

## **II. Future Land Use Element**

### **Introduction**

The Future Land Use Element plays a pivotal role in the Plan. The Future Land Use Element and its attendant Future Land Use Map, are both created by other Elements of the Comprehensive Plan and impacts upon them. The locations and densities of future land use categories are shaped to a large extent by information from the other Elements of this Comprehensive Plan. Also other Elements of the Plan are influenced by and support the Future Land Use Element. It is the Future Land Use Element, along with the Future Land Use Map series, that states the sizes, locations, densities/intensities, and other characteristics of the land use categories for future land development in the City of Clewiston.

The purpose of this Element is the designation of future land use patterns in Clewiston reflected by land use classifications for all lands in the City, and presenting them on the Future Land Use Map. The Goals, Objectives, and Policies of this Element establish the meaning and definitions of the land use categories on the Future Land Use Map and present the criteria for development within specific categories.

Both the land use categories and the criteria for development are based on analyses of the City's facilities and resources, as well as relative locations. These facilities and resources include the infrastructure to support existing development and future growth and the conditions and capacities on the natural resources to support development.

The Bureau of Economic and Business Research (BEBR) at the University of Florida annually estimates population for counties and prepares projections at the county level. The BEBR data provides uniform statewide methodology and yield data comparable from county to county. While BEBR does not make population projections for municipalities, The Shimberg Center for Affordable Housing, also at the University of Florida, has prepared population projections for municipalities in its development of affordable housing needs assessments for communities throughout the State. The population projections contained herein are based on the U.S. Census figures and modified to include population growth associated with future development of the Gateway Mixed-Use area. This additional growth is not included in the Shimberg projections. (Section XIV Economic Element also describes some other factors of the population.)

### **Permanent Population Projections**

The age structure of the population in Clewiston shows the median age was 31.9 in 2000. Statewide, the median age was 38.7. According to the 2000 Census, about 10.9% of the City's population was aged 65 years or older, less than the state rate of 17.6 percent. Between 1990 and 2000, the City's permanent population increased from 6,085 residents to 6,460 residents, an increase of approximately 6.2%. Between 2000 and 2010, the City's population increased from 6,640 to 7,155, an increase of approximately 7.6%. At the time of the 2010 Census, the median age was 33.8, 73% of the population was 18 or over and 12% of the population was 65 or older.

<b>Table II.1: Population Counts and Projections</b>				
U.S. Census <sup>(1)</sup>		Estimate <sup>(2)</sup>	Projections <sup>(3)</sup>	
2000	2010	2014	2019	2024
6,640	7,155	7,105	7,415	7,694
Source: <sup>(1)</sup> Decennial Census <sup>(2)</sup> LaRue Planning & Management Services, Inc. <sup>(3)</sup> City of Clewiston, 10-Year Water Supply Facilities Work Plan, Johnson Engineering, 9/14				

<b>Table II.2: 2010 Age Structure</b>		
Age Range	Number	Percent
Total population	7,155	100.0
Under 5 years	559	7.8
5 to 9 years	555	7.8
10 to 14 years	480	6.7
15 to 19 years	603	8.4
20 to 24 years	558	7.8
25 to 29 years	477	6.7
30 to 34 years	450	6.3
35 to 39 years	470	6.6
40 to 44 years	476	6.7
45 to 49 years	528	7.4
50 to 54 years	437	6.1
55 to 59 years	378	5.3
60 to 64 years	333	4.7
65 to 69 years	279	3.9
70 to 74 years	184	2.6
75 to 79 years	139	1.9
80 to 84 years	122	1.7
85 years and over	127	1.8
Source: U.S. Census, 2011		

## Seasonal Population

The source of seasonal population increases are residents who spend the winter months of December through March or April in the City. Workers employed for the harvest of sugar cane within the Clewiston area during the winter months do not contribute to a seasonal population increase because they are not housed within the City. Many of those workers reside in housing provided by the sugar industry and while they may shop within Clewiston or occasionally visit the City, they are not considered to be temporary or seasonal residents.

