



FDOT District One

Freight Mobility and Trade Study

Technical Memo 1
Freight Policies and Transportation Plans Review
(Final)

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1 INTRODUCTION AND PURPOSE OF TECHNICAL MEMO 1

The Florida Department of Transportation (FDOT) District One Office was tasked to conduct a districtwide Freight Mobility and Trade Study which will define an integrated and connected regional freight transportation network, identify regional freight investment priorities needed to sustain economic growth in the region, provide input to the Florida Freight Mobility and Trade Plan Investment Element, and may be used to petition and secure federal and state funding for enhancements to the existing regional freight network system. In completing the study, District One is undertaking multiple smaller tasks for which results will be documented in a series of memoranda.

As part of the initial work effort for this study, pertinent freight policies and multi-modal transportation plans, on both statewide and districtwide levels, were reviewed. The evaluation of these plans and studies is documented herein as Technical Memo 1. The memo provides an assessment of plans and studies prepared for others to ensure that this study is conducted efficiently and in a manner consistent with the state of practice in regional freight planning. This task also assessed the experiences of the region to ensure this effort incorporates and builds off work already completed regarding freight movement within the region.

The following sections summarize the result of the research conducted in this effort, including selected critical documents that will shape and guide efforts to develop the District One freight plan. Appendix A provides a direct link to the websites for the selected and reviewed documents.

2 LITERATURE REVIEW AND PAST STUDIES

2.1 Moving Ahead for Progress in the 21st Century Act (MAP-21)

Freight planning in District One is strongly influenced by current federal transportation legislation, specifically MAP-21. MAP-21 was reviewed to ensure District plans are consistent with national initiatives. The purpose of MAP-21 is to create a performance-based surface transportation program that builds upon earlier programs and policies. The key components of this legislation, as related to freight, include:

- Approximately \$105 billion set aside for surface programs for FY 2013/14; and
- Guidance regarding the growth and development of the country's transportation infrastructure.

This freight study looks for opportunities to align with MAP-21 so as to provide District One with appropriate information in its pursuit of federal funding to improve the regional freight network.

2.2 Freight Mobility and Trade Plan (FMTP)

The FDOT Central Office conducted a Freight Mobility and Trade Plan (FMTP) in two (2) phases. Phase I identified global trade opportunities for Florida over the new few decades and recommended statewide strategies to maximize these opportunities. Phase II examined the progress toward the state's vision since the Phase I completion and identified opportunities and strategies to guide Florida in the coming years. The following goals and key findings by phase/year were noted during this review.

Phase I (2010)

- Document existing and project future domestic and international trade flows to, from, and within Florida.
- Identify opportunities available to Florida to compete in the global marketplace.
- Identify strategies needed to take advantage of the most promising opportunities.

Phase II (2013)

- Identify specific opportunities for Florida to become a global trade hub.
- Develop an implementation plan to accomplish the vision.
- Continue to build consensus among public and private partners in support of the vision and its implementation.

2.3 Florida Seaport System Plan

The Florida Seaport System Plan was conducted in 2010 to ensure the State of Florida's actions regarding seaports are guided by a strategic system-wide approach, demonstrate benefits of a coordinated state seaport system, and highlight increased jobs and tax base. The key items of the Plan included benefits to businesses, residents, and visitors through access to goods and markets with a multimodal transportation system.

Port Manatee, the only seaport within District One, falls under this plan. Port Manatee is active in emphasizing the goals of the Florida Seaport System Plan through its own Master Plan. The most recently adopted Master Plan for Port Manatee, dated 2010, provides a vision and strategies for expansion and documents the Port's impact on not only the immediate region, but also on the state, country, and international boundaries. Within this Master Plan, goals and policies related to freight movement are documented. Please note an update to the Master Plan is expected in the near future; however, the Plan's goals and policies may not change.

2.4 Strategic Intermodal System (SIS) Strategic Plan

The Strategic Intermodal System (SIS) Strategic Plan, updated in 2010, builds upon the foundation of the 2005 SIS Strategic Plan to strengthen strategies for improving mobility, increasing intermodal connectivity, and supporting economic development. The SIS Plan guides decisions about which facilities are designed on the network, where future investments should occur, and how to set investment priorities.

SIS facilities within District One include the following:

- Port Manatee;
- Sarasota-Bradenton International Airport;
- Southwest Florida International Airport;
- CSX Railroad;
- South Central Florida Express Railroad; and
- Seminole Gulf Railway.

The next update to the SIS Plan begins in 2015.

2.5 Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is a long-range plan (typically 50 years in the future) that defines transportation goals, objectives, and strategies to make a more competitive economy, more livable communities, and more sustainable environment. The FTP identifies investment strategies for transportation systems to support a globally competitive economy. These strategies take into account transportation decisions that support and enhance livable communities as well as promote responsible environmental stewardship. The FTP's recommendations are designed to provide a safe and secure transportation system for users while maintaining and operating Florida's transportation system proactively to improve mobility and connectivity for people and freight. The FTP is linked with the SIS Strategic Plan because both plans focus on transportation investment strategies to support economic growth within Florida. The next update to the FTP begins in 2015.

2.6 Florida Rail System Plan

The Florida Rail System Plan was originally completed in 2000 and includes several updates. The latest update occurred in two parts: the Policy Element was adopted in 2009, and the Investment Element was completed in 2010. The Policy Element established a vision for passenger and freight rail transportation in Florida and created a policy framework of goals, policies, and strategies to guide future state rail investments and decisions. The Investment Element identified an inventory of needs, established priorities for the investment of state funds using the policy framework of the Policy Element, and set forth future action steps necessary to implement the plan.

The following key goals and findings for each component are summarized below.

Policy Plan (2009)

- Eliminate chokepoints and improve corridor operations.
- Improve the interaction between rail, seaports, and trucking.
- Upgrade shortline railroads to handle industry-standard cars.
- Improve railyard operations and opportunities for passing sidings.
- Respond to the increasing demand for passenger rail service while ensuring continued freight access on shared corridors.

Investment Plan (2010)

- Provide an inventory of existing and abandoned rail systems and its role within Florida's surface transportation system.
- Describe the passenger rail system with a performance evaluation.
- Identify and prioritize rail infrastructure needs.
- Discuss existing and potential funding opportunities.

2.7 Florida Aviation System Plan (FASP)

The Florida Aviation System Plan (FASP) was originally completed in 2005, and was updated in 2012 to address conditions through 2025. The FASP evaluated current and future challenges facing the aviation industry and provided both goals and initiatives. Several of the major goals and initiatives are provided below.

Goals

- Support new technologies and innovations.
- Contribute to sustainable growth while remaining sensitive to the environment.
- Provide efficient, safe, convenient, and secure airports.
- Protect airspace and promote compatible land use planning around airports.
- Promote aviation to business, government, and the public.

Initiatives

- Investment to promote economic development.
- Intervention into local land-use decision-making to remove barriers for important aviation projects.
- Support for technological innovations in aviation.
- Build an in-state air service system to improve scheduled service and to reduce highway congestion.
- Investment to meet security and passenger needs at major airports.

Please note that Southwest Florida International Airport (SIS Facility) and Sarasota Bradenton International Airport (Emerging SIS Facility) are the two largest public airports in District One (out of over 20 public airports in the District). Both of these airports provide domestic and international passenger travel as well as freight movement to/from other domestic airports. Each of these facilities has a Master Plan with freight-related policies.

2.8 Tampa Bay Regional Strategic Freight Plan

The Tampa Bay Regional Strategic Freight Plan was completed in 2012. It defined an integrated and connected regional freight transportation network, and identified regional freight investment priorities to sustain economic growth. This document, which includes Manatee, Polk, and Sarasota Counties within District One, also identified strategic freight investments, addressed issues between goods movement and community livability, and positioned the region to take advantage of growth in the global economy. The Plan also considered new funding opportunities for improvements on the regional freight network and integrated freight needs into planning, project development, and design.

2.9 Collier County Freight and Goods Mobility Analysis

The Collier County Freight and Goods Mobility Analysis, completed in 2008, focused on the further development of an earlier Southwest Florida Freight Study to provide a more comprehensive freight analysis for Collier County. The goals of the plan were to identify freight transportation needs, establish an ongoing freight program, enhance the integration of freight into the existing transportation program, evaluate the need for truck routing policies and plan, and promote the development of key partnerships between the State, the local Metropolitan Planning Organization (MPO), county, cities, and private sector companies in the area.

2.10 Lee County Freight and Goods Mobility Analysis

The Lee County Freight and Goods Mobility Analysis, completed in 2009, had similar goals to the Collier County Freight and Goods Mobility Analysis but focused exclusively on Lee County.

2.11 Metroplan Orlando Freight Plan

The Metroplan Orlando Freight Plan was completed in early 2014. This document evaluated the volumes and flows of freight for the region and included Polk County in the study area. The study also identified key freight facilities and accompanying freight supported infrastructure. Investment strategies for infrastructure solutions and recommendations were included and a recommended regional truck route map was proposed to identify freight facility signage improvements.

2.12 Integrated Logistics Center Report

The Integrated Logistics Center Report was completed in 2007 to document opportunities and issues associated with the development of the CSX Integrated Logistics Center (ILC) in Winter Haven, Florida. This report covered a range of topics including, but not limited to, economic impacts, land use compatibility, freight movement, projected truck traffic, potential roadway improvements, and railroad crossings. The facility, which is referred to as the Central Florida ILC, officially opened in early 2014 and includes five 3,000-foot loading tracks and two 10,000-foot arrival and departure tracks. This facility is expected to accommodate and process up to 300,000 containers per year. The ILC is located adjacent to over 900 acres of undeveloped land designated for industrial and warehousing uses to complement this facility. Currently, there is an approximate 400,000 square-foot building constructed within the 900-acre site with additional buildings planned in the short-term future (<5 years).

2.13 Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan

The Tampa Bay Area Regional Transportation Authority (TBARTA) completed its initial Master Plan in 2009, along with updates every two years. Although the Plan primarily included all the counties within FDOT District Seven boundaries, both Manatee and Sarasota Counties within District One were incorporated. The purpose of the Plan was to provide guidance to partnering public agencies in establishing a balanced (multi-modal) transportation system to accommodate future growth in the area. In addition, the Plan identified a network of freight facilities or corridors to efficiently move goods to locations within and outside the Tampa Bay region.

2.14 Freight Policies in County Comprehensive Plans

This section provides a summary of locally adopted planning policies governing the way freight and goods are moved through local jurisdictions, specifically counties. County comprehensive plans within District One were reviewed. Excerpts of these policies regarding freight and goods movement are summarized below and provided in Appendix B.

Overall, the comprehensive plan policies tend to focus on preserving natural resources and local environment while encouraging industry growth, maximizing transportation options for the movement of goods and freight across the region, and encouraging coordination among stakeholders both private and public.

The subsections below provide a general summary on how each transportation-related option was addressed in local plans, including some nuances by certain counties.

2.14.1 Land Use

Counties favor the strategic placement of freight- and goods-generating land uses to encourage economic growth as well as appeal to industries to locate freight and goods generators. Plans included policies to separate schools and residential land uses from industry, but also permit light industry within mixed-use land classifications, provided there is a natural land barrier between neighboring properties to limit any adverse impacts. Freight-related industry is encouraged to be located in Industrial land use zones, which are usually located near large transportation corridors for freight routes and can be easily connected to utilities (water, sewer, etc.).

2.14.2 Roadway

County comprehensive plans included policies to promote freight within county boundaries. Lands designated for Industrial land uses are located to provide access to arterial roadways, or appropriate collector roadways (non-residential). Roads are designed to allow trucks to perform U-Turns, provide for separate entrances specifically for freight vehicles, and have distances to properly maneuver trucks and other freight on private roadways and property outside of street-view.

Hendry County's Comprehensive Plan specifically states and requires all new commercial, industrial, and multi-family developments to provide on-site traffic lanes to allow on-site maneuverability without interfering with traffic on nearby roadways.

Freight routes are also considered by Counties when prioritizing repaving and bridge maintenance projects, as they strive to create efficient freight routes that can handle high volumes.

2.14.3 Rail

County comprehensive plans provided recommendations for improving freight rail service and encouraging the maximum use of rail systems. Policies were enacted to study possible improvements to freight rail service, including expanding services to seaports and airports, and connecting existing rail lines.

Passenger service is also being considered by a few counties. For example, Charlotte County is considering connecting with AMTRAK for passenger rail service, while Highlands, Lee, and Sarasota Counties are exploring the possibilities of high-speed rail.

2.14.4 Seaport and Airport

The expansion of seaport and airport services for freight is encouraged by county comprehensive plans to handle increased traffic and forecasted growth. Land use designations near these facilities usually allow for industrial development. Plans typically encourage the integration of multiple methods of transportation to connect with these facilities, including increased rail services and access to arterial roadways.

Both types of facilities are regulated to ensure that hurricane and other disaster evacuation plans are developed. Post-disaster redevelopment plans are also in place for seaports and airports, and comprehensive plans state these plans must include methods of repair and simultaneously upgrade the location's infrastructure.

2.14.5 Conservation

County comprehensive plans created general restrictions in order to preserve the environment and conserve natural resources. These policies included avoiding the placement of industrial locations near or within wetlands or conservation areas. Industrial businesses must also monitor water consumption and discharge of their sites into the environment, as the comprehensive plans state the quality and quantity of surface water, ground water, and the aquifer should not be adversely impacted.

2.14.6 Mining

Existing policies throughout the study area are concerned with the location of mining operations in that they must have access to a major transportation corridor or an industrial corridor. Policies also require that mines should be buffered from other land uses in order to reduce the negative impacts from the practice on surrounding land uses and natural resources.

Lee County encourages the use of the overburden from limerock mining to be used as fill material at other locations in order to reduce the need for shallow mining for fill dirt. Lee County also prohibits the mining traffic originating in Hendry County from using Lee County maintained roadways, except in times of emergency.

2.14.7 Conclusion

Local governments within District One recognize the importance of freight movement within the state and its relationship with the economy. Counties have adopted policies on how freight is moved and where freight generators can be located. Excerpts of these policies are provided in Appendix B.

3 SUMMARY OF FINDINGS

The literature review revealed multiple statewide documents as well as regional studies within, or adjacent to District One, which focus on freight-related issues. Where practical, existing studies and materials will be utilized in later stages of this study to ensure consistency among the various efforts, and provide "tools" in the "toolbox" to use when identifying and prioritizing potential freight investments. To further solidify this endeavor, stakeholder interviews from affected parties were undertaken to validate information gathered as part of this literature review, and to ensure that no important freight considerations were excluded from this study. The documents identified in this section can be found online. The link to each of these documents is identified in Appendix A.

APPENDICES

APPENDIX A
DOCUMENT LINKS

Name of Study	Hyperlink
Moving Ahead for Progress in the 21st Century Act (MAP-21)	http://www.dot.gov/map21
Freight Mobility and Trade Plan (FMTP)	http://www.freightmovesflorida.com/freight-mobility-and-trade-plan/freight-mobility-and-trade-plan-overview
Florida Seaport System Plan	http://www.dot.state.fl.us/seaport/pdfs/FDOT%20Seaport%20Plan_Report_complete.pdf
Port Manatee Master Plan	http://www.portmanatee.com/Portals/0/pdf/Port-Manatee_Master-Plan-2009.pdf
Strategic Intermodal System (SIS) Strategic Plan	http://www.dot.state.fl.us/planning/sis/Strategicplan/2010sisplan.pdf
Florida Transportation Plan (FTP)	http://www.2060ftp.org/
Florida Rail System Plan	http://www.dot.state.fl.us/rail/publications.shtm
Florida Aviation System Plan (FASP)	http://www.cfaspp.com/FASP/Documents/634763253312886250-Florida_2025_Revised_2012.pdf
Tampa Bay Regional Strategic Freight Plan	http://tampabayfreight.com/strategic-plan/tampa-bay-strategic-freight-plan/
Collier County Freight and Goods Mobility Analysis	http://www.colliermpo.com/modules/showdocument.aspx?documentid=524
Lee County Freight and Goods Mobility Analysis	http://www.leempocounty.com/content/pr/lee%20county%20goods%20and%20freight%20study.pdf
Metroplan Orlando Freight Plan	http://www.metroplanorlando.com/modes/freight/
Integrated Logistics Center Report	http://www.polk-county.net/bocccsite/reading-room/long-range-planning/projects/csx-integrated-logistics-center/
Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan	http://www.tbarta.com/images/masterplan/MP_2013_VisionUpdate_Adopted-LoRes.pdf

APPENDIX B
FREIGHT POLICIES

FDOT District One Freight Mobility and Trade Study – Technical Memo 1- Literature Review Freight Policy Excerpts

Charlotte County Comprehensive Plan (Updated 2014)

Future Land Use

FLU Policy 2.3.6 Groundwater Protection

The County shall require commercial and industrial uses to be developed without the contamination of groundwater and shall not permit land uses in which hazardous materials, such as petroleum products, chemical or biological wastes, are produced or stored in areas where their presence would adversely impact groundwater resources, recharge areas (FLUM Series Map #6), or watersheds that drain into surface water supplies (FLUM Series Map #4).

FLU Policy 2.4.2 Development Incentives for Smart Growth Development

The County shall revise its Code of Laws and Ordinances within one year of the effective date of this comprehensive plan to make development application, review and approval processes easier, faster and more cost effective for projects that are consistent with the Smart Growth Principles of this Plan and that demonstrate reduced infrastructure costs, promote the preservation of open space and habitat lands, provide energy-efficient land use patterns, and reduce greenhouse gas emissions. Other incentives shall also be evaluated for projects that participate in energy-efficient development programs such as:

1. U.S. Environmental Protection Agency's Energy Star Buildings and Green Lights Program to increase energy efficiency through lighting upgrades in buildings.
2. Rebuild America.
3. Building for the 21st Century.
4. Energy Smart Schools.
5. National Industrial Competitiveness through Energy.
6. U.S. Department of Environmental Protection's Pollution Prevention (P2) Program.
7. U.S. Green Building Council (LEED).
8. Florida Green Building Coalition (FGBC) , including pursuing certification as a Green Government.

FLU Policy 5.6.3 Encourage Public Marina Uses

The County shall encourage the preservation of existing marinas or the creation of new marinas when in appropriate locations and when developed with minimal harm to the natural resources to which they are providing access. A mixed use development that includes a public marina component may be an allowed use within all residential, commercial, and industrial FLUM categories within the Urban Service Area if found consistent with this Plan. The development shall be built in accordance with the Compact Growth Mixed Use FLUM category.

FLU Objective 5.7 General Standards for Non-residential Development

To ensure that future commercial, office and industrial uses are consistent and compatible with the character of the area in which the uses are located.

FLU Policy 5.7.1 Limiting Industrial Uses Adjacent to Residential

The County shall require industrial development infringing upon existing residential land uses or upon lands designated as a "Residential" land use category on the FLUM to provide a development plan that outlines methods that will be used to limit any noise, smell, and sight impacts of the development.

FLU Policy 5.7.2 Industrial Use Buffers

The County shall require industrial uses to create a buffer that protects adjacent incompatible land uses by means such as natural, vegetative barriers. These land uses include, but are not limited to, lands designated as Preservation, Resource Conservation and all lands acquired by county, State, or Federal agencies for preservation and conservation purposes. The Code of Laws and Ordinances will be updated within one year of the effective date of this Plan to provide standards for this buffering.

FLU Policy 5.7.3 Commercial Access

The County shall require that commercial land uses that request to have access to local roads, but which have frontage on and access to an arterial or collector roadway, provide an analysis that provides the reasons why it is necessary. Joint access with adjacent commercial sites and safety issues must be included as part of the analysis. The commercial access may be approved by the County as part of the Site Plan Review process should the need for the access be proven to improve the health, safety, and welfare of the public. Should the commercial land use be located within an area that has an adopted Revitalization Plan, Emerging Area Plan or Special Area Plan that provides standards for local road access, a statement referring to these standards is adequate support material.

FLU Policy 6.3.2 Provision for Infrastructure and Services

The County shall review the possibility of creating a frontage road or a reverse frontage road system along the corridor, shall create and adopt regulations to promote healthy neighborhoods, and shall explore alternative transportation possibilities such as rail linkages to create railroad passenger service or auto train stations.

FLU Policy 6.4.28 Internal Capture Rate

Using mixed use planning and a compact urban form, including commercial, office, industrial and institutional uses, contemplated herein, the internal capture rate ("ICR") for vehicle trips shall be maximized, with a targeted internal capture rate of between 50% - 70%. However, analysis of transportation impacts will initially assume a 22% ICR for the BCMDO and the first Application for Incremental Development Approval (AIDA), subject to adjustment upward or downward in each subsequent increment of the DRI process, and will therefore provide an evaluation of which off-site transportation improvements are required under this scenario. Transportation models shall be generated using a unified model which includes traffic in Lee and Charlotte Counties. As development within the BROD occurs, the ICR will be monitored, utilizing and reconciling Charlotte County and Lee

County data, and the required off-site transportation improvements will be adjusted so that the required improvements are commensurate with any actual measured ICR, or as may be adjusted.

Transportation

TRA Policy 1.2.7 Opportunities for Multi-use Trails

The County shall continue to seek opportunities to construct multi-use facilities adjacent or parallel to limited-access highways, along drainage channels, shorelines and various utility and railroad rights-of-ways.

TRA Objective 1.4 Rail Facilities

To participate in the planning efforts to improve rail freight service and make the Rail mode an integral part of a true multimodal transportation system in the County.

TRA Policy 1.4.1 Evaluate and Plan Modifications

The County shall continue to participate in studies designed to evaluate and plan modifications to rail freight service along with the possibilities to connect to AMTRAK to provide passenger service in the County.

TRA Policy 1.4.2 Abandoned Railroads

The County shall continue to consider non-automobile uses of abandoned railroad rights-of-way, such as light rail, dedicated transit corridors, trails or street modifications in congestion management plans, to have a better integrated multimodal transportation system.

TRA Policy 1.4.3 Railroad Crossings

The County shall continue to promote safety at railroad crossings and shall implement a policy to eliminate two existing crossings for each new crossing.

TRA Policy 1.4.4 Seminole Gulf Railroad

The County shall continue to coordinate with the Seminole Gulf Railroad in encouraging maintenance of its facilities in a safe and satisfactory manner, particularly the existing at-grade railroad crossings.

TRA Objective 1.5 Seaport Facilities

To incorporate waterway facilities in its multimodal transportation planning.

TRA Policy 1.5.1 Evaluate and Plan Modifications

The County shall include Charlotte Harbor and other waterways in its multimodal planning for recreational and other activities as warranted.

TRA Policy 2.8.4 Selection and Implementation Process

The County shall continue to select projects to be funded in the CIP based on criteria that focuses on public safety, congestion mitigation, and increased mobility for all modes of travel. The prioritization should consider the following items:

1. Project improves public safety;
2. Project meets concurrency and/or reduces congestion, particularly where levels of service do not meet adopted standards;
3. Project improves motor vehicle traffic circulation;
4. Project improves hurricane evacuation and recovery;
5. Project has limited environmental effect;
6. Project improves freight movement on an intermodal facility;
7. Project addresses public transportation;
8. Project preserves and improves bridges;
9. Project protects public rights-of-way.

TRA Objective 4.1 Goods Movement

To enhance the movement of goods and people by identifying important truck routes along with rail and waterway facilities and by identifying available funding sources during the transportation planning and capital improvement programming process.

TRA Policy 4.1.1 Coordination

The County shall continue to coordinate with FDOT and private firms (which rely on truck transport) to designate truck routes that accommodate the efficient movement of goods.

TRA Policy 4.1.2 Link between Bridge Management System and Routes

The County shall continue to consider designated truck routes and posted bridges when developing priorities for pavement and bridge maintenance. The weight-restricted bridges on designated truck routes will be reviewed as an aspect of the MPO Bridge Management System and the County's bridge maintenance program.

TRA Policy 4.1.3 Coordination with Public and Private Agencies

The County shall continue to coordinate with the Airport Authority, FDOT, MPO, and other public and private parties to plan, fund, and implement transportation modifications that will enhance access to air and rail facilities.

Collier County Comprehensive Plan (Updated 2013)

Future Land Use Element

Policy 5.12:

The zoning on properties rezoned under the former Industrial Under Criteria provision, or pursuant to the former provision contained in the Urban-Industrial District that allowed expansion of industrial uses abutting lands designated or zoned Industrial, both as adopted in Ordinance 89-05 in January, 1989, shall be deemed consistent with the Future Land Use Element. These properties are identified on the Future Land Use Map Series as Properties Consistent by Policy.

Policy 5.14:

Public educational plants and ancillary plants:

e. Zoning district provisions for future educational plants: Except to the extent that such would be in conflict with the Rural Fringe Mixed Use District adopted on June 19, 2002, or the Rural Lands Stewardship Area Overlay adopted on October 22, 2002, all future educational plants shall be allowed in zoning districts as follows:

(1) Educational plants are prohibited in the Residential Tourist (RT), Golf Course (GC), Conservation (CON), Travel Trailer Recreational Vehicle Campground (TTRVC), Business Park (BP), and Industrial (I) zoning districts.

f. Zoning district provisions for future ancillary plants: Except to the extent that such would be in conflict with the Rural Fringe Mixed Use District adopted on June 19, 2002, or the Rural Lands Stewardship Area Overlay adopted on October 22, 2002, all future ancillary plants shall be allowed in zoning districts as follows:

(2) Ancillary plants are permitted by right in the General Commercial (C-4), Heavy Commercial (C-5), and Industrial (I) zoning districts.

I. URBAN DESIGNATION

Urban designated areas on the Future Land Use Map include two general portions of Collier County: areas with the greatest residential densities, and areas in close proximity, which have or are projected to receive future urban support facilities and services. It is intended that Urban designated areas accommodate the majority of population growth and that new intensive land uses be located within them. Accordingly, the Urban area will accommodate residential uses and a variety of non-residential uses. The Urban designated area, which includes Immokalee, Copeland, Plantation Island, Chokoloskee, Port of the Islands, and Goodland, in addition to the greater Naples area, represents less than 10% of Collier County's land area.

The boundaries of the Urban designated areas have been established based on several factors, including: patterns of existing development; patterns of approved, but unbuilt, development; natural resources; water management; hurricane risk; existing and proposed public facilities; population projections and the land needed to accommodate the projected population growth.

Urban designated areas will accommodate the following uses:

14. Industrial uses subject to criteria identified in the Urban - Industrial District, and in the Urban Commercial District, certain quadrants of Interchange Activity Centers.

16. Business Park uses subject to criteria identified in the Urban-Mixed Use District, Urban Commercial District and Urban-Industrial District.

17. Research and Technology Park uses subject to criteria identified in the Urban-Mixed Use District, Urban Commercial District and Urban-Industrial District.

A. Urban Mixed Use District

This District, which represents approximately 116,000 acres, is intended to accommodate a variety of residential and non-residential land uses, including mixed-use developments such as Planned Unit Developments. Certain industrial and commercial uses are also allowed subject to criteria.

4. Business Park Subdistrict

The Business Park Subdistrict is intended to provide for a mix of industrial uses and non-industrial uses, designed in an attractive park-like environment with low structural density where building coverage ranges between 25% to 45% and where landscaped areas provide for buffering and enjoyment by the employees and patrons of the park. Business Parks shall be allowed as a Subdistrict in the Urban-Mixed Use District, Urban Commercial District and Urban Industrial District and may include the general uses allowed within each District, the specific uses set forth below, and shall comply with the following general conditions:

- a. Business Parks shall be permitted to include up to 30% of the total acreage for non-industrial uses of the type identified in “c” below, and will reserve land within the industrially designated areas for industrial uses. Similarly, Business Parks shall be permitted to include up to 30% of the total building square footage for non-industrial uses of the type identified in Paragraph c below. The percentage and mix of each category of use shall be determined at the time of zoning in accordance with the criteria specified in the Land Development Code. The acreage and building square footage figures and percentages shall be included in the PUD ordinance or rezone ordinance so as to demonstrate compliance with this requirement.
- b. Access to arterial road systems shall be in accordance with the Collier County Access Control Policy and consistent with Objective 7 and Policy 7.1 of the Transportation Element.
- c. Non-industrial uses may include uses such as certain offices, financial institutions, retail services, institutional, cultural facilities, medical facilities, hotels/motels at a density of 26 units per acre, and recreational facilities. Retail Uses shall be limited to those uses that serve the employees of businesses within the Park or are related to the products, goods and services that are manufactured, distributed, produced or provided by businesses in the Park.
- d. When the Business Park is located within the Urban Industrial District or includes industrially zoned land, those uses allowed in the Industrial Zoning District shall be permitted provided that the total industrial acreage is not greater than the amount previously zoned or designated industrial. When a Business Park is located in the Urban Commercial District or Urban Mixed Use District, the industrial uses shall be limited to light industry such as light manufacturing, processing, and packaging in fully enclosed buildings; research, design and product development; printing, lithography and publishing; and similar light industrial uses that are compatible with non-industrial uses permitted in the district; and, the Planned Unit Development Ordinance or Rezoning Ordinance for a Business Park project shall list specifically all permitted uses and development standards consistent with the criteria identified in this provision.

