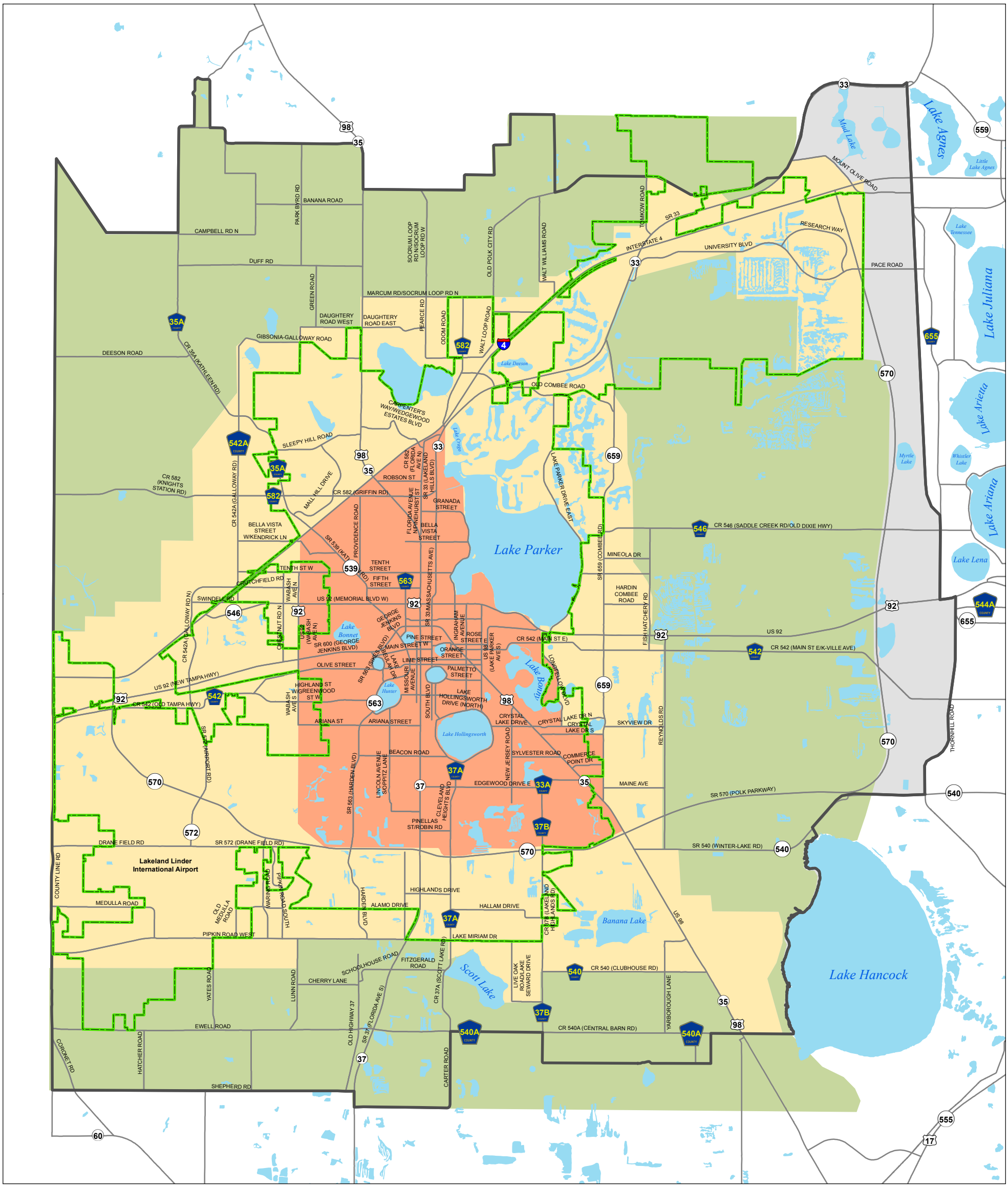
MAP FLU-2

FUTURE LAND USE INTENSITY AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

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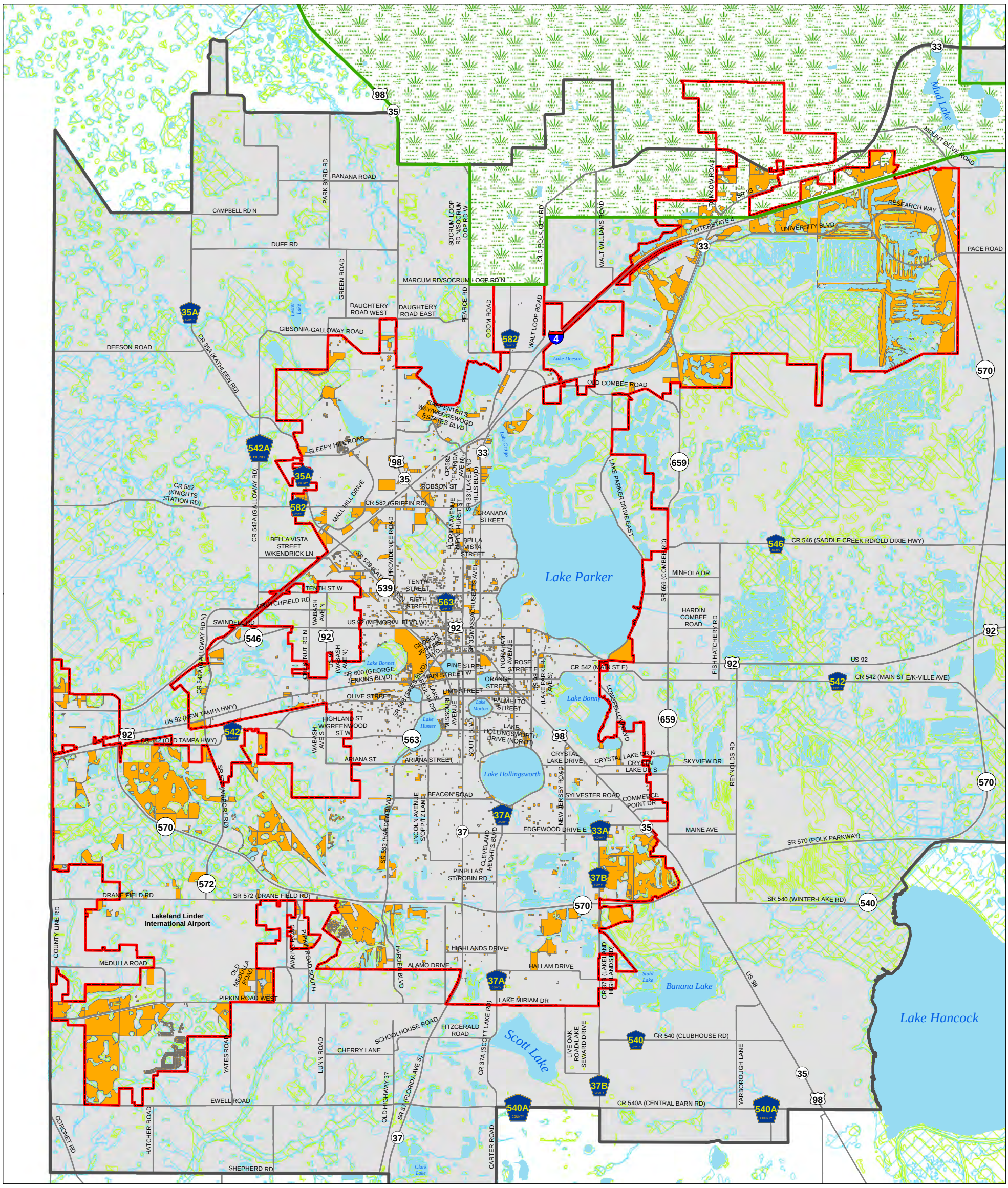
MAP FLU-3

ENVIRONMENTALLY-SUITABLE LANDS FOR FUTURE DEVELOPMENT - CITY OF LAKELAND



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Environmental Constraints*

- FEMA High-Hazard Flood Zones
- Wetlands
- GreenSwamp Area of Critial State Concern
- Vacant Developable Lands (No constraints)

*Includes lands assigned Conservation FLU

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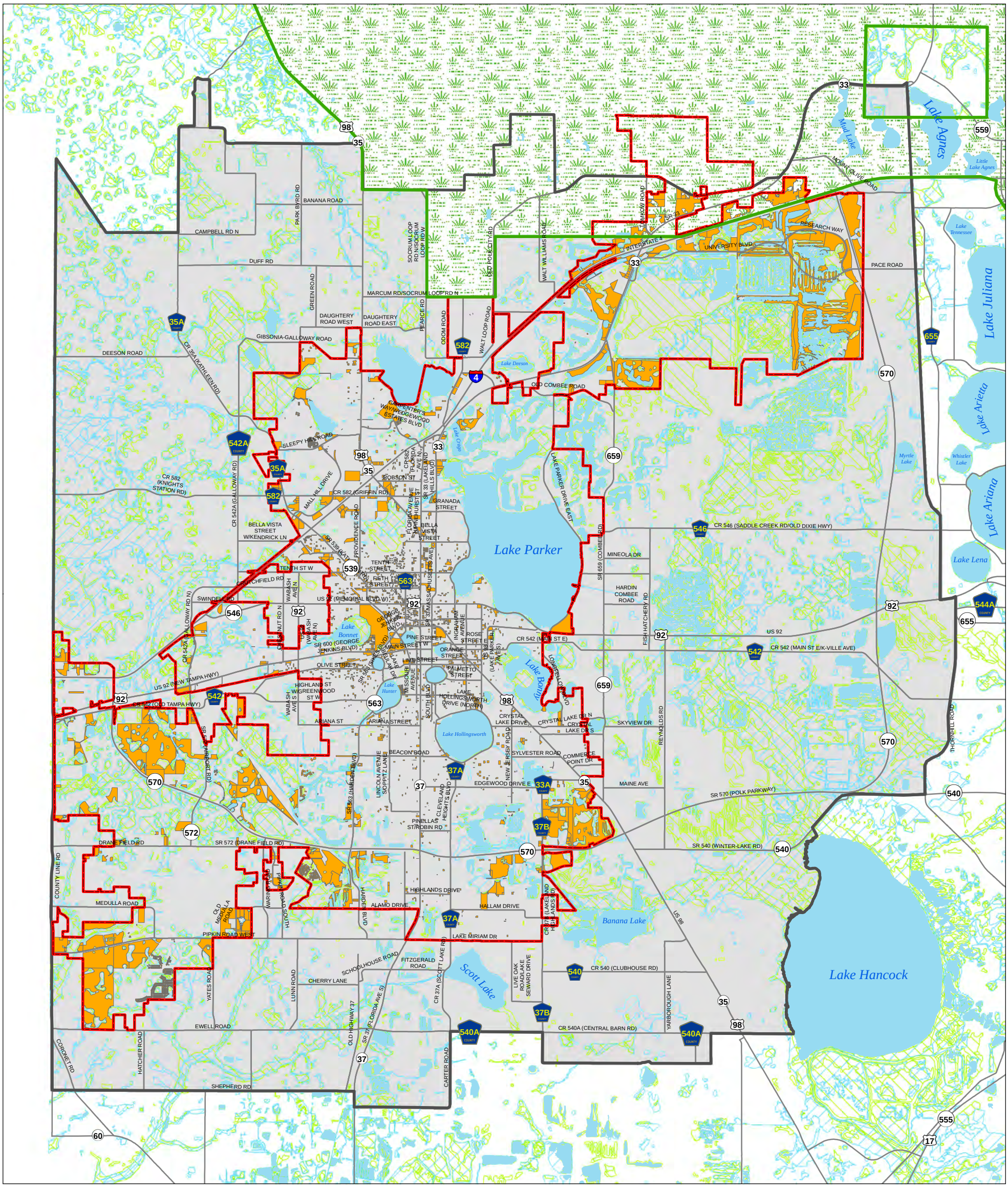
MAP FLU-4

ENVIRONMENTALLY-SUITABLE LANDS FOR FUTURE DEVELOPMENT - LAKELAND PLANNING AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Environmental Constraints*

- FEMA High-Hazard Flood Zones
- Wetlands
- GreenSwamp Area of Critial State Concern
- Vacant Developable Lands (No constraints)

*Includes lands assigned Conservation FLU

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COMMUNITY & ECONOMIC DEVELOPMENT

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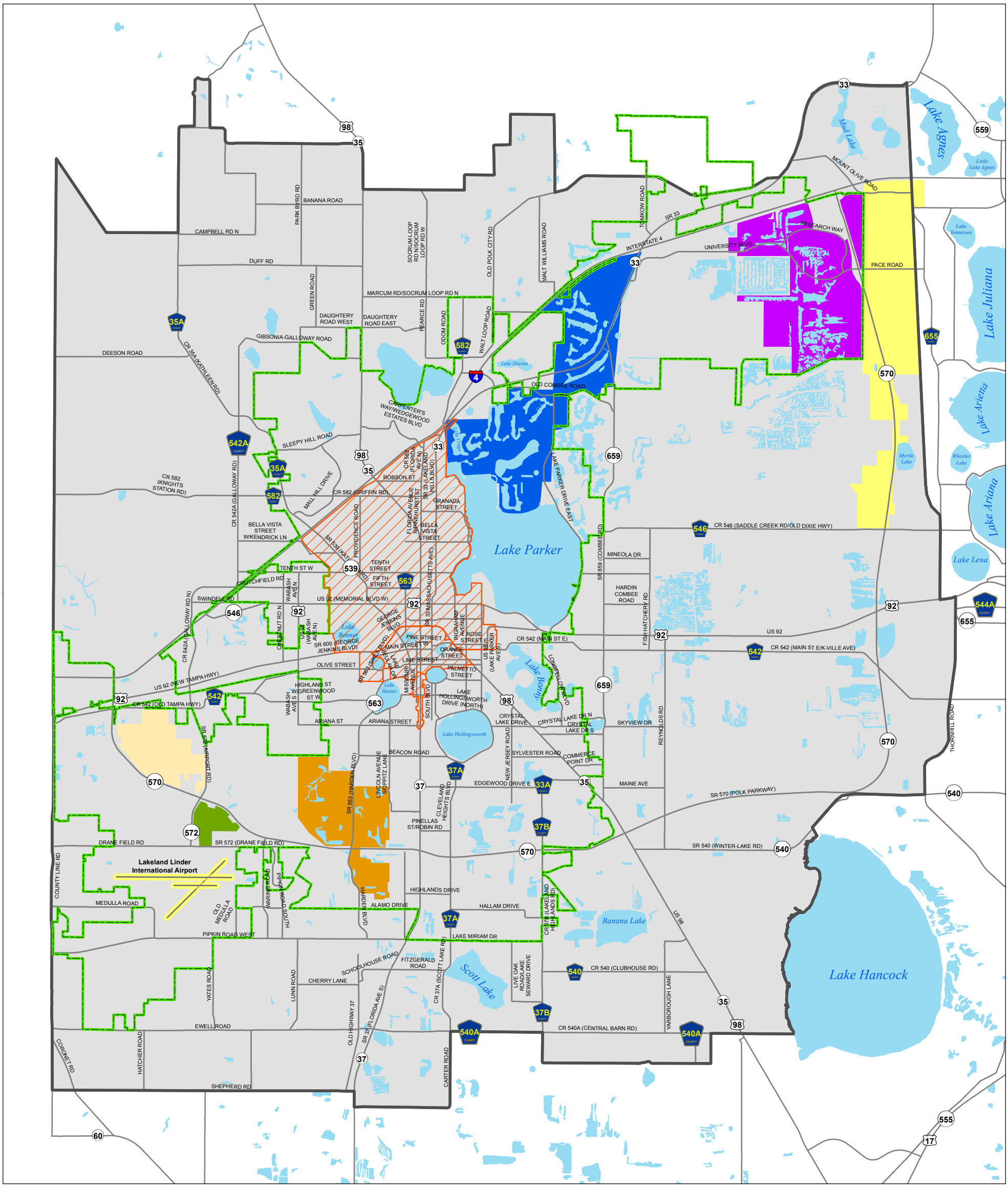
MAP FLU-5

MAJOR FACTORS OF DEVELOPMENT



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- LAL Airport
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development of Regional Impact

- Lakeland Central Park (aka Flagelr)
- Oakbridge
- Publix Corporate Headquarters
- Williams
- Bridgewater
- Polk Commerce Center

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COMMUNITY & ECONOMIC DEVELOPMENT

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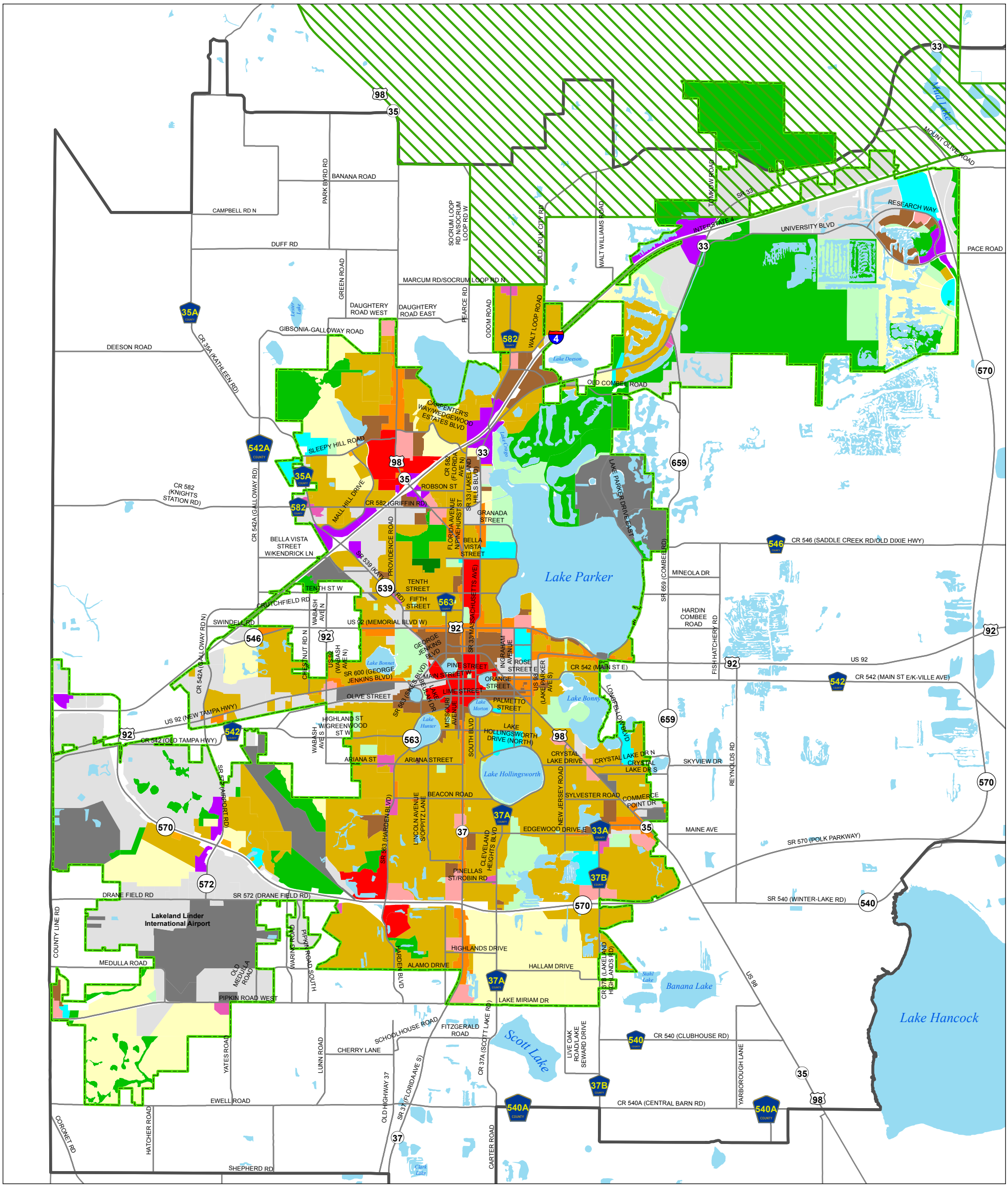
MAP FLU-6

2030 OFFICIAL FUTURE LAND USE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- GreenSwamp
- Water Bodies

Lakeland Future Land Use

- Residential Low
- Residential Medium
- Residential High
- Mixed Commercial Corridor
- Convenience Center
- Neighborhood Activity Center
- Community Activity Center
- Regional Activity Center
- Interchange Activity Center
- Business Park
- Office Center
- Industrial
- Public and Institutional
- Recreation
- Conservation
- Preservation

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COMMUNITY & ECONOMIC DEVELOPMENT

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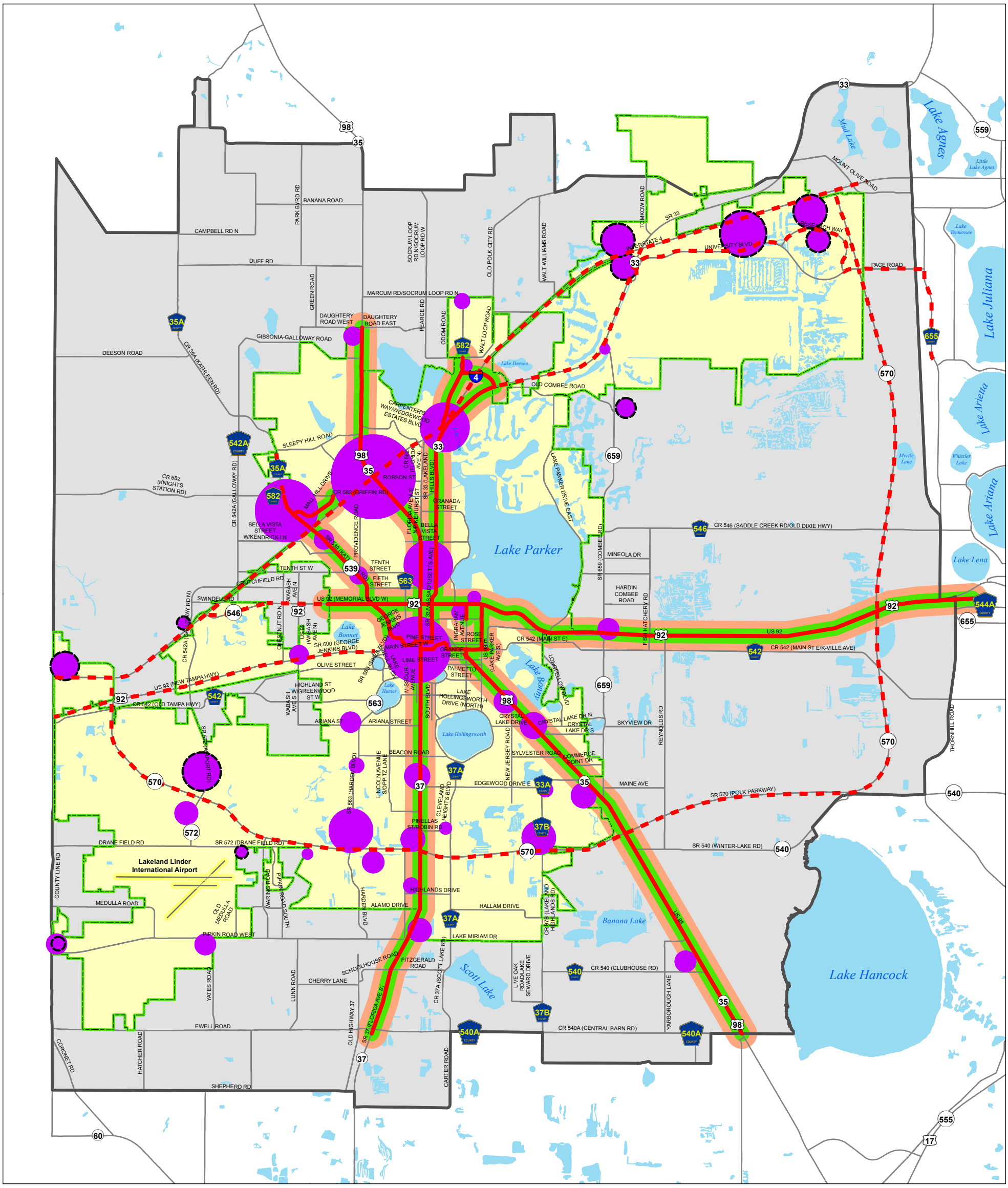
MAP FLU-7

TRANSIT-ORIENTED CORRIDORS



LEGEND

- Lakeland City Limits (February 2021)
- DULA Area
- Lakeland Planning Area
- Water Bodies
- LAL Airport
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Transit Oriented Corridors

- Transit Oriented Corridors
- Long Term Potential Transit Oriented Corridors
- TOC_eightMile_Buffer
- TOC_QuarterMile_Buffer

Activity Centers

- Current
- Future

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COMMUNITY & ECONOMIC DEVELOPMENT

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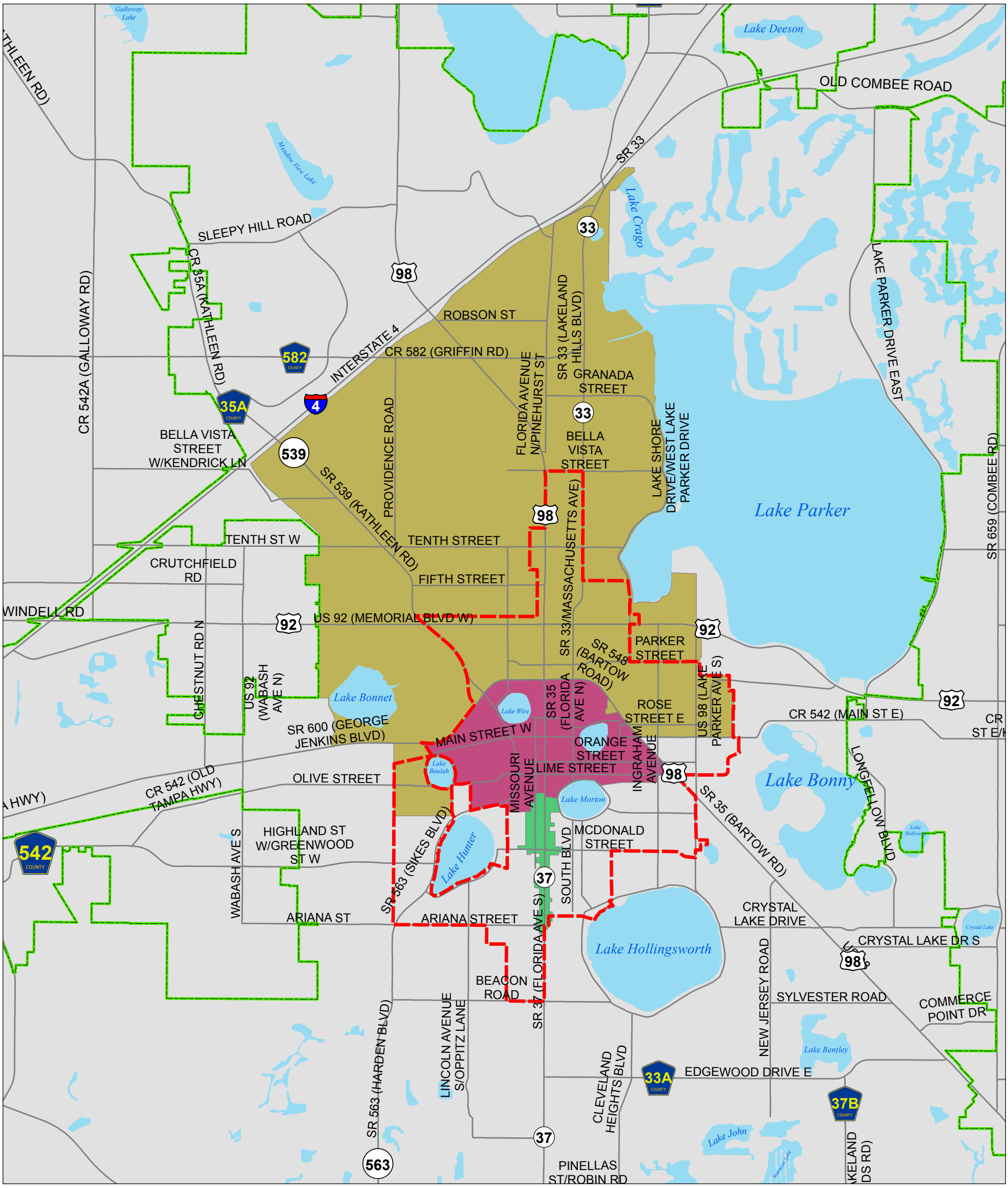
MAP FLU-8

CENTRAL CITY COMMUNITY REDEVELOPMENT AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Core Improvement Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Community Redevelopment Areas

- Dixieland CRA
- Downtown CRA
- Midtown CRA

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Polk County Property Appraiser
City of Lakeland

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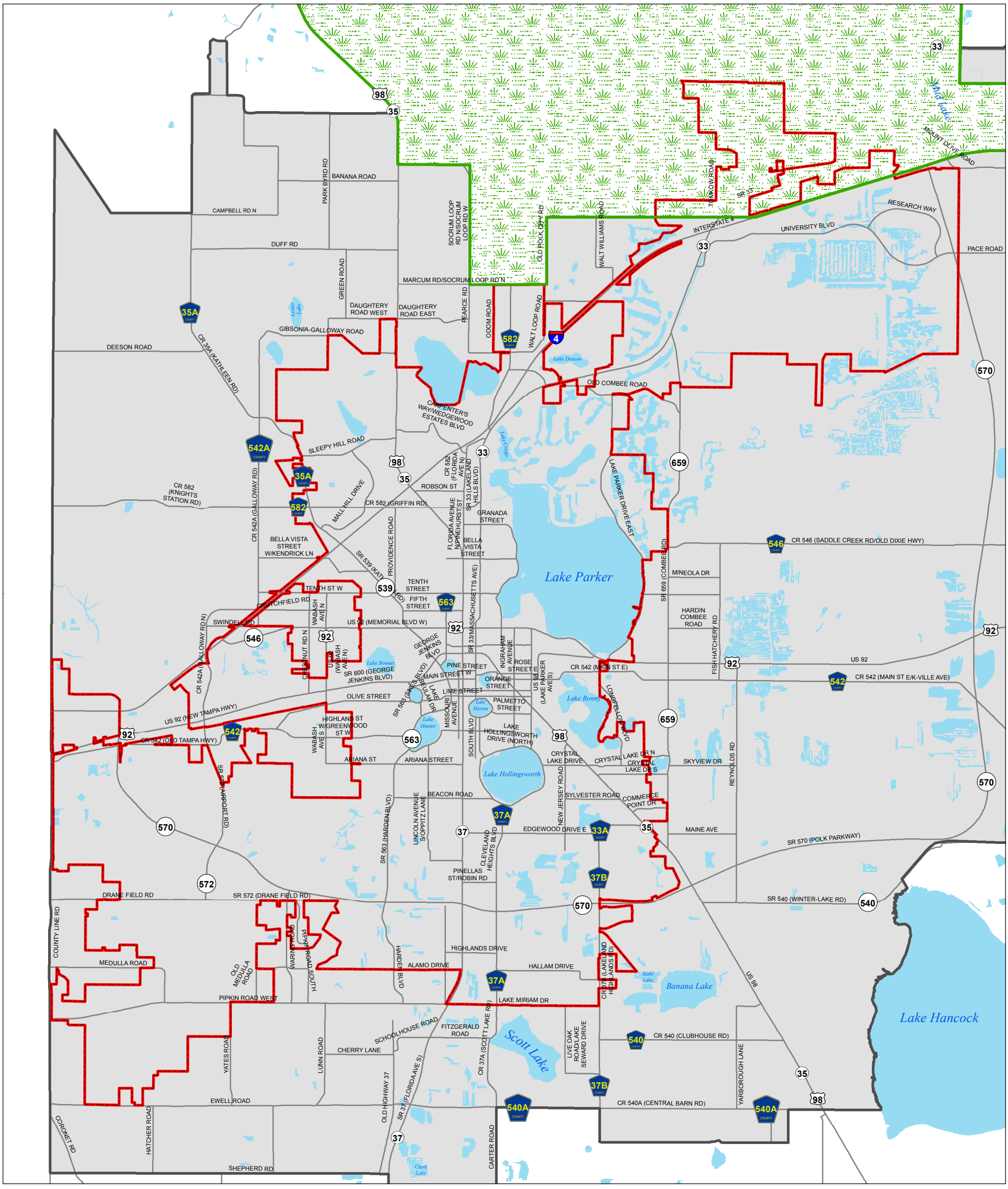
MAP FLU-9

GREEN SWAMP AREA OF CRITICAL STATE CONCERN



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- GreenSwamp Area of Critial State Concern
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

N W E S

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
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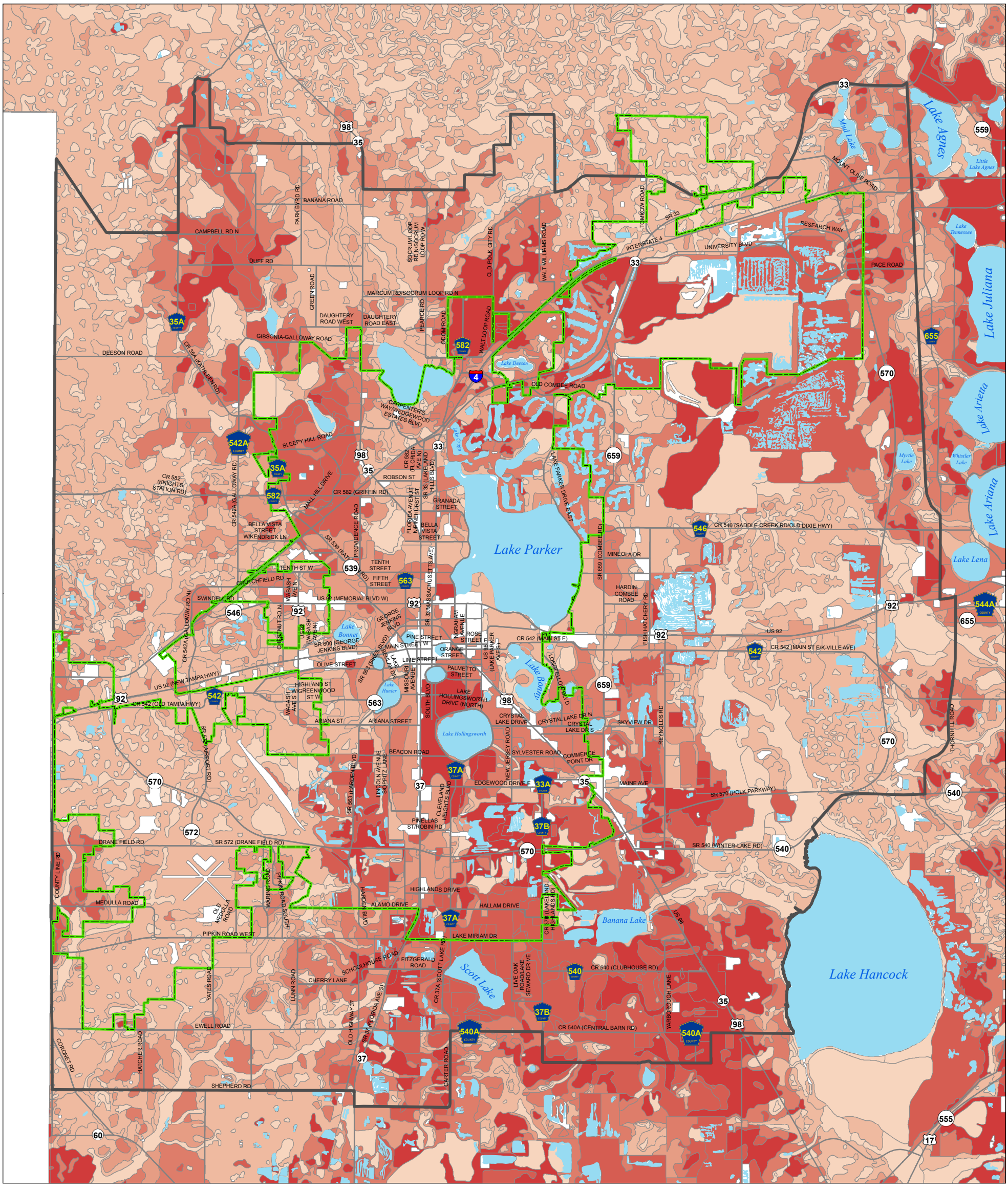
MAP FLU-10

LAKELAND AREA SOILS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Soils (by Drainage Classification)

- VERY POORLY DRAINED
- POORLY DRAINED
- SOMEWHAT POORLY DRAINED
- MODERATELY WELL DRAINED
- WELL DRAINED
- EXCESSIVELY DRAINED

N W E S

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Miles

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CITY OF Lakeland
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Housing Element

OUR GUIDANCE

- City of Lakeland's Comprehensive Plan Technical Support Document
- Chapters 320.8285FS and 553.38(2)FS

Our Trends: Housing

The ability of a local government to ensure an adequate supply of quality housing is one of the key factors in protecting the health, safety, and welfare of its residents. For many years, the City of Lakeland has actively worked to address the housing needs of its residents.

To accommodate future housing needs in the City an analysis has been completed based upon projected population growth and the availability of land to support future housing. The analysis provides a review of existing dwelling units in the City, vacant housing stock, existing units that could potentially serve future growth and a review of the acreage by Future Land Use type to accommodate any additional outstanding housing needs. See Tables HOU-1 through HOU-5 below.

TABLE HOU-1: ESTIMATED HOUSING NEEDED FOR POPULATION GROWTH

Year	Estimated Population	Growth by Period	Houses Needed (2.47 persons per household)
2019	107,552	--	--
2020	109,653	2,101	851
2025	119,356	9,702	3,928
2030	127,236	7,880	3,190
Total	-	19,684	7,969

TABLE HOU-2: RESIDENTIAL DWELLING UNITS IN CITY OF LAKELAND

Units	Count	Percentage
Total Vacant Units	8,384	16.99%
Total Occupied Units	40,938	83.00%
Total	49,322	100.00%

TABLE HOU-3: VACANT HOUSING STOCK

Types of Vacant Units	Count	Persons Housed (2.47 Persons per Household)
Vacant Units for Rent	2,051	5,066
Vacant Units for Sale	1,067	2,635
Vacant Units Rented or Sold, Not Occupied	595	1,470
Subtotal	3,713	9,171
Vacant Units for Seasonal, Recreational, or Occasional Use	3,125	7,719
Vacant Units for Migrant Workers	--	-
Other Vacant Units	1,546	3,819
Total Vacant Units	8,384	20,708

TABLE HOU-4: VACANT HOUSING UNITS SERVING ESTIMATED POPULATION GROWTH

Year	Total Growth	Required Housing (2.47 persons per household)	Total Vacant Units	Remaining Vacant Units
2020	2,101	851	3,713	2,862
2025	11,804	4,779	3,713	-1,066
2030	19,684	7,969	3,713	-4,256

TABLE HOU-5: ACREAGE TO ACCOMMODATE OUTSTANDING HOUSING NEEDS BY FUTURE LAND USE DISTRICT

Future Land Use District	Vacant Acres	Max Dwelling Units per Acre	Maximum Dwelling Units
Residential Very Low	0.00	3	0
Residential Low	1,443.76	5	7,219
Residential Medium	1,687.10	12	20,245
Residential High	270.99	20	5,420
Total	**3,401.84**	-	**32,884**

Goals, Objectives, and Policies: Housing

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to housing issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Housing Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and with the other elements of this Comprehensive Plan and with the goals and policies of the *Central Florida Regional Planning.*

HOUSING (HOU) GOAL 1: Promote the provision of adequate, safe and affordable housing for existing and future populations including those with special housing needs.

Objective HOU-1.1: Assist the private sector in providing new housing units over the planning period to ensure provision of housing of various types, sizes, and costs that meet the shelter needs of existing and projected populations including the needs of very low, low and moderate income households and persons with special housing needs.

Policy HOU-1.1A: The City of Lakeland will continue to designate or reserve sufficient amounts of suitable land to accommodate the anticipated needs of residential growth.

Policy HOU-1.1B: Residential sites mapped on the Future Land Use Map (MAP FLU-6) will permit a diversity of housing types, including conventional homes, mobile homes, manufactured housing, multi-family units, group homes and foster care facilities.

Policy HOU-1.1C: The City of Lakeland will continue to include in its LDC allowances for special housing facilities (i.e., group homes, foster homes) within residential areas. In

accordance with Ch. 419 F.S., community residential homes of six or fewer persons shall be allowed in single-family zoning districts . Larger facilities may be allowed in multi-family districts.

Policy HOU-1.1D: The City of Lakeland will work with local and County homeless coalitions as well as qualified non-profit and private sector groups to promote adequate shelter and transitional housing for the local homeless population.

Policy HOU-1.1E: The City of Lakeland will continue to assist eligible persons displaced by public projects.

Policy HOU-1.1F: The City of Lakeland will continue to evaluate and improve the building permitting process to ensure a highly efficient review procedure for residential construction and elimination of any outdated or unnecessary requirements in building codes.

Policy HOU-1.1G: The City of Lakeland will provide for the placement of mobile homes and manufactured housing consistent with Section 320.8285 and Section 553.382, Florida Statutes.

Objective HOU-1.2: Eliminate substandard housing conditions through rehabilitation or demolition.

Policy HOU-1.2A: The City of Lakeland will continue to utilize Community Development Block Grant funding as well as other Federal, State, and local programs to implement the Housing Rehabilitation program. When possible installation of energy efficient improvements will be made.

Policy HOU-1.2B: All new City redevelopment districts shall include a component to address housing rehabilitation needs in the district, where applicable.

Policy HOU-1.2C: The Minimum Housing Code will continue to be enforced for all residential units, including conventional homes, manufactured homes, mobile homes, group homes, and foster care facilities, throughout the City of Lakeland.

Objective HOU-1.3: Support efforts of public and private organizations to develop and implement innovative housing programs which increase housing availability to very low, low, and moderate income households; in particular, programs which locate such housing within mixed income, stable neighborhoods.

Policy HOU-1.3A: The City of Lakeland will continue to partner with local housing non-profits to help potential homeowners qualify for federal and State assistance and mortgage loan processing. The City will provide financial support to the housing non-profits as part of Lakeland's neighborhood revitalization program.

Policy HOU-1.3B: The City of Lakeland will coordinate the development of any applicable affordable rental and owner-occupied housing programs with the Lakeland Housing Authority, Polk County, the Polk County Builders Association, lending institutions, and other public and private agencies.

Policy HOU-1.3C: The City will continue to offer impact fee waivers and reimbursements for qualified affordable housing projects.

Policy HOU-1.3D: To encourage greater mix of income in neighborhoods and to assist in fair housing efforts, the City will continue to support the Lakeland Housing Authority's applications for additional funding for its Section 8, subsidized housing program.

Policy HOU-1.3E: During the planning period the City will use down payment assistance, impact fee reimbursements, and other housing programs and incentives to assist a minimum of approximately 550 very low, low and moderate income households in meeting their housing needs, including new single family and multi-family construction, and rehabilitated housing.

Objective HOU-1.4: Support innovative financial- and incentive-based methods for providing affordable housing throughout the City.

Policy HOU-1.4A: As an incentive to participate in the provision of affordable housing, Lakeland will offer surplus City property, to encourage the building of housing for very low, low, and/or moderate income households or for special needs or elder housing.

Policy HOU-1.4B: The City of Lakeland may increase the availability of low-income housing by awarding 15% of its HOME entitlement to a Community Housing Development Organization for acquisition of sites for the construction of housing units affordable to very low and/or low-income households.

Policy HOU-1.4C: Lakeland will continue to offer financial incentives to assist in the provision of adequate housing affordable to very low, low, and moderate-income households. These incentives where appropriate and feasible, may include allowing clustering of lots and zero lot-line development; allowing "accessory" housing; waiving application fees, processing fees and/or reimbursing impact fees for qualified affordable housing developments, and allowing smaller units on smaller lots as consistent with City LDC.

Policy HOU-1.4D: Lakeland will continue to offer down payment and closing cost assistance to qualified applicants of very low, low, and moderate incomes using federal and state grant programs.

Policy HOU-1.4E: Analysis of impediments to fair housing choices will be reviewed every five years in conjunction with the update of the City's Consolidated Plan and Strategy for expenditure of federal funding. Plans will be developed and implemented on an on-going basis to remove identified impediments to fair housing choice to the greatest extent possible.

Recreation and Open Space Element

OUR GUIDANCE

- City of Lakeland's Pathways Plan
- 2006 adopted City of Lakeland Parks and Recreation Master Plan
- City of Lakeland Five year capital improvements program
- Americans with Disabilities Act

Our Trends: Recreation and Open Space

Historically, the City of Lakeland has attempted to meet local recreation demand through the provision of various types of parks and special use facilities. One of the key elements used to meet local demand has been an effort to provide one neighborhood park in each residential area. Per the Parks and Recreation Master Plan, the objective is to provide a neighborhood park, one per 6,500 persons, with a target of a one-mile walking distance. With constrained available land and revenues, and substantial development continuing, this standard has been a challenge to achieve. The Parks and Recreation Master Plan also recommends one community-level park per 25,000 persons to serve community-wide needs, including at least one community play or sports field facility.

One of the City's strategies to promote green space has been to implement the Lake-to-Lake Greenway Connector. This is a system of bike and foot trails circling various City lakes and City parks. The lakefront is totally public around Lakes Beulah, Mirror, Morton, and Wire and mostly public around Lakes Hollingsworth, Hunter, and Parker.

Additionally, to the north, east and south of Lakeland there are thousands of acres of open space in public ownership. These tracts include parts of the Green Swamp, Tenoroc State Preserve, Saddle Creek Park, Audubon preserve, the Lakeland effluent wetlands, and a Polk County Regional Park. The location of these open spaces relative to one another represents an area recognized by the City as the Lakeland Greenbelt area, the purpose of which may serve to provide relief from the built environment, increase air quality, provide continued preservation of natural wetland and floodplain functionality, and provide linkages of natural systems and passive recreational opportunities.

A significant issue affecting the City's ability to provide adequate recreation opportunities is resource availability. As the City becomes more densely populated, less land will be available for park expansion even though park needs will continue to increase with the City's population growth. In light of market forces which may continue to increase the cost of land and reduce the supply of suitable recreation sites, the City must continue to give consideration to early acquisition of recreation sites.

Goals, Objectives, and Policies: Parks and Open Space

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to the recreation and open space system. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the attainable and measurable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Recreation and Open Space Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes*, and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

RECREATION AND OPEN SPACE (ROS) GOAL 1: To ensure adequate recreation and open space opportunities for all sectors of the community and enhance the quality of life Lakeland offers through the development of attractive parks, recreation facilities, and open spaces.

Objective ROS-1.1: Provide a supply and variety of recreation opportunities to meet public need and respond to adopted level of service standards within the planning period.

Policy ROS-1.1A: The City of Lakeland will adhere to minimum level of service standards for the provision of recreation sites and facilities including a minimum 5.98 acres per 1,000 residents, 50% of which shall be in active park space (e.g., scenic, neighborhood, or community).

- one recreation complex per 30,000 persons;
- one community park per 25,000 residents; and
- one neighborhood park per 6,500 residents.

Policy ROS-1.1B: The City of Lakeland will identify and schedule future recreation facility needs and correct existing deficiencies in the Capital Improvements Program and will update the program annually to reflect completed projects and newly identified needs.

Policy ROS-1.1C: The City will strive to establish new neighborhood parks where identified within an approved neighborhood plan, including the recommended walking distance of approximately one mile.

Policy ROS-1.1D: The City of Lakeland will ensure that access is provided to all City parks, including lakeshores.

Policy ROS-1.1E: The City of Lakeland will continue to implement the early acquisition and preservation of sites suitable for recreation and open space use with planned acquisitions reflected in the five-year capital improvements program. Priority for funding shall be given to sites which meet a recreation need and which protect and/or improve natural resources, including wildlife, wildlife habitat, shorelines, and/or water quality.

Policy ROS-1.1F: Plans for new and/or expanded redeveloped City parks shall consider inclusion of educational exhibits, wildlife observation areas, lakefront or other natural area boardwalk, and nature trails, where appropriate.

Policy ROS-1.1G: The Lakeland adopted LDC shall continue to include specific definitions and standards for the incorporation of lands targeted for recreation and open space.

Objective ROS-1.2: Continue to improve coordination with public agencies and the private sector to encourage the efficient and equitable provision of recreation facilities and opportunities.

Policy ROS-1.2A: The City of Lakeland will coordinate activities with the State of Florida, Division of Parks and Recreation, Polk County School Board and with Polk County to ensure that available recreation program opportunities are maximized.

Policy ROS-1.2C: The City will continue to pursue funding partnerships and new revenue options which may allow full implementation of the Lakeland Parks and Recreation Master Plan recommendations, as financially feasible. Co-location of parks, recreation facilities, libraries, and civic spaces shall be a continuing strategy in forging economically effective partnerships with other agencies to achieve Lakeland's community vision and objectives.

Objective ROS-1.3: Continue to provide incentives to encourage the provision of recreation facilities in proposed future developments.

Policy ROS-1.3A: The City of Lakeland will continue to require new residential developments to provide for the recreation demand created by that development to pay proportional impact fees for parks and recreation.

Policy ROS-1.3B: The City of Lakeland will continue to require new single family and multi-family developments to include appropriate open space and/or recreation facilities within the development. All residential developments located 1.5 miles or more from an existing public park shall provide a variety of on-site active recreation facilities to serve the expected demographic groups within the project. Open play areas should also be provided in residential developments of at least 25 acres. Unimproved trails providing access to natural site features shall be incorporated where feasible and shall be linked to other pedestrian and bicycle facilities within the development. Trails systems provision will be given highest priority where there are potential linkages to existing or planned systems adjacent to the subject property.

Policy ROS-1.3C: The City of Lakeland will place a priority upon connections to parks and recreation facilities with priority placed upon connectivity through and to the City Greenway and other connector systems in place or planned.

Objective ROS-1.4: Improve bicycle and pedestrian access to designated recreation facilities through the ongoing implementation of the Lake-to-Lake Greenway Connector.

Policy ROS-1.4A: The City of Lakeland will provide reasonable accommodations for universal access to new recreation sites and facilities to the maximum extent feasible.

Policy ROS-1.4B: The City of Lakeland will continue to promote and construct the Lake-to-Lake Greenway Connector to implement bicycle and pedestrian access improvements to existing recreation sites and facilities and will continue to fund pedestrian and bicycle improvements within subsequent five-year capital improvement budgets, connecting residential areas to the urban core and the City's park system.

Policy ROS-1.4C: The City, along with other public and private partnerships shall continue to promote regular bicycle and pedestrian events throughout the year.

Policy ROS-1.4D: Continue to pursue coordination, funding and implementation options which achieve the extension of the Ft. Fraser Trail system into downtown and connection to regional and statewide trails as well as options for enhancing intermodal connectivity to all trails including the City's larger Greenway trail system.

Objective ROS-1.5: Through an ongoing assessment and improvement program, identify and improve parks, open space and other recreation assets which, due to age or general deterioration, have declined.

Policy ROS-1.5A: The Parks and Recreation Department will continue to conduct an ongoing maintenance program of all park and recreation facilities. Funding of

operations and maintenance needs shall be recognized as critical to retaining a high-quality parks system.

Policy ROS-1.5B: The City of Lakeland will monitor all facilities to determine that they meet updated safety standards and the Americans with Disabilities Act.

Objective ROS-1.6: Utilize public investments in right of way beautification, street trees, parks and open spaces to influence existing and future land uses to ensure a Vibrant and Inclusive Community.

Policy ROS-1.6A: The City of Lakeland will continue to develop and implement the City Beautification Program and the Entrance Beautification Program by coordinating with funding agencies, neighborhood associations, and the business community.

Policy ROS-1.6B: The City of Lakeland will maintain and expand recreation amenities in the central city as part of an overall strategy to strengthen older neighborhoods. This shall be done in coordination with neighborhood plans, specifically coordinating with the areas prioritized for neighborhood redevelopment efforts.