One source of seasonal population increase is attributable to short-term residents occupying live-in recreational vehicles. These vehicles are located in two RV parks developed for that purpose and at other scattered locations within the City. It is estimated that the maximum number of RV spaces available is 100 and that the average occupancy of the vehicles is 2 persons. This would result in a seasonal population of 200 persons.

## **Existing Land Use**

The use of land in a community is the single most important aspect of a planning and development management program of local governments. The locations and intensities of land uses establish the form and character of the community. The existing land use map must be updated regularly to reflect development activities such as new construction, major demolition, and change in use of both land and buildings.

The existing land uses within the City are depicted in Figure II-1. Existing land uses in the City have not changed greatly since adoption of the 1991 Comprehensive Plan. Clewiston includes 2,991 acres of land or 4.68 square miles. The City's existing land use pattern was dictated to a certain extent by the physical layout of lots, blocks and streets in the original plat for the city prepared in 1920 by the renowned town planner, John Nolen. Subsequent to John Nolen's plat of the City, the Herbert Hoover Dike was constructed redefining the boundary of Lake Okeechobee. A portion of the City along the north corporate limit is now shown as having a public/semi public use. This 44.7 acre site was the historical shore of the Lake. The land use pattern was influenced further by the City's location in an agricultural and recreational area with one principal means of highway access – U.S. 27/S.R. 80, known locally as "Sugarland Highway." There were a few changes from the 1988 map, with the exception of the Wal-Mart site and the two acres of residential uses which were cleared and replaced with commercial uses. There was also an expansion of public uses in the South Central part of the City.

There have been only a few significant changes. The first is that the 121.2-acre airport has closed, and has reverted to the control of its owner, US Sugar Corporation. The second involved the Amendment of the Comprehensive Plan in 1996 to convert a residential tract to commercial, which encompasses the Wal-Mart shopping center at the western entrance to the City, which has also had an effect on the traffic and spending patterns. This amendment changed 34.2 acres of multi-family designated lands to commercial.

Public/Semi-Public lands make up the single largest land use category, comprising almost 20% of the total city area. This land use category includes the schools, School Board properties, the municipal golf course, park/recreation area associated with the C-21 canal, the fair grounds and other county, state, and federal owned properties and various parks and recreation areas around the City. Agriculture comprises the second largest land use, accounting for about 17%. Single-family residential dominates that portion of privately owned urban development in the City approximately 15% of the area of the City.

The primary significance of the large agricultural land area is that it serves as an interim land use until the demand for developable land results in its conversion to residential, commercial, industrial, or other urban use. The land use classification considered appropriate for the City of Clewiston and the acreages of each presented in Table II.3 and portrayed on Figure II-1 are based on 2006 data. Changes since then have been insignificant from a planning perspective.