- e. Business Parks must be a minimum of 35 acres in size.
- f. Business Parks located within Interstate Activity Center quadrants that permit Industrial Uses shall also be required to meet the standards as stated under the Interchange Activity Center Subdistrict for commercial and industrial land uses.
- g. Business Parks shall adopt standards for the development of individual building parcels and general standards for buffering, landscaping, open space, signage, lighting, screening of outdoor storage, parking and access management.
- h. When located in a District other than the Urban Industrial District, the Business Park must have direct access to a road classified as an arterial in the Transportation Element, except that a Business Park in Section 14, Township 50 South, Range 26 East may have access to an arterial road via The Lords Way, provided it meets County road right-of-way standards for a business park.
- i. Business Parks are encouraged to utilize PUD zoning.
- j. The maximum additional acreage eligible to be utilized for a Business Park Subdistrict within the Urban-Mixed Use District is 500 acres, exclusive of open space and conservation areas.

5. Office and In-fill Commercial Subdistrict

The intent of this Subdistrict is to allow low intensity office commercial or infill commercial development on small parcels within the Urban Mixed Use District located along arterial and collector roadways where residential development, as allowed by the Density Rating System, may not be compatible or appropriate. Lower intensity office commercial development attracts low traffic volumes on the abutting roadway(s) and is generally compatible with nearby residential and commercial development. The criteria listed below must be met for any project utilizing this Subdistrict. For purposes of this Subdistrict, “abuts” and “abutting” excludes intervening public street, easement (other than utilities) or right-of-way, except for an intervening local street; and “commercial” refers to C-1 through C-5 zoning districts and commercial components of PUDs.

- m. For purposes of this Subdistrict, property abutting land zoned Industrial or Industrial PUD, abutting lands zoned for Business Park uses pursuant to the Business Park Subdistrict, or abutting lands zoned for Research and Technology Park uses pursuant to the Research and Technology Park Subdistrict, shall also qualify for commercial zoning so long as all other criteria under the Office and Infill Commercial Subdistrict are met.

11. Research and Technology Park Subdistrict

The Research and Technology Park Subdistrict is intended to provide for a mix of targeted industry uses – aviation/aerospace industry, health technology industry, information technology industry, and light, low environmental impact manufacturing industry and non-industrial uses, designed in an attractive park-like environment where landscaped areas, outdoor spaces and internal interconnectivity provide for buffering, usable open space, and a network of pathways for the enjoyment of the employees,

residents and patrons of the park. Research and Technology Parks shall be allowed as a Subdistrict in the Urban-Mixed Use District, Urban Commercial District and Urban Industrial District, and may include the general uses allowed within each District, the specific uses set forth below, and shall comply with the following general conditions:

e. When the Research and Technology Park is located within the Urban Industrial District or includes industrially zoned land, those uses allowed in the Industrial Zoning District shall be permitted provided that the total industrial acreage is not greater than the amount previously zoned or designated industrial. When a Research and Technology Park is located in the Urban Commercial District or Urban-Mixed Use District, the industrial uses shall be limited to those target industry uses. The Planned Unit Development Ordinance or Rezoning Ordinance for a Research and Technology Park project shall list specifically all permitted uses and development standards consistent with the criteria identified in this provision.

g. Research and Technology Parks located within Interchange Activity Center quadrants that permit Industrial Uses shall also be required to meet the standards as stated under the Interchange Activity Center Subdistrict for commercial and industrial land uses.

i. When located in a District other than the Urban Industrial District, the Research and Technology Park must be abutting, and have direct principal access to, a road classified as an arterial or collector in the Transportation Element. Direct principal access is defined as a local roadway connection to the arterial or collector road, provided the portion of the local roadway intended to provide access to the Research and Technology Park is not within a residential neighborhood and does not service a predominately residential area.

1. The Density Rating System is applied in the following manner:

a. Within the applicable Urban Designated Areas, a base density of 4 residential dwelling units per gross acre may be allowed, though not an entitlement. This base level of density may be adjusted depending upon the location and characteristics of the project. For purposes of calculating the eligible number of dwelling units for a project (gross acreage multiplied by eligible number of dwelling units per acre), the total number of dwelling units may be rounded up by one unit if the dwelling unit total yields a fraction of a unit .5 or greater. Acreage to be used for calculating density is exclusive of: the commercial and industrial portions of a project, except where authorized in a Subdistrict, such as the Orange Blossom Mixed-Use Subdistrict; and, mixed residential and commercial uses as provided for in the C-1 through C-3 zoning districts in the Collier County Land Development Code; and, portions of a project for land uses having an established equivalent residential density in the Collier County Land Development Code.

2. Interchange Activity Center Subdistrict:

Interchange Activity Centers have been designated on the Future Land Use Map at three of the County's four Interstate 75 interchanges and include numbers 4, 9 and 10; there is no Activity Center at the new I-75/Golden Gate Parkway interchange. The boundaries of these Interchange Activity Centers have been

specifically defined on the maps located at the end of this Section as part of the Future Land Use Map Series. Any changes to the boundaries of these Interchange Activity Centers shall require an amendment to the Future Land Use Map Series.

Interchange Activity Centers #4 (I-75 at Immokalee Road) and #10 (I-75 at Pine Ridge Road) allow for the same mixture of land uses as allowed in the Mixed Use Activity Centers; additionally, industrial uses, as identified below, are allowed in the southwest and southeast quadrants of Interchange Activity Center #4. No industrial uses shall be allowed in Interchange Activity Center #10. The actual mix of uses shall be determined during the rezoning process based on consideration of the same factors listed under the Mixed Use Activity Center Subdistrict.

Interchange Activity Center #9 (I-75 at Collier Boulevard) is subject to an Interchange Master Plan (IMP), which was adopted by Resolution by the Board of County Commissioners, and to the implementing provisions adopted into the Land Development Code.

All new projects within Activity Center #9 are encouraged to have a unified plan of development in the form of a Planned Unit Development. The mixture of uses allowed in Interchange Activity Center #9 shall include all land uses allowed in the Mixed Use Activity Centers; additionally, industrial uses shall be allowed in the northeast and southeast quadrants of I-75 and Collier Boulevard, and in the southwest quadrant of Collier and Davis Boulevards. The above allowed uses notwithstanding, commercial zoning shall not exceed 55% of the total acreage (632.5 ac.) of Interchange Activity Center #9. The actual mix of uses shall be determined during the rezoning process based on consideration of the same factors listed under the Mixed Use Activity Center Subdistrict, and based on the adopted IMP.

For residential-only development, if a project is located within the boundaries of an Interchange Activity Center which is not within the Urban Residential Fringe Subdistrict, up to 16 residential units per gross acre may be allowed. If such a project is located within the boundaries of an Interchange Activity Center which is within the Urban Residential Fringe Subdistrict, eligible density shall be as allowed by that Subdistrict. For a residential-only project located partially within and partially outside of an Activity Center, the density accumulated from the Activity Center portion of the project may be distributed throughout the project.

Mixed-use developments – whether consisting of residential units located above commercial uses, in an attached building, or in a freestanding building - are allowed and encouraged within Interchange Activity Centers. Such mixed-use projects are intended to be developed at a human-scale, pedestrian-oriented, and interconnected with adjacent projects – whether commercial or residential. Street, pedestrian pathway and bike lane interconnections with adjacent properties, where possible and practicable, are encouraged. Density for such a project is calculated based upon the gross project acreage within the Activity Center. If such a project is located within the boundaries of an Interchange Activity Center which is not within the Urban Residential Fringe Subdistrict, the eligible density is sixteen dwelling units per acre. If such a project is located within the boundaries of a Mixed Use Activity Center which is within the Urban Residential Fringe Subdistrict, eligible density shall be as allowed by that Subdistrict. For a project located partially within and partially outside of an Activity Center, and the portion within an Activity

Center is developed as mixed use, the density accumulated from the Activity Center portion of the project shall not be distributed outside of the Activity Center.

Based on the unique location and function of Interchange Activity Centers, some Industrial land uses – those that serve regional markets and derive specific benefit when located in the Interchange Activity Centers – shall be allowed in the Activity Center quadrants previously identified. These uses shall be limited to: manufacturing, warehousing, storage, and distribution. During the rezone process, each such use shall be reviewed to determine if it will be compatible with existing and approved land uses.

The following conditions shall be required to ensure compatibility of Industrial land uses with other land uses allowed in the Interchange Activity Centers; to maintain the appearance of these Interchange Activity Centers as gateways to the community; and to mitigate any adverse impacts caused by noise, glare or fumes to the adjacent property owners. The Planned Unit Development and/or rezoning ordinance shall contain specific language regarding the permitted Industrial land uses, compatibility requirements, and development standards consistent with the following conditions. Site-specific development details will be reviewed during the Site Development Plan review process.

h. Access points and median openings shall be designed to provide adequate turning radii to accommodate truck traffic and to minimize the need for U-turn movements;

j. A maximum floor area ratio (FAR) for the designated Industrial land uses component of the projects shall be established at 0.45.

4. Business Park Subdistrict

The Business Park Subdistrict is intended to provide for a mix of industrial uses and non-industrial uses, designed in an attractive park-like environment with low structural density where building coverage ranges between 25% to 45% and landscaped areas provide for buffering and enjoyment by the employees and patrons of the Park. Business Parks shall be allowed as a subdistrict in the Urban Commercial District subject to the criteria set forth under the Business Park Subdistrict in the Urban-Mixed Use District.

5. Research and Technology Park Subdistrict

The Research and Technology Park Subdistrict is intended to provide for a mix of targeted industry uses - aviation/aerospace industry, health technology industry, information technology industry, and light, low environmental impact manufacturing industry - and non-industrial uses, designed in an attractive park-like environment where landscaped areas, outdoor spaces and internal interconnectivity provide for buffering, usable open space, and a network of pathways for the enjoyment of the employees, residents and patrons of the park. Research and Technology Parks shall be allowed as a subdistrict in the Urban Commercial District subject to the criteria set forth under the Research and Technology Park Subdistrict in the Urban Mixed Use District.

D. Urban Industrial District

The Industrial Land Use District is reserved primarily for industrial type uses and comprises approximately 2,200 acres. Besides basic Industrial uses, limited commercial uses are permitted. Retail

commercial uses are prohibited, except as accessory to Industrial or Business Park uses. The C-5, C-4 and PUD Commercial Zoning Districts along the perimeter of the designated Urban Industrial District that existed as of October 1997 shall be deemed consistent with this Land Use District. Industrially designated areas shall have access to a road classified as an arterial or collector in the Transportation Element, or access may be provided via a local road that does not service a predominately residential area. Intensities of use shall be those related to:

- a. Manufacturing;
- b. Processing;
- c. Storage and warehousing;
- d. Wholesaling;
- e. Distribution;
- f. High technology;
- g. Laboratories;
- h. Assembly;
- i. Computer and data processing;
- j. Business services;
- k. Other basic industrial uses as described in the Industrial Zoning District of the Land Development Code;
- l. Business Park uses as discussed below and as described in the Business Park Zoning District of the Land Development Code; and
- m. Support commercial uses, such as child care centers and restaurants.

1. Business Park Subdistrict

The Business Park Subdistrict is intended to provide for a mix of industrial uses and non-industrial uses, designed in an attractive park-like environment with low structural density where building coverage ranges between 25% to 45% and landscaped areas provide for buffering and enjoyment by the employees and patrons of the Park. Business Parks shall be allowed as a Subdistrict in the Urban Industrial District subject to the criteria set forth under the Business Park Subdistrict in the Urban-Mixed Use District.

2. Research and Technology Park Subdistrict

The Research and Technology Park Subdistrict is intended to provide for a mix of targeted industry uses – aviation/aerospace industry, health technology industry, information technology industry, and light, low environmental impact manufacturing industry – and non-industrial uses, designed in an attractive park-like environment where landscaped areas, outdoor spaces and internal interconnectivity provide for buffering, usable open space, and a network of pathways for the enjoyment of the employees, residents and patrons of the park. Research and Technology Parks shall be allowed as a subdistrict in the Urban – Industrial District subject to the criteria set forth under the Research and Technology Park Subdistrict in the Urban Mixed Use District.

C. Rural Industrial District

The Rural Industrial District, which encompasses approximately 900 acres of existing industrial areas outside of Urban designated areas, is intended, and shall be reserved, for industrial type uses. Besides basic Industrial uses, limited commercial uses are permitted. Retail commercial uses are prohibited, except as accessory to Industrial uses. The C-5 Commercial Zoning District on the perimeter of lands designated Rural Industrial District, as of October 1997, shall be deemed consistent with this Land Use District. All industrial areas shall have direct access to a road classified as an arterial or collector in the Transportation Element, or access may be provided via a local road that does not service a predominately residential area. No new industrial land uses shall be permitted in the Area of Critical State Concern. For the purposes of interpreting this policy, oil and gas exploration, drilling, and production (“oil extraction and related processing”) shall not be deemed to be industrial land uses and shall continue to be regulated by all applicable federal, state, and local laws. Intensities of use shall be those related to:

- k. Other basic industrial uses as described in the Industrial Zoning District in the Land Development Code;

Planning Considerations

b. Transportation

Within one year of June 19, 2002, the alternative alignments for east-west roadway, connecting County Road 951 to an extension of Wilson Boulevard, shall be evaluated and assessed for the Board’s consideration. The roadway’s alignment shall be determined with public input and taking into consideration the following, at a minimum:

1. Usefulness as a route for truck traffic generated from any earth mining operations in NBM;

B. North Belle Meade Overlay

The North Belle Meade (NBM) Overlay is depicted on the FLUM. Uses shall be as provided for in Receiving, Neutral, NRPA and non-NRPA Sending Lands, except as provided herein for Neutral Lands in Section 24, Township 49 South, Range 26 East, and shown on the North Belle Meade Overlay Section 24 Map. Development and preservation standards within this Overlay shall be as provided herein.

3. RECEIVING AREAS

Within the NBM Overlay, Receiving Areas are identified for clustering of residential dwelling units, central water and sewer service, and for the transfer of development rights and comprise ± 3,368 acres in the northern and northwestern portions of the NBM Overlay. The Receiving Areas are generally located in the northern portion of NBM Overlay and are generally contiguous to Golden Gate Estates. Two sections are directly to the south of the APAC Earth Mining Operation. The Receiving Area exhibits areas of less environmental sensitivity than other portions of the NBM Overlay, because of their proximity to Golden Gate Estates and prior clearing and disturbance to the land. Within the Receiving Area of the NBM Overlay, are located Sections 21, 28 and the west ¼ of Sections 22 and 27, which have been largely assembled under one property ownership. These lands are located south of the existing

APAC earth mining operation and have been largely impacted by agricultural operations. The location of Sections 21 and 28 is just to the south and west of Wilson Boulevard located in the southern portion of north Golden Gate Estates. Because an earth mining operation and asphalt plant uses have existed for many years in the area, and the surrounding lands in Sections 21, 28 and the western quarters of Sections 22 and 27 are reported to contain Florida Department of Transportation grade rock for road construction, these uses are encouraged to remain and expand. However, until June 19, 2005, mining operations and an asphalt plant may be expanded only to the western half of Section 21 and shall not generate truck traffic 3. RECEIVING AREAS

Within the NBM Overlay, Receiving Areas are identified for clustering of residential dwelling units, central water and sewer service, and for the transfer of development rights and comprise ± 3,368 acres in the northern and northwestern portions of the NBM Overlay. The Receiving Areas are generally located in the northern portion of NBM Overlay and are generally contiguous to Golden Gate Estates. Two sections are directly to the south of the APAC Earth Mining Operation. The Receiving Area exhibits areas of less environmental sensitivity than other portions of the NBM Overlay, because of their proximity to Golden Gate Estates and prior clearing and disturbance to the land. Within the Receiving Area of the NBM Overlay, are located Sections 21, 28 and the west ¼ of Sections 22 and 27, which have been largely assembled under one property ownership. These lands are located south of the existing APAC earth mining operation and have been largely impacted by agricultural operations. The location of Sections 21 and 28 is just to the south and west of Wilson Boulevard located in the southern portion of north Golden Gate Estates. Because an earth mining operation and asphalt plant uses have existed for many years in the area, and the surrounding lands in Sections 21, 28 and the western quarters of Sections 22 and 27 are reported to contain Florida Department of Transportation grade rock for road construction, these uses are encouraged to remain and expand. However, until June 19, 2005, mining operations and an asphalt plant may be expanded only to the western half of Section 21 and shall not generate truck traffic.

Policy 4.7.1: Towns are the largest and most diverse form of SRA, with a full range of housing types and mix of uses. Towns have urban level services and infrastructure that support development that is compact, mixed use, human scale, and provides a balance of land uses to reduce automobile trips and increase livability. Towns shall be not less than 1,000 acres or more than 4,000 acres and are comprised of several villages and/or neighborhoods that have individual identity and character. Towns shall have a mixed-use town center that will serve as a focal point for community facilities and support services. Towns shall be designed to encourage pedestrian and bicycle circulation by including an interconnected sidewalk and pathway system serving all residential neighborhoods. Towns shall have at least one community park with a minimum size of 200 square feet per dwelling unit in the Town.

Towns shall also have parks or public green spaces within neighborhoods. Towns shall include both community and neighborhood scaled retail and office uses, in a ratio as provided in Policy 4.15. Towns may also include those compatible corporate office and light industrial uses as those permitted in the Business Park and Research and Technology Park Subdistricts of the FLUE. Towns shall be the preferred location for the full range of schools, and to the extent possible, schools and parks shall be located

abutting each other to allow for the sharing of recreational facilities. Design criteria for Towns shall be included in the LDC Stewardship District. Towns shall not be located within the ACSC.

Policy 4.9: A SRA must contain sufficient suitable land to accommodate the planned development in an environmentally acceptable manner. The primary means of directing development away from wetlands and critical habitat is the prohibition of locating SRAs in FSAs, HSAs, and WRAs. To further direct development away from wetlands and critical habitat, residential; commercial, manufacturing/light industrial, group housing, and transient housing, institutional, civic and community service uses within a SRA shall not be sited on lands that receive a Natural Resource Index value of greater than 1.2. In addition, conditional use essential services and governmental essential services, with the exception of those necessary to serve permitted uses and for public safety, shall not be sited on lands that receive a Natural Resource Index value of greater than 1.2. The Index value of greater than 1.2 represents those areas that have a high natural resource value as measured pursuant to Policy 1.8. Less than 2% of potential SRA land achieves an Index score of greater than 1.2.

Desoto County Comprehensive Plan (Updated 2013)

Traffic Circulation Element

No policies on freight. Under “Inventory of Existing Transportation System”, the following text is included:

10. Freight, Goods and Service Mobility

Identifying freight movement in the County is important to determine which routes/facilities will need to be designed for high truck traffic, and to determine the best location of high intensity industrial uses that are heavily dependent on access to freight routes. The following are the existing modes of freight transportation.

- There are two major truck routes in the County, SR 70 running east-west and US 17 and SR 31 running north-south, all intersecting in the City of Arcadia.
- There is one freight rail line in the County, as previously mentioned.

Future Land Use Element

Policy 1.3.4: The rezoning of lands to industrial may be allowed within the Rural/Agricultural category, only when permitted by the Board of County Commissioners in conjunction with approval for a Special Exception or Planned Unit Development. Any Industrial use shall be buffered and spaced appropriately to minimize potential impacts on adjacent agricultural and residential uses. The following minimum standards shall apply:

- (1) A minimum of 80 acres;
- (2) Shall be no less than 5 miles from another Industrial zoning district if non-contiguous;
- (3) Shall be appropriately buffered from agricultural and residential uses and zoning districts;
- (4) Maximum Floor Area Ratio of 0.7;

- (5) Shall submit and receive site plan or preliminary plat (PUD) approval in conjunction with such zoning request; and
- (6) Exclude electrical generating facilities (power plants).

Policy 1.3.5: Property rezoned to Industrial is intended for uses of a nature not permitted within an urban center, new community, or other non-industrial area. Those uses include:

- (1) Sales and service of trucks and heavy equipment;
- (2) Wholesale establishments, warehousing, bulk storage;
- (3) Asphalt and cement plants, saw mills;
- (4) Railroad siding
- (5) Manufacturing, warehousing, storing, processing, canning, packing, slaughter houses, marinas, commercial boat houses, commercial boat storage, boat building, boat yards;
- (6) Storage of agricultural vehicles not used on subject property for agricultural purposes;
- (7) In and outdoor firing range
- (8) Sale and repair of new & used automobiles, motorcycles, trucks & tractors, mobile homes, boats, automotive vehicle parts & accessories, heavy machinery & equipment, farm equipment, retail establishments for sale of farm supplies;
- (9) Bulk storage yards, not including bulk storage of flammable liquids, subject to the provisions of the County or State Fire Codes; and
- (10) And other similar uses.

Policy 1.4.1: Low Density Residential Use Category Location. The following criteria shall be use for assigning new areas for the Low Density Residential Land Use category on the Future Land Use Map:

- (3) Low Density Residential Uses shall be located appropriately to buffer rural residential areas, but not immediately adjacent to intensive active agricultural uses or industrial/large phosphate mining/material excavation uses.

Policy 1.5.1: Medium-Density Residential Use Category Location. The following criteria shall be used for assigning new areas for the Neighborhood Residential Land Use category on the Future Land Use Map:

- (3) Medium Density Residential shall be located appropriately to buffer rural residential areas, but not immediately adjacent intensive active agricultural uses or industrial/mining uses.

Policy 1.6.1: Neighborhood Mixed Use Category Location. The following criteria shall be used for assigning new areas for the Neighborhood Land Use category on the Future Land Use Map:

- (3) Neighborhood Mixed Use shall be located appropriately to buffer rural residential areas, but not immediately adjacent intensive active agricultural uses or industrial/mining uses in the Rural/Agricultural category.

Policy 1.6.3: Neighborhood Mixed Use Category Uses. A sustainable mix of community serving general commercial uses, recreation, and public uses will be encouraged within the Neighborhood Mixed Use village. Light Industrial uses will also be allowed in this category when they can be of a large enough size

and scope to be properly buffered and designed to minimize impacts and maximize compatibility. Industrial uses shall be reviewed only as part of the PUD or Special Exception process.

Policy 1.6.5: Areas designated but not located within one of the existing Community overlays shall comply with the following standards:

- (3) A minimum of 30% of a neighborhood mixed use village area shall be for non-residential uses (Industrial, Commercial, Public, and Institutional);

Policy 1.6.6: Heavy Industrial zoning and uses shall be prohibited from this category.

Policy 1.7.1: Characteristics. Commercial corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some linear Commercial corridors may contain existing industrial uses.

Policy 1.8.1: Employment Center Land Use Category Location. The following criteria shall be used for assigning new areas for the Employment Center Land Use Category.

- (2) The character of the Employment Center Land Use category is a combination of non-residential uses providing industrial employment centers interspersed with support commercial uses.

Policy 1.8.2: Employment Center Land Use Category Uses. Non-residential land uses, such as, industrial, office, and institutional. Support uses to serve the employment center are also permitted.

Policy 1.8.2: Employment Center Land Use Category Uses. Non-residential land uses, such as, industrial, office, and institutional. Support uses to serve the employment center are also permitted.

- (1) A minimum of 50 percent of the area shall be utilized for Industrial and non-service based employment uses.

Policy 1.9.2: Urban Center Land Use Category Uses. Multiple types of land uses, such as commercial, office, institutional, multi-family, duplexes, attached single family, and single-family, in a pattern of transitioning intensities around historic commerce centers and within other existing or proposed activity nodes. Light Industrial uses, such as enclosed manufacturing and warehousing, office and other workforce uses, will also be allowed in this category when they can be of a large enough size and scope to be properly buffered and designed to minimize impacts and maximize compatibility.

Policy 1.9.5: Heavy Industrial zoning and uses, such as concrete plants, distribution centers and equipment storage shall be prohibited from this land use.

Policy 1.9.7: Projects shall submit a binding site plan or preliminary plat (PUD) for approval in conjunction with a request for light industrial zoning.

Policy 1.11.4: The allowable intensity of development in this category shall be determined as follows:

- (2) A minimum of 35 percent of the entire site shall be open space. Open space shall be defined as land suitable for conservation uses, including buffer areas, which shall remain landscaped, re-vegetated or left undeveloped except for crossings by facilities and structures, such as roads, rail, transmission lines, natural gas pipelines, water and sewer pipelines and communications lines, necessary for operation of the power plant units and related uses. These facilities will be co-located where practicable in order to minimize any impacts to environmentally sensitive areas.

Policy 1.11.7: The following performance standards shall be applied to a site designated as electrical power generating facility. The power plant units, directly associated facilities, and related uses:

- (2) Shall be located where the effects of noise can be minimized through a combination of preserving existing vegetation, distance from property boundaries or noise sensitive uses, or through physical plant design. For the purposes of permitted levels of noise or sound emission, this land use category shall be subject to the same standards as for the Industrial land use category;

Policy 1.12b.1: Generalized Phosphate Mining Overlay Designation Location: The Phosphate Mining Overlay area on the Future Land Use Map consists of those lands that are identified as containing phosphate minerals within Rural Agriculture Future Land Use classification and where phosphate is planned and is likely to occur.

Policy 1.12b.2: Generalized Phosphate mining Overlay Designation Uses: The following activities shall be permitted within the Generalized Phosphate Mining Overlay Designation upon the approval of a Phosphate Mining Operating Permit or Operating Permit or Operating Permits as required by the DeSoto County Land Development Regulations:

- (1) Phosphate mining/extraction;
- (2) Phosphate rock and slurry processing, transfer;
- (3) Beneficiation plant including but not limited to water treatment facilities, railroad spur, storage mine administration offices, and similar uses;
- (4) Clay settling areas and recirculation systems, NPDES outfalls, and other drainage uses;
- (5) Heavy machinery, vehicles and equipment, including but not limited to draglines, dredges, bulldozers, pumps, trucks, and similar equipment necessary for mining and reclamation;
- (6) Land reclamation;
- (7) Agriculture; and
- (8) Phosphate mining allied industries

Policy 1.12b.3: Generalized Phosphate Mining Overlay Designation development standards. Phosphate mining activity must comply with the following minimum criteria:

- (1) Submit and receive approval of an Operating Permit for a Phosphate Mining Master Plan in conjunction with a zoning approval, as required by the Land Development Code:

- (2) Be appropriately buffered from agriculture and residential uses according to the requirements of the Land Development Regulations;
- (3) Reclaim all wetlands impacted by mining as required by the Conservation Element and the Land Development Regulations;
- (4) Prohibit extraction in those portions of Horse Creek which are classified as wetlands in areas identified on Map V-5 of the Conservation Element;
- (5) Establish a buffer zone from preserved wetlands and other surface waters as determined through the state environmental resource permitting process of Chapter 373 F.S., or through the development of regional impact process of Section 380.06 F.S. and in accordance with the Future Land Use Element, Conservation Element and Land Development Regulations;
- (6) Mining extraction shall be prohibited from the historically unaltered portions of the direct tributaries to Horse Creek (including, but not limited to, Brandy Branch and Buzzard Roost Branch), which lie within the Generalized Phosphate Mining Overlay Designation and are identified on Map V-5 of the Conservation Element;
- (7) Seepage wetland area located outside of the 100-year floodplain shall be identified and evaluated through the state environmental resource permitting process of Chapter 373 F.S. to determine the level of protection provided o them.
- (8) A minimum setback of 50 feet from the 100-year floodplain of Horse Creek and its direct tributaries as identified on Map V-5 of the Conservation Element shall be required for mining activities unless otherwise permitted by the appropriate reviewing agency through the environmental permitting process of Chapter 373 F.S. and in accordance with the Future Land Use Element, Conservation Element and Land Development Regulations.
- (9) The use of Best Management Practices such as berms and monitoring wells shall be implemented within the 50-foot setback area referenced in (h) above in order to ensure that the direct tributaries and floodplains of Horse Creek and the Peace River, natural functions of soils, fisheries, wildlife habitat and listed species are protected and maintained.
- (10)Corridor crossings of the 100-year floodplain of Horse Creek and its direct tributaries as identified on Map V-5 of the Conservation Element shall be allowed for access or rail transportation, draglines, and utilities in accordance with permitting and approval by appropriate agencies.
- (11)Exceptions to these policies may be allowed on a cas-by-case basis, when it is determined through the state environmental resource permitting process of Chapter 373 F.S. that the exception would result in improving water quality and habitat protection or would otherwise meet the public interest test implemented under Part IV of Chapter 373 F.S.
- (12)All mining activity shall be consistent with all other policies contained within the Conservation Element.

Policy 1.12b.4: All applications for mining activity shall include documentation of Best Management Practices and the use of technology to minimize the adverse effects of phosphate mining activities.