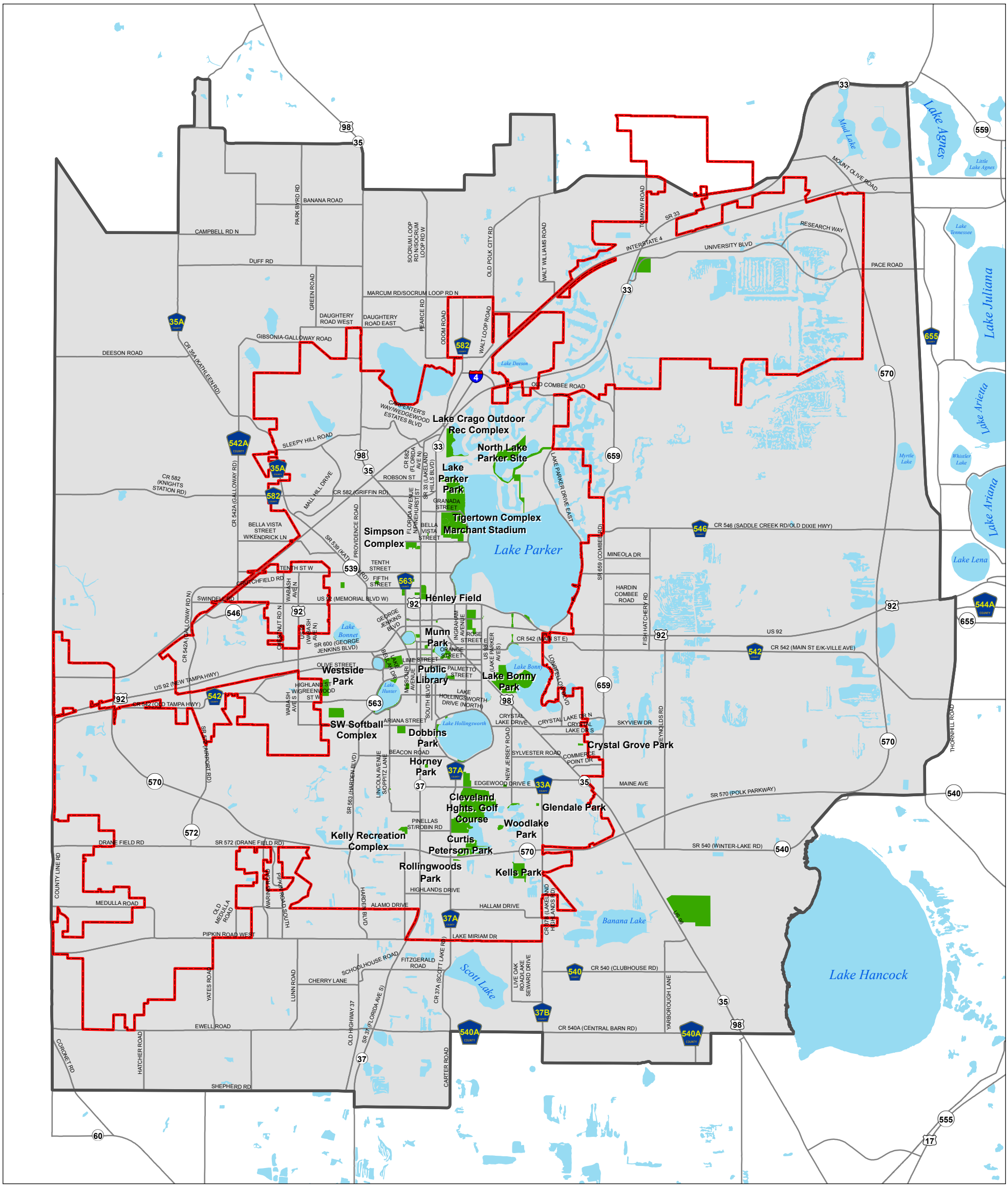
Maps: Recreation and Open Space

Maps that support this Element include:

MAP ROS-1	Parks and Recreation Facilities
MAP ROS-2	Parks and Recreation Facilities – Central City
MAP ROS-3	Open Space

MAP ROS-1

PARKS AND RECREATION FACILITIES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Parks and Recreation Facilities

N W E S

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Miles

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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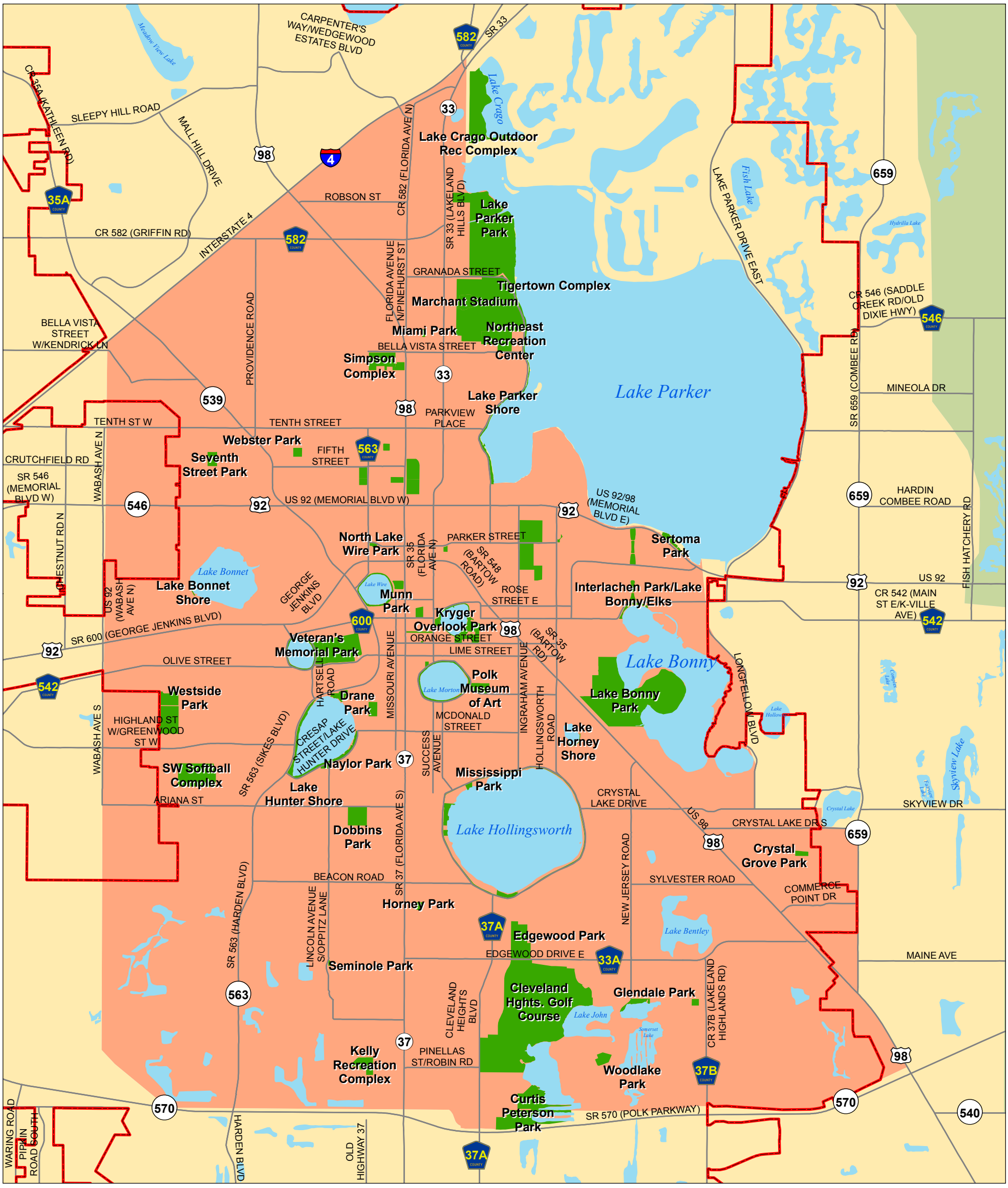
MAP ROS-2

PARKS AND RECREATION FACILITIES - CENTRAL CITY



LEGEND

- Lakeland City Limits (February 2021)
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- Parks and Recreation Facilities

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

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Miles

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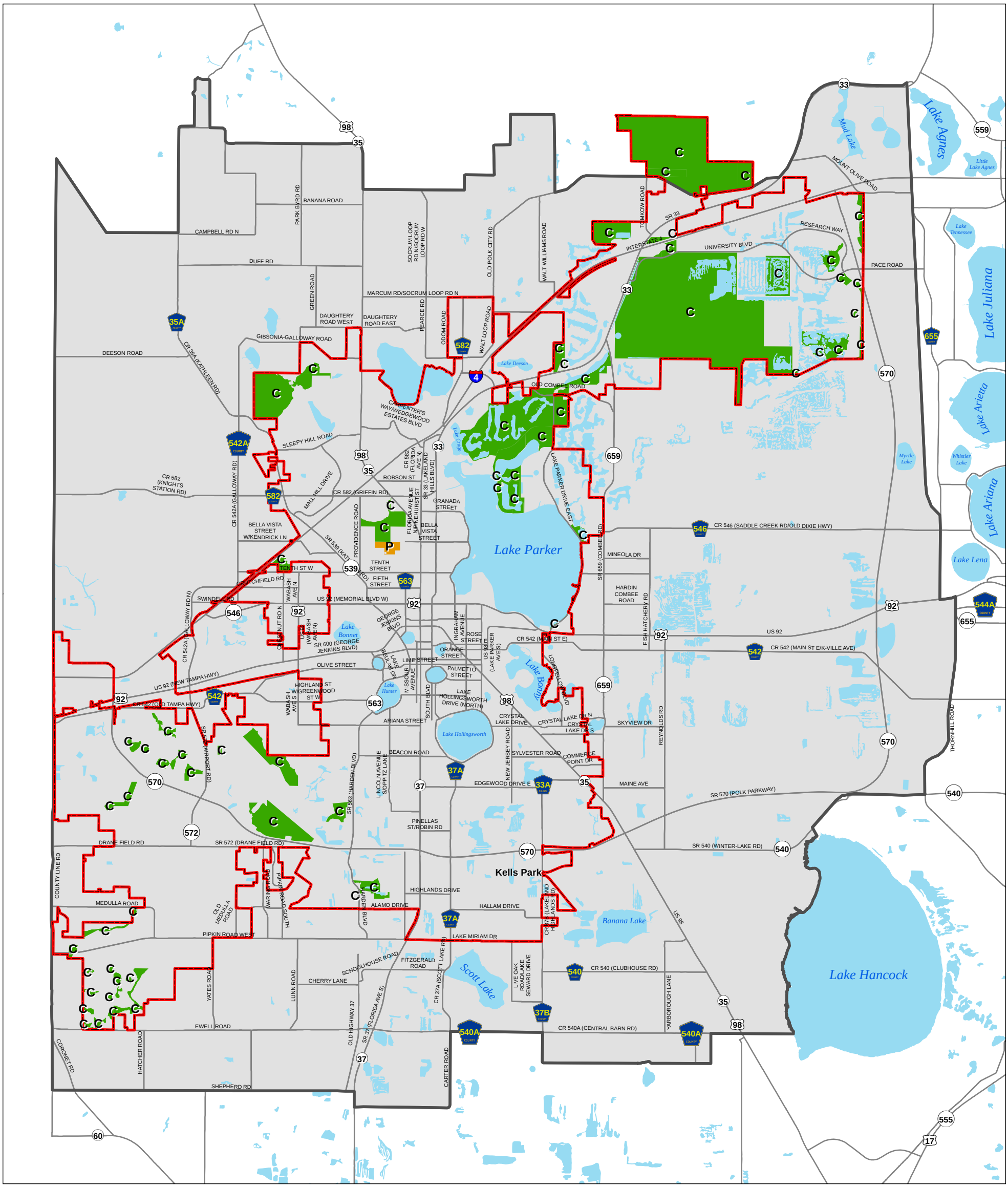
MAP ROS-3

OPEN SPACE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Conservation
- Preservation

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OUR GUIDANCE

- Historic Districts on the National Register of Historic Places
- City of Lakeland Sector Plan –Downtown, Midtown, South, East, North, Northwest, Southeast, Northeast, Southwest

Neighborhoods and Historic Preservation Element

Our Trends: Neighborhoods and Historic Preservation

The City is committed to sustaining strong and healthy neighborhoods. To this end, the City has long-established neighborhood outreach and historic preservation programs that empower residents, identify neighborhood needs, and preserve the unique character of each neighborhood.

The City has over 100 geographically defined neighborhoods spanning a period of development that includes the Central City subdivisions born from the 1920s land boom and present-day subdivisions proliferating the southwest quadrant of the City. The earlier development period includes seven Lakeland historic districts listed on the National Register of Historic places and designated as local historic districts. Bridging old and new is the City's goal of aligning resident concerns with government actions to provide an exceptional quality of life for all residents by preserving stable neighborhoods and revitalizing distressed areas.

Seven Lakeland historic districts are listed on the National Register of Historic Places and designated as local historic districts. The Florida Southern College Campus is designated a National Historic Landmark by the U.S. Department of the Interior for being the largest single-site collection of Frank Lloyd Wright architecture in the world.

Goals, Objectives, and Policies: Neighborhoods and Historic Preservation

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to neighborhood and historic preservation issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Neighborhood and Historic Preservation Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and with the other elements of this Comprehensive Plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan.*

NEIGHBORHOODS AND HISTORIC PRESERVATION (NHP) GOAL 1: Every neighborhood will have a stable quality of life.

Objective NHP-1.1: Strengthen neighborhoods by continuing to implement the City's Neighborhood Improvement Program for older and/or declining neighborhoods to promote stability and revitalization of the City's existing neighborhoods.

Policy NHP-1.1A: Residential neighborhoods will be protected through implementation of neighborhood improvement plans which address, but will not be limited to, stability, safety, traffic, aesthetics and character, including historic resources.

Policy NHP-1.1B: The City of Lakeland will continue to promote the conservation and restoration of historically significant housing through the work and role of the City's Historic Preservation Board and Design Review Committee, the maintenance of the City's historic structures database, and technical support for designated historic districts.

Policy NHP-1.1C: City *LDC* will continue to include buffering and other provisions which protect residential neighborhoods from potentially incompatible land uses.

Policy NHP-1.1D: The City of Lakeland will develop ordinances as necessary to combat neighborhood and housing deterioration and will adequately fund the code enforcement function to uphold standards in all neighborhoods. The City will also continue to integrate the community oriented policing program philosophy of citizen support and input into all relevant police programs to improve neighborhood resident safety.

Policy NHP-1.1E: The City of Lakeland will provide technical assistance to neighborhood associations and other non-profit groups to foster neighborhood improvement, innovative housing solutions, and preservation and restoration of historic or affordable housing. The City will periodically examine LDC and housing programs for improving the ability to preserve existing affordable rental and owner occupied housing, including the potential to incentivize preservation of affordable units within projects seeking to renovate such units or to convert the units to another type of use.

Policy NHP-1.1F: The City will continue to support the efforts of the Lakeland Housing Authority in its efforts to renovate and de-concentrate local public housing as well as to improve the surrounding neighborhoods in which public housing exists. The City may provide down payment assistance to LHA residents seeking homeownership.

Policy NHP-1.1G: The City will continue to support infill lot re-use for existing or new residential development. Strategies shall include conducting inventories of vacant lots in neighborhoods and sharing the inventory with potential developers and/or builders. The City will also work with the Lakeland Housing Authority in its efforts to build on vacant, infill lots to improve neighborhoods and to provide affordable replacement homes that would offer homeownership opportunities for existing tenants of public, rental housing.

Policy NHP-1.1H: The City shall work with the Polk County School Board to ensure the local schools in older or declining neighborhoods are maintained and revitalized, where necessary.

Objective NHP-1.2: Programs for the redevelopment and renewal of neighborhoods including blighted areas will continue to be promoted.

Policy NHP-1.2A: The City of Lakeland will continue to support downtown redevelopment plans and fund public improvements in accordance with such plans.

Policy NHP-1.2B: The City of Lakeland will continue to promote investment and reinvestment in older neighborhoods by designating neighborhoods by geographic boundary, implementing design guidelines for preservation of contributing historic structures, developing a neighborhood plan for distressed neighborhoods if needed, and implementing the plan as part of an ongoing effort to prevent further deterioration and promote revitalization.

Policy NHP-1.2C: The City of Lakeland will implement a Neighborhood Improvement Program to encourage reinvestment in central city neighborhoods; to foster a viable central city; and to promote a compact development pattern. Continued coordination between city departmental staff to implement objectives through a "team" approach will be emphasized and include but not be limited to the Community and Economic Development Department, the Public Works Department, the Lakeland Police Department, and the Parks and Recreation Department.

Policy NHP-1.2D: The City of Lakeland will continue to actively identify, develop and implement programs for the redevelopment or renewal of blighted areas. Expansion of the Community Redevelopment Areas for Lakeland shall be considered to implement redevelopment objectives, where feasible.

Objective NHP-1.3: Develop and revitalize communities that enable residents to live active, healthy lives by providing convenient access to recreational opportunities, safe active transportation options, access to nutritious food choices and increasing aging-in-place opportunities.

Policy NHP-1.3A: Continue to promote safe walking and bicycling for recreation, commuting to work and school, and as an alternative to driving for short trips near home or work.

Policy NHP-1.3B: The City will work to improve upon its current recognition level as a League of American Bicyclists ***Bicycle Friendly Community*** when feasible. This will include efforts to eliminate gaps in City's Lake to Lake Greenway System and enhancing connectivity to the local and regional bike/trails system within the City's Pathways Plan.

Policy NHP-1.3C: The City shall continue to apply traffic calming devices and access management techniques to roadway improvements as one means to improve the safety for bicyclist and pedestrians.

Policy NHP-1.3D: The City will promote the infrastructure within and between neighborhoods that facilitate children walking and bicycling safely to school and will partner with the Polk County School Board to encourage walk to school initiatives.

Policy NHP-1.3E: The City will explore working with the Polk TPO to develop a Bicycle Pedestrian Safety Action Plan to address safety issues, minimize traffic hazards, and reduce crashes through the design of complete streets and other appropriate means.

Policy NHP-1.3F: To promote walkability the City has been recognized by the Walk Friendly Communities program and will continue to invest in sidewalk/side path infrastructure.

Policy NHP-1.3G: The City will work with community stakeholders and coordinate with other agencies such as the Health Department and the Polk County Agricultural Extension Office to identify and establish incentives, guidelines and/or standards, and potential funding for the development of home and community gardens as well as edible landscaping (i.e., fruit trees and shrubs).

Policy NHP-1.3H: Coordinate with the Florida Department of Health, Polk Vision and other relevant entities that seek to develop appropriate area health indicators to monitor progress toward reducing the rate of obesity and related health problems such as diabetes and heart disease.

Policy NHP-1.3I: Promote Aging in Place through a variety of means including:

1) Encourage application of the age and ability-friendly principles of Universal Design in residential development and redevelopment;
2) Allow a mix of housing types in neighborhoods including Accessory Dwelling Units;
3) Support affordable housing options for seniors;
4) Address neighborhood crime and blight issues;
5) Enhance walk-ability throughout the city including establishing a safe and effective network of pedestrian ways (e.g., sidewalks) with age-friendly crosswalks, and using urban design principles to ensure building entrances that are close to the street and/or can be safely accessed from parking lots or transit stops; and
6) Support coordinated access to transportation service options including mass transit.

Policy NHP-1.3J: The City will work with Lakeland Vision, Polk Vision and local builders, architects and others to encourage Universal Design as used in building and site design.

Objective NHP-1.4: Continue to identify and protect historically significant buildings, structures, and sites.

Policy NHP-1.4A: The City of Lakeland will continue to work to effectively protect and preserve buildings, structures, and sites deemed to be historically significant through the enforcement of appropriate design guidelines.

Policy NHP-1.4B: The City of Lakeland will continue to promote the conservation and restoration of historically significant buildings, structures, and sites through the National Register of Historic Places designation, local historic designation, and assistance from the City's Historic Preservation Board.

Policy NHP-1.4C: Through the voluntary adoption of tools such as Neighborhood Conservation Districts, the City of Lakeland will encourage the preservation of existing housing stock and neighborhood character in residential districts that are 50 years old or older but are not protected by a historic district designation.

Policy NHP-1.4D: The City of Lakeland shall conduct or cause the undertaking of a comprehensive re-survey of the designated historic districts at regular intervals of time. The survey will be used to update the local historic properties database and map and to identity contributing, non-contributing, and vacant properties in the historic districts.

Policy NHP-1.4E: Through its Historic Preservation Board, the City of Lakeland will continue to partner with external agencies and local history, preservation, and archaeological organizations and other appropriate agencies to promote and educate the public on matters of historic and cultural preservation.

Policy NHP-1.4F: The City of Lakeland will continue exploring ways to incentivize historic preservation efforts, including, but not limited to, grant funds and ad valorem tax abatement programs.

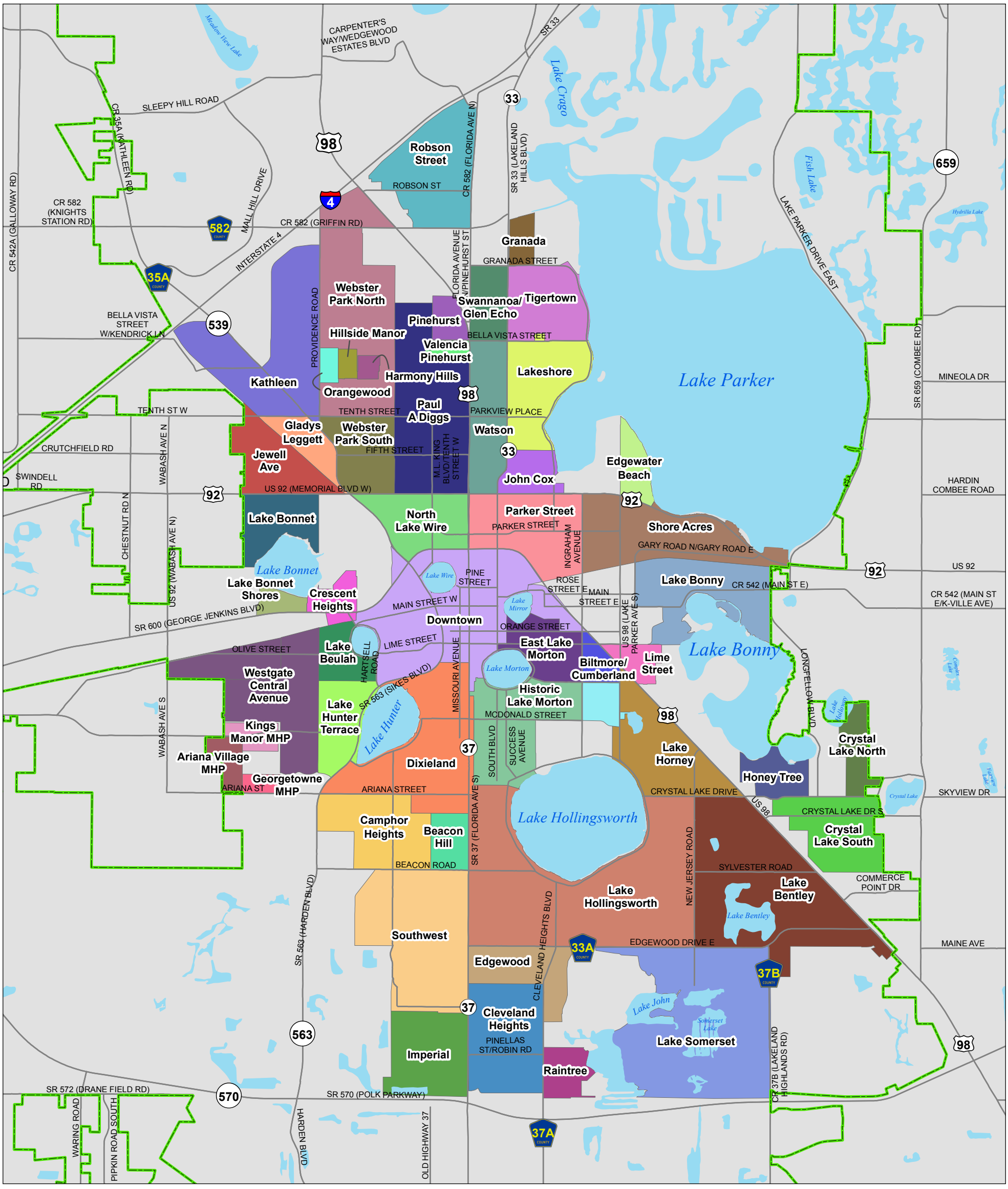
Maps: Neighborhoods and Historic Preservation

Maps that support this Element include:

MAP NHP-1	Neighborhood Boundaries
MAP NHP-2	Historic Districts

MAP NHP-1

NEIGHBORHOOD BOUNDARIES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Lakeland Neighborhoods

- Neighborhhod Boundaries

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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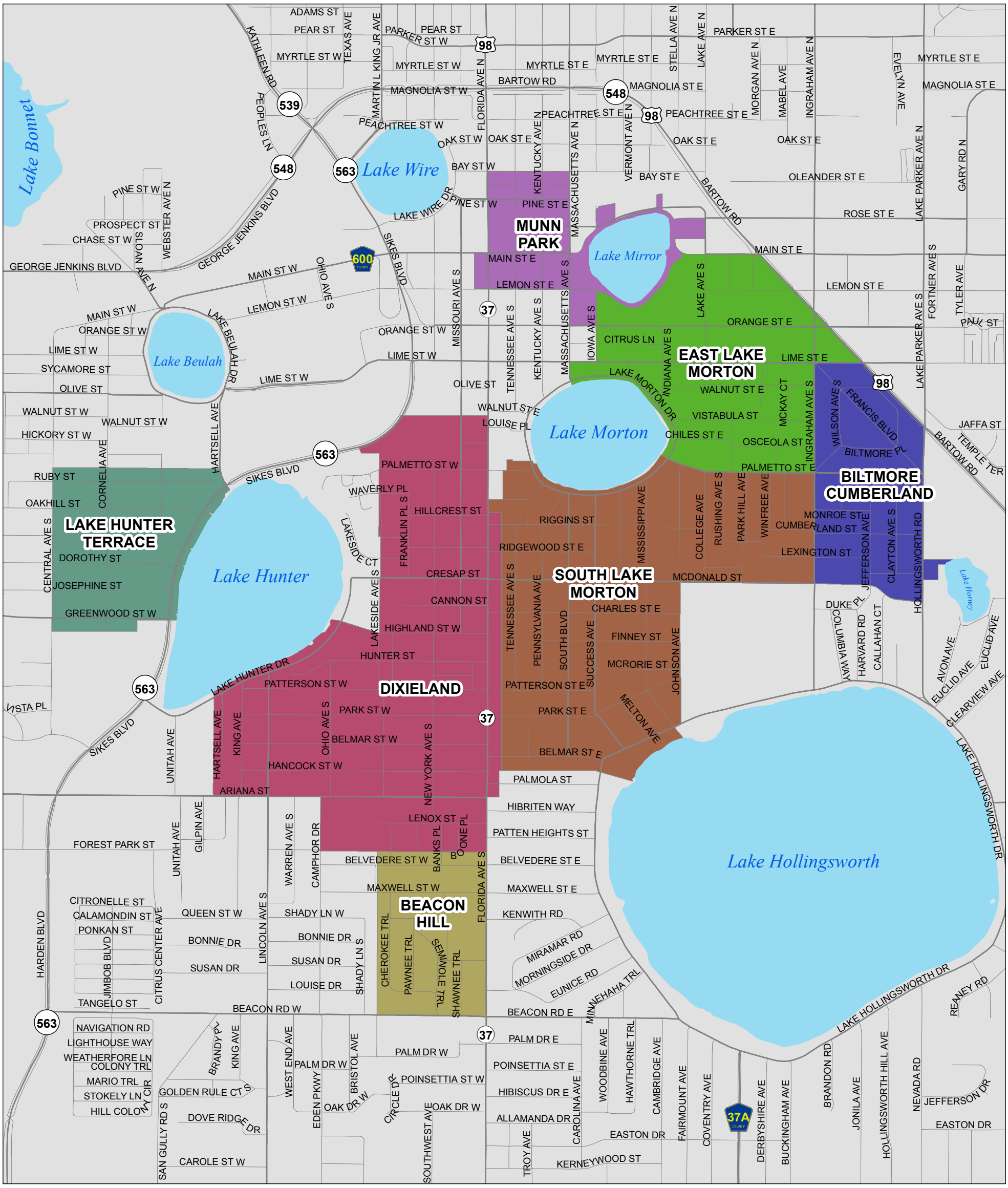
Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\1 - Vibrant Community\2021-03-01\NHP_01_NeighBoundaries_030121.mxd

MAP NHP-2

HISTORIC DISTRICTS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Historic Districts

- BEACON HILL
- BILTMORE CUMBERLAND
- DIXIELAND
- EAST LAKE MORTON
- LAKE HUNTER TERRACE
- MUNN PARK
- SOUTH LAKE MORTON

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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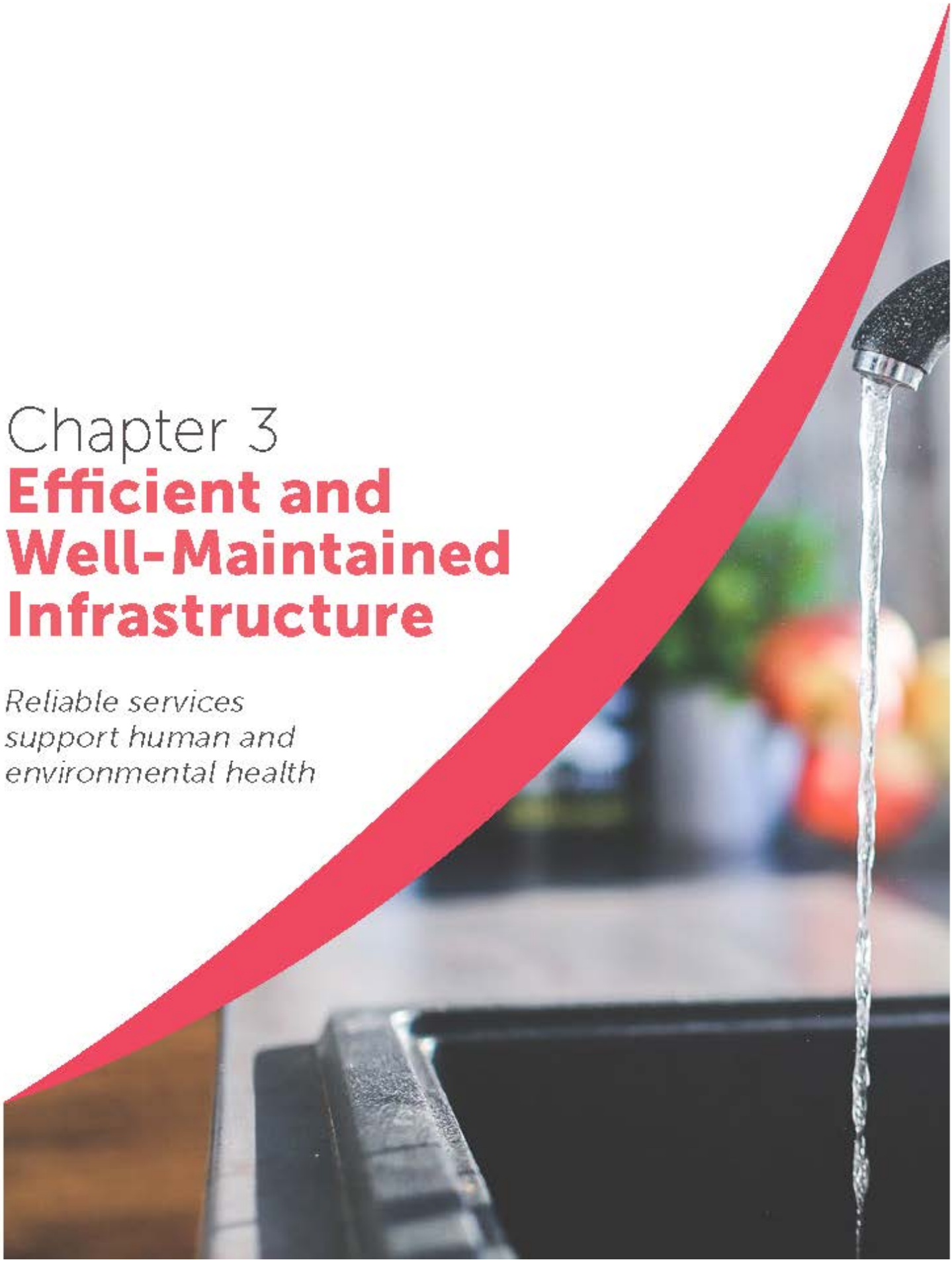
Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element		Element	Chapter	Policy Direction
Future Land Use	Influences	Mobility	Chapter 4	Coordination with Transportation Facilities and Mobility Services
Future Land Use		Conservation	Chapter 5	Requires lakefront setbacks
Future Land Use		Conservation	Chapter 5	Encourages natural habitat protection
Future Land Use		Conservation	Chapter 5	Restricts development in 100-yr Floodplain
Future Land Use		Conservation	Chapter 5	Protection of endangered species
Recreation & Open Space		Intergovernmental	Chapter 6	Coordinate with PCSB on locating parks near schools
Neighborhoods		Schools Facilities	Chapter 6	Revitalize schools in declining neighborhoods

Chapter 3
Efficient and Well-Maintained Infrastructure

Reliable services support human and environmental health



Efficient and Well-Maintained Infrastructure

Infrastructure Element

OUR GUIDANCE

- Southwest Florida Water Management District's Regional Water Supply Plan, 2015
- Polk County Local Mitigation Strategy (LMS) 2020
- Polk County Post Disaster Redevelopment Plan 2009
- City of Lakeland Water Quality Management Plan 2019
- City of Lakeland 10-year Water Supply Plan 2017

Our Vision: Reliable services support human and environmental health

The City of Lakeland is committed to providing its citizens, businesses, and customers with highly reliable, well maintained, efficient and environmentally responsible infrastructure services. This Chapter contains the Infrastructure Element which includes guidance for the provision of potable water, wastewater, solid waste, stormwater, and natural groundwater aquifer recharge for the City of Lakeland through 2030.

Beginning almost a century ago, the City of Lakeland has been a regional provider of infrastructure for much of the Lakeland Planning Area. Lakeland Electric and City of Lakeland Water Utilities service covers most of the corporate limits of the City and a large portion of the Planning Area (MAP INF-3 and MAP INF-11-TS). Wastewater service is available in most areas of the incorporated City intended to support urban growth. These systems support our future growth and redevelopment and are an integral part of the planning and financial decision-making process of the City Commission.

The Infrastructure Element includes key data reflecting trends and goals, objectives and policies that will influence the urban growth and shape of our community during the ten-year planning horizon. This Element is guided and informed by a variety of plans, policies and regulations shown in the Our Guidance box. These are not an adopted part of the Comprehensive Plan, but intended to influence best practices, levels of service, mitigation of manmade and natural disasters, and other tools and metrics which shape the resiliency of our infrastructure and are of primary importance to the Lakeland community.

Our Trends: Potable Water

The City of Lakeland Water Division operates as a regional water utility in that it provides potable water services for customers inside the corporate limits of the City, unincorporated areas of Polk County, such as Highland City, and also sells water to other systems, including Polk County Utilities and Florida Government Utility Authority. Extraction and supply of the City's potable water resources is permitted through a water use permit issued by the Southwest Florida Water Management District (SWFWMD). The City's current water use permit, which was approved in 2008, permits a total capacity of 35.03 million gallons of water per day. Water is extracted through a number of wells at the following locations with permitted withdrawal capacities as follows.

- Northwest Wellfield = 28.03 MGD
- Combee Water Treatment Plant = 3.0 MGD
- Northeast Wellfield = 4.0 MGD

Water is treated at the T.B. Williams and Combee Treatment Plants. These facilities have a total design capacity of 59.0 MGD. The facilities capacities are as follows:

- T.B. Williams Water Treatment Plant = 51.0 MGD
- Combee Water Treatment Plant = 8.0 MGD

According to the City's Water Division, approximately seventy percent (70%) of plant demand serves the incorporated area with the remaining thirty percent (30%) serving the unincorporated Planning Area. The City continues to invest and participate in intergovernmental coordination efforts to provide a high-quality, efficient, and cost-effective potable water system to serve current users and a growing population. The City is projected to have available water resources to serve forecast needs through the year 2030 and is committed to further reducing domestic per capita water consumption during this period. Projected population and consumption figures are shown below in Tables INF -1 and INF-2.

TABLE INF-1. PROJECTED WATER NEEDS: 2020-2030, CITY OF LAKELAND CORPORATE LIMITS

YEAR	POPULATION	PROJECTED DAILY DEMAND (GPD/CAPITA)	TOTAL DAILY DEMAND (MGD)
2020	108,300	150	16.2
2025	112,800	150	16.9
2030	117,200	150	17.6

Source: BEBR 2016 projection; Lakeland Community Development Dept. 2016

TABLE INF-2. AVERAGE AND PEAK WATER USE PROJECTIONS: 2020-2030, LAKELAND WATER SERVICE AREA

YEAR	POPULATION	ESTIMATED PER CAPITA DEMAND	INITIAL AVERAGE ANNUAL (MGD)	EXPORTED WATER & TREATMENT LOSSES	TOTAL PUMPING ANNUAL (MGD)	PEAK MONTH (MGD)
2020	185,480	150	27.82	0.37	28.522.64	34.224
2025	194,435	150	29.17	0.7	29.87	35.844
2030	205,039	150	30.76	0.7	31.46	37.752

Source: City of Lakeland, Water Utilities Department, 2016

NOTE: These population forecasts support the City's approved Water Supply Facilities Work Plan and differ slightly from the 2030 population forecast for this Comprehensive Plan update.

Goals, Objectives, and Policies: Potable Water

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to potable water issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 1: Provide an adequate supply of high-quality water to customers throughout the service area.

Objective INF-1.1: Achieve and maintain acceptable levels of service for water quality and availability.

Policy INF-1.1A: The City of Lakeland will plan for capital improvements for water facilities, in order of priority, 1) to correct existing facility deficiencies, 2) provide for future facility needs and 3) to replace existing facilities as required.

Policy INF-1.1B: The City of Lakeland will provide potable water at the following levels of service:

1) Quality
    a. Compliance with all Florida Department of Environmental Protection (FDEP) and Federal Drinking Water Standards.
2) Quantity
    a. System-wide water quantity will be sufficient to furnish a minimum of 150 gallons per capita per day, on an average annual basis, to address both residential (domestic) and commercial water supply needs;
    b. domestic service is targeted at approximately 130 gpd per capita;
    c. per capita consumption targets are given in Infrastructure Element Objective 1.3;
    d. minimum flow pressures are also established as follows:
        a. 20 psi for fire flow events
        b. 30 psi for peak demand periods

Policy INF-1.1C: Lakeland Water Utilities will continue the adopted Cross Connection Control Program..

Policy INF-1.1D: The City of Lakeland will enforce the minimum wellhead radial zone of protection as defined in the City's LDC.

Objective INF-1.2: Upon plan adoption, prioritize and execute needed system improvements in a manner which protects existing investments, promotes orderly growth, and is consistent with the Capital Improvements Element and Capital Improvements Program of this plan.

Policy INF-1.2A: All improvements, expansions, replacements or increases in potable water capacity to existing facilities will meet established level of service standards.

Policy INF-1.2B: New urban development will only occur within areas where potable water services are available concurrent with development.

Policy INF-1.2C: The City of Lakeland will continue to require necessary on-site water system improvements to be completed at the expense of the property owner.

Policy INF-1.2D: Where service area agreements exist, the City of Lakeland will continue coordination efforts to ensure availability of service and ascertain any needed revisions of boundaries.

Policy INF-1.2E: The City of Lakeland will extend water service in a pattern consistent with the Future Land Use Map (MAP FLU-6), the Future Land Use Element, and all policies of the comprehensive plan, adhering to a compact urban growth area, promoting infill development and discouraging urban sprawl. Water service will be given priority within the Urban Development Area depicted in the Future Land Use Element.

Policy INF-1.2F: Back-up power generators at the City's water treatment plant shall be tested and maintained on a regular basis.

Objective INF-1.3: Continue promoting the conservation of potable water resources to achieve a reduction in actual daily per capita consumption. Using the methodology for the Southern Water Use Caution Area to calculate per capita consumption, the City will target a reduction in domestic per capita water consumption.

Policy INF-1.3A: The City of Lakeland will reduce per capita consumption of potable water through implementation of the Conservation Element of this comprehensive plan.

Policy INF-1.3B: The City of Lakeland will support education and awareness of water use restrictions within the corporate limits during SWFWMD declared water shortage periods and provide enforcement of such restrictions wherever possible.

Objective INF-1.4: The City will utilize and maintain a 10-year Water Supply Plan , last updated in 2017, to address water supply facilities necessary to serve existing and future development within the City's water utility service area for at least a ten-year planning period.

Policy INF-1.4A: The Water Supply Plan will be consistent with the potable water level-of-service standards established in Policy INF-1.1 B.

Policy INF-1.4B: The Water Supply Plan will be updated subsequent to the State required five-year updates of the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan.

Policy INF-1.4C: When updating the Water Supply Plan, the City will consider the feasibility of alternative sources of water in order to meet projected water demands.

Policy INF-1.4D: The City will utilize its Water Supply Plan to assist in prioritizing and coordinating the expansion and upgrade of facilities used to withdraw, transmit, treat, store and distribute potable water to meet future water demands.

Policy INF-1.4E: The City will maintain, at a minimum, a current 5-year schedule of capital improvements for the improvement, extension and/or increase in capacity of potable water facilities reflecting those projects in the corresponding five (5) years of the Water Supply Plan.

Objective INF-1.5: The City will identify sources of water that can be used to meet existing and future needs when maintaining and updating the Water Supply Plan.

Policy INF-1.5A: In conjunction with the SWFWMD and other local governments, the City will consider the development of efficient, cost-effective, and technically feasible water sources that will meet future demands without causing adverse impacts to water quality, wetlands and aquatic systems.

Policy INF-1.5B: The City will maximize the use of existing potable water facilities through the implementation of techniques that can enhance a source of supply, sustain water resources and related natural systems, and/or optimize water supply yield. The management techniques may include, but are not limited to, developing

water reservoirs for reuse/reclaimed water, requiring alternative sources for meeting irrigation needs of new "Greenfield" developments, enhancing or adding water or reuse water system interconnects, and continuing to enhance all feasible methods of water conservation.

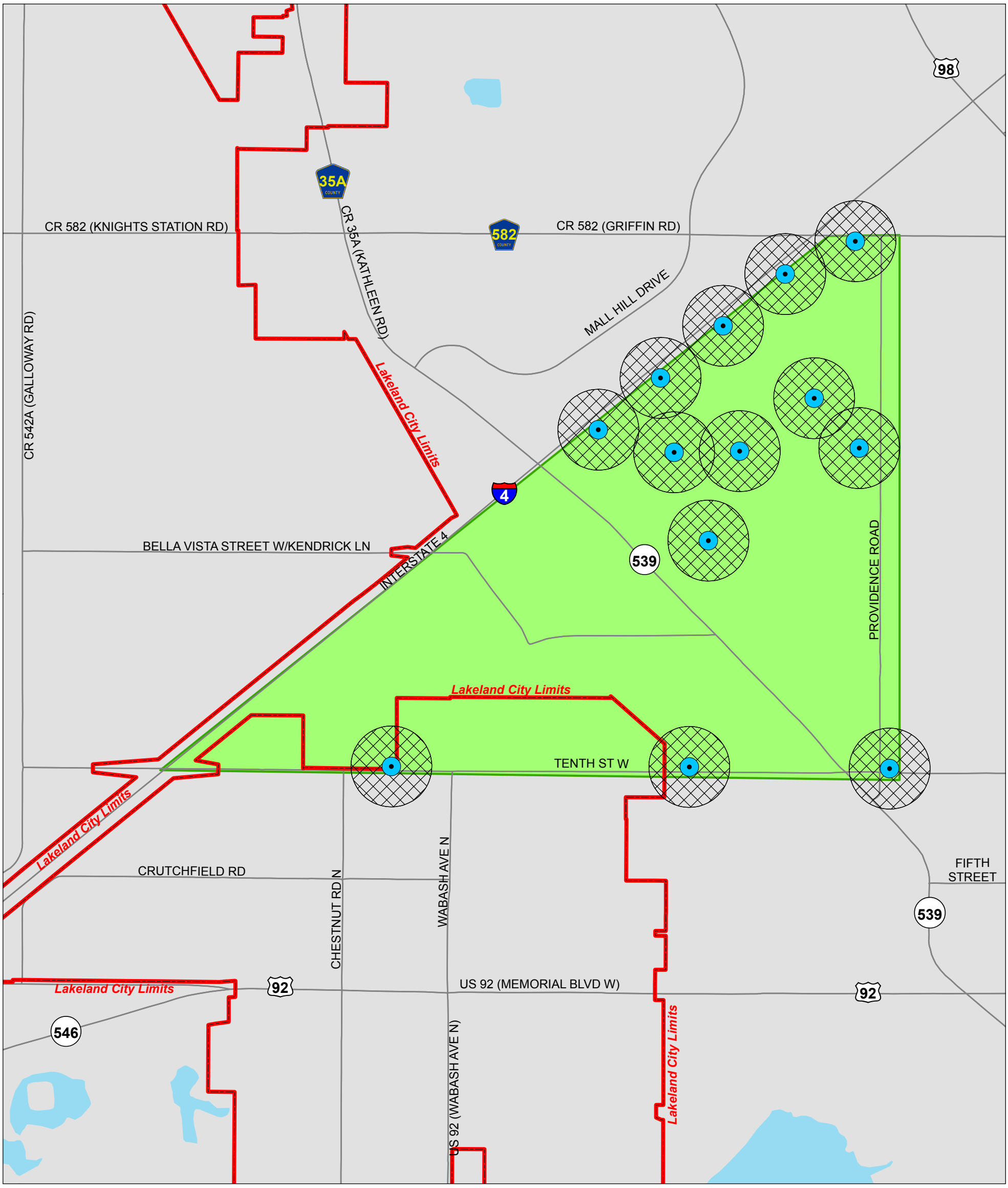
Maps: Potable Water

Maps that support this Element include:

MAP INF-1	Northwest Wellfield Area and Zones of Protection
MAP INF-2	Northeast Wellfield Area and Zones of Protection
MAP INF-3	Lakeland Water Service Area
MAP INF-4	Lakeland Water System Existing Facilities
MAP INF-5	Combee Wellfield Area and Zones of Protection

MAP INF-1

NORTHWEST WELLFIELD AREAS AND ZONES OF PROTECTION



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Existing Well Sites
- Zone of Protection (500 ft.)
- NW Wellfield (General Location)

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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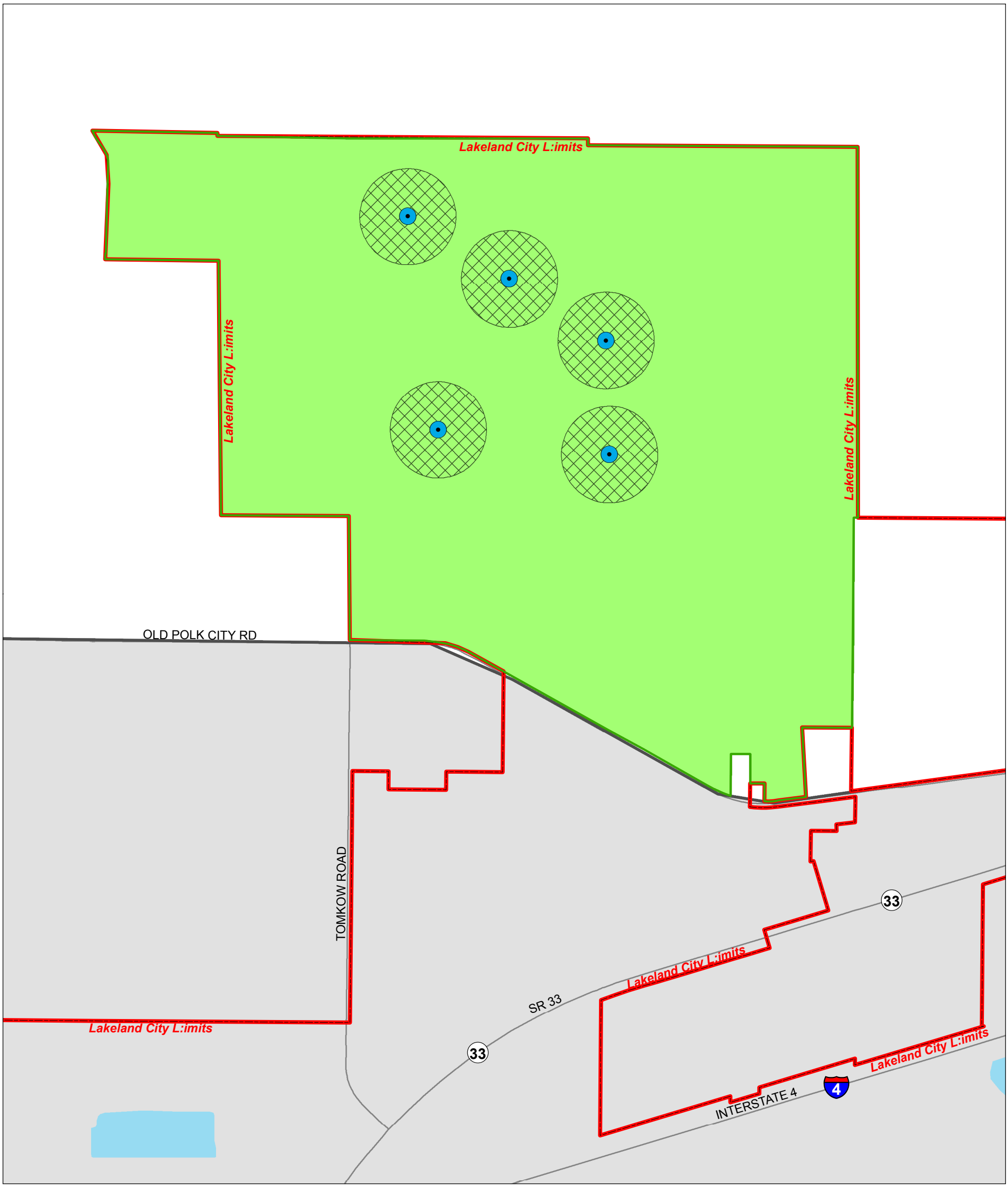
Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\2 - Efficient Infrastructure\2021-03-01\INF_01_NWwellfieldZOP_030121.mxd

MAP INF-2

NORTHEAST WELLFIELD AREA AND ZONES OF PROTECTION



LEGEND

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- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Existing Well Sites
- Zone of Protection (500 ft.)
- NE Wellfield (General Location)

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CITY OF Lakeland
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City of Lakeland

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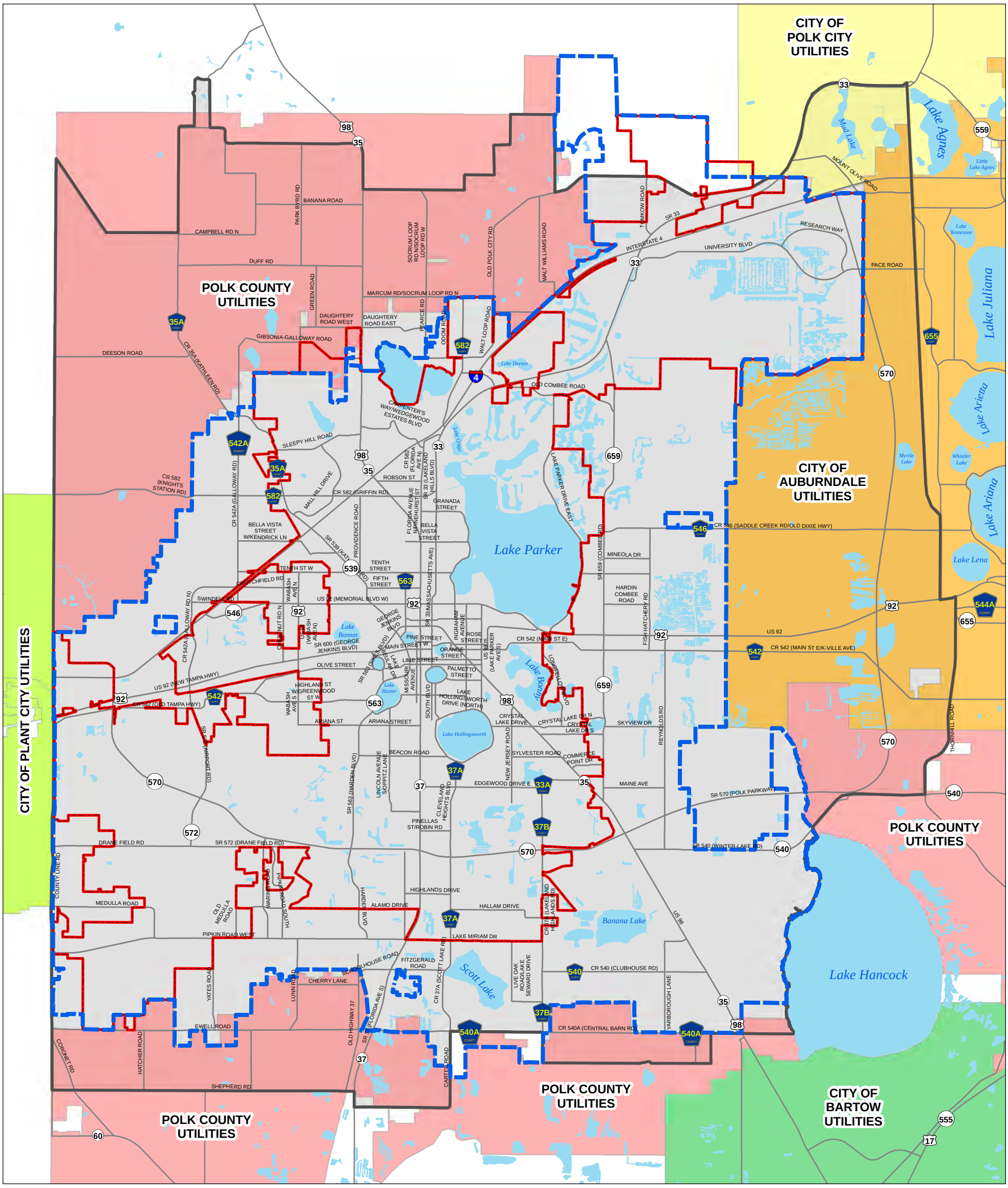
MAP INF-3

LAKELAND WATER SERVICE AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Water Service Area

Adjacent Water Service Area Boundaries

- City of Auburndale
- City of Bartow
- City of Plant City
- City of Polk City
- Polk County Utilities

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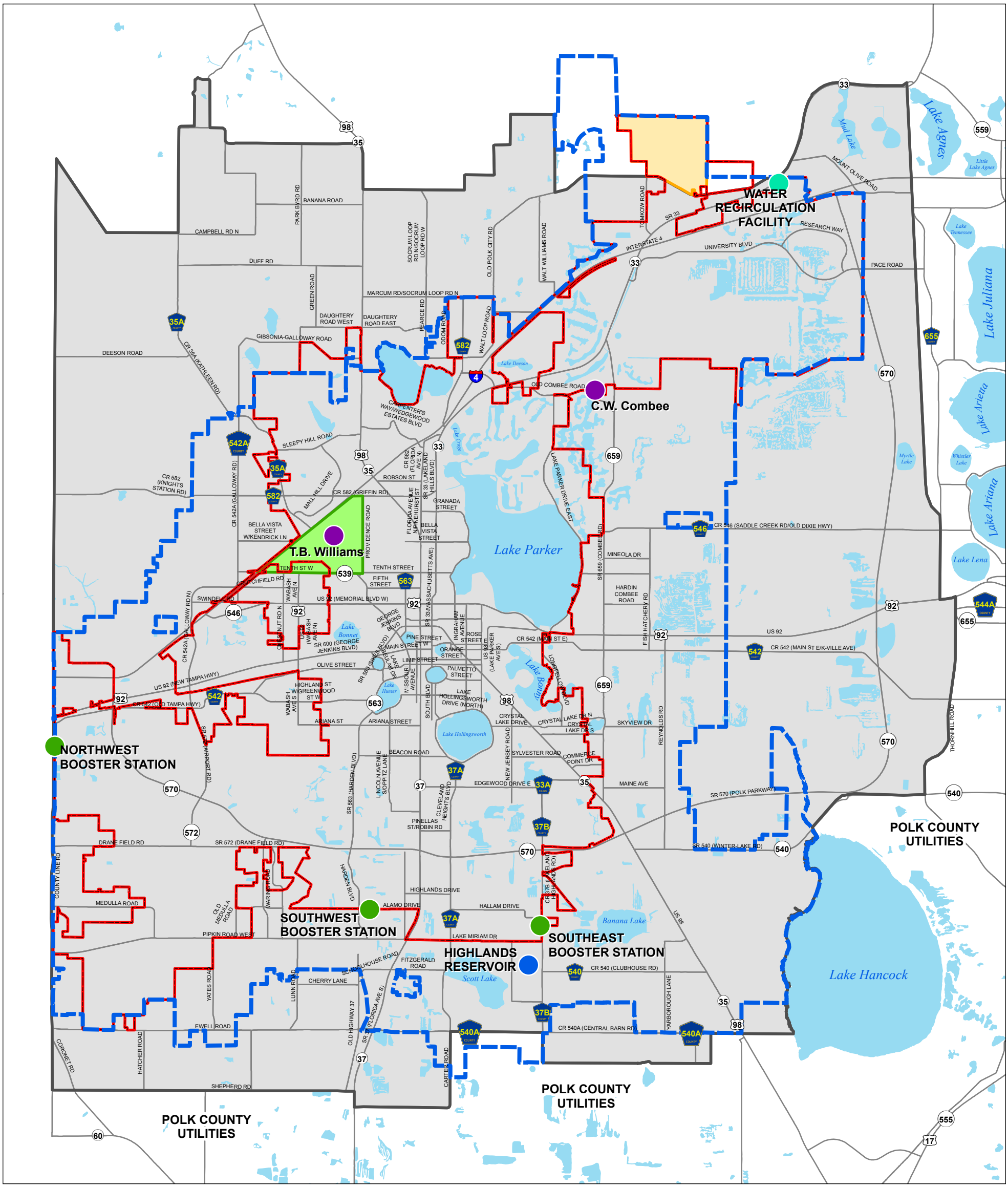
MAP INF-4

LAKELAND WATER SYSTEM EXISTING FACILITIES



LEGEND

- Lakeland City Limits (February 2021)
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- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Water Service Area
- NE Wellfield (General Location)
- NW Wellfield (General Location)
- AboveGroundStorage
- InjectionStation
- PumpStation
- TreatmentPlant

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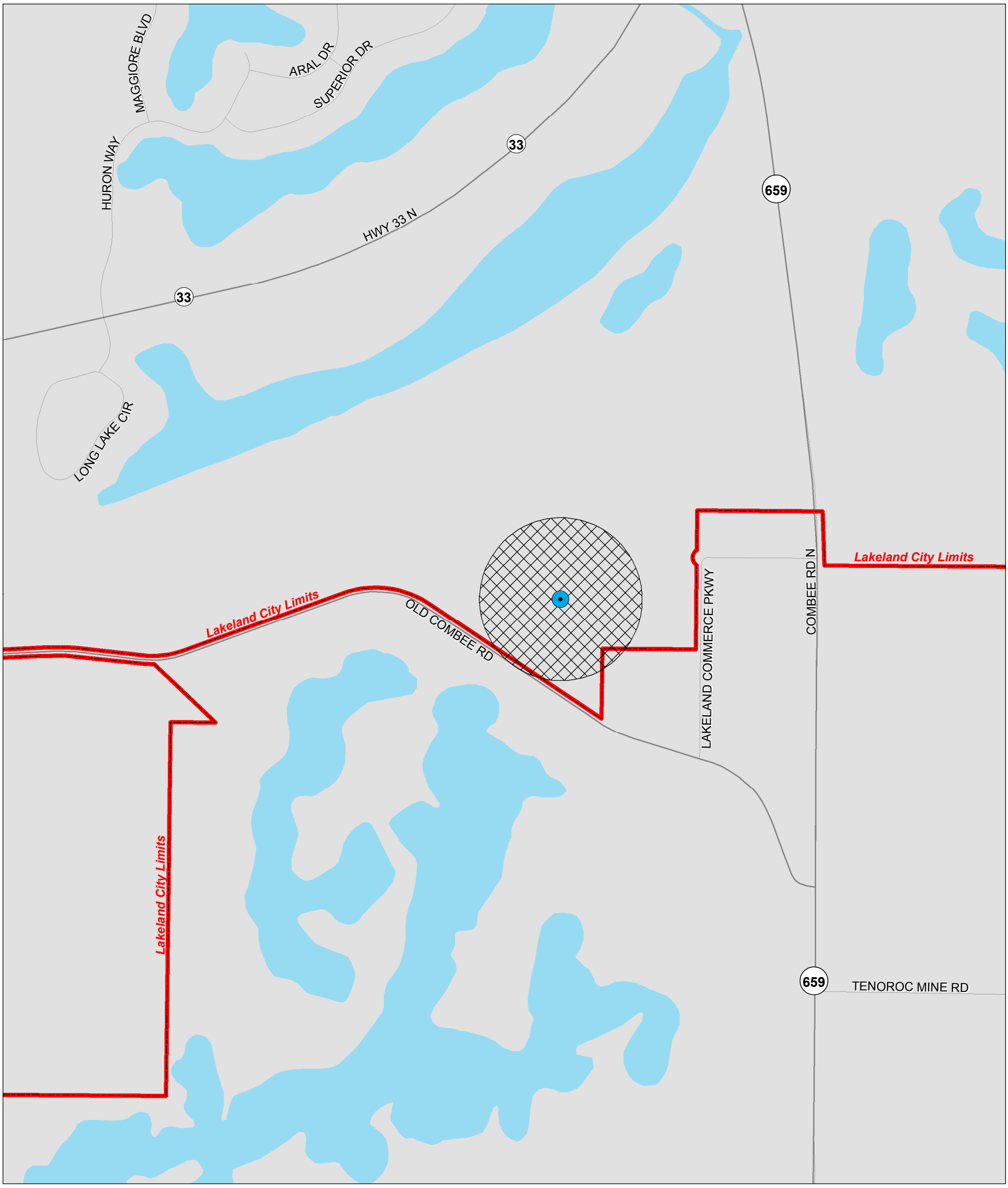
MAP INF-5

COMBEE WELLFIELD AREA AND ZONE OF PROTECTION



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- Interstate Highways
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- State Roads
- County Roads
- Existing Well Sites
- Zone of Protection (500 ft.)

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Our Trends: Wastewater

The City of Lakeland is served by three sub-regional treatment plants for wastewater service: the Glendale Water Reclamation Facility, the Northside Wastewater Treatment Plant (WWTP) and the West Lakeland Pretreatment Plant. The Glendale Facility is located on Glendale Street and the Northside WWTP is located near the McIntosh Power Plant on the northeast side of Lake Parker. Some septic systems continue to function in areas of Lakeland, including areas developed prior to the availability of centralized wastewater service. Additionally, there are still several package wastewater treatment facilities still in operation that serve a number of shopping centers, subdivisions, and other mid-size developments.