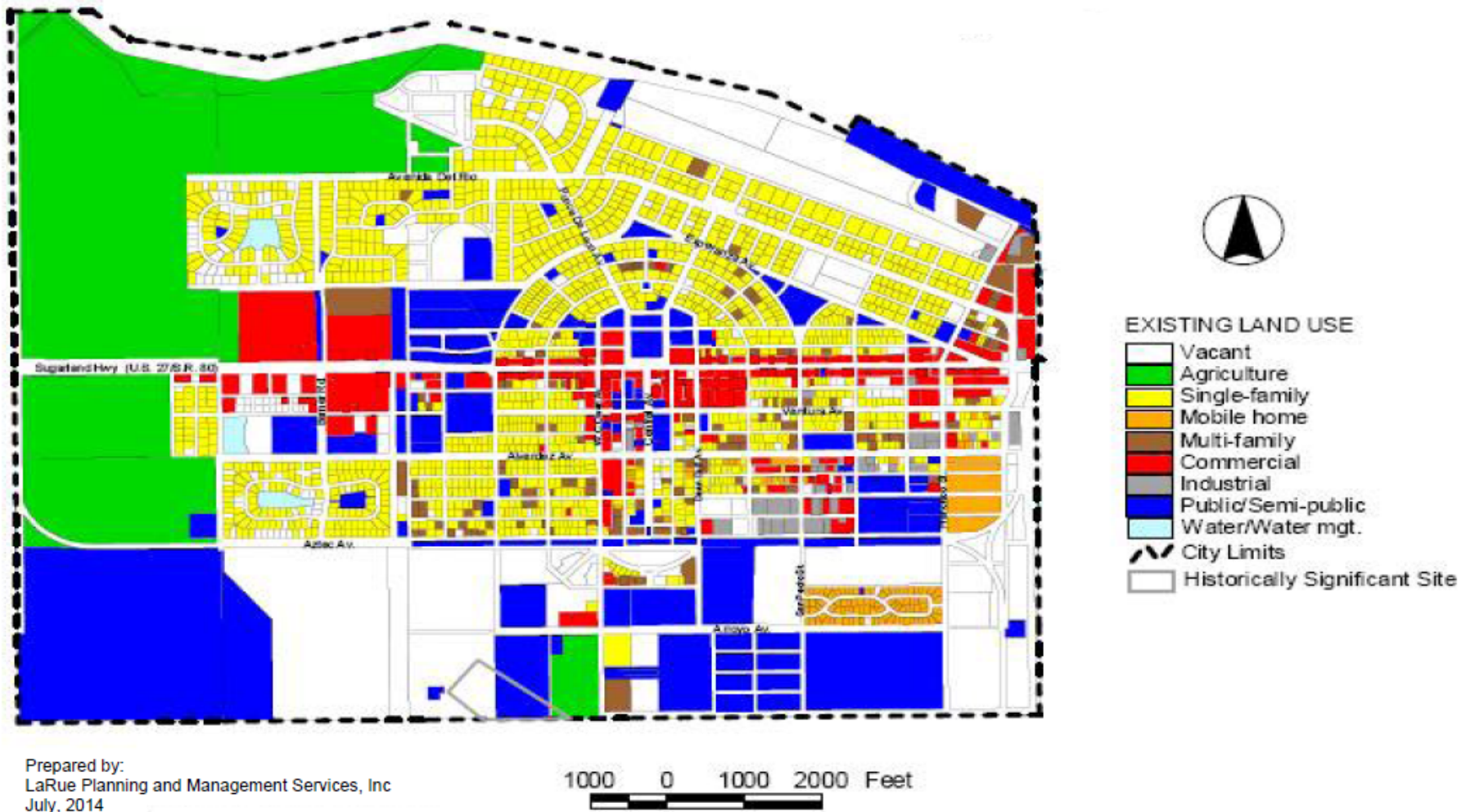
**Table II.3  
Generalized Existing Land Use  
City of Clewiston, Florida  
February, 2015**

<b>EXISTING LAND USE TYPE</b>	<b><u>2014</u></b>	
	<b>Acres</b>	<b>% of Total</b>
Vacant	529.9	17.7%
Agriculture	508.3	17.0%
Single-family Residential	450.2	15.0%
Mobile homes	36.3	1.2%
Multi-family Residential (including duplexes)	62.6	2.1%
Commercial	154.9	5.2%
Industrial	32.8	1.1%
Public/Semi-public	591.6	19.8%
Unclassified (Water/canals, roads, r-o-w, railroads)	624.4	20.9%
<b>TOTAL</b>	<b>2,991.0</b>	<b>*</b>

Source: LaRue Planning and Management Services, Inc., February, 2015

\* Parts do not add to 100.0% due to internal rounding.

FIGURE II-1  
ESTIMATED GENERALIZED EXISTING LAND USE  
CITY OF CLEWISTON, FLORIDA  
JULY, 2014



## **Services for Existing Land Uses**

In 1990, it was determined that adequate Solid Waste, Drainage, and Potable Water facilities were available. The only potential deficiency identified in the EAR was for sanitary sewer. The sanitary sewer systems treatment facilities were adequate in 1990 but the collection/transport system needed to be expanded to provide service to approximately 13 percent (13%) of the City that was not served. The City's treatment plant was expanded in 2008 and has a current capacity of 3.0 mgd.