Policy 1.12b.5: DeSoto County shall promote and ensure that phosphate mining activities and reclamation will not preclude future beneficial uses of mined land.

Policy 1.12b.6: Generalized Phosphate Mining Overlay Designation implementation criteria. The following criteria shall apply to area within the mining overlay designation prior to authorization to develop a mining operation.

- (1) DeSoto County shall continue to enforce its mining regulations through the Land Development Regulations regarding permitting, mining and reclamation of areas of mineral resources as determined by the Generalized Phosphate Mining Overlay Designation.
- (2) All mining activity allowed within the Generalized Phosphate Mining Overlay Designation shall require approval through the County's development review procedures. This review will require the submission of an application for a Phosphate Mining Master Plan and approval of an Operating Permit in accordance with the provisions of the Land Development Regulations.
- (3) Land use authorization in the form of a zoning designation, which permits phosphate mining and related uses as authorized by the Land Development Regulations, shall be obtained prior to approval of a Phosphate Mining Master Plan.
- (4) DeSoto County shall continue to regulate the location and operation of phosphate mining activities to minimize negative impacts on surrounding properties, ensure that areas are appropriately reclaimed and encourage the p[roductive reuse of such areas.
- (5) The DeSoto County Land Development Regulations shall specify criteria by which mining activity may be permitted, including appropriate setbacks and buffering from adjacent land uses and to specifically identify land use activity associated with phosphate mining, such as mineral extraction, clay settling area, land reclamation, etc.; and industrial land use activities, such as beneficiation plants, allied industries, and mining related activities.

Policy 1.20.2: New school sites must not be adjacent to any noxious industrial uses or other property from which noise, vibration, odors, dust, toxic materials, traffic conditions or other disturbances that would have a negative impact.

Policy 1.21.4: The Mixed Use Land Use Area north of Fletcher Avenue and south of Highway 70 on the east side of Highway 17 shall be precluded from any new industrial zoning or use, except those permitted in accordance with the existing industrial districts in existence at the time of adoption of this comprehensive plan.

Policy 3.2.1: Contemporary Planning Principles. The Design Principles that shall guide the growth, development and redevelopment within the Nocatee Community consistent with the Vision statement are as follows:

- (1) Contemporary Character. The elements of character that define Contemporary Character include:
 - c) Limit industrial uses adjacent to residential uses or residentially zoned property.

Glades County Comprehensive Plan (Updated 2012)

Traffic Circulation Element

OBJECTIVE II-1.2: Glades County will continue to promote the retention and use of rail service, and coordinate rail service with roadways.

Policy II-1.2A: Encourage continued and increased use of rail traffic in Glades County while protecting the integrity of existing and future population centers.

1. By the end of 2011, the Local Planning Agency (LPA) will identify rail needs in the Land Use Plan by designating special treatment corridors.
2. By the end of 2011, the Local Planning Agency (LPA) will identify incompatible uses within these corridors.
3. By the end of 2011, the Local Planning Agency (LPA) will evaluate the existing level of service for rail service in the County, and provide for coordination with appropriate agencies if level-of-service conflicts arise.

Policy II-1.2B: Prevent conflicts in land use between roadway and railroad intersections.

1. The Road Department, in coordination with FDOT, shall identify critical roadway/railroad intersections for special treatment in traffic control and management.
2. The Road Department will restrict unnecessary crossing of railroads by roadways through its review of zoning and subdivision requests.

Future Land Use Element

Policy I-1.4E: Land use definitions, densities and intensities of the Future Land Use Map series are as follows:

Industrial: Land areas predominantly connected with manufacturing, assembly, processing or storage of products. Densities shall be up to 0.5 floor area ratio for single story structures and up to 1.0 floor area ratio of site coverage for multi-story structures, with a minimum of 0.4 site not covered with impervious surfaces.

Policy I-1.4G: Land parcels within areas designated “Transition” on the Future Land Use Map may be converted from agriculture to commercial or industrial use upon showing that the proposed commercial or industrial use will not cause any facility subject to a level of service standard set forth in this plan to go below that standard, and the proposed commercial or industrial use meets one or more of the following criteria:

1. The use will be one which will provide products or services primarily for residents or agribusiness in the immediate area.
2. The use will be adjacent to an existing commercial or industrial use and will be compatible with surrounding uses.

3. The use will initiate industrial or commercial use in an area, which because of infrastructure, natural features, proximity to public or private facilities or other factors is particularly suitable for industrial or commercial development.

Commercial or industrial development within areas designated as “Transition” shall be limited to a maximum Floor Area Ratio (FAR) of 0.3. No more than fifteen percent (15%) of the lands designated as transition may be developed for new commercial or industrial uses during the 2010-2020 planning period. Commercial or industrial development shall be located in areas adequately served (meeting adopted level of service standards) by roads, stormwater management and other required facilities, and providing for separation and/or buffers between residential development and incompatible nonresidential development.

Policy I-1.5E: Promote growth which is compatible with the County’s Special Treatment Areas, as indicated in Figure 1 of the Conservation Element.

2. Land stripping and clearing in residential, commercial, industrial and institutional development proposals will be restricted to the areas necessary for redevelopment. A landscaping plan for these proposals is optional, but encouraged, as part of all development proposals.

Policy I-1.5I: Within Potable Water Wellfield Cones of Influence, the County shall prohibit inappropriate uses and facilities, (such as underground fuel storage tanks, landfills, handling or storage of hazardous materials listed in the SARA Title III Consolidated List of Chemicals, prepared by EPA, and certain polluting commercial or industrial uses) and limit the intensity of development in these areas to insure that post-development groundwater recharge meets or exceeds pre-development levels. The County shall adopt a Wellfield Protection Ordinance by year-end 2011 to address the provisions of this Policy.

Policy I-2.1B: The Muse Village will be limited to a total of 3500 units on a total of 1272 +/- acres. Net densities will not exceed 16 units per acre. Higher densities will be located in a reasonable proximity to neighborhood centers, schools, arterial or collector roadways, or the activity center. Adequate buffers will be required between high density residential and lower density residential and between residential and commercial and industrial uses. Such buffers may not be required when such uses are approved as a Planned Development.

Policy I-2.1C: An extensive range of commercial uses are permitted within the Muse Village activity center and the neighborhood centers which include retail, office, medical, wholesale, and service commercial uses Light industrial and light manufacturing, warehousing and distribution are permitted in the Muse Village activity center. Limited light industrial is permitted within neighborhood centers.

All commercial and industrial uses will be designed and located with an adequate transportation network to serve the commercial and industrial use. The storage and assembly of goods shall be visually screened from public right-of-ways and adjacent properties.

Policy I-2.1H: Muse Village will have a mix of residential and non-residential uses. There will be a minimum of 25% multifamily units, commercial in a range of 200,000 - 350,000 square feet, light

industrial in a range of 10,000 - 40,000 square feet, public and institutional in a range of 50 to 80 acres (which includes the acreage of the existing school site), and a minimum of 25% open space and corridors that would enhance the viability and livability of the built Muse Village community.

Policy I-2.4D: The utility service providers to the Muse Village will plan, design, permit, and construct water, wastewater, and reclaimed water utility infrastructure (including water supply, treatment, storage, distribution, collection, and disposal capacity) to support the potable water, sanitary sewer, and irrigation needs of the Muse Village at full build-out and in accordance with the following level of service standards. It is recognized by the parties that said infrastructure may be constructed in phases commensurate with the creation of demand by the Muse Village. Potable Water Level of Service Standards The average daily flow for domestic use shall be calculated at the minimum rate as follows:

- Flow demands for commercial, industrial, and special-type developments shall be established from Florida Administrative Code FAC 64E-6 guidelines, existing records of the last year maximum three-month average, or by using the best available data. A minimum peak day factor shall be 2.5 times the average daily value. An equivalent Residential Unit (ERU) is defined as 250 gpd. The minimum design for water distribution systems shall provide for at least 100% of the combined average day demand rate times the peak factor at 2.5 plus the required fire flow. The allowable minimum service pressure under such design conditions shall be 20 psi.

Hardee County Comprehensive Plan (Updated 2013)

Land Use Policies

Policy L1.2: The Town Center category accommodates a mix of higher densities and intensities of land uses appropriate to some areas of unincorporated Hardee County. The widest range and highest densities and intensities of land uses are intended. Residential, commercial, industrial, recreational, public, and other uses are intended to be developed in close proximity to maintain or reduce distance between residences, employment areas, commercial areas and entertainment areas.

3. Industrial development is permissible. Such development shall not create or contribute to strip or disorganized patterns of development, shall best utilize existing and planned transportation routes, shall adhere to programs of access management to regulate direct access to arterial or collector roadways, shall be located near existing industrial land uses or otherwise be compatible with surrounding land uses, shall be buffered from adjacent land uses as appropriate, shall not exceed a floor area ratio of 1.0, shall not exceed impervious lot coverage of 90%, and shall not exceed 20% of the total area of a Town Center.

Policy L1.3: The Highway Mixed Use category accommodates a mix of higher densities and intensities of land uses that best utilize primary transportation corridors. Residential, commercial, industrial, recreational, public, and other uses are intended to be developed in close proximity to maintain or reduce distance between residences, employment areas, commercial areas and entertainment areas. An access management program will be developed to regulate access to primary transportation corridors. Transportation levels of service will be monitored and enforced, pursuant to policies of the Traffic Circulation Element to ensure the continued vitality of Hardee County.

3. Industrial development is permissible. Such development shall not create or contribute to disorganized patterns of development, shall best utilize existing and planned transportation routes, shall be subject to an access management program, including regulating the number of and distance between arterial access points, and the use of frontage roads, shared driveways and access roads, shall be located near existing industrial land uses or otherwise be compatible with surrounding land uses, shall be buffered from adjacent land uses as appropriate, shall not exceed a floor area ratio of 1.0, shall not exceed impervious lot coverage of 90%, and shall not exceed 15% of the total area of a Highway Mixed Use area.

Policy L1.4: The Commerce Park category accommodates a mix of land uses that promote employment centers supported by limited commercial and residential areas. An access management program will be developed to regulate access to primary transportation corridors. Transportation levels of service will be monitored and enforced, pursuant to policies of the Traffic Circulation Element to ensure the continued vitality of Hardee County.

3. Employment center development is permissible. Such development may include light-assembly, manufacturing within enclosed structures, warehousing, distribution, showroom, and local and nonlocal office uses. Such development shall not create or contribute to disorganized patterns of development, shall best utilize existing and planned transportation routes, shall be subject to an access management program, including regulating the number of and distance between arterial access points, and the use of frontage roads, shared driveways and access roads, shall be located near existing industrial land uses or otherwise be compatible with surrounding land uses, shall be buffered from adjacent land uses as appropriate, shall not exceed a floor area ratio of 1.00, shall not exceed impervious lot coverage of 75%, and shall not exceed 50% of the Commerce Park.

Policy L1.5: The Industrial category accommodates light and heavy industrial uses. An access management program will be developed to regulate access to primary transportation corridors. Transportation levels of service will be monitored and enforced, pursuant to policies of the Traffic Circulation Element to ensure the continued vitality of Hardee County.

1. Light and Heavy Industrial development is permissible. Such development may include mining, converting or processing raw materials, the manufacture, assembly, production, or repair of durable goods; wholesale commerce; warehousing or storage operations; distribution and shipment of cargo; corporate functions in association with industrial operations.

2. Mining activities are potential uses if the Mining Overlay is extended over the Industrial Land Use.

3. Such development shall not create or contribute to disorganized patterns of development, shall best utilize existing and planned transportation routes, shall be subject to an access management program, including regulating the number of and distance between arterial access points, and the use of frontage roads, shared driveways and access roads, shall be located near existing industrial land uses or otherwise be compatible with surrounding land uses, shall be

buffered from adjacent land uses as appropriate, shall not exceed a floor area ratio of 1.00, and shall not exceed impervious lot coverage of 75%.

4. Existing agricultural land uses are permissible. The expansion of agricultural uses is permissible provided that such uses are compatible with and appropriately buffered from surrounding land uses.

5. Landfills shall not be an allowed use within the Industrial Future Land Use area south of the Polk/Hardee County Line, north of SR 62.

Policy L1.6: The primary purpose of Residential Mixed Use category, as designated on the Future Land Use Map, shall be to provide a transition between urban and rural land uses where medium density residential development with public water and sewer is encouraged in combination with the maintenance of agriculture and open space. Supporting neighborhood commercial uses are permitted.

3. Industrial uses shall not be permissible.

Policy L1.7: The Rural Center category recognizes the existence of, and need for, small scale rural clusters of mixed use development. Residential, commercial, light industrial, public, recreational and other uses are intended to be maintained to preserve and enhance these communities.

3. Light industrial uses are permissible. Such uses shall not create strip or disorganized patterns of development, shall best utilize existing and planned transportation routes, shall adhere to programs of access management to regulate direct access to arterial or collector roadways, shall be located near existing industrial land uses or otherwise be compatible with surrounding land uses, shall be buffered as appropriate from adjacent land uses, shall not exceed a floor area ratio of 1.0, shall not exceed 90% impervious lot coverage, and shall not exceed 15% of the total area of a Rural Center.

Policy L 1.11: The Rural Village category is comprised of an appropriate mix of residential and nonresidential land uses that are physically and functionally integrated. Residential, commercial, office, light industrial, public, recreational and other uses are permitted. The plan category mandates that, at a minimum, two (2) land use types - residential, including but not limited to multifamily residential and a non-residential component - are included. It is envisioned that this category will encourage a "live-work" relationship whereby development within the category would have the opportunity for employment within the nonresidential components of the developments.

4. The equivalent of at least five (5) percent of the total developable acres must be devoted to non-residential use (retail, office, and/or industrial) with a minimum floor area ratio (FAR) of 0.10.

5. The maximum non-residential use (retail, office and/or industrial) intensity shall not exceed the equivalent of forty (40) percent of the total developable acres with a maximum floor area ratio (FAR) of 0.25.

Policy L1.13: The primary functions of Agricultural areas, as designated on the Future Land Use Map, shall be to protect and encourage agricultural activities, while providing for low density residential use, and to protect unique native habitats and maintain open space.

3. Industrial uses within an Agricultural area may be permitted only when such activity is related to the extraction or processing of minerals; or when related to agriculture; or is of a scale and nature that would not be acceptable in a Town Center. Other industrial uses, such as power plants or manufacturing or processing facilities may be permitted, and shall have access to a collector or arterial roadway, shall meet all local regulations, and shall be appropriately buffered from surrounding land uses, including agricultural uses.

Policy L1.16: Conservation category is to preserve and protect the unique natural resources of Hardee County, and to maintain public ownership of certain properties. A "Conservation" area is further defined as an area vital to the maintenance of environmental quality, least tolerant to changes caused by development, and vital to the ecological integrity of the region. Commercial and industrial development shall be prohibited in Conservation areas. Appropriate structures and facilities, including residential development at a density not to exceed 1 unit per 20 acres for park rangers, security and/or necessary maintenance personnel, are permissible, provided that they further the intent of a conservation area, and are necessary for the public appreciation of such areas.

Policy L1.26: Public schools shall be a permitted use in all Future Land Use categories, except in Industrial and Conservation, subject to coordination between the Hardee County School Board and the Hardee County Board of County Commissioners.

Policy L2.1: The development of residential, commercial, and industrial land shall be timed and staged in conjunction with the provision of supporting public facilities, such as roads, potable water, sewage disposal, solid waste disposal, recreational facilities, and drainage and stormwater management systems. Such facilities shall be maintained at their established level of service.

Policy L4.3: To allow aquifer recharge, the County establishes the following guidelines for impervious surface coverage: impervious surfaces in single-family development up to two dwelling units per acre shall not exceed 20 percent of the development site; impervious surfaces in residential development between two and seven dwelling units per acre shall not exceed 30 percent of the development site; impervious surfaces in multi-family development of more than seven dwelling units per acre shall not exceed 50 percent of the development site; and impervious surfaces in other types of development, including commercial, industrial and public facilities, shall not exceed 80 percent of the development site. There shall be no reduction in the aquifer recharge quality and quantity (volumes and rates) for new development and redevelopment within a high recharge area. Further, the subsurface storage and flow shall simulate pre-development conditions. The County shall work with the Soil Conservation Service, to monitor the impacts of development on the quantity of aquifer recharge and, in consultation with the Soil Conservation Service shall reevaluate impervious surface standards if the rate of aquifer recharge diminishes.

Policy L8.1.3: E.L Davis: The 609 acres located in Sections 8, 9, 16, and 17, Township 34S, Range 24E, generally located north of Vandolah Road and east of CR663 shall be designated "Rural Center" on the Future Land Use Map and shall be developed with central potable water and sanitary sewer and will be developed with mixed land uses including 90 acres of Light Industrial, or 1.8 million square feet, 160,000 square feet of Commercial Office, 225,000 square feet of Commercial Retail/Services and 1,000 multi-family.

Policy L8.1.6: Hardee Industrial Park: Hardee County Commerce Park: The 129.81+/-acres located in Section 29, Township 33S, Range 25E; generally located south of State Road 62 and East and South of US Highway 17 shall be designated "Highway Mixed Use" on the Future Land Use Map; shall be developed with central potable water and sewer and shall be limited to an industrial floor to area ratio of 0.5 or 2.8 million square feet; and shall be subject to other applicable land development regulations within the County. (Ordinance 2008-17, December 4, 2008, adoption).

Policy L8.1.8: Site 2 of 2010 EAR Amendments (CR 663 at Hardee/Polk County)

Line): Site 2 shall be designated as 3,340 acres of "Industrial" and 492 acres of "Conservation" on the Future Land Use Map; shall be limited to 5 million square feet of industrial uses. The "Industrial" Future Land Use on this site recognizes an existing Power Generation Facility and Mulch Plant. The site shall utilize multi-modal methods of transportation. Development shall be limited to the upland areas of the Site and shall be consistent with all policies of the Comprehensive Plan. Development shall be subject to other applicable land development regulations within the County. (Ordinance 2010-07, October 21, 2010, adoption).

Policy L8.1.10: Site 5 of EAR Amendments (West of CR 663, North of SR 64): Site 5 shall be designated as 1,536 acres of "Industrial" on the Future Land Use Map; shall be limited to 500,000 square feet of industrial uses. Development shall be limited to the upland areas of the Site and shall be consistent with all policies of the Comprehensive Plan. Development shall be subject to other applicable land development regulations within the County. (Ordinance 2010-07, October 21, 2010, adoption).

Hendry County Comprehensive Plan (Updated 2013)

Land Use Element

Policy 1.1.1b Agriculture/Conservation Future Land Use Category

Purpose

The purpose of the Agriculture/Conservation Future Land Use Category is to define those areas within Hendry County which will continue in a rural and/or agricultural state through the planning horizon of 2040 and are predominantly jurisdictional wetlands or contain a large proportion of wetlands.

Description/Uses

Lands classified as Agriculture/Conservation are the wetland areas within the Agricultural Future Land Use Category of Hendry County. State of Florida Everglades Restoration projects and activities specifically designed to meet the water quality and/or quantity goals related to restoration efforts and resource protection as outlined in the Comprehensive Everglades Restoration Plan (CERP) are permitted without exception. All other land uses shall be the same as for the Agriculture Future Land Use Category with the following exceptions:

- No industrial development (including agriculture related or extraction related) shall be permitted within a wetland.
- Non-residential development shall be limited to ensure that wetlands are preserved and that activities that impair the natural function of the wetland are prohibited.
- Residential development within wetlands, provided that those activities are designed to be compatible with the natural function of the wetland and do not impair that function.
- Recreational uses are allowable in this category and defined in the Land Development Code.

Policy 1.1.10 Industrial Future Land Use Category

Purpose

The purpose of the Industrial Future Land Use Category is to identify those areas within Hendry County which currently are or should be classified for industrial development through the planning horizon of 2040.

Description/Uses

Lands classified as Industrial are primarily within the urban area of Hendry County with adequate infrastructure, including roads, water, sewer, and drainage systems. An exception to this location requirement would apply to mining and processing or to other industrial uses which can demonstrate that their use is not in direct support of and primarily intended to support the urban areas of Hendry County. Another example is AirGlades. Areas classified as Industrial should be of sufficient size and mass to permit long-term utilization of the industrial area to meet the needs of a growing urban community. Scattered locations should be discouraged. Uses permitted within the Industrial Future Land Use Category include: manufacturing, assembling, processing, storage (both inside and outside), distribution centers, batch plants, concrete plants, flex space for the service industry, mining and earth extraction and processing operations, electrical generation plants, recycling facilities, resource recovery facilities, similar uses, and ancillary uses specifically designed to service the industrial employment workforce. Ancillary uses shall be limited to restaurants, service stations, convenience stores, personal service uses and other similar uses designed to promote internal trip capture. Recreation uses are allowable in certain circumstances as defined by the provisions contained in the Land Development Code.

Location Standards

Areas classified as Industrial should be located within the urban area of Hendry County and have direct access to existing arterial roadway systems or be connected to those systems utilizing collector road systems built specifically for that purpose. These areas should also be conveniently located for the provision of central water and sewer. (Exceptions as shown above in Descriptions/Uses)

Residential/Density

- Residential – Not permitted. (Caretaker unit permitted)

Non Residential Intensity

- FAR – 0.75 for industrial uses.
- FAR – 0.25 for ancillary support facilities.
- Ancillary support facilities shall not constitute more than 20% of the total land area of an industrial park.

Minimum acreage: Industrial parks should be a minimum of 160 acres, while individual Industrial uses may be on less acreage if approved as a planned unit development.

Infrastructure/Roads

- Public arterial or collector system and private roads.
- Direct access onto existing arterial systems.
- Creation of collector roads specifically designed to connect to the arterial systems.

Water

- Central water systems, whether public or private.

Wastewater/Septic Tanks

- Central systems, whether public or private.

Open Space

- Minimum open space – 15%.

Form of Development

Industrial development may occur in any of the following forms:

- Planned industrial park.
- Mixed-use planned development.

Policy 1.1.12 Multi-Use Development Future Land Use Category

Purpose

The purpose of the Multi-Use Development Future Land Use Category is to promote new development and redevelopment of the properties located within this land use category.

Description/Uses

Lands classified as Multi-Use Development are generally located adjacent to existing urban/suburban areas or will become adjacent to the urban/suburban areas within the planning horizon. Uses permitted within this category include existing agricultural uses, recreational facilities, residential, commercial, and industrial uses.

Location Standards

The areas designated as Multi-Use Development are located adjacent to the primary transportation system of the County and existing or programmed utilities.

Residential Density

Maximum density – Four (4) units per acre with the following requirements:

- Agricultural uses – One (1) unit per 5 acres.
- Residential/urban uses – Four (4) units per acre when rezoned to a Planned Unit Development

Non Residential Intensity

- Retail commercial – 0.25 FAR.
- Office – 0.50 FAR.
- Industrial – 0.75 FAR
- 0.50 FAR for mixed-use buildings with a maximum of 25% retail and a minimum of 75% office.
- 0.30 FAR for mixed-use buildings with commercial on the first floor and residential on stories above and first floor.

Infrastructure/Roads

- Public arterial, collector, or local roads, and private roads.

Policy 1.4.1: Hendry County shall allow schools in the Agriculture, Public, Residential, and Commercial land use categories, consistent with the following criteria:

- e) Proposed school sites should be located away from industrial uses, railroads, airports, and similar land uses to avoid noise, odor, dust, and traffic impacts and hazards.

Policy 1.5.7: No residential, commercial, or industrial land uses shall be permitted where septic tanks are intended as the method for sewage treatment unless use of septic tanks meets Hendry County

Health Department preapproval criteria for subdivisions. Such review shall determine that native soils and other site characteristics are suitable for septic tank usage prior to the approval of each subdivision. At a minimum, the criteria for septic tanks shall be consistent with Rule 64E-6, F.A.C. and other applicable state laws and regulations.

Policy 1.5.15: The County shall continue to monitor and evaluate existing non-conforming uses in order to eliminate the intrusion of any commercial and industrial uses into residential areas, unless the benefits from the services provided outweigh the detrimental effects, unless the mixed use conditions are preplanned and approved by the County, or unless such intrusions are meeting vital economic functions for the areas so intruded.

Policy 1.8.3: The land development regulations shall require that all proposed new commercial, industrial, and multifamily residential developments provide on-site traffic lanes designed to allow on-site maneuverability without interfering with traffic on nearby roadways.

Policy 1.9.6: Hendry County shall amend its Wellhead Protection Program in the Land Development Code which, at a minimum, shall establish the following:

- b) Regulations which prohibit potentially high risk land uses from the established zones of influence such as, but not limited to, manufacturing and storage of hazardous waste and industrial land uses;

Policy 1.9.18: CALOOSAHATCHEE RIVER: The Caloosahatchee River (also designated canal number C-43) is rated a Class III river according to the surface water quality classification system of the Florida Department of Environmental Protection (FDEP). This classification represents benefits from the river for recreation, fish and wildlife, and is a middle range classification in the DEP system which runs from Class I (potable water) to Class V (industrial). The Caloosahatchee River is under the management of the South Florida Water Management District (SFWMD) and Army Corps of Engineers (ACOE).

Traffic Circulation Element

Policy 8.9.1: The County shall enforce off-street (on-site) vehicle parking requirements through the Land Development Code to ensure that needed parking for proposed new and expanded commercial, industrial, and multiple family residential developments are contained on-site through adequate numbers of usable parking spaces.

Policy 8.12.5: The County shall conduct a review through its Engineering Department of the truck traffic on County roadways.

Objective 8.14: The County shall preserve existing railroad systems and promote safe railroad crossings. The County shall preserve existing railroad systems and promote safe railroad crossings.

Policy 8.14.1: The County shall participate in studies sponsored by FDOT and in the neighboring counties that evaluate improvements to freight rail service in Hendry County.

Economic Development Element

Policy 12.1.4: Hendry County will continue to support locating viable industry to the existing industrial areas surrounding the airport in LaBelle and Airglades in Clewiston.

Highlands County Comprehensive Plan (Updated 2014)

Transportation Element

Policy 1.1: Multi-Modal Transportation System

Facilitate a Multi-Modal Transportation System that shall consider:

- D. The potential for establishing a regional high speed rail corridor through Highlands County with operational ancillary support facilities and station development, which will provide timely, efficient access to services, jobs markets and regional attractions.
- E. The development of inter-modal transportation terminals which will provide access to auto, air, rail, bike, and bus facilities.

Future Land Use Element

Policy 1.2: Urban Growth Area

The Existing (2010) and Future (2030) Urban Growth Area (UGA) is based upon a desire to have Highlands County and its municipalities grow in a logical, responsible manner, with infrastructure and centralized services provided economically and efficiently.

The UGA shall include provision of urban infrastructure and services necessary to support compact, energy efficient, walkable development patterns which are consistent with the policies of this Plan. Funding opportunities for enhanced facilities or services shall include those reflected in the County's Capital Improvements Plan and/or per commitments from the private sector or other funding partners. The UGA will provide a special focus on infill, redevelopment, energy efficiency and enhanced mobility. This will include promotion of a walkable community, 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 including sidewalks, transit (bus and passenger rail service), and bicycle facilities.

An urban growth strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility.

The location and size of the UGA shall be depicted on the Future Land Use Map and is based upon the area necessary to accommodate 87% of the total population and 88% of total employment within the County by 2030; the ability to provide urban infrastructure; and the presence of environmentally sensitive lands and water bodies, requiring protection from the impacts of urban development.

Highlands County recognizes the unique environmental features of the Lake Wales Ridge found within the UGAs. Development shall respect these unique features and incorporate the protection, preservation, and enhancement of these environmental assets as amenities within the development design.

N. Existing Urban Growth Area (2010)

The Existing UGA (2010) is the area of the UGA in which the expansion of utilities is planned within the short-term planning timeframe, concurrent with demand created by development. Land use changes must be consistent with Policy 1.2.O.1 through Policy 1.2.O.9.

3. Highlands County shall encourage the redevelopment of underutilized commercial / industrial properties into mixed use activity centers.

Policy 1.3: Land Use Categories, Densities, and Intensities

D. Land Use Categories:

1. **Agriculture: (abbreviation = AG):** Agriculture is the predominant land use for the rural areas of Highlands County. This category encompasses those activities generally associated with rural settlements, active agriculture including bio fuel feedstock and other resource based activities, and recreation and open space.
 - a. Additional Uses which may be granted upon approval of an application Subject to Specific Criteria set forth in the Land Development Regulations: Other non-resource based uses such as cemeteries; agro-industrial research and education facilities (i.e. typically co-located with the agricultural or resource uses); telecommunication facilities; and self-contained temporary plants such as asphalt plants or pipe yards intended to serve a specific project for a limited period of time; solar based power generation facilities; and wastewater treatment plants, provided they meet the following: Power plants shall be allowed subject to the criteria below and consistent with the Florida Administrative Code 9J-5.006(3)(c)3, the Power Plant Siting Act, Transmission Line Siting Act, Highlands County Comprehensive Plan, and the Highlands County Land Development Regulations.