Historically Lakeland's available wastewater had been used for power generation at Lakeland Electric facilities with the remaining effluent channeled to the City's constructed wetlands site south of the City ("Se7en Wetlands") with outfall into the Alafia River System.

The permitted capacity for the City's facilities is as follows:

- Glendale Water Reclamation Facility = 13.7 MGD
- Northside Wastewater Treatment Plant = 8.0 MGD
- West Lakeland Pretreatment Plant = 1.5 MGD
- Artificial wetlands = 20.0 MGD

The City also has an agreement with the Tampa Electric Company (TECO) to divert the City's surplus treated wastewater from Se7en Wetlands into TECO's South Polk County Electric Generation Plant for cooling purposes. A similar agreement is also in place with Matheson Tri-Gas, a manufacturer which supplies and produces industrial, medical and specialty gases. The use of the treated effluent reduces the additional potable ground water that TECO was previously permitted to withdraw for generator cooling which in turn can be allocated to serve future demand in Lakeland's service area.

The City has a continued focus on providing wastewater services for new development in a manner that promotes compact urban area growth, promoting infill development, and discouraging urban sprawl.

Goals, Objectives, and Policies: Wastewater

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to wastewater issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 2: The City of Lakeland will provide high quality and economical wastewater service while protecting the environment by preserving water quality.

Objective INF-2.1: The City of Lakeland will annually examine capital improvements priorities as funded in the Five-Year Capital Improvements Program in order to prevent deficiencies in

Publicly Owned Treatment Works (POTW) capacities to meet projected demands within established service areas at adopted service levels.

Policy INF-2.1A: Customer charges and impact fees will support the rehabilitation, replacement, maintenance, and expansion needs of the wastewater system, consistent with the City's long-range wastewater planning.

Policy INF-2.1B: The orderly maintenance, expansion and extension of the POTW's will be prioritized and scheduled through the Five-Year Capital Improvements Program and will be updated annually.

Policy INF-2.1C: The City will maintain an industrial pretreatment program in accordance with Florida Department of Environmental Protection guidelines. Through this program, Wastewater Discharge Permits will be required of Significant Industrial Users.

Policy INF-2.1D: The remaining phases of wastewater trunk line extensions identified in the 1995 Master Sewer Plan study will be completed as it becomes financially and practically feasible.

Policy INF-2.1E: In conformance with the City's 20-year plan for the wastewater trunk line system, the City will prevent excessive infiltration and inflow of groundwater and stormwater into the wastewater collection system through reoccurring funds in 5-Year Capital Improvement Plan to support ongoing monitoring, repair, replacement and rehabilitation throughout the planning period.

Policy INF-2.1F: Routine inspection of the collection system will be performed by closed circuit television. Deficiencies identified will be prioritized and repaired on a priority basis. Emergency power generators for lift stations and treatment plants shall be tested and maintained on a regular basis also.

Policy INF-2.1G: The City of Lakeland will provide wastewater service at the following levels of service:

a) Quality
    i. Compliance with all standards of the U.S. Environmental Protection Agency (EPA) and Florida Department of Environmental Protection (FDEP).
b) Quantity
    i. System-wide wastewater collection and treatment will be sufficient to provide a minimum of 128 gallons per capita per day on an average annual basis. Plant expansion shall be planned in accordance with F.A.C. 62-600.405.

Objective INF-2.2: Wastewater Service will only be made available to new development in a manner to promote compact urban area growth, promoting infill development, and discouraging urban sprawl.

Policy INF-2.2A: The City's Wastewater Division will coordinate wastewater service for new development with the City's Community and Economic Development Department to ensure compliance with the Future Land Use and the Infrastructure Elements of the Comprehensive Plan. Wastewater service shall be primarily limited to the designated urban development area for Lakeland.

Policy INF-2.2B: Wastewater service will be offered to new development only when all concurrency mandated facilities can be provided concurrent with the new development.

Policy INF-2.2C: Wastewater service will not be provided within any area designated as a greenbelt in the Conservation Element of this plan. (See MAP CON-4 Greenbelt in the Conservation Element.)

Policy INF-2.2D: To promote compact urban area growth, virtually all wastewater line extensions for new development will be funded by development.

Policy INF-2.2E: All proposed development will be analyzed to determine the availability of adequate wastewater capacity and a development order or permit will not be issued unless sufficient capacity at acceptable service levels exists.

Policy INF-2.2F: The City will continue to equitably allocate the cost of new facilities between existing and new residents with on-site improvements made at the property owner's expense.

Policy INF-2.2G: Wastewater customers served by an existing package plant may be connected to the City's public wastewater system when impact fees are paid for each customer, wastewater line extensions to the City system are constructed by the applicant, and annexation agreement provisions are met.

Objective INF-2.3: Wastewater treatment by-products will be reclaimed or disposed of in an environmentally acceptable manner while maximizing resource recovery.

Policy INF-2.3A: Wastewater effluent water will be reused as power plant cooling water and plant process water. As opportunities become feasible, effluent reuse at the power plant will be increased, and/or will be made available to other users of the effluent.

Policy INF-2.3B: Wastewater effluent from existing plants which is not reused will be disposed of by means of the City's artificial wetlands. The City will monitor the outflow from the effluent wetlands to assess any effect on State surface waters in compliance with all applicable State water quality rules.

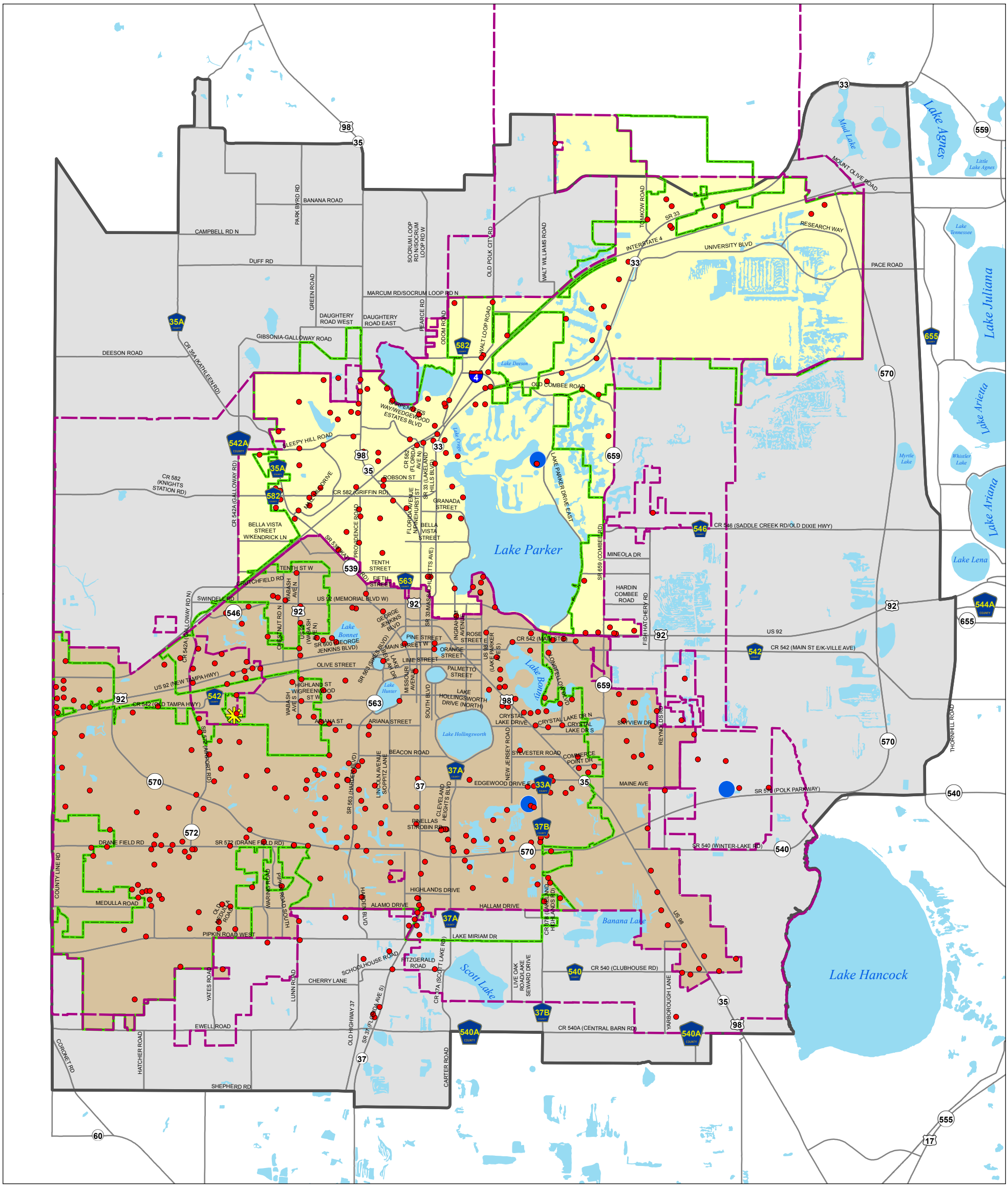
Maps: Wastewater

Maps that support this Element include:

MAP INF-6 Wastewater Facilities and Service Areas
MAP INF-7 Location of Septic Tanks

MAP INF-6

WASTEWATER FACILITIES AND SERVICE AREAS


Lake Parker
Lake Hollingsworth
Lake Bonnet
Lake Hunter
Lake Deeson
Scott Lake
Banana Lake
Lake Hancock
Lake Agnes
Mud Lake
Little Lake Agnes
Lake Tennessee
Lake Juliana
Lake Ariana
Myrtle Lake
Whistler Lake
Lake Lena
Lake Bonny
INTERSTATE 4
US 98
US 92
SR 33
SR 540 (POLK PARKWAY)
CR 542 (MAIN ST)
CR 542 (MAIN ST E/K-VILLE AVE)
CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)
CR 540 (CLUBHOUSE RD)
CR 540A (CENTRAL BARN RD)
SR 659 (COMBEE RD)
SR 563 (SOCRUM LOOP RD)
SR 572 (DRANE FIELD RD)
SR 37 (FLORIDA AVE S)
CR 37A (SCOTT LAKE RD)
CR 37B (CARLTON HEIGHTS RD)
CR 582 (GRIFFIN RD)
CR 582A (KNIGHTS STATION RD)
CR 542A (GALLOWAY RD)
CR 35A (KATHLEEN RD)
SR 542 (MARKET ST)
SR 582 (FLORIDA AVE N)
SR 33 (LAKELAND HILLS BLVD)
SR 33 (MASSACHUSETTS AVE)
US 98 (LAKE PARKER DRIVE)
US 92 (MEMORIAL BLVD W)
US 92 (NEW TAMPA HWY)
US 92 (GEORGE JENKINS BLVD)
US 92
CR 542 (OLD TAMPA HWY)
SR 563 (HARDEE BLVD)
SR 563 (SOUTH BLVD)
SR 563 (SOCRUM LOOP RD N/SOCRUM LOOP RD W)
SR 570 (POLK PARKWAY)
SR 540 (WINTER-LAKE RD)
CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)
CR 542 (MAIN ST E/K-VILLE AVE)
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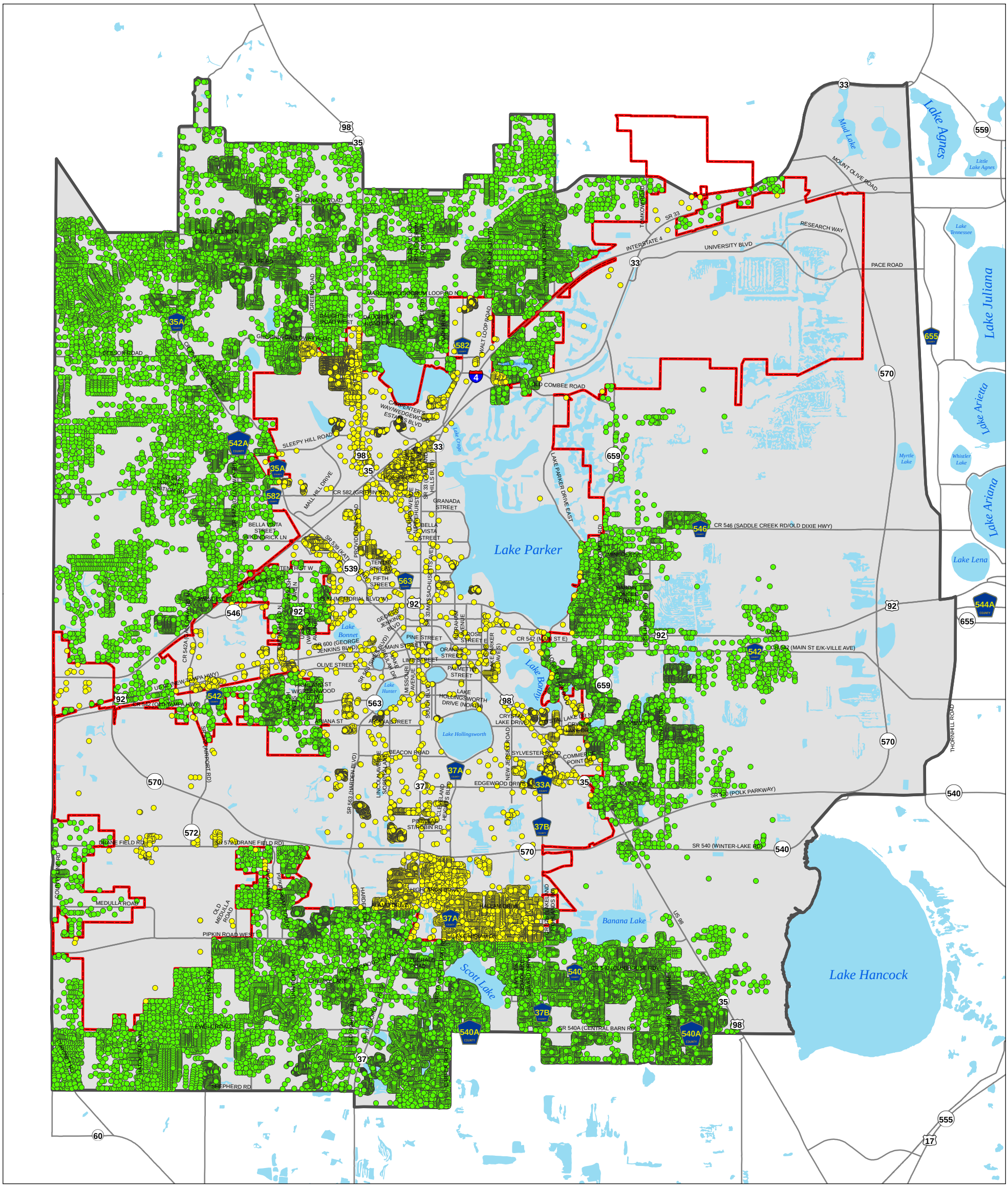
US 92 (NEW TAMPA HWY)
US 92 (GEORGE JENKINS BLVD)
US 92
CR 542 (OLD TAMPA HWY)
SR 563 (HARDEE BLV

MAP INF-7

LOCATION OF SEPTIC TANKS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Septic Tanks within City Limits
- Septic Tanks within LPA

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Data Sources:
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Feceral Emergency Management Agency
Florida Department of Environmental Protection
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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Our Trends: Solid Waste

Between 2010 and 2020, an average of 5.5 lbs. of waste per person was collected in the City of Lakeland for disposal each day. On average, the City collects from 650 to 720 tons of recycled material each month. To reduce the disposal of hazardous materials within the solid waste collection stream, the City hosts an annual Household Hazardous Waste Collection Day. Residential customers can place four automotive tires, per calendar year, at the curb for collection at no charge. Tires are also collected during the Hazardous Waste Collection event for free.

Table INF-3: Estimated Average Tons of Solid Waste

YEAR	2020	2025	2030
Tons/day	301.6	328.2	349.9
Population	109,653	119,356	127,236
Lbs./Per Capita	5.5	5.5	5.5

Source: Solid Waste Division, 2020.

The existing Polk County North Central landfill has adequate capacity for service at least through the year 2050 to accommodate the City and the LPA estimated waste disposal.

Goals, Objectives, and Policies: Solid Waste

The following goal, objective and policy statements have been developed for use by local policy makers in guiding and directing the decision-making process as it relates to solid waste issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 3: The City of Lakeland will manage solid waste in a sanitary, economic, and environmentally safe manner.

Objective INF-3.1: Continue to ensure satisfactory and economical solid waste management for all City residents through the 2020-2030 planning period through adopted minimum levels of service standards.

Policy INF-3.1A: The City of Lakeland will maintain a self-supporting solid waste system within the municipal service area.

Policy INF-3.1B: Solid waste franchise areas will furnish solid waste services at the same cost and level of service as the City system.

Policy INF-3.1C: The City will support efforts to enhance public awareness of the location of various collection points available for the safe disposal and recycling of used motor oil.

Policy INF-3.1D: The City of Lakeland will provide solid waste service at the following levels of service:

a) Quantity

Provide adequate pickup and disposal service to accommodate a *minimum* of five and a half pounds (5.5 lbs.) per capita per day. Intergovernmental coordination efforts with Polk County will continue to estimate the annual tonnage of solid waste to be disposed of at the North Central Landfill.

b) Pickup

Provide for pickup of residential garbage, recyclables and yard/bulk trash and tree trimmings at a minimum of once a week.

Policy INF-3.1E: The City of Lakeland will maintain a five-year Capital Improvements Program updated annually which will, in order of priority, 1) correct system deficiencies, 2) provide for the extension of, or increase, the capacity of facilities to meet future needs, and 3) provide for the replacement of equipment and facilities in a timely manner.

Policy INF-3.1F: The City of Lakeland will ensure the proper disposal of wastewater sludge in accordance with the Infrastructure Goal 2 of this plan.

Policy INF-3.1G: The City will continue to pursue economically feasible opportunities to increase the total annual tonnage diverted through its curbside recycling program.

Objective INF-3.2: Reduce the amount of solid waste disposed of in landfills in compliance with the Florida Solid-Waste Management Act and applicable State mandates.

Policy INF-3.2A: Solid waste going to landfills will be reduced, in order of priority, by 1) recycling of materials, 2) tree and yard trash composting, and 3). through public-private partnership opportunities.

Policy INF-3.2B: Hazardous wastes will be managed separately from the City and franchise solid waste collection systems. The City will continue to support the annual County Amnesty Day program for collection of hazardous wastes from small-volume generation.

Policy INF-3.2C: The City of Lakeland will support Polk County efforts to recycle solid waste material sent to the County landfill through curbside recycling, waste incineration and diversion of vegetative wastes and construction debris.

Policy INF-3.2D: The City will continue to examine new means of re-use and re-cycling of solid waste, and/or the reduction of waste sent to a traditional landfill facility.

Our Trends: Surface Water Protection

Lakes, as the City of Lakeland's name implies, are plentiful and are found throughout the City and the Planning Area. They consist of naturally formed water bodies, constructed lakes, and phosphate pits within reclaimed mined lands. Though lakes and rivers are not generally considered to have development potential, roads, bridges, and piers are frequently built over water areas. Lakes and rivers can also spill over onto adjacent low-lying lands as part of watersheds and cause flooding.

Lakes and rivers located within and surrounding the City serve as prime natural resources not only for the City and the LPA, but also for the larger region and beyond. Lakes and rivers are generally considered environmental constraints to development, but lands adjoining surface waters may represent desirable areas for residential or commercial development and may also provide desirable amenities for multiple recreational uses.

To ensure natural systems can continue to operate effectively while responding to growing development pressures, the City is committed to continuing to implement best management practices to address stormwater run-off, drainage, and impacts on flood-prone areas.

Goals, Objectives, and Policies: Surface Water Protection

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to surface water protection issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 4: The City of Lakeland will manage and protect natural surface water functions to minimize adverse impacts.

Objective INF-4.1: Maintain a database on all existing and newly constructed drainage systems in the City.

Policy INF-4.1A: The City of Lakeland will study and document water quantities and associated drainage structures and facilities.

Policy INF-4.1B: The City of Lakeland will continue to monitor water quality for City lakes and surface waters associated with natural drainage features.

Policy INF-4.1C: The City of Lakeland will continue to coordinate with Polk County in maintaining and updating the City database for surface waters and drainage characteristics.

Objective INF-4.2: Continue to ensure the provision of drainage and stormwater retention to minimize flooding and water quality degradation.

Policy INF-4.2A: The Lakeland Stormwater Management Database will be used by the City to determine priorities for upgrading existing drainage facilities to adopted levels of service.

Policy INF-4.2B: All applicable Federal, State, regional and local regulations pertaining to flood control and water quality preservation will continue to be met in public and private project design.

Policy INF-4.2C: The City will continue to coordinate stormwater projects with adjacent local government comprehensive plans and public or private agency plans to achieve a compatible and integrated approach to stormwater management.

Policy INF-4.2D: The City of Lakeland will use the following minimum level of service standards when evaluating the stormwater protection ability of all existing and any proposed development:

a) All development is required to manage runoff from the 25-year frequency, 24-hour duration design storm event on-site so that post-development runoff rates, volumes and pollutant loads do not exceed predevelopment conditions.
b) All development must utilize SWFWMD's latest stormwater-management, engineering design, and construction standards for on-site stormwater management systems.
c) All development must utilize acceptable erosion and sediment controls during construction.
d) All development must provide periodic inspection and maintenance of on-site stormwater management systems and provide evidence of such inspection and maintenance as a condition of system permit renewal.
e) All stormwater discharge facilities must be designed so that the receiving water body is not degraded below the minimum conditions necessary to ensure suitability for its classification.

Policy INF-4.2E: All new development and redevelopment must adhere to adopted levels of service for stormwater management.

Policy INF-4.2F: Priorities for upgrading existing drainage facilities will continue to be scheduled in the Capital Improvements Element of this plan and updated annually.

Policy INF-4.2G: Rivers, lakes, floodplains and wetlands will be shown on the Future Land Use Element and Conservation Element Map series.

Policy INF-4.2H: Protection of property and infrastructure from flood damage will be accomplished during the site plan review process by enforcing pertinent FEMA, State and local government regulations, including the City's LDC.

Policy INF-4.2I: Lakeland will continue implementation of its 20-year Lakes Management Plan as funding is available, to ensure surface water quality improvements are made to protect and enhance local lakes and habitats for lake-dependent plant and animal species. Retrofitting old drainage systems and maintaining existing and new drainage systems shall be part of the City's strategy to improve and/or protect surface water quality.

Policy INF-4.2J: The City will utilize revenues from the adopted stormwater utility fee as one source of funding for stormwater improvements and maintenance.

Policy INF-4.2K: For the area of the City which extends into the Green Swamp Area of Critical State Concern, development regulations will continue to meet or exceed State requirements.

Policy INF-4.2L: The City of Lakeland will continue to enforce LDC which protect property and infrastructure from flood hazards through the maintenance of natural drainage features.

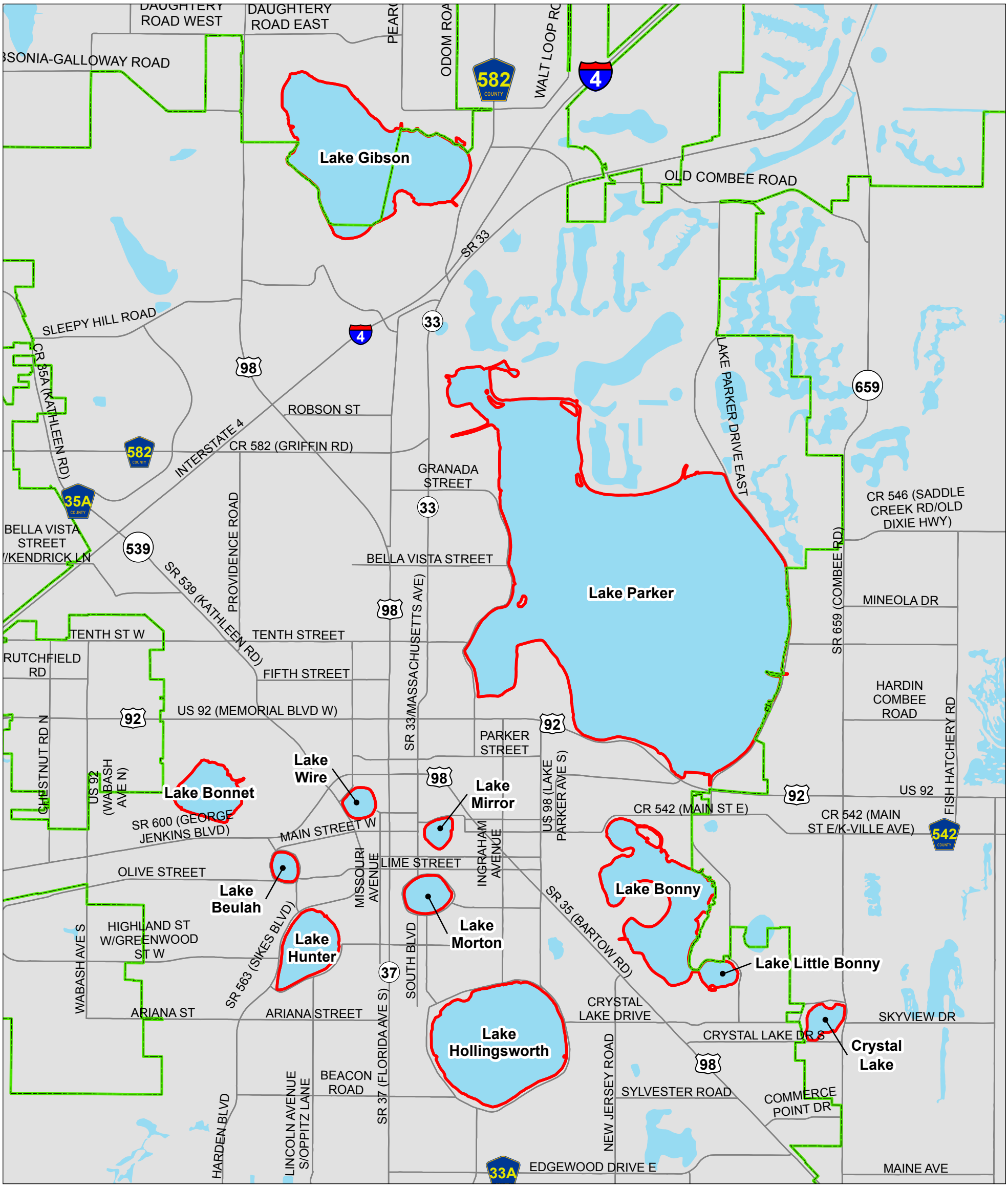
Maps: Surface Water Protection

Maps that support this Element include:

MAP INF-8 Lakes

MAP INF-8

LAKES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Priority Lakes

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
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Our Trends: Groundwater Protection

The geology of the land within and surrounding the City of Lakeland consists of several porous limestone formations, underlying unconsolidated sand and clay material of varying thicknesses, which shape and define the area's overlaying topography. Two artesian aquifers are found within these limestone formations, including the deep Floridan aquifer that is the major source of water for the local area and much of Florida. Two other aquifers are also found in the unconsolidated surficial deposits although neither is a major source of water for domestic or other uses.

The watershed of three Florida rivers begins within the greater Lakeland Planning Area (LPA). The northwest watershed feeds the Hillsborough River that flows through downtown Tampa and into Hillsborough Bay. The southwest watershed feeds the Alafia River that empties into Hillsborough Bay at Gibsonton south of Tampa. The Peace River originates at Saddle Creek in the eastern half of the planning area and flows southward for 105 miles, entering the Gulf of Mexico at Charlotte Harbor. Lakeland has several natural and man-made lakes which are fed by both groundwater sources and stormwater runoff. There are a total of 52 named lakes within the planning area ranging in size from 1.6-acres (Lake Blanton) to 2,173-acres (Lake Parker).

Portions of the Green Swamp Area of Critical State Concern (ACSC) are also located within the City and the LPA. The ACSC was designated by the State of Florida in 1979 as an environmentally resource-rich and sensitive area to be given special protection. In fact, the Green Swamp is the headwaters for four major rivers and is the location for the potentiometric high for the Floridan Aquifer which in turn serves as a key source of drinking water for much of Central Florida. Most development activity in the ACSC is subject to State review and oversight as are any relevant comprehensive plan policies, zoning actions or other land altering actions. There is a set of "guiding principles" set out by the State in Chapter 380, F.S. which outlines the key issues of state concern. (See Chapter 2, Future Land Use Element, Green Swamp Area of Critical State Concern Policies FLU-1.14E through FLU-1.14T.)

Continued protection of natural groundwater resources, including aquifer recharge areas (MAP INF-9) that provide drinking water for the City and Central Florida are of greatest importance to preserving quality of life, sustaining natural habitats, and supporting economic expansion and population growth.

Goals, Objectives, and Policies: Groundwater Protection

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to groundwater protection issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Infrastructure Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INFRASTRUCTURE (INF) GOAL 5: The City of Lakeland will protect and enhance the function of natural groundwater aquifer recharge areas.

Objective INF-5.1: Continue to enforce standards and criteria within local LDC which protect groundwater aquifer recharge areas and wellfields from activities adversely impacting groundwater quality consistent with the policies set forth in the Conservation Element of this comprehensive plan.

Policy INF-5.1A: Upon identification of high or prime recharge areas by the Southwest Florida Water Management District, the City will adopt LDC which list uses incompatible for location in those areas including setting specific standards for stormwater management in high or prime recharge areas.

Policy INF-5.1B: The City of Lakeland will coordinate with the SWFWMD to maintain minimal surface water levels during dry years.

Policy INF-5.1C: The City will continue to prohibit stormwater discharge directly or indirectly into any geological feature possessing unrestricted connection to the aquifer system, and to require that fill material used for sinkhole cavities be free of listed contaminants.

Policy INF-5.1D: The City of Lakeland will protect wellfields through the continued enforcement of LDC which establish specific prohibitions, restrictions, standards, and criteria for any proposed development which could potentially contaminate the water supply. The specific minimum zone of protection is found in the land development regulations. All determinations concerning wellfields and wellfield protection will be consistent with the policies set forth in the Conservation Element of this comprehensive plan.

Policy INF-5.1E: The City of Lakeland will continue to meet all limiting conditions of the SWFWMD Water Use Permit.

Policy INF-5.1F: The City of Lakeland's wellfield protection program will be coordinated with the regulatory and land use regulations of Polk County, to the maximum extent feasible.

Policy INF-5.1G: The City of Lakeland will consider incentive based regulatory provisions to encourage low impact development practices that emphasize conservation and use of natural features of a site to maximize on-site stormwater filtration and improve stormwater quality. These standards may include, but are not limited to, reducing impervious areas, use of alternative permeable surfaces for parking, use of bio-swales, rainwater harvesting via rain barrels and/or cisterns, and “green” or vegetated roofs.

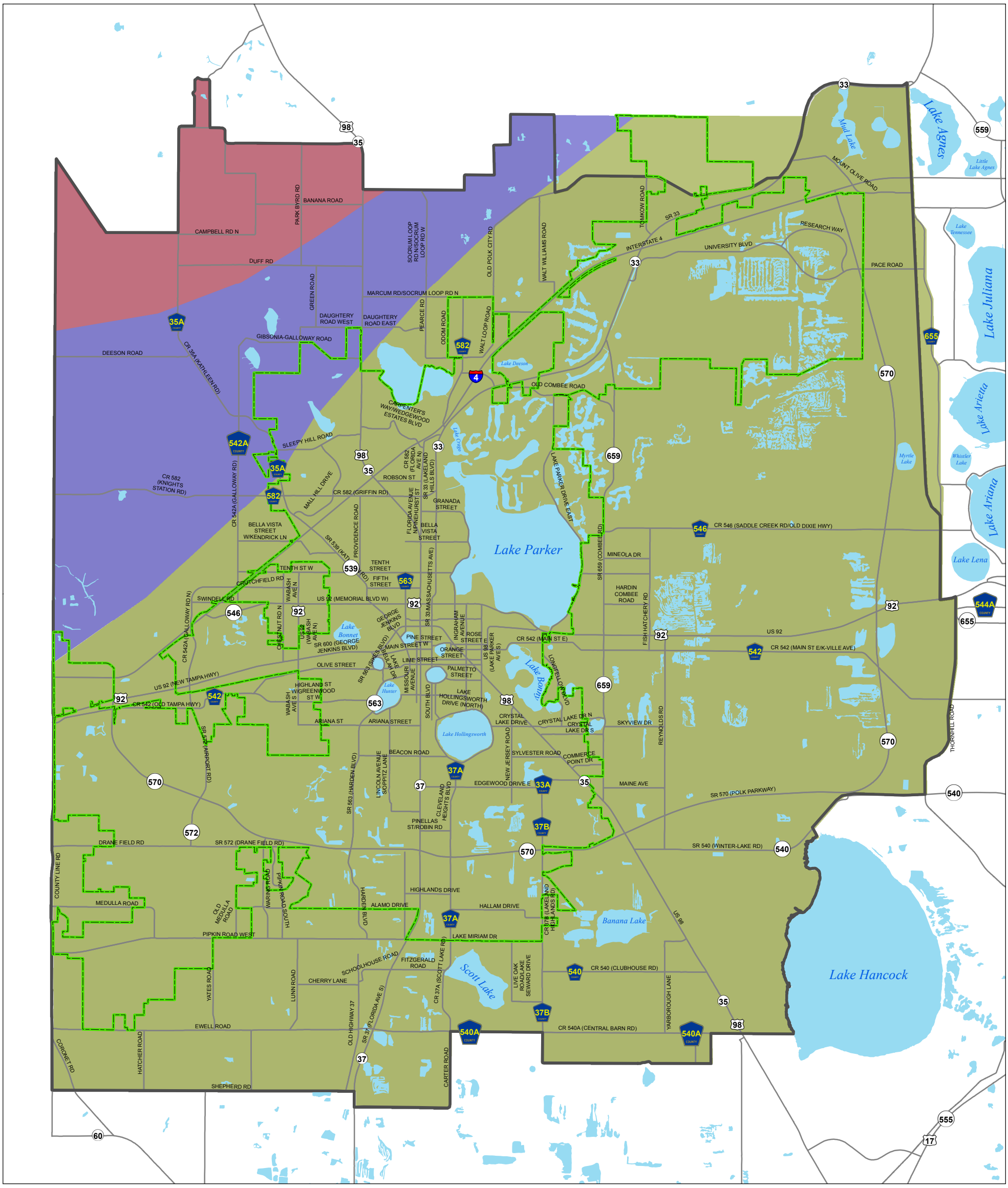
Maps: Groundwater Protection

Maps that support this Element include:

MAP INF-9 Minerals
MAP INF-10 Aquifer Recharge Rates

MAP INF-9

MINERALS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Minerals

- Limestone
- Sand, Clay and Limestone
- Phosphate

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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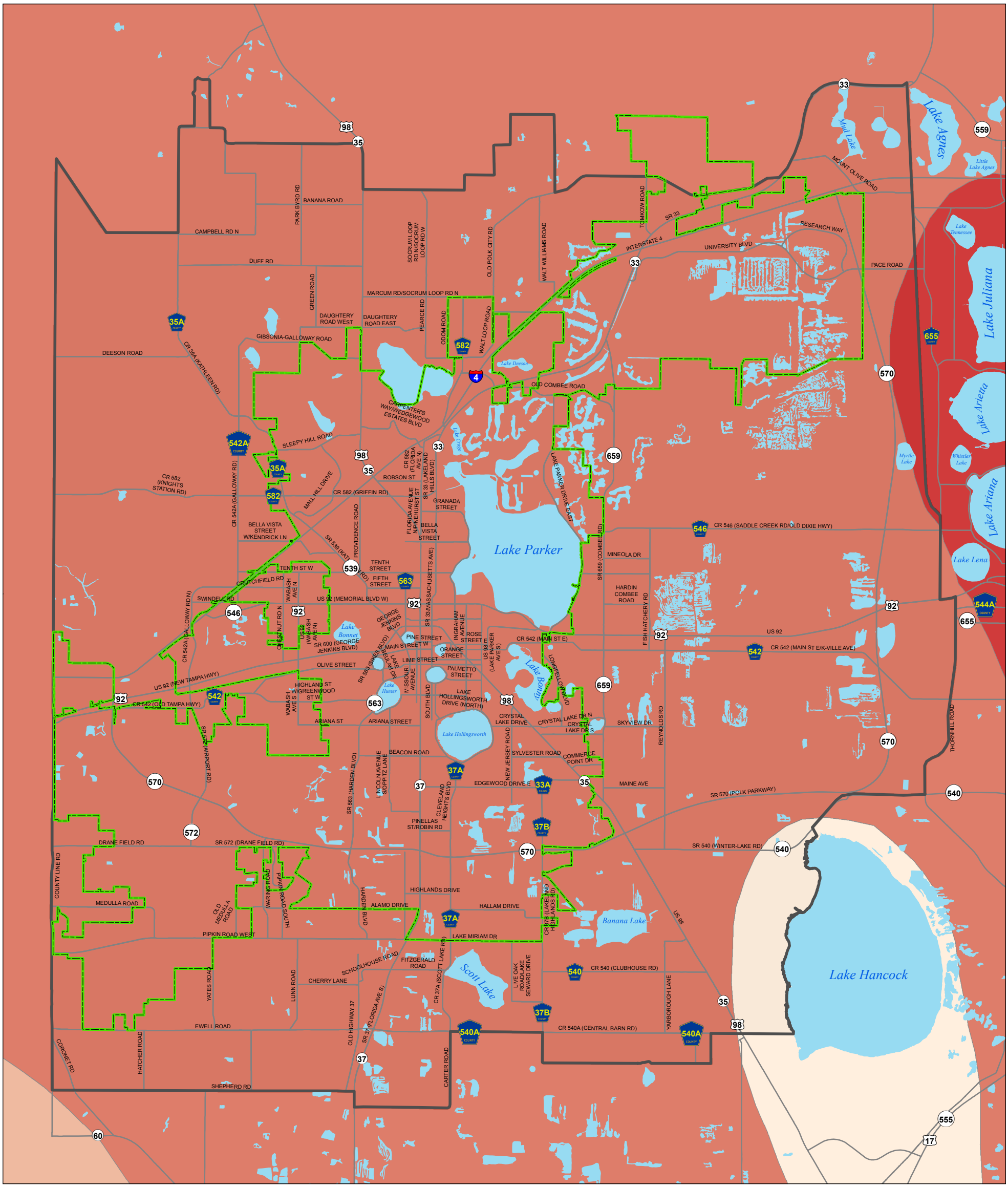
MAP INF-10

AQUIFER RECHARGE RATES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
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- State Roads
- County Roads

Aquifer Recharge Rates

- DISCHARGE/LESS THAN 1
- RECHARGE/LESS THAN 1
- RECHARGE/1 TO 10
- RECHARGE/GREATER THAN 10

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Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element	Influences	Element	Chapter	Policy Direction
Infrastructure		Future Land Use	Chapter 2	Provision of urban services
Infrastructure		Conservation	Chapter 5	Encouraging water conservation
Infrastructure		Conservation	Chapter 5	Stormwater management protection
Infrastructure		Conservation	Chapter 5	Groundwater protection
Infrastructure		Conservation	Chapter 5	No hazardous materials in the 100-year floodplain
Infrastructure		Intergovernmental Coordination	Chapter 6	Utility service area agreements
Infrastructure		Capital Improvements	Chapter 6	Sets level of service standards

Chapter 4

Safe and Convenient Mobility Options

Transportation systems for everyone, everywhere



Safe and Convenient Mobility Options

OUR GUIDANCE

Polk County 2045 Long-Rang Transportation Plan (adopted in 2015)
Chapter 337.273, Florida Statutes
Florida Department of Transportation US 98 Corridor Access Management Plan
Lakeland Vision Plan (2019)
"Dangerous by Design" report listing of the most dangerous metropolitan areas for pedestrians, based on fatalities
Polk County Local Mitigation Strategy Plan (2020)
Lakeland Linder International Airport Master Plan (2019)
Florida Department of Transportation's 2009 Rail Traffic Evaluation Study & 2014 Polk Rail Study
Chapter 337.273 Florida Statutes. and Resolution 4345
2009 Florida Legislature approved The Community Renewal Act
City of Lakeland Adopted 5 Year Capital Improvements Plan
City's Technical Support Document Manual for Uniform Traffic Studies, and a Highway Capacity Analysis, Highway Capacity Manual, Special Report 209

Our Vision

Transportation systems for everyone, everywhere

Mobility has always been about people. As the City built around lakes within a traditional neighborhood street pattern interconnecting our civic spaces, our parks, and our centers of employment and commerce, transportation has been changing to better serve the residents, visitors, and the commerce that drives our community.

From the first railroad in the 1880's that stopped in what is now Munn Park, to the building of Interstate 4 with eight Lakeland interchanges, to the expansion of the Florida Turnpike system known as the Polk Parkway, from the creation of the Citrus Connection public transit system, from our designation as a Bike Friendly Community, and to the recently renamed Lakeland Linder International Airport, Lakeland continues to grow as a regional center in Central Florida.

To ensure mobility for everyone in all areas of the Lakeland community, the City has linked land use planning outlined in Chapter 1, Vibrant and Inclusive Community, with the Transportation Element which includes Roadway Transportation System, Public Transportation, Bike, Pedestrian and Other Transportation Systems, and Land Use and Transportation Coordination. A multi-modal approach to planning and investment by the City led to Multi-Modal Level of Service Standards to evaluate how the transportation systems will influence the urban design of the Central City and expand into the Urban Service Area and larger Lakeland Planning Area.

Our Trends: Transportation Element

As is true in every urbanized area in Florida, increased development tends to decrease the efficiency of the roadway circulation system. Lakeland has taken the opportunity to demonstrate that it can offer a more balanced transportation system that seeks to balance growth with multi-modal approaches to ensuring mobility for goods and people.

While the Lakeland Planning Area is expected to continue to experience steady growth, the City must address an overall connectivity plan to effectively plan for all transportation modes. The City's

connectivity plan includes key components that seek to provide a safe and efficient transportation system for the community to access. For Lakeland, these components include the need to:

1. Improve connectivity of and access to roadway, transit (bus & rail), bicycle and sidewalk facilities and connectivity to meet local travel demands. Pursue significant roadway improvements that help reduce congestion and enhance the operational safety and carrying capacity of the network. Emphasize walkability of the community in all places but particularly in transit-oriented corridors and the Central City Transit Supportive Area;
2. Support Lakeland Vision strategies for a well-connected, multi-modal transportation system with appropriate and coordinated land use planning. Promote shorter vehicular trips and reduced energy consumption by allowing proximate and complimentary land use mixes throughout the Central City Transit Supportive Area and Transit Oriented Corridors, within project sites where possible, and within the larger city context. Allow for densities and intensities that support economically feasible transit use (bus and rail), where applicable;
3. Cooperate and coordinate with county, regional and state transportation planning efforts in order to improve access and connectivity to multi-modal regional transportation systems and maximize the benefit of public investments in these systems. Ensure regional systems are sensitive to the local vision for the City's future growth and redevelopment;
4. Protect the public's investment in transportation infrastructure through access management and transportation demand management strategies and standards intended to preserve the capacity and improve efficiency of the existing transportation system;
5. Support the implementation of the "complete street" typologies by integrating transit, bicycle and pedestrian facilities into the overall transportation planning, funding, and implementation processes as executed through city, county, regional and state level work programs;
6. Support an efficient network for goods (freight) movement which will stimulate economic vitality and provide appropriate locations for intermodal transfer facilities; and,
7. Ensure a street network that discourages disruption to neighborhood stability and that responds to the demand for safe pedestrian and bicyclist movement.

In support of the Goal, Objectives and Policies established in this Element, five (5) geographic areas have been identified, which are used as a basis for much of the analysis supporting this element. These include the following:

- Lakeland Planning Area
- City of Lakeland
- Central City Transit Supportive Area
- Urban Development Area
- Suburban & Rural Development Areas

Goals, Objectives, and Policies: Transportation Element

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to transportation components including roadway transportation, public transportation, bike, pedestrian, and other transportation modes, and land use and transportation coordination. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the attainable ends toward which specific efforts are directed. The

policy statements are the specific recommended actions that the City will follow to achieve the stated goal.

TRANSPORTATION (TRN) GOAL 1: To provide a safe, efficient, financially feasible, multi-modal transportation system on which fatalities and serious injuries are eliminated (Vision Zero Goal), which is responsive to community needs, is consistent with future land use policies, is environmentally sound, and fosters economic vitality.

Our Trends: Roadway Transportation

The City of Lakeland is served by a network of state, county, and local roads, ranging from Interstate (I-4) to local neighborhood streets.

All roadways within the Lakeland are assigned a functional classification based on the agreement of the Florida Department of Transportation (FDOT), Polk Transportation Planning Organization (TPO) and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. Three functional classification categories are common to the Lakeland Planning Area. These include:

- Principal Arterial;
- Minor Arterial; and
- Urban Collector.

Other roadways not listed are considered local roads. Table TRN-1 provides a summary of the functional classifications and approximate mileage contained within the five (5) analysis areas.

TABLE TRN-1: FUNCTIONAL CLASSIFICATION

Road Classification	Within Geographic Area	Approximate Miles
Urban Collector	Lakeland Planning Area	244
	City of Lakeland	97
	Central City Transit Supportive Area	56
	Urban Development Area	104
	Suburban & Rural Development Areas	83
Minor Arterial	Lakeland Planning Area	41
	City of Lakeland	22
	Central City Transit Supportive Area	13
	Urban Development Area	18
	Suburban & Rural Development Areas	8
Principal Arterial	Lakeland Planning Area	78
	City of Lakeland	42
	Central City Transit Supportive Area	14
	Urban Development Area	43
	Suburban & Rural Development Areas	11

Roadway Level of Service (RLOS) is a term used to qualitatively describe the operating conditions of a roadway as established in the Highway Capacity Manual, published by Transportation Research Board. The RLOS quality of service is divided into six letter grades, A through F, with A being the best and F being the worst.

Polk TPO performs an annual assessment documenting major RLOS throughout Lakeland and surrounding communities in Polk County, known as the 2020 Roadway Network Database (RND), using roadway capacities published by the Florida Department of Transportation. Per the 2020 RND all public roadways in Lakeland operate at an acceptable RLOS. The 2020 RND also provides a 5-year RLOS and a 10-year RLOS for projecting future conditions for planning purposes.

In order to have a safer transportation system that meets the community's goals, it is important to look beyond the standard RLOS standards and invest in the most appropriate transportation modes that meet travel demand while being sensitive to adjacent commercial and residential areas to minimize long-term negative community impacts. Several corridors are determined to be "constrained", where widening projects (beyond the addition of turn lanes and transit lanes) are not cost-affordable or desirable and where the community's mobility objectives are to be addressed through sidewalk, bicycle facility, transit and operational projects. These corridors include:

- Edgewood Drive, US 98 to SR 37 (Florida Avenue);
- SR 37 (South Florida Avenue), West Pipkin Road/Lake Miriam Drive to Main Street;
- SR 35/US 98 (North Florida Avenue), Main Street to Interstate 4;
- Cleveland Heights Boulevard, Lake Miriam Drive to Lake Hollingsworth Drive;
- Lake Miriam Drive, CR 37B (Lakeland Highlands Road) to SR 37 (South Florida Avenue);
- SR 659 (Combee Road), US 98 to CR 546 (Saddle Creek Road);
- Massachusetts Avenue, Lake Morton Drive to US 92 (Memorial Boulevard);
- SR 33 (Lakeland Hills Boulevard), US 92 (Memorial Boulevard) to Interstate 4 (Exit 33);
- US 92 (Memorial Boulevard), Gary Road to Wabash Avenue;
- SR 700 (North Lake Parker Avenue), US 98 (Bartow Road) to SU 92 (Memorial Boulevard);
- SR 563 (Dr. Martin Luther King Avenue), SR 539 (Kathleen Road) to US 92 (Memorial Boulevard);
- SR 572 (Drane Field Road), SR 572 (Airport Road) to Pipkin Creek Road;
- SR 563 (Sikes-Harden Boulevard), Edgewood Drive to SR 600 (George Jenkins Boulevard);
- South Pipkin/Pipkin Creek Road, West Pipkin Road to SR 572 (Drane Field Road);
- Yates Road, Wagner Elementary to Ewell Road;
- Medulla Road, West Pipkin Road to County Line Road; and
- US 98, Griffin Road to Daughtery Road.

The US 98 (Bartow Road) between Edgewood Drive and Main Street is a "design exception corridor" where mobility investments will transition the planned six-lane cross-section south of Commerce Point Drive to operational, safety, bicycle/pedestrian and transit improvements northward to Main Street. Future improvements shall implement the US 98 Corridor Access Management Plan (CAMP) and US 98 Premium Transit Study with special bicycle/pedestrian safety enhancements being implemented in the vicinity of Grove Park Plaza (at North and South Crystal Lake Drive intersections), New Jersey Road and Lakeland High School-Fletcher Park.

Objectives and Policies: Roadway Transportation

Objective TRN-1.1: Reduce the current total number of crashes and the number of crashes per vehicle miles traveled in support of the Vision Zero goal to eliminate roadway fatalities and serious injuries.

Policy TRN-1.1A: The City will monitor accident patterns and high accident locations to identify safety improvements in the transportation system.

Policy TRN-1.1B: The City will continue to incorporate optimum traffic safety standards in revised land development regulations.

Policy TRN-1.1C: The City will continue to implement a pavement maintenance system which allows all City collector roads to be maintained at the minimum established pavement rating.

Policy TRN-1.1D: The City will continue to coordinate and implement safety projects for all transportation modes through its City Traffic Safety Team and participate in the Polk County Community Traffic Safety Team. The City will continue to work with the FDOT and Polk TPO to evaluate and implement safety countermeasures on the State Highway System. Special emphasis will be placed on addressing safety problems at high-crash intersections and corridors.

Objective TRN-1.2: The City will design, build, and maintain streets in accordance with the City's Complete Street Policy adopted in 2012 in collaboration with the Polk TPO adopted Complete Street Policy.

Policy TRN-1.2A: Transportation projects within the City shall implement our Vision Zero goal, promoting safe and convenient access and travel for all users of the transportation system.

Policy TRN-1.2B: Transportation projects within the City shall include amenities as appropriate such as street and pathway lighting, transit amenities, street parking, medians, street trees and landscaping, and connection and integration of the street and modal networks, all within consideration of local context of land uses and the City's adopted roadway typology.

Policy TRN-1.2C: Roadway intersections and connection points between modes (pedestrian-transit, automobile-bicycle, etc.) shall be designed with consideration given to pedestrians, bicyclists and other vulnerable users including children, the elderly and those with mobility challenges.

Policy TRN-1.2D: Mobility improvements in designated constrained corridors shall not include the addition of through-lanes for motorized vehicles and design exception corridors shall only allow for the addition of travel lanes with premium transit or bicycle/pedestrian facilities such as bus rapid transit and multi-use pathways, respectively.

Objective TRN-1.3: The City will utilize access management standards, traffic signal management and related activities to measurably increase the operating efficiency of the roadway system within the City of Lakeland.

Policy TRN-1.3A: The City will continue to evaluate timing sequences on all arterials and work with the FDOT to implement optimum phasing at all signals on these arterials.

Policy TRN-1.3B: The City will work with the FDOT to ensure that railroad crossing safety and operational improvements are implemented as recommended in FDOT's 2009 *Rail Traffic Evaluation Study*.

Policy TRN-1.3C: The City's access management and site circulation standards shall be applicable to all public arterial and collector roadways in the City and shall be implemented in coordination with the FDOT and the Polk TPO. These standards shall also apply to any private roadway that is a component of the arterial and collector network.

Policy TRN-1.3D: The City will continue coordination with the FDOT and Polk County to ensure that all transportation system management (signalization, turn lane

improvements, etc.) and widening projects within Lakeland are designed to operate at maximum safety and efficiency.

Policy TRN-1.3E: The City will coordinate with the Polk TPO, Polk County, and the FDOT to implement roadway cross-sections for each appropriate Roadway Typology as part of the long- and short-range transportation planning and project production processes.

Policy TRN-1.3F: In conjunction with the City's designation of US 98 (Bartow Road) from East Main Street to its southern corporate limits as a "Transportation Corridor" pursuant to Section 337.273 F.S. and Resolution 4345 endorsing the Corridor Access Management Plan (CAMP) for US 98 as adopted by FDOT District One in July 2004, the City will use the CAMP in the review of all new and redevelopment proposals for properties located within the City's portion of the US 98 Corridor. Development proposals shall be reviewed for conformity with the CAMP and related City land development regulations, including requirements to close or consolidate substandard driveways and strategies to implement shared- or cross-access.

Policy TRN-1.3G: The City will coordinate efforts with the FDOT and Polk TPO to integrate Intelligent Transportation System (ITS) measures and Automated/Connected/Electric/Shared (ACES) infrastructure into the Lakeland Regional Advanced Transportation Management System (LRATMS) that are coordinated and consistent with regional traffic management systems installed on Interstate 4 and SR 570 (Polk Parkway). The City will work with FDOT to establish connection points to the Interstate 4 and SR 570 monitoring networks to manage regional traffic flow on the arterial street system in the event a man-made or natural disaster requires partial or full closure of Interstate 4 and SR 570.

Policy TRN-1.3H: All development driveways in the vicinity of Interstate 4 or SR 570/Polk Parkway interchanges shall comply with standards contained in the Land Development Code. Development approvals within Interchange Activity Centers shall maximize shared- and cross-access strategies for all transportation modes with the minimum number of driveway connections on adjacent arterial and collector roadways to provide reasonable access.

Policy TRN-1.3I: Access management techniques such as cross-connections, service roads and/or improvements to parallel corridors with lower classification will be required for new development or re-development activities in roadway corridors with Type I roadway typology in order to minimize or eliminate driveway connections that are unnecessary for reasonable property access.

Objective TRN-1.4: The City adopted Multi-Modal Level of Service (LOS) standards support the goals of the Comprehensive Plan Elements contained in Vibrant and Inclusive Community. Any project requiring a development approval will comply with the Transportation Element and adopted levels of service within this plan.

Policy TRN-1.4A: The City's Connectivity Plan supports the citywide Transportation Concurrency Exception Area (TCEA) and the Multi-Modal LOS. It is contained in the City's Capital Improvements Element.

Policy TRN-1.4B: The City has coordinated with the Polk TPO and Polk County to adopt coordinated multi-modal level-of-service standards to incorporate these connectivity plan strategies. The table below contains the "Multi-Modal Transportation Level of Service Standards" in Table TRN-2.

Table TRN-2: Existing Multi-Modal Level of Service

Geographic Area	Multi-Modal Standard	Roadway Standard[1]	Mobility & Connectivity Requirements[6&7]
	All standard size transit buses to have bike racks on bus.		Where Multi-Modal Standards are not met at time of development approval, mitigation may be required for a development to utilize these standards if it creates RLOS deficiencies. Development activity shall meet COL Access/Site Circulation, Maximum Parking & Sidewalk Land Development Code (LDC); Target: Implement Roadway Typology
Transit Oriented Corridors Overlay (TOC) & Activity Centers within TOC	Transit Service (≤ 30 min in peak times) Bus Rapid Transit (BRT) Service, Where Feasible Premium or Circulator Service (≤ 15 min headways), Where Feasible Sidewalk/Bike Lane Network: Direct Access to Site & Within Corridor Rail Service, As Applicable	"E"[2&3]	All: Transit shelter or bench & bike parking Address sidewalk or bike route gap, as applicable in corridor Employment & Retail Centers: superstop (=larger or multiple shelters); Mixed Use Commercial Centers: transit transfer center &/or park & ride lot Bus Pull Out Lane, where recommended; TDM Strategy, if applicable Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDC. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct connections required to adjacent uses within master planned developments.
Central City Transit Supportive Area (CCTSA)	Transit Service (≤30 min. in peak times) Sidewalk/Bike Lane Network Access	"E"[3]	Transit Shelter/Bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. Address Sidewalk & Bike Path Gaps within ¼ mile, as applicable TDM strategies, as required in LDC. Required maximum block length as per LDC. Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDC. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct connections required to adjacent uses within master planned developments.
Urban Development Area (UDA) UDA Continued	Transit Service (≤ 60 minutes in peak times) Sidewalk/Bike Network Access in ½ mile	"E"	Transit Shelter/Bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. Provide Multi-Use Sidepaths as appropriate Provide Bike/Trail linkages Transit transfer or superstop, as applicable, for activity center & interchange land uses

Geographic Area	Multi-Modal Standard	Roadway Standard[1]	Mobility & Connectivity Requirements[6&7]
			Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.
Suburban & Rural Development Areas[4]	Transit Service Where Feasible Sidewalk / Bike Network Connections if within ½ mile	"D"	On-site Trails/Sidepaths, as appropriate Shelters for Active Transit Route Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.

[1] *LOS is measured for the peak hour/peak direction using the average of the two highest peak hours*

[2] *COL mobility strategies as per above chart shall be required in TOCs; in addition, the roadway Volume/Capacity ratio may have a cap per other policies in the Transportation Element; Roadway Standards based on service volumes and adopted highway LOS standard as given in the Polk TPO's Roadway Network Database or service volumes obtained through more detailed roadway segment analyses required through the City's development review process.*

[3] *LOS may be measured on an averaged corridor basis for facilities with common trip ends.*

[4] *Major Developments, e.g., large PUDs and DRIs or their equivalents may have specific transportation standards and requirements applied through a development order.*

[5] *Improvements funded by the Transportation Regional or County Incentive Grant Programs are restricted to State LOS standards. The City will work with the FDOT regarding mobility issues for Strategic Intermodal (or FIHS) system facilities within the TCEA (TCEA does not require FDOT approval.)*

[6] *Grid networks also includes modified design and layout configurations that provide multiple efficient routes for access and circulation.*

[7] *These are examples of Mobility & Connectivity Requirements intended to help meet the above Multi-Modal Standards; it is not an all-inclusive list, i.e., other improvements, including operating and/or capital costs for enhanced transit services, may be necessary to meet the City's standards.* (see also Policy TRN1.9C).