Objective 1.2 and Policy 1.2.1 of Section V, Potable Water, addresses the upgrading of the distribution system. Prior to May, 1992 a study of the water distribution system was to be conducted to identify deficiencies in areas such as low pressure and flow areas. Recommendations for system upgrades and a prioritized funding plan have since been established and this Objective and Policies have been modified.

The City of Clewiston is located in an area of Hendry County which has minimal groundwater aquifer recharge potential. Groundwater quality in Clewiston is also poor. As a result of these conditions wells to be used for potable water will have to be treated through reverse osmosis.

## **Vacant Land**

Table II.4 shows the amounts of vacant and agricultural land uses throughout the community by Future Land Use category. As can be seen in Table II.4, while there are 529.9 acres of vacant land in the City, about one-third (175 acres) are designated for Public/Semi-Public use and are not available for other urban uses without an amendment to the Comprehensive Plan.

Further, from a practical stand point, active and inactive agricultural uses in urban land use categories are considered an interim use of the land, and are subject to urban development at some point as shown on the 2025 Future Land Use Map. Agricultural acreage in the City is almost equal to the amount of vacant land and nearly all of the agricultural lands are located within the area proposed for inclusion in the Gateway Mixed Use land use category. Vacant and Agricultural Lands throughout the City based on 2006 data are depicted on Figure II-2. Changes since 2006 have been insignificant from a planning perspective.

**Table II.4**  
**Estimated Vacant and Agricultural Lands**  
**By Future Land Use Category**  
**City of Clewiston, Florida**  
**February, 2015**

<b>LAND USE CATEGORY</b>	<b>VACANT</b>	<b>AGRICULTURAL</b>	<b>TOTAL</b>
Single-family	119.9	0.0	119.9
Mobile home	53.7	0.0	53.7
Multi-family – Two-family	8.7	0.0	8.7
Multi-family – Other	8.4	0.0	8.4
Commercial	42.3	16.7	66.5
Downtown Commercial District	2.0		
US 27 Commercial Corridor District	5.5		
Industrial	114.4	0.0	114.4
Public/Semi-Public	175.0	0.0	175.0
Gateway Mixed Use	0.0	491.6	491.6
<b>TOTAL</b>	<b>529.9</b>	<b>508.3</b>	<b>1,038.2</b>

Source: LaRue Planning and Management Services, Inc., February, 2015

Vacant or undeveloped land within the City has a fairly uniform character. The topography is nearly level with two soil types encompassing the entire City. A description of these soils is contained in Section V – Drainage, and in Figure VI.1, Soils Map. A small amount of vacant land along the northern portion of the City contains organic soils to a depth of 16 to 36”. These soils may have to be removed and replaced with suitable soils prior to development. The remainder of the City is composed of sandy soils and could be developed with proper drainage. Any of these vacant or undeveloped areas would require drainage facilities designed to comply with South Florida Water Management and Clewiston Drainage District standards and regulations.



[illegible]

1000 0 1000 2000 Feet

 Vacant  
 Agriculture  
 Water/Water mgt.  
 City Limits

City of Clewiston Comprehensive Plan  
Future Land Use Element  
Adopted: March 18, 1991  
Amended: July 20, 2015



## Definitions of Land Use Classifications

The definitions of land use classifications used in this Element are as follows:

Agriculture .....	Active use as farming grazing or commercial food production
Single-Family Residential.....	Detached residences on individual, recorded lots, not including mobile homes or townhouses. Average Density- 3 units per acre.
Multi-Family Residential .....	Apartments, townhouses, quadplexes, duplexes, and other forms of housing with more than one dwelling in a single structure. Average Density- 8 units per acre.
Mobile Homes.....	Mobile homes on recorded lots in separate ownership or in mobile home parks. Average Density- 8 units per acre.
Commercial.....	Activities involving sale or lease of commodities or services, including ancillary storage and other support functions.
Industrial .....	Activities involving manufacturing, processing, fabrication or bulk storage of goods or materials including use of heavy equipment, machinery warehousing, and open air storage.
Public/Semi-Public.....	Facilities and activities conducted by a governmental agency involving public services; semi-public institutions, such as hospitals, religious institutions, and schools; and, charitable institutions.
Railroad.....	Trackage, yards, and related facilities of an operating railroad company.
Airport.....	Runways, hangars, administrative support areas and areas held as open land to meet regulatory requirements for aircraft operations.
Roads (including Streets and Alleys).....	Public dedicated rights-of-way for vehicular traffic circulation.
Mixed Use Designation.....	Lands designated as Mixed Use on the Future Land Use Map (Figure II-3). The purpose of this category is to allow for the use of creative planning techniques that allow for the movement and mix of currently designated densities and intensities of use. For example such lands so designated mixed use could provide a sense of

entry into Clewiston by allowing for commercial and residential uses designed to establish pedestrian interaction, public spaces and integration of uses.

Downtown Commercial District ..... Promote redevelopment and enhance the opportunity for a more vibrant community center. The District provides a vehicle for development of a variety of nonresidential uses complemented by residential uses at urban densities.

US 27 Commercial Corridor District .... Promote redevelopment and enhance the opportunity for a more vibrant commercial corridor. The District provides a vehicle for development of a variety of nonresidential uses complemented by residential uses at urban densities.

## **Need for Redevelopment**

The City has shown some characteristics of physical blight and deterioration requiring redevelopment. A Community Redevelopment Area (CRA) was formed consistent with Chapter 163 requirements of the Florida State Statutes. Commercial development is confined to the U.S. 27 corridor and several concentrated locations generally at the perimeter of established residential neighborhoods. A concentration of commercial uses in the center of the City, primarily south of U.S. 27, serves a small “downtown” and includes retailing, services, City Hall and related governmental facilities, office buildings and institutional uses.

Expansion of the commercial land uses in the City will occur primarily west of the present commercial corridor, fronting on U.S. 27. Current zoning will accommodate such expansion. Industrial land uses are concentrated in a large, somewhat compact industrially-zoned district in the southeastern quadrant of the City, immediately north of the C&S Florida railroad. A few industrial uses are located along the eastern boundary of the City and also lie adjacent to the existing rail facilities.

The City’s planned character, as envisioned in John Nolen’s original plan, has been carried out through zoning decisions made by the City. It has been generally successful in terms of the limited number of residences noted in the 1980 U.S. Census and described in the Housing Element.

Scattered buildings, generally in the older, central part of the City, south of U.S. 27, show some evidence of inadequate maintenance; however, there are no extensive concentrations of deterioration, except in the CRA designated area. The City’s “Dangerous Building Code” has been useful in removing severely blighted structures. There is no other Code adopted by the City or administrative activity which routinely monitor blight conditions or which ensures a level of maintenance which prevents gradual deterioration in the condition of structures within the City.

## Land Availability to Meet Future Needs

There is an abundant supply of vacant land in all categories to meet the City's future development needs for many years beyond the 2021 planning horizon.

While the development of the Gateway property has not been realized as expected, and its future remains unknown, the Gateway Mixed-Use Future Land Category remains. Consequently, the City may still realize development of this project. Therefore, despite the slim likelihood that this level of projected housing demand (and its associated population growth) will occur, the construction demand through 2025 as shown is based upon transferring the original 2005 through 2015 development projections for this property into the 2015 – 2025 time frame.

<b>Table II.5: Projected Clewiston Housing Construction Demand</b>						
Area of City	2014 Inventory		2014 to 2019		2019 to 2024	
	Single	Multi	Single	Multi	Single	Multi
Gateway Development	0	0	400	150	525	175
Balance of City	1,567	674	40	12	39	11
Total	1,567	674	440	162	564	186
Source: LaRue Planning & Management Services, Inc., September, 2014						

## Residential Land Use Needs:

Based on the projected population and housing increases between 2015 and 2025 and assuming development of single-family uses at four units per acre; multi-family development at an average of eight units per acre; and a mix of housing approximating 75% single-family and 25% multi-family, anticipated residential demand through the year 2025 will require the acreages as set forth in Table II.6. Comparing the needed acreage the lands available for residential and mixed-use development as shown in Table II.10, indicates there is adequate land available to meet anticipated needs.