Criteria for granting such approval of additional uses shall be based upon site specific evaluation of soil suitability, stormwater treatment, traffic, land use compatibility with surrounding properties, water supply including aquifer recharge, utility availability including water, wastewater and solid waste disposal and impact on natural resources and environmental systems.
5. **Public/Quasi-Public Facility And Institutional Lands: (abbreviation = P):** This land use category encompasses all lands in public ownership that are used for public airports, recreation, athletic sports, stadiums, public schools, college & university campuses, military training and management, flood control, sanitary landfill, public potable water and public waste water treatment plants, civic buildings, and government activities. Quasi-public uses in this category are properties held by: privately owned institutions for the beneficial use, recreation, education, assembly, or membership of the public, including private schools, church owned land that is used for other than regular worship services (such as retreats, camps, parochial schools), facilities of nonprofit fraternal organizations, cemeteries, hospitals, park facilities, and similar places accessible to the public; Utility company, railroad, and airport facilities that include such

uses as administrative headquarters, corporation storage and repair yards, power stations, electrical generating facilities, electrical and liquefied gas substations, primary transmission lines, communication towers, potable water and sewage treatment plants, incinerators, and similar commercially operated facilities are included.

Airport related uses allowed include all uses normally accessory to an airport in addition to commercial uses, industrial uses and parks of commerce approved by the Board of County Commissioners.

8. **Commercial/Industrial Mixed Use: (abbreviation = CI):** This mixed land use category is intended to permit a limited amount of low traffic, light industrial land uses in combination with highway dependent businesses and heavy commercial operations. Examples are mini warehouses, small scale inside assembly operations, retail sales in association with citrus operations, industrial offices, outside storage facilities which are screened and landscaped, and similar uses. The commercial use is the primary use in this land use category; the industrial mixed use is an optional secondary use. An industrial use shall always be subordinate to the commercial use in site area, floor area, and traffic generation. Mixed uses must be developed in accordance with PD zoning regulations and employ buffers. The Urban Growth Area or Sustainable Communities would be the primary, but not exclusive, location for this land use category.

a. Mixed Use Ratio: Up to 40% of gross site area for the secondary industrial use.

b. Maximum Intensity - Floor Area Ratio: Up to 0.80 FAR.

11. **Industrial: (abbreviation= I):** This category generally covers land use activities which involve converting or processing raw materials; the manufacture, assembly, production, or repair of durable goods; wholesale commerce; warehousing or storage operations; distribution and shipment of cargo; and, corporate functions in association with industrial operations.

Industrial activities involving corporate offices and light industrial operations (such as small warehouses, assembly operations, distribution and shipping facilities, and like uses) which shall be encouraged to locate within the Urban Growth Area or Sustainable Communities of the County, provided they are developed under industrial PD zoning regulations.

Industrial uses that directly support agricultural operations (such as fertilizer plants, farm equipment repair, milk pasteurization plants) or that pose a significant nuisance from noise and odor (such as slaughter houses, juice plants, animal transport stock yards, sludge processing plants) may locate on lands depicted as Agriculture, subject to the Land Use Permit requirements of the Agriculture zoning district.

Industrial uses that are a potential endangerment to public health and safety (such as chemical plants, incinerators, waste processing facilities, the manufacture and storage of explosives, electrical generation stations and natural gas sub-stations) shall be required in all cases to locate in isolated areas, away from population centers, and generally in the rural areas of the County.

14. Multi Use Center (abbreviation= MUC): The Multi Use Center (MUC) Future Land Use category is intended to provide a balanced mix of residential and nonresidential uses including residences, shops, work places, parks, and other urban uses. The MUC should functionally and physically integrate a mix of commercial (office and retail), industrial, if desirable, residential (including affordable housing), recreational, and public or semi public uses.

The mix of land uses within the MUC should produce a high internal capture of daily trips. To accomplish this, the MUC should be designed with a high degree of interconnectivity for vehicle and pedestrian access.

The MUC shall be subject to a master plan. In order to achieve a balanced mix of uses, the land uses should be provided within the following ranges:

- b. Retail/Office/Light Industrial: Up to 80% of acreage

17. Public Water Supply: (abbreviation PW): This category includes all lands allowing the development of potable water facilities. It is the intent of this district to:

- c. Ensure the availability of adequate dependable sources of good quality water for domestic; residential, commercial, and industrial use, as required by Chapter 163 of the Florida Statutes;
 - e. Safeguard the health, safety, and welfare of the citizens of Highlands County.
- 6) Density and Intensity: No commercial, industrial, or residential density or intensity are allowed except for FAR and impervious surface that is directly related to public water supply.

F. Density and/or Intensity In Wetlands: For the purposes of implementing this policy, a density of 0.10 units/acre (1 dwelling for every 10 acres) shall be assigned to any delineated jurisdictional wetland and flood plain area, within any Agricultural or Residential land use category which is depicted on the Future Land Use Map (FLUM).

For non-agricultural or non-residential uses, 25 percent (25 %) of the FAR for a delineated jurisdictional wetland or flood plain area in any Commercial, Commercial/Industrial Mixed Use and Industrial land use categories depicted on the FLUM shall be assigned, unless a mitigation option is selected from NRE Policy 3.16.

In the event a property owner wishes to transfer development rights (TDR) from off of the delineated jurisdictional wetland or flood plain, it may be granted only at the starting density of the Agriculture or Residential land use category in which the delineated wetland and flood plain are located.

Policy 1.4: Recognition of the Existing Rural Village, and Specific Neighborhoods

A. Definition Of Rural Village, Rural Neighborhood And Suburban Neighborhood:

Locales to be designated for Rural Village, or Specific Neighborhood overlay categories are existing communities identified on the Future Land Use Map series as places where some higher density residential and neighborhood commercial uses may be established through either buildout of existing developments or Future Land Use amendments outside of the UGA.

The Rural Village existing outside of the UGA includes:

Rural Village of Lorida

The Rural Village and Specific Neighborhood designations recognize existing and emerging neighborhoods in rural areas of the county. These areas have been identified on the Future Land Use Map and are located partially or entirely outside of the UGA.

The General purpose statements and Planning guidelines expressed in Paragraphs B, C, D, E, and F below are intended to guide future development of these areas. The designated Rural Village is Lorida.

1. Rural Village: The rural village is a small community, usually of historical significance developed over a number of generations and possessing a cultural cohesiveness and place identity. Generally, one or more churches have been established and a central facility is available for social events as well as a common open space for outdoor recreation activities. The village is innately residential in function, but possessing the attributes for mixed uses inasmuch as the early settlement was around a number of commercial/service activities accommodating local residents, local agricultural needs and the traveling public. Currently, the village has become the focus for people preferring to live in a tranquil rural environment, on a larger lot and/or to maintain animals for recreation or consumption. Usually the core of the village is structured by an earlier platted subdivision of small lots from which an accretion of larger lots have occurred over the years that have split from adjacent larger parent parcels resulting in density decreasing outward from the center of the village and affording a variety of housing types.

The village will accommodate a diversified population of young families and retired couples requiring public and personal services coupled with attendant commercial/retail facilities. This diversity will generate local employment opportunities and lessen the dependency of the village on the incorporated communities for this requirement. Another factor of significance is the lessening of

job and shopping related vehicular trips on the intercommunity highways as these needs are partially met internally.

Public facilities such as a potable water system and a central wastewater system would be considered future up-grades from existing individual private potable water wells and on-site wastewater treatment and disposal systems. Whether central systems are initiated by the County or by a private developer to accommodate a specific scale of development; or, a combination of both the County and the developer installing the systems through a development agreement, such systems are encouraged by the Comprehensive Plan Infrastructure Policies 1.5, 2.1 & 6.7.

Light industrial uses would be appropriate within the sphere of influence of the village, inasmuch as the comparative advantage in location places the village within centralized positions favorable for serving the agri-business community. The locale identified and designated as a Rural Village overlay category is LORIDA.

Policy 1.8: Public Schools

The County shall facilitate the adequate and efficient provision of public schools by:

- A. Encouraging public schools for consideration in appropriate locations for suitable Future Land Use categories. The land use categories in which schools are an allowable use and the appropriate location criteria to guide the collocation of other public facilities such as community centers, parks, and libraries, to the extent possible, adjacent to existing school sites shall include Agriculture (to serve the rural population to the greatest extent possible), Low Density Residential, Medium Density Residential, High Density Residential, and Public/Quasi-Public Facility, and Institutional Lands categories. Land Development Regulations (LDRs) shall address conditions including, but not limited to the following:
 - 6. Proximity to high congestion or impact areas such as limited access highway interchanges, active railway crossings, heavy access used by emergency vehicles and traffic arteries or interchanges with four or more lanes in any one direction (including turn lanes);
- E. Location criteria subject to site-specific circumstances determined by the School Board include:
 - 4. Avoid locating elementary and middle schools adjacent to railroad rights-of-way or within the path of flight approaches to any airport;

Policy 1.9: Location Criteria for Industrial Parks and Parks Of Commerce

The County shall encourage the location and clustering of major commercial and industrial activities to enhance the comparative advantage of these uses to develop in Highlands County over areas outside the County. Location criteria, subject to site-specific circumstances, determined by tested experience within the industry nation-wide shall include;

- A. Uniform slope, stable soils, non-flood area. If the environmental problems exist pursuant to NRE Objective 3, the opportunity to mitigate should be available.

- B. Adjacent vacant lands available for potential future expansion. (i.e., earmarked site not surrounded by urban development)
- C. The location will not have negative impact on the adjacent community if industrial processes produce smoke, noise, vibrations, ambient light, etc.
- D. Effect upon the community or natural environment, if the site has extensive natural vegetative cover that will be required to be removed to accommodate the industry.
- E. Have in place or preparation being made to put in place, water, wastewater, power and gas with sufficient capacity to accommodate the potential demands of the industry.
- F. Sufficiently served by fire, police and refuse collection.
- G. Utility easements crossing the site do not negatively impact lot layout or other factors on this list.
- H. Sites of sufficient size, 100 acres or larger, preferably capable of expansion to at least 300 acres.
- I. Sites within the industrial subdivision or park should range in size from 2 acres to 5 acres in relatively simple shapes (preferably square) capable of being combined to create parcels of 25 to 50 acres or more if needed.
- J. All access to the sites should be fully improved, preferably arterials or major collectors, with the industrial sites having direct access.
- K. Each site sufficiently designed or configured to accommodate at least 2 separate access points, employees by car and truck entrances for loading and unloading. A third preferable access would be rail depending upon the industry's requirements.
- L. Performance standards should be in place informing the industry of its responsibility to conduct an orderly and acceptable operation that will reflect a positive image for the community, which includes on site landscape considerations.
- M. Compact Urban Development Areas within Sustainable Communities.

Policy 4.1: Prerequisites for Commercial and Industrial Development

- A. Upon adoption, final development orders for commercial or industrial projects shall require the provision of a central wastewater system, a potable water supply, and solid/hazardous waste containment facilities at the site. Such installations shall be operable and shall have obtained required permits prior to the issuance of the County's Certificate of Occupancy for the project.
- B. The County shall review and, where necessary, revise its Land Development Regulations to provide adequate standards for commercial and industrial use permits and/or other Land Development Regulations.

Policy 4.4: Buffering Standards

The County shall continue to administer provisions in its Land Development Regulations which require:

- A. New commercial and industrial development to provide buffering from adjacent residential and other lower intensity land uses (such as public parks and agricultural enterprises, etc.).
- B. New residential development to provide buffering from adjacent nonresidential land uses (such as public parks, commercial, industrial, airports, agricultural enterprises, etc.).

Policy 10.5: Compatible Commercial and Industrial Uses:

The County shall condition the location of compatible commercial and industrial uses adjacent to or within MAZ boundaries at locations where roads, water, and wastewater are available and such uses will be consistent with the findings of a JLUS and Air Installation Compatible Use Zones (AICUZ).

Policy 12.2: The LPRP contains the planning areas of:

- A. The North Area consisting of the unplatted lands north of the US 27 railroad underpass, between Leisure Lakes and Highlands Park Estates, including the Paul Business Campus.
- B. The East Area consisting of unplatted lands east of US 27, south of the Railroad underpass, north of CR 29, and west of Highlands Park Estates.
- C. The West Area consisting of the unplatted lands west of US 27, south and east of Lake June, north of Lake Placid, and east of Placid Lakes.
- D. The South Area consisting of the SR 8 Sub-Area and the unplatted lands south of the intersection of CR 29 and US 27, west of Lake Huntley (but south of CR 29), west of Lake Grassy and west of the lands platted as Sun ‘n Lakes, north of SR 70 Industrial-Commercial Area.

The SR 8 Sub-Area consists of the 270 acre parcel between SR 8 and Lake Placid north of Bear Point/the Reynolds Estate and south of the lands platted on the shore of Lake Placid. This Sub-Area is part of the South Area.

- E. The SR 70 Industrial-Commercial Area consisting of lands along the SR 70 corridor, to wit: North half of Section 5; Section 4, both in Township 38 S, Range 30 E; and the south half of Sections 31, 32, and 33 of Township 37 South, Range 30 East.

Policy 12.5.1: Definitions

The following definitions apply to the LPRP.

- 1. Flex Space is defined as land which may be used for a variety of light assemblage, fabrication, storage, light industrial, office space, and support commercial uses.

Policy 12.6.3: East Area Plan

Most of the East Area is already planned (platted). Additional uses shall include industrial in the places developing as such (generally along the CR 621 corridor), as well as residential and commercial.

Policy 12.6.5: SR 70 Commercial-Industrial Corridor Area

The SR-70 Commercial-Industrial Corridor Area shall include industrial and commercial uses and reasonable flex space to serve the county and the region and residential uses (with reasonable buffers). Development in the SR 70 Commercial-Industrial Corridor Area may also, based upon impacts, be required to contribute to 4-lane SR 8.

Policy 12.7.1: Transportation

- M. Additional Grade Separated Crossing - The County shall work with the Florida Department of Transportation to promote the addition of at least one more grade separated crossing over the

rail road track. Currently, the derailment of one train could block all access (including emergency access) to much of the Overlay Area.

Policy 13.1: North Sebring Specific Area Plan

The specific area being considered for this policy guide, known as the North Sebring Specific Area Plan, is generally bounded on the north by Lake Redwater and the CSX Railroad ROW, on the east by Power Line Road, on the south by Arbuckle Creek Road and the Sebring Parkway, and on the west by Lake Sebring and the City of Sebring City limits. The area comprises in part 972.98 acres which were adopted and determined to be in compliance by the Florida Department of Community Affairs in 2004, and which forms the core for establishing the future land use pattern for the remaining 741 acres, for a total 1,714 acres. A portion of this total area was annexed into the City of Sebring, which will continue to impact the overall urban services required for the delineated area of the North Sebring Specific Area Plan.

Policy 13.2.3.18: Use three entrances, Vision Street, Carver Street and Anderson Street, to facilitate access into Highway Park. Crestmore Street, a fourth and southern entrance into Highway Park providing direct access into the industrial area and the highway commercial, should be heavily landscaped, but not necessarily signed as an entrance.

Policy 14.1: A Sustainable Community Overlay is characterized as a mixed use urban development located outside of the Urban Growth Area that is intended to accomplish the goals of enhancing agricultural sustainability, encouraging conservation of key habitats, and preserving unique natural resources while allowing growth in a higher density urban community with a sustainable mix of uses.

Developments within a Sustainable Community Overlay may only occur on a fraction of the lands within a Sustainable Community Overlay parent parcel creating a Compact Urban Development Area (CUDA).

A Sustainable Community Overlay employs Smart Growth Principles.

A Sustainable Community Overlay protects and improves the quality of environmental features within the Sustainable Community Overlay by directing development away from those features and into a compact mixed use, urban development area.

A Sustainable Community provides a functional mix of land uses including institutional, recreational, residential, public service uses, commercial, office, industrial, and other employment generating land uses within the CUDA of a Sustainable Community Overlay.

Policy 14.1.5: Sustainable Community Overlay – Future Land Use Plan Amendment

A Sustainable Community Overlay shall be established via a plan amendment to the Future Land Use Map and the Future Land Use Element of the Comprehensive Plan.

A Comprehensive Plan amendment for a Sustainable Community Overlay shall be adopted prior to a Comprehensive Plan amendment for a Master Community Plan for a Sustainable Community Overlay in order to establish the specific form for the Sustainable Community.

The Future Land Use Map Amendment to establish the Sustainable Community Overlay shall depict the following:

1. Boundary of the Sustainable Community Overlay;
2. Location of the CUDA;
3. Location of the Sustainable Green Assets area; and
4. Location of individual land uses of agricultural areas and natural resource areas within the Sustainable Green Assets area.

Text amendments to the Future Land Use Element, when establishing a Sustainable Community Overlay, shall include policies establishing the following:

1. Number of current entitlement dwelling units;
2. Amount of bonus dwelling units to be awarded for the protection of Sustainable Green Assets;
3. Minimums and maximums for density and intensity of development;
4. A functional mix of land uses including institutional, recreational, residential, public service uses, commercial, office, industrial, and other employment generating land uses;
5. Planning strategies for the public facilities;
6. Coordination of the long-term planning for public facilities with other plan elements;
7. Phasing for the Sustainable Community Overlay; and
8. Provisions for Conservation Easements.

Policy 14.4.2: Urban Development Principles and Guidelines

2. Land Use Standards

The following standards shall be met in the CUDA:

B.4. Economic Development and Employment

To promote economic development, diverse employment opportunities and to contribute to the economic sustainability of the new Sustainable Community, industrial parks and office parks shall be required in the CUDA. Such parks shall consist of the following elements:

1. Industrial Parks
 - a. Mixed- use industrial parks may consist of manufacturing and support facilities, office and office support, research-related uses. Retail uses, such as restaurants or hotels, shall also be permitted in industrial parks; however, they should locate near the periphery of the park site so as to not hinder traffic flow. Industrial parks shall be consistent with the following criteria:

B.6. Benchmarks for Balance of Land Uses Through 2030

To ensure that the CUDA develops with a mix of mutually supporting land uses during phased development through the 2030 planning period, the developer shall meet the following benchmarks for development of non-residential uses:

<i>Benchmarks For Balance of Land Uses through 2030</i>	
Prior to exceeding:	Minimum GSF of Non-Residential
1,875 Dwelling Units (25% of min. residential)	152,500 GSF (5% of min. non-residential)
3,750 Dwelling Units (50% of minimum residential)	457,500 GSF (15% of min. non-residential)
5,625 Dwelling Units (75% or minimum residential)	1,220,000 GSF (40% of min. non-residential)

The non-residential uses required for each benchmark shall be a minimum of 50% retail. Additional non-residential use added after 3,750 residential units have been built must be a minimum of 25% office park or industrial park.

Policy 15.2: SITE SPECIFIC DEVELOPMENTS (Amended by Ordinance No. 05-06-53, September 12, 2006, CPA-06-379LS, Amended by Ordinance 07-08-03, November 27, 2007, SSA): Developments possessing specific attributes raising specific issues requiring specific solutions are individually provided for by this Plan:

16. CPA-04-273: (Crutchfield Groves) Approximately 41.68 acres in Section 16, Township 35S, Range 29E, generally located in the northwest corner of US Highway 27 and S.R/66, changing the land use from “Agriculture” to “Industrial” for 38.74 acres, with the residual 2.94 acres from “Agriculture” to “Commercial” on the Future Land Use Map. The Applicant proposes development of 707,017 sq. ft. of commercial floor area.

Proposed Site Specific Conditions:

- A. The maximum square feet for commercial/industrial building floor area on this site is 707,017 sq. ft.
 - B. Internal circulation is to be provided for the industrial and with access to the B-3 Commercial internally and with right-turn in/out only for the B-3 Commercial on US Highway 27.
25. CPA-04-289A LS: (Barben) Approximately 31.35 acres in Sections 28 and 33, Township 33S, range 28E, generally located west of US27, north of the Reflections on Silver Lake Mobile Home Park, changing from “Agriculture” to “Commercial” on the Future land Use Map. The Applicant proposes development of 545,929 sq. ft. of industrial floor area.
26. CPA-04-289B LS: (Hancock) Approximately 43.25 acres in Sections 28 and 33, Township 33S, Range 28E, generally located west of US27 North of Reflections on Silver lake Mobile Home Park, changing from “Agriculture” to “Commercial” on the Future Land Use Map. The Applicant proposes development of 753,901 sq. ft. of industrial floor area.

34. CPA-04-298LS: (Crews) Approximately 75.03 acres in Section 4, Township 33S, range 28E, generally located on the east side of US27, south of the Sunpure Plant, of which 39.03 acres on the north side of Linden Street shall be designated "Industrial" and the remaining 36.0 acres on the south side of Linden Street shall be designated "High Density Residential" on the Future Land Use Map, and shall be developed as follows: The Applicant proposes development of 432 apartment units and 680,059 sq. ft. of industrial floor area.

Proposed Site Specific Conditions:

- A. Residential development shall have a total not to exceed 432 dwelling units. Industrial development shall not exceed 680,059 sq. ft. of floor area.
 - B. Industrial access will be from Sunpure Rd.
38. CPA-04-302LS: Approximately 184.0 acres in Section 35, Township 33S, Range 28E, generally located north of Lake Denton and south of Phase 3 of the Sebring Parkway, of which 4.0 acres are designated "Industrial" and the remaining 180.0 acres designated "Medium Density Residential" on the Future Land Use Map, shall be developed as follows:
- F. The industrial site currently zoned I-2 will be used for parking of agricultural equipment to include citrus trucks and trailers.
39. CPA-04-305LS: (Crews, Letta-Bonnet Groves, and Davis Enterprises) Approximately 215.25 acres in Section 28, Township 33S, Range 28E, generally located immediately south of the Avon Park Airport, changing the land use from "Agriculture" to "Industrial" on the Future Land Use Map. The Applicant proposes development of 1,910,542 sq. ft. of industrial floor area and 1,835,618 sq. ft. of commercial floor area.
41. CPA-04-309LS: (Latt Maxcy Corp.) Approximately 300 acres in Section 27, Township 35S, Range 29E, generally located on the east side of US27, south of Skipper Road, changing the land use from "Agriculture" to "Industrial" on the Future Land Use Map. The Applicant proposes development of 2,000,000 sq. ft. of industrial floor space.
50. CPA-06-359LS: (Sebring Airport Authority) Approximately 120.0 acres located in the southeast corner of the Sebring Airport Authority complex, changing the land use from "Public/Quasi-Public" to "Industrial". The proposed land use amendment will facilitate the Airport Authority to effectively administer the Airport's Master Plan and to more clearly describe the environment and the uses that are allowed.

Proposed Site Specific Conditions:

- D. Industrial uses not allowed will be the same as those not allowed in the A-1 Zoning District. A restrictive easement will be recorded in favor of the Board of County Commissioners restricting the industrial uses.
 - E. The maximum industrial development shall be limited to 2,090,880 sq. ft. (FAR 0.4).
55. CPA-06-382LS: (Whittington) An approximate 39.46 acre parcel located at 8500 Twitty Road, Sebring, south of Skipper Road, on the east side of Twitty Road and north of East Twitty Road, in Section 27, Township 36S., Range 29E., changing the land use from "Agriculture" to "Industrial".

61. CPA-06-403LS: (O.C. Farms) This amendment proposes to withdraw approximately 147.69 acres currently in citrus cultivation (Agriculture) for the purpose of developing a single family residential neighborhood (Medium Density Residential).

Proposed Site Specific Conditions:

- D. The Applicant shall dedicate additional rights-of-way as required by the County Engineer in order to meet the requirements of the Long Range Transportation Plan, the Land Development Regulations, the Highlands County Technical Standards Manual and the Capital Financial Strategy at the time of development. The Applicant shall dedicate additional right-of-way to allow development of a Team Track along the railroad track on the southwest side of the property prior to the effective date of this Comprehensive Plan amendment.
70. CPA-08-461LS: (Afton-Ranchero Road) This amendment proposes to change approximately 80.47 acres, changing the land use from "Industrial" to "Agriculture", "Commercial/Industrial Mixed Use", and "Low Density Residential" (amended by Ordinance No. 07-08-44).

Site Specific Conditions:

- B. Central water and central wastewater service shall be provided by a public entity to Parcels # 1 and # 6A (the Commercial/Industrial Mixed Use (BI) parcels) prior to or at the time of development.
72. CPA-08-468LS: (Crews and Griffin) This amendment proposes to change approximately 183 acres, changing the future land use from "Agriculture" to "Industrial" (amended by Ordinance No. 07-08-43).

Lee County Comprehensive Plan (Updated 2014)

Future Land Use Element

Policy 1.1.1: The Future Land Use Map contained in this element is hereby adopted as the pattern for future development and substantial redevelopment within the unincorporated portion of Lee County. Map 16 and Table 1(b) are an integral part of the Future Land Use Map series (see Policies 1.7.6 and 2.2.2). They depict the extent of development through the year 2030. No development orders or extensions to development orders will be issued or approved by Lee County which would allow the Planning Community's acreage totals for residential, commercial or industrial uses established in Table 1(b) to be exceeded (see Policy 1.7.6). The cities of Fort Myers, Cape Coral, Sanibel, Bonita Springs and Town of Fort Myers Beach are depicted on these maps only to indicate the approximate intensities of development permitted under the comprehensive plans of those cities. Residential densities are described in the following policies and summarized in Table 1(a). (Amended by Ordinance No. 94-29, 98-09, 07-12, 07-13)

Policy 1.1.2: The Intensive Development areas are located along major arterial roads in Fort Myers, North Fort Myers, East Fort Myers west of I-75, and South Fort Myers. By virtue of their location, the county's current development patterns, and the available and potential levels of public services, they

are well suited to accommodate high densities and intensities. Planned mixed-use centers of high-density residential, commercial, limited light industrial (see Policy 7.1.6), and office uses are encouraged to be developed as described in Policy 2.12.3., where appropriate. As Lee County develops as a metropolitan complex, these centrally located urban nodes can offer a diversity of lifestyles, cosmopolitan shopping opportunities, and specialized professional services that befit such a region. The standard density range is from seven dwelling units per acre (7 du/acre) to fourteen dwelling units per acre (14 du/acre). Maximum density is twenty-two dwelling units per acre (22 du/acre). (Amended by Ordinance No. 94-30, 09-06, 10-10)

Policy 1.1.3: The Central Urban areas can best be characterized as the “urban core” of the county. These consist mainly of portions of the city of Fort Myers, the southerly portion of the city of Cape Coral, and other close-in areas near these cities; and also the central portions of the city of Bonita Springs, Iona/McGregor, Lehigh Acres, and North Fort Myers. This is the part of the county that is already most heavily settled and which has or will have the greatest range and highest levels of urban service--water, sewer, roads, schools, etc. Residential, commercial, public and quasi-public, and limited light industrial land uses (see Policy 7.1.6) will continue to predominate in the Central Urban area with future development in this category encouraged to be developed as a mixed-use, as described in Policy 2.12.3., where appropriate. This category has a standard density range from four dwelling units per acre (4 du/acre) to ten dwelling units per acre (10 du/acre) and a maximum density of fifteen dwelling units per acre (15 du/acre). (Amended by Ordinance No. 94-30, 02-02, 09-06)

Policy 1.1.5: The Suburban areas are or will be predominantly residential areas that are either on the fringe of the Central Urban or Urban Community areas or in areas where it is appropriate to protect existing or emerging residential neighborhoods. These areas provide housing near the more urban areas but do not provide the full mix of land uses typical of urban areas. The standard residential densities are the same as the Urban Community category. Higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. Bonus densities are not allowed. (Amended by Ordinance No. 94-30)

Policy 1.1.6: The Outlying Suburban areas are characterized by their peripheral location in relation to established urban areas. In general, these areas are rural in nature or contain existing low-density development. Some, but not all, of the requisite infrastructure needed for higher density development is generally planned or in place. It is intended that these areas will develop at lower residential densities than other Future Urban Areas. As in the Suburban areas, higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to three dwelling units per acre (3 du/acre). Bonus densities are not allowed. (Amended by Ordinance 91-19, 03-20, 07-09)

Policy 1.1.7: The Industrial Development areas play an important role in strengthening the county's economic base and will become increasingly important as the county grows in size and urban complexity. To a great extent these are the areas to which Lee County must look for expanded job opportunities, investments and production opportunities, and a balanced and sufficient tax base. These areas have special locational requirements that are more stringent than those for residential areas,

including transportation needs (e.g., air, rail, highway); industrial levels of water, sewer, fire protection, and other urban services; and locations that are convenient for employees to reach. Whereas, the other Future Urban Areas will include a broad combination of residential, commercial, public and limited industrial land uses, the Industrial Development area is to be reserved mainly for industrial activities per se, as well as for selective land use mixtures such as the combined uses of industrial, manufacturing, research, properly buffered recreational uses (except where precluded by airport hazard zone regulations) and office complex (if specifically related to adjoining industrial uses) that constitute a growing part of Florida's economic development sector. New limerock mining and fill dirt operations must be approved through the Mine Excavation Planned Development rezoning process in accordance with the Lee County Land Development Code. The 14± acre parcel redesignated by CPA2006-14 from the Suburban to the Industrial Development future land use category, located north of Bayshore road and south of ACL Railroad right of way in Section 20, Township 43 South, Range 25 East will have a maximum Floor Area Ratio of 0.3. The 138± acres redesignated by CPA2008-07 from the Central Urban and Urban Community categories to the Industrial Development future land use category, within the Lehigh Acres Planning Community, will have a maximum Floor Area Ratio of 1.0. Retail and commercial service uses supporting neighboring industrial uses are allowed if the following criteria are met:

1. Retailing and/or wholesaling of products manufactured or directly related to that manufactured on the premises;
2. Commercial uses are integrated into the primary R&D/Industrial development; or,
3. Commercial service and retail uses may not exceed 20% of the total acreage within the Industrial Development areas per each Planning Community.