Source: Lakeland Community Development Department, 2010.

Policy TRN-1.4C: For the TOC and CCTSA areas, and where roadway capacities are and/or will be exceeded with the proposed development (i.e., where the volume to capacity or v/c ratio will be in excess of 1.0), then the outlined multi-modal (bus, bike, sidewalk etc.) improvements are required and intended to help offset the City's lower road based level of service standards in these areas.

Policy TRN-1.4D: The City shall update its adopted Connectivity Plan and update the adopted Capital Improvements Element as necessary for those strategies identified in the City's TCEA Connectivity Plan, including relevant strategies which specifically address potential funding sources as follows:

1) Commitment of City Transportation Fund resources in the Capital Improvement Program for sidewalk, pathway, and/or Lake-to-Lake Bikeway projects in accordance with policies established in the Transportation Element;

2) Commitment of funding from the Lakeland Community Redevelopment Agency (CRA) for sidewalk, pathway, transit and/or transportation demand management projects consistent with the Transportation Element and redevelopment area plans for the Mid-Town, Dixieland and Downtown CRA districts;

3) Implementation of a multi-modal transportation impact fee (which may vary geographically) and/or a mobility fee identified through a study commissioned by the City and/or Polk County and in accordance with any applicable Community Renewal Act requirements.

4) In-kind contributions through the inclusion of multi-modal transportation facilities within public improvement projects, including right-of-way acquisition, design and construction phases and routine maintenance activities;

5) Submission of project applications for State and Federal discretionary funding sources, particularly those administered and prioritized through the Polk TPO and commitment of local funding matches in the CIP where necessary;

6) Support of increased transit revenues to support transit services in Lakeland via Lakeland Area Mass Transit District-approved strategies that may include expansion of its boundaries and/or an increase in the LAMTD ad valorem tax rate unless a countywide transit funding source replaces such tax revenue; and,

7) Private sector funding of multi-modal transportation strategies incorporated into land development plans or as required off-site mitigation consistent with the policies contained in the Transportation Element and LDC.

Policy TRN-1.4E: All new roadways constructed within the City will be designed to accommodate a minimum of Level of Service D and shall observe the applicable Roadway Typology for that roadway segment to maximum extent feasible.

Policy TRN-1.4F: Approaches for intersections are generally expected to function at the same minimum LOS standard for the road link of that approach. Intersection standards shall generally include mast arm installation, pedestrian crossing controls, fiber-optic interconnectivity and support Automated/Connected/Electric/Shared (ACES) technologies as approved by the City. Project traffic should not further degrade the operation of an existing signalized intersection. Single, non-residential re-development uses within the corridor may be an exception to these criteria where other criterion is met including through significantly limiting passer-by traffic (e.g., limit drive-through bays) and providing cross or joint access and enhanced multi-modal access.

Policy TRN-1.4G: The City will reduce roadway deficiencies by maximizing operational functions, access, and demand management strategies, adding lanes, constructing new roadways, and providing facilities for alternative transportation modes, including transit, bicycle and pedestrian.

Policy TRN-1.4H: The City's access management standards will be utilized in review of all new developments or redeveloped parcels in the City in order to reduce potential crash conflict points, maintain corridor travel times and preserve capacity on arterials and collectors by minimizing driveway and median cuts; where driveway access must be approved by an entity other than the City (County or FDOT), coordination shall occur to ensure maximum acceptable access controls.

Policy TRN-1.4I: The City will coordinate efforts with the FDOT and with the Polk TPO to establish consistency in transportation related policies.

Policy TRN-1.4J: The City will coordinate with Polk TPO to conduct annual traffic counts on all roads on the concurrency network and will monitor the level of service on arterial and collector roadways within the City, as applicable within the TCEA, CCTSA and TOC Overlay.

Policy TRN-1.4K: The City will continue to collect and expend transportation impact fees or mobility fees to ensure new development provides funding to maintain acceptable levels of service. In compliance with City ordinances and any applicable State statutes, the City will periodically update the study of its transportation impact fees to determine if any adjustments are necessary.

Our Trends: Public Transportation

Public Transportation (or Mass Transit), refers to all forms of high-occupancy and shared-ride services. In the City, The Lakeland Area Mass Transit District (LAMTD), publicly known as Citrus Connection, is a fixed-route bus system providing service, generally on an hourly or half-hour basis, covering approximately 177 miles throughout the greater Lakeland Planning Area.

An important issue in providing mass transit for any area has been and will continue to be generating and maintaining an acceptable level of ridership and sustaining viable funding sources. Transit ridership is typically enhanced by a scenario of medium to high land use densities, mixed land uses (residential and commercial), some limitations in available or convenient parking, and some roadway congestion on major transit routes.

LAMTD currently operates 11 routes (Gold, Pink, Blue, Yellow, Red, Orange, Green, Lime, Cyan, Purple, and Silver) throughout the Lakeland area, plus the Peach Line enhanced service that complements the SR 37/Florida Avenue road-diet pilot project in Downtown and Dixieland. Each of these routes have numerous bus stops. There are 18 transfer points along the system and one terminal building located in Downtown.

Due to Lakeland's location on the Interstate 4 corridor between the Tampa Bay and Orlando Metropolitan Areas, our community has numerous locations that are ideal for park-and-ride facilities serving local commuters as well as existing and future regional transit services. Existing park-and-ride facilities within Lakeland include:

- Rose Street @ Main Street (Downtown Lakeland)
- State Road 33 @ Tomkow Road, just north of Interstate 4 (Exit 38)
- Gow B. Fields Park-and-Ride Facility, US 98 @ Pyramid Parkway
- Lakeland Park Center, just east of US 98 at east end of Sharon Drive
- US 98 @ Fort Fraser Trail Trailhead in Highland City (outside of City limits)

In May 2012, the Polk Transit Park and Ride Facility Study was completed on behalf of the Polk TPO to evaluate candidate locations in the vicinity of the Interstate 4/Polk Parkway East interchange just

east of Florida Polytechnic University (FPU). Four viable candidate sites were recommended for further consideration, generally east of the FPU campus in the vicinity of the Pace Road/Polk Parkway interchange. These locations support a current zoning requirement for the Williams Planned Unit Development adjacent to FPU. An additional future park-and-ride facility has been determined to be needed near the Interstate 4/County Line Road/Polk Parkway West interchange and the City continues to seek opportunities to identify a site in coordination with the development community, LAMTD and FDOT. In addition to ultimately having shelters, appropriate boarding and alighting areas and ticketing kiosks, each park-and-ride facility should include electric vehicle charging stations.

Lakeland's Parking Services provide operation and maintenance of the City-owned parking garages and lots (three garages with over 1,500 spaces, 12 parking lots with about 700 spaces, and almost 600 on-street parking spaces) throughout the Central City Transit Supportive Area. There is a downtown park and ride lot near the Amtrak station on Lake Mirror.

Objectives and Policies: Public Transportation

Objective TRN-1.5: Increase mobility through efficient and expanded transit services.

Policy TRN-1.5A: The City will continue to analyze the existing sidewalk network and identify remaining key gaps in pedestrian routes particularly those that serve schools and transit stops.

Policy TRN-1.5B: Development within the Central City Transit Supportive Area (CCTSA) and Transit Oriented Corridors (TOC) having a significant impact (defined as consuming five percent of the roadway's peak-hour directional service volume on a roadway segment or intersection operating at a failing highway level-of-service) shall be required to fund off-site sidewalk and/or other multi-modal projects to address transportation network gaps in proportion to the project's impacts.

Policy TRN-1.5C: Funding priorities for future sidewalk improvements shall support transit use and the City's multi-modal transportation level of service standards. The following funding prioritization shall apply within City limits and any of the following shall include network improvements for the disabled (e.g., curb cuts for ramps) as contained in the City's ADA Action Plan:

1) a critical public safety concern or emergency;
2) improvements to the existing network along designated transit routes providing 30 minute or less headways at least in peak time, and secondarily, improvements to the network within ¼ mile of these routes and within ½ mile of any passenger rail station site (light/commuter or high speed rail services);
3) improvements to enhance multi-modal corridors (including along designated greenways or trails such as the Lake-to-Lake Connector;
4) pedestrian needs identified in City, neighborhood or CRA plans, including improved access to City parks;
5) school-related pedestrian needs;
6) other identified system needs.

Policy TRN-1.5D: Identified sidewalk gaps and deficiencies along and within ¼ mile of the transit routes, including general cost estimates for addressing needed improvements, shall generally be given high priority in capital improvements budgeting for sidewalk construction or reconstruction, as consistent with Policy TRN-1.5C. Generally, streets with no sidewalks in the CCTSA and/or along TOCs, shall be given

funding priority over streets that already have sidewalks on one side; exceptions may include emergencies, safety concerns, or where the gap is within ¼ mile of an elementary school.

Policy TRN-1.5E: The City will encourage private sector support of transit services through development incentives. Use of transit friendly site or subdivision plan designs shall be required throughout the Central City Transit Supportive Area and within ¼ mile of all Transit Oriented Corridors. Outside of the CCTSA and TOC Overlay, transit friendly design shall be encouraged in general and shall be required in large scale projects and all new major commercial development located along an existing or planned transit route as per illustrations within this Element, the adopted Polk TPO long-range transportation plan or the adopted Transit Development Plan, whichever is more up-to-date. Major commercial development for purposes of this policy shall mean, at a minimum all new or redeveloped shopping centers/plazas, supercenter stores, or commercial infill at an existing transit stop.

Policy TRN-1.5F: The City will continue coordination with the Lakeland Area Mass Transit District (LAMTD) and Polk Transit Authority (PTA), the Polk TPO, and the FDOT to ensure maximum consideration be given to transit services in planning and programming of all agencies, including the need for park and ride lots and/or transfer centers. Development reviews of large employment, retail and/or mixed use centers shall consider the need to provide an on-site park and ride or transit transfer center as a means of project traffic mitigation and/or how other existing and planned off-site park-and-ride facilities may be used to accommodate development trips. These park-and-ride and transfer center mitigation measures shall be required if LAMTD and/or PTA, Polk TPO and FDOT agree that the sites are consistent with locations identified in the Polk Long-Range Transportation Plan or adopted Transit Development Plan.

Policy TRN-1.5G: The City will support increased transit, which includes encouraging mixed use developments and medium or higher residential densities within ¼ mile of any TOC or other transit route with at least a 30-minute headway.

Policy TRN-1.5H: Transit related improvements must be approved by the applicable transit authority consistent with the City land development code, engineering standards and building code. If a transit shelter within the City is proposed on a state or county roadway, coordination shall occur with the maintenance jurisdiction of either FDOT or Polk County.

Policy TRN-1.5I: The City shall develop regulations for uses and site designs that support premium transit infrastructure and services along the US 98 Corridor within the City south of Lakeland Square Mall.

Policy TRN-1.5J: The City will support the development of the Lakeland Intermodal Center in Downtown and will coordinate site development with nearby private development investments and area-wide planning initiatives.

Policy TRN-1.5K: The City will continue to work with FDOT, the Polk TPO and LAMTD to advocate for high-speed, intercity and SunRail commuter rail stations within Lakeland's city limits, conducting and supporting planning efforts for station areas along Interstate 4 and the CSX rail line through Downtown. The City will support planning and implementation of transit service enhancements along the US 98

corridor as the spine of a network connecting regional passenger rail investments with key redevelopment sites in the Central City and Urban Development Areas.

Objective TRN-1.6: Continue to coordinate mass transit plans with the plans and programs of the Polk TPO, Polk Transit Authority, and the FDOT to increase ridership.

Policy TRN-1.6A: The City will review proposed Lakeland Area Mass Transit District plans to ensure consistency with appropriate local and State transportation plans as well as the *Lakeland Comprehensive Plan*.

Policy TRN-1.6B: The City and Lakeland Area Mass Transit District will coordinate transit service and development reviews as per the multi-modal level of service standards and related policies found in this Element.

Policy TRN-1.6C: The City will monitor the financial viability of the LAMTD system as per the annual updates to the Transit Development Plan and the meetings of the LAMTD Board. The City will generally support actions that may enhance the long-term financial viability of LAMTD or its successor agency, including but not limited to cost efficiencies in services and administration, revenue increases or other options proposed by LAMTD.

Policy TRN-1.6D: The City will support LAMTD applications for Federal or State grant programs and service developments which enhance transit ridership including amenities such as shelters and/or applications for funding of multi-modal connections, including facilities such as park and ride lots or remote parking areas with shuttle/express services for employees.

Policy TRN-1.6E: The City will work with the LAMTD and the Polk Transit Authority to coordinate proposed mass transit service area expansions with identified major trip generators and attractors.

Policy TRN-1.6F: Where the City extends wastewater service to an area outside but contiguous to the boundaries of the Lakeland Area Mass Transit District (LAMTD), and/or where a property has voluntarily annexed into the City and is outside of LAMTD, the owners shall petition for voluntary inclusion into the transit district prior to the adoption of City zoning. Nothing in this policy shall bind the District to accept such petition.

Our Trends: Bicycle, Pedestrian and Other Transportation Modes

Bicycle and pedestrian:
Pedestrian travel has been a growing transportation mode in Lakeland since the 1920's. With the historic neighborhoods, mostly in traditional grid patterns connected by sidewalks, pedestrian travel has had a strong influence on ensuring sidewalk amenities are included in the City's newer neighborhoods, reinforcing the commitment to walkability.

Likewise, the City has sought to provide opportunities for bicycling through the designation of on-street bike lanes, construction of off-street trails, connection to countywide, regional and state trails, and conversion of existing streets to "complete streets" supporting bicycles, pedestrians, and transit patrons in addition to automobiles and heavy vehicles. Over 30 years ago, the City designed the Lake-to-Lake Bikeway and Greenway Connector, to provide the bicycle friendly community improved access to its many lakes and parks. The City has also identified a network of Priority Pathways Corridors in the

Citywide Pathways Plan that connect the Lake-to-Lake Bikeway Network to the regional trail network and large residential and employment centers outside of the Central City Transit Supportive Area.

Additionally, the City has focused on developing a connected network of sidewalks and bicycle facilities within specific transit-oriented corridors to further increase mobility options and to facilitate an increased multi-modal level of service standard throughout the Lakeland Planning Area.

Polk TPOs 2020 Roadway Network Database includes data which indicates sidewalk and bicycle facility coverage per roadway. Within the Lakeland Planning Area there are three types of sidewalk and bicycle facilities coverage: *Full Coverage*, *Partial Coverage*, and *No Coverage*.

A classification of *Full Coverage* signifies a roadway with coverage along the entire segment, with little to no gaps in the network. *No Coverage,* signifies there are no sidewalks along the roadway segment, while *Partial Coverage* indicates sidewalks are present, but gaps may be present which interrupt the network. Table TRN-3 and TRN-4 illustrate the coverage in the City.

Table TRN-3: Multi-Modal - Sidewalk Standard

Multi-Modal Sidewalk	Within Geographic Area	Approximate Miles
Full Coverage	Lakeland Planning Area	66
	City of Lakeland	52
	Central City Transit Supportive Area	36
	Urban Development Area	20
	Suburban & Rural Development Areas	9
Partial Coverage	Lakeland Planning Area	238
	City of Lakeland	82
	Central City Transit Supportive Area	47
	Urban Development Area	107
	Suburban & Rural Development Areas	83
No Coverage	Lakeland Planning Area	58
	City of Lakeland	27
	Central City Transit Supportive Area	.17
	Urban Development Area	38
	Suburban & Rural Development Areas	10

Table TRN-4: Multi-Modal - Bicycle Standard

Multi-Modal Bicycle	Within Geographic Area	Approximate Miles
Full Coverage	Lakeland Planning Area	56
	City of Lakeland	20
	Central City Transit Supportive Area	8
	Urban Development Area	24
	Suburban & Rural Development Areas	24
Partial Coverage	Lakeland Planning Area	113
	City of Lakeland	52
	Central City Transit Supportive Area	30
	Urban Development Area	50
	Suburban & Rural Development Areas	28
No Coverage	Lakeland Planning Area	194
	City of Lakeland	90
	Central City Transit Supportive Area	44
	Urban Development Area	92
	Suburban & Rural Development Areas	49

The City is continually investing in bicycle and pedestrian facility improvements in a concerted effort to address safety concerns and as a means in supporting alternative modes of mobility for residents and visitors to Lakeland. The Citywide Pathways Plan was originally adopted and incorporated into the Comprehensive Plan in 2010 to establish Priority Pathways Corridors that connect the premier Lake-to-Lake Bikeway Network with the larger regional trail system and major activity centers throughout the area. The corridors include a range of enhanced bicycle and pathway corridors, including wide sidewalks, on-road bicycle lanes, multi-use trails and shared-use pavement markings on low-volume streets, including those on "bicycle boulevards." In 2014, City completed the Tenoroc Trail Master Plan for a new multi-use trail corridor between Lake Crago Park and Braddock Road east of SR 570/Polk Parkway in Auburndale. This corridor, either through the Tenoroc Public Use Area or via the planned State Road 33 Trail, will provide a connection to the statewide SUNTRail network, including the TECO-Auburndale and Van Fleet State Trails and the Coast-to-Coast cross-state route. As of 2020, an alternative alignment for the Fort Fraser Trail Extension north of SR 570/Polk Parkway is being

planned to provide a connection through Lakeland's urban core to the planned Tenoroc Trail. In 2020, FDOT commenced a feasibility study for the West Lake Hunter Trail corridor between the New York Avenue Cycle Track and remainder of a southwest corridor to the emerging employment and residential areas near Lakeland Linder International Airport.

In 2021, the first phases of the privately-funded Bonnet Springs Park is expected to open just west of Downtown on the shore of Lake Bonnet between US 92 (Memorial Boulevard) and SR 600 (George Jenkins Boulevard). This park will include pathway through the site; however, its location presents challenges to connecting with the rest of the City's pathways network. Bicycle facilities are needed along Memorial Boulevard and under- and over- the CSX rail line south of the park, connecting to Lake Beulah and the future Lakeland Intermodal Center. Additional crossings are needed across George Jenkins Boulevard, connecting to the Lake Wire area and complementing the Chase Street Trail that is programmed for construction in the FDOT Five-Year Work Program. Outside of the Central City area, the City requires the installation of pathways and/or alternative pedestrian routes with new mixed-use developments or residential communities to improve connectivity to remainder of the City's pathway system and regional trail network, providing recreation and commuting options for employees and residents.

Aviation:

Lakeland Linder International Airport (LAL) is publicly owned and operated by the City of Lakeland. The airport is identified as a major regional employment center due to its high job creation numbers, including high wage jobs, and its significant positive impacts on the local and regional economy. It is designated as a key investment and opportunity area in the Central Florida Region's Comprehensive Economic Development Strategy (CEDS). The airport has been a catalyst for not only aviation opportunities, but also for logistics.

LAL is located on an approximate 1,710-acre property, is the 115th busiest airport in the United States, and the 19th busiest airport in the State of Florida. The Airport supports a variety of activities including: aerospace education (Central Florida Aerospace Academy and Polk State College – Aerospace); the NOAA Aircraft Operations Center supporting the fleet known as "the Hurricane Hunters"; U.S. Customs Services; Department of Defense (DoD) Contractors (Draken International); aircraft export and ferrying; flight training; military training exercises, aircraft storage, and many other commercial and aviation venues. The airport is also the home of Amazon Air's newest regional air hub, the largest facility of its kind in the Southeast. The airport is a vital hub for the movement of goods into and around the state through technology and logistics. Opportunities for future growth and ongoing stability of this major economic center are aided by its location between Tampa and Orlando, the airport property's readiness for such opportunities, and the easy access to major roadways such as I-4, the Polk Parkway and State Road 60.

The airport is also home to Sun 'n Fun Aerospace Expo, one of the world's largest aviation events and the largest air show in the southern United States. Proceeds from Sun 'n Fun benefit the delivery of quality aviation and aerospace education. This event also supports the Florida Air Museum, and the Central Florida Aerospace Academy of Kathleen High School both located on leased airport property.

Rail:

CSX Transportation Inc. (CSXT) and its business unit, CSX Rail Transport, are responsible for the operation of train service over the rail network and the maintenance of rail right-of-way and engineering activity in the Lakeland Planning Area. Per FDOT, 16 to 20 trains per day travel through the Downtown area, including AMTRAK Passenger Service.

In addition to freight rail, the City is also served by the Amtrak passenger rail system's Silver Star train, which runs daily between New York City and Miami. The station in Lakeland is collocated with the Greyhound Bus Lines station on the northern shore of Lake Mirror in Downtown near a park and ride lot with access to the bike and pedestrian network as well as public transit service.

SunRail is a regional passenger rail system which provides work and leisure travel opportunities for riders. SunRail makes the daily commute faster, easier, and more affordable, as well as less stressful. The system currently operates over 49 miles with 16 stations through Volusia, Seminole, Orange and Osceola counties with plans for future expansion into Polk County and possibly into downtown Lakeland. In 2019, FDOT conducted the Lakeland Intermodal Center Feasibility Study to identify an acceptable location for a new transit "hub" to house a new modern transit terminal, AMTRAK/Future SunRail Station, Greyhound and other intercity bus accommodations, a parking garage and administrative offices for LAMTD. The LAMTD Board of Directors and City Commission recommended a site immediately adjacent to the RP Funding Center, between Lemon and Main Streets.

Objectives and Policies: Bike, Pedestrian and Other Transportation Modes

Objective TRN-1.7: The linear feet of routes for non-motorized travel shall increase as gaps and extensions of sidewalks and bike lanes are constructed.

Policy TRN-1.7A: The City will install new sidewalks, where physically and environmentally feasible, ultimately on both sides of arterial and collector roads in accordance with adopted prioritization criteria.

Policy TRN-1.7B: The City will continue to maintain existing sidewalks in a safe condition and make sidewalk maintenance an extension of the pavement maintenance system. The City will continue to implement its ADA Action Plan as part of its resurfacing program and through stand-alone projects in the Capital Improvement Plan.

Policy TRN-1.7C: The City will continue to incorporate consideration of bicycle and pedestrian facilities in all roadway improvements, consistent with the appropriate Roadway Typology and Citywide Pathways Plan and to help create complete streets that function safely for all users of the transportation system.

Policy TRN-1.7D: The City will work with the Polk TPO, FDOT and Polk County in the identification of locations where sidewalks, bicycle lanes and/or bicycle trails should be included on State and County highway improvements and resurfacing projects.

Policy TRN-1.7E: The City will also work with the TPO, FDOT and Polk County to incorporate bicycle and pedestrian features into intersection projects (e.g., pedestrian signals, intersection bulb-outs, enhanced crosswalks, raised concrete pedestrian refuges and in resurfacing projects (e.g., addition of five-foot paved shoulders on open-drainage typical sections). The City shall include designated bicycle lanes or un-designated paved shoulders on each resurfacing project implemented on the City collector road system unless such treatments are not feasible. In such instances, alternative measures such as "sharrow" markings and "bicycles sharing roadway" signage shall be evaluated for installation.

Policy TRN-1.7F: Transit amenities such as transit shelter pads, wheelchair deployment pads and transit bench pads shall be included in all highway improvement and resurfacing projects implemented within the City, where feasible.

Policy TRN-1.7G: Through the Citywide Pathways Plan, projects on prioritized Pathway Segments may be implemented through the following methods, where feasible:

a. As elements of City capital improvements, including road widening and resurfacing projects;
b. Through stand-alone projects funded by the City with local funds and/or discretionary grant funds from State and Federal sources;
c. Through coordination with Polk County and FDOT on road projects programmed in the Lakeland Planning Area;
d. As development requirements for projects within the City; and,
e. Through requests that Pathways Segments within the Lakeland Planning Area be required in Polk County development approvals to increase regional connectivity.

Policy TRN-1.7H: Projects to be implemented through the Citywide Pathways Plan should include:

a. 12-foot wide multi-use trails, constructed within 20-foot wide access easements or rights-of-way as stand-alone projects or constructed in conjunction with roadway improvement projects;
b. Wider and enhanced sidewalks on designated Pathways Segments in neighborhoods or business districts to accommodate high pedestrian activity thereby increasing user comfort and minimizing operational conflicts;
c. Implementation of "bicycle boulevards" through designated bicycle lanes and/or other bicycle markings such as "sharrows", network/bike sharing signage, controls or operational treatments as appropriate to better accommodate bicycles on local or collector streets with low-volumes; and
d. Unpaved, stabilized trails constructed within 20-foot wide access easements through natural areas or between natural and developed areas to serve an added benefit as wildfire buffer.

Policy TRN-1.7I: The City shall annually review high priority Pathways Segments to determine the feasibility of specific projects for inclusion in the Capital Improvement Plan (CIP). The following subjective measures shall be utilized in the selection of these specific pathways projects, including:

a. **System connectivity and continuity.** This relates to the project's ability to link on- and off-road facilities and support a more seamless non-motorized transportation network between trip origins and destinations. The intent is to avoid ranking of piecemeal projects that may not provide much benefit to system or corridor continuity.
b. **Assessment of cost feasibility (or cost-benefit)**, which includes potential right-of-way acquisition and community or business impacts relative to the potential value of the connection.
c. **Safety Mitigation**. The ability of the project to mitigate perceived safety or potential safety problems regardless of crash data history. This information is derived from focus groups, discussions with agency staff, community input and/or professional judgment.
d. **Mitigation of Obstacles or Barriers**. Because barriers are difficult to precisely define and compare equitably, this subjective measure considers the degree to which the project helps overcome barriers, such as a wide highway, fast traffic, an interstate, drainage canal or similar feature. Barriers defined in the Pathways Planning public

input process as well as the support documentation for the Parks Connectivity component should be addressed under this criterion.

Policy TRN-1.7J: Connectivity shall be established by Park type to implement the Parks Connectivity Plan. Specific improvements shall be implemented where feasible and in accord with the needs and recommended projects identified in the City's Parks Connectivity Plan.

Policy TRN-1.7K: The City's adopted sidewalk ordinance will continue to apply to both residential and non-residential development projects as a means to assist infill and expansion of the pedestrian pathway system, especially where public schools, parks and/or transit services exist or are planned.

Policy TRN-1.7L: The City will continue to develop the Greenway system discussed in the Recreation and Open Space Element to increase the number of bicycle and pedestrian trips.

Policy TRN-1.7M: The City will solicit funding from FDOT and other sources to implement the extension of the Fort Fraser Trail to the planned Tenoroc Trail, including the alternative alignment adopted in the statewide SunTrail network in 2019.

Policy TRN-1.7N: The City will continue to utilize and when needed to update its Engineering Standards Manual to include standard typical sections for all public and privately funded collector and arterial roadways to be constructed within the City. Future updates to the Engineering Standards Manual shall consider modifications based on the Roadway Typology cross-sections discussed in the Transportation Element. At a minimum, these typical sections shall include five-foot sidewalks on one or both sides of the street and include standard-width bicycle lanes, where appropriate, on-street parking where appropriate and provisions for transit. These typical sections shall also apply to privately funded streets that will serve as a component of a frontage, backage or other access road system for new multiple developments. Within the Downtown area, streetscaped sidewalks with a target width of ten feet should be planned with new development or redevelopment activity.

Policy TRN-1.7O: The City will amend its Engineering Standards Manual to include standard typical sections for multi-use trails constructed with public funds or as part of private development projects where such facilities are required.

Policy TRN-1.7P: The City will work with the FDOT to establish acceptable multi-modal roadway cross-sections, including ACES infrastructure, during the Project Development and Environment (PD&E) Study and design phases of widening projects, especially areas identified in the Transportation Element as "design exception areas".

Policy TRN-1.7Q: The City will cooperate with the Polk TPO in maintaining a comprehensive inventory of pedestrian and bicycle facilities in order to identify and eliminate regional and local network gaps.

Policy TRN-1.7R: As a bronze-level Bicycle Friendly Community (BFC), as designated by the League of American Bicyclists, the City will work with area stakeholders to evaluate and, where feasible, to implement recommendations from the BFC Feedback Report to enable the Lakeland community to, at minimum, maintain our BFC ranking and/or to achieve a higher level designation during future reviews of the City's BFC status.

Policy TRN-1.7S: In conjunction with access management and site circulation standards adopted in the LDC, the City will require safe and efficient accommodation of bicyclists (including bicycle parking), pedestrians and transit patrons, within applicable commercial, office, and multi-family developments.

Objective TRN-1.8: Continue to pursue planning and programming of Intermodal Access Route improvements that will address identified transportation network access deficiencies to air and rail terminals.

Policy TRN-1.8A: The City will coordinate efforts with the Polk TPO and the FDOT to prioritize projects that are identified in airport and rail facility master plans for funding in FDOT's Five-Year Work Program.

Policy TRN-1.8B: The City will consider incentives to private development which use passenger rail or air to provide a significant portion of project related trips.

Policy TRN-1.8C: The City will evaluate local and collector network connectivity deficiencies and future improvements which enhance access to airport, rail, and other multi-modal facilities.

Policy TRN-1.8D: If high speed rail comes to Lakeland, potential station locations should have appropriate connections to all transportation modes available including bus/other transit, sidewalk, and bicycle access. Appropriate densities and intensities to support the rail station will be encouraged within a ½ mile area next to the station. Environmental, noise or other significant external impacts associated with the system should be fully assessed and reasonable attempts made to mitigate impacts. Rail station and related development should be consistent with the *Lakeland Comprehensive Plan*, LDC and any applicable adopted redevelopment plans.

Policy TRN-1.8E: The City will work with the Lakeland Area Mass Transit District (LAMTD), Polk Transit Authority (PTA), the FDOT and the Polk TPO to plan and program appropriate types and levels of public transit or enhanced surface access to maximize transit, automobile and non-motorized) connections to the Lakeland Intermodal Center.

Policy TRN-1.8F: The City shall promote and support programs designed to capture and enhance the secondary technological or other benefits of passenger rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

Policy TRN-1.8G: The City will continue to coordinate with Polk County, Hillsborough County, the City of Plant City, and the Polk TPO to address concurrency and access management issues within the County Line Road corridor. Such strategies within the City include driveway limitations and requirements for cross-connections and service roads, where environmentally feasible.

Our Trends: Land Use and Transportation Coordination

Achieving the vision of both maintaining and intensifying the urban character of the Central City and Urban Development Areas requires that the multi-modal transportation system and the land use and land development guidelines be mutually supportive. The City is committed to infill development and redevelopment at densities which will ensure more efficient transportation choices in the future.

Major investment in the Downtown, Midtown, and Dixieland redevelopment areas has been linked with mobility investments and policies that bring complete streets and walkability while supporting high

density development to occur in the Central Business District (CBD). This district is then surrounded by the Central City and Urban Development Areas that are further classified as transit supportive areas. This land use pattern is critical to achieving both a more efficient urban living environment within the City and encouraging alternative modes of transportation, particularly transit.

The City is both a leader and a participant in supporting intergovernmental coordination on mobility issues. Some of these efforts are through participation in the continuing, cooperative, and comprehensive transportation planning process of Polk Transportation Planning Organization (TPO). Other efforts involve specific projects, neighborhood coordination, forums, workshops, and ongoing local and regional visioning collaborations. Public-Private Partnerships have also brought both mobility improvements and investments in residential development within the Central City area and other urban development and amenities such as Bonnet Springs Park.

Objectives and Policies: Land Use and Transportation Coordination

Objective TRN-1.9: The City will plan and implement transportation investments within our community that are appropriate for surrounding future land use designations and context districts, providing safe and efficient options that contribute to the vibrancy of Lakeland. New development activity shall comply with the LDC and be designed to encourage safe, convenient and comfortable multi-modal site access, accommodating travel choices for residents and visitors.

Policy TRN-1.9A: The City will review development proposals including those related to future land use amendments, rezoning and variance requests, subdivision plats, and any project requiring site plan review for conformance with the Transportation Element

Policy TRN-1.9B: In the Central City Area and TOC Overlay, the City will observe a targeted maximum volume to capacity ratio (V/C) of 1.5 (based upon generalized level of service tables) where new roadway improvements may be needed beyond this maximum.

Policy TRN-1.9C: Development review and concurrency-related facility improvement costs shall be the responsibility of the developer but could include contribution of funding toward improvements actually made by transit authorities, local governments, FDOT or other official entities. Eligible transit or non-motorized mitigation strategies may include but are not limited to one or more of the following, on- and/or off-site improvements:

a. Funding of bus shelters and/or bike racks, including all installation costs;
b. Set aside of land and dedicated easement, as needed, for future bus shelter and/or bike rack facilities;
c. Off-site sidewalk improvements within the CCTSA or TOC Overlay;
d. Funding for enhanced transit services and/or transit capital facilities and equipment within and/or adjacent to the CCTSA, TOC Overlay or Urban Development Area; and
e. Depending on the level of congestion, additional strategies may be required to alleviate project impacts including use of staggered work hours for employees to promote off-peak travel; establishment of employee car or vanpools programs; establishment of incentive programs for employees to use transit; and/or development requirements for the installation of amenities such as showers and changing rooms to encourage bicycle commuting.

Policy TRN-1.9D: Within the City's Transportation Concurrency Exception Area (TCEA), operational and safety- related mitigation may be required of development projects to ensure continued safe mobility within the transportation network. Improvements needed for development or redevelopment may need to address any combination of the following: coordinated access (cross-access or service roads), signalization, turning lanes, bus pull-out lanes and/or geometric improvements to same. Multi-modal mitigation strategies may also be required. Multi-modal mitigation measures shall be incorporated into large developments, as well as college campus development plans and agreements.

Policy TRN-1.9E: Traffic analyses are required within all portions of the City's TCEA in order to quantify impacts to the regional and County road network as well as to document internal trip capture, identify any operational issues and help determine the appropriate multi-modal and traffic management strategies required for the project. For projects located outside of the TOCs, development orders, including permits, will not be issued where the project causes an impacted roadway segment or intersection to operate at a failing level of service, based on the generalized level of service assessment (Phase 1) for specific roadway links as provided in the Roadway Network Database found in the *Technical Support Document*) and where the minimum Multi-Modal Standard is not being met and would otherwise allow the use of alternative mitigation options. These projects, when proposed on links which are determined to fall below the adopted level of service, have the option of providing a more detailed level of service analysis (Phase II) based on a Speed and Delay study following the procedures outlined by the FDOT, Traffic Engineering Office in its Manual for Uniform Traffic Studies, and a Highway Capacity Analysis as outlined in the most current edition of the Highway Capacity Manual, Special Report 209. If the more detailed analyses, after verification by Community Development Department staff, indicate an acceptable level of service, development orders may be issued. If the results of the analyses for level of service are below the adopted level of service in this Transportation Element, appropriate programming in the first three years of the City's Capital Improvements Program, and/or a CRA Trust Fund as also reflected in a local CIP of the City or County, and/or the FDOT Five-Year Work Program must occur prior to development order approval. If two or more public access approaches are failing when subjected to Highway Capacity Analysis, an intersection will be deemed not to meet the adopted level of service.

Objective TRN-1.10: Continue to develop and implement policies which will discourage disruption of neighborhoods by increased traffic.

Policy TRN-1.10A: Conduct periodic re-evaluation of truck routes through citywide, CRA, sector and/ or neighborhood planning efforts.

Policy TRN-1.10B: The City will incorporate motorized and non-motorized traffic issues in all neighborhood, sector and/or CRA plans developed or updated.

Policy TRN-1.10C: The City will continue to implement and evaluate the effectiveness of the traffic calming strategies detailed in its "Neighborhood Traffic Management Program. "

Objective TRN-1.11: Provide a transportation system which will support the uses shown on the Future Land Use Map or map series and further mobility and access throughout the City via multi-modal system development.

Policy TRN-1.11A: The City will implement or request funding for the implementation of the recommendations from the FDOT Lakeland Area Alternatives Analysis, US 98 Premium Transit Feasibility Study, Lakeland Intermodal Center Feasibility Study and other multi-modal plans developed by FDOT and the Polk TPO in the Lakeland Planning Area.

Policy TRN-1.11B: The City will prioritize highway system improvements based upon correction of existing deficiencies, available right-of-way, system continuity, development of central core, development of infill areas, and consistency with needs generated by future land uses.

Policy TRN-1.11C: The City will continue to base development approvals upon adequate system capacities at acceptable levels of service, as established in this Element, to accommodate the mobility needs of the proposed development.

Policy TRN-1.11D: The City will monitor the major transportation network annually, including tracking of vested trip data in order to provide input into the TPO's regional roadway network data base. Thus, all development, even with an authorized TCEA, shall be responsible for reasonably quantifying its impacts on the transportation network.

Policy TRN-1.11E: The City will coordinate efforts with the Polk TPO, the FDOT, Polk County, transit providers and other municipalities in data sharing, standards interpretation, concurrency management, access management and transit issues as relate to the management of the local and regional transportation system.

Policy TRN-1.11F: The City will assess the annual status of City, County, and FDOT five year work programs for their effect on connectivity planning including but not limited to system connectivity, anticipated levels of service, system capacities and transit services.

Policy TRN-1.11G: The City will continue to participate in the Polk TPO's project prioritization process to address backlogged facility funding needs within the Lakeland Planning Area in support of City and County land use plans. Where necessary and if available, the City will continue to provide local funding matches to expedite the implementation of State highway transportation improvement needs within Lakeland.

Policy TRN-1.11H: The City will coordinate with the Polk TPO, Lakeland Area Mass Transit District (LAMTD) and Polk Transit Authority (PTA) and FDOT (including its District One commuter services program) to establish transportation demand management (TDM) strategies that reduce reliance on single occupancy automobile trips.–Such strategies include programs for large employers to develop commuter assistance incentives for employees that carpool/vanpool, and/or utilize transit or non-motorized modes for commuting trips. The City will also coordinate with the FDOT District One and Tampa Bay Area commuter services programs to publicize such alternatives and to assist with data collection efforts that might be needed to address regional commuter patterns (e.g., Hillsborough and Pinellas County to Lakeland and vice versa).

Policy TRN-1.11I: The City will continue to work with the Polk TPO, FDOT and adjacent municipal, County and regional entities to implement regional premium mass transit connections (including bus rapid transit, express bus, intercity rail and commuter rail) contained in the *Polk County 2060 Transportation Vision Plan*, *Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan*, and *Heartland 2060 Vision Plan* and passenger rail options evaluated in FDOT's *Rail Traffic Evaluation Study*.

Policy TRN-1.11J: The City will participate in the development of regional transportation plans required through the Florida Rail Enterprise Act.

Objective TRN-1.12: All roadway, aviation and rail improvements will be evaluated to measure impacts to the natural, neighborhood and cultural resources affected by such improvements.

Policy TRN-1.12A: Construction of all roadway, aviation, transit and rail improvements, including expansion and new facility sitings, should be coordinated with the City's Future Land Use and Conservation Elements to help minimize the disruption of neighborhoods, wetlands, wildlife habitats, and natural resources; projects must comply with the City's land development regulations, including the section on Natural Resources.

Policy TRN-1.12B: Construction of new transportation projects will meet, or exceed, the minimum requirements for stormwater retention and treatment as set by Federal, State, regional or local regulations.

Policy TRN-1.12C: Transportation projects should minimize disruption to designated historic districts as well as contributing individual historic buildings in the community.

Policy TRN-1.12D: Improvements to designated "constrained" roadway corridors shall not include the addition of through-lanes for motorized vehicles, instead focusing on intersection, operational, bicycle, pedestrian and transit improvements to more efficiently move people in these corridors.

Policy TRN-1.12E: Through incentives and cooperation with nearby property owners and developers, the City shall support the implementation of a wildlife corridor between Lake Hancock and the Green Swamp Area of Critical State Concern, including FDOT's wildlife crossing of Interstate-4 and State Road 33 east of Exit 38,.

Objective TRN-1.13: Continue to develop a safe and convenient multi-modal transportation network that supports economic diversification and stability, including in Downtown.

Policy TRN-1.13A: The City will work with the Polk TPO to ensure that the adopted Long Range Transportation Plan, and in particular Phase I of the LRTP, provides an adequate network for ease of goods movement. The City will work with the FDOT and Polk County to ensure that truck movement and operational needs are addressed in the development of context-sensitive capital transportation projects in the Lakeland Planning Area including the intent to minimize adverse impacts to neighborhoods and bike/pedestrian/transit user safety.

Policy TRN-1.13B: The City will work with the Polk TPO and FDOT to prioritize and fund freight rail analyses and long-term rail traffic mitigation identified in the FDOT's *Rail Traffic Evaluation Study, Polk Rail Study* and *Florida Rail Enterprise Act,* including the construction of an alternative rail line route around communities in Central Florida. The City will also work with FDOT and CSX to implement short-term freight rail traffic mitigation improvements in addition to the existing Quiet Zone through Downtown Lakeland.

Policy TRN-1.13C: The City will give consideration to local goods movement in truck routing considerations for applicable neighborhood and CRA plans.

Policy TRN-1.13D: The City will continue to work with the Lakeland Economic Development Council to obtain discretionary funding from State and Federal sources for Intermodal Access Route and other transportation improvements intended to

enhance economic development activity and improve efficiency of important freight and goods movement routes within the Lakeland area, such as those identified in the Hillsborough-Polk Freight Logistics Zone Plan.

Policy TRN-1.13E: The City will support and promote implementation of the Master Plan for Lakeland Linder International Airport, ensure that the plan is updated periodically, and maintains consistency with the *Lakeland Comprehensive Plan*.

Policy TRN-1.13F: The City will continue to direct proposed non-residential developments, where appropriate, to seek sites in the industrial park adjacent to the Airport or within the Airport facility.

Policy TRN-1.13G: The City shall continue to participate in the Polk County Joint Airport Zoning Board (JAZB) and implement the JAZB airport regulations as they relate to height, noise, and land use compatibility considerations for proposed development near the Lakeland Linder International Airport as required by Florida Statutes.

Policy TRN-1.13H: The City shall require avigation easement agreements for new residential subdivisions or multi-family developments located near the City's airport property.

Policy TRN-1.13I: The City shall address any safety issues for City parking facilities as a top priority within its regular physical maintenance activity for these facilities.

Policy TRN-1.13J: Future or renewed City leased parking agreements shall consider area market rates and "at-cost" fee schedules to accommodate employee parking needs.

Policy TRN-1.13K: The City shall allow for formation of a Transportation Management Association (TMA) or transportation task force for any geographic areas of the City in which congestion and parking become a key challenge, such as but not limited to the Downtown area, Mid-Town area, HSR station site area, and/or Airport area. TMA/Task Force membership could include City representatives, one or more members from any applicable CRA, local partnerships and/or Boards and/or other appropriate stakeholders. Any TMA/Task Force should coordinate with FDOT and the Polk TPO staff, as needed. The purpose of the TMA/Task Force would be to explore alternatives for meeting transportation and parking demands (including the use of intermodal facilities for transit, rail, walking, use of remote parking with shuttle service, and provisions for bicyclists) and would coordinate public and private funding sources, including development mitigation requirements, to maximize the use of these resources to achieve larger area-wide mobility objectives. Maximizing available parking in the area should include examination of the use of flex schedules by employers, public-private partnerships for funding of parking improvements including any new garages or parking decks, remote parking lots, transit shelters, and additional on-street parking as part of any new roadway improvements which directly impact the subject area. The TMA/Task Force may also wish to consider review of all such roadway projects for provisions of compatible street design including streetscapes/sidewalks, bike lanes and transit amenities.

Objective TRN-1.14: Coordinate proposed road, airport and non-motorized improvements with the plans and programs of the Polk TPO, Polk County, the FDOT, other appropriate agencies and ensure consistency with the *Lakeland Comprehensive Plan*.

Policy TRN-1.14A: The City will review expansion of existing transportation facilities or new facility proposals for consistency with all related policies in the *Lakeland Comprehensive Plan*.

Policy TRN-1.14B: The City will protect airports and other transportation facilities from encroachment of incompatible land uses through implementation of the Future Land Use and Conservation Elements of the *Lakeland Comprehensive Plan*.

Policy TRN-1.14C: The City will encourage coordinated intermodal management of surface and air transportation to maximize the efficiency of the overall transportation system.

Objective TRN-1.15: Develop non-capital transportation improvement techniques to maximize the safety and efficiency of the existing transportation system.

Policy TRN-1.15A: The City will evaluate the traffic circulation network to examine such issues as the use of emerging traffic operations technologies (including ACES infrastructure), opening platted rights-of-way, and improving signage.

Policy TRN-1.15B: The City will give consideration to low cost improvements to the transportation system, including intersection signalization adjustments, signage improvements, and other techniques in its capital budgeting process.

Policy TRN-1.15C: Neighborhood and CRA plans will consider the street as a public place, particularly streets with "Community Street" and "Main Street" typologies, where the existing street system is enhanced through various techniques such as streetscaping and traffic calming to encourage the use of non-motorized modes of travel and transit on at least those facilities that operate as collector or local roads.

Policy TRN-1.15D: The City will use the FDOT Complete Streets Manual for context classification along with the City's Roadway Typology classification.

Objective TRN-1.16: Due to the amount of trips with no origin or designation within the Lakeland Planning Area, the City shall work with Polk County, Polk TPO and regional transportation agencies to maintain Year 2020 vehicle miles of travel (VMT) values through Year 2030, using focused application of appropriate land use and transportation strategies to promote a pattern of compact and complimentary mixed land uses that, when combined with urban design techniques and standards, produces a safe, walkable environment served by a well-connected multi-modal transportation system providing connectivity to applicable regional bus, rail and high-speed rail systems.

Policy TRN-1.16A: The City shall continue to support incentives for new and re-development within its traditional Community Redevelopment Areas of Downtown, Midtown and Dixieland as well as infill and transit oriented developments within the Central City Transit Supportive Area and increased residential densities within the TOC Overlay. The LDC shall include open space and landscaping standards for new development that provide relief from the built environment, provide street shade for the pedestrian and support energy efficiency for the built environment.

Policy TRN-1.16B: The City will continue to employ access management and site circulation standards, maximum parking standards and multi-modal connectivity through its Land Development Code which address and support the linkage to bus, bike and pedestrian systems and amenities.

Policy TRN-1.16C: Vehicle miles of travel and associated greenhouse gas emission reduction will be pursued through the implementation of the components of the City's land use strategies and the Connectivity Plan outlined in the Transportation Element including but not limited to enhancement of the transit services, prioritization of funding for pathways (bicycle and sidewalk) facilities, and transportation demand management strategies, where applicable.

Policy TRN-1.16D: Should Polk County be designated as a Federal air quality non-attainment area, the City will work with the Polk TPO and FDOT to identify and fund programs and projects that encourage alternative means of transportation as part of the annual Transportation Improvement Program and Five-Year Work Program development processes.

Policy TRN-1.16E: In order to develop a roadway grid system within the Central City Transit Supportive Area, Urban Development Area and Suburban Area, the City shall require development to accommodate public-privately funded connector roads contained in the Transportation Element, which provide relief to collector and arterial roadways that are projected to operate at a failing highway level-of-service through Year 2045. Construction and right-of-way costs shall be eligible for transportation impact fee credits in accordance with the most recent transportation impact fee ordinance.

Policy TRN-1.16F: The City shall require the submittal of transportation demand management plans for new employment centers or large mixed-use development projects in accordance with the Land Development Code. The City shall continue its participation in and coordination with the FDOT District One commuter services program.

Policy TRN-1.16G: The City shall encourage bicycle travel by requiring bicycle parking as a condition of development approval for new development in accordance with the Land Development Code, and by participating in the development of a bicycle parking strategy for Downtown Lakeland and a published bike route map for the City. The City shall work with the Lakeland CRA, FDOT and Polk TPO to site and fund secure "bicycle stations" at strategic locations throughout Lakeland to provide parking, services, and information to the area bicycling community.

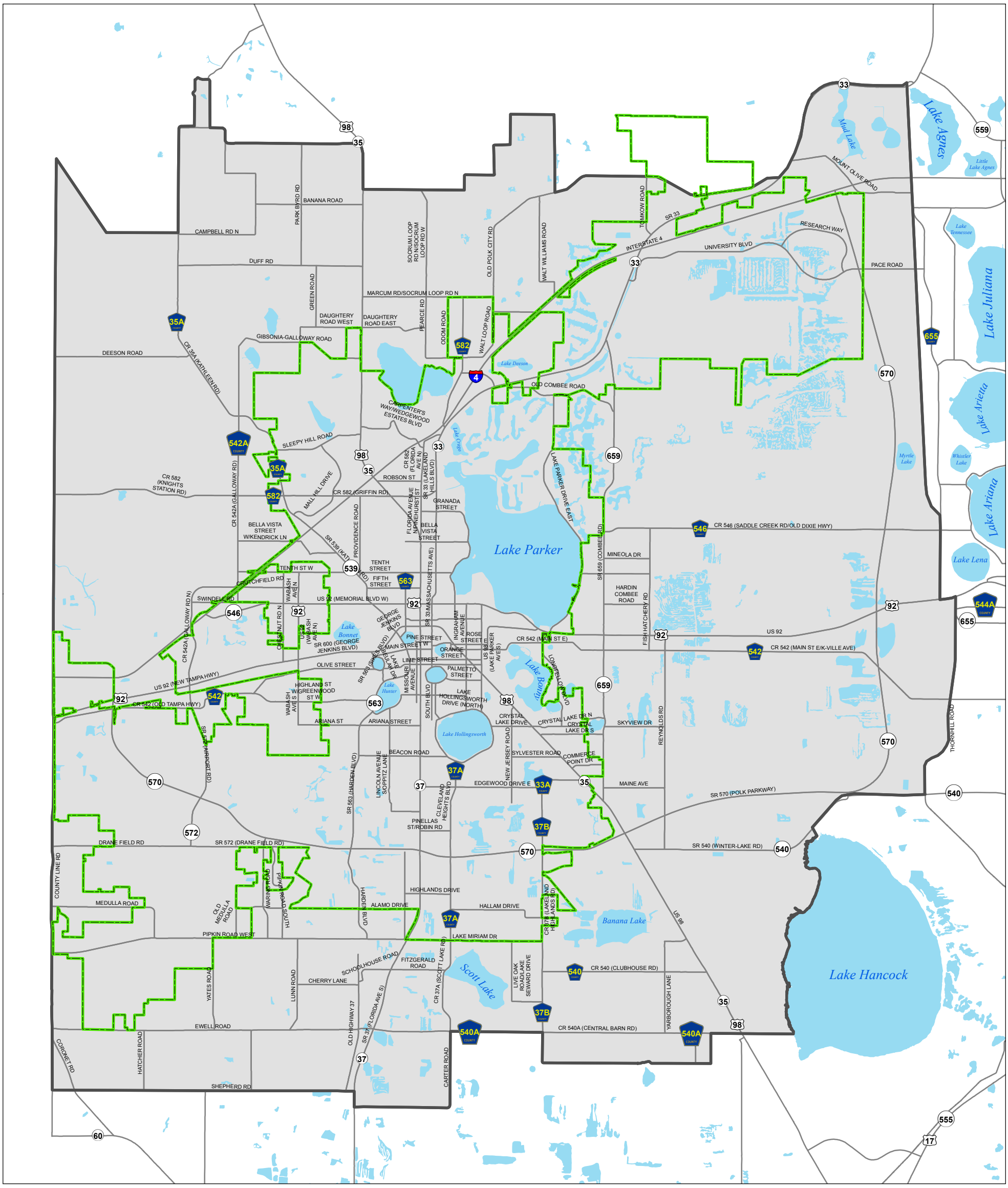
Maps: Mobility

Maps that support this Element include:

MAP TRN-1	Roadway Circulation System Map
MAP TRN-2	Functional Classification Map
MAP TRN-3	Existing Level of Service Map
MAP TRN-4	Future Roadway Conditions Map
MAP TRN-5	Existing Transit Service
MAP TRN-6	Existing Sidewalks and Transit Oriented Corridors
MAP TRN-7	Committed Mobility Improvements Map
MAP TRN-8	Proposed Pathways Corridors

MAP TRN-1

ROADWAY CIRCULATION SYSTEM



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

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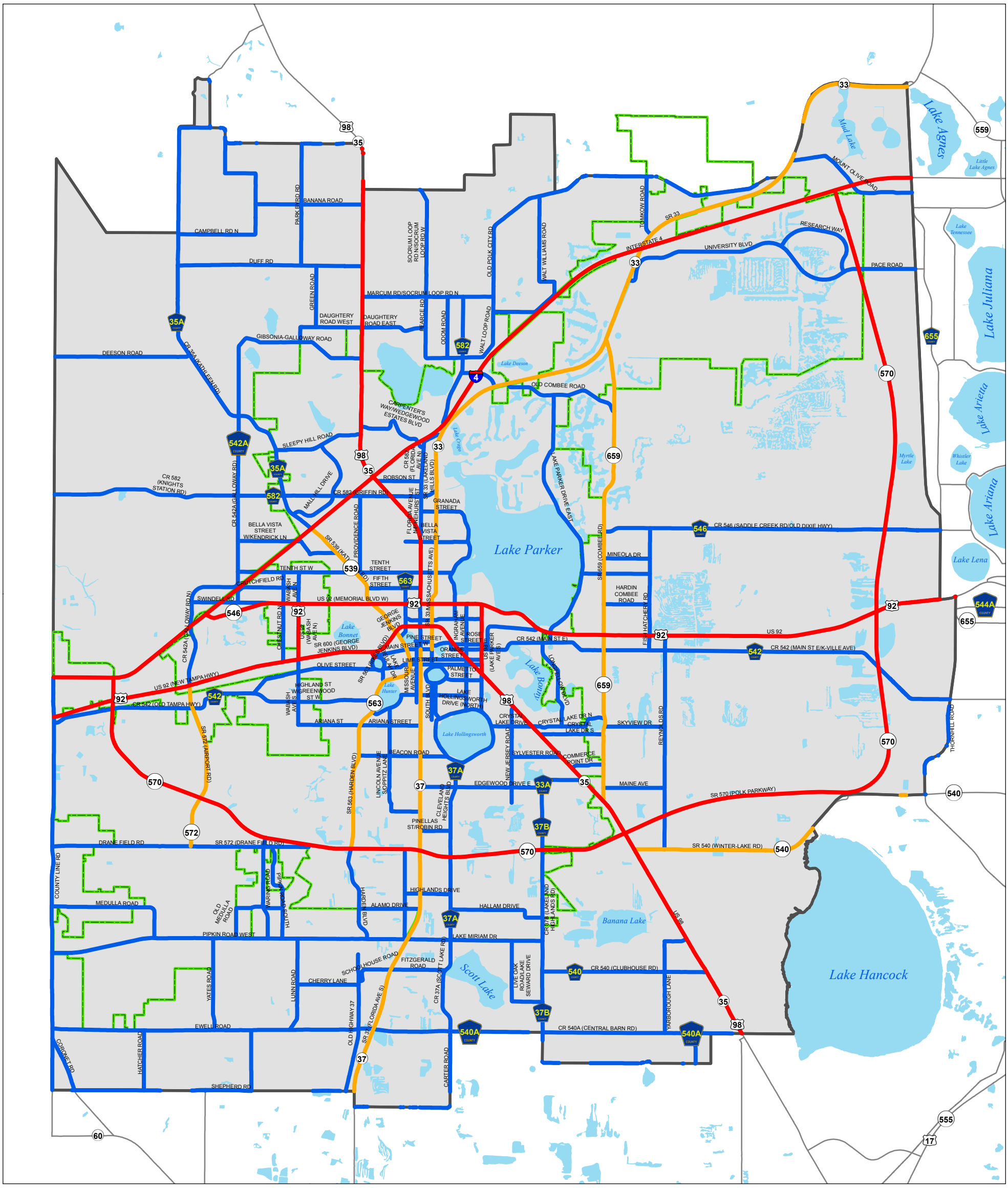
MAP TRN-2

FUNCTIONAL CLASSIFICATION



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Functional Classification

- Principal Arterial
- Minor Arterial
- Urban Collector

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Miles

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COMMUNITY & ECONOMIC DEVELOPMENT