<b>Table II.6: Projected Residential Land Use Needs</b>				
Residential Use	2015 to 2020		2020 to 2025	
	D.U.	Acres	D.U.	Acres
Single-family @ 4/ac.	440	110	564	141
Multi-family @ 8/ac.	162	20	186	23
Total	602	130	750	164
Source: LaRue Planning & Management Services, Inc., February, 2015				

## Commercial Land Use Needs:

Existing commercial land use approximates 154.9 acres, or about 23.6 acres per thousand population. Assuming that continuation of this pattern is adequate, the City will require another 77.8 acres of commercial land use between 2005 and 2020, the majority of which will be located in the Gateway Mixed Use District. Table II.7, shows projected commercial land use needs for the planning period. Comparing the needed acreage with the lands available for commercial and mixed-use development as shown in Table II.9, indicates there is adequate land available to meet anticipated needs.

**Table II.7**  
**Commercial Land Use Needs**  
**City of Clewiston, Florida**  
**2015 - 2025**

<b>5-Year Period</b>	<b>Population Increase</b>	<b>Acres Needed</b>
2014-2019	310	7
2019-2024	279	7
<b>TOTAL</b>	<b>589</b>	<b>14</b>

Source: LaRue Planning and Management Services, Inc., February, 2015

## Industrial Land Use Needs:

Current industrial land use approximates 32.8 acres, or about five acres per thousand population. Assuming continuation of this pattern is adequate, the City will require only another 16.5 acres of industrial land use between 2005 and 2020. Table II.8, shows projected industrial land use needs for the planning period. Comparing the needed acreage with the lands available for industrial development as shown in Table II.9, indicates there is adequate land available to meet anticipated needs.

**Table II.8**  
**Industrial Land Use Needs**  
**City of Clewiston, Florida**  
**2015 - 2025**

<b>Year</b>	<b>Population Increase</b>	<b>Acres Needed</b>
2014-2019	310	2
2019-2024	279	1
<b>TOTAL</b>	<b>589</b>	<b>3</b>

Source: LaRue Planning and Management Services, Inc., February, 2015

## Historic Resources

The City of Clewiston contains two sites considered to have historical significance by the Division of Historical Resources of the Florida Department of State. The sites include the Clewiston Mounds containing remnants of a prehistoric Indian Mound, which after 1977 field investigation, was included in the Florida Master Site File and the Basilan Crescent of which there is insufficient data in order to determine its significance. The Clewiston Mounds are located in a northwest-southeast orientation south of Arroyo Avenue and are bisected by Olympia Street. The southern portion of the site lies within property owned by U.S. Sugar Corporation and has been altered through construction of recent plant facilities. While the portion west of Olympia Street may have remaining features worthy of preservation, there is little remaining of the original site. The areas east of Olympia Street have been developed by the City as a former wastewater disposal field as well as the site of the City's master wastewater pump station. The Florida Master Site File describes the site as containing shards, shells, and other remains of settlement but acknowledges the substantial alteration of the site by development activities. Further field surveys are required to determine the current significance of the site. As of 2015 three more archeological sites have been located, two of which are eligible for listing on the National Register of Historic Places, (8HN120; Double Guava and HN121; Redbelly Ridge) and one with insufficient information to determine the significance of (8HN122; Toronjas de Wilma). See Figure II-1 for the location of the Clewiston mounds and Figure II-4 for the locations of historic structures.