(Amended by Ordinance No. 94-30, 98-09, 99-15, 02-02, 09-06, 09-12, 10-14, 10-16, 10-20)

Policy 1.1.10: The Commercial areas are located in close proximity to existing commercial areas or corridors accommodating employment centers, tourist oriented areas, and where commercial services are necessary to meet the projected needs of the residential areas of the County. These areas are specifically designated for commercial uses. Residential uses, other than bona fide caretaker residences, are not permitted in this future land use category except to the extent provided in Chapter XIII of the Plan. The Commercial areas are areas where residential uses are not expected or compatible due to the nature of the surrounding land uses and their location along major travel corridors. The commercial designation is intended for use where residential development would increase densities in areas such as the Coastal High Hazard Areas of the County or areas such as Lehigh Acres where residential uses are abundant and existing commercial areas serving the residential needs are extremely limited.

The requisite infrastructure needed for commercial development is generally planned or in place. New developments in this category must connect to a potable water and sanitary sewer system. Commercial retail developments, hotels and motels, banks, all types of office development, research and development, public, and other similar development will predominate in the Commercial areas. Limited light industrial uses are also permitted, excluding outdoor storage type uses. Any redesignation of land to the Commercial land use category should occur along major travel corridors and at road intersections. The planned development rezoning process must be used to prevent adverse impacts to the

surrounding areas and to ensure that appropriate site development regulations are incorporated into the development plans of each site. A maximum Floor Area Ratio (FAR) of 1 will be used as an index of intensity of development in the commercial category. Lee Plan Policies 28.2.11 and 29.1.8 specify portions of the North Fort Myers and Fort Myers Shores Planning Communities, where the maximum permitted FAR is 0.26 and 0.25 respectively. Development in this future land use category is not required to comply with the site location criteria provided in Goal 6 when appropriate site development regulations are incorporated into the planned development.

(Added by Ordinance No. 07-09, Amended by Ordinance No. 10-34)

Policy 1.1.11: The Sub-Outlying Suburban areas are residential areas that are predominantly low-density development. Generally the requisite infrastructure needed for higher density development is not planned or in place. It is intended that these areas will develop at lower residential densities than other Future Urban Areas and are placed within communities where higher densities are incompatible with the surrounding area and where there is a desire to retain a low-density community character. Higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to two dwelling units per acre (2 du/acre). Bonus densities are not allowed.

Policy 1.2.1: Airport Lands includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport through the year 2030. The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Wetland mitigation for any future expansion or development of aviation and non-aviation uses on Airport Lands must be designed so it does not create a wildlife hazard. Development and land management practices on airport property will be in accordance with FAA directives and other required agency approvals. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

Policy 1.2.2: The Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2030. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport-related terminals or transfer facilities; hotels/motels, meeting facilities; and office uses. Stand alone retail commercial uses intended to support and compliment the surrounding business and industrial land uses are permitted if they are

approved as part of a Development of Regional Impact (DRI) or Planned Development rezoning. Stand alone retail commercial uses are limited to 1 acre out of every 10 Tradeport and preserved wetland acres within the project. To provide an incentive to preserve upland habitat, Developments of Regional Impact or Planned Developments may also receive additional stand alone retail acres at the rate of 1 additional acre out of every 10 acres of preserved and enhanced uplands within the project that protect wetlands, flowways or occupied listed species habitat. Ancillary retail commercial uses, related directly to the sale of products manufactured or services provided in the Tradeport, are allowed if they are part of a Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone B. Limerock mining may be approved through the Mine Excavation Planned Development rezoning process for the land designated Tradeport on the Future Limerock Mining map (Map 14.) Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttable presumed to be necessary to protect potential groundwater resources in the area. (Amended by Ordinance No. 94-30, 02-02, 03-04, 04-16, 07-09, 09-06, 10-14, 10-20, 10-37)

Policy 1.3.1: The Industrial Interchange areas allow combinations of light industry, research, and office uses. In addition, certain visitor-serving commercial uses such as restaurants and hotels are appropriate. (Amended by Ordinance No. 98-09)

Policy 1.3.2: The General Interchange areas are intended primarily for land uses that serve the traveling public: service stations, hotel, motel, restaurants, and gift shops. But because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial and light industrial/commercial. (Amended by Ordinance No. 94-30, 99-18)

Policy 1.3.4: The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area and light industrial uses will be a minimum of 50% of the total floor area. (Amended by Ordinance No. 07-10)

Policy 1.3.5: The University Village Interchange land use category is designed to accommodate both interchange land uses and non-residential land uses related to the University. Development within this interchange area may or may not be related to, or justified by the land use needs of the University. Land uses allowed within this area include those allowed in the Industrial Commercial Interchange category and the associated support development allowed in the University Village. The overall average intensity

of non-residential development will be limited to 10,000 square feet of building area per non-residential acre allowed pursuant to Map 16 and Table 1(b). See the definition of Associated Support Development in the Glossary. Cooperative master planning and approval by the Florida Gulf Coast University Board of Trustees will be required prior to development within this land use category. Additionally, any development which meets or exceeds the Development of Regional Impact thresholds, either alone or through aggregation, must conform to the requirements of Chapter 380 F.S. (Added by Ordinance No. 92-47, Amended by Ordinance No. 94-30, 00-22, 10-40)

Policy 1.4.4: Open Lands are upland areas that are located north of Rural and/or sparsely developed areas in Township 43 South. These areas are extremely remote from public services and are characterized by agricultural and low-density residential uses. Commercial and industrial uses are permitted in this category in accordance with the standards in the Rural category. The maximum density in this category is one dwelling unit per ten acres (1 du/10 acres); except that a maximum density of one dwelling unit per five acres (1 du/5 acres) is permitted if the planned development process is used to prevent adverse impacts on environmentally sensitive lands (as defined in Policy 107.1.1.4). (Added by Ordinance No. 94-30)

Policy 1.7.6: The Planning Communities Map and Acreage Allocation Table (see Map 16 and Table 1(b) and Policies 1.1.1 and 2.2.2) depicts the proposed distribution, extent, and location of generalized land uses for the year 2030. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No development orders or extensions to development orders will be issued or approved by Lee County that would allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded. This policy will be implemented as follows:

1. For each Planning Community the County will maintain a parcel based database of existing land use. The database will be periodically updated at least twice every year, in September and March, for each Planning Community.
2. Project reviews for development orders must include a review of the capacity, in acres, that will be consumed by buildout of the development order. No development order, or extension of a development order, will be issued or approved if the project acreage, when added to the acreage contained in the updated existing land use database, exceeds the limitation established by Table 1(b), Acreage Allocation Table regardless of other project approvals in that Planning Community. For limerock mining in Planning Community #18, see special requirements in Policy 33.1.4 regarding industrial acreages in Table 1(b).
3. At each regularly-scheduled date for submission of the Lee Plan Evaluation and Appraisal Report, the County must conduct a comprehensive evaluation of Planning Community Map and the Acreage Allocation Table system, including but not limited to, the appropriateness of land use distribution, problems with administrative implementations, if any, and areas where the Planning Community Map and the Acreage Allocation Table system might be improved. (Amended by Ordinance No. 94-29, 98-09, 00-22, 07-13, 10-20)

Policy 1.7.13: The Future Limerock Mining overlay (Map 14) identifies sufficient land near the traditional Alico Road industrial corridor for continued limerock mining to meet regional demands through the Lee

Plan's planning horizon (currently 2030). See Objective 33.1 and following policies. (Added by Ordinance No. 10-20)

Policy 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M). (Added by Ordinance No. 09-14)

Policy 2.1.1: Most residential, commercial, industrial, and public development is expected to occur within the designated Future Urban Areas on the Future Land Use Map through the assignment of very low densities to the non-urban categories.

Policy 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1,400 acres to the Tradeport category just south of the Southwest Florida International Airport. (Added by Ordinance No. 97-05, Amended by Ordinance No. 00-22, 04-16)

Policy 2.6.3: Within the Charleston Park CRA residential, commercial and industrial uses which meet the needs of the low-income residents and which are suitable to the scale and location of the community and will be compatible with the residential character of the community and consistent with the adopted CRA plan will be permitted. (Amended by Ordinance No. 92-35, Relocated by Ordinance No. 94-30, Amended by Ordinance No. 00-22, Relocated by Ordinance No. 07-12)

Policy 2.12.2: Future development within the Tradeport and Industrial Development future land use categories is strongly encouraged to be designed to include a mixture of research and development, industrial, and related office uses, where appropriate. (Added by Ordinance No. 09-06)

Policy 2.12.3: Future development within the Intensive Development, Central Urban, and Urban Community future land use categories is strongly encouraged to be development as a mixed use with two or more of the following uses: residential, commercial (including office), and light industrial (including research and development use). When residential use is one of three uses proposed, in a mixed use development, residential densities may be developed as provided for under the Glossary terms: "Mixed Use", "Mixed Use Building", and "Density". (Added by Ordinance No. 09-06)

Policy 5.1.4: Prohibit residential development in all Industrial Development areas and Airport Noise Zone B as indicated on the Future Land Use Map, except for residences in the Industrial Development

area for a caretaker or security guard, and except as provided in Chapter XIII. (Amended by Ordinance No. 94-30, 07-09)

GOAL 7: INDUSTRIAL LAND USES. To promote opportunities for well-planned industrial development at suitable locations within the county.

OBJECTIVE 7.1: All development approvals for industrial land uses must be consistent with the following policies, the general standards under Goal 11, and other provisions of this plan. (Amended by Ordinance No. 94-30)

Policy 7.1.1: In addition to the standards required herein, the following factors apply to industrial rezoning and development order applications:

1. The development must comply with local, state, and federal air, water, and noise pollution standards.
2. When located next to residential areas, industry must not generate noise levels incompatible with the residential development.
3. Bulk storage or production of toxic, explosive, or hazardous materials will not be permitted near residential areas.
4. Contamination of ground or surface water will not be permitted.
5. Applications for industrial development will be reviewed and evaluated as to:
 - a. air emissions (rezoning and development orders);
 - b. impact and effect on environmental and natural resources (rezoning and development orders);
 - c. effect on neighbors and surrounding land use (rezoning);
 - d. impacts on water quality and water needs (rezoning and development orders);
 - e. drainage system (development orders);
 - f. employment characteristics (rezoning);
 - g. fire and safety (rezoning and development orders);
 - h. noise and odor (rezoning and development orders);
 - i. buffering and screening (planned development rezoning and development orders);
 - j. impacts on transportation facilities and access points (rezoning and development orders);
 - k. access to rail, major thoroughfares, air, and, if applicable, water (rezoning and development orders);
 - l. utility needs (rezoning and development orders); and
 - m. sewage collection and treatment (rezoning and development orders).

(Amended by Ordinance No. 00-22)

Policy 7.1.2: Industrial developments requiring rezoning and meeting Development of County Impact (DCI) thresholds must be developed as Planned Developments designed to arrange uses as an integrated and cohesive unit in order to:

1. promote compatibility and screening;
2. reduce dependence on the automobile;

3. promote pedestrian movement within the development;
4. utilize joint parking, access and loading facilities;
5. avoid negative impacts on surrounding land uses and traffic circulation;
6. protect natural resources; and
7. provide necessary facilities and services where they are inadequate to serve the proposed use.

(Amended by Ordinance No. 94-30, 98-09, 00-22)

Policy 7.1.3: Industrial land uses must be located in areas appropriate to their special needs and constraints, including, but not limited to, considerations of: topography; choice and flexibility in site selection; access by truck, air, deep water, and rail; commuter access from home-to-work trips; and utilities; greenbelt and other amenities; air and water quality considerations; proximity to supportive and related land uses; and compatibility with neighboring uses. (Amended by Ordinance No. 93-25, 94-30, 00-22)

Policy 7.1.4: The Future Land Use Map must designate a sufficient quantity of land to accommodate the minimum allocated land area found in Policy 1.7.6 and related Table 1(b), where appropriate. Lee County will monitor the progress of development and the number of acres converted to industrial use as part of every Evaluation and Appraisal Report (EAR). This acreage may be adjusted to accommodate increases in the allocations. (Amended by Ordinance No. 93-25, 94-30, 00-22, 09-06)

Policy 7.1.5: The timing and location of industrial development will be permitted only with the availability and adequacy of existing or planned services and facilities. (Amended by Ordinance No. 00-22)

Policy 7.1.6: Land that is located outside of the Industrial Development, Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

- a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or
- b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development. (Amended by Ordinance No. 94-30, 98-09, 99-18, 04-16)

Policy 7.1.7: Permit agriculturally-related industrial uses that directly serve the rural and agricultural community in areas indicated on the Future Land Use Map as Rural or Open Lands, provided they have adequate fire protection, transportation, and wastewater treatment and water supply, and have no adverse effect on surrounding land uses and natural resources. These determinations will be made during the rezoning process. (Amended by Ordinance No. 94-30, 00-22)

Policy 7.1.8: Land development regulations will require that industrial uses be adequately buffered and screened from adjacent existing or proposed residential areas so as to prevent visual blight and noise pollution. (Amended by Ordinance No. 00-22)

Policy 7.1.9: Industrial development will not be permitted if it allows industrial traffic to travel through predominantly residential areas. (Amended by Ordinance No. 00-22)

Policy 7.1.10: All county actions relating to industrial land uses must be consistent with the goals, objectives, and policies of the Economic element of this Plan. (Added by Ordinance No. 94-30, Amended by Ordinance No. 00-22)

GOAL 8: MARINE-ORIENTED LAND USES. To designate prime locations for marine-oriented land uses and protect them from incompatible or pre-emptive land uses.

OBJECTIVE 8.1: Existing marinas, fish houses, and port facilities indicated on the Future Land Use Map as having water-dependent overlay zones will be reclassified by the county to commercial and industrial marine zoning categories to protect their rights to rebuild and expand and to prevent their conversion to non-water-dependent uses without a public hearing. (See Map 12) (Amended by Ordinance No. 94-30, 00-22)

OBJECTIVE 8.2: All development approvals for marine-oriented land uses must also comply with requirements in the Ports, Aviation and Related Facilities sub-element, Objective 128.5: Marine Facilities Siting Criteria, and Objective 128.6: Marina Design Criteria. (Amended by Ordinance No. 94-30, 00-22, 07-09)

Policy 10.1.4: Limerock mining may be permitted only in accordance with Objective 33.1 and its policies. Other natural resource extraction activities such as fill dirt operations (and ancillary industrial uses may be permitted as follows:

1. In areas indicated on the Future Land Use Map as Rural, Open Lands, and Density Reduction/Groundwater Resource, provided they have adequate fire protection, transportation facilities, wastewater treatment and water supply, and provided further that they have no significant adverse effects such as dust and noise on surrounding land uses and natural resources. In the Density Reduction/Groundwater Resource category, fill dirt operations are further restricted in accordance with Policy 33.1.5.
2. In order to reduce transport costs and minimize wear on the county's roadways, the extraction and transport of fill material may also be permitted as an interim use in the Future Urban Areas provided that the above requirements are met; however, special restrictions may also be applied to protect other land uses. These determinations will be made during the rezoning process. Ancillary crushing of limerock strata embedded within fill material may be permitted for use on-site.

(Amended by Ordinance No. 94-30, 00-22, 02-02, 10-20)

Policy 12.1.1: New development and substantial redevelopment within the Industrial Development and the Destination Resort Mixed Use Water Dependent land use categories on San Carlos Island will be

permitted only in accordance with the following criteria. (See glossary for definitions and Map 2 for map boundaries.) However, in no event will Lee County permit new or expanded petroleum facilities which would serve uses other than marine-related uses. (Amended by Ordinance No. 10-38)

1. At the foot of the Matanzas Pass Bridge - Within the water-dependent overlay zone which is defined as land within 150 feet of the shoreline: water-dependent marine industrial uses and water-dependent functions of recreational marinas.
 - Landward of the overlay zone (150-foot line): marine industrial uses, in addition to water-related accessory uses which may be permitted to occupy up to 50% of that portion of a parcel lying landward of the 150-foot line.
2. North of Main Street - Within the water-dependent overlay zone, which is defined as land within 150 feet of the shoreline: water-dependent marine industrial uses and recreational marinas.
 - Landward of the overlay zone (150-foot line): marine industrial uses, in addition to commercial or marine industrial uses which support the major industrial activities and recreational marinas.
3. South of Main Street - Within the water-dependent overlay zone which is defined as land within 300 feet of the shoreline: water-dependent marine industrial uses as well as those uses described under Goal 31 and Policy 31.3.4.
 - Landward of the overlay zone (300-foot line): marine industrial uses; in addition, dry-storage recreational marinas may also be permitted through the “planned development” rezoning process, provided the following is clearly demonstrated:
 - Water access can be provided with only minimal interference to the waterfront industrial uses; and
 - Adequate road access is provided for the waterfront industrial uses; and
 - Any other commercial uses (such as food service or retail space) must be clearly ancillary to the recreational marina or industrial uses and comprise no more than five percent (5%) of the site, unless located within the Destination Resort Mixed Use Water Dependent future land use category.

(Amended by Ordinance No. 10-38)

4. Water-Dependent Overlay Zones in General - The water-dependent overlay zones will be included in the Lee County Zoning Regulations and may be the subject of deviation requests during the “planned development” rezoning process. This provision is particularly intended to encourage joint use of parking, access easements, and stormwater retention facilities where such joint use does not negate the essential purpose of the overlay zones. (This also applies to the water-dependent overlay zones elsewhere on San Carlos Island as described in Policy 12.1.1.)
5. Ancillary Commercial Uses - Wherever water-dependent, marine industrial uses are permitted, water-related ancillary commercial uses may also be permitted, provided they are clearly subordinate to the parcel's principal use and their total development area (building, parking, required buffers, water retention, etc.) does not exceed fifteen (15) percent of the parcel's total area. However, at the foot of the Matanzas Pass Bridge, this percentage may be increased to twenty-five (25) percent so long as the resulting commercial use of land lying in the Industrial Development land use category does not exceed fifty (50) percent of all land in that category that is

under unified ownership or control as of March 1, 1988. (Amended by Ordinance No. 94-30,99-15, 00-22)

6. Destination Resort Mixed Use Water Dependent Future Land Use Category – Development within this land use category must be consistent with the requirements of Goal 31. (Added by Ordinance No. 10-38)

Policy 12.1.2: New development and substantial redevelopment within a portion of the Urban Community land use category on San Carlos Island will be subject to the additional requirement that within a water-dependent overlay zone, wet or dry storage recreational marinas and other water-dependent uses only will be permitted. This water-dependent overlay zone affects two separate areas, both lying south of Main Street and east of San Carlos Boulevard, as depicted on Map 2 and described as follows:

- land within 150 feet of the shoreline along the inlet (between other lands designated as Industrial Development but exempting the Gulf Cove Trailer Park); and
- land within 300 feet of the shoreline and lying east of, and within 930 feet of, the main Industrial Development area.

(Relocated by Ordinance No. 99-15, Amended by Ordinance No. 00-22)

Policy 14.4.1: The designated Future Urban Area at Pine Island Center is targeted for most future commercial and industrial uses, as permitted by other portions of this plan.

Policy 18.1.7: A diverse mixture of land uses will be encouraged within the University Community. Compatibility will be addressed through project design, including adequate buffering or other performance measures, therefore allowing adjacent appropriate industrial, residential and commercial land uses where such locations represent good planning. In reviewing zoning requests within the University Community, Lee County will consider noise, odor, visual, security and traffic impacts in determining land use compatibility. Because of the required cooperative master planning with and approval by the Board of Regents, the required compatibility review and the requirement that commercial land uses within the University Village be related to the University, development within the University Community will not be subject to the site location standards set forth in Goal 6 of the Lee Plan. (Amended by Ordinance No. 94-30, 00-22)

GOAL 20: BAYSHORE COMMUNITY. To protect the existing rural residential, agricultural and equestrian-oriented character of the community by maintaining low residential densities and minimal commercial activities, while excluding incompatible uses that are destructive to the character of this rural residential environment. For the purposes of this goal and related objectives and policies, the boundaries of the Bayshore Community will be I-75 on the west, SR 31 on the east, the Caloosahatchee River on the south and the Charlotte County line on the north. (Added by Ordinance No. 03-02).

Policy 20.1.3: No new industrial activities or industrial rezonings are permitted. (Added by Ordinance No. 03-02)

Policy 20.1.4: No new mining uses or commercial excavations are permitted. (Added by Ordinance No. 03-02)

Policy 22.3.4: Lee County will seek to direct service vehicles and delivery vehicles to designated unloading zones. Due to the traffic congestion in the Historic District, Lee County will assist in establishing time restrictions on service and delivery trucks during peak traffic periods, such as those occurring in March and April. (Added by Ordinance No. 05-19)

Policy 22.3.5: For all new development and redevelopment, Lee County will continue to support and improve design and permitting efforts through the site plan review process that adequately address truck deliveries, emergency vehicle access, and solid waste disposal. (Added by Ordinance No. 05-19)

Policy 23.6.1: The Palm Beach Boulevard community will work with Lee County, the State of Florida and the Seminole Gulf Railroad to create a linear park along the railroad in order to enhance community recreational opportunities. (Added by Ordinance No. 07-09)

Policy 26.1.4: New industrial activities or changes of land use that allow future industrial activities, not directly associated with Alva's commercial agriculture, are prohibited in Alva. By 2014, Alva will work with Lee County to establish regulations in the land development code to further this policy. (Added by Ordinance No. 11-21)

Policy 27.4.3: By the end of 2009, Lee County will evaluate the Industrial Development Future Land Use designation to determine if an amendment to change the Industrial Development designation to the Central Urban Future Land Use designation should be considered to accommodate all existing industrial uses as well as the transition to mixed-use development and redevelopment. (Added by Ordinance No. 09-08)

Policy 27.4.4: New stand-alone industrial development that requires rezoning within the Page Park Community must be rezoned as an Industrial Planned Development (IPD). (Added by Ordinance No. 09-08)

Policy 31.1.1: These areas can best be characterized by their proximity to the water and need for redevelopment due to changes in the market and outdated development patterns. By virtue of their proximity to navigable water and availability of public services, these locations are suited to accommodate a mixture of uses that range between residential, resort, commercial and industrial type activities that benefit from access to the water front. As Lee County moves toward being a larger metropolitan area and a world class destination, these types of developments can offer a diverse living, working and vacationing experience that benefit the entire area while being environmentally friendly and economically viable. The density ranges from 6 dwelling units per acre to 9.36 dwelling units per acre. Residential densities in developments that include commercial and residential uses in the same project or same building may be developed as provided for under the Glossary terms: "Mixed Use," "Mixed Use Building," and "Density." (Added by Ordinance No. 09-15)

OBJECTIVE 31.8: SERVICE AREA AND EQUIPMENT. Ensure that service and function areas are planned and designed to have the least amount of impact on the general public and adjacent neighbors. This can be accomplished by providing adequate space and incorporating these elements into the project at an early stage. (Added by Ordinance No. 09-15)

Policy 31.8.1: Materials, supplies, or equipment must be stored inside a closed building or behind a suitable barrier so as not to be visible to the general public or to an adjoining site. Loading doors and service areas must be screened, or buffered by landscaping, so as not to be visible from any street or from any adjoining residential site. Adequate area must be provided on site for loading and maneuvering of trucks and other vehicles so that operations will not be carried out in the street. (Added by Ordinance No. 09-15)

Policy 32.14.4: Lee County will not permit mine truck traffic from mines established in Hendry County to utilize Lee County maintained roads within the Lehigh Acres Planning Community as a primary access. Mines within Hendry County may establish secondary access points to Lee County maintained roads for emergency access purposes only. (Added by Ordinance No. 10-16)

OBJECTIVE 33.1: LIMEROCK MINING. Designate on a Future Land Use Map overlay sufficient land near the traditional Alico Road industrial corridor for continued limerock mining to meet regional demands through this plan's horizon (currently 2030). (Added by Ordinance No. 10-20)

Policy 33.1.1: Limerock mining is a high-disturbance activity whose effects on the surrounding area cannot be completely mitigated. To minimize the impacts of mining on valuable water resources, natural systems, residential areas, and the road system, Map 14 identifies Future Limerock Mining areas that will concentrate limerock mining activity in the traditional Alico Road industrial corridor east of I-75. By formally identifying such areas in this plan and allowing rezonings for new and expanded limerock mines only in the areas identified in Map 14, limerock resources in or near existing disturbed areas will be more fully utilized and the spread of limerock mining impacts into less disturbed environments will be precluded until such time as there is a clear necessity to do so (and Map 14 is amended accordingly). Inclusion of land on Map 14 does not restrict the rights of landowners to use their land for other allowable purposes. (Added by Ordinance No. 10-20)

Policy 33.1.2: Most land identified on Map 14 is in the Density Reduction/Groundwater Resource land use category (see Policy 1.4.5) and will also be subject to those special requirements. Future Limerock Mining land outside the DR/GR area will also be subject to requirements of the appropriate designation on Map 14. Goal 10 and its objectives and policies contain additional guidance on mining. The Land Development Code will continue to provide additional details on mining approvals and operations. (Added by Ordinance No. 10-20)

Policy 33.1.3: Concurrent with the update of Map 14 in 2010, the Lee Plan was amended to improve the ability to efficiently mine in Future Limerock Mining areas. An exception was made to the requirement in Policy 1.4.5 that DR/GR land uses must demonstrate compatibility with maintaining surface and groundwater levels at their historic levels. Under this exception, land in Future Limerock Mining areas may be rezoned for mining when the impacts to natural resources including water levels and wetlands

are offset through appropriate mitigation within Southeast Lee County. The Land Development Code will be amended and maintained to include provisions for assessing and mitigating mining impacts and for transferring residential development rights from land zoned for limerock mining pits. Appropriate mitigation for water levels will be based upon site-specific data and modeling acceptable to the Division of Natural Resources. Appropriate wetland mitigation may be provided by preservation of high quality indigenous habitat, restoration or reconnection of historic flowways, connectivity to public conservation lands, restoration of historic ecosystems or other mitigation measures as deemed sufficient by the Division of Environmental Sciences. It is recommended that, whenever possible, wetland mitigation be located within Southeast Lee County. The Land Development Code will be revised to include provisions to implement this policy. (Added by Ordinance No. 10-20)

Policy 33.1.4: Table 1(b) contains industrial acreage in Southeast Lee County that reflects the acreage of limerock mining pits needed to meet local and regional demand through the year 2030. The parcel-based database of existing land uses described in Policy 1.7.6 will be updated at least every seven years to reflect additional data about limerock mining in Southeast Lee County, including mining acreage zoned (project acres and mining pit acreage), pit acreage with active mine operation permits, acreage actually mined, and acreage remaining to be mined. Current totals are based on data compiled in Prospects for Southeast Lee County for the year 2006. Future amendments will reflect any additional data that becomes available through routine monitoring reports and bathymetric surveys or other credible sources. The industrial acreage totals for Southeast Lee County that are found in Table 1(b) for Planning Community #18 will be used for the following purposes:

1. In accordance with Policies 1.1.1 and 1.7.6, new mine development orders and mine development order amendments may be issued provided that the industrial acreage totals in Table 1(b) are not exceeded. For purposes of this computation, the proposed additional limerock pit acreage, when added to the acreage of limerock pits already dug, cannot exceed the acreage limitation established in Table 1(b) for Planning Community #18.
2. By monitoring the remaining acreage of land rezoned for mining but not yet mined, Lee County will have critical information to use in determining whether and to what extent the Future Limerock Mining areas in Map 14 may need to be expanded in the future to meet local and regional demands.