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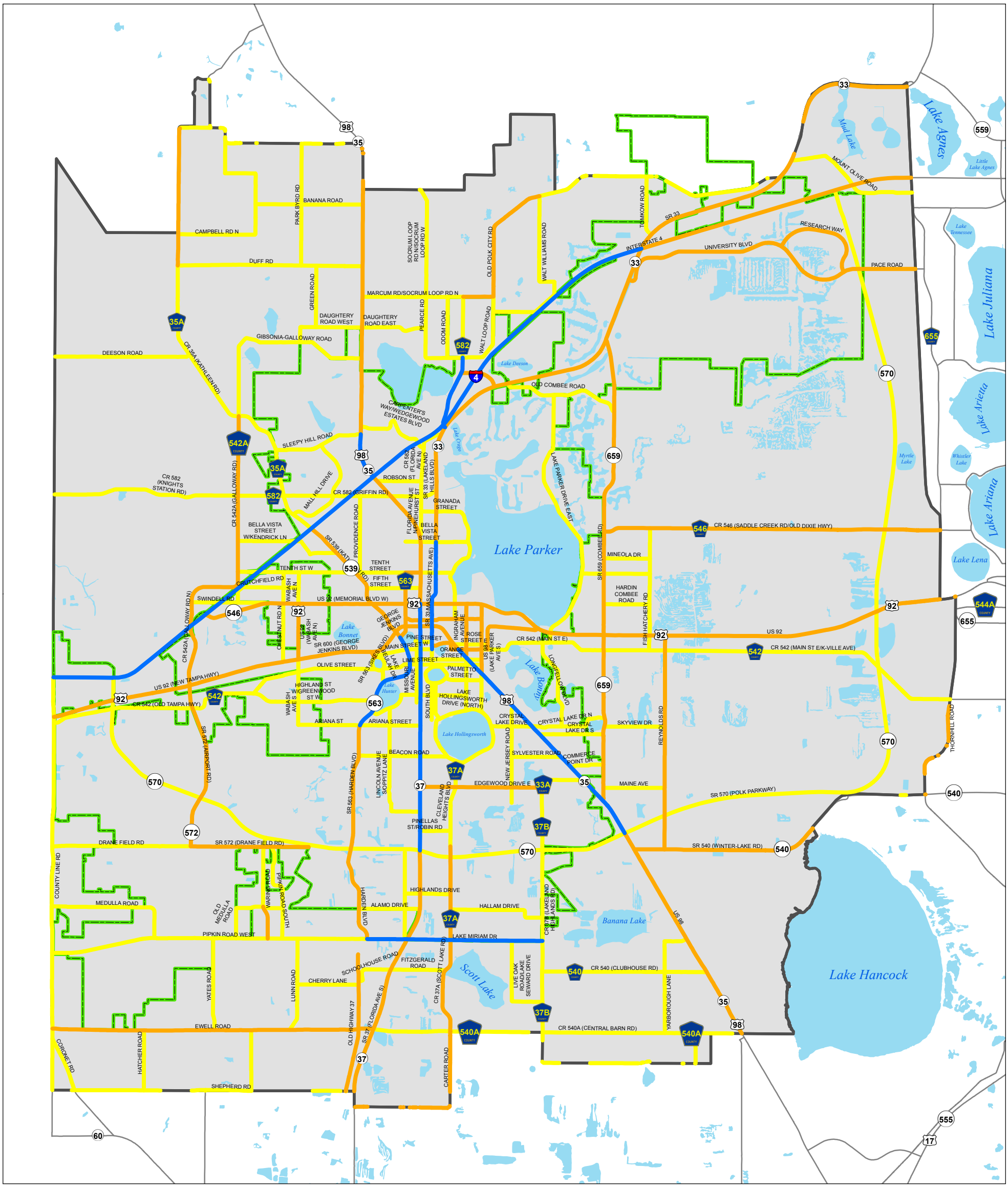
MAP TRN-3

EXISTING ROADWAY LEVEL OF SERVICE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Existing Level of Service

- B
- C
- D

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Miles

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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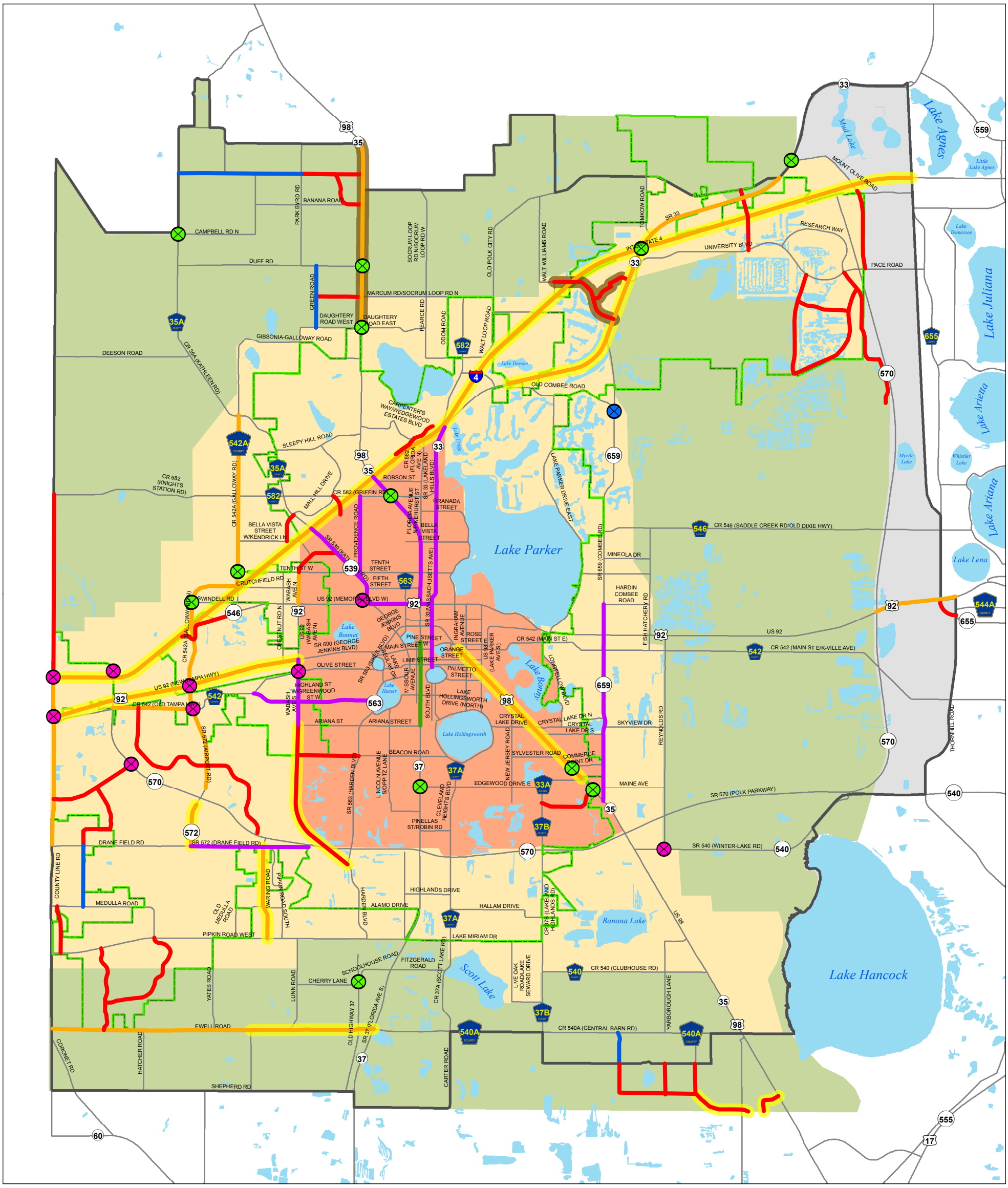
MAP TRN-4

FUTURE ROADWAY CONDITIONS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

Future Roadway Projects

- New
- Widen
- Reduce
- Improved
- Complete Street
- Cost Feasible
- Partially Funded
- Intersections/Interchanges
- Intersections/Interchanges (Cost Feasible)
- Intersections/Interchanges (Partially Funded)

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Miles

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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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City of Lakeland

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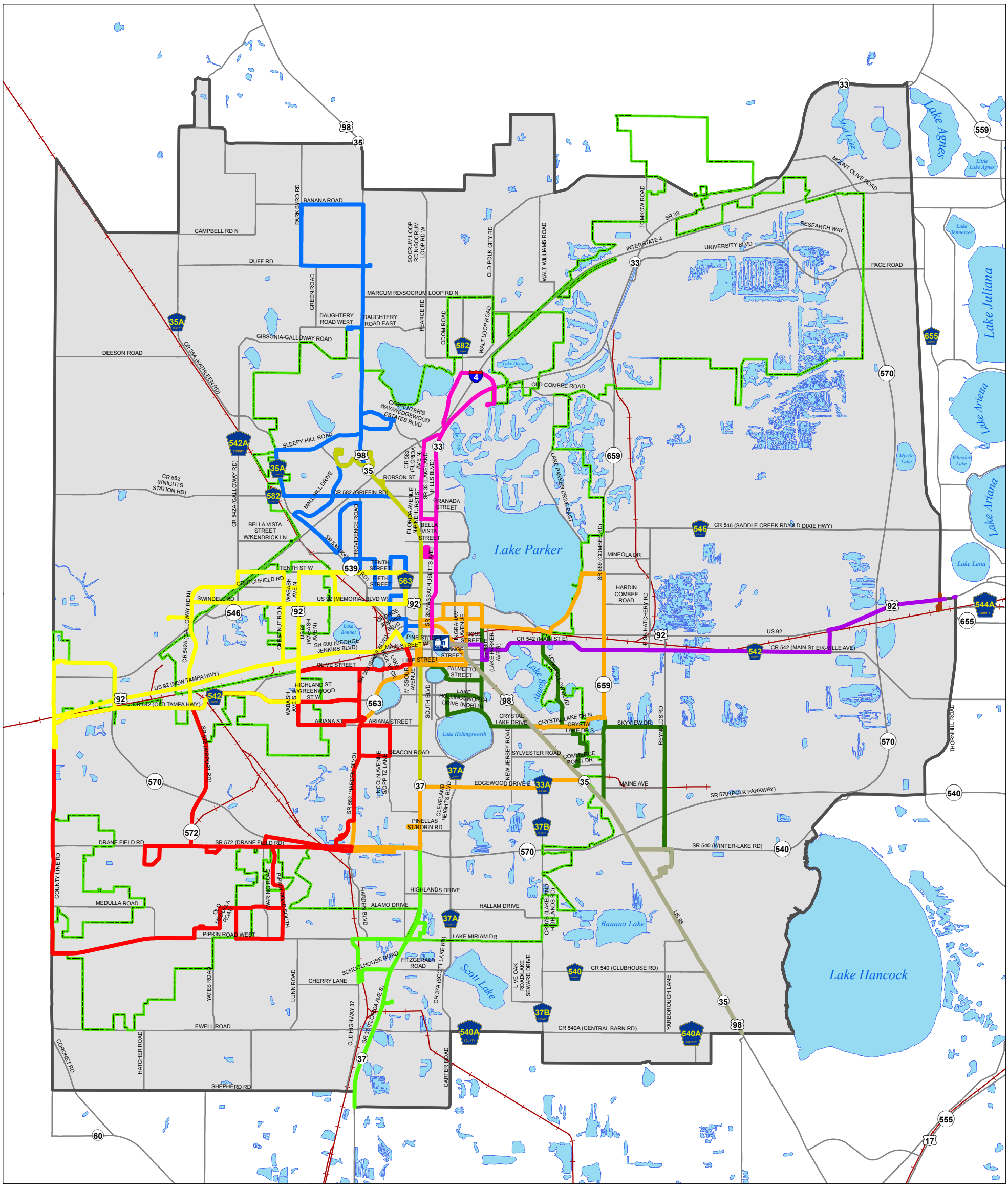
MAP TRN-5

EXISTING TRANSIT SERVICE



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Railroads
- Amtrak Station

Citrus Connection Routes

- 50
- Blue
- Gold
- Green
- Lime
- Orange
- Pink
- Purple
- Red
- Silver Express
- Yellow

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Miles

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Polk County Property Appraiser
City of Lakeland
Citrus Connection

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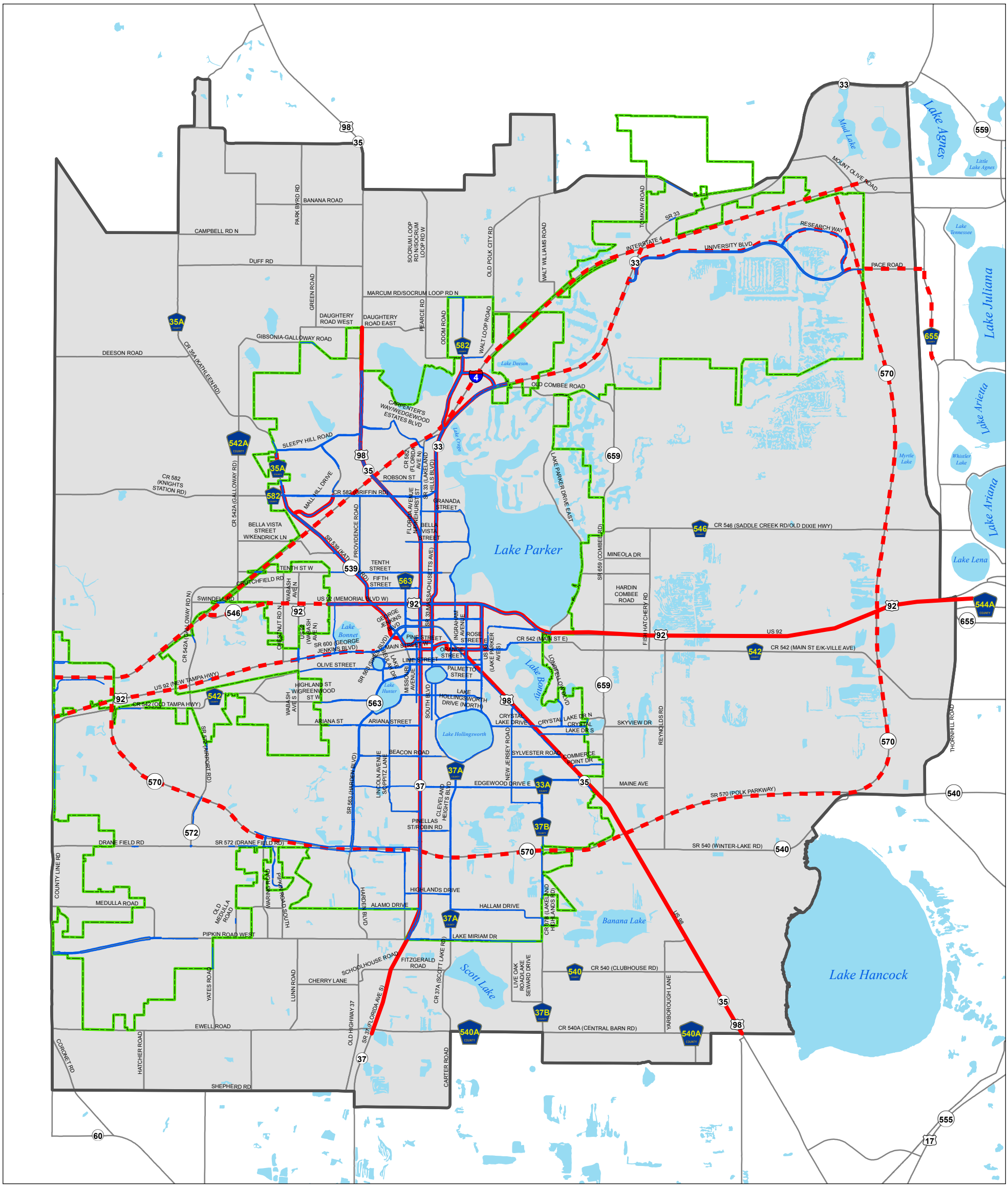
MAP TRN-6

EXISTING SIDEWALKS AND TRANSIT-ORIENTED CORRIDORS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Transit Oriented Corridors

- Transit Oriented Corridors
- Long Term Potential Transit Oriented Corridors

- Existing Sidewalks (2019)

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Miles

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COMMUNITY & ECONOMIC DEVELOPMENT

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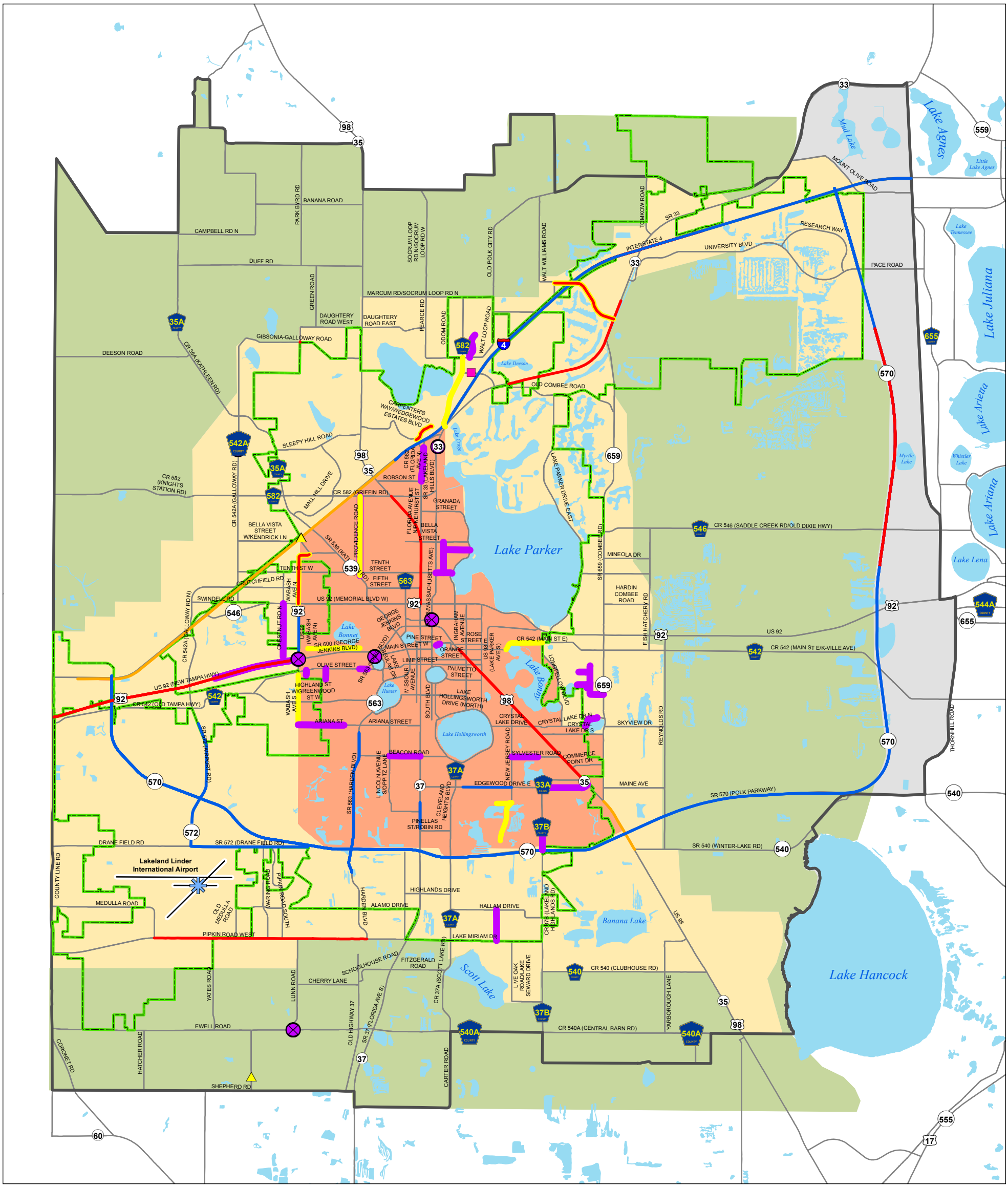
MAP TRN-7

COMMITTED MOBILITY IMPROVEMENTS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Development-Intensity Areas

- Central City Transit Supportive Area
- Urban Development Area
- Suburban Area

Mobility Improvements

- Capacity
- Corridor Planning
- Maintenance
- Bicycle
- Sidewalk
- Intersection/Interchange
- Transit Facility
- Bridge Replacement
- Airport Improvements

Rail Capacity projects not shown - Insiginifant size to display on map

N W E S

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Miles

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CITY OF Lakeland COMMUNITY & ECONOMIC DEVELOPMENT

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Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

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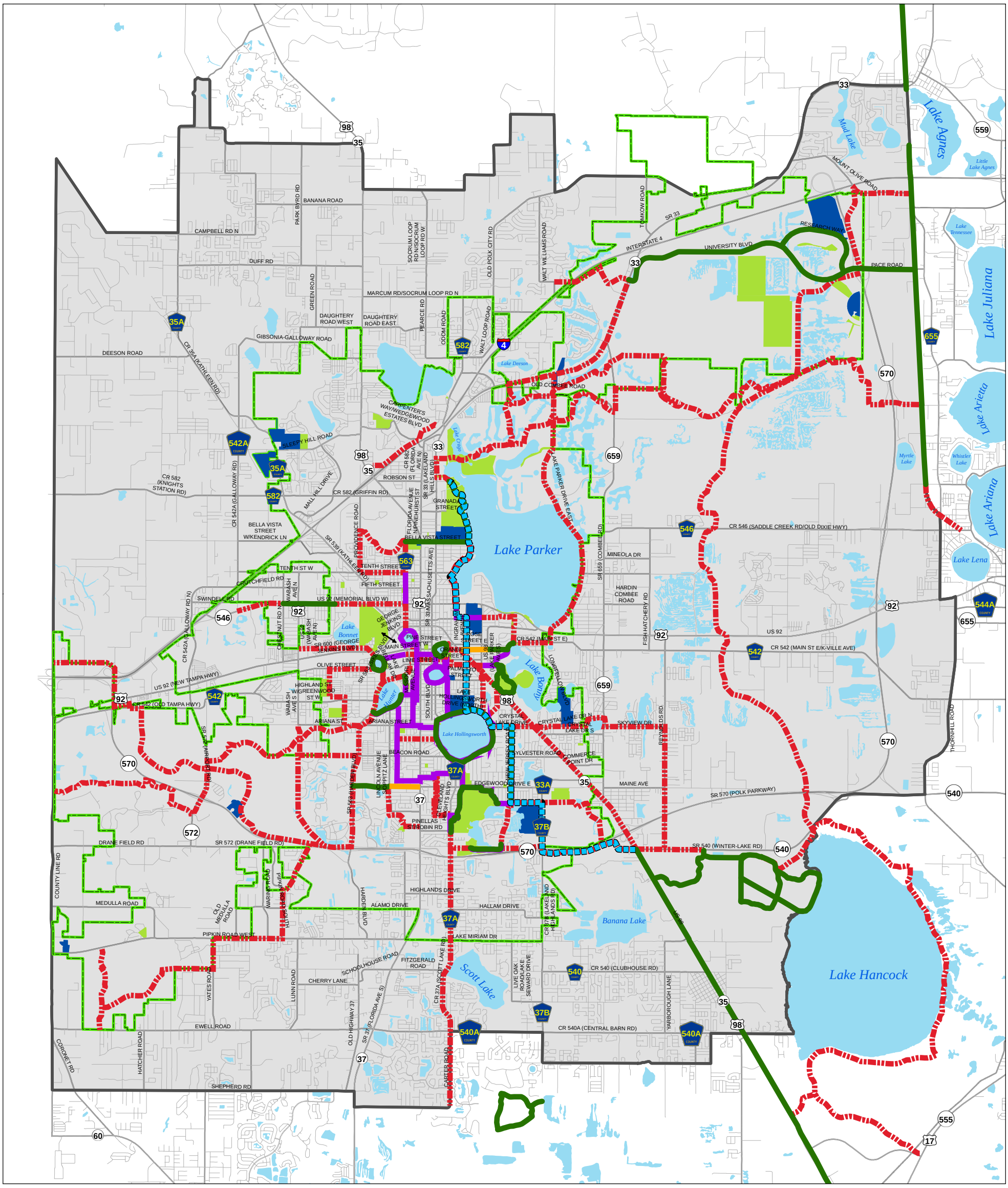
MAP TRN-8

PROPOSED PATHWAYS CORRIDORS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Local Roads
- Recreation
- Public and Institutional

Proposed Pathways Status

- Proproposed Fort Fraser Trail
- Planned
- Existing Multiuse Trail
- Existing Lake to Lake Network (On Road)
- Other On Road Pathways Plan Corridors
- Bonnet Springs Park-Downtown Connector

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Miles

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February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\3 - Mobility\2021-03-01\TRN_08_ProposedPathwaysCorridors_030121.mxd

Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element	Influences	Element	Chapter	Policy Direction
Mobility		Future Land Use	Chapter 2	Multi-Modal Concurrency, Transit Supportive Development
Mobility		Future Land Use	Chapter 2	Adequate Facilities to Support Development, Redevelopment
Mobility		Future Land Use	Chapter 2	Compatibility with Airports
Mobility		Future Land Use	Chapter 2	TOC, CCTSA, Increased Residential Densities
Mobility		Neighborhoods	Chapter 2	Complete Streets, Connectivity
Mobility		Recreation and Open Space	Chapter 2	Pedestrian, Bicycle, Lake-to-Lake Bikeway amenities
Mobility		School Facilities	Chapter 6	Sidewalk Connectivity, Transit Access
Mobility		Intergovernmental Coordination	Chapter 6	Safety, Transportation System Management, Access Management
Mobility		Intergovernmental Coordination	Chapter 6	Transit Services
Mobility		Capital Improvements	Chapter 6	Mobility Funding Plan, Transportation Strategies

Chapter 5
Attractive and Environmentally-Friendly Community

Magnificent lakes support our natural resources



Attractive and Environmentally-Friendly Community

OUR GUIDANCE

- City of Lakeland Water Quality Management Plan 2019
- Florida Building Code 7th Edition (2020)
- Chapter 64E-6, Florida Administrative Code
- City of Lakeland, Natural Resource Protection Regulations

Conservation Element

Our Vision: Magnificent lakes support our natural resources

As our name implies, Lakeland is a City of Lakes. These magnificent lakes are the center of our vibrant Downtown, our walkable neighborhoods, our Lake-to-Lake Bikeway, and home to our signature swans and abundant waterfowl. The quality of the water in our lakes is an integral part of the sustainable habitat for animals and the recreational opportunities for our residents and visitors.

Ensuring a healthy environment for our community and ensuring that natural resources are protected from pollution and degradation are a priority for the City of Lakeland. The Conservation Element includes guidance for the management, regulation, cooperation, and preservation of resources so that future generations will retain or obtain improved benefit from the same natural environment and resources that we enjoy today.

Our Trends: Conservation

The City of Lakeland is committed to the conservation of natural resources. This effort comes amidst a decline in natural areas due to land consumption and continuing development pressures.

Maintenance, preservation, and enhancement of the area's natural resources is an important long-range planning concern. Use and enjoyment of these resources is an integral part of the regional system. If local natural resources are allowed to deteriorate, the quality of the entire regional system is reduced.

The City continues to commit to the protection of natural resources through a number of different conservation efforts. These include the exploration of alternative water resources for potable water consumption; implementation of land use regulations to address development pressures from population growth; and the continued recognition of the Lakeland Greenbelt concept, which provides relief from the built environment, air quality benefits, preservation of natural wetland and floodplain functionality, while providing linkages of natural systems and passive recreational opportunities.

The City has also placed an extensive focus on protecting its 38 named Lakes. The ecological integrity and aesthetic beauty of these waterbodies are integral to the City's identity and economic sustainability. As growth continues throughout the City, both public and regulatory agencies face increasing pressure to maintain or improve water quality in the City's lakes. In some lakes, water quality is declining, and cost-effective solutions to remediate these problems are needed, while in other lakes, water quality appears to be stable or improving.

To protect its lakes and maintain or improve water quality, the City updated and adopted a Water Quality Management Plan in October of 2019. The plan specifically focused on eleven (11) priority

lakes. The priority lakes chosen include: Beulah, Bonnet, Bonny, Crystal, Gibson, Hollingsworth, Hunter, Mirror, Morton, Parker, and Wire. These lakes were chosen based on their regulatory status, public access, and their classification as natural water bodies, as opposed to manmade lakes (e.g., former phosphate mining pits).

Goals, Objectives, and Policies: Conservation

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to conservation issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Conservation Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes,* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

CONSERVATION (CON) GOAL 1: Conserve, restore and manage natural resources to preserve and enhance their quality for future use.

Objective CON-1.1: Ensure the conservation and appropriate use of minerals, soils and native vegetative communities through the continued enforcement of City LDC and development (site) plan reviews.

Policy CON-1.1A: Mineral extraction within the City of Lakeland will be allowed only as a means to improve a natural resource.

Policy CON-1.1B: The City of Lakeland will continue to protect soil disturbed during the development process through regulations of the Water Management District and the Department of Environmental Protection. Best management practices for limiting soil erosion shall be required for new development or redevelopment.

Policy CON-1.1C: The City of Lakeland will continue to enforce, as established within City LDC, those specific standards, procedures, and criteria necessary for the conservation, appropriate use and preservation of identified vegetative communities.

Policy CON-1.1D: Lakeland will support continued shared use of facilities between the City and the School Board, where such may assist public education regarding the environment.

Policy CON-1.1E: The City of Lakeland may require site plan submittals to include vegetative surveys for proposed development sites upon the request of the City.

Policy CON-1.1F: LDC standards have been adopted by the City of Lakeland which include specific land use controls for protected habitat areas. Protection of habitat which supports listed species shall utilize management programs including buffer zones, setbacks, conservation easements, set aside areas, and physical protection devices to prevent disturbance of the listed species.

Policy CON-1.1G: If development is proposed in an area where municipal wastewater is not available a permit for a septic tank must be obtained from the Polk County Health Department. Soil suitability, including sufficient permeability to accommodate a septic system, and adequate depth to the seasonal high-water table shall be verified prior to issuance of any permit for a septic tank system, per requirements of Chapter 64E-6, F.A.C.

Objective CON-1.2: Continue to conserve and protect the quality and quantity of water resources, including area lakes.

Policy CON-1.2A: The City of Lakeland will continue to support ongoing programs for the conservation and protection of water resources, including use of the inverted rate structure, Florida Friendly Landscaping at all City buildings and parks, the leak detection program, effluent reuse, and water conservation education efforts.

Policy CON-1.2B: Water conservation measures will continue to reduce domestic per capita water consumption.

Policy CON-1.2C: The City of Lakeland will continue to implement a program to conserve water through the re-use of wastewater effluent at the McIntosh power plant complex and through contract with TECO.

Policy CON-1.2D: The City shall encourage Florida Friendly Landscape and discourage the planting of species that are less water efficient.

Policy CON-1.2E: The City of Lakeland LDC will continue to protect wellfields and aquifer recharge areas from potential contamination by development. The LDC will continue to prohibit within the designated zones of protection the location of landfills, wastewater facilities, and facilities for the storage, handling, or processing of petroleum products, agricultural chemicals, hazardous waste, toxic waste, medical waste, or other uses which could contaminate wellfields or aquifer recharge areas.

Policy CON-1.2F: The City of Lakeland's lakes management program will pursue water quality goals for area lakes in accordance with the 20-year Comprehensive Lakes Management Plan.

Policy CON-1.2G: The City of Lakeland's management plan for area lakes will include support of water quality goals and programs for all lakes within the Lakeland Planning Area.

Policy CON-1.2H: The City of Lakeland will encourage use of low impact development best practices and/or incentives to emphasize conservation and use of natural features of a site to maximize stormwater filtration. These best practices may include, but are not limited to, reduction of impervious areas, use of permeable surface treatments, use of bioswales, rainwater harvesting via rain barrels and cisterns, and “green” or vegetated roofs.

Policy CON-1.2I: City of Lakeland LDC will continue to include specific standards, criteria, and land use controls necessary for the protection and conservation of the natural function of floodplains. These regulations will continue to require development in the FEMA 100-year flood hazard zone to be constructed so that the lowest floor elevation is at least one foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps.

Policy CON-1.2J: City of Lakeland LDC includes specific standards, criteria, procedures, and land use controls necessary to protect and conserve area lakefronts while allowing reasonable access to the water and recreational opportunities. LDC shall continue to require a 50-foot setback from the protected lakefront to the start of any construction.

Objective CON-1.3: Minimize or mitigate flood hazard in future development proposals. The City will continue to protect and conserve wetlands and wetland areas and ensure that development approved in flood-prone areas is consistent with the functions of natural systems.

Policy CON-1.3A: Support the Local Hazard Mitigation Strategy of Polk County by minimizing or mitigating flood hazard in future development proposals.

Policy CON-1.3B: Dredging and filling of lands within floodplains will be restricted so as to preserve the natural function of the 100-year floodplain. All proposed development or redevelopment shall be located primarily on the non-floodplain portion of the site and the City shall use gross density provisions given in the Future Land Use Element to encourage development or redevelopment to be clustered on the upland portion(s) of the property. The developer shall provide the City a copy of proposed and final amendments to the FEMA designated floodplain areas (i.e., Letters of Map Amendment or Letters of Map Revision).

(i) For proposed development or redevelopment areas that lie within the 100-year floodplain, residential structures shall be required to be elevated and non-residential structures shall be required to be either elevated or flood proofed. Elevations shall be at least 1 foot above the BFE.

(ii) Floodplain dredge and fill activity shall require adequate compensation for stormwater management in accordance with City engineering standards and applicable standards of the Southwest Florida Water Management District and the Florida Department of Environmental Protection.

(iii) No development activity shall be allowed that will raise the 100-year base flood elevation.

(iv) No hazardous materials or waste shall be stored within the 100-year floodplain.

(v) Development of property that is entirely within the 100-year floodplain shall be prohibited except where such would result in a "taking" of private property or where already permitted by the appropriate regulatory agency (SWFWMD or FDEP) and consistent with all City development regulations.

(vi) Within the Green Swamp Area of Critical State Concern, no new lots shall be created which are entirely within a 100-year floodplain area unless such would result in a taking of private property. In the remainder of the City, lots within the 100-year floodplain shall be discouraged through provisions which allow clustering of lots on the upland portion of a site and reduced lot sizes.

Policy CON-1.3C: City of Lakeland LDC will continue to include strict performance standards, criteria, mitigation procedures and land use controls necessary to protect and conserve area wetlands. These regulations shall require the following:

- Site plans for new or redevelopment will, at a minimum, identify the location, condition, extent, and function of impacted wetlands on the property, including any jurisdictional wetlands.
- Site plans will provide measures to ensure that normal flows and quality of water as well as the natural hydroperiod will be protected to maintain wetlands after development occurs; and,
- New development shall be generally clustered away from wetland areas. No commercial, industrial, or residential buildings are allowed within the boundaries of a jurisdictional wetland. However, where alteration of wetlands is necessary as a last resort to prevent an unconstitutional taking of private property, either the restoration of disturbed wetlands will be provided, or additional wetlands will be created to ensure no net loss of wetlands.

Policy CON-1.3D: The City of Lakeland will require all developments to undertake measures necessary to ensure that water quantity and quality resulting from the development will not adversely affect nearby wetlands. Specific measures necessary for implementation of this policy are detailed in the City's *Natural Resource Protection Regulations.*

Policy CON-1.3E: The natural functions of wetlands include water storage/flood control, water filtration, groundwater recharge, and habitat for plants and animals, in particular waterfowl. These natural functions shall be protected to the maximum extent possible, in particular where the wetland(s) in question link to larger riverine and/or surface waters.

Policy CON-1.3F: City land use compatibility policies and development regulations regarding the location, density, intensity, extent, and type of land uses allowed shall consider the location, size, condition, type, and function of on-site or adjacent wetlands.

Policy CON-1.3G: As the City continues to acquire lakefront, wetland, and other natural areas for future recreation and open space uses, preservation and conservation of lakefront and wetlands shall be included in all park development plans.

Objective CON-1.4: Continue to implement measures to protect and improve the ambient air quality to preserve Lakeland and Polk County's status as an air quality attainment area as designated by the Florida Department of Environmental Protection.

Policy CON-1.4A: The City of Lakeland will consider air quality in prioritizing capital facility and transportation improvement programming.

Policy CON-1.4B: The City of Lakeland will continue to control open burning of land clearing debris.

Policy CON-1.4C: The Lakeland Fire Department will continue to prohibit outdoor burning of petroleum-based products and trash within the City.

Policy CON-1.4D: The City of Lakeland will continue to promote expansion and increased ridership of the public transit system, efficient delivery of service, and increased bicycle and pedestrian routes.

Policy CON-1.4E: The City will continue to implement a curbside recycling program for solid wastes to reduce the need for disposal through incineration and landfills.

Objective CON-1.5: Continue to work with state government, county government, adjacent local governments and involved landowners to establish greenbelts which conserve natural resources and/or habitats and which provide open space relief from development.

Policy CON-1.5A: The City of Lakeland will continue to identify riverine and greenbelt corridors and other water resource lands and recommend their preservation through State purchase or other means.

Policy CON-1.5B: The City of Lakeland will coordinate with other local governments to direct passive land-intensive uses to locate within identified greenbelt corridors, including bicycle/pedestrian trails.

Objective CON-1.6: Continue the development of programs to conserve, appropriately use and protect fisheries, wildlife, and wildlife habitats.

Policy CON-1.6A: The City of Lakeland will continue to implement its 20-year lakes management plan to ensure public and conservation uses of city lakes as well as measures for the protection of fish and wildlife habitats.

Policy CON-1.6B: In assessing its stormwater utility rate structure, the City shall ensure a dedicated funding source to improve surface water quality, maintain or enhance flood control, protect lake-dependent plant and animal species, and meet federal and state water quality mandates.

Policy CON-1.6C: The City of Lakeland will require all new developments within areas identified as known or potential habitats for endangered or threatened species to provide an inventory of all listed species prior to receiving development approval. If listed species are found on the site or would be affected by the development, a specific management plan must be prepared by the developer, including necessary modifications to the proposed development, to ensure the preservation of the listed species and their habitat.

Policy CON-1.6D: The City of Lakeland's LDC will continue to offer strategies to encourage protection of natural habitats.

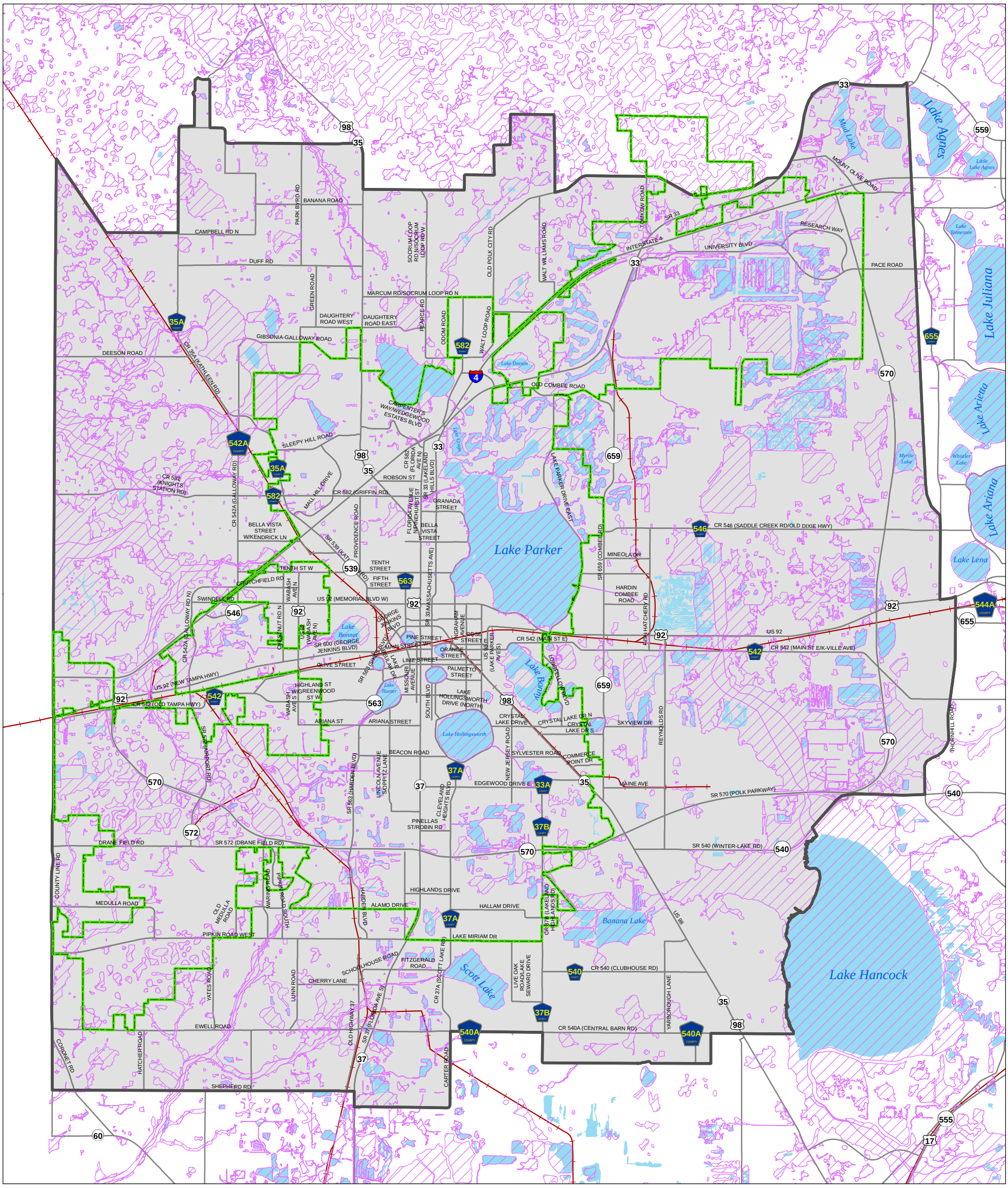
Maps: Conservation

Maps that support this Element include:

MAP CON-1	Floodplain
MAP CON-2	Wetlands
MAP CON-3	Conservation/Preservation Areas
MAP CON-4	Greenbelt

MAP CON-1

FLOODPLAINS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- FEMA High-Hazard Flood Zones

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
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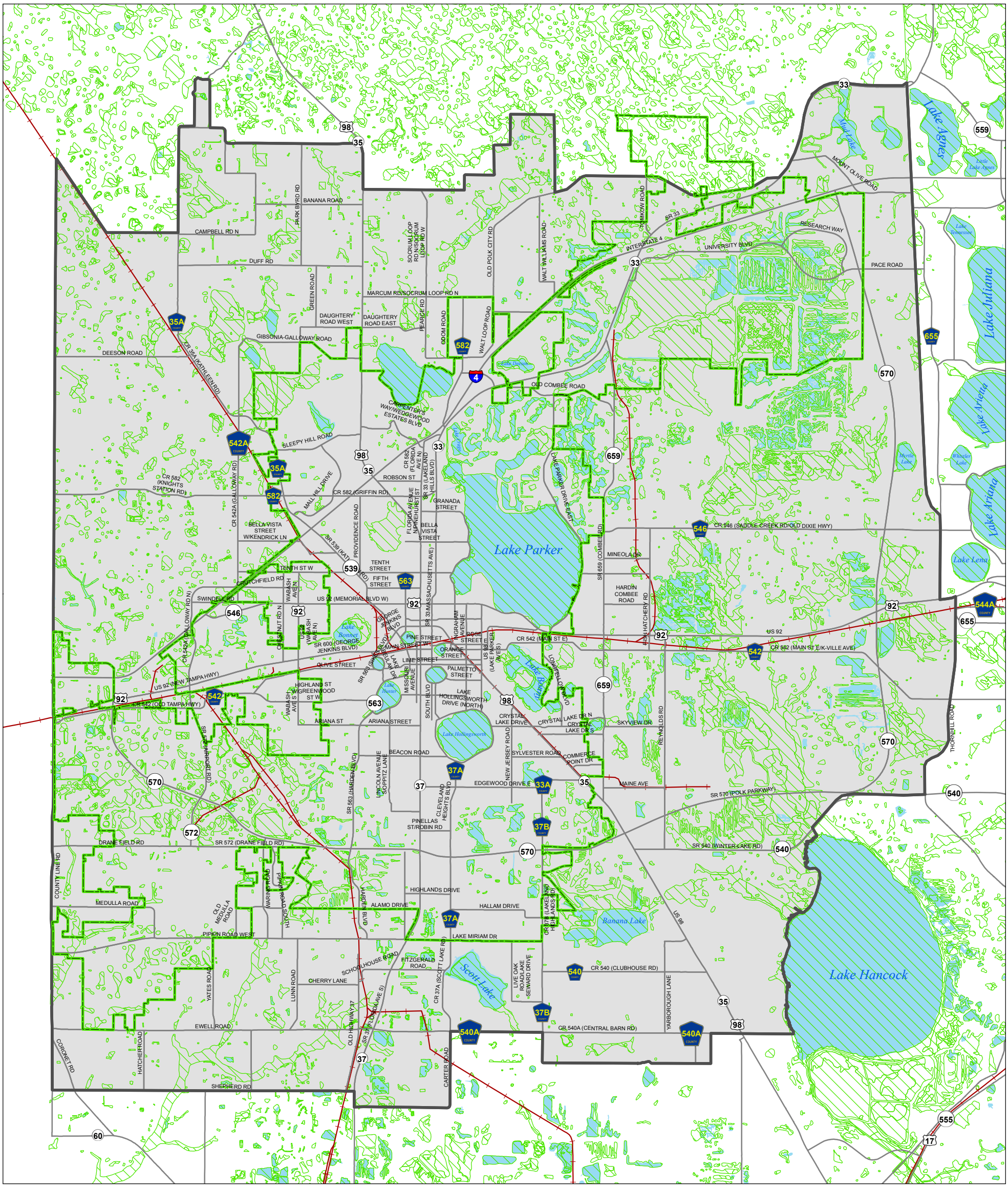
Data Sources:
Central Florida Regional Planning Council
Federal Emergency Management Agency
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\4 - Attractive Environment\2021-03-01\CON_01_Floodplain_030121.mxd

MAP CON-2

WETLANDS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Wetlands

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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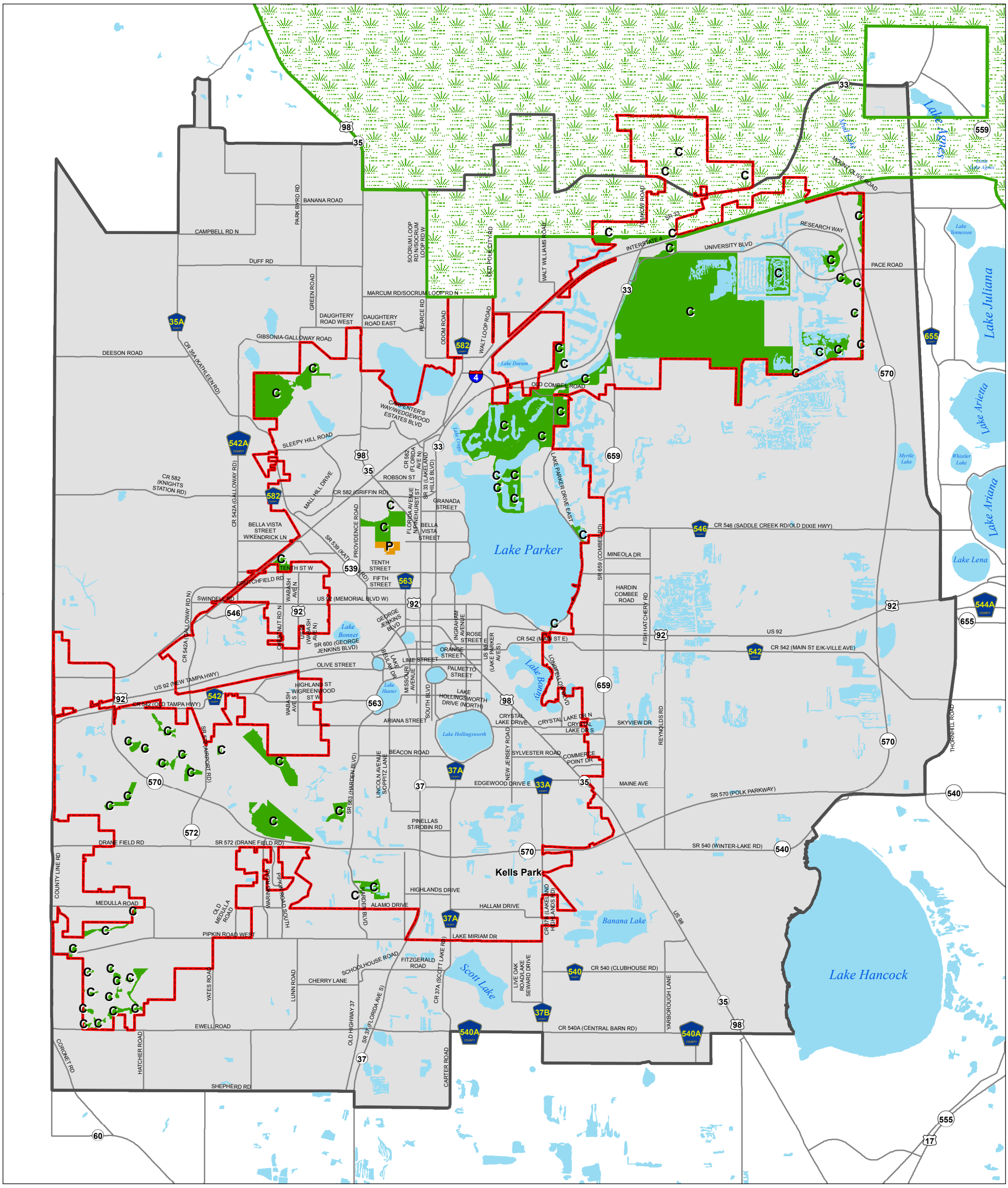
Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\4 - Attractive Environment\2021-03-01\CON_02_Wetlands_030121.mxd

MAP CON-3

CONSERVATION/PRESERVATION AREAS



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- GreenSwamp Area of Critial State Concern
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Conservation (C)
- Preservation (P)

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Miles

Map Created:
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CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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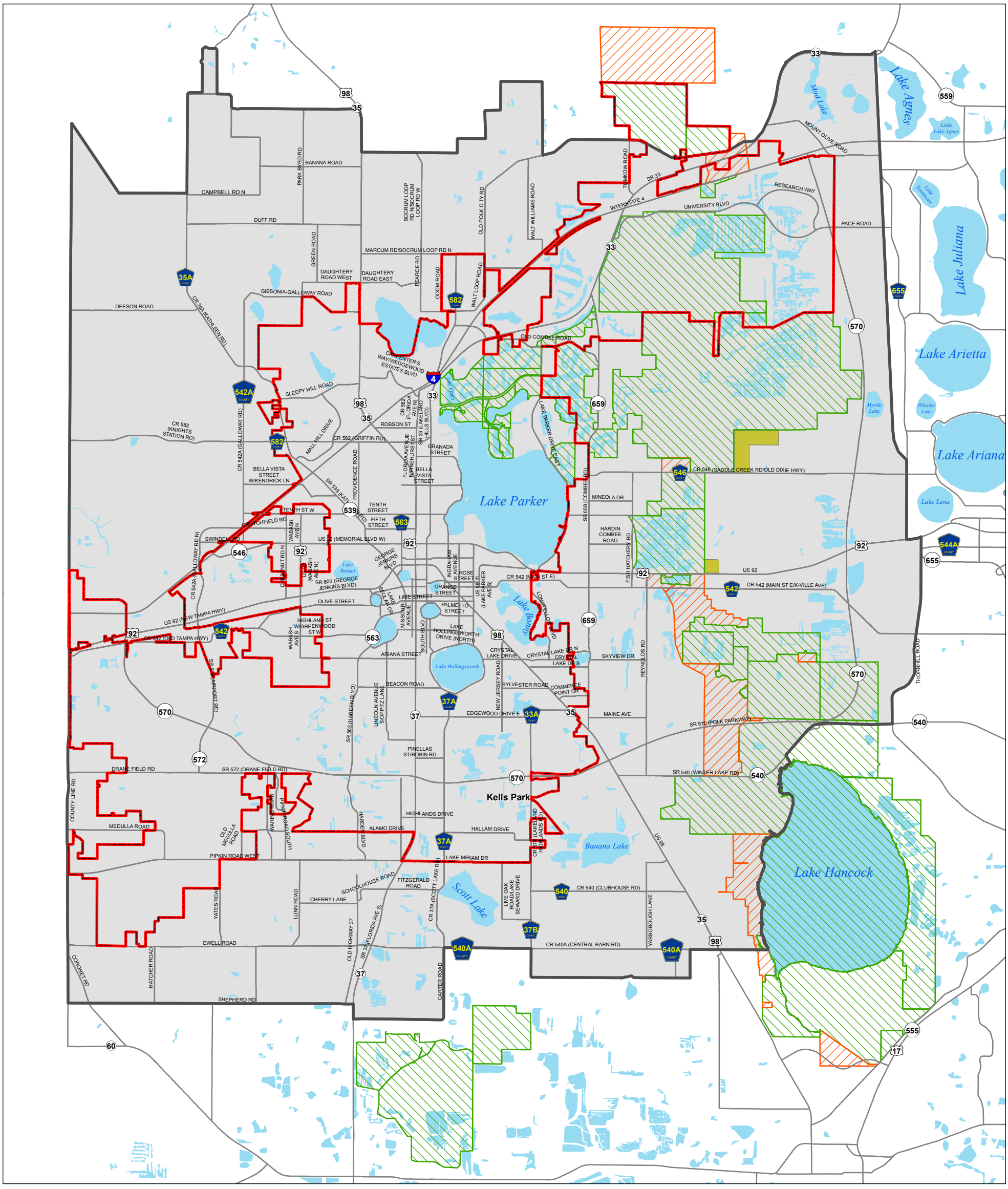
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\4 - Attractive Environment\2021-03-01\CON_03_Cons-Pres_030121.mxd

MAP CON-4
GREENBELT



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads

Greenbelt Areas

- Existing
- Proposed Aquisition
- Proposed County

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Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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Florida Department of Transportation
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Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\4 - Attractive Environment\2021-03-01\CON_04_Greenbelt_030121.mxd

Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element		Element	Chapter	Policy Direction
Conservation	Influences	Future Land Use	Chapter 2	Policy Direction
Conservation		Future Land Use	Chapter 2	Requires lakefront setbacks
Conservation		Future Land Use	Chapter 2	Encourages natural habitat protection
Conservation		Future Land Use	Chapter 2	Protection of endangered species
Conservation		Recreation and Open Space	Chapter 2	Restricts development in 100-yr Floodplain
Conservation		Neighborhoods	Chapter 2	Informs public access to lakes
Conservation		Neighborhoods	Chapter 2	Encourages Florida Friendly landscaping
Conservation		Infrastructure	Chapter 3	Mitigation of flooding
Conservation		Infrastructure	Chapter 3	Encourages water conservation
Conservation		Infrastructure	Chapter 3	Stormwater management protection
Conservation		Infrastructure	Chapter 3	Groundwater protection
Conservation		Future Land Use	Chapter 2	No hazardous materials in the 100-year floodplain

Chapter 6
Responsible and Accessible Government

Maintain financial stability while providing for growth and redevelopment



Responsible and Accessible Government

Intergovernmental Coordination Element

OUR GUIDANCE

- Chapter 163.31777; 163.3180; 163.3246; Florida Statutes
- Interlocal agreement between Polk County School Board and City of Lakeland
- Polk County Transportation Planning Organization Long Range Transportation Plan 2040
- City of Lakeland Sector Plans –Downtown, Midtown, South, East, North, Northwest, Southeast, Northeast, Southwest
- Southwest Florida Water Management District's Regional Water Supply Plan 2015
- Chapter 380.06 Florida Statutes

Our Vision: Maintain financial stability while providing for growth and redevelopment

The City of Lakeland is committed to transparency and fiscal responsibility in aligning our programs, policies, procedures, and resources to support the community's vision. This is achieved through performance budgeting and comprehensive capital projects planning to ensure adequate levels of service are provided as Lakeland grows and redevelops.

The City alone cannot ensure that all community needs are met and meaningful cooperation with local and state government and other agencies is essential. The quality of life for Lakeland residents is dependent upon this coordination particularly with Polk County and the Polk County School Board.

The Intergovernmental Coordination Element includes guidance for coordination with other governmental entities, many of which surround Lakeland, and both influence land use decisions and are influenced by Lakeland's decisions. Since Lakeland is historically the largest municipality in Polk County and the largest provider of urban services, intergovernmental coordination is essential in the orderly growth of the City and the planning area. This element includes principles and guidelines to be used in that coordination.

The inclusion of the Schools Facilities Element in the adopted Comprehensive Plan sets forward the joint processes between the City and the Polk County School Board for collaborative planning and decision making on population projections and public school siting and the necessary location and extension of public facilities to establish and maintain concurrency. The Schools Facilities Element ensures that adequate school facilities will be available as growth continues to increase student populations. This cooperation also seeks to ensure that declining and low income neighborhoods are not negatively affected by the demand for school expansions.

The Capital Improvements Element (CIE) establishes the principles for matching deficiencies and facility expansions to match growth and redevelopment needs for a 5-year capital budget period and is updated annually. The CIE also contains the level of service standards for essential services provided by the City and those the city relies on from other government agency budgets. Efficient government is the key principle guiding city capital budgeting and the provision of services for areas of growth and redevelopment in Lakeland.

Our Trends: Intergovernmental Coordination

Intergovernmental Coordination is an essential component of the City's Comprehensive plan in that it establishes the mutual relationships created between various local, state, and federal agencies. These

relationships acknowledge agreed upon efforts developed between participating entities and their commitments to achieve a common goal. These relationships may include grant contracts, mutual aid, revenue, information sharing, contractual obligations, and agreements for services.

The City of Lakeland participates in many different intergovernmental coordination efforts with neighboring local governments, including other governmental and quasi-governmental agencies. These include water and wastewater service area planning agreements (MAP IGC-1), electric service area agreements, public school facilities coordination and cooperative development review agreements to name a few.

In 2004, the State of Florida Certification Program acknowledged that Lakeland's Comprehensive Plan meets certain standards as defined in Chapter 163.3246, Florida Statutes, that translate into no further State or regional review of many types of amendments to the City's Comprehensive Plan. The certified area is depicted in MAP IGC-2, Lakeland Comprehensive Plan Certification Area.

In the past ten years the City's population has increased from an estimated 95,472 persons (2010) to 109,653 persons (2020). During this same period, the City annexed approximately 392.92 acres of land. By 2030, the City's population is estimated to reach 127,236. The City is committed to continuing interlocal governmental coordination to ensure its ability to accommodate projected growth and provide a high quality of public services throughout the community.

Goals Objectives and Policies: Intergovernmental Coordination Element

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to intergovernmental coordination issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Intergovernmental Coordination Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, Florida Statutes and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

INTERGOVERNMENTAL COORDINATION (IGC) GOAL 1: To improve governmental efficiency and effectiveness, and resolve conflicts and incompatibilities through cooperation, communication, and flexible relationships between Lakeland and all other governmental organizations which share common interests and issues.

Objective IGC-1.1: Share information and seek intergovernmental agreements with appropriate governmental entities, including independent special districts, to improve intergovernmental coordination and collaborative planning. Provide updates to the text and Future Land Use Map (MAP FLU-6) of Lakeland's Comprehensive Plan to adjacent local governments at least annually.

Policy IGC-1.1A: Lakeland will continue to maintain a listing of interlocal agreements. This listing shall be updated no less than every seven years or as part of the next evaluation and appraisal report on the Comprehensive Plan.

Policy IGC-1.1B: Lakeland will participate in the Polk County local hazard mitigation strategy process and disaster redevelopment planning process and will review related plans for incorporation into the City's plans.

Policy IGC-1.1C: Lakeland will continue to participate in the regular exchange of information with other governmental entities. The type of information to be considered includes, but is not limited to: building permits, zoning cases, engineering plans,

demographics, proposed annexation areas, socio-economic information, utility service areas and capacity, and proposed land use map amendments.

Policy IGC-1.1D: Lakeland elected officials and administrative personnel will participate in Polk County intergovernmental coordination/cooperation workshops and/or joint workshops with the Polk County School Board.

Policy IGC-1.1E: City staff shall continue to participate in the Planners Working Group as established in the Interlocal Agreement for Public School Facilities Planning to set direction, plan for the annual school summit, formulate recommendations and discuss issues related to the Public School Facilities Element and the Interlocal Agreement as well as ancillary infrastructure improvements needed to support schools and ensure safe access to school facilities.

Policy IGC-1.1F: The City will exchange land use and zoning information with the Hillsborough County City-County Planning Commission (HCCCPC) and Plant City for the purpose of coordinating land use and infrastructure at the County line and also for the protection of airspace within the Lakeland Linder International Airport control zone.

Policy IGC-1.1G: The City will coordinate relevant lake improvements, stormwater improvements, and park acquisitions with the plans of appropriate state and regional agencies, including water management district surface water improvement plans, Fish and Wildlife Conservation Commission habitat protection plans, and the plans of the State Greenways and Trails Commission.

Objective IGC-1.2: Establish, maintain, and improve intergovernmental coordination for collaborative planning efforts including joint or extra-territorial services, changes to service or corporate limits, any joint committees for review of locally preferred land uses, and regulatory concerns.

Policy IGC-1.2A: Lakeland will actively work towards developing and implementing formal and informal agreements with affected parties on the following issues:

1) Utility planning service areas, for all City-maintained potable water and wastewater systems.
2) Collection and reduction of hazardous and solid waste.
3) Development within, and maintenance of, stormwater drainage systems and any joint drainage studies or projects.
4) Water quality and quantity studies.
5) Conservation uses.
6) Recreational and open space efforts including:
    a) location of new facilities.
    b) joint use of facilities.
    c) coordinating the provision of services; and
    d) establishing greenbelts.
7) Coordination for the provision and maintenance of transportation systems including: aviation, mass transit, traffic circulation, and bicycle, sidewalk, and trail networks.
8) Coordination for the provision or rehabilitation of group homes; adequate, affordable, low- and moderate-income housing; and shelter provisions for the homeless.
9) Prevention of the loss of endangered or threatened species populations.
10) Coordination for the provision of the following services:
    a) fire protection.
    b) law enforcement.

c) emergency medical.
d) animal control.
e) civil defense, including hurricane evacuation; and
f) libraries

11) Coordination to locate new or expanded dredge disposal sites, if needed.

12) The City will cooperate with county-wide efforts that seek to improve public health and reduce the prevalence of obesity.

Policy IGC-1.2B: The City of Lakeland will annex areas in a compact manner to avoid the formation of enclaves and work with Polk County to continue to reduce the number of existing enclaves.

Policy IGC-1.2C: The City of Lakeland will inform Polk County in a timely manner of proposed annexations. The City will notify jurisdictions other than Polk County of proposed annexations when the affected area is within approximately one mile of the other jurisdiction's limits.

Policy IGC-1.2D: The City of Lakeland will notify the appropriate enforcement agencies of any regulatory violations of which it becomes aware and shall cooperate with those agencies in enforcing regulations.

Policy IGC-1.2E: The City will review interlocal agreements with local governments for water and wastewater in terms of changes to the agreement on an as needed basis or when new partnership opportunities occur. Official utility service planning area map updates will be provided to Polk County to ensure coordination for County utility and land planning.

Policy IGC-1.2F: The City will continue to coordinate with Polk County regarding the use of the North Central landfill relative to recycling and reduction of total wastes by weight.

Policy IGC-1.2G: The City will coordinate with adjacent jurisdictions regarding joint planning and implementation efforts along common boundaries to serve as a guide for future land use and facility planning within the planning areas as well as a resource for neighborhood outreach and redevelopment, where appropriate.

Objective IGC-1.3: The City shall support the creation and implementation of a cohesive vision for the Central Florida Innovation District (CFID) together with the City of Auburndale and Polk County to realize a dense, mixed-use area that builds upon the major economic development drivers surrounding Florida Polytechnic University.

Policy IGC-1.3A: Identify and consider adoption of compatible land use districts and development standards that advance the CFID vision.

Policy IGC-1.3B: Consider adoption of performance standards that establish minimum criteria for transportation connectivity and mobility within the CFID to establish an interconnected transportation network and guide public investments.

Policy IGC-1.3C: Consider the use of available incentives to encourage high-end, quality development within the CFID.

Objective IGC-1.4: The City shall maintain mechanisms to ensure regular and timely coordination of planning and development issues with other governmental entities as pertains to the City's planning program.

Policy IGC-1.4A: The City will maintain procedures for the review of comprehensive plans and comprehensive plan amendments which will include:

1) Identifying intergovernmental issues and conflicts.

2) Identifying the impacts of capital projects listed in the Capital Improvements Element of the *Lakeland Comprehensive Plan* upon the provision of basic services; and
3) Determining the relationship of development proposed within the *Lakeland Comprehensive Plan* to the development proposed in the comprehensive plans and/or comprehensive plan amendments of the following entities:
    a) Polk and Hillsborough counties; and
    b) adjacent municipalities.

This shall include distributing a copy of relevant proposed plan amendments to adjacent local governments.

Policy IGC-1.4B: The City of Lakeland will review, in a timely manner, copies of applications to Polk County for major development orders, or proposed County future land use map amendments, that fall within the Lakeland Planning Area with regard to consistency with the City's comprehensive plan.

Policy IGC-1.4C: The City of Lakeland will continue to participate in meetings with other planners in professional development meetings and to coordinate mutual planning projects.

Objective IGC-1.5: Maintain coordination to promote consistency between the *Lakeland Comprehensive Plan* and the plans of the Polk County School Board.

Policy IGC-1.5A: The City of Lakeland will continue to actively participate in implementing the interlocal agreement with the Polk County School Board as regards the coordination of locating new schools and expanding or redeveloping existing school facilities.

Policy IGC-1.5B: The City of Lakeland will continue to participate on any siting committee established by the Polk County School Board to locate a site for a new public school in the City or in the Lakeland Planning Area.

Policy IGC-1.5C: The City shall continue to exchange data with the School Board regarding population projections, development trends, the 5-year Schedule of Capital Improvements Projects and school board (5-year) facility plans as such data or plans are updated but not less than annually.

Policy IGC-1.5D: The City will continue to coordinate with the School Board regarding shared use of recreational facilities owned by either entity. In addition, the City shall pursue collocation of parks, libraries, and other public facilities with public educational facilities, as appropriate and feasible.

Policy IGC-1.5E: The City will recognize campus master plans of all State university post-secondary institutions located within its jurisdiction. Review of a State campus master plan or its update shall be made to ensure coordination and consistency with the City's Comprehensive Plan. A consistency review of the campus master plans for non-state post-secondary institutions shall also be considered where a "campus" exists or is planned and shall include review for applicable land development regulations.

Policy IGC-1.5F: The City will continue to work with Polk County School Board to identify appropriate sites for new schools in the City of Lakeland and/or in the City's water and wastewater service areas. As called for in the adopted Interlocal Agreement, this coordination will include participation in annual school facility planning summits, data sharing, planning for joint use of facilities and public school facility site selection committee.

Policy IGC-1.5G: To the maximum extent feasible, the City will work with the Polk County School Board to ensure minimal impact of potential rezoning of school enrollment zones to existing neighborhoods and the housing investments made by residents of those neighborhoods.

Policy IGC-1.5H: The City shall notify the school board of all proposed residential development projects, which are subject to school concurrency per the Interlocal Agreement for Public School Facility Planning.

Policy IGC-1.5I: Continue ongoing coordination with other units of municipal, county, and regional governments, special taxing districts and State government providing services but not having regulatory authority over the use of land.

Policy IGC-1.5J: The City of Lakeland will continue to participate in the proceedings of the Polk County Joint Airport Zoning Board.

Policy IGC-1.5K: The City will coordinate with SWFWMD to ensure review of any applicable updates published for the District's Regional Water Supply Plan regarding the projection of future water demand and supply for both potable water and alternative sources.

Policy IGC-1.5L: The City will exchange water supply information with the SWFWMD, Central Florida Regional Planning Council, and local governments through water supply planning work groups and meetings on an as-needed basis.

Policy IGC-1.5M: The City will participate in the implementation of the SWFWMD's Regional Water Supply Plan updates, to enable the City to design and implement an effective local water supply plan.

Objective IGC-1.6: Coordinate, as appropriate, any change in established level-of-service standards for public facilities, including, at minimum, for all 10-year updates to the *Lakeland Comprehensive Plan*, and five-year updates to the Polk Long Range Transportation Plan.

Policy GC-1.6A: The City of Lakeland will inform appropriate governmental entities of proposed changes in level-of-service standards, at minimum, as applicable under State law.

Policy GC-1.6B: The City of Lakeland will, when notified of other governmental entities proposed changes in their level-of-service standards, review, and comment on these changes in particular in regard to direct or indirect impact on the City and consistency with the City's level of service standards.

Policy GC-1.6C: The City of Lakeland will continue to participate on the Technical Advisory Committee, Land Use and Transportation Forum, and Mass Transit Steering Committee for the Polk County Transportation Planning Organization (TPO), as well as on the TPO Board, to ensure coordination regarding transportation issues. Coordination with the provider of transit services shall include mutually agreed upon corridors for future transit capital and/or operational investments and improvements, based upon consistency with the future land use and transportation elements of the City and County regarding designated transit corridors and centers and connectivity planning.

Objective IGC-1.7: Establish mechanisms to resolve, in a timely manner, any conflicts which arise between the City of Lakeland and other governmental entities.

Policy IGC-1.7A: Staff at all levels, in all departments/divisions, will initially work with staff of other governmental entities in an informal manner to resolve any conflicts. If conflicts cannot be resolved in this manner the department/division head will inform the City Manager. For those governmental entities that have existing agreements with Lakeland that address the resolution of conflicts, the City will use the procedures set forth in that agreement. For those governmental entities that do not have an existing

agreement with Lakeland addressing the resolution of conflicts, the City Manager will address the conflict through the procedures established in Policy 6B through Policy 6D.

Policy IGC-1.7B: The City Manager or designee will, upon receipt of a written request from either an aggrieved governmental entity or a department head, assign an appropriate number of staff members to an Ad-Hoc Conflict Resolution Committee. The City Manager will request that the affected entity(ies) also appoint members to this committee. If any involved entity fails to appoint a representative to this committee, the City Manager will request that the Central Florida Regional Planning Council's informal mediation process be used.

Policy IGC-1.7C: The Conflict Resolution Committee will send, in a timely manner, a recommendation for addressing the conflict to the City Manager and the chief administrator in charge of the affected entity(ies).

Policy IGC-1.7D: The City of Lakeland will request any governing body rejecting the Conflict Resolution Committee's recommendation to state, in writing, the reason(s) for that rejection and to state an alternative solution(s). The Conflict Resolution Committee will then reconvene to reconsider its original recommendation with regard to this new information and may modify that recommendation. If no resolution of the conflict can be reached through the Conflict Resolution Committee, the parties involved will take the issue to the respective elected officials. If the elected officials cannot reach an agreement, they will request that the Central Florida Regional Planning Council's informal mediation process be used.

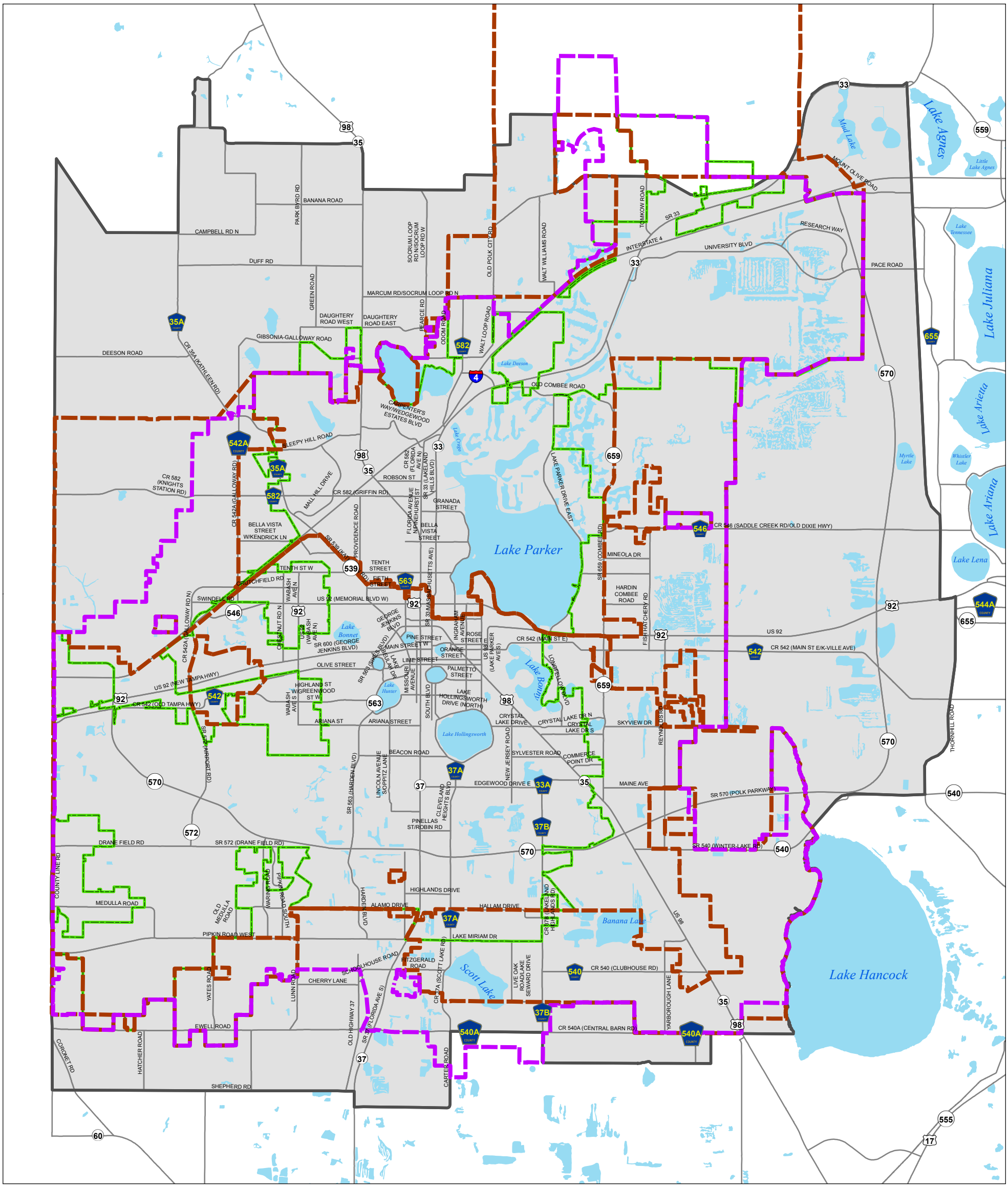
Maps: Intergovernmental Coordination

General maps that support this Chapter include:

MAP IGC-1 Interlocal Utility Agreement
MAP IGC-2 Lakeland Comprehensive Certification Area

MAP IGC-1

INTERLOCAL UTILITY AGREEMENT AREA



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Water Service Area
- Lakeland Wastewater Service Area

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

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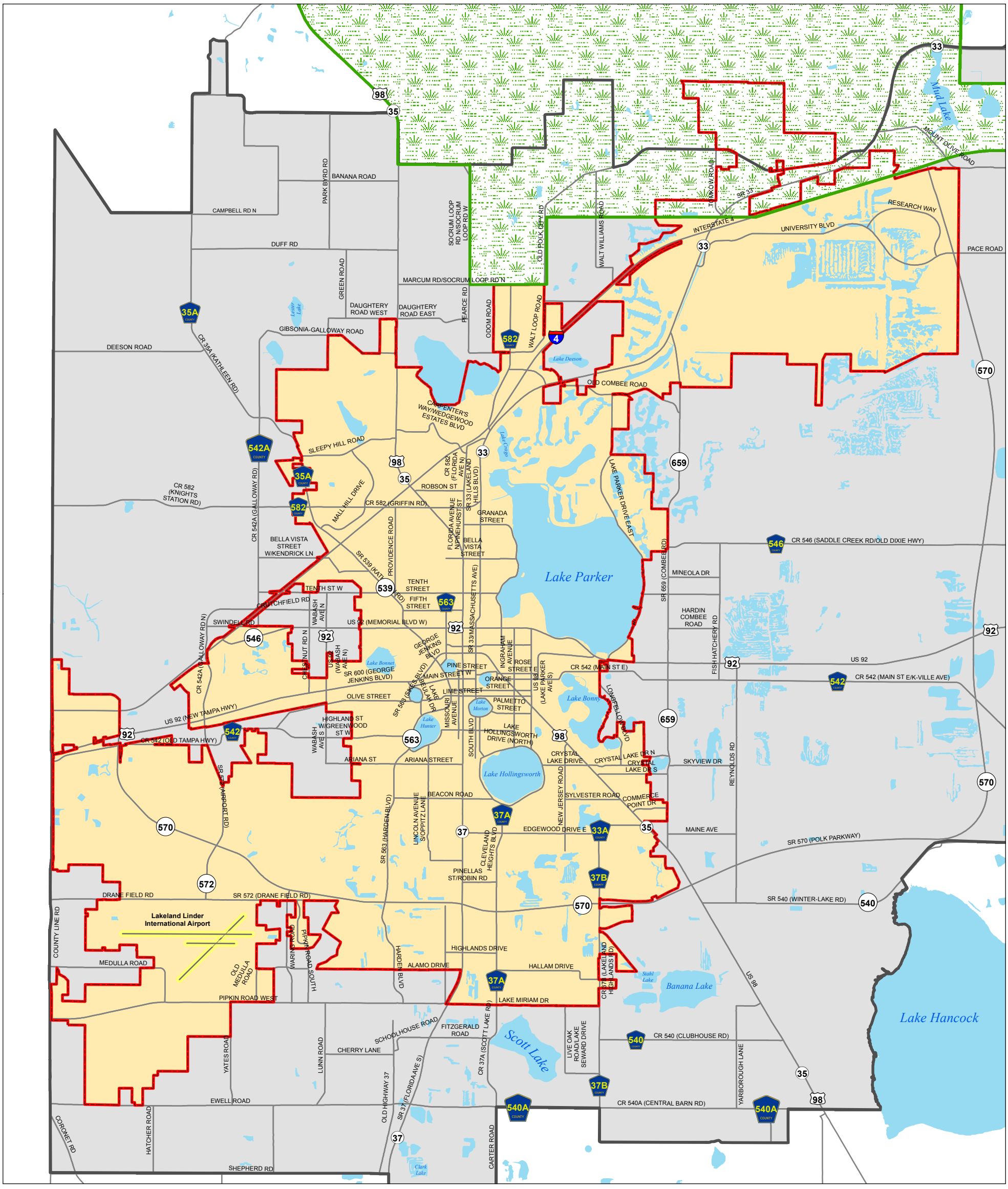
Florida Department of Environmental Protection
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\IGC_01_InterLocalUtility_030121.mxd

MAP IGC-2

LAKELAND COMPREHENSIVE PLAN CERTIFICATION AREA



LEGEND

- Lakeland City Limits (February 2021)
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- Water Bodies
- GreenSwamp Area of Critial State Concern
- Comprehensive Plan Certification Area
- LAL Airport
- Interstate Highways
- U.S. Highways
- State Roads
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Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Board of County Commissioners
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\IGC_02_LakelandCPCert_030121.mxd

Public Schools Facilities Element

OUR GUIDANCE

- Chapter 1013.33 Florida Statutes
- Five Year Program of Work of the Polk County School Board
- City of Lakeland annual Capital Improvement Program
- State Requirements for Education Facilities
- Florida Inventory of School Houses
- City of Lakeland's Technical Support Document
- Chapter 163.3180(6) Florida Statutes

Our Trends: Public Schools Facilities

Though the primary mission of any school district is education, the delivery of this service is tied to the planning through the need for and sharing of data and analyses of population projections, school site selections, transportation and other infrastructure needs. Coordinated school planning is essential in ensuring that not only are sufficient school facilities available, but that they function appropriately within a given area. While the City of Lakeland has an extensive history of collaboration and coordination with the Polk County School Board, new challenges and opportunities present themselves as limited resources are allocated to address the demand for schools in Polk County's rapidly growing urban areas.

The implementation of a district-wide school concurrency management system requires an unprecedented level of intergovernmental coordination between the School Board, the County, and the 15 non-exempt cities within the district, including the City of Lakeland.

While local governments retain the authority to make land use decisions, the School Board will determine if schools have adequate capacity for proposed residential projects that must meet school standards in order to be eligible to proceed to final development approval. As some areas grow faster than others, rezoning of attendance zones may become an issue requiring coordination between the City, the School Board, and other local governments.

To coordinate development efforts and ensure adequate public school facilities are available a *Planners Working Group* consisting of staff from Polk County, the Polk County School Board, Cities, and the Central Florida Regional Planning Council was established pursuant to the Interlocal Agreement for Public School Facilities Planning to meet regularly in order to coordinate school facility planning issues including school concurrency.

Goals, Objectives, and Policies: Public Schools Facilities Element

The following goal, objective, and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to public school facilities issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the attainable and measurable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective, and policy statements in the Public Schools Facilities Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes,* and the other elements of this plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 1: Coordinate with the Polk County School Board ("School Board") and other jurisdictions to ensure quality educational facilities and superior educational opportunities which in turn encourages economic growth for individuals, families and communities in Lakeland and Polk County.

Objective PSF-1.1: The City of Lakeland shall implement the approved Interlocal Agreement for Public School Facility Planning (hereafter referred to as the Interlocal Agreement) as amended to maximize opportunities to share information.

Policy PSF-1.1A: The City of Lakeland shall meet at least annually with the School Board and other jurisdictions to review issues related to the Public School Facilities Element and the Interlocal Agreement and to determine the need to revise these documents.

Policy PSF-1.1B: The Planners Working Group as established in the Interlocal Agreement shall meet at least twice a year to set direction; plan for the annual meeting; formulate recommendations; and discuss issues related to this element and the Interlocal Agreement, as well as ancillary infrastructure improvements needed to support schools and ensure safe access to school facilities.

Policy PSF-1.1C: The City of Lakeland shall coordinate with the School Board and other jurisdictions to base plans on consistent projections, including population projections that are developed in coordination with the School Board, and student enrollment projections district-wide and by planning areas which are agreed upon by the Planners Working Group. The School Board's student enrollment projections shall consider the impacts of development trends and data required to be reported in accordance with the Interlocal Agreement.

Policy PSF-1.1D: The City of Lakeland shall at least annually report on growth and development trends within its jurisdiction to the School Board. The City shall provide the information as specified in the Interlocal Agreement. The School Board will use the information to distribute student enrollment by concurrency service area to make the most efficient use of public schools' facilities.

Policy PSF-1.1E: Support School Board efforts to identify long-range school site needs and select sites based on the criteria established in this element and the Interlocal Agreement.

Policy PSF-1.1F: The City of Lakeland shall seek and consider School Board comments on relevant comprehensive plan amendments and other land use decisions which may impact schools, as provided for in *Florida Statutes.*

Policy PSF-1.1G: The City of Lakeland shall review their annually updated copy of the Polk County School Board's Five-Year Program of Work and other reports from the School Board including a general educational facilities report with information outlined in the Interlocal Agreement.

Policy PSF-1.1H: The City of Lakeland shall appoint a representative selected by the School Board to serve at a minimum as an ex-officio member of their local planning agency.

Objective PSF-1.2: Encourage partnerships that will ensure adequate educational facilities which in turn will encourage economic growth and provide for a trained and stable labor force, resulting in a higher quality of life.

Policy PSF-1.2A: Support and encourage community and business partnerships for educational support services, to include, but not be limited to, magnet programs, work training, and job placement in order to improve productivity, earning potential, standard of living, and retention of labor force.

Policy PSF-1.2B: Consider the economic impact of school locations on neighborhoods such as, but not limited to the following factors: infrastructure, property, and housing values, as well as surrounding land uses.

Policy PSF-1.2C: Encourage public/private partnerships between schools, business community, and other employers through mentoring programs, and Adopt-A-School programs with employees.

Objective PSF-1.3: The City shall establish new and review existing coordination mechanisms relating to school facility planning that evaluate and address the comprehensive plan's effects on adjacent local governments, the school board, the State, and other units of local government providing services but not having regulatory authority overuse of land.

Policy PSF-1.3A: The City shall cooperate with the School Board and other local jurisdictions to implement the Interlocal Agreement, as required by Section 1013.33, Florida Statutes, which includes procedures for:

a) Coordination and Sharing of Information
b) Planning Processes
c) School Siting Procedures
d) Site Design and Development Plan Review
e) School Concurrency Implementation
f) Implementation and Amendments
g) Resolution of Disputes

Policy PSF-1.3B: The coordination of school siting shall be conducted in accordance with the Interlocal Agreement taking into consideration the needs identified in the current School Board Five Year Program of Work and the annual general education facilities report.

Policy PSF-1.3C: In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within the Polk County School District, the City, the School Board, and all local governments within Polk County shall meet jointly to develop mechanisms for coordination. Such efforts may include:

a) Coordinated submittal and review of the annual capital improvement program of the City, the annual educational facilities report, and Five Year Program of Work of the School Board.
b) Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
c) Coordinated review of residential planned developments or mixed use planned developments involving residential development.
d) Use of a unified data base including population (forecasts of student population), land use and facilities.
e) Assistance from Polk Leisure Services (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting may be incorporated into the Comprehensive Plan, LDC, or other appropriate mechanisms as deemed necessary.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 2: The City will implement public school facilities concurrency uniformly with other local jurisdictions to ensure the availability of public school facilities consistent with an adopted level of service providing adequate school capacity and eliminating overcrowded conditions in existing and future schools.

Objective PSF-2.1: Establish a minimum level of service for schools and consider school capacity within development impact reviews, including but not limited to requests for Planned Unit Development zoning, changes to zoning, site plans, or where there are specific development plans proposed.

Policy PSF-2.1A: The long-term target for Polk County Schools shall be 100% of permanent student stations capacity (PSSC) based upon the State Requirements for Education Facilities (SREF).

Policy PSF-2.1B: The City shall collaborate with the School Board to identify methods to achieve targeted utilization that include:

a) Improvements to existing school facilities (shared facilities, redistricting, expansion, or remodeling, etc.)
b) Retrofitting of existing structures
c) New school construction
d) Encouraging multi-story school facilities in an urban environment
e) Exploring re-use of former non-residential centers as potential urban school sites.

Objective PSF-2.2: Through its review of proposed development, the City shall ensure that the capacity of schools is sufficient to support students at the adopted level of service (LOS) standards within the period covered by the Five Year Program of Work. These standards shall be consistent with the Interlocal Agreement.

Policy PSF-2.2A: The City shall apply the LOS standards set forth herein consistently with all local jurisdictions and the School Board on a district-wide basis within the adopted concurrency service areas for each school type.

Policy PSF-2.2B: The uniform, district-wide level-of service standards for elementary, middle, and high schools are established as 100 percent of Florida Inventory of School Houses (FISH) capacity. Capacity from relocatables acquired after 1998 and planned for continued long-term use for the first three years of implementation must be included. The LOS standards are set as follows for special school types:

a) Magnet and School of Choice: One hundred percent (100%) of enrollment quota as established by the School Board or court ordered agreements and as adjusted by the school board annually.
b) Other: K-8, 6th grade centers, 9th grade centers, 6-12 are at one hundred percent (100%) of DOE FISH capacity.
c) Special Facilities: Including alternative education or special programmatic facilities are designed to serve the specific population on a countywide basis or for temporary need and are not zoned to any specific area. Therefore, they are not available or used for concurrency determinations.
d) Conversion Charter Schools: The capacity is set during contract negotiations and the School Board has limited or no control over how many students the schools enroll.

Policy PSF-2.2C: Where schools operate below their respective LOS standard, their facility needs should be addressed in the School Board's Five-Year Program of Work. Facility needs which cannot be addressed by the Five-Year Program of Work would require a long-term concurrency management program to be adopted by the School Board.

Policy PSF-2.2D: The City shall coordinate with the School Board to achieve an acceptable LOS at all applicable schools as part of the School Board's financially feasible Five Year Program of Work concurrency management program. The student population should not exceed the core dining capacity.

Objective PSF-2.3: The City, in coordination with other jurisdictions and the School Board, shall establish School Concurrency Service Areas within which a determination is made of whether adequate school capacity is available based on the adopted level of service standards.

Policy PSF-2.3A: The School Concurrency Service Areas (CSAs) for the Polk County School District shall be school attendance zones (excluding attendance "spot zones"). When a proposed adjustment to the established school attendance zones is to be considered by the School Board, the City shall coordinate with the School Board to provide technical and public input prior to an official public hearing. The school attendance CSAs are hereby adopted by reference. and included in the Public Schools Facility Element data and analysis

Policy PSF-2.3B: Concurrency service areas shall be modified, as needed, to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards, taking into account minimizing transportation costs, limiting maximum student travel times, the effect of desegregation plans, achieving socioeconomic and diversity objectives as required by the Florida Department of Education, and recognizing the capacity commitments resulting from the local governments' development approvals for the CSA and for contiguous CSAs.

Policy PSF-2.3C: Concurrency service areas shall be designed so that the adopted level of service can be achieved and maintained within the bounds of the School Board's requirement for a financially feasible five-year capital facilities plan.

Objective PSF-2.4: In coordination with the School Board, the City will establish a process for implementation of school concurrency which includes capacity determinations and availability standards. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

Policy PSF-2.4A: Final subdivision and site plan approvals for residential development shall be conditioned upon the availability of adequate school capacity as per the adopted level of service standards (LOS) of this element and as required by Section 163.3180(6) F.S.

Policy PSF-2.4B: School concurrency shall apply only to residential development or a phase of residential development that generates students requiring a final development approval including subdivision plat approval, site plan, or its functional equivalent, proposed or established after the effective date of this element.

Policy PSF-2.4C: The City will continue to work with Polk County School Board staff to ensure that application procedures and processes for evaluating school capacity and making concurrency determinations are practical, feasible and consistent with the Interlocal Agreement.

Policy PSF-2.4D: The City may provide a non-binding schools concurrency decision earlier in the approval process, such as at the time of preliminary plan approvals, if requested by the applicant. The School Board must approve the concurrency determination, allocations of capacity, and proportionate share mitigation commitments, as provided herein.

Policy PSF-2.4E: School concurrency decisions should support and not be in conflict with the goals and objectives of all elements of the comprehensive plan regarding growth management including neighborhood preservation and stability.

Policy PSF-2.4F: The City will issue a concurrency determination based on the School Board's concurrency review findings and recommendations consistent with the Interlocal Agreement. The School Board's findings and recommendations shall address whether adequate capacity exists for elementary, middle, and high schools,

based on the level of service standards, or if adequate capacity does not exist, whether appropriate mitigation can be accepted, and if so, acceptable options for mitigation consistent with the policies set forth herein.

Policy PSF-2.4G: The City shall only issue a concurrency approval for a subdivision plat or site plan for residential development where:

a) The School Board's findings indicate adequate school facilities will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site plan for each level of school.
b) Adequate school facilities are available in the relevant CSA or adjacent CSA where the impacts of development can be shifted to that area; or
c) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan.

Policy PSF-2.4H: In the event that there is not sufficient capacity in the affected concurrency service areas based on the adopted level of service standard to address the impacts of a proposed development, and the availability standard for school concurrency cannot be met, one of the following shall apply:

a) The project shall provide capacity enhancement(s) sufficient to meet its impact through school board approved mitigation; or,
b) The project shall be delayed to a date when the level of service can be ensured through capital enhancement(s) or planned capacity increases; or,
c) A condition of approval of the subdivision or site plan shall be that the project's impact shall be phased, and each phase shall be delayed to a time when capacity enhancement and level of service can be ensured; or,
d) The project shall not be approved.

Policy PSF-2.4I: If the impact of the project will not occur until years 2 or 3 of the School Board's financially feasible Five-Year Program of Work, then any relevant programmed improvements in those years shall be considered available capacity for the project and factored into the level of service analysis. If the impact of the project will not be felt until years 4 or 5 of the Five Year Program of Work, then any relevant programmed improvements shall not be considered available capacity for the project unless funding of the improvement is ensured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means.

Objective PSF-2.5: The City shall allow for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the adopted School Board's financially feasible Five Year Program of Work.

Policy PSF-2.5A: Mitigation shall be allowed where the adopted level of service standards cannot be met. Mitigation options shall include options listed below for which the School District assumes operational responsibility through incorporation in the adopted School Board's financially feasible Five Year Program of Work and which will maintain adopted level of service standards.

a) The donation, construction, or funding of school facilities sufficient to offset the demand for public school facilities created by the proposed development; and,
b) The creation of mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits.

Policy PSF-2.5A: Mitigation shall not be required if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development can be shifted to that concurrency service area and where such is consistent with the other provisions of this Element.

Policy PSF-2.5B: Mitigation shall be directed to permanent capacity improvement projects on the School Board's financially feasible Five Year Program of Work that will satisfy the demand created by that development approval consistent with the adopted level of service standards, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant executed prior to the issuance of the subdivision plat or the site plan as required by the local government. If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation in its Five Year Program of Work in a timely manner. However, if a new development triggers the need for additional capacity which can only be met by a new school and such new school would not otherwise be needed for more than five years, the mitigation agreement shall not trigger concurrency nor a change to the Five Year Program of Work Plan until the time at which conditions for the agreement are acceptable to the School Board. The development agreement shall include the landowner's commitment to continuing renewal of the development agreement upon its expiration. Relocatable classrooms will not be accepted as mitigation.

Policy PSF-2.5C: The amount of mitigation required for each school level shall be determined by multiplying the number of new student stations required to serve the new development by the average costs per student station applicable to the Polk County School District. The average cost per student station shall include school facility development costs and land costs.

Policy PSF-2.5D: As provided in the Interlocal Agreement, the student generation rates used by the School Board to determine the impact of a particular development application on public schools, shall be reviewed and updated as apparent and necessary in accordance with professionally accepted methodologies at a minimum of five (5) years.

Objective PSF-2.6: The City, in coordination with the School Board and other jurisdictions, shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for public schools.

Policy PSF-2.6A: The City, in coordination with other jurisdictions, shall ensure that future development pays a proportionate share of the costs of the capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.

Policy PSF-2.6B: The City hereby incorporates by reference the School Board's financially feasible Five Year Program of Work.

Policy PSF-2.6C: Where feasible, the City shall work with developers and others to investigate the feasibility of new or alternative funding sources for additional public schools.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 3: Partner with the school board and other jurisdictions to promote schools as focal points of existing and future neighborhoods through siting for new schools, redevelopment of existing school facilities, and co-location and shared use of facilities and services.

Objective PSF-3.1: The City, in collaboration with the School Board and other jurisdictions, shall provide for the location and expansion of existing schools in a coordinated manner ensuring the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and compatible and consistent with the Comprehensive Plan.

Policy PSF-3.1A: The City will provide the School Board with potential sites for consideration when notified by the School Board of the need for new school facilities in accordance with the Interlocal Agreement.

Policy PSF-3.1B: The City will coordinate with the School Board to ensure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plan and will consider each site as it relates to environmental, health, safety and welfare concerns, effects on adjacent property and other guidelines as outlined in the Interlocal Agreement.

Policy PSF-3.1C: The City shall coordinate with the School Board and other jurisdictions on the planning and siting of new schools' facilities to ensure appropriate timing of necessary services and infrastructure and that such sites are compatible and consistent with the Comprehensive Plan.

Policy PSF-3.1D: The City will include sufficient allowable land use designations for schools approximate to residential development to meet the projected needs for schools. Schools are an allowable land use in all future land use plan categories, except heavy industrial and conservation or preservation type land uses designating environmentally sensitive areas. The City shall clearly identify in the Future Land Use Element and Land Development Code the land use designations and zoning districts in which schools are allowable uses.

Policy PSF-3.1E: The siting of new schools within the Green Swamp Area of Critical State Concern (ACSC), by definition an environmentally sensitive area for all of Central Florida, shall be prohibited within the City.

Policy PSF-3.1F: The City will collaborate with the School Board and other jurisdictions to jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion, or closure of an existing school, and will enter into a written agreement, if necessary, as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

Policy PSF-3.1G: The City shall protect schools from the intrusion of incompatible land uses by providing the School Board representatives the opportunity to participate in the review process for all proposed developments adjacent and in proximity to schools.

Policy PSF-3.1H: The preferred locations for public schools, whether elementary, middle, or high schools are within the Urban Service Areas for utility services and expansions.

Policy PSF-3.1I: The City shall automatically process amendments to the Future Land Use Map (MAP FLU-6) upon the approval of a new school site, where necessary. The processing of any amendments shall be at no cost to the School Board.

Policy PSF-3.1J: The City shall participate in the School Site Selection process following the terms and limitations established in the Interlocal Agreement.

Policy PSF-3.1K: The City shall collaborate with the School Board and other jurisdictions to ensure the provision of supporting infrastructure as required by the Interlocal Agreement and applicable Florida Statutes.

Policy PSF-3.1L: The City shall establish an effective process for reserving, with conceptual School Board staff approval, school sites which could include:

a) Consideration of school siting during the completion of area wide studies,
b) Developer contribution towards the provision of school facilities.

Objective PSF-3.2: Enhance community and neighborhood design through effective school educational facility design, school siting standards, compatibility with surrounding land uses,

schools as focal points for community planning, and making schools a central component, geographically or otherwise, to neighborhood-level planning.

Policy PSF-3.2A: Work with the School Board to identify new school sites that would be in locations to provide logical focal points for community activities and serve as the cornerstone for innovative urban design standards.

Policy PSF-3.2B: Provide school sites and facilities within planned neighborhoods, unless precluded by existing development patterns.

Policy PSF-3.2C: Support and encourage the location of new elementary and middle schools internal to residential neighborhoods and/or near other civic land uses, within the limits of School Board mandated desegregation.

Policy PSF-3.2D Coordinate with the School Board to identify locations for new high schools based upon need and availability of viable properties within the search area identified by the School Board.

Policy PSF-3.2E: Support and coordinate with School Board efforts to locate new elementary schools within reasonable walking distance to residential neighborhoods.

Policy PSF-3.2F: In cooperation with the School Board, and where necessary, develop and adopt design standards for school bus stops and turnarounds in new developments.

Policy PSF-3.2G: Support the School Board in its efforts to locate appropriate school services, such as administrative offices, night classes and adult education on-site or in alternative locations, such as but not limited to commercial plazas, shopping malls, and community centers.

Policy PSF-3.2H: The City shall coordinate closely with School Board staff on preliminary design plans for new schools, generally seeking to maximize land via multi-story facilities, incorporating design elements which are community-friendly such as allowing for a shared media and/or meeting center and/or play fields on campus, respecting environmental features of a site, respecting the need to provide noise or visual buffers from adjacent owners, providing connectivity for pedestrians at multi-school properties, and providing pedestrian, bicycle and other connectivity to the surrounding residential community.

Policy PSF-3.2I: Reduce capital expenditures for the City and the School Board via cost-effective design criteria and shared facilities.

Objective PSF-3.3: Plan for the expansion and/or rehabilitation of existing school facilities to maintain and improve neighborhoods and communities.

Policy PSF-3.3A: Where existing schools are proposed to be expanded, substantially renovated or new schools are proposed to be built, the City shall request that school board staff, local school-based faculty, and advisory councils coordinate with County staff and relevant neighborhood groups/leaders, and residents to integrate school facilities and activities with neighborhood planning and community development activities.

Policy PSF-3.3B: Coordinate with the School Board, Florida Department of Transportation (FDOT), the Transportation Planning Organization (TPO), and other jurisdictions to ensure that both existing educational facilities and proposed public school sites are accessible from, and integrated into, a planned system of sidewalks, trails, and bikeways and observe adopted local access management principles. Seek or assist the School Board in pursuing grant funding to enhance access and intermodal connectivity to and between schools, their co-located facilities, neighborhoods, and proximate community facilities such as parks.

Objective PSF-3.4: Implement provisions of the Interlocal Agreement by coordinating the location of educational facilities and the co-location of other public facilities.

Policy PSF-3.4A: The City will review future school and ancillary facility plans and identify opportunities for future co-location or joint use projects. The School Board will be notified of potential projects in a timely manner.

Policy PSF-3.4B: Encourage the location of parks, recreation and community or civic facilities in new and existing communities in conjunction with school sites. Seek out other co-location and joint use opportunities as outlined in the Interlocal Agreement that will benefit existing neighborhoods or redevelopment efforts.

Policy PSF-3.4C: Where financially feasible, the City may provide funding within its Capital Improvements Element to allow for identified and potential co-location projects.

Objective PSF-3.5: Strengthen existing neighborhoods and enhance community and neighborhood design through the co-location and joint use of educational facilities.

Policy PSF-3.5A: The City, in cooperation with the School Board and other jurisdictions, shall whenever possible, coordinate the co-location and shared use of school facilities, parks, community facilities, and other facilities compatible with schools.

Policy PSF-3.5B: The City and other jurisdictions in cooperation with the School Board shall jointly plan jurisdictional co-location or joint use projects which overlap boundaries within areas defined for civic purposes. Civic uses near or adjacent to schools shall be a preferred land use in regard to land use decision making.

Policy PSF-3.5C: Continue to exercise joint use agreements between the School Board, the City, and other relevant agencies regarding shared use of facilities, including schools, community centers, libraries, parks, and other compatible facilities. Agreements shall include shared costs where feasible.

Policy PSF-3.5D: Support and encourage community-based programs for children's athletics, performing arts, and after-school enrichment in conjunction with school facilities. This may include exploring and supporting economically feasible multi-modal transportation system options that will enhance such opportunities.

Policy PSF-3.5E: Upon adoption of the School Board's Five-Year Program of Work, and as coordinated by Polk County and the School Board, the City will participate in meetings of relevant agencies to discuss planning and budgeting for possible co-located facilities. This coordination may include staff from the affected local government's planning, parks and recreation, library, law enforcement, civic groups, and other agencies, as necessary. The coordination will focus upon financially feasible co-location opportunities which may exist prior to commencement of school construction.

Policy PSF-3.5F: Encourage the business community, developers, and other private organizations to coordinate with the City and the School Board to jointly fund and design community-based services and facilities in conjunction with existing and proposed school sites.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 4: Maintain and enhance intergovernmental coordination and joint planning efforts with the school board and other jurisdictions to ensure public infrastructure and other necessary services are available in a multi-jurisdictional environment for public school facilities.

Objective PSF-4.1: Integrate land use and school facility planning in Lakeland through a series of planning, coordination and implementation activities which ensure capital facilities and infrastructure necessary for school facilities are available to public schools.

Policy PSF-4.1A: Through development review processes, consider the possible need for expansion of existing school facilities or the provision of new facilities with land use planning.

Policy PSF-4.1B: Develop a process for an annual joint review of the capital plans for the school board and the local government.

Policy PSF-4.1C: Plan and locate new school facilities in areas where student population growth is expected due to new development approvals and/or agreed-upon area specific population projections.

Policy PSF-4.1D: The County, in conjunction with the School District and the municipalities within the County, shall identify issues relating to public school emergency preparedness, such as:

a) The determination of evacuation zones, evacuation routes, and shelter locations.
b) The design and use of public schools as emergency shelters.
c) The designation of sites other than public schools as long-term shelters, to allow schools to resume normal operations following emergency events.

Objective PSF-4.1: Support School Board programs to manage existing capital and operational funds and resources effectively and efficiently.

Policy PSF-4.1A: The City shall cooperate with the School Board and other local jurisdictions and agencies to address and resolve multi-jurisdictional public school issues.

Policy PSF-4.1B: Support School Board efforts to ensure sufficient capacity and operational resources for current and future school enrollment by partnering in the identification of capital needs, operational needs, and available funding sources for various campuses and school programs.

Policy PSF-4.1C: Support the School Board and encourage the State Legislature to allow flexibility in state, local and private sector participation in capital and operational funding of public school facilities.

Policy PSF-4.1D: Give priority in scheduling County programs and capital improvements which are consistent with and which meet the capital needs identified in the school facility planning program(s).

Policy PSF-4.1E: Coordinate with the School Board to ensure the appropriate methodology (i.e., student generation rates) is utilized to evaluate the impact of different types of residential units on student populations, school facilities, and fiscal impacts to schools.

Policy PSF-4.1F: Consider joint funding for expanding appropriate school facilities to function as community service centers.

Policy PSF-4.1G: Encourage the private sector to identify and implement creative solutions in developing adequate school facilities in residential developments. Creative solutions may include combining mitigation needs of several developments, creating or enhancing co-location opportunities, and/or conversion of structures to a school setting as long as they meet State Requirements for Educational Standards (SREF).

Policy PSF-4.1H: The City in consultation with the School Board on a case-by-case basis shall consider incentives such as, but not limited to, density bonus points, tax credits, waiver of fees or other innovative means to encourage developers to contribute to the provision of school facilities by:

a) donating school site(s),

b) reserving or selling sites at pre-development prices,
c) constructing new facilities or renovating existing facilities, and
d) providing access to public transit.

Policy PSF-4.1I: Support School Board efforts to allow the private sector to construct school facilities and/or lease land or facilities to the School Board.

Policy PSF-4.1J: The City shall identify infrastructure projects within the City's Capital Improvement Program which will permanently or temporarily impact an existing campus due to proximity or serviceability to a campus.

PUBLIC SCHOOL FACILITIES (PSF) GOAL 5: Monitoring, evaluation, and implementation

Objective PSF-5.1: The City shall implement the objectives and policies of the Public-School Facilities Element in coordination with the School Board and other local governments.

Policy PSF-5.1A: The City Administrator, or designee, shall be responsible for implementing the educational facilities objectives and policies included in the City Comprehensive Plan.

Policy PSF-5.1B: The City shall adopt development regulations as necessary to implement the objectives and policies of the Public School Facilities Element.

Policy PSF-5.1C: The City shall maintain intergovernmental agreements with other local governments to attain common objectives within the Public School Facilities Element.

Policy PSF-5.1D: The City shall establish contact with other governmental agencies and private organizations, as needed, to carry out Public School Facilities Element objectives and policies.

Policy PSF-5.1E: The City shall revise permitting or permit-related procedures, as necessary, to carry out the objectives and policies of the Public School Facilities Element.

Policy PSF-5.1F: The City shall develop and implement programs or methodology, and conduct any studies required by the Public School Facilities Element.

Policy PSF-5.1G: The City shall determine from the School Board the inventories required by the Public School Facilities Element.

Policy PSF-5.1H: The City shall continue to enforce existing regulations where specified within the Public School Facilities Element.

Policy PSF-5.1I: Any conflicts related to issues covered by the Public School Facilities Element and Interlocal Agreement shall be resolved in accordance with governmental conflict resolution procedures specified in Florida Statutes.

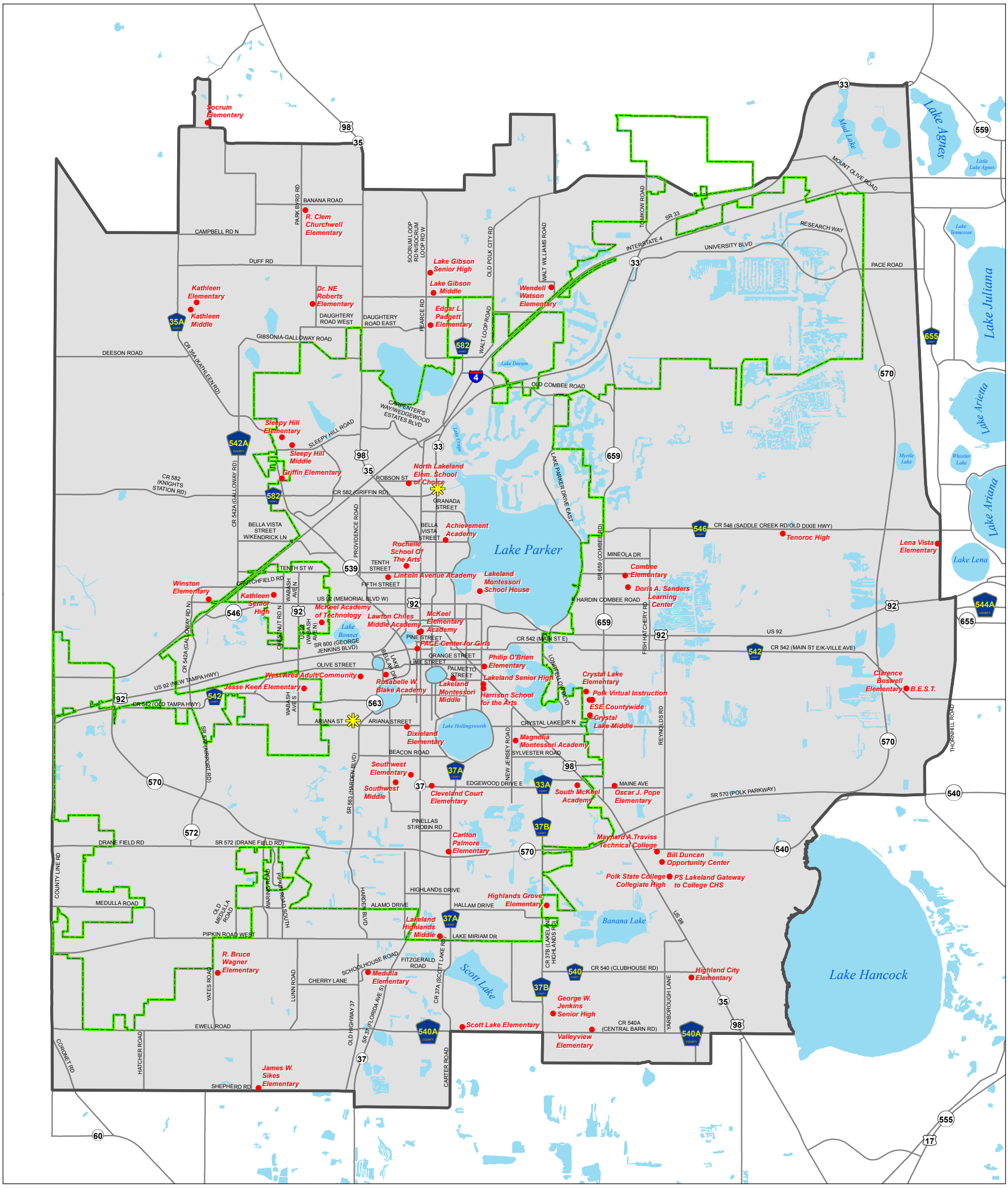
Maps: Public Schools Facilities

Maps that support this Element include:

MAP PSF-1	Schools and Public Health Facilities
MAP PSF-2	Educational Facilities Restriction Area

MAP PSF-1

SCHOOLS AND PUBLIC HEALTH FACILITIES



LEGEND

- Lakeland City Limits (February 2021)
- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Lakeland Area Public Schools
- Public Health Facility

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Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

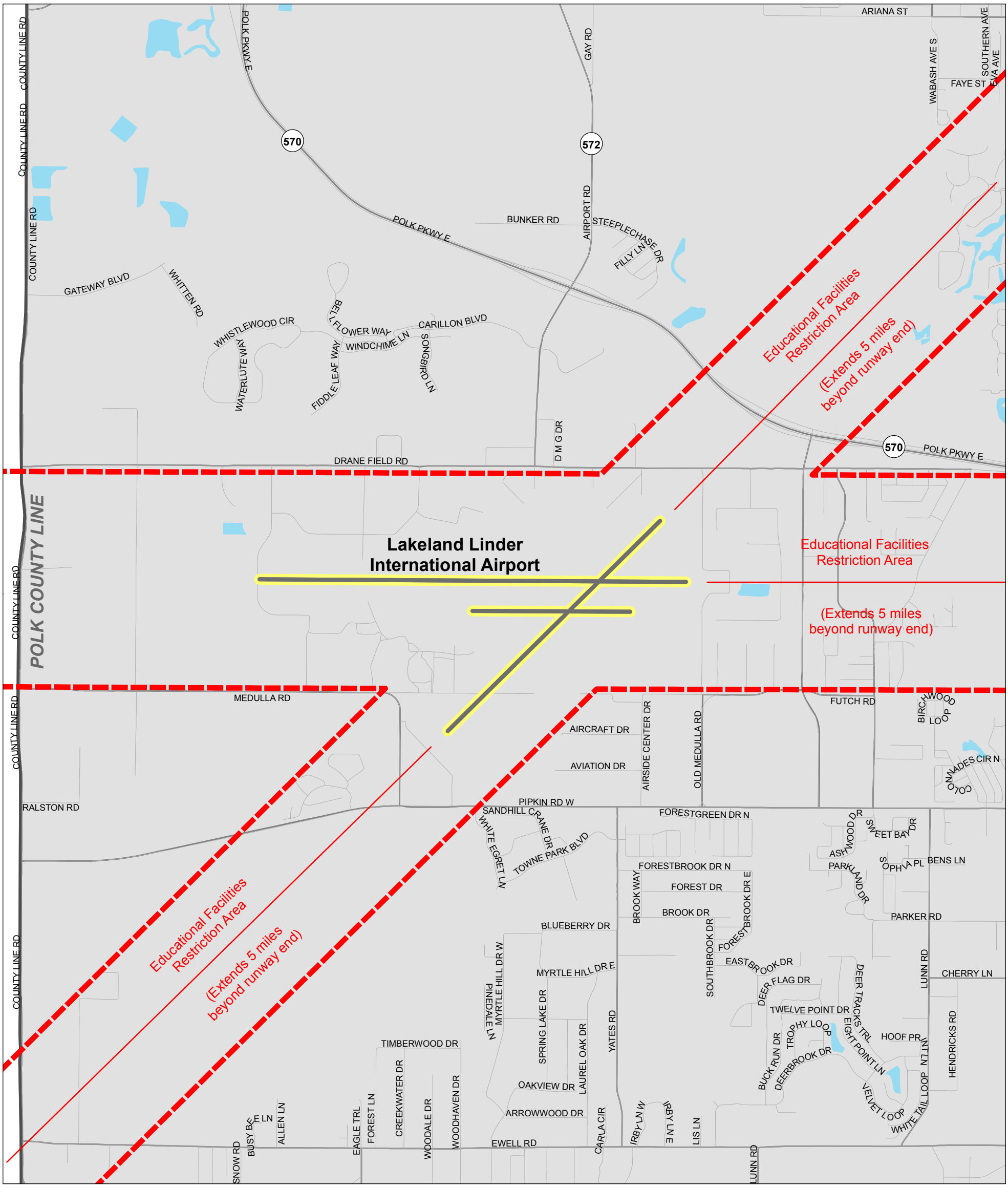
DISCLAIMER:
The information on this map should be considered conceptual and subject to change. This map is not a survey.

Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\PSF_01_PubSchools-Health_030121.mxd

MAP PSF-2

EDUCATIONAL FACILITIES RESTRICTION AREA



LEGEND

- Lakeland Planning Area
- Water Bodies
- Interstate Highways
- U.S. Highways
- State Roads
- County Roads
- Educational Facilities Restriction Area
- LAL Airport

N W E S

0 ¼ ½

Miles

Map Created:
February 2021

CITY OF Lakeland
COMMUNITY & ECONOMIC DEVELOPMENT

DISCLAIMER:
The information on this map should be considered conceptual and subject to change. This map is not a survey.

Data Sources:
Central Florida Regional Planning Council
Florida Department of Transportation
Polk County Transportation Planning Organization
Polk County Property Appraiser
City of Lakeland

Document Path: D:\Projects\PolkCnty\Lakeland\2020_CompPlan_Update\Maps\5 - Responsible Government\2021-03-01\PSF_02_EdFacilitiesRestrict_030121.mxd

Capital Improvements Element

OUR GUIDANCE

- 2009 Community Renewal Act
- Florida Department of Environmental Protection and Federal Drinking Water Standards
- Chapters 17-25 or 17-40, Florida Administrative Code
- Chapter 62-600.405, Florida Administrative Code
- Florida Inventory of School Houses
- Regional or County Transportation Incentive Grant Programs
- Polk County School Board's Fiscal Year 5-Year District Facilities Work Program
- Florida Department of Transportation's 5 Year Work Program
- City of Lakeland's Concurrency Management system

Our Trends: Capital Improvements

An effective capital improvements programming process ensures that plans for public facilities and services are carried out in a fiscally responsible and effective manner. The Capital Improvements element is essentially a long-range financial planning and management tool for our community.

The Capital Improvements element:

- Ensures that public facilities and services are available concurrent with the impacts of development.
- Ensures coordination and consistency between the Capital Improvements Element and the other elements of the Comprehensive Plan having level of service and capital expenditure requirements; and
- Demonstrates financial feasibility through development of a comprehensive five-year capital improvements budget.

Projecting capital needs required to support future public and community improvements is based upon analyses presented in other elements of this Comprehensive Plan. This element documents the revenue currently available or expected to be available to fund these needs and is provided in the five-year Capital Improvements Program schedule.