(Added by Ordinance No. 10-20)

Policy 33.1.5: The sale of overburden from approved limerock mines is encouraged because converting overburden into fill material avoids additional mining at other locations. However, shallow mines that produce primarily fill dirt should be sited as close as possible to locations of high demand to minimize the distance that fill material must be trucked to likely destinations (see also Policy 10.1.1). In Southeast Lee County shallow mines are generally unnecessary because fill dirt is available as a byproduct of limerock mines; however, shallow mines may be permitted on sites immediately adjoining areas of high demand for fill dirt such as Lehigh Acres. (Added by Ordinance No. 10-20)

Policy 33.1.6: Asphalt and concrete can be recycled to produce aggregate that is comparable to the products of limerock mines. Lee County should be a leader in using recycled aggregate in its construction

projects and in encouraging privately operated recycling facilities in appropriate locations to minimize the need to mine or import additional aggregate. (Added by Ordinance No. 10-20)

Policy 33.1.7: Protect agricultural activities on lands designated as Agricultural on the agricultural overlay (see Map 20) from the impacts of new natural resource extraction operations, recreational uses, and residential developments. However, in Future Limerock Mining areas (see Map 14), agricultural activities may be limited to the interim period prior to mining or may need to coexist with adjoining mining activities and mining pits. (Added by Ordinance No. 10-20)

Transportation Element

GOAL 46: COORDINATED SYSTEM OF RAILWAYS, AVIATION, PORTS, AND ROADS. Develop and maintain a coordinated system of railways, aviation, ports, roads, and related facilities to facilitate the safe and efficient movement of commerce, consistent with community values and economic objectives. (Amended by Ordinance No. 99-15)

OBJECTIVE 46.1: EXPANDED PORT AUTHORITY. By 2005 the county will investigate the possible expansion of the current role of the Lee County Port Authority to deal with all issues over which it has statutory authority. (Amended by Ordinance No. 99-15)

Policy 46.1.1: The county will coordinate with the Lee County Airports Special Management Committee on recommended expansion of the Port Authority's role in order to further integrate the county's different modes of transportation. (Amended and Relocated by Ordinance No. 99-15, Relocated by Ordinance No. 07-09)

OBJECTIVE 46.2: FUTURE LAND USES. The county will encourage the location of suitable commerce movement support facilities such as warehouses, cargo handling facilities, and transfer points at areas appropriately designated on the Future Land Use Map. (Amended by Ordinance No. 99-15)

Policy 46.2.1: The following interchange areas are appropriate examples of truck terminal transfer points: Lockett Road, Daniels Parkway, and Alico Road. (Amended by Ordinance No. 99-15)

Policy 46.2.2: Residential and commercial development proposals within the vicinity of existing or proposed commodity movement facilities must demonstrate land use compatibility with these uses during the rezoning process and propose mitigation measures for adverse impacts. (Amended by Ordinance No. 99-15)

Policy 46.2.3: The county will develop a study of possible additional warehousing, cargo handling facilities, and transfer points that may be needed for viable commerce movement, and recommend the undertaking of these projects to such entities as the Horizon Council, Industrial Development Authority and the Lee County Port Authority. (Amended by Ordinance No. 99-15)

OBJECTIVE 46.3: AGENCY COORDINATION. The county will require port operators to obtain all required permits and leases prior to the construction of new or improved port facilities; construction and operation of the facilities will be performed in close cooperation with the appropriate federal, state, and local agencies including but not limited to the U.S. Army Corps of Engineers, Department of

Environmental Protection, Metropolitan Planning Organization and the Florida Department of Transportation to ensure that access routes to ports are properly integrated with other means of transportation. (Amended by Ordinance No. 99-15)

Policy 46.3.1: Private ports, in cooperation with the U.S. Coast Guard and the state, will be prepared to contain spills of petroleum and other toxic materials. Petroleum ports will have containment devices on site. The adequacy of proposed containment measures will be evaluated during the rezoning or development-of-regional-impact process. (Amended by Ordinance No. 99-15)

Policy 46.3.2: The county will encourage rail providers, as appropriate, to provide rail access to the ports and the Southwest Florida International Airport where feasible. (Amended by Ordinance No. 99-15, 07-09)

Policy 46.3.3: The county will encourage private investors to develop and use rail freight facilities by encouraging construction of connecting rail tracks in a manner consistent with this plan, and seeking the necessary funding to maintain and improve Lee County's rail link. (Amended and Relocated by Ordinance No. 99-15)

Policy 46.3.4: The county will encourage discussions between the Florida High Speed Rail Commission and appropriate local groups in regards to the location of a high speed rail train in the county in a manner consistent with this plan. (Amended and Relocated by Ordinance No. 99-15)

Policy 46.3.5: The county will prepare a coordinated intermodal transportation management program for surface water, and air transportation. (Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 07-09)

OBJECTIVE 46.4: COORDINATION OF ELEMENTS. Port operators will be required to abide by all relevant parts of the Lee Plan in the construction and operation of the ports, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Amended by Ordinance No. 98-09, 99-15)

Policy 46.4.1: Adverse structural and non-structural impacts upon natural resources from port facilities will be mitigated, and natural resources will be preserved and protected. These issues will be evaluated during the rezoning and development-of-regional-impact processes. (Amended by Ordinance No. 99-15)

Policy 46.4.2: In order to protect ports and related facilities from the encroachment of incompatible land uses, development proposals (including but not limited to residential and commercial uses within the vicinity of existing or proposed ports and railways and related facilities) must demonstrate land use compatibility with these uses and propose mitigation measures for any adverse impacts during the rezoning and development-of-regional-impact processes. (Amended by Ordinance No. 99-15)

GOAL 47: COORDINATED SYSTEM OF AVIATION FACILITIES. Develop and maintain a coordinated system of aviation facilities to facilitate the safe, cost-effective, and efficient movement of commerce consistent with community values and economic objectives. (Amended by Ordinance No. 99-15)

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth the capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b). Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plans (Map 3F and 3G). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations. (Amended by Ordinance No. 98-09, 99-15, 04-16, 09-14)

Policy 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the Development Schedules (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16, 09-14)

Policy 47.1.2: The development potential of Southwest Florida International Airport will continue to be protected by the acquisition of additional land for runway and taxiway, road access, storm water management, and environmental mitigation use, consistent with the adopted Airport Master Plan and the Port Authority's Capital Improvement Program. (Amended by Ordinance No. 98-09, 99-15, 07-09)

Policy 47.1.3: The Port Authority will continue to expand existing and proposed aviation facilities such as the terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand. (Amended by Ordinance No. 98-09, 99-15, 04-16)

Policy 47.1.4: The Port Authority will continue to investigate commercial and industrial potentials at Page Field and at Southwest Florida International Airport through market surveys and the solicitation and receipt of acceptable proposals for land lease at fair market value as well as efforts to cultivate appropriate public/private partnerships in pursuing this potential. (Amended by Ordinance No. 98-09, 07-09)

Policy 47.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. This will be accomplished by actively: (1) seeking to increase international commerce movement; (2) implementing an international marketing program designed to increase tourist activity; (3) continuing planning efforts to ensure availability of adequate airport facilities to accommodate increases in international air traffic; and, (4) pursuing development of international corporate activity. (Amended by Ordinance No. 99-15, 04-16)

Policy 47.1.6: The Port Authority will maintain guidelines for the location, development, and operation of private aviation facilities that would add to Lee County's overall tax base. (Amended by Ordinance No. 99-15)

Policy 47.1.7: The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted. (Amended by Ordinance No. 98-09, 99-15)

OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY. The county and Port Authority will evaluate development proposals for property located within the vicinity of existing aviation facilities to ensure land use compatibility, to preclude obstructions to aircraft operations, and to protect airport capacities. (Amended by Ordinance No. 99-15, 07-09)

Policy 47.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan (Map 3F) an “Ultimate Passenger Multi Modal” area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property. (Amended by Ordinance No. 99-15, 04-16, 11-16)

Policy 47.2.2: The county will coordinate with the Port Authority to ensure that regulations in the Lee County Land Development Code restrict land uses in areas covered by the Airport Noise Zones (ANZ) to those uses that are compatible with the operation of the airport. (Amended by Ordinance No. 99-15)

Policy 47.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation uses at the airports and suggest aviation-related uses as appropriate. (Amended by Ordinance No. 99-15, 04-16)

Policy 47.2.4: To the greatest extent possible, future airport master plans will retain the long term aviation expansion capability and capacity at both Page Field Airport and the Southwest Florida International Airport. (Amended by Ordinance No. 99-15)

Policy 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16, 09-14)

Policy 47.2.6: Through an interlocal agreement, the Port Authority and the City of Fort Myers will continue to coordinate the review of new land uses that have the potential to create tall structure obstructions to aviation within the City of Fort Myers. (Added by Ordinance No. 07-09)

OBJECTIVE 47.3: FUTURE DEMANDS. Continually evaluate the projected demands for public aviation facilities and ensure their adequate provision.

Policy 47.3.1: The Port Authority Executive Director will coordinate all expansion plans contained in approved airport master plans with the Federal Aviation Administration and the Florida Department of Transportation to ensure that projects of interest to the Port Authority are included in the federal and state funding programs. (Amended by Ordinance No. 99-15)

Policy 47.3.2: The appropriate costs for expansion as depicted in the approved Port Authority CIP will continue to be coordinated with the Capital Improvements element. (Amended by Ordinance No. 99-15)

Policy 47.3.3: Maximum use of airport facilities should be ensured before expanding or developing new facilities. (Amended by Ordinance No. 07-09)

Policy 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 for landside and airside uses and through the year 2030 for nonaviation uses is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. These Tables include both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to Table 5(a), Table 5(b), Map 3F, or Map 3G, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14, 11-16)

OBJECTIVE 47.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

Policy 47.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program in conjunction with regular briefings by Port Authority staff to County staff. (Amended by Ordinance No. 98-09, 99-15, 04-16)

Policy 47.4.2: The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the National Highway Plan and Florida Intrastate Highway System Plan, and will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region. (Amended by Ordinance No. 99-15)

Policy 47.4.3: The Port Authority will coordinate surface transportation planning for Page Field and the Southwest Florida International Airport with the Lee County Metropolitan Planning Organization, the county Department of Transportation, Lee Tran, and the Florida Department of Transportation to ensure adequate access to the airports. (Amended by Ordinance No. 98-09, 99-15, 07-09)

Policy 47.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan. (Added by Ordinance No. 04-16)

Policy 47.4.5: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code. (Added by Ordinance No. 04-16)

OBJECTIVE 47.5: COORDINATED COMMERCE MOVEMENT. The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses, environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities. (Amended by Ordinance No. 99-15)

Policy 47.5.1: The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with appropriate transportation agencies such as the Federal Aviation Administration, the Transportation Security Administration, the Lee County Metropolitan Planning Organization, the Florida Department of Transportation, Lee Tran and the Lee County Department of Transportation. (Amended by Ordinance No. 98-09, 99-15, 07-09)

Policy 47.5.2: The county will monitor roads leading to Page Field and the Southwest Florida International Airport in order to facilitate efficient and convenient access for airport users. (Amended by Ordinance No. 99-15)

Policy 47.5.3: The county will coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities in Lee County to ensure land use, airspace, and environmental compatibility. (Amended by Ordinance No. 99-15)

Policy 47.5.4: The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities. (Amended by Ordinance No. 99-15)

Policy 47.5.5: Locations adjacent to or near aviation facilities are identified in the Future Land Use Map as suitable for commerce movement support facilities such as warehouses, cargo handling facilities, and other transfer points, and will be periodically reviewed and updated. (Amended by Ordinance No. 98-09)

Policy 47.5.6: The Port Authority will encourage cargo and freight development at the Southwest Florida International Airport by implementing domestic and international cargo marketing programs and by expanding airport facilities, as needed, in order to accommodate large domestic and international cargo carriers. (Amended by Ordinance No. 99-15)

Policy 47.5.7: The County will protect existing and proposed aviation facilities from the encroachment of incompatible land uses by updating the Future Land Use Map as needed to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority. (Amended by Ordinance No. 99-15, 04-16)

Policy 47.5.8: The county will encourage the provision of warehouses, cargo handling facilities, and freight transfer points at aviation facilities needed for the movement of commerce by local industries, trade, and commercial enterprises. (Amended by Ordinance No. 99-15)

OBJECTIVE 47.6: AGENCY COORDINATION. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Amended by Ordinance No. 99-15)

Policy 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16, 09-14)

Policy 47.6.2: While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible. (Amended by Ordinance No. 99-15)

Policy 47.6.3: The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems. (Amended by Ordinance No. 99-15)

Policy 47.6.4: The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority in the operation of county airports, and hazardous wildlife attractants on or near the airports will be avoided. (Added by Ordinance No. 99-15)

Policy 47.6.5: The county will maintain the tall structure permitting process to ensure that proponents of potential structural hazards to aviation coordinate with the Port Authority and the Federal Aviation Administration to properly place, mark and light potential obstructions as necessary. (Added by Ordinance No. 99-15)

Policy 47.6.6: In the interest of the safety of air commerce, the county will not approve a temporary or permanent structure that exceeds the height limitation standards, or does not comply with placement,

lighting and marking standards, established by the Port Authority, Florida Statutes, or the Federal Aviation Administration rules and regulations. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-09)

OBJECTIVE 47.7: COORDINATION OF ELEMENTS. Coordinate the expansion of existing airports and the proposed siting of any new airports with the Future Land Use and Conservation and Coastal Management elements. (Amended by Ordinance No. 99-15, 07-09)

Policy 47.7.1: The use of existing and proposed aviation facilities will be promoted by the Port Authority consistent with the Future Land Use and Conservation and Coastal Management elements of the Lee Plan. (Amended by Ordinance No. 99-15)

Policy 47.7.2: Ensure that adverse structural and non-structural impacts of aviation facilities upon natural resources and wildlife are mitigated consistent with FAA policies and procedures and in coordination with federal, state, regional and local environmental agencies. (Amended by Ordinance No. 99-15)

Policy 47.7.3: The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field Airport and the Southwest Florida International Airport, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Amended by Ordinance by No. 98-09, Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 07-09)

Conservation and Coastal Management Element

Policy 128.1.2: The Future Land Use Map will designate water-dependent overlay zones over existing commercial fishing, port and docking sites and commercial marinas to protect their rights to rebuild and expand and to prevent their conversion to non-water-dependent uses without a public hearing. (Amended by Ordinance No. 00-22)

OBJECTIVE 128.2: INDUSTRIAL WATER-DEPENDENT USES. The county will continue to monitor and implement its program to enhance and protect industrial water-dependent uses. (Amended by Ordinance No. 00-22)

Policy 128.2.1: Industrial water-dependent facilities indicated on the Future Land Use Map as having water-dependent overlay zones will be reclassified by the county to industrial marine zoning categories to protect their rights to rebuild and expand and to prevent their conversion to non-water-dependent uses without a public hearing. (Amended by Ordinance No. 00-22)

Policy 128.2.2: The county will maintain an inventory of all industrial water-dependent facilities, including the name, location, and STRAP number of the facility. This inventory will be updated as needed. (Amended by Ordinance No. 00-22)

Economic Element

Policy 158.2.3: Lee County, in coordination with the Tourist Development Council and other appropriate entities, and in conjunction with the Port Authority, will work toward positioning Lee County as a major aviation international port of entry. (Amended by Ordinance No. 00-22)

Policy 158.3.2: Lee County, in coordination with the Horizon Council and other appropriate entities, will sustain a coordinated local, regional, national, and international marketing program that will identify and attract industrial, commercial, and office space users. (Amended by Ordinance No. 00-22)

Policy 158.3.5: Lee County will ensure that adequate land is allocated in the comprehensive plan to meet future commercial, industrial, agricultural, residential, and recreational needs. (Amended by Ordinance No. 00-22)

Policy 158.4.3: Lee County will protect and promote its existing water port developments. (Amended by Ordinance No. 00-22)

Manatee County Comprehensive Plan (Updated 2014)

Future Lane Use Element

Policy: 2.1.4.2 Ensure the compatibility of residential and light industrial uses through the utilization of the appropriate following measures; transition / landscape buffering, building design, set-backs, noise barriers, exterior lighting controls, operating hour limits, vibration limits, truck access / routing limits, binding agreements to benefit and protect the community, and other practices as necessary to protect and enhance neighborhoods and community character.

Policy: 2.1.4.3 Within the areas designated for planned residential and light industrial mixed use intense development and other intense economic activity, consider an array of incentives which may include:

- a. expedited development review and permitting approvals through a process tailored for the designated areas.
- b. density / intensity bonuses,
- c. transit access provision,
- d. linkages with adjoining or related authorities (e.g. airport / Port Manatee provisions such as joint marketing / branding, foreign trade zone (FTZ) status, and master stormwater management,
- e. targeted infrastructure,
- f. public / private partnerships,
- g. parcel assembly supports,
- h. workforce training. Implementation Mechanism:
 - (a) Revise the Land Development Code by 2010 as necessary to implement policy.

Policy: 2.2.1.7.3 Range of Potential Density/Intensity: No industrial uses may be considered within areas shown as Conservation Lands. No residential or commercial uses are permitted unless such use is minor and incidental to the primary conservation use. Consequently, uses such as a care taker's residence, visitor information center, or environmental/educational facilities may be located within the

Conservation Lands category, with limited density/intensity to ensure no adverse impact on the natural resources.

Policy: 2.2.1.8.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5, and Obj. 9.2.4): Farms, ranches, agro-industrial uses, agricultural service establishments, agriculturally-compatible residential uses, farmworker housing, rural residential uses, neighborhood retail uses, mining, mining-related uses, low intensity recreational facilities, rural recreational facilities, public or semi-public uses, schools, and appropriate water-dependent uses (see also Objectives 4.2.1, 2.10.3 and 2.10.4).

Policy: 2.2.1.8.4 Other Information:

- a) Mining-related uses, agro-industrial uses, and agricultural service establishments are exempt from the requirement for 0.23 maximum Floor Area Ratio, but may be limited in intensity by the application of other goals, objectives, or policies in this Comprehensive Plan or by other applicable development regulations.
- b) All mixed, multiple use and rural recreational use projects require special approval, as defined herein, and as further defined in any land development regulations developed pursuant to § 163.3202, F.S.
- c) Where established in a manner consistent with applicable land development regulations, farmworker housing may exceed densities specified in Policy 2.2.1.8.3.

Policy: 2.2.1.17.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas which are established and developed areas exhibiting a broad range of commercial, residential and, in certain cases, light industrial uses, and to recognize the continued existence of such areas through the long range planning timeframe. Also, to provide for orderly transition from, or redevelopment of, these existing and developed multiple-use areas. Also, to prohibit the intrusion of new industrial areas into these ROR areas, which typically fail to exhibit a planned or integrated approach to multiple use development, and instead exhibit an incremental or unplanned history of multiple use development. Also to establish at a few major and highly accessible, but currently undeveloped, sites for the development of major future community or region-serving commercial uses with a variety and permitted intensity of use which allows for a multipurpose commercial and office node, with residential uses. Also, to provide incentives for, encourage, or require the horizontal or vertical integration of various residential and non-residential uses within these areas, achieving internal trip capture, and the development of a high quality environment for living, working, or visiting.

Policy: 2.2.1.17.4 Other Information:

- a) All mixed and multiple-use projects shall require special approval, as defined herein, and as further defined in any land development regulations developed pursuant to § 163.3202, F.S.
- b) All projects for which either gross residential density exceeds 6 dwelling units per acre, or for which any net residential density exceeds 9 units per acre, shall require special approval.
- c) All non-residential projects, or part thereof, exceeding 0.25 FAR shall also require special approval except mini-warehouse.

- d) Non-residential projects exceeding 150,000 square feet gross building area may be considered only if consistent with the requirements for large commercial uses, as described in this element.
- e) In areas where existing development is recognized utilizing the Retail/Office/Residential category, or where the spatial form of the Retail/Office/Residential designation on the Future Land Use map is accordingly inconsistent with the commercial locational criteria contained in this element; development or redevelopment within the area designated under this category shall not be required to achieve compliance with the commercial locational criteria described in Sections 2.10.4.1 and 2.10.4.2 of this element. However, any such development or redevelopment shall still be required to achieve compliance with other commercial development standards contained in this element, and be consistent with other goals, objectives, and policies in this Comprehensive Plan (see also 2.10.4.2).
- f) In areas where the Retail/Office/Residential category is designated in a manner entirely consistent with the commercial locational criteria, all commercial development or redevelopment shall be conducted in a manner consistent with the commercial location criteria and development standards contained in this element.
- g) In order to distinguish between uses which may be permitted in the R/O/R category, as compared to those which require siting within an industrial category, the following guidelines shall be utilized:
 - I. No uses which have a primary purpose of distribution of goods from that site shall be permitted in the Retail/ Office/ Residential designation.
 - II. No new areas (a new area, for the purposes of this policy, shall be defined as property beyond those parcel configurations as of May 11, 1989 which had light industrial uses established upon them) engaging in the manufacturing, processing, and assembly of goods shall be permitted in the Retail/Office/ Residential designation except as provided below:
 - III. Legally established light industrial uses existing prior to the adoption of this Comprehensive Plan shall be considered legally conforming uses, limited to their approved location. With special approval, other light industrial uses and additional square footage within the same parcel may be approved if there are no additional impacts to adjoining properties and all special approval criteria are met. IV. If a legally established light industrial use ceases operation for over six months with no action to re-establish and/or continue such use, the use shall now be prohibited from development within the R/O/R designation.

Policy: 2.2.1.18 IL: Establish the Industrial-Light future land use category as follows:

Policy: 2.2.1.18.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Use Map, areas which are established for a range of light industrial and other employment-oriented uses. Also, to prohibit new residential development other than individual single-family units on lots of record in areas transitioning from agriculture to urban uses. This prohibition is intended to avoid adverse impacts on such uses and minimize the intrusion of residential uses in an industrial area. Also, to prohibit the development or use of these areas for locating heavy industries which have objectionable impacts with regard to height of accessory or incidental structures (e.g., smokestacks), noise, smoke, dust, vibration, or glare. Also, to establish areas for intensive commercial development which would have significant adverse impacts if located adjacent to

expansive residential use areas. Also, to provide for the development of neighborhood retail uses which would provide for the needs of workers in, or visitors to, or residents nearby, any area designated under this category. Also, to provide for lodging places to accommodate visitors to IL areas and to nearby areas.

Policy: 2.2.1.18.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Light industrial uses, offices, research/corporate uses, warehouse/distribution uses, intensive commercial uses, wholesale commercial uses, neighborhood retail uses, service uses, selected residential uses, short-term agricultural uses, recreational uses, public or semi-public uses, schools, privately-operated airports, appropriate water-dependent/ water-related/water-enhanced uses (see also Objectives 4.2.1 and 2.10.4), and hotels/motels.

Policy: 2.2.1.18.4 Other Information:

- a) Any project exceeding a floor area ratio of 0.35 shall require special approval, except for projects which contain a single industrial user and for which use of the project site is primarily for a manufacturing, processing, or assembly use.
- b) Wholesale commercial uses, intensive commercial uses, and those small commercial uses which are located or proposed within an office or industrial park which has received special approval, as defined herein, are exempt from any commercial locational criteria contained in this element.
- c) Light industrial uses are differentiated from heavy industrial uses not permitted within this category by definition of "objectional impact," as referenced and further defined in Policy 2.2.1.18.1 above. Additional clarification on means of measuring and determining "objectionable impact" is found in Policy 2.6.3.1.
- d) New residential uses shall be limited to individual single family dwelling units that are:
 - I. located on a lot of record which is not subject to any change in property boundary lines during the development of the proposed land use, and
 - II. developed without generating a requirement for either subdivision review, or final site or development plan review, or equivalent development order review.

Policy: 2.2.1.19 IH: Establish the Industrial-Heavy future land use category as follows:

Policy: 2.2.1.19.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives and policies, or graphically on the Future Land Map, areas which are established for a range of heavy and light industrial and other employment-oriented uses. Also, to prohibit residential development from these areas to avoid adverse impact on such uses and eliminate the intrusion of residential uses in an industrial area. Also, to provide suitable locations for heavy industries, those industries which have objectionable impacts with regard to height of incidental structures, noise, smoke, dust, vibration, or glare. Also, to establish areas for intensive commercial development which would have significant adverse impact if located adjacent to residential uses. Also, to provide for the development of small commercial uses which would provide for the needs of workers in, or visitors to, or residents nearby, any area designated under this category.

Policy: 2.2.1.19.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Heavy and light industrial uses, deep water port and related or complementary uses, offices, research/corporate uses, warehouse/distribution uses, intensive commercial uses, wholesale commercial uses, neighborhood retail uses only, service uses, short term agricultural uses, recreational uses, public or semipublic uses, privately-operated airports, and appropriate water-dependent/water-related/water enhanced uses (see also Objectives 4.2.1 and 2.10.4).

Policy: 2.2.1.20 IU: Establish the Industrial Urban future land use category as follows:

Policy: 2.2.1.20.1 Intent: To identify, textually in the Comprehensive Plan's goals, objectives, and policies, or graphically on the Future Land Map, areas which contain established, developed heavy or light industrial uses at time of adoption of the Comprehensive Plan, and where such uses are substantially or completely surrounded by urban uses, with limited ability for expansion of the industrial uses. Also, to provide for the development of neighborhood retail uses which would provide for the needs of workers in, or visitors to, or residents nearby, any area designated under this category. This category shall not be utilized to recognize or establish partially developed or new industrial areas, nor be utilized in any proposed amendment to the Future Land Use Map unless as described in Policy 2.2.1.20.4 below.

Policy: 2.2.1.20.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Light industrial uses, heavy industrial uses, neighborhood retail uses, recreational uses, and public or semi-public uses.

Policy: 2.2.1.21.2 Range of Potential Uses (see Policies 2.1.2.3 - 2.1.2.7, 2.2.1.5): Retail, wholesale, office uses, light industrial uses, research/corporate uses, warehouse/ distribution, suburban or urban residential uses, lodging places, recreational uses, public or semi-public uses, schools, hospitals, short-term agricultural uses, other than special agricultural uses, agriculturally-compatible residential uses, and water-dependent uses.

Policy: 2.6.2.2 Prohibit residential development in industrial future land use categories except for single family homes on lots of record in the IL Future Land Use Category.

Policy: 2.6.3.1 Consider performance standards or other measures to distinguish between light and heavy industries. Such performance standards or measures shall address the following distinguishing parameters:

- 1) toxicity and degree of hazard associated with raw materials, by-products, or finished products; and extent, duration, and procedure for storage of any such toxic or hazardous materials,
- 2) bulk of raw materials, by-products, or finished products required,
- 3) degree and nature of daily traffic associated with the industry,
- 4) level, frequency, and nature of any discharges into the atmosphere or surface waters,
- 5) level of noise customarily associated with the industry, after noise mitigation, and at the lot lines of the industry,
- 6) level of atmospheric emissions and nature of atmospheric emissions customarily associated with the industry, after mitigation,

- 7) height of smokestacks or other industrial structures associated with the industry,
- 8) level and nature of odor customarily associated with the industry,
- 9) level of fugitive dust customarily associated with the industry,
- 10) level and type of vibration customarily associated with the industry,
- 11) level of glare customarily associated with the industry,
- 12) level and nature of outdoor storage customarily associated with the industry,

In utilizing these parameters to identify light or heavy industry, parameters shall be considered in aggregate, with the cumulative result for each industry utilized to determine the status of that industry. Uses determined to have, using these performance standards, "objectional impacts" on adjacent or nearby residential uses, where such uses exist, shall be classified as heavy industrial, and those determined to not have such impact shall be classified as light industrial.

Policy: 2.6.3.2 Prohibit the adjacency of any Industrial-Heavy designation on the Future Land Use Map to any residential designation, unless any such adjacency is interrupted by significant natural buffers, such as water bodies, or major wetland systems.

Policy: 2.6.3.3 Prohibit the special approval of increased intensity for any industrial use unless the Board of County Commissioners finds, at time of issuance of any development order granting the increased intensity, that the proposed development is compatible with adjacent development and consistent with the policies under Objective 2.6.1.

Policy: 2.6.3.4 Require that any industry demonstrate compliance with appropriate industrial performance standards where alleged violations of such standards are reported to Manatee County. Where an industry is required to demonstrate compliance to Manatee County, any accompanying costs of proving compliance shall be borne by the industrial use.

Policy: 2.9.2.3 Prohibit the development of any industrial use within any residential designation.

Policy: 2.11.1.1 Provide for a wide range of employment-oriented uses within the industrial categories on the Future Land Use Map by permitting consideration of office uses, warehouse/distribution uses, office/showroom uses, wholesale uses, intensive commercial uses, research uses, limited neighborhood retail uses, and lodging places, in addition to manufacturing processing, and assembly uses within the Industrial- Light category. Also, to permit a more limited, but diverse range of uses in the Industrial-Heavy, Industrial-Urban, and Mixed Use categories. (See also obj. 2.6.3 and associated policies.)

Policy: 2.11.1.2 Permit the development of office uses or mixed office/traditional industrial uses within all categories permitting industrial development to accommodate projected increases in industrial, and service employment.

Policy: 2.11.1.3 Provide for Industrial and Mixed Use designations in a variety of geographic locations, containing a range of raw land values, with a variety of road and rail access scenarios, and with a variety of property ownership scenarios to accommodate a broad range of end-user requirements with regard to per unit costs, size of parcel, context of parcel (i.e., freestanding or within an improved

industrial/office park setting), level of road or rail access, level of required visibility or image, and need for proximate support, or related, industries.

Policy: 2.11.1.4 Permit the consideration of all new mineral resource extraction activities that are regulated by the Manatee County Mining Ordinance, as amended, only within the Agriculture/Rural designation on the Future Land Use Map.

Policy: 2.11.1.5 Prohibit the development of any industrial use within any residential designation.

Objective: 2.11.2 Port: Continued viability of Port Manatee.

Policy: 2.11.2.1 Promote and facilitate the growth and continued viability of Port Manatee in a manner consistent with the adopted Port Master Plan contained in the Coastal Management Element of this comprehensive Plan, as long as such growth is consistent with all other applicable goals, objectives and policies of this Comprehensive Plan.

Policy: 2.11.2.2 Establish the Port Manatee/Airport Manatee industrial area in northwestern Manatee County as one of the major future industrial areas by establishing an acreage of industrial designations on the Future Land Use Map suitable for significant expansion of existing uses where consistent with all other provisions of this Comprehensive Plan and for location of new uses.

Policy: 2.11.2.3 Implement, in the land development regulations required by Section 163.3202, F.S., a specialized district, or otherwise specialized development review and regulation mechanism. Such district or mechanism establishes a broad spectrum of seaport, waterborne commerce, industrial and transportation uses as permitted uses. Such district or mechanism also imposes only those requirements on land uses, buffers, screening and other land use parameters which are necessary to ensure compatibility between adjacent sites or uses. Development within any such specialized district, or development reviewed pursuant to any alternative regulatory and review mechanism, may also be exempt from any required maximum Floor Area Ratio associated with the Industrial-Heavy or Industrial-Light future land use categories. The adoption of this policy hereby establishes an overriding public interest as the basis for any such specialized district, and for reduced requirements for the regulation of onsite uses or activities.

Policy: 2.12.1.2 Protect freight mobility and facilitate the establishment of the Port Connector Road between Port Manatee and I-75 and extended rail service as necessary.

Policy: 2.12.1.3 Evaluate the existing future Land Use and Zoning designations within the North County Gateway, to promote compatible land uses that support the long term viability of Port Manatee and the economic diversification of Manatee County.

Policy: 2.12.1.4 Establish zoning district(s) which provide design parameters to ensure compatibility between residential and light industrial uses.

Traffic Sub-Element

Policy: 5.0.2.1 Coordinate roadway, transit, and railway improvements with future needs of Port Manatee and Sarasota Bradenton International Airport (see also Policies 5.3.1.2, 5.6.5.3, 5.7.4.1, 5.7.4.2, 5.12.1.3).

Policy: 5.3.1.2 Encourage the location of industrial land uses at locations which are served by major roadways, rail, or are readily accessible to Port Manatee or the Sarasota- Bradenton International Airport, and which are otherwise compatible with other adjacent land uses.

Objective: 5.7.3 Future Port Expansion: Acquire additional land and expand and improve vessel berth areas, Port/intermodal facilities and upland support facilities to meet future cargo and other shipping needs.

Policy: 5.7.3.1 Encourage the acquisition of additional shoreline and upland properties, and the expansion and improvement of berths and backlands to provide the supporting infrastructure needed for future Port operation, consistent with the Port Manatee Master Plan, 2009, (See Attachment A. Chapter 4 of this Comprehensive Plan). Also encourage the development and operation of the Port according to the goals, objectives, and policies in the Port Manatee Master Plan, 2009 in a manner that avoids and minimizes adverse impacts on the natural environment and mitigates unavoidable impacts of such Port development and operation on the function of the natural ecosystem.

Policy: 5.7.3.2 The Port shall coordinate its planning and development efforts with the County's Planning Department to ensure that the Port's Planned projects and land uses are compatible with and support the policies consistent with the County's Comprehensive Plan. The Port shall also review and evaluate proposed amendments to the County's Comprehensive Plan, particularly the Coastal Element, as to potential impacts on Port activities.

Policy: 5.7.3.3 Require the Port to have a current General Development Plan approved by the Board following any amendments to the Port Master Plan that generate change to the approved General Development Plan.

Objective: 5.7.4 Transportation Access: Maintain and improve intermodal highway and rail transportation access to Port Manatee.

Policy: 5.7.4.1 Coordinate Port-related highway transportation needs with all highway development agencies.

Policy: 5.7.4.2 Coordinate rail transportation to achieve maximum rail service to the Port and its related industries.

Policy: 5.7.4.3 Coordinate with other governmental agencies, private interests, and other interested parties to protect access and free flow of commodities between the Port and regional transportation facilities.

Objective: 5.7.5 Shoreline Use: Priority for use of existing shoreline suitable for Port activities shall be given to port related water dependent uses. Future expansion shall occur after amendment of the Master Plan.

Policy: 5.7.5.1 Within all other shorelines, priority shall be given to environmental protection, enhancement, and restoration, as well as public access and passive recreation.

Objective: 5.7.6 Public Expenditures in Coastal High Hazard Areas: Public expenditures shall not be used to support the permanent concentration of residential populations at the Port.

Policy: 5.7.6.1 Public expenditures within the designated CHHA shall be used to support water-dependent uses and associated ancillary and accessory facilities consistent with the Port's Master Plan and the Goals, Objectives, and Policies of this Comprehensive Plan.

Objective: 5.7.7 Public Access to the Shoreline: The Port may provide opportunities for public access to the shoreline consistent with the Port's Master Plan and the Port's Security Plan.

Objective: 5.7.9 Level of Service: The Port will meet adopted level of service standards for potable water, wastewater, drainage, solid waste, traffic circulation, transit, and parks, area of service, and phasing of service consistent with the Port's Master Plan and Goals, Objectives and Policies of this Comprehensive Plan.

Policy: 5.7.9.1 The Port shall comply with the level of services standards as established in this Comprehensive Plan. (See Policy 10.1.2.7)

Objective: 5.9.1 Coordination: Operate and expand Port activities in a manner resulting in minimum adverse impact on facilities operated and maintained by other government agencies.

Policy: 5.9.1.1 The Port will coordinate its resource protection planning and management activities with the appropriate Federal, State, regional or local agency through regular staff contacts, project reviews, and through participation in interagency coordination committees.

Policy: 5.9.1.2 The Tampa Bay estuary is located within the jurisdiction of several local governments. The Port will coordinate with the Tampa Bay Estuary Program, the Southwest Florida Water Management District, and the Florida Department of Environmental Protection through the participation in appropriate activities to prevent estuarine pollution, control surface water runoff, protect living marine resources, and reduce exposure to natural hazards in order to improve the overall quality of the Bay.

Policy: 5.10.2.3 The Port shall provide input to and comment concerning the applicable interagency hazard mitigation report in order to protect its economic viability and operational efficiency.

Objective: 5.10.3 Hazardous materials: The Port, working with other governmental agencies, shall maintain procedures to respond to hazardous material spills.

Policy: 5.10.3.1 the Port shall comply with appropriate Federal, State, regional and local regulations and procedures for the safe and expedient cleanup of hazardous spills.

Policy: 5.10.3.2 The Port will cooperate with governmental agencies to provide complete and timely information to the public in the event of a hazardous material spill.

Policy: 5.11.1.1 Port Manatee shall coordinate with the appropriate agencies including the Federal Bureau of Investigation, the United States Coast Guard, the Florida Department of Law Enforcement, and the Manatee County Sheriff's office in developing and implementing the Port's Security Plan.

Policy: 5.11.1.2 The Port shall evaluate all changes to the Port's General Development Plan to determine their effects on Port security.

Okeechobee County Comprehensive Plan (Updated 2013)

Future Lane Use Element

Policy L1.1: Urban Residential Mixed Use: This classification encompasses existing and future areas of urban development within unincorporated Okeechobee County. It includes existing residential concentrations and areas where public facilities to support urban development are available, or are projected to be available during the planning period, including areas that are in designated service provision areas. Also included within this designation are existing supporting commercial land uses, educational facilities and other public uses.

- d) Industrial uses are not permissible in the Urban Residential Mixed Use classification.
- e) Agricultural uses are permissible within the Urban Residential Mixed Use area, subject to all applicable local regulations. [9J-5.006(3)(c)2,5,7]

Policy L1.2: Commercial Corridor Mixed Use: A Commercial Corridor Mixed Use classification denotes an area of existing development in which commercial land uses predominate. The primary purpose of this land use classification, as designated on the Future Land Use Map, is to promote efficient use of land and public facilities and services through the development of compatible uses, redevelopment, infill, and aggregation of small parcels into larger development sites. A Commercial Corridor Mixed Use area includes the arterial or collector on which it is centered, and a distance of 1,500 feet in either direction from the edge of right-of-way of U.S. 441 South from the City of Okeechobee city limit to the junction of U.S. 441/98 and S.R. 78, and 400 feet from the edge of right-of-way of all other collector and arterial roadways depicted in this classification on the Future Land Use Map. In addition:

- a) Residential development is permissible, subject to all applicable local regulations. Residential development shall not exceed 30% of this classification, shall be encouraged to be located above or behind commercial development, and shall not exceed a density of 18 dwelling units per gross acre.

- b) Commercial, professional office and light industrial development are permissible in a Commercial Corridor Mixed Use classification. Such development shall not exceed a floor area ratio of 2.0, except as otherwise established below, and shall not exceed impervious surface coverage of 90 percent. Light industrial development shall make up not more than 10 percent of total land uses. Recreational Vehicle parks, subdivisions or condominiums may be permitted to a maximum density of 10 units per gross acre, subject to all applicable local regulations.

Policy L1.4: Rural Activity Center: Rural Activity Centers accommodate low densities of development outside of the Urban Residential Mixed Use area. Public supply water and sewer facilities generally are not available, nor are they anticipated to be available during the planning period. Where appropriate or required, however, a developer may provide a package treatment plant or otherwise provide for adequate public supply potable water and sewage facilities. A Rural Activity Center generally acknowledges existing communities or subdivisions, and provides decentralized job creation and economic opportunities. A rural activity center can provide for self-supporting communities so as to reduce dependence on the one existing urban area in the County for all employment opportunities and goods and services. Accordingly, Rural Activity Centers allow for existing and future agricultural and residential uses, as well as for recreational, public, neighborhood commercial and light industrial uses that support or complement agricultural uses or residential and community development and that provide employment or economic opportunities. Specific locations of Rural Activity Centers are shown on the Future Land Use Map series and are intended to separate urban from non-urban uses. Additional Rural Activity Centers shall require an amendment to the Future Land Use Map series. The land uses and intensities of development permissible within a Rural Activity Center must meet the requirements of concurrency.

A Rural Activity Center provides for agricultural, recreational, residential, neighborhood commercial and certain light industrial uses, subject to compatibility and buffering criteria provided in local land development regulations. Neighborhood commercial uses and, where permissible, light industrial uses, shall constitute no more than the greater of 30 acres or 5 percent of the total area of a Rural Activity Center; shall not exceed a floor area ratio of 1.0; and shall not exceed impervious surface coverage of 70 percent.

Policy L1.6: Public/Semi-Public Facility: This classification includes properties or facilities under public, semi-public or private ownership, which provide a needed public service to the residents of Okeechobee County and the State of Florida. Permissible uses include, but are not limited to, educational, health and recreational facilities, cemeteries, communications, cultural, and transportation and other utility facilities, landfills, airports, police and fire stations, correctional facilities, institutional facilities, and other such facilities which provide for the public. At the Okeechobee County Airport only, industrial uses and industrial parks are permissible in this classification. Landfills and public airports

shall require a Public/Semi-Public designation on the Future Land Use Map. Except for landfills and public airports, Public/Semi-Public designations on the Future Land Use Map are not intended to represent the only possible locations of future facilities.

Policy L1.8: Industrial: Industrial lands and Industrial Overlay Districts are appropriate for high-intensity commercial activities which involve manufacturing the storage or processing of raw materials, wholesaling, packing, distributing, and other similar uses. Industrial activities can create unappealing visual effects, noise or smells and often require buffers or large land areas, and therefore should often be separated from residential or traditional retail business areas. To address the range of Industrial needs and activities while providing for the employment, economic diversification and export opportunities generated by Industrial activities, Industrial uses are permissible as follows:

Industrial Lands: Permissible uses in this classification include traditional industrial and other industrial and commercial uses and activities that are appropriate in an industrial area. Development in this classification shall not exceed a floor area ratio of 1.0 except as otherwise established below, and shall not exceed impervious lot coverage of 80 percent. Industrial development shall meet all applicable local and state regulations.

Industrial Overlay Districts are established to provide for industrial and related or similar uses that provide employment opportunities, that provide for economic diversification, that may require large land areas, that may require substantial screening or buffering, that may be appropriately located away from residential and commercial uses, that are appropriately located near other industrial or large scale uses, or that are located on or near accessible transportation corridors.

Policy L1.11: Commercial Activity Center (R, S, T, U, V): A Commercial Activity Center denotes an area of existing development where commercial land uses predominate or where infill or future commercial development is logical or appropriate. The primary purpose of this future land use classification, as designated on the Future Land Use Map, is to promote efficient use of land and public facilities and services through the development of compatible uses, redevelopment, infill and aggregation of small parcels into larger development sites. The boundary of a Commercial Activity Center shall be as depicted on the future land use map series. In addition:

b) Commercial, professional office and light industrial development is permissible in a Commercial Activity Center classification. Such development shall not exceed a floor area ratio of 2.0, except as otherwise established below, and shall not exceed impervious surface coverage of 90 percent. Light industrial development shall make up not more than 20% of total land uses. Recreational vehicle parks, subdivisions and condominiums may be permitted to a maximum of 10 units per gross acre, subject to all applicable local regulations.

Policy L2.4: The County shall review proposals for the installation of septic tank disposal systems in industrial developments, and shall prohibit the use of septic systems for developments that generate non-domestic wastes. [9J-5.006(3)(c)1,2]

Policy L4.2: Okeechobee County will continue its program of CDBG-funded activities to be conducted for the renewal of blighted areas. Such activities will include the rehabilitation of substandard housing, and the revitalization, redevelopment or development of commercial or industrial areas to provide greater employment, shopping and recreational opportunities and to increase the tax base for the County. Those of low or moderate income, the unemployed, and others with identified special need shall be the intended primary beneficiaries of such programs and activities. [9J-5.006(3)(c)1]

Policy L5.2: Through adoption of land development regulations, including provisions for site plan review, cluster development and other techniques, Okeechobee County shall protect certain floodplains, wetlands, cones of influence, natural groundwater aquifer recharge areas, native vegetative communities and wildlife habitats. All proposals for development and redevelopment activities shall be evaluated by the County during a development review process, and shall be subject to the referenced land development regulations. Specifically:

- a) The County shall require the identification of the extent to which any development or redevelopment is proposed to be placed in or on, to disturb, or to alter the natural functions of areas prone to 100-year frequency floods, as depicted by Zone "A" on Federal Emergency Management Agency Flood Insurance Rate Maps. If the County determines that a viable 100-year floodplain may be disturbed or altered, the County shall require the developer to provide an inventory related to the 100-year floodplain which may be encroached upon. This inventory shall be evaluated by the County during a phase of its development review process. Where it is determined that proposed development or redevelopment will encroach upon a viable 100-year floodplain, the County shall require a Specific Management Plan to be prepared by the developer which includes necessary modifications to the proposed development, such as specific buffers or clustering of development. All development activities in a viable 100-year floodplain shall conform to regulations as promulgated by the Federal Emergency Management Agency, National Flood Insurance Program (Regulations for Floodplain Management and Flood Hazard Identification), shall conform to the regulations of the appropriate water management district where such water management district has jurisdiction, shall conform to other applicable federal and state regulations, and shall conform to local regulations established to protect property and to protect the natural function of floodplain. Specifically, development shall be set back no less than 50 feet from a

floodway, and residential development within a viable 100- year floodplain shall be flood-proofed or have the finished floor above the 100-year flood elevation, shall not displace the floodwaters of a 100-year frequency flood, and shall not alter the natural function of a viable 100- year flood plain. No non-mining industrial development shall be permitted in a viable 100-year flood plain.

Policy L8.6: Proposed school sites should be located away from industrial uses and other potentially incompatible land uses to avoid noise, odors, dust, and other adverse impacts and hazards. [Amended 05/2005]

Transportation Element

No specific policies on freight. However, there were the following transportation-related policies under this element are provided below.

Policy T3.2: The County will continue to coordinate with and assist the Florida Department of Transportation in its work efforts toward widening deficient portions of U.S. 441 and S.R. 70 and all other projects included in the FDOT Work Program covering the period 2004-2009. [9J-5.007(3)(c)1,2] [Amended 05/2005]

Policy T3.3: The County will promptly report to the Florida Department of Transportation any observed deficiencies and needed improvements in state roads so that these may be added to the current FDOT work program or included in upcoming work programs covering the period 2004-2009. [9J-5.007(3)(c)1,2] [Amended 05/2005]

Policy T3.4: Okeechobee County will consider and adopt, with any appropriate modifications, criteria published at the federal, state, and local levels relating to the design of transportation facilities including the FDOT "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance of Streets and Highways"; and the American Association of State Highway and Transportation Engineers "Policy on Geometric Design of Highways and Streets". [9J-5.007(3)(c)2,3]

Policy T3.5: Okeechobee County shall ensure that the County's traffic circulation network is coordinated with the goals of the Resource Management Plan for the Lower Kissimmee River and Taylor Creek Drainage Basins. The County shall not expend public funds on transportation projects that are inconsistent with the Resource Management Plan.

Sanitary Sewer, Solid Waste, Potable Water Element

Policy S3.4: As part of ongoing studies evaluating potable water and sanitary sewer existing conditions and future needs, the County shall assess the feasibility of, and develop an implementation schedule to require all existing development located in areas designated on the Future Land Use Map as Commercial Corridor Mixed Use, Industrial, Public/Semi-Public Facility or Urban Residential Mixed Use and

currently utilizing individual wells or septic tanks to hook up to existing or expanded public supply facilities. [9J-5.011(2)(c)1,2] [Renumbered 05/2005]

Polk County Comprehensive Plan (Updated 2013)

Future Lane Use Element

Policy 2.104-A3: LAND USE CATEGORIES -- The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria

- b. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.
- c. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts.
- d. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in the definitions in Section 2.109.

Policy 2.105-A3: LAND USE CATEGORIES -- The following land use categories shall be permitted within UGAs:

- a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and Employment Centers, High-Impact Commercial Centers shall be permitted within UGAs in accordance with applicable criteria.
- b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria.
- c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

Policy 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas:

- a. **ACTIVITY CENTERS:** Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
- b. **RESIDENTIAL:** Residential-Suburban.

c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

Policy 2.107-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within UEA's:

- a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within UEA's in accordance with applicable criteria.
- b. RESIDENTIAL: Residential-High, Residential-Medium and Residential-Low Districts shall be permitted within UEA's in accordance with applicable criteria.
- c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.

OBJECTIVE 2.108-A: The Polk County Plan shall provide areas for rural activities such as agricultural uses, mining activities, and rural residential uses, and for areas to be available for future long-range urban-expansion activities through:

- a. the designation and mapping of Rural-Development Areas (RDAs), and
- b. the establishment of policies to govern the development of land within RDAs.

Policy 2.108-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within Rural-Development Areas:

- a. ACTIVITY CENTERS: Rural-Cluster Centers, and Tourism Commercial Centers shall be permitted within RDAs in accordance with applicable criteria.
- b. RESIDENTIAL: Rural Residential Districts (Section 2.121) and Rural Cluster Center (RCC) shall be permitted within RDA's in accordance with applicable criteria.
- c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Agri-related Business-Park Centers, Office Centers, Phosphate Mining, Leisure/Recreation, Agricultural/Residential-Rural, Recreation and Open Space, Preservation, Institutional.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

Policy 2.109-A5: The purpose of the Business Park Center (BPC) land use district is to provide areas for office, business park development, and light-industrial activities. The BPC land use permits office, research and development parks, distribution centers, and wholesaling activities. Some retail uses are also permitted to support the businesses and activities within the Business Park Center.

Policy 2.109-A10: The purpose of the High Impact Commercial Center (HIC) land use district is to provide areas for non-retail businesses and service establishments that may generate substantial truck traffic,

noise, odor, and visual impacts to adjacent properties. The HIC district permits a range of non-residential service establishments and general retail uses to support the businesses and activities.

Policy 2.109-A11: The purpose of the Industrial (IND) land use district is to provide areas for general manufacturing, processing, and distribution of goods. General commercial uses necessary to support the industrial area are also permitted.

Policy 2.109-A14: The purpose of the Linear Commercial Center (LCC) land use district is to recognize existing linear concentrations of commercial, office, institutional, and industrial uses along roadways. The LCC land use also allows for multi-family residential development on the second floor or higher of new or redeveloped buildings.

Policy 2.109-A18: The purpose of the Phosphate Mining (PM) land use district is for phosphate mining operations, phosphate mining support facilities, and other uses that are compatible with and related to phosphate mining and its allied uses.

Policy 2.109-A28: The purpose of the Tourism-Commercial Center (TCC) land use is to provide areas for tourism activities, recreation, and tourist-related commercial establishments. The TCC land use permits commercial amusement activities, lodging facilities, service stations, restaurants, gift shops, and ancillary non-residential uses to the tourism industry.

OBJECTIVE 2.110-H: HIGH-IMPACT COMMERCIAL CENTERS - The Polk County Plan shall provide for the clustered placement of a broad range of intensive, non-general retail and service establishments, including those generating substantial truck traffic, noise, odor, and visual impacts, by:

- a. the designation and mapping of High-Impact Commercial Centers on the Future Land Use Map Series; and
- b. the establishment of criteria applicable to the location and development of land within High-Impact Commercial Centers.

Policy 2.110-H1: CHARACTERISTICS - High-Impact Commercial Centers are intended to accommodate specific commercial needs that, because of their intensity and/or particular aspect of their operation, can be expected to have a measurable adverse impact upon adjacent and nearby properties. Generally, this land use category will include, but not be limited to, such uses as: new and used auto dealers, auto auctions, heavy machinery and equipment sales and services, storage yards, truck terminals, truck stops, freight yards, flea markets and welding shops. General (approximate) characteristics of High Impact Commercial areas are:

Usable Area	40 to 100 acres
Gross Leasable Area (GLA)	500,000 to 2,000,000 sq. ft.
Minimum Population Support	150,000 or more people
Market-Area Radius	50 miles

Typical Uses:

Sales and services of all types of vehicles and crafts, heavy machinery and equipment sales and services, outside storage yards, truck terminals, truck stops and freight yards, flea markets, welding shops.

Policy 2.110-H3: LOCATION CRITERIA - High-Impact Commercial Centers shall be located in close proximity to existing industrial development so that an orderly "step-down" in uses can occur. Consideration shall be given to compatibility with surrounding land uses from development within the HIC.

Policy 2.110-I4: DEVELOPMENT CRITERIA - Development within a TCC shall conform to the following criteria:

- f. An individual tourist use such as including but not limited to a winery where the product is grown and/or produced, and then sold on site and marketed as a tourist attraction related to the nostalgia and experience of that industry may be permitted as an individual use.
- g. Activities associated with a uses such as but not including a main tourist attraction like a resort, historical structure(s), museum(s) may include but not be limited to:
 - 1. light industrial uses such as confectionery, canneries and wineries where the products are part of the overall attraction and are used for consumption by the user of the facility;
 - 4. non municipal airports for bringing tourists to the facilities These uses shall only be reviewed with a Planned Development. These specific uses and the intensity at which the Planned Development shall be required shall be further defined in the Land Development Code.

Policy 2.111-A1: CHARACTERISTICS - Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some Linear Commercial Corridors may contain existing industrial uses. For parcels with LCC land use designation in the TSDA and/or TCCO, development and redevelopment of areas may also include stand alone residential and mixed use structures.

Policy 2.111-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:

- a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to infilling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.

OBJECTIVE 2.113-A: The Polk County Plan shall provide for the development of industrial lands within the County through:

- a. the establishment of an "Industrial" land use classification,
- b. the designation of Industrial lands on the Future Land Use Map Series, and

c. through the establishment of development criteria applicable to the development and location of Industrial lands within the County.

Policy 2.113-A1: CHARACTERISTICS - Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.

Policy 2.113-A2: DESIGNATION AND MAPPING - Industrial areas shall be designated and mapped on the Future Land Use Map Series as "Industrial" (IND); shall include all major existing industrial areas; and shall provide for the projected future industrial development needs of the County.

Policy 2.113-A3: LOCATION CRITERIA - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas:

- a. Industrial development shall be located within a Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area.
- b. Accessibility to major air and ground transportation, including, but not limited to, arterial roadways, rail lines, and cargo airport terminals.
- c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.
- d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages.
- e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code
- f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to:
 1. arterial roads;
 2. collector roads, if the subject parcel is within 2 mile of an intersecting arterial road; or
 3. local commercial roads or private roads under the following conditions:
 - (a) the road has full median access onto to an arterial road;
 - (b) the road does not serve existing or expected future residential traffic from the surrounding area;
 - (c) the road has a structural integrity and design characteristics suitable for truck traffic.
- g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5.

Policy 2.113-A4: DEVELOPMENT CRITERIA -Development within an Industrial area shall conform to the following criteria:

- a. Permitted uses include facilities for the processing, fabrication, manufacturing, recycling, bulk material storage, and distribution of goods, disposal yards, and limited retail commercial in accordance with Policy 2.113-A4.b. Other non-residential uses that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site may be permitted within an industrial district through conditional approval. Permitted uses also include any use found within a Business-Park Center.
- b. Retail commercial uses within an industrial area shall be sized for the purpose of serving just the employees of, and visitors to, the industrial area, and shall be limited to a scale appropriate for that purpose. The maximum floor area ratio for commercial uses within an industrial area shall not exceed 0.25.
- c. Industrial sites shall be designed to provide for:
 - 1. adequate parking to meet the demands of the use; and
 - 2. buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities which may require special buffering provisions.
- d. The maximum floor area ratio for non-commercial uses within an Industrial area shall not exceed 0.75 in the TSDA, 0.65 in the UGA, 0.50 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development.
- e. Retail sale of goods manufactured on the site of a business located within an Industrial area is allowed provided the operation is incidental and subordinate to the manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser.
- f. Where centralized water or wastewater services are not available, the maximum impervious surface ratio shall be reduced to afford better protection and function of well and septic tank systems.
- g. Planned Developments within the Industrial district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the Industrial district.
- h. Industrial districts shall be separated from existing schools and developed residential areas through physical separation, screening, buffering, or a combination thereof, consistent with the standards in the County's Land Development Code.
- i. Workforce housing for unaccompanied workers in barrack, dormitory, or apartment units under specific design parameters listed in the Land Development Code not to exceed an intensity of thirty two (32) workers per acre or the limitations established by the Department of Health for water and wastewater usage, whichever allowed intensity is the lesser.

Policy 2.113-A5: ADJACENT DEVELOPMENT - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to an Industrial may include the following uses: Office, Self-storage Facilities, Medium and High-Density Residential, Institutional, or Open Space.

OBJECTIVE 2.113-B: BUSINESS-PARK CENTERS -The Polk County Plan shall provide for the light-industrial, wholesale, and employment needs of residents through:

- a. the designation and mapping of Business-Park Centers on the Future Land Use Map Series; and
- b. the establishment of criteria applicable to the location and development of land within Business-Park Centers.

Policy 2.113-B-1: CHARACTERISTICS - Business-Park Centers are intended to promote employment opportunities within the region by allowing for the establishment of office parks, research and development parks, areas for light-industrial facilities, distribution centers, and mixed-use employment parks. Business-Park Centers are intended for land use activities that are conducted entirely within enclosed structures with the exception of loading and un-loading. These centers are not intended to accommodate major commercial or other similar high-traffic producing facilities. However, these centers often contain other minor commercial facilities, and wholesale facilities, within the Business-Park Center to support the businesses located there. General (approximate) characteristics of Business-Park Centers are:

Usable Area	10 acres or more
Gross Leasable Area (GLA)	500,000 to 2,000,000 sq. ft.
Minimum Population Support	150,000 or more people
Service-Area Radius	20 miles or more
Typical Leading Tenant	One or more light-assembly plants, or warehouse facilities
Other Typical Tenants	Offices, distribution centers, research and development firms, High-Density Residential (with proper buffering).

Policy 2.113-B-2: DESIGNATION AND MAPPING - Business-Park Centers shall be located throughout Polk County as designated on the Future Land Use Map Series as "Business-Park Centers" (BPC).