In accordance with the Growth Management Act of 1985, the City is required to address the issue of concurrency. At a minimum, concurrency requires that all public facilities and services needed to support new development must be in place when the development occurs or must be provided concurrent with the development. Lakeland adopted a concurrency management ordinance in March of 1991 and has administered that program since. This ordinance was revised in late 2006 due to the statutory mandate for local governments to adopt proportionate fair share program provisions. With the 2011 Florida Legislative changes, the requirement that the schedule of capital improvements demonstrate financial feasibility was removed. However, the necessary capital projects must still be listed in the schedule, projected revenue resources identified, and the project listed as "funded" or "unfunded" and assigned with a level of priority for funding. [163.3177(3)(a)4., Florida Statutes].

Section 163.3180, Florida Statutes, Concurrency, establishes that sanitary sewer, solid waste, drainage and potable water are the only public facilities subject to statewide concurrency requirements. Based upon the recent statutory changes, application of concurrency requirements are now optional for parks and recreation, public schools, and transportation.

Concurrency may be measured through adopted Level of Service (LOS) standards. LOS standards are measures of the minimum amount of a public facility or service which must be provided to meet the community's basic needs and expectations. LOS measures are typically expressed as ratios of facility capacity to the number of users. Table CIE-1 below outlines the City's adopted Level of Service standards for potable water, wastewater, solid waste, drainage, and recreation and open space.

TABLE CIE-1: CITY OF LAKELAND – ADOPTED LEVEL OF SERVICE ANALYSIS STANDARDS

Facility Type	Adopted Level of Service (LOS)
Potable Water	150 gallons per capita per day
Wastewater	128 gallons per capita per day
Solid Waste	5.5 pounds per capita per day
Drainage	25-year frequency, 24-hour storm event
Recreation and Open Space	5.98 acres per 1,000 residents

Goals, Objectives, and Policies: Capital Improvements Element

The following goal, objective and policy statements have been developed for the use of local policy makers in guiding and directing the decision-making process as it relates to capital improvement issues. For purposes of definition, the goal is a generalized statement of a desired end state toward which objectives and policies are directed. The objectives provide the measurable and attainable ends toward which specific efforts are directed. The policy statements are the specific recommended actions that the City of Lakeland will follow to achieve the stated goal.

The goal, objective and policy statements in the Capital Improvements Element of the *Lakeland Comprehensive Plan* are consistent with the requirements of Chapter 163, *Florida Statutes* and the other elements of this comprehensive plan and with the goals and policies of the *Central Florida Regional Planning Council's Strategic Regional Policy Plan*.

Capital Improvements Element (CIE) GOAL 1: The City of Lakeland will take actions necessary to adequately provide needed public facilities and services concurrent with the impacts of development. This will be done in a manner which protects investments in and maximizes the use of existing facilities, while promoting orderly, compact urban growth.

Objective CIE-1.1: Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities.

Policy CIE-1.1A: The City of Lakeland will include all projects of $25,000 or greater identified in the other elements of this plan as necessary to maintain adopted levels of service or correct existing deficiencies in the five-year Capital Improvements Program (CIP).

Policy CIE-1.1B: The City of Lakeland will prioritize all proposed capital expenditures according to the following guidelines:

Priority 1: Correction of an existing deficiency.

Priority 2: Accommodate desired growth or maintain adopted levels of service.

Priority 3: Replace worn out and obsolete facilities or a logical extension of facilities and services within the designated Urban Development Area.

Policy CIE-1.1C: The City of Lakeland will provide, or require others to provide, needed capital expenditures for the replacement or renewal of obsolete or worn out capital facilities.

Policy CIE-1.1D: The City of Lakeland shall demonstrate that the CIP is financially feasible by adopting into the CIE a 5-year schedule of capital improvements which includes publicly funded projects, and which may include privately funded projects for which the local government has no fiscal responsibility, necessary to ensure that adopted level-of-service standards are achieved and maintained. Financial feasibility of the 5-year schedule of capital improvements shall mean that sufficient revenues are currently available, or will be available from committed funding sources, for the first three (3) years, or will be available from committed or planned funding sources for

years four (4) and five (5), which are adequate to fund the projected costs of the capital improvements listed in the CIP. Committed and/or planned revenue sources for financing programmed capital improvements may include, but are not limited to, ad valorem taxes, bonds, state and federal funds, other tax revenues, impact fees, and developer contributions. Exceptions to the definition of a balanced, financially feasible 5-year schedule of capital improvements are as follows:

1) If the CIP relies on planned revenue sources in the 5-year schedule that require referenda or other actions to secure the planned revenue source, the CIE must, in the event the referenda are not passed or actions do not secure the planned revenue source, identify other existing revenue sources that will be used to fund the capital projects or otherwise amend the CIE to ensure financial feasibility.

2) The requirement that level-of-service standards be achieved and maintained shall not apply if the 5-year schedule of capital improvements reflects developer contributions pursuant to a proportionate fair-share agreement; and

3) The requirement that the 5-year schedule of capital improvements be financially feasible shall not apply if the 5-year schedule of capital improvements reflects developer contributions pursuant to a proportionate fair-share agreement and additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on the transportation facilities.

Policy CIE-1.1E: The City's 5-year schedule of capital improvements will reflect all projects in the corresponding five (5) years of the Water Supply Facilities Work Plan that make an improvement and/or increase in capacity of potable water facilities.

Objective CIE-1.2: Land use decisions and other decisions regarding the issuance of development orders and permits will be based on the development requirements of this plan, land development regulations, and availability of public facilities and services necessary to support such development while maintaining adopted level of service standards.

Policy CIE-1.2A: Level of service standards for public facilities and services shall be established as follows:

All new roadways constructed within the City will be designed to accommodate a minimum of Level of Service D.

The City of Lakeland will use the following multi-modal transportation level of service standards in reviewing the impacts of new development and redevelopment upon facilities. Lakeland is designated as a "Dense Urban Land Area" (DULA) and is allowed to be a citywide Transportation Concurrency Exception Area (TCEA) in which traditional concurrency standards are no longer required. The City adopted a mobility plan, known as the Connectivity Plan, containing alternative measures and standards to meet future travel demand in lieu of primarily traditional roadway widening projects. In addition to requirements in the LDC, the following principles shall guide city investments and development and redevelopment:

- Continued funding of City roadway inventory maintenance and updates to identify extent of gaps for pedestrian and bicycle pathways and target opportunities to address enhanced connectivity in all roadway maintenance projects.
- Increased residential densities along key transit corridors per the Future Land Use Element's policies for Transit Oriented Corridors (TOCs).

- Improved multi-modal mobility along network roadways through private and public funding of roadway typologies outlined in this Element and transit friendly building and site design for new/re-development through requirements of the Future Land Use Element for the Central City Transit Supportive Area.
- Implementation of future land use strategies that promote compact, complementary/mixed use, contiguous and transit-friendly land use patterns within the Central City Transit Supportive Area (CCTSA) and Transit Oriented Corridors (TOC).
- Implementation of Citywide Pathways Plan, including completion of Lake-to-Lake Bikeway Network; and
- Further development of parking strategies that support improved utilization of transit, bicycle, and pedestrian transportation modes.

The table below contains the "Multi-Modal Transportation level of Service Standards – Locally Preferred with TCEA.

Multi-Modal Transportation Level of Service:

Locally preferred roadway LOS standards are included in the matrix below. However, for the TOC and CCTSA areas, and where roadway capacities are and/or will be exceeded with the proposed development (i.e., where the volume to capacity or v/c ratio will be in excess of 1.0), then the outlined multi-modal (bus, bike, sidewalk etc.) improvements are required and intended to help offset the City's lower road based level of service standards in these areas. Any cap set for roadway volumes would trigger road &/or intersection improvements in addition to all the multi-modal improvements detailed below. Feasibility of improved transit services refers to operational feasibility as per the transit provider, and/or constructability in terms of right of way needed for any dedicated transit facility.

Table CIE-2: Multi-Modal Transportation Level of Service Standards
Locally Preferred with TCEA[5] (Re-evaluate)

Geographic Area	Multi-Modal Standard	Mobility & Connectivity Requirements [6&7]
	• All standard size transit buses to have bike racks on bus.	• Meet COL Access/Site Circulation, Maximum Parking & Sidewalk Land Development Regulations (LDRs); Target: Implement Roadway Typology
Transit Oriented Corridors Overlay (TOC) & Activity Centers within TOC Roadway Standard[1]: "E"[2&3]	• Transit Service (≤ 30 min in peak times) • Bus Rapid Transit (BRT) Service, Where Feasible • Premium or Circulator Service (≤ 15 min headways), Where Feasible	• All: Transit shelter or bench & bike parking • Address sidewalk or bike route gap, as applicable in corridor • Employment & Retail Centers: superstop (=larger or multiple shelters); Mixed Use Commercial Centers: transit transfer center &/or park & ride lot • Bus Pull Out Lane, where recommended; TDM Strategy, if applicable • Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDRs. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct

	• Sidewalk/Bike Lane Network: Direct Access to Site & Within Corridor • Rail Service, As Applicable	connections required to adjacent uses within master planned developments.
Central City Transit Supportive Area (CCTSA) Roadway Standard[1]: "E"[3]	• Transit Service (≤30 min. in peak times) • Sidewalk/Bike Lane Network Access	• Transit Shelter/bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. • Address Sidewalk & Bike Path Gaps within ¼ mile, as applicable • TDM strategy, if applicable • Required maximum block length as per LDRs. Grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Connections to multiple streets as per City LDC. Where connections to multiple streets are not feasible, auto/bike and pedestrian cross-access between adjacent properties required. Direct connections required to adjacent uses within master planned developments.
Urban Development Area (UDA) Continued Roadway Standard[1]: "E"	• Transit Service (≤ 60 minutes in peak times) • Sidewalk/Bike Network Access in ½ mile	• Transit Shelter/bench & Bike Parking; superstop, transfer center and/or park & ride facilities required where appropriate. • Provide Multi-Use Side paths as appropriate • Provide Bike/Trail linkages • Transit transfer or superstop, as applicable, for activity center & interchange land uses • Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.
Suburban & Rural Development Areas[4] Roadway Standard[1]: "D"	• Transit Service Where Feasible • Sidewalk / Bike Network Connections if within ½ mile	• On-site trails/side paths, as appropriate • Shelters for Active Transit Route • Internal grid network with multiple on- and off-site access routes to reduce travel distances to transit routes and facilities for bike/ped users. Direct connections required to adjacent uses within master planned developments. Where applicable, developments must be configured to accommodate publicly-privately funded connector roads in the Transportation Element that relieve nearby collector or arterial roads.

[1] LOS is measured for the peak hour/peak direction using the average of the two highest peak hours

[2] COL mobility strategies as per above chart shall be required in TOCs; in addition, the roadway Volume/Capacity ratio may have a cap per other policies in

the Transportation Element; Roadway Standards based on service volumes and adopted highway LOS standard as given in the Polk TPO's Roadway Network Database or service volumes obtained through more detailed roadway segment analyses required through the City's development review process.

[3] LOS may be measured on an averaged corridor basis for facilities with common trip ends.

[4] Major Developments, e.g., large PUDs and DRIs or their equivalents may have specific transportation standards and requirements applied through a development order.

[5] Improvements funded by the Transportation Regional or County Incentive Grant Programs are restricted to State LOS standards. The City will work with the Florida DOT regarding mobility issues for Strategic Intermodal (or FIHS) system facilities within the TCEA (TCEA does not require FDOT approval.)

[6] Grid network also includes modified design and layout configurations that provide multiple efficient routes for access and circulation.

[7] These are examples of Mobility & Connectivity Requirements intended to help meet the above Multi-Modal Standards; it is not an all-inclusive list, i.e., other improvements, including enhanced transit services, may be necessary to meet the City's standards (see also Policy 4A.7).

MASS TRANSIT:

The City of Lakeland and Lakeland Area Mass Transit District establish a coordinated level of service for mass transit as per the multi-modal level of service standards found in Policy CIE-1.2 above. While the City's connectivity plan LOS standards address transit as it relates to roadways, the City of Lakeland does not control the Transit service, which is an independent district. The Polk County TPO produces a Transit Development Plan (TDP) which lists several measures of transit service. Transit shelters, other stop improvements, transit-supportive project design and transit district annexation will be required as appropriate through the City's development review processes.

POTABLE WATER:

1) Quality

   Compliance with all Florida Department of Environmental Protection (FDEP) and Federal Drinking Water Standards.

2) Quantity
   a. System-wide water quantity will be sufficient to furnish a minimum of 150 gallons per capita per day, on an average annual basis to address both residential (domestic) and commercial water supply needs.
   b. domestic service is targeted at approximately 130 gpd per capita.
   c. per capita consumption targets are given in Infrastructure Element Objective INF-1.1B.
   d. minimum flow pressures are also established as follows:
      i. 20 psi for fire flow events
      ii. 30 psi for peak demand periods.

3) All stormwater treatment and disposal facilities must meet the water quality standards established in the *Florida Administrative Code*. Specifically, all stormwater discharge facilities must be designed so that the receiving water

body is not degraded below the minimum conditions necessary to ensure suitability for its classification. Any exemptions, exceptions or thresholds found in Chapters 17-25 or 17-40, *Florida Administrative Code*, are not applicable as a deviation from these locally established standards.

WASTEWATER:

1) Quality
   Compliance with all standards of the U.S. Environmental Protection Agency (EPA) and Florida Department of Environmental Protection (FDEP).
2) Quantity
   System-wide wastewater collection and treatment will be sufficient to provide a minimum of 128 gallons per capita per day on an average annual basis. Plant expansion shall be planned in accordance with F.A.C. 62-600.405.

SOLID WASTE:

1) Quantity
   Provide adequate pickup and disposal service to accommodate a *minimum* of five and a half pounds (5.5 lbs.) per capita per day. Intergovernmental coordination efforts will continue between the City and Polk County to ensure adequate capacity is maintained at the North Central Landfill.
2) Pickup
   Provide for a minimum of weekly pickup of residential garbage, recyclables and yard/bulk trash and tree trimmings.

RECREATION AND OPEN SPACE:

1) 5.98 acres of park/open space per 1,000 population with 50% of this acreage in active facilities such as community and neighborhood parks.
2) A minimum of one recreation complex per 30,000 population.
3) One community park per 25,000 residents and one neighborhood park per 8,500 residents.

PUBLIC SCHOOL FACILITIES:

Consistent with the Interlocal Agreement for Public School Facilities, the uniform, district-wide level-of service standards for elementary, middle, and high schools are established as 100 percent of Florida Inventory of School Houses (FISH) capacity and relocatables, as defined further in the Schools Element. The LOS standards are set as follows for special school types:

1) Magnet and School of Choice: One hundred percent (100%) of enrollment quota as established by the School Board or court ordered agreements and as adjusted by the school board annually.
2) Other: K-8, 6th grade centers, 9th grade centers, 6-12 are at one hundred percent (100%) of DOE FISH capacity.
3) Special: Including alternative education or special programmatic facilities will be determined by the type and use of programs for each facility.
4) Conversion Charter Schools: The capacity is set during contract negotiations and the School Board has limited or no control over how many students the

schools enroll. The School Board is unable to "rezone" students to a conversion charter to maximize utilization.

Policy CIE-1.2B: The City of Lakeland will provide, or require others to provide, public facilities and services needed to support development concurrent with the impacts of such development.

Policy CIE-1.2C: The City of Lakeland will coordinate proposed development or redevelopment with State and regional agencies to consider whether the proposed action will affect State agency, water management district, or school district facility plans.

Policy CIE-1.2D: The City of Lakeland adopts by reference the Polk County School Board's Fiscal Year 5-Year District Facilities Work Program, as approved and amended annually by the School Board, that includes school capacity sufficient to meet anticipated student demands projected by the County and municipalities and based on the adopted level of service standards for public schools. The 5-year schedule of improvements ensures the level of service standards for public schools are achieved and maintained within the 5-year period. Annual updates to the schedule shall ensure levels of service standards are achieved and maintained within each year of subsequent 5-year schedule of capital improvements. Annual updates by the School Board will be adopted by reference as the City annually updates its CIE and CIP.

Policy CIE-1.2E: The City of Lakeland adopts by reference the FDOT's 5 Year Work Program for District One as approved and amended annually by the FDOT. Annual updates by the FDOT as pertain to Lakeland will be incorporated in the City's annual updates to its CIP.

Policy CIE-1.2F: The City of Lakeland will account for de minimis project trips through the application of annual growth rates (as developed by the Polk Transportation Planning Organization) for all monitored roadway links in public or private traffic analyses conducted within the City. These growth rates shall be applied in addition to "reserved" trips tracked in the City's Concurrency Management Database.

Objective CIE-1.3: Future development will bear a proportionate cost of facility improvements necessitated by development to maintain adopted level of service standards. For capital improvements that will be funded by the developer, financial feasibility shall be demonstrated by being guaranteed in an enforceable development agreement or interlocal agreement, or other enforceable agreement. These development agreements and/or interlocal agreements shall be reflected in the 5-year schedule of capital improvements if the capital improvement is necessary to serve development within the 5-year schedule.

Policy CIE-1.3A: The City of Lakeland will continue to implement its impact fee ordinances to assess new development a prorated share of the costs required to provide public facilities and services.

Policy CIE-1.3B: The City of Lakeland will continue to negotiate with private development in the provision of capital facilities to serve proposed development. Lakeland's Proportionate Fair-Share Program provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors and includes a methodology for assessing proportionate fair-share mitigation options. This proportionate share program shall provide for the following:

i. A developer may apply for approval to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if construction or implementation for transportation facilities identified as mitigation for transportation system impacts are specifically identified for

funding in the City's 5-year schedule of capital improvements program (CIP), including those portions of the CIE which reference State and County funded transportation improvements, or if the City Commission approves adding the facilities to the next annual update of the 5-year CIP;

ii. Proportionate fair-share mitigation shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address the same capital infrastructure improvements contemplated by local impact fee ordinances.

iii. Mitigation for development impacts to facilities on the State Strategic Intermodal System made pursuant to an approved proportionate fair-share agreement requires the concurrence of the Florida Department of Transportation; and

iv. Nothing in the ordinance shall require the City of Lakeland to approve a development that is not otherwise qualified for approval pursuant to the City's Concurrency Management system.

Policy CIE-1.3C: School facility concurrency mitigation options shall be available to address the impacts of residential developments when applicable elementary, middle, or high schools to which the development is assigned or districted by the PCSB, and all applicable schools in adjacent zones, exceed adopted levels of service standards. The school concurrency mitigation options shall be incorporated into the City's ordinance for concurrency management and shall be consistent with those options identified within the Polk County Interlocal Agreement for Public School Facility Planning and Chapter 163.3180, but at a minimum include donation, construction, or funding of school improvements sufficient to offset the demand created by the proposed development. School facility mitigation must be reflected in the PCSB's adopted 5 Year Program of Work or approved as an update to same. The City's annual CIE update will include this Program of Work by reference.

Objective CIE-1.4: Fiscal resources will be managed in a manner which ensures the provision of needed capital improvements for previously issued development orders as well as future development and redevelopment.

Policy CIE-1.4A: The City of Lakeland will continue to spend funds to maintain existing facilities and services at adopted levels of service.

Policy CIE-1.4B: The City of Lakeland will limit the maximum ratio of outstanding indebtedness for providing capital facilities and services to no greater than 15% of the property tax base.

Policy CIE-1.4C: The City of Lakeland will continue to adopt a five-year capital improvements budget and annual capital budget as part of its budgeting process.

Policy CIE-1.4D: The City of Lakeland will continue to secure grants and private funding, whenever available, to assist in the provision of needed capital improvements, including grants to assist in emergency preparedness and hazard mitigation efforts.

Policy CIE-1.4E: The City of Lakeland will expend monies for capital improvements in accordance with the policies outlined within all elements of this plan.

Influence on Other Plan Elements:

All elements of the Lakeland Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Lakeland residents. As such, no one Element, Goal, Objective, or Policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Lakeland Community's vision.

This Element Influences				
Element		Element	Chapter	Policy Direction
Intergovernmental		Schools Facilities	Chapter 6	See Objective PSF-3.1
Intergovernmental		Mobility	Chapter 4	City will coordinate with Polk TPO
Schools Facilities		Future Land Use	Chapter 2	Revitalize schools in declining neighborhoods
Schools Facilities		Future Land Use	Chapter 2	City will coordinate with PCSB on population projections
Capital Improvements	Influences	Schools Facilities	Chapter 6	See Public Schools Facilities section
Capital Improvements		Mobility	Chapter 4	See transportation section
Capital Improvements Appendix		All Elements		Projects funded

Appendix
Capital Improvement Element 2021-2030

- Revenue and Expenses Overview
- Transportation
- Parks and Recreation
- Community Redevelopment Agencies (CRA)
- Airport
- Drainage
- Water
- Wastewater

Revenue and Expenses Overview

The City of Lakeland 10-year Schedule of Capital Improvements (Schedule) is adopted as part of the City's Comprehensive Plan. The Schedule consists of items identified in the Capital Improvement portion of the City's Operating Budget that implement specific objectives and policies contained in the City's Comprehensive Plan.

Certain projects in the Schedule are necessary to maintain the adopted Level of Service standards identified in the Capital Improvements Element or to implement specific policies of the Comprehensive Plan. All projects listed have a dedicated funding source. Policy CIE-1.A. defines capital projects as projects with a minimum cost of $25,000 needed to maintain adopted levels of service or correct deficiencies. Funding is provided through a combination of general and enterprise funds, impact fees, grants, bond revenues, State and County revenue sharing, tax revenues, and private contributions.

Capital improvements in the Schedule address transportation, parks and recreation, community redevelopment agencies, airport, stormwater and drainage, water and wastewater. Policies CiE-1.2D and CIE-1.2E formally adopt by reference the 5-year work program adopted by the Polk Count School Board and the 5- year work program adopted by the Florida Department of Transportation. Adopting these work programs is necessary to fully implement the City's concurrency management system.

REVENUE EXPENDITURES
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021 Proposed	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected	2029 Projected	2030 Projected	Total Project Cost
REVENUE												
Transportation	36,118,789	8,337,958	8,145,558	8,119,481	5,223,771	6,520,713	6,103,675	5,915,450	7,486,919	6,025,950	5,815,990	**103,814,254**
Parks & Recreation	18,039,063	11,931,042	5,339,354	4,791,500	5,686,960	6,792,814	3,250,995	5,686,482	4,657,005	3,267,565	5,273,165	**74,715,945**
Library	3,405,650	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	**7,405,650**
Community Redevelopment Agencies (CRA)												
Downtown CRA	7,135,747	1,909,516	1,458,351	1,468,550	1,423,480	899,077	1,110,509	1,172,386	1,182,712	1,289,990	1,441,027	**20,491,345**
Midtown CRA	8,148,788	5,119,883	3,821,969	3,611,999	3,417,620	3,733,083	3,482,644	3,603,055	3,728,568	3,634,063	3,174,530	**45,476,202**
Dixieland CRA	1,223,858	453,955	332,746	335,015	262,287	264,561	241,637	243,716	245,798	247,882	249,962	**4,101,417**
Airport	74,259,306	13,094,980	8,416,000	12,685,365	10,551,087	6,001,481	11,073,449	8,004,149	10,629,149	6,004,870	5,892,468	**166,612,304**
Stormwater/Drainage	11,983,571	7,456,223	7,367,294	7,570,442	7,510,535	7,578,516	7,649,652	7,768,817	7,717,840	8,060,009	8,123,855	**88,786,754**
Water	51,600,140	11,809,414	9,258,414	4,986,414	5,651,414	4,751,414	4,679,150	4,179,150	4,579,150	4,179,150	3,679,150	**109,352,960**
Wastewater	46,978,332	25,082,938	15,017,938	7,462,938	7,177,938	9,042,000	8,797,000	7,292,000	5,582,000	5,992,000	5,072,000	**143,497,084**
Total Revenue	**258,893,244**	**85,595,909**	**59,557,624**	**51,431,704**	**47,305,092**	**45,983,659**	**46,788,711**	**44,265,205**	**46,209,141**	**39,101,479**	**39,122,147**	**764,253,915**

EXPENSES												
Transportation	36,118,789	8,337,958	8,145,558	8,119,481	5,223,771	6,520,713	6,103,675	5,915,450	7,486,919	6,025,950	5,815,990	**103,814,254**
Parks & Recreation	18,039,063	11,931,042	5,339,354	4,791,500	5,686,960	6,792,814	3,250,995	5,686,482	4,657,005	3,267,565	5,273,165	**74,715,945**
Library	3,405,650	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	**7,405,650**
Community Redevelopment Agencies (CRA)												**-**
Downtown CRA	7,135,747	1,909,516	1,458,351	1,468,550	1,423,480	899,077	1,110,509	1,172,386	1,182,712	1,289,990	1,441,027	**20,491,345**
Midtown CRA	8,148,788	5,119,883	3,821,969	3,611,999	3,417,620	3,733,083	3,482,644	3,603,055	3,728,568	3,634,063	3,174,530	**45,476,202**
Dixieland CRA	1,223,858	453,955	332,746	335,015	262,287	264,561	241,637	243,716	245,798	247,882	249,962	**4,101,417**
Airport	74,259,306	13,094,980	8,416,000	12,685,365	10,551,087	6,001,481	11,073,449	8,004,149	10,629,149	6,004,870	5,892,468	**166,612,304**
Stormwater/Drainage	11,983,571	7,456,223	7,367,294	7,570,442	7,510,535	7,578,516	7,649,652	7,768,817	7,717,840	8,060,009	8,123,855	**88,786,754**
Water	51,600,140	11,809,414	9,258,414	4,986,414	5,651,414	4,751,414	4,679,150	4,179,150	4,579,150	4,179,150	3,679,150	**109,352,960**
Wastewater	46,978,332	25,082,938	15,017,938	7,462,938	7,177,938	9,042,000	8,797,000	7,292,000	5,582,000	5,992,000	5,072,000	**143,497,084**
Total Expenses	**258,893,244**	**85,595,909**	**59,557,624**	**51,431,704**	**47,305,092**	**45,983,659**	**46,788,711**	**44,265,205**	**46,209,141**	**39,101,479**	**39,122,147**	**764,253,915**

100 - TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
TRANSPORTATION												
Parking Lots	13,100											**13,100**
Sidewalk Projects												
FDOT-LAP Josephine Sidewalk (Central Avenue to Pinewood Avenue)	50,000											**50,000**
FDOT-Main Street Pathways	878,132											**878,132**
FDOT-Three Parks Trail E	492,227											**492,227**
FDOT-Sidewalk-N Crystal Lake (Willow Point to Longfellow)	304,000											**304,000**
FDOT - Three Parks Trail W	10,000											**10,000**
FDOT - N. Crystal Lake Dr From Willow Point Dr to Longfellow Blvd	3,435											**3,435**
CDBG-Choctaw Avenue Sidewalk Project	20,000											**20,000**
Sidewalk Repair & Replacement	776,250	803,419	831,539	800,000	800,000	921,941	954,209	987,607	1,022,173	1,052,840	1,084,425	**10,034,403**
Sidewalk Contingency - Developer Contributions	91,797											**91,797**
Sidewalk - East Garden St (Lkld Hills Blvd to W Lk Parker Dr)	13,110											**13,110**
Sidewalk - Lakeland Highlands Rd (Lowes to Polk Parkway)	202,403											**202,403**
Sidewalk - Lincoln Ave Sidewalk (SW Middle School to Beacon Rd)	178,741											**178,741**
Sidewalk - Luce Rd. (Hallam Dr. to Lk. Miriam Dr.)	231,209											**231,209**
Accessible Sidewalks Repair & Replacement	122,445											**122,445**
Sidewalk - Chestnut Rd (US 92 to Chestnut Woods Dr)	50,000											**50,000**
Sidewalk - Plateau Ave (Hickory to Olive)	128,499											**128,499**
Glendale Trail	58,000											**58,000**
Olive St (Cornelia Ave to Central Ave)	26,250	75,750										**102,000**
S. Edgewood Drive (Taft St to US 98S)	34,300	98,700										**133,000**
Beacon Road Sidewalk	22,000	342,000										**364,000**
Chestnut Rd Sidewalk (US 92 to Chestnut Woods Dr)	100,000											**100,000**
Gilmore Avenue (Parkview to E. Crawford)	56,200	227,550										**283,750**
Chase Street Trail					50,000							**50,000**
7th Street Sidewalk		5,500	84,500									**90,000**
Sandpipers Drive Sidewalk		16,500	256,500									**273,000**
Sylvester Road Sidewalk - Phase 2		103,600	296,400									**400,000**
Lakehurst Street			84,700	242,300								**327,000**
Street Resurfing & Sealing	3,574,128	2,835,069	2,882,181	2,892,000	2,975,221	3,852,428	3,548,191	3,542,587	4,966,694	3,491,530	3,473,725	**38,033,754**
Street Improvements												
FDOT LAP - New York Avenue Cycle Track	80,169											**80,169**
FDOT - Upgrades to US 92 at Wabash Ave	1,226,133											**1,226,133**
FDOT County Line Rd @ US 92	1,256,345											**1,256,345**
Alley Improvement Project	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	**880,000**
N. Lakeland East. Connector - Crevasse St. Ext.	75,000											**75,000**
New York Avenue Cycle Track	839											**839**
Main Street Pathways	30,554											**30,554**
Medulla Road Extension	170,000											**170,000**
North Ten Acres Resurfacing	10,000											**10,000**
South Wabash Ave Mitigation	700,000											**700,000**
Old Combee Rd Bus Pull-Out Lane	25,000											**25,000**
Lake Beulah Dr Cul-De-Sac	73,729											**73,729**
Buckingham Ave Pedestrian Crossing	39,008											**39,008**
Drane Field Rd Corridor Impr Phase I	1,500,000											**1,500,000**
Hwy 33 Road Improvements - I4 to City Limits	1,009,401											**1,009,401**
CSX Railroad Crossing Maintenance	47,881											**47,881**
South Wabash Ave Extension	2,481,939											**2,481,939**
Five Points Roundabout	13,250											**13,250**
SR 572 (Dranefield Rd) at Waring Rd Roundabout			2,000,000	2,050,000								**4,050,000**
Transportation Impact Fee-District 1												
N. Lakeland East. Connector - Crevasse St. Ext.	6,152,712	1,000,000										**7,152,712**
Hwy 33 Road Improvements - Parkview to Granada	1,000,000											**1,000,000**
Corridor Study from SR 33 to Walt Loop Rd	450,000	50,000										**500,000**
N Florida Ave (Robson St to Carpenter's Way)	170,000											**170,000**
Hwy 33 Road Improvements - I4 to City Limits	1,515,494											**1,515,494**
North Wabash Ave Extension	4,590,482	800,000										**5,390,482**
Sidewalks for Collector Streets				400,000		400,000						**800,000**

100 - TRANSPORTATION FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Transportation Impact Fee-District 2												
Florida/Harden East-West Connector	1,830,326											**1,830,326**
Wabash Ave Extension Project Development & Environment Study	71,828											**71,828**
Drane Field Rd Corridor Impr Phase I	188,290	188,290	188,290	188,290	188,290	188,290	188,290	188,290	188,290	87,527		**1,782,137**
South Wabash Ave Extension	118,898	69,680	69,680	69,680	69,680	69,680	69,680	69,680	52,332			**658,990**
Traffic Projects	1,380,522	748,513	734,288	643,833	656,153	668,757	701,651	714,842	728,338	742,147	756,275	**8,475,319**
Miscelaneous Improvements	1,574,726	741,187	484,980	224,378	313,427	232,617	311,954	241,444	341,092	250,906	330,565	**5,047,276**
Contributions to Parking Fund	482,927	36,000	52,500	439,000	1,000	17,000	159,700	1,000	18,000	231,000	1,000	**1,439,127**
Accommodations for Programs and Services	146,949	100,000	100,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	**1,066,949**
Streetscape												
632 Main Street Streetscape	17,500											**17,500**
Main Street Streetscape - Catapult	74,000											**74,000**
Miscellaneous Projects	93,661	16,200	-	-	-	-	-	-	-	-	-	**109,861**
Corridor Enhancement												
W Lake Parker/Lakeshore Trail Improvements	5,000											**5,000**
Total Expenses	**36,118,789**	**8,337,958**	**8,145,558**	**8,119,481**	**5,223,771**	**6,520,713**	**6,103,675**	**5,915,450**	**7,486,919**	**6,025,950**	**5,815,990**	**103,814,254**

PARKS, RECREATION, LIBRARY
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
PARKS												
Beautification Projects (Grant & City)	32,512	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**532,512**
Neighborhood Beautification	32,512	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**532,512**
Common Ground Park												
Playground Equipment Replacement				200,000								**200,000**
Cypress Youth Complex												
Sportsfield Lighting					500,000							**500,000**
Phase II - Multi-Purpose Fields								500,000				**500,000**
English Creek Park												
Soccer Complex											2,000,000	**2,000,000**
Dobbins Park												
Playground Equipment Replacement						250,000						**250,000**
Horney Park												
Playground Equipment Replacement			75,000									**75,000**
Jackson Park												
Playground Equipment Replacement			80,000									**80,000**
Lk Bonny Comm Park												
Playground Equipment Replacement					250,000							**250,000**
Lake Mirror Park												
Lake Mirror Tower - (D/S)	71,445	5,000,000										**5,071,445**
Barnett Family Park												
Sunflower Preschool Playground Park		200,000							200,000			**400,000**
Playground Equipment Replacement					250,000							**250,000**
Splash Pad Replacement								750,000				**750,000**
Lake Parker Park												
Playground Equipment Replacement						250,000						**250,000**
Maintenance Building				75,000								**75,000**
Marchant Stadium												
Joker Marchant Stadium Renovations	2,696,390	2,696,390	2,696,390	2,696,390	3,196,390	4,671,830	2,574,561	2,574,562	2,574,561	2,574,561	2,574,561	**31,526,586**
Marchant Stadium - Field Replacement	448,944							125,000				**573,944**
Fetzer Hall Renovation	4,000,000											**4,000,000**
Batter's Eye Replacement (Fields 1, 3, & Kaline)	28,000	28,000	28,000									**84,000**
Marchant Stadium Renovation Berm and Shade												
Joker Marchant Stadium Renovations	370,120	370,120	370,120	359,920								**1,470,280**
Miami Park												
Playground Equipment Replacement									100,000			**100,000**
Freedom Park												
Playground Equipment Replacement									120,000			**120,000**
Parker Street Park												
Playground Equipment Replacement									100,000			**100,000**
Peterson Park												
Playground Equipment Replacement			150,000									**150,000**
Fan Seating - ADA Upgrades			85,000									**85,000**
Sertoma Park												
Sertoma Park Renovation		50,000										**50,000**
Washington Park												
Playground Equipment Replacement								180,000				**180,000**
Wedgewood Park												
Douglas M. Cook Park	604											**604**
West/SW Complexes												
Playground Equipment Replacement	75,000		225,000									**300,000**
Southwest Complex - Clubhouse Remodel			225,000									**225,000**
Westside Complex Concession Stand Rehab			225,000									**225,000**
Woodlake Park												
Playground Equipment Replacement				125,000								**125,000**
Tennis Court Lighting				275,000								**275,000**
Lights for Pickle Ball Courts			125,000									**125,000**
Irrigation Projects												
Centralized Irrigation System	25,158		50,000					50,000				**125,158**
Sportsfield Projects												
City Sportsfield Lighting	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**330,000**
Lake Hollingsworth												
Lake Hollingsworth Restrooms Contributions	6,913											**6,913**
7th Street Park												

PARKS, RECREATION, LIBRARY
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Playground Equipment Replacement						100,000						**100,000**
Interlachen Park												
Playground Equipment Replacement					125,000							**125,000**
Hanley Park												
Playground Equipment Replacement						100,000						**100,000**
Misc. Parks Projects	859,640	242,766	163,422	165,095	166,785	168,492	170,217	171,960	173,722	175,502	177,302	**2,634,903**
Total Parks	**8,644,726**	**8,667,276**	**4,577,932**	**3,976,405**	**4,568,175**	**5,620,322**	**2,824,778**	**4,431,522**	**3,348,283**	**2,830,063**	**4,831,863**	**54,321,345**
RECREATION												
Kelly Recreation Complex												
Replace Weight Rm Equipment		100,000										**100,000**
Annual Pool Contingency	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**88,000**
Elevator Rehabilitation	56,438											**56,438**
Rock Climbing Walls and Equipment								75,000				**75,000**
Gandy Pool Operations												
Gandy Pool Resurfacing				300,000								**300,000**
Lake Mirror Complex												
A/C Chiller Replacements	754,423											**754,423**
Furniture Replacement				100,000								**100,000**
Lake Mirror Auditorium Renovations					500,000							**500,000**
Replace Stage Curtains	11,000											**11,000**
Lake Crago Park												
Lake Crago Park - Construction	2,443,541											**2,443,541**
Debt Service	1,313,823											**1,313,823**
Simpson Park Rec Center												
Shade Awnings - Seating			50,000									**50,000**
Replace Weight Rm Equipment		100,000										**100,000**
Lobby Floor Replacement		50,000										**50,000**
Playground Equipment Replacement									125,000			**125,000**
Simpson Pool Operations												
Annual Pool Contingency	7,030	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**87,030**
Pool Repairs	6,690											**6,690**
Tennis Courts												
Resurface Tennis Courts					200,000							**200,000**
Misc. Recreation Projects												
Renovate Building & Playgrounds	269,670	230,000	232,000	234,000	236,000	238,000	240,000	242,000	244,000	246,000	248,000	**2,659,670**
Total Recreation	**4,870,615**	**496,000**	**298,000**	**650,000**	**952,000**	**254,000**	**256,000**	**333,000**	**385,000**	**262,000**	**264,000**	**9,020,615**
Parks & Recreation Impact Fee Projects												
P&R Impact Fee-Dist 1												
Sportsfield Lighting	28,780											**28,780**
Lake Crago Park Complex	2,676,096					750,000			750,000			**4,176,096**
Lake Crago Park Complex - Debt Service on Internal Loan	830,000	525,000										**1,355,000**
Bark at the Lake Dog Park	50,000											**50,000**
P&R Impact Fee-Dist 2												
Sportsfield Lighting		1,000,000										**1,000,000**
Cypress Youth Complex - Debt Service on Internal Loan	79,206											**79,206**
Peterson Park - Concession/Restroom Renovation			300,000									**300,000**
English Creek Park Land Purchase		1,000,000										**1,000,000**
English Creek Park Multi-Purpose Fields and Design								750,000				**750,000**
Total Parks & Recreation Impact Fee Projects	**3,664,082**	**2,525,000**	**300,000**	**-**	**-**	**750,000**	**-**	**750,000**	**750,000**	**-**	**-**	**8,739,082**
LIBRARY												
Co-op Funded Projects	740,325	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,740,325**
Future Expansion Reserve	209,757	12,500	35,000	40,000	120,000	50,000	50,000	105,000	75,000	160,000	90,000	**947,257**
Library - Carpet Replacement	122,258						100,000	75,000				**297,258**
Computer Equipment Upgrade	51,840	20,000	20,000	20,000			30,000		30,000		10,000	**181,840**
Ceiling & Lighting Replacement (Main)	51,937	30,000							30,000			**111,937**
Lobby Restroom Renovation (Main)	51,894			20,000								**71,894**
Closed Circuit Camera System Upgrade	20,535	10,000			10,000						10,000	**50,535**
Restroom Renovation		30,000								20,000		**50,000**
Library Furniture (Co-op Funded)	92,783	50,000			15,000						50,000	**207,783**
Sound System Upgrade - Meeting Room	1,363		15,000		5,000				15,000			**36,363**

PARKS, RECREATION, LIBRARY
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Meeting Room Renovation (Northside Branch)	10,000				10,000							**20,000**
Design New Entry	1,650	2,500	10,000									**14,150**
RFID Project / Self Check	333										20,000	**20,333**
Learning Commons/Coffee Shop Project	1,599											**1,599**
Enclose Patio						130,000						**130,000**
Fixture Replacement (Northside Branch)			100,000	100,000								**200,000**
Interior Finishes/Improvements	104,376	25,000			20,000				30,000			**179,376**
LHCC Exhibits and Displays	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	**220,000**
City Funded Projects	962,500	-	-	-	-	-	-	-	-	-	-	**962,500**
A/C Ductwork Maintenance	762,500											**762,500**
Cultural Room	200,000											**200,000**
Total Library	**3,405,650**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**7,405,650**

COMMUNITY REDEVELOPMENT AGENCY (CRA) FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
DOWNTOWN CRA												
Neighborhood Projects												
Small Project Assistance	233,643	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**733,643**
North Downtown Master Plan	34,063	150,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,084,063**
Downtown Infrastructure	100,000	250,000	150,000	150,000	150,000	150,000	250,000	250,000	250,000	350,000	500,000	**2,550,000**
Catalyst Development	500,000	100,000	100,000	100,000	100,000	100,000	200,000	250,000	250,000	250,000	250,000	**2,200,000**
Downtown Infill Incentive	100,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**600,000**
Debt Service												
Residential Redevelopment	2,900,000	400,000	400,000	400,000	344,388							**4,444,388**
Miscelaneous Projects	1,407,049	414,716	139,251	142,750	146,292	149,877	153,509	157,186	158,912	160,795	163,209	**3,193,546**
Corridor Enhancement												
SFLA Corridor Improvements	324,911	150,000	150,000	150,000	150,000							**924,911**
Five Points Roundabout	87,170											**87,170**
Total Expenses	**7,135,747**	**1,909,516**	**1,458,351**	**1,468,550**	**1,423,480**	**899,077**	**1,110,509**	**1,172,386**	**1,182,712**	**1,289,990**	**1,441,027**	**20,491,345**
MIDTOWN CRA												
Neighborhood Projects												
Lincoln Square Development	440,375											**440,375**
Residential Incentives	524,120	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	**5,024,120**
Northwest Neighborhood	218,138	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,218,138**
Northeast Neighborhood	55,036	125,000	125,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,105,036**
Miscelaneous Projects	1,969,245	1,375,103	1,023,009	1,025,219	817,436	819,659	796,889	799,126	801,370	778,500	780,500	**10,986,056**
Corridor Enhancement												
MLK - Memorial to 10th St	9,454	9,738	10,030	10,331	10,641	10,960	11,289	11,628	11,977	12,336	12,706	**121,090**
Providence Rd - W 10th St to Griffin Rd	685,509	550,000										**1,235,509**
W Lake Parker/Lakeshore Trail Improvements	918,452											**918,452**
Mass Ave/Parker St. Intersection Improvement	26,724											**26,724**
Landscape - US 98 - Memorial to 10th St	17,558	18,085	18,628	19,187	19,763	20,356	20,967	21,596	22,244	22,911	23,599	**224,894**
Landscape - US 98 - Griffin to 10th St	17,558	18,085	18,628	19,187	19,763	20,356	20,967	21,596	22,244	22,911	23,599	**224,894**
Landscape - Parker Street	9,454	9,738	10,030	10,331	10,641	10,960	11,289	11,628	11,977	12,336	12,706	**121,090**
Landscape - Ingraham Ave	12,261	11,348	11,688	12,039	12,400	12,772	13,155	13,550	13,957	14,376	14,807	**142,353**
Landscape - Intown Bypass Phase 1 Outparcels	9,454	9,738	10,030	10,331	10,641	10,960	11,289	11,628	11,977	12,336	12,706	**121,090**
E. Main Street Landscaping Maintenance	14,069	14,491	14,926	15,374	15,835	16,310	16,799	17,303	17,822	18,357	18,907	**180,193**
Lakeshore Aquatic Preservation	23,000											**23,000**
Redevelop Massachusetts Ave Properties	1,249,705	506,151	250,000	250,000	250,000							**2,505,856**
Memorial Blvd	50,000	50,000	200,000	200,000	200,000	200,000	200,000	200,000	300,000	300,000	300,000	**2,200,000**
Citrus Connection Services (LAMTD Agreement)	198,344	140,000	150,000									**488,344**
Five Points Roundabout	142,988											**142,988**
Parkview Place Pedestrian Improvements						250,000						**250,000**
Gilmore Ave - Parkview to Bella Vista		250,000										**250,000**
W. 14th St Pedestrian Enhancements		255,000										**255,000**
717 N. Florida Renovation	500,000											**500,000**
Redevelopment Plan - MUAC												
East Main Street Master Plan	200,000	200,000	350,000	300,000	300,000	500,000	500,000	600,000	600,000	500,000		**4,050,000**
Total Expenses	**8,148,788**	**5,119,883**	**3,821,969**	**3,611,999**	**3,417,620**	**3,733,083**	**3,482,644**	**3,603,055**	**3,728,568**	**3,634,063**	**3,174,530**	**45,476,202**
DIXIELAND CRA												
Misc. Projects	477,096	225,948	172,746	173,015	173,287	173,561	173,637	173,716	173,798	173,882	173,962	**2,264,648**
Corridor Enhancement												
Alley Improvement Project	184,334	10,000										**194,334**
Redevelopment Plan Update					25,000	25,000						**50,000**
SFLA Corridor Improvements	471,050	100,000	100,000	100,000								**771,050**
Total Expenses	**1,223,858**	**453,955**	**332,746**	**335,015**	**262,287**	**264,561**	**241,637**	**243,716**	**245,798**	**247,882**	**249,962**	**4,101,417**

510 - LAKELAND LINDER INTERNATIONAL AIRPORT RENEWAL REPLACEMENT FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
AIRPORT												
2019 Airport Bond Issue Debt Service Costs	111,000											**111,000**
FDOT-Site Prep and Utility Installation for Intermodal Center	10,182,360											**10,182,360**
FAA/FDOT Terminal Apron	2,673,729											**2,673,729**
FAA/FDOT Master Plan	132,054											**132,054**
FAA/FDOT Rehab TWY H	97,560											**97,560**
NOAA Improvements	12,838,338											**12,838,338**
FAA/FDOT Rehab TWY E1	1,900,000											**1,900,000**
FAA/FDOT Rehab NE Quadrant	3,691,871											**3,691,871**
FDOT Fuel Site Generator	275,000											**275,000**
FDOT-Airport Fuel Farm	501,409	12,182	12,182	12,182	12,182	12,182	50,050					**612,369**
FDOT ILS and RVR	1,738,156											**1,738,156**
FAA/FDOT Rehab & Strengthening of Runway 9-27	29,475,019											**29,475,019**
NOAA Lease Improvements	1,275,263											**1,275,263**
ILS Upgrade to Cat III	8,689,491	4,519,243										**13,208,734**
Miscellaneous Maintenance Projects	453,056	300,000	350,000	500,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	**3,703,056**
Office Renovation	225,000											**225,000**
TWY E; Construct TWY S		8,263,555	96,718	96,718	96,718	96,718	96,718					**8,747,145**
FAA/FDOT ARFF Equipment						1,800,000						**1,800,000**
FDOT Construct New T Hangars							1,375,000	1,375,000				**2,750,000**
FAA/FDOT Rehab TWY P			7,957,100									**7,957,100**
FDOT Land Purchase				1,000,000			3,015,000	92,468	92,468	92,468	92,468	**4,384,872**
FAA Projects							5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	**25,000,000**
Shift of TWY D					10,017,908	112,402	112,402	112,402	112,402	112,402		**10,579,918**
TWY A Shoulders				11,076,465	124,279	124,279	124,279	124,279	124,279			**11,697,860**
TWY Connectors						3,555,900						**3,555,900**
FDOT Projects							1,000,000	1,000,000	5,000,000	500,000	500,000	**8,000,000**
Total Expenses	**74,259,306**	**13,094,980**	**8,416,000**	**12,685,365**	**10,551,087**	**6,001,481**	**11,073,449**	**8,004,149**	**10,629,149**	**6,004,870**	**5,892,468**	**166,612,304**

596 - STORMWATER UTILITY FUND
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
STORMWATER / DRAINAGE												
Lake Bonny												
Lake Bonny Watershed Management Plan & Projects	446,008	150,000	100,000	150,000	100,000	50,000						**996,008**
Lake Gibson												
Water Quality Improvement Project			25,000	50,000	50,000	50,000						**175,000**
Lake Hollingsworth												
Lake Hollingsworth TMDL Program	166,135	300,000	300,000	300,000	300,000	200,000	200,000	150,000	100,000	50,000	50,000	**2,116,135**
Hunter/Beulah/Wire Watershed												
SWFMD - Lake Hunter BMP	1,296,653	100,000										**1,396,653**
Lake Hunter - Watershed Management	142,517	50,000	150,000	100,000	100,000	100,000	100,000	50,000	50,000	50,000	50,000	**942,517**
Lake Parker												
Lake Parker TMDL Project - WQ Treatment	486,681	250,000	500,000	500,000	500,000	500,000	350,000	350,000	300,000	250,000	200,000	**4,186,681**
Crystal Lake												
Crystal Lake TMDL	367,035	150,000	100,000	200,000								**817,035**
Miscellaneous	1,821,835	1,166,219	1,193,741	1,206,091	1,177,947	1,241,709	1,288,134	1,397,353	1,409,506	1,724,738	1,625,390	**15,252,663**
Lake Morton												
Water Quality Improvement Project	275,705	150,000	100,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**925,705**
Lake Mirror												
Water Quality Improvement Project	91,934	150,000	50,000	25,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**666,934**
Lake Beulah												
Water Quality Improvement Project			30,000	25,000	20,000	20,000	50,000	50,000			50,000	**245,000**
Drainage Projects	3,770,316	2,567,365	2,574,926	2,615,491	2,681,215	2,773,809	2,867,465	2,962,213	3,058,081	3,155,100	3,253,335	**32,279,316**
Lakes and Environmental	1,573,763	839,607	638,876	720,309	828,622	841,147	943,953	907,051	844,453	819,171	827,230	**9,784,182**
Total Expenses	**11,983,571**	**7,456,223**	**7,367,294**	**7,570,442**	**7,510,535**	**7,578,516**	**7,649,652**	**7,768,817**	**7,717,840**	**8,060,009**	**8,123,855**	**88,786,754**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
WATER												
Renewal and Replacement Fund												
Water Production-General	1,680,939	904,000	654,000	754,000	754,000	754,000	754,000	754,000	1,154,000	754,000	254,000	**9,170,939**
CWP4001 Production - Tools & Equip	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	**440,000**
CWP4002 PICS Capital Equipment	90,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	**130,000**
CWP5030 Equipment Replacement	215,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,215,000**
CWP5505 NW Plant Auxiliary System Upgrades	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,100,000**
CWP5519 NE Monitoring Well Equipment Replacement	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	**110,000**
Williams Filter Rehabilitation		400,000	400,000									**800,000**
Williams Liquid Chlorine Conversion				500,000	500,000	500,000	500,000	500,000	500,000	500,000		**3,500,000**
Softening Basins Recoating	16,881											**16,881**
Combee WTP Filter Rehabilitation	9,640								400,000			**409,640**
Williams Ground Storage Tank Cleaning and Repairs		250,000										**250,000**
Combee WTP Ground Storage Tank #2	298,048											**298,048**
Williams WTP Storage Building	901,370											**901,370**
Water Transmission & Distribution-General	14,240,595	4,771,700	4,630,700	1,408,700	2,268,700	1,368,700	1,368,700	1,368,700	1,368,700	1,368,700	1,368,700	**35,532,595**
Capital Contingency		200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,000,000**
CWE4001 Subdv. & Comm. Dev. Cap. Proj.	255,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,255,000**
CWD4002 New Service Connections	(26,000)	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**474,000**
CWE4004 Minor Ext & Sys Improvements	296,400	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	**3,296,400**
CWD4009 Hydrant Install-New Annex	6,600	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**306,600**
CWD4011 City Project Support	159,900	250,000	250,000	290,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	**2,699,900**
CWD4018 Dist Facilities Replacement	109,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	**909,000**
CWD4021 New Water Meters		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**500,000**
CWE4022 Tools & Equip	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**330,000**
CRR4023 Central Controlled Irrigation		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	**60,000**
CWD5039 Undesignated Long Term Project Support	5,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	**2,505,000**
CWD5067 Meter Relocation/Improvement		7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	7,500	**75,000**
CWD15100 Traffic Control Support Capital		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	**100,000**
CWE5146 Purchase of Radios	7,700	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	5,200	**59,700**
Transfer to Fleet - Water Vehicle Purchases	25,000											**25,000**
CWD5230 SmartGrid Installation	8,842,338	3,000,000	2,512,000									**14,354,338**
SR 563 (Harden Blvd) - N/S Route - 36 inch Relocate			750,000									**750,000**
Lakeland/Auburndale Water Interconnection at Pace Road	1,035,214											**1,035,214**
Maplewood Av 6" AC Replacement (Between E. Edgewood Drive and Glendale	189,822											**189,822**
Redwood Av. 6" AC Replacement (Between E. Edgewood Dr. and Glendale St	166,149											**166,149**
Swindell Rd. 8" tie (East of County Line Rd.)	79,652											**79,652**
E. Fern Rd. Replace 6 inch AC Water Main (btwn Interlachen & Dixie Pl)	2,740											**2,740**
North Wabash Extension	348,700											**348,700**
Skyview 6" FL Protection Improv/Waterview Blvd W/Add Valves	201,285											**201,285**
New Water Meter Test Bench	192,700											**192,700**
Scott Lake Manor 6" Fire Improvement (Martha St, Donald St & Jay St)	227,330											**227,330**
Skyview System Fire Improvement	299,847											**299,847**
Indian Trails Subdivision AC Replace & Fire Improv	265,000											**265,000**
Glendale St. 6" AC WM Replace (Willow to New Jersey)	146,016											**146,016**
New Admin Bldg Water Main Replacement	86,000											**86,000**
Skyview 6" Fire Protection Improv (Six Iron-Fairway Dr)	127,300											**127,300**
Skyview 6" Fire Protection Improv (Watersedge Dr)	138,400											**138,400**
W. Lk Parker AC W.L. Replace (Valencia to Bonaire)	280,000											**280,000**
24" J&B/12" Water Main @ Bella Vista CSX Crossing	135,000											**135,000**
Leak Detection Correlator/Hydrophone		10,000										**10,000**
Lakeland Hills Blvd (Parkview to Granada)					900,000							**900,000**
Hardin Combee Rd Sidewalk Improvement	39,099											**39,099**
Chabett Ave. W.L Replace-6 inch-Fire Improv	90,000											**90,000**
Repair Damaged Shed Area	38,348											**38,348**
Office Furniture for Water Distribution	147,760											**147,760**
Lake Luther/Oakway 6" Water Main	25											**25**
E Lk Parker AC Replace (Lk View to Idlewild)		115,000										**115,000**
N. Crystal Lake Dr 6" Water Main Replacement	28,470											**28,470**
Alexander Drive 6" AC Water Line Replacement	44,800											**44,800**
Ground Penetrating Radar Locator		18,000										**18,000**
Tom Watson Rd 6" W.M. & Fire Protection Improvement		85,000										**85,000**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Oxford Av/Warrington Av 6" Fire Protection Improvement		175,000										**175,000**
Luce Rd AC Water Main Replacement	220,000											**220,000**
Water Transmission & Distribution -Meters	60,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,060,000**
Water Meter Replacement - Capital	60,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,060,000**
Water Transmission & Distribution-Cross Connection Control	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**825,000**
CWD4010 Backflow Prevention	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**825,000**
Water Engineering	1,483,360	885,000	825,000	1,025,000	830,000	830,000	830,000	830,000	830,000	830,000	830,000	**10,028,360**
Capital Contingency	35,925	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	**2,535,925**
Diesel Spill Remedial Action Plan	2,500											**2,500**
Softening Basins Recoating	5,000											**5,000**
Combee WTP Filter Rehabilitation	1,345											**1,345**
Combee WTP Ground Storage Tank #2	8,936											**8,936**
Williams WTP Clearwell Design & Construction (SRL)	29,533											**29,533**
CWE4001 Subdv. & Comm. Dev. Cap. Proj.	440,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	**3,940,000**
CWE4004 Minor Ext & Sys Improvements	5,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**255,000**
CWD4011 City Project Support	70,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	**420,000**
CWD4012 Polk County Project Support	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	**385,000**
CWD4013 State/FDOT Project Support	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**495,000**
CWD4014 City Parks & Rec Support	2,500	40,000	40,000	40,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**437,500**
Josephine Street 8-inch AC Main Replacement	1,075											**1,075**
CDA5096 CROW Water Projects Easements	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**495,000**
Skyview Utility System (City costs / Design & Eng)	3,306											**3,306**
Transfer to Fleet - Water Vehicle Purchases	28,500											**28,500**
Lakeland/Auburndale Water Interconnection at Pace Road	107,157											**107,157**
Maplewood Av 6" AC Replacement (Between E. Edgewood Drive and Glendale	12,500											**12,500**
Redwood Av. 6" AC Replacement (Between E. Edgewood Dr. and Glendale St	15,000											**15,000**
Willow Av. 6" AC Replacement (Between E. Edgewood Dr. and Glendale St	4,838											**4,838**
Swindell Rd. 8" tie (East of County Line Rd.)	19,706											**19,706**
Utility relocation SR33 at I-4 Interchange	17,654											**17,654**
Utility relocation SR33 / Old Combee to University Blvd.	24,383											**24,383**
Polk County-Bartow-US 98 Interconnect	60,419											**60,419**
N Florida Ave 10th to Crawford	10,000											**10,000**
I-4/County Line Rd Drainage	10,000											**10,000**
US 92 Galloway to Wabash S/W	30,000											**30,000**
Robson Street Drainage	40,000											**40,000**
North Wabash Extension	50,000											**50,000**
US 92 at County Line Rd (Widening & Intersection)	300,000	300,000	500,000	500,000	500,000	500,000	500,000					**3,100,000**
US 92 at Wabash	20,000											**20,000**
Skyview 6" FL Protection Improv/Waterview Blvd W/Add Valves	37,400											**37,400**
Scott Lake Manor 6" Fire Improvement (Martha St, Donald St & Jay St)	15,438											**15,438**
Engineering Scanning	23,467											**23,467**
Glendale St. 6" AC WM Replace (Willow to New Jersey)	5,653											**5,653**
Skyview 6" Fire Protection Improv (Six Iron-Fairway Dr)	47,700											**47,700**
Skyview 6" Fire Protection Improv (Watersedge Dr)	36,600											**36,600**
Lakeland Hills Blvd (Parkview to Granada)				200,000								**200,000**
Memorial Blvd (Wabash to Ingraham)	10,000											**10,000**
Hardin Combee Rd Sidewalk Improvement	5,115											**5,115**
Chabett Ave. W.L Replace-6 inch-Fire Improv	10,000											**10,000**
South Wabash Extension	50,000											**50,000**
I-4/CSX Bridge Replacement	30,000											**30,000**
Lake Luther/Oakway 6" Water Main	4,210											**4,210**
E Lk Parker AC Replace (Lk View to Idlewild)	10,000											**10,000**
N. Crystal Lake Dr 6" Water Main Replacement	15,000											**15,000**
Tom Watson Rd 6" W.M. & Fire Protection Improvement		30,000										**30,000**
Oxford Av/Warrington Av 6" Fire Protection Improvement		30,000										**30,000**
Luce Rd AC Water Main Replacement	2,500											**2,500**
LWE9592 W. Pipkin Widening (Medulla to Harden)	122,693	750,000										**872,693**
FDOT Proposed Water Projects	170,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	**5,170,000**
SW Water Expansions	1,560,000	-	-	-	-	-	-	-	-	-	-	**1,560,000**
SW Water Expansion - Drane Field & Medulla Rds	10,000											**10,000**
SW Water Expansion - County Line Rd	1,550,000											**1,550,000**
Water Administration	10,144,799	1,473,714	673,714	173,714	173,714	173,714	101,450	101,450	101,450	101,450	101,450	**13,320,619**
2010A CBA Bonds Payable	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	**15,950**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
DOIT Switch Replacement	26,418											**26,418**
Radio Replacement 2011	72,264	72,264	72,264	72,264	72,264	72,264						**433,584**
Sixth Floor Furnishings	400,000											**400,000**
Water Utilities Facility	7,020,356											**7,020,356**
Undesignated Improvement Projects	104,151											**104,151**
Polk Regional Water Cooperative	1,287,110											**1,287,110**
Polk County-Bartow-US 98 Interconnect	354,000		500,000									**854,000**
Mirrorton - Water Support	200,000											**200,000**
Water Asset Retirement Obligation Study GASB 83	49,050											**49,050**
Targeted Economic Opportunities - Water	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,100,000**
Southwest Water Expansion	4,030											**4,030**
Water Asset Management Plan	200,000											**200,000**
Undesignated Growth - Water		300,000										**300,000**
SW Water Expansion - Drane Field & Medulla Rds	245,970											**245,970**
Hydrant Water Field Station		1,000,000										**1,000,000**
Lake Crago Park - Water Support	80,000											**80,000**
Total Renewal and Replacement Fund	29,837,386	9,759,414	7,958,414	4,536,414	5,201,414	4,301,414	4,229,150	3,729,150	4,129,150	3,729,150	3,229,150	**80,640,206**
Water Impact Fee Fund:												
Contributions to Other Funds	1,000,000	-	-	-	-	-	-	-	-	-	-	**1,000,000**
Transfer to 2012 Water Sinking Fund	500,000											**500,000**
Transfer to 2010 Water Sinking Fund	500,000											**500,000**
Water Production-General	7,676	-	-	-	-	-	-	-	-	-	-	**7,676**
Combee WTP Ground Storage Tank #2	7,676											**7,676**
Water Transmission and Distribution-General	450,000	-	-	-	-	-	-	-	-	-	-	**450,000**
Lakeland/Auburndale Water Interconnection at Pace Road	450,000											**450,000**
Water Engineering	202,530	-	-	-	-	-	-	-	-	-	-	**202,530**
LWE9592 W. Pipkin Widening (Medulla to Harden)	50,000	750,000										**800,000**
Ruthven Warehouse Park - N Combee Rd	6,948											**6,948**
SW Water Expansion - County Line Rd	100,000											**100,000**
Creeks Crossing East WM upsizing 6" to 12"	63,915											**63,915**
Drane Field Rd Warehouse WM Upsizing Reimbursement	31,667											**31,667**
Water Administration	766,085	1,300,000	1,300,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	**6,966,085**
Capital Contingency	5,585	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,005,585**
CWA5193 Impact Fee Study	10,500											**10,500**
Polk Regional Water Cooperative	500,000	500,000	500,000									**1,500,000**
Southwest Water Expansion	6,120	350,000		350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	**3,156,120**
SW Water Expansion - Drane Field & Medulla Rds		350,000	700,000									**1,050,000**
SW Water Expansion - County Line Rd	243,880											**243,880**
Total Water Impact Fee Fund	2,476,291	2,050,000	1,300,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	**9,426,291**
Water FDEP Fund:	19,385,463	-	-	-	-	-	-	-	-	-	-	**19,385,463**
Total Water Expenses	**51,699,140**	**11,809,414**	**9,258,414**	**4,986,414**	**5,651,414**	**4,751,414**	**4,679,150**	**4,179,150**	**4,579,150**	**4,179,150**	**3,679,150**	**109,451,960**