Policy 2.113-B-3: LOCATION CRITERIA -Business-Park Centers shall be located with consideration being given to maximizing access to the arterial road system and with consideration given to the guidelines outlined in POLICY 2.404.-A1. In locating Business-Park Centers, Polk County shall seek to minimize the routing of commercial traffic through residential areas. Business-Park Centers shall be located on:

- a. arterial roads;
- b. collector roads, if the proposed district is within 2 mile of an intersecting arterial road;
- c. local commercial roads or private roads under the following conditions:
 - 1. the road has full median access onto to an arterial road;
 - 2. the road does not serve existing or expected future residential traffic from the surrounding area; and
 - 3. the road has a structural integrity and design characteristics suitable for truck traffic.

d. properties abutting an Industrial (IND) district or railroad line.

Policy 2.113-B-4: DEVELOPMENT CRITERIA - Development within a Business-Park Center shall conform to the following criteria:

h. All research and development, light-industrial, and distribution activities shall be conducted within enclosed structures with the exception of loading and unloading of transport and distribution vehicles. Outdoor storage shall be screened from off-site view and significantly limited in respect to the floor area provided within enclosed structures.

OBJECTIVE 2.114-A: The Polk County Plan shall provide for the use and development of mining lands and non-reclaimed phosphate-mined areas within the County through:

- a. the establishment of a "Phosphate Mining" land use classification;
- b. the designation of Phosphate Mining lands on the Future Land Use Map Series; and
- c. through the establishment of development criteria applicable to the development and location of Phosphate Mining lands within the County.
- d. Property not meeting the criteria under Policy 2.114-A2 (Designation and Mapping of Phosphate Mining Land) but designated as Phosphate Mining on the Polk County Future Land Use Map, may develop their property residentially but the County must initiate a Comprehensive Plan amendment soon after to recognize the new land use. Agricultural/Residential-Rural (A/RR) development criteria specified under Section 2.121-A with the exception of Policy 2.121-A2.E.2 will be used. (Rural Mixed Use Developments).

Policy 2.114-A1: CHARACTERISTICS - Phosphate Mining areas are generally characterized by existing or proposed phosphate-mining operations, phosphate-mining support facilities, and non-reclaimed phosphateminced areas.

Policy 2.114-A2: DESIGNATION AND MAPPING - Phosphate Mining areas shall be designated and mapped on the Future Land Use Map Series as "Phosphate Mining" (PM), and shall include:

- a. all existing phosphate-mining areas and support facilities for which a "Conceptual Mine Plan" has been accepted by the County, and
- b. any non-reclaimed inactive mining areas for which foreseeable development is unlikely, as of the adoption date of the Comprehensive Plan.

Property not meeting the criteria under Policy 2.114-A2 (Designation and Mapping of Phosphate Mining Land) but designated as Phosphate Mining on the Polk County Future Land Use Map Series, may be developed residentially but the County must initiate a Comprehensive Plan amendment soon after to recognize A with the exception of Policy 2.121-A2.E.2 (Rural Mixed Use Developments) will be used; and, the applicant must show documentation proving the property was not owned by a phosphate mining company prior to May 1, 1991, the Plan's adoption date. Property purchased from a phosphate company after this date will not be considered an error.

Policy 2.114-A3: PERMITTED ACTIVITIES - The following activities shall be permitted within the Phosphate Mining land use category as mapped pursuant to Policy 2.114-A2:

- a. Phosphate mining and allied industries;
- b. Land reclamation;
- c. Agriculture and Farmworker housing under specific design parameters listed in the Land Development Code not to exceed an intensity of sixteen (16) workers per acre.
- d. Other land uses with conditional approval which are compatible and related with the extraction and processing of phosphate; and
- e. Subject to the adoption of a Comprehensive Plan amendment, any activities permitted within the following land use designations, which are appropriate for the redevelopment of lands formally utilized for phosphate mining operations and which demonstrate compliance with the Comprehensive Plan criteria for each use:
 1. Preservation
 2. Recreation and Open Space
 3. Leisure/Recreation
 4. Institutional
 5. Rural Cluster Centers
 6. Tourism Commercial Centers
 7. Business Park Centers
 8. Industrial
 9. Rural Mixed-Use Developments
 10. New Communities
 11. Agricultural/Residential Rural only

Policy 2.114-A4: FUTURE DEVELOPMENT OF PM LAND - Polk County shall promote the redevelopment of PM lands by encouraging master planned developments incorporating land uses permitted within Rural Development Areas. Applications for land use amendments will be reviewed by the “Phosphate Mining Review Group.” The applicant will be required to submit appropriate data and analysis as required by the amendment process, a copy of the reclamation plan including the subject site(s), and narrative establishing how the proposed land use(s) follows or conforms to the reclamation plan. The proposal shall demonstrate consistency with the goals, objectives, and policies of the Plan, including, county-wide land use needs, compatibility with adjacent uses, and protection of existing natural resources.

The “Phosphate Mining Review Group” will be composed of a representative from each of the following agencies:

Department of Environmental Protection, Bureau of Mine Reclamation
Central Florida Regional Planning Council
Phosphate Mining Industry
Florida Institute of Phosphate Mining Research
Florida Fish and Wildlife Conservation Commission

These applications for land use amendments shall be reviewed by the Group prior to application being accepted by the County.

Policy 2.114-B1: DEVELOPMENT CRITERIA FOR PHOSPHATE MINING - Development within these districts shall conform to the following criteria:

- a. All activities within lands designated as PM shall be conducted in a manner that will minimize adverse effects upon water quality, fish and wildlife, and adjacent land uses.
- b. All mining activities shall require approval through the County's development review procedures. This review will require the approval of a "Conceptual Mine Plan," which shall include, at a minimum:
 1. a "Mine-Area Map" to include, at a minimum, the locations of the mine boundaries, public rights of-way, existing structures, and environmental features (e.g. topography, watersheds, and any endangered wildlife habitats);
 2. a "Mine-Area Layout" to include, at a minimum, planned locations for beneficiation operations, waste-storage areas, and any proposed permanent structures and/or roads;
 3. a "Reclamation Plan" to include, at a minimum, all information required by applicable state regulations; and
 4. an "Operations Plan" to include, at a minimum:
 - (a) phasing plans,
 - (b) an Impact Mitigation Plan, and
 - (c) a Traffic Circulation Plan showing major access routes to the mine site.
- c. Once extraction activities are completed, the site shall be reclaimed (where reclamation is required by Chapter 16C-16, FAC) in accordance with the approved Reclamation Plan. Lands mined prior to reclamation requirements may be developed (reclaimed) without having to file a "reclamation plan."

Policy 2.114-B2: ADJACENT DEVELOPMENT - New mining activities shall be setback and/or buffered from existing subdivisions a minimum of 250 feet, and 500 feet from a residential structure ("Polk County Phosphate Mining Ordinance" - Ordinance 88-19), or as otherwise required by applicable law. New residential development on property adjacent to areas designated "PM" on the Future Land Use Map Series shall be required to provide appropriate buffering, if applicable.

Policy 2.116-A3: LOCATION CRITERIA - Institutional development may occur within the lands designated Institutional on the Future Land Use Map Series, and in any other land use designation throughout the County, unless further prohibited by the Land Development Code the County in accordance with Section 163.3201(1), FS. The following factors shall be taken into consideration when determining the appropriateness of establishing new Institutional areas on the Future Land Use Map Series, or in approving the location for an institutional use not located within lands classified as Institutional:

- a. Accessibility to roadways, with consideration being given to regional transportation issues for large scale institutional developments having a regional market.
- b. Proximity to incompatible land uses, which is dependent upon the intensity of the institutional use (buffering may be provided to mitigate adverse impacts).
- c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.
- d. Proximity to similar and compatible uses providing opportunities for shared facilities.
- e. Plans of the School Board and other public service agencies with jurisdiction in the County

The placement of institutional uses in other than lands classified as Institutional shall be subject to County approval through a Conditional Use Permit, or in accordance with land-development regulations adopted and/or amended by the County in accordance with Section 163.3201(1), FS.

Educational facilities will be allowed in lands designated as Institutional, or in all other land uses, except Industrial as a community facility in accordance with policies of this Plan.

OBJECTIVE 2.121-A: Polk County recognizes the importance of the agriculture industry as a healthy and competitive force in the national and international marketplace and, therefore, shall encourage the continuation of productive agricultural uses and provide for the placement of low-density residential development within unincorporated rural areas through:

- a. the establishment and mapping of Agriculture/Residential-Rural (A/RR), and
- b. the establishment of policies to govern the development of land within the A/RR land use category.

Policy 2.121-A4: AGRICULTURE - The following Agricultural policies shall apply within Polk County:

- g. In furtherance of Policy 2.402-A4, and to address the agricultural land use issues created by the devastating December 1989 freeze, the Polk County Land Development Division, and the Economic Development Council, shall work with organizations representing the commercial agricultural industry in Polk County, including, but not limited to, Florida Citrus Mutual, Florida Cattlemen's Association (Polk County), and Florida Farm Bureau Federation (Polk County) in order to coordinate the future land use needs of that industry.

Policy 2.123-C2: DEVELOPMENT CRITERIA - Development within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:

- b. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:
 - 6. mining that meets state and federal regulations; or
- c. Commercial and industrial development shall locate on the non-wetland portion of a development site.

Policy 2.123-F2: DEVELOPMENT CRITERIA - Development within the "Green-Swamp Protection Area" shall conform to the following requirements:

- e. Phosphate and peat mining shall not be allowed in the ACSC. All other mining must submit a written impact statement that demonstrates that the policies of the Comprehensive Plan are met and include a certification (with supporting data) by a registered engineer that the requirements of the Green Swamp Overlay District are met.

OBJECTIVE 2.124-B: The Polk County Plan shall provide for aviation-compatible land uses around airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), consistent with the objectives and policies of the Transportation Element, Section 3.200.

OBJECTIVE 2.124-C: The Polk County Plan shall protect and manage mineral resources for the purpose of insuring their continued availability of these resources by through:

- a. the establishment and mapping of a Mineral-Resource Protection District overlay; and
- b. the establishment of development criteria for protecting known deposits from encroachment by land uses incompatible with excavation and associated mining operations.

Policy 2.124-C1: PURPOSE - The Mineral-Resource Protection District (MRPD) overlay is established for the purpose of protecting for future mining those known deposits of minerals and soils that are in appropriate locations so as not to have adverse impacts on existing development.

Policy 2.124-C2: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map as the "Mineral-Resource Protection District" the general location of known commercially viable mineral and soil deposits, including:

- a. lime rock
- b. sand
- c. peat
- d. clay

The decision as to whether to protect a mineral deposit by inclusion in an MRPD overlay shall include, but not be limited to, an evaluation of:

1. the deposit's compatibility with existing land uses within, and surrounding, the MRPD designation; and,
2. the ability to mitigate adverse impacts from the mining of the deposit, including: noise, visual, airborne and waterborne pollutants, and traffic impacts.

Policy 2.124-C3: DEVELOPMENT CRITERIA - Development within the MRPD shall conform to the following criteria:

- a. Land uses which are compatible with the extraction and processing of mineral resources shall be permitted as a use within Mineral Resource-Protection.

- b. Land uses which may not be compatible, or which may cause future conflicts, with mineral excavation activities may be permitted within the MRPD through the issuance of a special limited-use permit such as a temporary-use permit.
- c. Mineral extraction activities should be conducted in a manner which will minimize adverse effects to water quality, fish and wildlife, and adjacent land uses.
- d. any mining activities shall comply with Section 2.124-C and the land Development Code.

Policy 2.124-D2: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map the overlay-district category of "Wellhead Protection District" and shall designate this overlay district for all Potable Water Supply System (PWS). The Wellhead Protection District shall include a minimum 500 foot buffer for all PWS. Additional areas shall be included based on best available data or industry standards.

Policy 2.125-C1: TRANSITIONAL AREA LOCATIONAL CONTROLS - Transitional Areas are non mapped areas to provide for the lessening of impacts between dissimilar uses by providing for transitional or "step-down" uses between intensive-use activities and low-density residential uses, subject to the following controls:

- a. Transitional Areas shall be permitted in all land use categories within the TSDA, UGA, and SDA (except as prohibited herein), subject to County approval, adjacent to the following intensive-use land use categories:
 1. All Activity Centers, except Convenience Centers and Rural Clusters;
 2. Linear Commercial Corridors;
 3. Commercial Enclaves, except in the SDA; and
 4. Industrial.

Policy 2.125-E2: COMMUNITY FACILITIES' DEVELOPMENT CONTROLS – Community Facilities shall be subject to the following criteria:

Type C facilities may be permitted provided the applicant can demonstrate the following:

- a. There are no suitable sites located within an Industrial (IND) land use designation that is available in closer proximity to the public work project than the site proposed;

Policy 2.125-G1: NON-PHOSPHATE MINING PERMITTED USES - Mining of the following minerals shall be permitted throughout the County in all land use classifications, subject to County approval:

- a. lime rock
- b. sand
- c. peat
- d. clay
- e. soil

Policy 2.125-G2: NON-PHOSPHATE MINING ACTIVITY DEVELOPMENT CRITERIA Non phosphate mining shall be subject to the following criteria:

- a. Mineral extraction activities shall be conducted in a manner which will minimize adverse effects to water quality, fish and wildlife, and adjacent land uses. Non-phosphate mining shall be permitted only where compatible with existing land uses and Future Land Use designation.
- b. All mining activities shall require Board approval through the County's development review procedures. This review will require the approval of a "Mine Plan" which shall include, at a minimum:
 - 1. a "Mine-Area Map" to include, at a minimum, the locations of the mine boundaries, public rights of-way, existing structures, and environmental features to include topography, watersheds, and any endangered wildlife habitats;
 - 2. a "Mine-Area Layout" to include, at a minimum, planned locations for beneficiation operations, waste-storage areas, and any proposed permanent structures and/or roads;
 - 3. a "Reclamation Plan" to include, at a minimum, all information required by applicable state regulations; and
 - 4. an "Operations Plan" to include, at a minimum, any phasing plans, an Impact Mitigation Plan, and a Traffic Circulation Plan showing major access routes to the mine site.
- c. The decision to permit the mining activity shall be based on an evaluation of the compatibility of the use with surrounding land uses; and the ability to mitigate adverse impacts, including noise, visual, airborne and waterborne pollutants, and traffic impacts.
- d. Mineral extraction activities shall not be conducted so as to make the property impractical or impossible for other future uses. Once extraction activities are completed, the site shall be reclaimed in accordance with the approved Reclamation Plan.

Policy 2.125-G3: DEVELOPMENT REGULATIONS - Polk County shall implement the evaluation criteria for determining when non-phosphate mining is compatible with existing land uses and proposed land use classifications as established within the Land Development Code. At a minimum, these criteria shall include the following standards:

- a. minimize adverse impact on environmentally sensitive lands;
- b. maximize the ability to restore or mitigate environmentally sensitive lands;
- c. minimize the adverse impacts of truck and heavy machinery traffic on residential streets; and
- d. minimize the extent of adverse external impacts, such as noise, dust, and visual impacts on nonindustrial areas.

Policy 2.125-K1 - Disposal facilities, as defined by RCRA, shall be prohibited, and facilities which generate and/or store RCRA regulated wastes shall be subject to industrial/commercial requirements, as regulated by Section 2.310 of this Plan.

Policy 2.127-A5: FUTURE SELECTED-AREA STUDIES - The County shall coordinate future Selected Area Studies (SAS) with input from those areas affected, with input from nearby cities, and other public and private agencies and stake holder according to the best management planning practices. To aide in identifying potential SASs areas, the County may use the following strategies:

- a. a multi-location study designed to allocate land uses for economic development within targeted cluster industries;

Policy 2.127-A6: DRIs - All approved non-mining mixed-use DRI plans - and the Poinciana New Township and Indian Lake Estates pre-DRI PUDs - shall be recognized as specially designated SAPs, and noted on the Future Land Use Map Series as "Development of Regional Impacts" (DRI) or "Pre DRI-Scale Projects" (PRE-DRI). See Appendixes 2.130 for specific DRI and PRE-DRI SAPs.

Economic Element

Policy 2.402-A3: The Central Florida Development Council shall develop strategies for Polk County to provide financial, in-kind, or other incentives to assist in the expansion of existing industry.

Policy 2.402-A4: The Polk County Planning Division and the Central Florida Development Council shall work with organizations representing the commercial agricultural industry in Polk County, including but not limited to Florida Citrus Mutual, Florida Cattlemen's Association (Polk County), and Florida Farm Bureau Federation (Polk County), in order to coordinate the future economic and land-use needs of that industry.

Policy 2.402-A5: The Economic Development Council shall continue a program of economic diversification to mitigate the impact of any significant economic downturns in the citrus or phosphate industries.

Policy 2.404-B2: The County shall coordinate with the Metropolitan Planning Organization for the Lakeland/Winter Haven Urbanized Areas, the Florida Department of Transportation, and local governments to expand and enhance the overall transportation network by providing reasonable access to agricultural, commercial, industrial, and office locations throughout the County.

Policy 2.404-B4: The County shall seek a working relationship with all active railroad companies to maintain active rail lines that could service existing and future commercial/industrial use areas as outlined in the Future Land Use Element.

Transportation Element

OBJECTIVE 3.202-F: By 2015, provide adequate surface transportation access to airports and intermodal connections based on the future transportation system. (Refer to the Public Transit System and Airport Impact Districts maps in the TEMS)

Policy 3.202-F1: Polk County shall address the need for surface transportation access, including transit, to airports in its transportation planning (Refer to POLICY 3.202-B1.). The County will identify candidate projects for the Florida Department of Transportation's Intermodal Development Program that improve surface access to airports and fund applications, as financially feasible.

OBJECTIVE 3.204-C: Develop and maintain a multi-modal transportation system that supports economic growth and diversity by providing adequate access to agricultural, commercial, industrial, and office locations throughout the County. Polk County shall develop strategies to connect existing

and future city centers with a multi-modal transportation system consistent with the TPO's 2060 Vision Plan and 2035 Mobility Vision Plan (aka: LRTP).

Policy 3.204-C1: In the development of the Community Investment Program, Polk County shall, where feasible, program road improvements that enhance access to the overall transportation network for residential, agricultural, commercial, industrial, and office activities.

Policy 3.204-C5: Polk County shall coordinate with the operators of public use airports to ensure that airport master plans and any planned airport expansions are consistent with the Polk County Comprehensive Plan. The County shall provide comments on updates to airport master plans to ensure that they are consistent with the Future Land Use, Conservation and Transportation Elements. The following airports shall be subject to review:

- a. Bartow Municipal Airport,
- b. Chalet Suzanne Airport,
- c. Brown Seaplane Base,
- d. Lakeland Linder Regional Airport,
- e. Lake Wales Municipal Airport,
- f. River Ranch Resort Airport,
- g. South Lakeland Airpark, and
- h. Winter Haven Municipal Airport.

Policy 3.204-C6: Polk County's review of airport master plan updates and proposed airport expansions shall include an analysis of the compatibility of planned airport improvements with surrounding natural resources and land uses. Such analyses shall be:

- a. Based on the land-use compatibility criteria contained within the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board; and
- b. Coordinated with the applicable standards of the agency with jurisdiction (i.e., US Corps of Engineers, Water Management Districts, Department of Environmental Regulation, etc.).

Policy 3.204-C7: Polk County shall:

- a. Identify the mitigation required to prevent adverse impacts of planned airport improvements on surrounding natural resources and land uses through the analyses referenced in Policy 3.204-C4; and ...

Policy 3.204-C8: Polk County shall support feasible airport expansions necessary to ensure the commercial viability of the airports identified in POLICY 3.204-B3.

Policy 3.204-C9: Polk County shall coordinate with the Polk TPO and FDOT to evaluate the potential for new limited access roads to relieve traffic congestion and promote the efficient movement of freight.

The County shall coordinate with the FDOT or other applicable entities regarding the design and construction of new corridors to evaluate the feasibility of designating new interchange locations as “receiving areas” for the transfer of development rights or functional equivalent.

OBJECTIVE 3.204-D: The Polk County Plan shall provide for aviation-compatible land uses for airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), through: (Refer to the Airport Impact Districts map in the TEMS)

- a. the establishment of an Airport Impact District overlay pursuant to the provisions of OBJECTIVE 2.124-A; and
- b. the establishment of development criteria providing for aviation-compatible land uses and activities in the Airport Impact District.

Policy 3.204-D1: PURPOSE B The Airport Impact District (AID) overlay is established to ensure that land uses and the operation of public use airports are compatible. The County will address public health and safety issues by minimizing conflicts between airport operations and surrounding land uses. All development shall be in conformance with the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board.

Policy 3.204-D2: DESIGNATION B The Polk County portion of the Airport Height Notification Zones Map, including Subzones 1 and 2, as the Joint Airport Zoning Board on November 20, 1997, shall serve as the Airport Impact District until updated pursuant to POLICY 3.204-D3.

Policy 3.204-D3: Polk County will continue to update the Airport Impact District map for consistency with the Airport Master Plans to include following zones:

- a. Airport Height Notification Zones
- b. Airport Noise Zones
- c. Airport Overflight Zones
- d. Educational Facilities Restriction Zones
- e. Inflight Visual Interference Zones

The Airport Impact District map will be based on the current airport master plans or airport records for the public-use airports identified in POLICY 3.204-C3.

Policy 3.204-D4: DEVELOPMENT CRITERIA B -The County’s Land Development Code shall refer to the Airport Impact District (AID) and the Polk County Airport Zoning Regulations to address height, noise and land use compatibility issues relative to the protection and operation of public use airports.

Public Schools Facilities Element

Policy 3.604-A4: Polk County 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. Polk County shall clearly

identify in the Future Land Use Element and Land Development Regulations the land use and zoning categories in which schools are allowable uses.

Sarasota County Comprehensive Plan (Updated 2014)

Future Lane Use Element

No policies specific to freight-generating or industry land uses.

Transportation Element

TRAN Objective 1.5. All traffic circulation plans and programs, as well as aviation, port and rail plans and programs, shall be coordinated with the plans and programs of the State, the Region, the local Metropolitan Planning Organization and other local jurisdictions.

TRAN Goal 4 Encourage the provision of commercial air carrier and general aviation facilities which efficiently meet the needs of passengers, commercial airlines, and general aviation users.

TRAN Objective 4.1. Support the implementation of the master plans for the Sarasota Bradenton International Airport, the Venice Municipal Airport and the Buchan Airfield Special Use Facility through the year 2025.

TRAN Policy 4.1.1. Retain Sarasota Bradenton International Airport as the commercial air carrier facility for the two county area, with general aviation facilities as long as the operational capacity of the Airport is not exceeded.

TRAN Policy 4.1.2. Encourage the designation of the Venice Municipal Airport as a reliever facility of the Sarasota Bradenton International Airport for general aviation traffic.

TRAN Policy 4.1.3. The development and expansion of aviation related facilities shall protect and conserve natural resources and be consistent with the Future Land Use Chapter and the Environment Chapter.

TRAN Policy 4.1.4. The County shall develop mitigation techniques to address adverse structural and non-structural impacts from airports or related facilities upon adjacent natural resources and land uses.

TRAN Policy 4.1.5. Retain Buchan Airfield as a special use facility.

TRAN Goal 5 Develop and maintain, in coordination with airport improvements, a transportation system which provides safe, convenient and efficient travel through an affordable balance of alternative transportation modes.

TRAN Objective 5.1. Maintain, subject to availability of federal funding, through the year 2020, the existing (2002) level of cost efficient public transit service to the Sarasota Bradenton International Airport in order to accommodate airport employees and airport users.

TRAN Policy 5.1.1. The County will maintain and enhance the existing bus service to the Sarasota-Bradenton International Airport.

TRAN Policy 5.1.2. The County will maintain and enhance cost efficient para transit services to the Sarasota-Bradenton International Airport.

TRAN Objective 5.2. To develop implementation strategies to address intermodal terminals and access to aviation facilities.

TRAN Policy 5.2.1. The County shall include in its design of the County’s future thoroughfare system and its public transit system, strategies to address intermodal terminals and access to aviation facilities.

TRAN Goal 6 Improvements to, and the operation of, the aviation facilities shall be carried out in a manner which minimizes negative impacts on the environment.

TRAN Objective 6.1. To ensure minimum negative environmental impacts of planned improvements, as proposed by the Sarasota Bradenton International Airport through coordination with the Future Land Use and Environment Chapters. To the extent possible, the County will coordinate planned improvements with the appropriate aviation facilities provider including the U.S. Army Corps of Engineers, Federal Aviation Administration, metropolitan planning organization, military services, or approved resource planning and management plan prepared pursuant to Ch. 380, F.S.

TRAN Policy 6.1.1. The County will monitor the Airport Development of Regional Impact to assure that preservation and conservation areas and natural resources are protected, and that the development is consistent with the Sarasota County Comprehensive Plan.

TRAN Policy 6.1.2. The County will review the planned improvements during their scheduled development periods (1993-2020), according to the Sarasota Bradenton International Airport Master Plan, and will assure their consistency with the Sarasota County Comprehensive Plan.

TRAN Objective 6.2. To ensure minimum negative environmental impacts of planned improvements, as proposed by the Venice Municipal Airport through coordination with the Future Land Use and Environment Chapters. To the extent possible, the County will coordinate planned improvements with the appropriate aviation facilities provider including the U.S. Army Corps of Engineers, Federal Aviation Administration, metropolitan planning organization, military services, or approved resource planning and management plan prepared pursuant to Ch. 380, F.S.

TRAN Policy 6.2.1. The County will review the planned improvements during their scheduled development periods, according to the Venice Municipal Airport Master Plan, and will assure their consistency with the Sarasota County Comprehensive Plan.

TRAN Goal 7 Encourage compatibility of land uses in the portions of unincorporated Sarasota County adjacent to aviation facilities.

TRAN Objective 7.1. To ensure that any new improvements for aviation purposes, through the year 2020, are compatible with surrounding land uses.

TRAN Policy 7.1.1. The County will review the impact of planned improvements for the Sarasota Bradenton International Airport and the Venice Municipal Airport to ensure minimum adverse impacts upon previously established residential development.

TRAN Policy 7.1.2. The County will support the mitigation of existing noise conflicts between the Sarasota Bradenton International Airport and its environs.

TRAN Policy 7.1.3. The County will support the implementation of air space zoning as proposed by the Sarasota Manatee Airport Authority.

TRAN Objective 7.2. To protect aviation facilities from the encroachment of incompatible land uses, through the year 2020.

TRAN Policy 7.2.1. The County will not allow development of incompatible land uses in the unincorporated area adjacent to aviation facilities.

TRAN Policy 7.2.2. The County will support the Sarasota Manatee Airport Authority and the Venice Municipal Airport Advisory Board in their efforts to purchase land adjacent to their aviation facilities.

TRAN Goal 8 Ensure intra and intergovernmental coordination in all planning efforts relating to future aviation transportation.

TRAN Objective 8.1. To maintain and increase intra and intergovernmental coordination relating to aviation transportation, in accordance with the Sarasota County Comprehensive Plan's Intergovernmental Coordination and Citizen Participation Chapter. Assure that all future aviation related efforts are coordinated and properly integrated with Sarasota Manatee Metropolitan Planning Organization and Florida Department of Transportation plans.

TRAN Policy 8.1.1. The County will continue its cooperation and coordination efforts with the Sarasota Manatee Airport Authority and City of Venice.

TRAN Policy 8.1.2. The County will ensure all planning efforts for future aviation transportation be consistent with the State, regional, adjacent county, and municipal transportation plans.

Port and Rail Sub-Element

TRAN Goal 9 It shall be the Goal of Sarasota County to develop and maintain an environmentally sensitive transportation system which provides safe, convenient, and efficient travel through an affordable balance through the development of alternative transportation modes, the coordination with desired land use practices, and the coordination with adjacent communities.

TRAN Objective 9.1. To continue, through the year 2025, to rely upon existing regional ports to serve the needs of Sarasota County's residents.

TRAN Policy 9.1.1. Coordinate with the Sarasota-Manatee Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) to support Port Manatee and the Port of Tampa in their efforts to expand their services particularly as these services relate to the Sarasota County market through the year 2025.

TRAN Objective 9.2. To encourage the use of rail lines as an alternative means of transporting passengers and freight.

TRAN Policy 9.2.1. Coordinate with the Sarasota Manatee Metropolitan Planning Organization to monitor State, federal, and railroad industry proposals concerning passenger and freight rail service affecting Sarasota County.

TRAN Policy 9.2.2. Work with the railroad industry, representatives of the private sector, and appropriate levels of government to explore potential benefits of increased rail service to Sarasota County. Those "potential alternatives" should include, at a minimum, the following:

- the preservation of existing railroad right of way for future rail services;
- the conversion of abandoned railroad lines where right of way still exists to other forms of transport, including recreational corridors or habitat and wildlife corridors; and
- the establishment of rapid rail transport facilities to connect urban centers with other forms of transportation such as regional airports, bus terminals, or port facilities.