WASTEWATER												
Wastewater Renewal and Replacement Fund:												
Non-Departmental	231,796	210,938	210,938	210,938	210,938	150,000	150,000	150,000	150,000	150,000	150,000	**1,975,548**
Engineering												**-**
PW Survey Services - Water Utilities Projects												**-**
Wastewater Collection & System Administration	2,473,941	331,000	206,000	206,000	206,000	336,000	206,000	206,000	256,000	206,000	286,000	**4,918,941**
Security Enhancements	143,393			50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**543,393**
Wireless Work Order System Interface	150,087	25,000	50,000			50,000			50,000			**325,087**
Wastewater Collection Vehicles GPS	5,037											**5,037**
Glendale Parking Addition	5,991											**5,991**
Pretreatment Building Rehab & Replace	778,845											**778,845**
GPS Equipment Upgrade	5,000											**5,000**
Wastewater System Administration												**-**
Local Limits Headworks Study	80,000					80,000					80,000	**240,000**
Tampa Bay Nitrogen Management Consortium	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	**66,000**
Facilities Upgrades / Repairs and Replacements	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Mirrorton Development	200,000											**200,000**
Conductivity Study	210,150											**210,150**
Undesignated Improvement Projects - Wastewater	470,388											**470,388**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Lake Crago Park - WW Support	70,000											**70,000**
Targeted Economic Opportunities - Wastewater	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,100,000**
Undesignated Growth - Wastewater	150,000	150,000										**300,000**
Wastewater Asset Retirement Obligation Study - GASB 83	49,050											**49,050**
Glendale Sewage Treatment Plant	3,581,642	375,000	585,000	1,025,000	775,000	1,265,000	1,150,000	1,400,000	810,000	700,000	475,000	**12,141,642**
Glendale Controls			100,000					100,000				**200,000**
Repair and replace Odor control blowers	82,325											**82,325**
Replacement of Sludge Pumping Equipment		75,000	75,000	75,000	75,000	75,000	75,000					**450,000**
Replacement of Magnetic Flow Meters	65,000											**65,000**
Capital Equipment	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Repair and Repave Service Roads	58,084		100,000					100,000				**258,084**
Climber Screen Replacement				500,000								**500,000**
Glendale Sludge Dewatering Process Improvements	106,454											**106,454**
Undesignated Pumps, Motors and Controls	187,112	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,187,112**
Rehab and Repair Primary Clarifiers				100,000	100,000	100,000	100,000	100,000				**500,000**
SCADA HACH WIMS Interface	25,000			50,000	50,000	50,000	50,000					**225,000**
New Odor Control & Intermediate Station	125,000											**125,000**
Replacement of ARV's (Reuse/Return/Wetlands)	141,012	75,000	75,000	75,000	75,000	75,000						**516,012**
Repair/Replace Splitter Box 2	1,589,102											**1,589,102**
Primary #1 Replace Clarifier Equipment at Glendale	5,115											**5,115**
Glendale Generator & Switch Gear Replacement	170,750											**170,750**
Glendale Control Panel Upgrades	135,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**885,000**
Replace Level Control Sensor at Headworks	18,633											**18,633**
Replacement of Digester Hot Water Valves	30,092											**30,092**
Installation of Return Flowmeter from NS to Glendale	18,963											**18,963**
Egg Digester PLC Replacement	89,000											**89,000**
Digester Gas Flow Meters	20,000											**20,000**
Glendale Lab Addition and Renovation	665,000											**665,000**
Primary #2 Replace Clarifier Equipment at Glendale						500,000						**500,000**
Intermediate Pump Station Coating								400,000				**400,000**
Digester Lid Rehab					100,000	100,000						**200,000**
Polymer Station/Thickening Equipment Rehab							150,000					**150,000**
Digester Cleanout					65,000	65,000						**130,000**
Splitter Box Coating and Valve Replacement					75,000	75,000	75,000					**225,000**
Centrifuge Rebuild											200,000	**200,000**
Replacement of Secondary Clarifier Drive Mechanisms							475,000	475,000	475,000	475,000		**1,900,000**
Cogen Rebuild			10,000		10,000				110,000		50,000	**180,000**
Northside Sewage Treatment Plant	3,022,846	540,000	1,015,000	740,000	465,000	440,000	1,465,000	1,090,000	115,000	90,000	115,000	**9,097,846**
Northside Controls	501,465		25,000		25,000		25,000		25,000		25,000	**626,465**
Replacement of Magnetic Flowmeters.	100,000	100,000										**200,000**
Replacement of Sludge Pumping Equipment	100,000	100,000										**200,000**
Northside Replacement of Clarifier Drive Mechanisms				350,000	350,000	350,000	350,000					**1,400,000**
Capital Equipment	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	**165,000**
Undesignated Pumps, Motors and Controls	60,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**810,000**
Bypass Pump Station Rehab			400,000									**400,000**
Bypass Flow Meter Replacement	30,000											**30,000**
Repair of Headworks Splitter Box	1,967,796											**1,967,796**
Northside ATAD Study	13,585											**13,585**
Northside Replacement of Effluent Pumps	140,000											**140,000**
Chlorine Building Roof Replacement	20,000											**20,000**
Solids Handling Building Roof Replacement	75,000											**75,000**
Replacement of Influent Screen/Headworks		250,000										**250,000**
FP Control Panel & Polymer Skid Replacement			250,000									**250,000**
Air Bay Improvements							1,000,000	1,000,000				**2,000,000**
Rehab & Repair Digester Blowers			250,000	300,000								**550,000**
Sewage Pumping Stations	4,970,187	1,415,000	1,365,000	1,065,000	615,000	565,000	1,715,000	615,000	615,000	615,000	615,000	**14,170,187**
Telemetry System Upgrades	196,757		50,000	50,000	50,000		800,000	50,000	50,000	50,000	50,000	**1,346,757**
Skyview Utility Sys (City / PC - Reimb TetraTech)	6,853											**6,853**
Wet Well Rehab	5,317	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	**1,005,317**
Undesignated Pump / Panel Replacements	9,900	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	**1,509,900**
Undesignated Generator Replacement		65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	**650,000**
Capital Equipment	20,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**270,000**
Replace NS Pump Station Pump & Controls	3,257,845	500,000										**3,757,845**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Upgrade SW Pump Station	80,356											**80,356**
Pump Station ARC Flash Study	105,130											**105,130**
Northwest PS Rehab	387,100	200,000										**587,100**
Woodbrook I Bypass Pump Installation	2,952											**2,952**
VFD Conversions	9,470											**9,470**
Re-piping of Bonny Apartments L3860	19,050											**19,050**
Ariana Street FM Relocation Lotus to Wabash	49,429											**49,429**
Pumps & Panels for L3860 Lk Bonny Apts	21,647											**21,647**
Martins Landing Pumps & Panel Rehab	150,000											**150,000**
Undesignated Generator Installation	199,383	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	**1,699,383**
Yankee Place Generator Replacement	36,998											**36,998**
L3880 Skyview Master ATS Replacement	3,500											**3,500**
L0450 Stonewater Pump & Panel Rehab	88,000											**88,000**
L0110 Bentley Shores Pump & Panel Rehab	90,000											**90,000**
L6010 Northside Pump Repair	71,000											**71,000**
L4420 Woodbrook I Wet Well Rehab	20,000											**20,000**
L3860 Lake Bonny Apts Wet Well Rehab	23,000											**23,000**
L3445 Carillon Lakes Wet Well Rehab	5,500											**5,500**
Cyanamid L6840 Rehab.	50,000	150,000										**200,000**
L0410 Southwest Pump Repair	26,000											**26,000**
Airpark PLC Upgrade	35,000											**35,000**
None-Destructive FM Testing		75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**750,000**
Upgrade Tenth St L3310 Pump Station			200,000									**200,000**
Replace L0110 Bentley Shores FM							350,000					**350,000**
Edgewood Extension Rehab			350,000									**350,000**
County Line L3440 Panel Replacement			200,000									**200,000**
Sylvester Shores L1720 Station and FM Rehab				450,000								**450,000**
Sewer Line Maintenance	7,497,584	2,060,000	1,905,000	1,830,000	2,480,000	3,580,000	1,705,000	1,680,000	1,605,000	1,680,000	1,705,000	**27,727,584**
Rehabilitate Sewer Lines	210,000	1,100,000	1,100,000	1,100,000	1,100,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	**11,810,000**
Sewer Maintenance - Contractor Installed Liners	761,549											**761,549**
Sewer Maintenance - Contractor Cleaning & Televising	30,000											**30,000**
Sewer Maintenance - City Installed Short Liners	5,000											**5,000**
Sewer Maintenance - City Performed Point Repairs	70,000											**70,000**
Wastewater New Line Connections	15,690											**15,690**
Inflow Reduction	57,443	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**357,443**
Skyview Utility Sys (City / PC - Reimb TetraTech)	96,452											**96,452**
Flushing of Southwest Basin Force Mains	25,000			50,000		50,000		50,000		50,000		**225,000**
Sewer Maintenance - Manhole Rehabilitation	88,505	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	**838,505**
Capital Contingency		80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	**800,000**
Collection System Monitoring		50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**500,000**
Other Construction Projects	29,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**529,000**
Other Replacement Projects	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Business 92 Airport Rd to Intown Bypass	25,000											**25,000**
Transfer to Fleet - Wastewater Vehicle Purchases	110,200											**110,200**
Capital Equipment	40,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	**490,000**
Oakpark / Summerfield Wastewater System Remediation	175,000											**175,000**
Western Trunk Manhole Rehab	273,027											**273,027**
Northside 30inch Force Main ARV Rehab	344,716		225,000									**569,716**
State Road 33 Relocation	2,000,000											**2,000,000**
Grit / Sand Drying Bed Replacement	15,963											**15,963**
Griffin Rd 24" Sanitary Sewer Lining	1,013,471	500,000										**1,513,471**
Lakeland Park Drive Sewer Relocation	47,085											**47,085**
Citrus Woods Emergency SFM Repair	450,488											**450,488**
S. Florida Ave Gravity Line Repair	340,000											**340,000**
Private System Monitoring	18,332											**18,332**
Smartcover Installation	25,000		25,000				25,000		25,000		25,000	**125,000**
RP Funding Center Sewer Line Relocation	6,464											**6,464**
COL Sewer Line Easement Purchases	39,000			50,000		50,000		50,000		50,000		**239,000**
English Oaks Booster Station Odor Control Pilot	73,073	80,000	175,000									**328,073**
Wedgewood Estates Blvd Line Repair	6,826											**6,826**
South Florida Ave Manhole Replacement	56,176											**56,176**
FDEP In-Kind Penalty May 2019	17											**17**
CMOM - (Capacity, Mgmt, Operations & Maint) Update	26,496					100,000					100,000	**226,496**

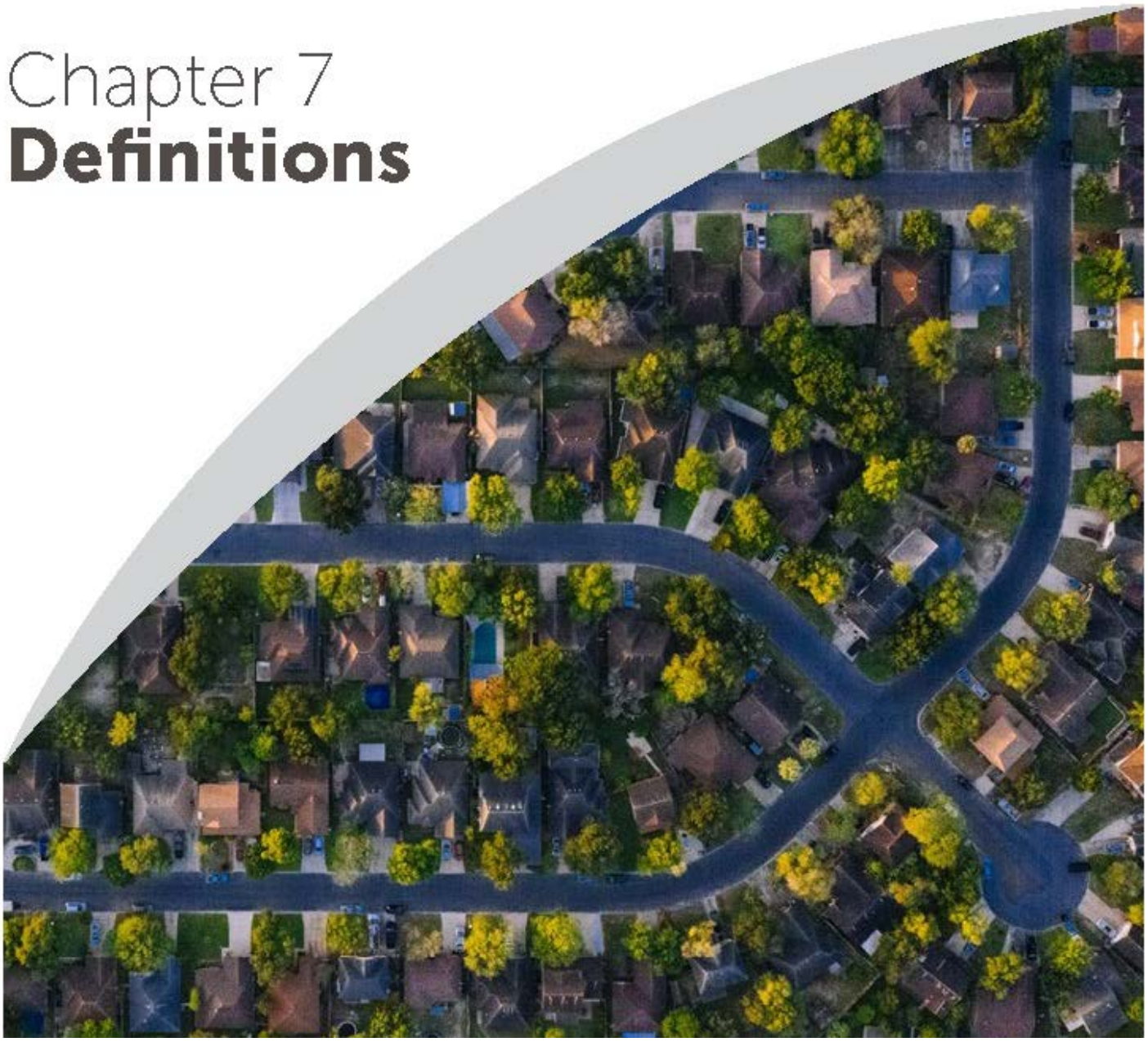
WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Basin 8 I&I Study	43,000											**43,000**
Chestnut Woods 8" Gravity Sewer	20,000											**20,000**
Basin 4 I&I Study	57,770											**57,770**
Howard Ave Manhole Repair	324,917											**324,917**
Sanitary Sewer Evaluation Study	100,000						100,000					**200,000**
Cleveland Heights Manhole Repair	45,579											**45,579**
Downtown Manhole Replacement	36,000											**36,000**
Herschll Manhole Replacement	122,018											**122,018**
Gary Road Line Repair	81,452											**81,452**
State Rd 33 Forcemain Break	83,827											**83,827**
Basin 5 I&I Study	8,500											**8,500**
Basin 6 I&I Study	1,000											**1,000**
Basin 7 I&I Study	48,548											**48,548**
Skipper Street 36 Sewer Line Relocation				250,000	750,000							**1,000,000**
Western Trunk San Gully Rd Line Relocation					250,000	1,800,000						**2,050,000**
Pretreatment Program	2,000	75,000	50,000	50,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**352,000**
Capital Equipment	2,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**252,000**
Pretreatment CORE Program		50,000	25,000	25,000								**100,000**
Wastewater Engineering	1,421,777	946,000	946,000	1,096,000	1,096,000	1,096,000	1,196,000	1,196,000	1,196,000	1,696,000	696,000	**12,581,777**
Cataloging of Permits, Easements and Service Agreements	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	**66,000**
County Projects	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	**220,000**
D.O.T. Projects	23,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	**223,000**
US 92 at County Line Road (Intersection & Widening)	50,000	250,000	250,000	400,000	400,000	400,000	500,000	500,000	500,000	1,000,000		**4,250,000**
Wastewater Support - Other City Departments	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
Undesignated Utility Relocations	50,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	**2,050,000**
Utility Relocation - West Pipkin, Medulla to Harden.	47,343											**47,343**
Oakpark / Summerfield Wastewater System Remediation	39,016											**39,016**
South Wabash Ave Extension	90,432											**90,432**
Energy Efficiencies / Digestion System Improvements (SRL)	6,790											**6,790**
Replace NS Pump Station Pump & Controls	3,000											**3,000**
Wastewater Asset Management Plan	3,610											**3,610**
English Oaks Phase III - Design	77,909											**77,909**
Griffin Rd 24" Sanitary Sewer Lining	236,073											**236,073**
Citrus Woods Emergency SFM Repair	4,965											**4,965**
Repair/Replace Splitter Box 2	57,349											**57,349**
English Oaks Phase III - Construction	1,808											**1,808**
W Lake Parker Path (1st St to Bella Vista)	9,094											**9,094**
Ariana Street FM Relocation Lotus to Wabash	21,058											**21,058**
FDOT Proposed Wastewater Projects	550,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	**4,550,000**
Northside ATAD Study	51,830											**51,830**
Chestnut Woods 8" Gravity Sewer	10,000											**10,000**
Cyanamid L6840 Rehab.	5,000											**5,000**
North Wabash Extension	7,500											**7,500**
Maintenance Support	3,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**253,000**
Capital Equipment	3,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**253,000**
Wetlands Management	1,515,886	1,855,000	2,680,000	565,000	530,000	780,000	410,000	155,000	105,000	155,000	330,000	**9,080,886**
Security Enhancements	46,634			30,000								**76,634**
Capital Contingency	50,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	**450,000**
Effluent Usability Study	100,000											**100,000**
Undesignated Generator Replacement							30,000					**30,000**
Wetlands Gopher Tortoise Relocation	7,626		25,000			25,000			25,000			**82,626**
Transfer to Fleet - Wastewater Vehicle Purchases				50,000			150,000					**200,000**
Capital Equipment	28,752	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	**128,752**
Repair of Northwest Cell 3 Berm	61,639											**61,639**
Wetlands Fiber Installation	46,575											**46,575**
Wetlands Park	203,427			75,000		75,000		75,000		75,000		**503,427**
North Boundary Fence adjacent to Eaglebrook					150,000							**150,000**
Upgrades to Office				30,000								**30,000**
Wetland Data Automation	245,351	125,000										**370,351**
Replacement of Control Gates	179,495					400,000						**579,495**
Effluent Ditch Rehabilitation	149,340			300,000								**449,340**
Reverse Euthrophication/Wetlands Ecosystem	290,722											**290,722**
Connect to Public Water Supply	25,000											**25,000**

WATER WASTEWATER
CAPITAL IMPROVEMENT PLAN

	Adjusted 2020 Budget	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total Project Cost
Land Management	52,969	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	**352,969**
Wetland Entrance Road	28,356											**28,356**
Effluent Structure Rehabilitation		750,000										**750,000**
Dredging and Sediment Management		800,000										**800,000**
Water Quality Improvements (50% Grant)		100,000	2,500,000									**2,600,000**
Wetland Treatment System Assessment Update											250,000	**250,000**
Wetland Renewable Energy			75,000									**75,000**
Wetland Cells Restoration					300,000	200,000						**500,000**
Wetland Water Budget & Operating Procedures							150,000					**150,000**
Laboratory Analysis	25,000	275,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**525,000**
WW Laboratory Renovation		250,000										**250,000**
Capital Equipment	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**275,000**
West Lakeland Roughing Plant	225,000	100,000	100,000	100,000	200,000	200,000	200,000	200,000	100,000	100,000	100,000	**1,625,000**
Undesignated Pumps, Motors and Controls	75,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**575,000**
Westside Control Panel Upgrades	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	**550,000**
West Lakeland Lift Station Bypass Pump	100,000											**100,000**
Blower Rebuild					100,000	100,000	100,000	100,000				**400,000**
Wastewater Treatment Operations Support	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**275,000**
Capital Equipment	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	**275,000**
Total Wastewater Renewal and Replacement Fund	24,995,659	8,232,938	9,137,938	6,962,938	6,677,938	8,512,000	8,297,000	6,792,000	5,052,000	5,492,000	4,572,000	**94,724,411**
Wastewater Impact Fee Fund:												
Non-Departmental	30,000	-	30,000	-	-	30,000	-	-	30,000	-	-	**120,000**
Wastewater Impact Fee Study	30,000		30,000			30,000			30,000			**120,000**
Wastewater System Administration	100,000	-	-	-	-	-	-	-	-	-	-	**100,000**
Wastewater Capacity Study	100,000											**100,000**
Sewage Pumping Stations	-	400,000	-	-	-	-	-	-	-	-	-	**400,000**
Southwest Pump Station Redirection		400,000										**400,000**
Sewer Line Maintenance	5,269,748	-	-	-	-	-	-	-	-	-	-	**5,269,748**
SW Lklnd Capacity Enhancement (English Oaks)	35,281											**35,281**
Force Main Parkway to Glendale	20,000											**20,000**
Glendale In-plant Force Main	52,886											**52,886**
Lunar Circle Force Main Upsizing	350,000											**350,000**
Citrus Wood L3865 Forcemain Upsizing	1,001,581											**1,001,581**
Skyview Drive L3845 Forcemain Upsizing	15,000											**15,000**
Citrus Wood L3865 Pumps & Panel	145,000											**145,000**
Skyview Drive L3845 Pumps & Riser Pipe Upgrades	75,000											**75,000**
Eight Iron Drive L3880 Pump Upgrades	75,000											**75,000**
Southwest Lakeland Sewer Upgrade	3,500,000											**3,500,000**
Wastewater Engineering	1,651,663	950,000	850,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	**7,451,663**
Subdivision and Commercial Development	425,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	**3,925,000**
Undesignated Capacity Expansion	112,365	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	**1,612,365**
Utility Relocation - West Pipkin, Medulla to Harden.	50,000											**50,000**
Glendale In-plant Force Main	11,663											**11,663**
Skyview Drive L3845 Forcemain Upsizing	35,000											**35,000**
Southwest Lakeland Sewer Upgrade	500,000											**500,000**
West Lakeland Waste Load Facility Expansion Study	105,000											**105,000**
Southwest Wastewater Expansion	315,634	350,000	350,000									**1,015,634**
Ruthven Warehouse Park - WW Forcemain Upsizing	55,115											**55,115**
Lake Mirror Office Bldg Gravity Main Upsizing	7,520											**7,520**
Southwest Pump Station Redirection		100,000										**100,000**
Drane Field Rd Warehouse FM Upsizing Reimbursement	34,366											**34,366**
Total Wastewater Impact Fee Fund	7,051,411	1,350,000	880,000	500,000	500,000	530,000	500,000	500,000	530,000	500,000	500,000	**13,341,411**
Wastewater FDEP Fund:												
Glendale Sewage Treatment Plant	2,705,744	10,500,000	-	-	-	-	-	-	-	-	-	**13,205,744**
Energy Efficiencies / Digestion System Improvements (SRL)	705,744											**705,744**
Wetlands/Reuse Pump Station Replacement	2,000,000	10,500,000										**12,500,000**
Northside Sewage Treatment Plant	-	5,000,000	5,000,000	-	-	-	-	-	-	-	-	**10,000,000**
Northside Biosolids (SRL)		5,000,000	5,000,000									**10,000,000**
Sewer Line Maintenance	12,225,518	-	-	-	-	-	-	-	-	-	-	**12,225,518**
English Oaks Phase III - Design	470,519											**470,519**
English Oaks Phase III - Construction	11,754,999											**11,754,999**
Total Wastewater FDEP Fund	14,931,262	15,500,000	5,000,000									**35,431,262**
Total Wastewater Expenses	**46,978,332**	**25,082,938**	**15,017,938**	**7,462,938**	**7,177,938**	**9,042,000**	**8,797,000**	**7,292,000**	**5,582,000**	**5,992,000**	**5,072,000**	**143,497,084**

Chapter 7
Definitions



Definitions

Accessory Apartments: Small, independent, detached dwelling units which may be permitted as an accessory use to a single-family dwelling. These units have a separate access, kitchen and bathroom and oftentimes are used by single parents and the elderly.

Accessory Use: A use incidental or subordinate to the principal use of a building or project and located on the same site.

Adjacent: To have property lines or portions thereof in common or facing each other across a right-of-way, street or alley.

Affordable Housing: Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Sec. 420.0004, F.S.

Airport: Lakeland Linder International Airport.

American with Disabilities Act (ADA): Public Law 101-336, prohibits discrimination against people with disabilities. The ADA focuses on removing barriers that deny individuals an equal opportunity to have access to jobs, public accommodations, government services, public transportation and telecommunications.

Annexation: The legal method of attaching an area into an area controlled by another form of government.

Aquifer Recharge: The replenishment of groundwater in an aquifer occurring primarily as result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

Arterial, Minor: A roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds and trip lengths are high, although usually not as great as those associated with primary arterials.

Bicycle Lane (Bike Lane): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of bicyclists.

Bikeway: Any road, trail, or right-of-way which is open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Buffer Area: An area, or space, separating an outdoor recreation area from influences which would tend to depreciate essential recreational values of the outdoor recreation area; where the outside influences are of a particularly harsh and incompatible nature, as in urban or industrial areas, or along a highway.

Building: A structure created to shelter any form of human activity, such as an office, house, church, hotel, or similar structure.

Capacity (traffic): The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate. Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

Capital Budget: The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non- recurring and may require multi-year financing.

Capital Improvements Program (CIP): A plan for capital expenditures to be incurred each year over a period of years to meet anticipated capital needs. It identifies each planned capital project and estimated resources need to finance the project.

CDBG Program: The Community Development Block Grant Program is Title I of the Housing and Community Development Act of 1974 (Public Law 93-383).

Central City Transit Supportive Area: Area within which less stringent roadway levels-of-service are allowed due to the presence of a traditional street grid network, extensive bicycle and pedestrian networks and transit services and facilities. Levels-of-service may be measured on an averaged corridor basis for facilities with common trip ends.

City Street System: The City street system consists of all local roads within the municipality and all collector roads within the municipality that are not on the County road system. The City of Lakeland Public Works Department is responsible for maintaining approximately 89 centerline miles of urban collector roads. Each time the City annexes land, the local roads in that area become the responsibility of the City. As of March 2010, the City maintained 390 miles of streets and alleys serving residential, commercial and industrial areas.

Collector Road (Collector): Collector roads collect and distribute traffic between local roads or arterial roads. Collectors are roadways providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed.

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Park: A park located near major roadways and designed to serve the needs of more than one neighborhood.

"**Community Redevelopment Area"** means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment.

Compatibility: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting

compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Comprehensive Plan: An official document in ordinance form adopted by the local government setting forth its goal, objectives, and policies regarding the long-term development of the area within its jurisdiction. In the City of Lakeland this refers to the text and maps adopted and amended by the Lakeland City Commission pursuant to Chapter 163.3161, et seq, Florida Statutes, as amended, and is called the Comprehensive Plan for the City of Lakeland.

Concurrency: The legal requirement that specified public facilities (recreation and open space, potable water, sanitary sewer, solid waste, stormwater management, transportation) to be provided for, by an entity to an adopted level of service.

Concurrency Management System: A systematic process that provides information on transportation system performance and alternative strategies to alleviate and enhance the mobility of persons or goods.

Condominium: A form of individual ownership of a dwelling unit within a larger complex of units, together with an undivided interest in the common area and facilities which serve the multi-unit project.

Congregate Living Facility (CLF): Any building(s), section of a building, residence, private home, boarding house, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing, food services and one or more personal care services to persons not related to the owner or operator by blood, marriage, or adoption, and licensed, certified or approved by the State Department of Health and Rehabilitative Services. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. Further, such facilities shall not be used for those persons in need of a structured environment, as defined in applicable development regulations. For purposes of this Future Land Use Element, congregate living facilities shall not be deemed to include boarding/ rooming houses; fraternities/sororities; monasteries; convents; hotels/motels; professional residential facilities; or nursing convalescent and extended care facilities. The facilities may be disaggregated into appropriate sub-categories by specifying varying implementation of plan policies contained in this Element. "Placed", as used in this reference to congregate living facilities, shall mean the persons placed, supported or sponsored by, or the residents of a facility licensed by the State of Florida Health and Rehabilitative Services.

Consistency: The regulatory requirement that local Comprehensive Plans not conflict with State or regional plans, and that the local plan furthers the goals and policies of the State and regional plans.

Contributing Structure: A building, structure or object which has architectural qualities, historic associations, or archaeological values which are determined to be historically significant. A structure can also be deemed contributing because a) it was present during the period of significance for a historic district, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. (National Register Bulletin 14).

County Road System: The County road system consists of all collector roads in the unincorporated areas, all extensions of such collector roads into and through any incorporated areas, and all local

roads in the unincorporated areas. Within the Lakeland Planning Area, Polk County maintains 205 miles of collector roads, and all local roads outside of Lakeland's Corporate Limits. It should be noted that Polk County has not identified any of its roads as arterials.

Dense Urban Land Area (DULA): Dense urban land area is defined by Section 380.0651(3)(a), Florida Statutes, to mean:

a. A municipality that has an average of at least 1,000 people per square mile of land area and a minimum total population of at least 5,000;
b. A county, including the municipalities located therein, which has an average of at least 1,000 people per square mile of land area and is located within an urban service area as defined by Section 163.3164, Florida Statutes, which has been adopted into the comprehensive plan;
c. A county, including the municipalities located therein, which has a population of at least 900,000, that has an average of at least 1,000 people per square mile of land area but which does not have an urban service area designated in the comprehensive plan; or
d. A county, including the municipalities located therein, which has a population of at least 1 million and is located within an urban service area as defined in Section 163.3164, Florida Statutes, which has been adopted into the comprehensive plan.

Density: A measure of the intensity of development expressed as the average number of dwelling units per unit of area (acre, square mile, etc.) on either a gross or net density basis. Can also be expressed in terms of population density (i.e., people per acre).

Design Capacity: The amount of flow a storm sewer system is designed to manage, usually expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

Design Criteria: A set of standards, parameters and/or guidelines used to direct the design of a building, site, or product toward a predetermined theme or concept.

Design Guidelines: Criteria developed by preservation commissions to identify design concerns in an area and to help property owners ensure that rehabilitation and new construction respect the character of designated buildings or districts.

Design Review: The process of ascertaining whether modifications to historic structures, settings and districts meet standards of appropriateness established by a governing or advisory review board.

Deterioration: The process by which structures and their components wear, age and decay in the absence of regular repairs and/or replacement or components which are worn or obsolete.

Development: The construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels; any mining, excavation, landfill or land disturbance; and any non-agricultural use or extension of the use of land. It includes redevelopment.

Development of Regional Impact: "Any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county". Section 380.06(1) F.S.

Development Phasing: The process by which a large-scale project is built in stages over a period of time, concurrent with the provision of public facilities.

Dilapidated: Seriously damaged and/or decayed to the extent that major component replacement is required. Visibly serious problems throughout.

Disability: The term "disability" means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of" Major Life Activities" include caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

Domestic Waste: All liquid and waterborne pollutants, exclusive of unpolluted water or wastewater or wastes from processes or operations in industrial establishments.

Drainage Basin: Any land area from which the runoff collects at a common point or receiving water.

Dredge and Fill: The process of excavation or deposition of ground materials by any means, in local, state or regional jurisdictional waters (including wetlands), or the excavation or deposition of ground materials so as to create an artificial waterway that is to be connected to jurisdictional waters or wetlands (excluding stormwater treatment facilities).

Duplex: A structure, located on a single lot or parcel, which contains two single-family dwelling units attached by a common side wall or in a stacked configuration.

Dwelling unit: A room or group of rooms forming a single independent habitable unit used for or intended to be used for living, sleeping, sanitation, cooking and eating purposes by one (1) family only; for owner occupancy or for rental, lease or other occupancy on a weekly or longer basis; and containing independent kitchen, sanitary and sleeping facilities.

Easement: A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, archaeological sites, building facades and interiors.

Enclave: A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Environmentally Sensitive Areas: Lands that, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat), are regulated by either the Florida Department of Environmental Protection, the Southwest Florida Water Management District, or any other governmental agency empowered by law for such regulation.

Existing Homeowner: An owner-occupant of residential property who holds legal title to the property and who uses the property as his/her principal residence.

Facility: Transportation infrastructure, such as: roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

Fair Market Rent: The rent ceiling for a given area as determined at least annually by the U. S. Department of Housing and Urban Development (HUD), including utilities except telephone), maintenance, management, and other services that would have to be paid for, privately developed and owned, new constructed, modest rental units, but forward to allow for cost increases from the time of proposal to occupancy.

Floodplain: Area inundated during a 100-year, or other specified, flood event or identified by the National Flood Insurance Program (NFIP) as an AE Zone or V Zone on the Flood Insurance Rate Maps (FIRM) or other map adopted by the City for regulation of development within the floodplain.

Floor Area Ratio: The ratio of permitted floor area to the area of a parcel of land, excluding any bonus or transferred floor area.

Form: In urban design, the perceived, three- dimensional shape of topography, buildings or landscaping.

Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Future Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goal, Objectives, and Policies and the exceptions and provisions of the Future Land Use Element text and applicable development regulations.

Garbage: Every refuse accumulation of animal, fruit or vegetable matter that attends the preparation, use, cooking and dealing in, or storage of edibles, and any other matter of any nature whatsoever, which is subject to decay, putrefaction and the generation of noxious or offensive gasses or odors, or which during or after decay may serve as breeding or feeding material for flies or other germ-carrying animals, or any container of the material defined herein.

Geographic Information System: A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

Goal: The long-term end toward which programs or activities are ultimately directed.

Greenbelt: To the north, east and south of Lakeland there are thousands of acres of open space in public ownership. These tracts include parts of the Green Swamp, Tenoroc State Preserve, Saddle Creek Park, Audubon preserve, the Lakeland effluent wetlands, and a Polk County Regional Park. The location of these open spaces relative to one another forms a portion of what could become a continuous, unbroken “greenbelt” approximately 33 miles long. The missing links needed to complete the greenbelt are generally of low development potential, being either wetlands or unreclaimed mined land.

Green Swamp Area of Critical State Concern: Designated by the State Legislature because of its important hydrologic resources. The Green Swamp is the headwaters of four major Florida rivers, functioning as a substantial natural storage area for flood waters and as an aquifer recharge area. The overall elevation of the Floridan aquifer above sea level provides water pressure which counters saltwater intrusion and causes natural spring flow. Within the Green Swamp the aquifer is often close to the surface and therefore vulnerable to contamination.

Greenways: A linear park or open space which connects natural, cultural, recreational and historic resources. It can be hard surfaced pathways that permit different recreational uses such as walking, jogging, and biking, or they can be natural corridors with a simple path along a stream or riverbank. All hard surfaced pathways shall be a minimum of 10 feet wide to meet this use.

Group Home: Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to

meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Hazardous Waste: A material identified by the Florida Department of Environmental Protection as a hazardous waste. This may include but is not limited to a substance defined by the Environmental Protection Agency based on the 1976 Resource Conservation and Recovery Act.

Historic Preservation: The act of conservation or recreating the remnants of past cultural systems and activities that is consistent with original or historical character. Such treatment may range from a pure "restoration" to adaptive use of the site, but its historic significance is preserved.

Historic Resources: A building, structure, district, area, site, object or document that is of significance in American, State, or local history, architecture, archaeology or culture and is listed or eligible for listing on the Florida Master Site File, the National Register of Historic Places or designated by local ordinance.

HOME: The HOME Investment Partnerships Program which is authorized by Title II of the National Affordable Housing Act. In general, under the HOME Investment Partnerships Program, HUD allocates funds by formula among eligible state and local governments to strengthen public- private partnerships to provide more affordable housing. Generally, HOME funds must be matched by non-federal resources.

Household: A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Housing: Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. This analysis, however, is limited to the shelter aspect of housing, since there is no accurate way to measure the other components.

Housing Code: Standard used to determine whether an old or new structure is fit for human occupancy. The Housing Code is to ensure maintenance and improvement of existing housing to meet accepted standards.

Housing Demand: The actual ability and willingness of households to rent or buy a variety of housing at a given price and a given point in time.

Housing Inventory: As used in this study, the housing inventory is an aggregate count of the City's housing stock by type and distribution.

Housing Need: The number of housing accommodations required in order to provide all households with decent, safe and sanitary dwelling units which include a sufficient number of vacant units to create a vacancy rate that will allow housing mobility and housing choice.

Housing Stock: The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory.

Housing Supply: The amount of standard housing available for occupancy at a given price and a given point in time.

Housing Unit: A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

Hurricane Shelter Space: At a minimum, an area of twenty square feet per person located within a hurricane shelter.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Impervious: Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

Impervious Surface: Surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, limerock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Industrial Water Demand: All water for a facility that manufactures a product for distribution wholesale or supplies a service not directly available to the consumer, or for electric utility companies.

Infill: Development which occurs on platted vacant lots in a developed area. Development is not considered infill if it occurs on parcels exceeding one half acre or more.

Infrastructure: Man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and, roadways.

Intensity: A measure of land use activity based on density, use, mass, size and impact.

Intergovernmental Agreement: Arrangement between or among governments to undertake a course of action guided by written, legal documents.

Intergovernmental Coordination: The process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or mitigate adverse impacts that one may impose on the other or to share the responsibilities and benefits of a common service or facility.

Intermodal: Between or including more than one means or mode of transportation.

Keystone Challenge Fund, Inc. A local non-profit organization dedicated to assisting low to moderate income families with obtaining financing through a consortium of local lenders (banks) for purchasing

a home, new home construction, or rehabilitation of an existing home for purchase. Keystone is designated as a Community Housing Development Organization (CHDO) in Lakeland and in Polk County.

Lake-To-Lake Greenway Connector: A system of bike and foot trails circling various City lakes and City parks.

Lakeland Housing Authority: Plays a crucial role in providing housing for low income City residents. The Authority uses Section 8 – Housing Choice Vouchers, Public Housing, Affordable Home Ownership, Affordable Rental Opportunities, Resident Training Opportunities and Supportive Services, YouthBuild Lakeland Program, After School Programs, Senior Active Lifestyle Programs, accommodations for disabled residences, and partnerships with numerous community partners that provide social services.

Lakeland Planning Area (LPA): In general, the LPA includes the City, the adjoining unincorporated areas built up in urban uses, and the surrounding vacant land that is provided with one or more City utility services. The Lakeland Planning Area boundary was drawn in 1988 as part of a Memorandum of Agreement between Polk County and its municipalities to better coordinate long range planning activities and has since been adjusted to allow the boundaries to correspond to the City's annexation areas and to the closest census boundaries for purposes of data and analysis. Examination of the planning area helps determine the future land use role of the City within the larger urban and suburban framework structure.

Land Development Code: Ordinances enacted by a governing body for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land.

Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goals, Objectives, and Policies and the exceptions and provisions of the Land Use Element text and applicable development regulations.

Landscape: The totality of the built or human- influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of Service shall indicate the capacity per unit of demand for each public facility.

Local Road: A roadway carrying relatively low traffic volume. Trip lengths are typically short and through movements are infrequent. The main purpose of a local road is to provide immediate land access, primarily to residential units.

Low- and Moderate-Income Families: "Lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households".

Low-Income: Households whose incomes do not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes. (NOTE: HUD income limits are updated annually

and are available from local HUD offices (This term corresponds to low- and moderate-income households in the CDBG Program.)

Maintenance, Historic Resources: 1) Protective care of an object or building from the climate, chemical and biological agents, normal use and intentional abuse; 2) Ordinary maintenance, as work not requiring a building permit done to prevent deterioration of a building or structure or any part thereof by restoring the building or structure as nearly as practicable to its condition prior to such deterioration, decay or damage.

Major Trip Generators: Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

Manufactured Housing: Manufactured housing means a mobile home fabricated on or after June 15, 1976, in an off- site manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Mass Transit: Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Mitigate: To offset or avoid negative impacts through avoiding the impact altogether; minimizing the impact by limiting the degree or magnitude of the action or its implementation; rectifying the impact by repairing, rehabilitating or restoring the affected environment; reducing the impact over time by preservation or maintenance over the life of the action; or compensating for the impact by replacing or providing substitute resources.

Mixed-Use Development: A type of development that combines a mix of uses that may include residential, commercial and/or office uses within one building or multiple buildings with direct pedestrian access between uses.

Mobile Home: Mobile home means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U. S. Department of Housing and Urban Development label certifying that is built in compliance with the federal Manufactured Home Construction and Safety Standards.

Moderate Income Household: Means one or more natural persons or a family with total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Multi-Family Dwelling Units: Three or more dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Modal Transportation System: A comprehensive transportation system including, but not limited to, the following options of mode- choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle and pedestrian allowing the user opportunities to transfer between modes.

Multi-Use Trail: A facility physically separated from the road right-of-way for use by non-motorized travelers for transportation or recreation.

National Historic Landmark: Districts, sites, buildings, structures, and objects found to possess national significance in illustrating or representing the history and prehistory of the United States. These landmarks are designated by the Secretary of the Interior. NHLs number less than four percent of the properties listed in the National Register (from National Park Service publication).

Natural Aquifer Recharge: The replenishment of groundwater in an aquifer.

Neighborhood: An integrated area related to a larger community of which it is a part and it may consist of residential districts, a school or schools, shopping facilities, religious buildings and open spaces.

Neighborhood Commercial: Commercial and office development, usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood commercial development and low and low medium intensity office uses shall be limited as to the intensity of the described use as provided in applicable development regulations.

Neighborhood Park: A park of 0.01-40 acres which serves a minimum radius of one mile and the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

NPDES Permit: National Pollutant Discharge Elimination System Permits are issued by the State under delegation from the federal government under the auspices of the Clean Water Act. Permits are issued to entities which may be expected to cause water pollution including the wastewater treatment facility, the Municipal Separate Storm Sewer System (MS4), certain Community Development Districts (CDDs) and construction firms. This permit requires the holder to operate their systems to either specific pollutant limitations or, in certain cases, to the maximum extent practicable.

Objective: A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Office: A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. The display of representative samples and the placing of orders for wholesale purposes shall be permitted; however, no merchandise shall be shown, distributed nor delivered on, or from, the premises. No retail sales shall be permitted.

Open Space(s): Undeveloped lands suitable for passive recreation, conservation or stormwater uses.

Outfall: Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a-receiving water.

Overlay: A district established by ordinance to prescribe special regulations to be applied to a site in combination with the underlying or base district.

Paratransit: Transit service other than fixed route system. Examples would be the demand responsive transit and taxis.

Peak Hour Level of Service: is the level of service based on the hourly volume during the peak hour divided by the peak fifteen-minute rate of flow within the peak hour.

Peak Hour Peak Direction Level of Service: is the level of service determined by the proportion of traffic during the peak hour traveling in the predominant direction.

Pedestrian: An individual traveling on foot.

Percolation: The ability of water to pass through a porous medium; in most cases, the soil.

Pervious: Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Planned Development: Land that is under unified control and planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is constructed according to comprehensive and detailed plans which include not only streets, utilities, lots or building sites and the like, but also site plans and floor plans for all buildings as intended to be located, constructed, used and related to each other, and detailed plans for other uses and improvements on the land as related to the buildings.

Playground: A recreation area with play apparatus.

Point Source Pollution: Water pollution that has as its source a discernible, confined or discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal enclosure.

Policy: The way in which programs and activities are conducted to achieve an identified goal.

Potable Water: Water suitable for human consumption and which meets water quality standards determined by the Polk County Health Department provided through a potable water supply system or by private water well.

Potable Water Wellfield: the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

Poverty Level: A federally defined income classification based on a property index that takes into account such factors as family size, number of children, and urban vs. rural residents, as well as the amount of income. The cut-off levels are updated every year to reflect changes in the Consumer Price index.

Public Buildings and Grounds: Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities: Publicly owned infrastructure including, transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems.

Public Recreation Sites: Sites owned or leased on long-term basis by a federal, state, regional or local government agency for purposes of recreational use.

Recreation Facility: A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses: Activities within areas where recreation occurs.

Recyclable Materials: Materials separated, at the point of generation, by the generator or its agent, and donated or sold by the generator for purposes of recycling; said materials to include, but not be limited to, newsprint, cardboard, aluminum, glass, plastic, and ferrous metals; recyclable materials shall not include, however, any materials once placed in a permitted refuse bin or at curb side.

Recycling: Adaptation of existing unused structures to new uses through rehabilitation, or rehabilitation and reuse of existing abandoned structures for the same use.

Redevelopment: The demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas.

Redevelopment Urban: Activities in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing. Rehabilitation or conservation in a community redevelopment area, or any combination shall be in accordance with a community redevelopment plan and may include the preparation of such a plan. (Refer to Florida Statute Chapter 163).

Regulatory Authority: A constituted body established under law to control, fix, or adjust the time, amount, degree or rate of the provision of a public or quasi-public service or facility.

Rehabilitation, Historic Resources: The act or process of returning a property to a state of utility through repair or alteration which make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural values (Secretary of the Interior's Standards).

Replacement Needs: capital improvements required to correct existing deficiencies.

Residence: Single-family dwellings, duplexes, triplexes, and garage apartments, and all other living units. Each living unit of a duplex or triplex and each garage apartment shall be deemed a separate residence.

Residential Collection: The collection service for residences.

Residential Water Demand: all water service for single- family non-transient facilities of 3 or fewer dwelling units serviced by a single meter.

Retention Basin: A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation and evapotranspiration.

Reuse: A use for an existing building or parcel of land other than that for which it was originally intended.

Right-of-Way: Land in which the state, a county, or a municipality holds the fee simple title or has an easement dedicated or required for a public use.

Roadway Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited

access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels.

Roadway Segment or Link: A portion of a road usually defined at its ends by an intersection, a change in lane or facility type, or a natural boundary.

Runway: A defined area on an airport prepared for landing and take-off of aircraft along its length.

Rural Development Area: relies primarily on a pattern of clustered residential development that provides substantive open space that serves to preserve and enhance the rural view shed and character of the community. Non-residential uses are primarily located in centers and may contain a mix of uses.

Safe Yield: The volume of groundwater which can be withdrawn from public water supply aquifers without resulting in adverse environmental impacts (e.g., saltwater intrusion), while at the same time ensuring an adequate long-term water supply under conditions of historically precedented low rainfall, predictable increases in demand, and events causing significant interruption of the water supply.

Sanitary Landfill: A disposal facility employing an engineered method of disposing of solid waste on land in a manner which minimizes environmental hazards by spreading the solid wastes in thin layers, compacting to the smallest practical volume, and applying cover material as required by state and federal regulations.

Service Agreement: A contract by common consent between two or more entities (e.g., municipalities, special authorities) to promote and coordinate programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the local plan or required by local, State or federal law. Service agreements can be formal or informal in nature though they are almost always formal.

Services: Means the programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, State, or federal law.

Setback: Physical distance that serves to minimize the effects of development activity on an adjacent property, structure, or natural resource, and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

Shall: A directive or requirement.

Single-Family Attached Dwellings: Two or more single family dwelling units, each on its own lot or parcel of land, that are attached from ground to roof on at least one side.

Single-Family Detached Dwellings: A single family dwelling with open space on all sides.

Single-Family Dwelling: A structure containing a single-family unit occupying the building from ground to roof.

Site: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision or project.

Socio-Economic Data: Information about people and economies, such as demographics (age, race, sex, birth rates, etc.) and economics (incomes and expenditures of a community or government).

Solid Waste: Garbage, refuse, yard-trash, construction and demolition debris, white goods, special waste, ashes, sludge, or other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations. The term does not include nuclear source or by-product materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; suspended or dissolved materials in domestic sewage effluent or irrigation return flows, or other regulated point source discharges; regulated air emissions; and fluids or wastes associated with natural gas or crude oil exploration or production. The term includes the specific terms garbage, garden trash, rubbish, and industrial wastes, but excludes hazardous waste as herein defined.

State Highway System: The Interstate system of highways is classified by the U.S. Department of Transportation and maintained by the Florida Department of Transportation (FDOT). Limited Access State Road 570 (Polk Parkway) is operated by FDOT's Turnpike Enterprise.

State Housing Initiatives Partnership Program (SHIP): The State Housing Initiatives Partnership Program is created for the purpose of providing funds to local governments as an incentive for the creation of partnerships to produce and preserve affordable housing.

State Water Quality Standards: Numerical and narrative standards that limit the amount of pollutants that may be discharged to Waters of the State, as defined by Chapter 62- 302, FAC.

Stormwater: Flow of water which results from and which occurs immediately after a rainfall event.

Stormwater Retention: To store stormwater to provide treatment before discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

Stormwater Runoff: That portion of precipitation that flows off the land surface during, and for a short duration following, a rainfall event.

Stormwater Treatment Plant: A structural Best Management Practice (BMP) designed to reduce pollutant loading to a receiving water by either reducing the volume of flow, providing for the biological uptake of pollutants, the limiting the loading of pollutants or allowing pollutants to settle out of stormwater flow.

Structure: Any object, constructed or installed by man, including but not limited to buildings, crane, antenna, towers, smokestacks, utility poles and overhead transmission lines, advertising signs, billboards, poster panels, fences and retaining walls.

Subdivisions: The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable State statues and local land development regulations.

Surface Water: Water upon the surface of the earth, whether contained in bounds created naturally or artificially or diffused. Water from natural springs shall be classified as surface water when it exits from the spring onto the earth's surface. Surface waters shall not include permitted stormwater facilities.

Suburban Development Area: is intended to accommodate existing development patterns representing a broad range of commercial, light industrial, and office uses which typically serve a regional or sub-regional population. relies primarily on a pattern of residential development that provides the majority of property owners with substantial yards on their own property. The street layout, comprised of streets with fewer vehicular connections, helps to reduce cut-through traffic and establishes distinct boundaries for residential communities/subdivisions. Non-residential uses are primarily located on corridors, districts and a mix of uses is prominent in centers. Each land use provides for pedestrian and bicycle connections.

Southern Water Use Caution Area (SWUCA): designated in 1992 by the Southwest Florida Management District to address declines in aquifer levels due primarily to groundwater withdrawals.

SWFWMD: Southwest Florida Water Management District

Tenant: Any person or entity who rents or leases property from a landlord.

Townhouses: Two or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entry ways. (See Single-Family Attached Dwelling.)

Transfer of Development Rights: The transfer of a property's legal development rights either within a property owner's parcel, such as in wetlands density transfers, or off-site.

Transit Oriented Corridor Overlay: is a developed, pedestrian-friendly area within one quarter-mile of a public transit system. A TOC is within walking distance to the public transportation system and includes amenities that promote the safe movement of pedestrians.

Transportation Concurrency Exception Areas: A TCEA is an urban area delineated by a local government where infill and redevelopment are encouraged, and where exceptions to the transportation concurrency requirement are made, providing that alternative modes of transportation, land use mixes, urban design, connectivity, and funding are addressed. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl. The TCEA concurrency exceptions apply to all land uses, development, and types of facilities within the TCEA.

Transportation Demand Management: Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include, ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged: Those individuals who because of physical or mental disability, income, status, or age are unable to utilize regular public or private transportation services and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

Vegetative Communities: Ecological communities, which are classified based on the presence of certain soils, vegetation, and animals.

Vehicle Miles of Travel (VMT): The product of traffic volume multiplied by the length of travel.

Very Low-Income Family: A family is very low income if its adjusted income does not exceed 50% of the median income of the area as determined by HUD, with adjustments for family size.

Wastewater: shall mean the spent water of the community comprising the liquid and water-carried wastes from residences, commercial buildings, industries, and institutions, together with minor quantities of ground and surface waters that are not admitted intentionally.

Wastewater Collection System: Wastewater collection system shall mean the public maintained gravity sewers, pumping stations, and force mains that collect and transmit wastewater to the City's wastewater treatment plant.

Wastewater Treatment Plant: Shall mean a plant designed to treat and dispose wastewater for the purpose re-use or safe discharge into the environment.

Water Facility: any appurtenance connected to the water system such as pipes, fittings, pumps, tanks, treatment mechanisms, buildings, valves, hydrants, and meters.

Water-Related Uses: Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water- dependent or waterway uses.

Wellhead Protection Area: an area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

Wetlands: Lands that are transitional between terrestrial (upland) and aquatic (open water) systems where the water table is usually at or near the surface, or where the land is covered by shallow water, such lands predominantly characterized by hydrophytic vegetation. The presence of hydric soils as determined by the U. S. Soil Conservation Service, and other indicators of regular or periodic inundation, shall be used as presumptive evidence of the presence of a wetland area. The existence and extent of these shall be determined by the jurisdictional limits defined by Chapter 62- 4, FAC. and implemented by the Florida Department of Environmental Protection, or as defined within Chapter 40D-4 FAC. and implemented by the Southwest Florida Water Management District, or as defined within the EPC Wetlands Rule.

Wildlife Corridors: Contiguous stands of wildlife habitat that facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.

Zoning: In general, the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, and coverage of structures within each zone.