In addition to the two identified sites, there are some individual historic residences and commercial structures scattered in various areas of the City that appear to meet the criteria for nomination to the National Register according to a survey completed in 1997. They are as follows:

Captain F. Deane Duff House	151 W. Del Monte Avenue
Executive House	125 W. Del Monte Avenue
P.G. Bishop House	325 E. Del Monte Avenue
E.E. Kelly House	430 E. Osceola Avenue
Oglesby House	604 E. Pasadena Avenue
Berner House	402 E. Arcade Avenue
W.C. Owen House	233 E. Crescent Drive
Captain Sealy/Jones House	103 W. Esperanza Avenue
W.W. Perry House	215 E. Arcade Avenue
W.G. Ames House	236 E. Arcade Avenue
August Gallant House	119 Balboa Plaza
U.S. Army Corps of Engineers	
Area Engineer House	429 W. Royal Palm Avenue
Charles Miller House	418 W. Royal Palm Avenue
	115 W. Arcade Avenue
U.S. Sugar Corp. Admin. Bldg	108 W. Royal Palm Avenue
First Bank of Clewiston	107 N. Francisco Street
Dixie Crystal Theater	100 E. Sugarland Highway

In addition to the above listed structures, two historic Clewiston school buildings were also nominated and approved for listing in 1997 for significance in the areas of educations, community planning and development, and architecture. Those structures were:

Clewiston Elementary School  
Clewiston Jr.-Senior High School

## **Future Land Use**

The pattern of future land uses for the 2025 planning horizon is depicted on Figure II-3. Other than in-fill (construction on vacant parcels) future development will be predominantly located in the western portion of the City at the edge of existing development. Within the 2006 EAR Plan Amendment cycle, there was a FLUM Amendment of approximately 500 acres which took place in the Western area of the City, North and South of the U.S. 27 Corridor.

Two single-family subdivisions have since been developed in that area comprising 212 lots. These areas, along with a 100+ acre parcel along the westerly extension of Ponce de Leon Avenue, were to fulfill the demand for additional single-family lots.

Mobile home development is planned to remain confined to in-fill development. Multi-family demand will be met primarily by development in the Gateway Mixed-Use project. Redevelopment of areas south of U.S. 27 in the central portion of the City will also provide additional multi-family areas. This area presently has single-family uses interspersed with two-family and high density multi-family development of mixed quality.

As in the case of future residential development, the bulk of future commercial development will be located in the Gateway Mixed-Use project, particularly along the U.S.27 corridor in the western portion of the City. A second large commercial area west of W.C. Owen Avenue on the south boundary of the City, comprised of approximately 34 acres, will provide additional support services south of the City.

Industrial development patterns will remain consistent. Existing industrial areas located in the southeastern portion of the City are available for “in-fill”, along with 40 acres in the extreme southeastern corner of the City and approximately 90 acres east of the abandoned airport. Large industrial areas in the unincorporated area south of the City provide most of the industrial based in the area. (Since the 1998 EAR, portions of the abandoned Airport are slated to be changed to a Business/Commerce Park – Industrial Future Land Use.)

A majority of the expanded urban uses will occur in the Gateway Mixed-Use area on lands now used for agriculture. Lands used for agriculture have been given urban land use designations consistent with present zoning. Agricultural use has always been considered an interim use with urban growth gradually expanding from the City into those areas as the needs of the City’s population expand.

The City has experienced a stable population with very slow growth for several decades. In recent memory there have been no problems associated with the location of schools and availability of public facilities to serve schools. In fact, for many years, the Clewiston High School Baseball Program has used several of the many playing facilities in the City’s adjacent 40 acre Sugarland Park. While presently there

are no School Board plans to construct a new school facility within the City, at last count there were over 600 acres of vacant land in the City, over 80 of which are zoned as Multi-Family or Public/Semi-Public, which would be suitable for siting school facilities.

As the Gateway Mixed-Use project develops, additional public roadways are expected to provide service to new residential areas. “In-fill” areas of existing residential developments will utilize existing roads as well as a majority of new commercial and industrial uses. It is anticipated that an increase of only 2% will be required in additional roadways. No expansion of the railroad system is expected.

#### **Available Land Versus Need to Accommodate Projected Growth:**

Table II.9 shows the amount of privately held vacant and agricultural lands available for urban development. It should be noted that all of the lands shown in the Gateway Mixed Use category have long been designated for urban uses under former versions of the Plan. The principal change involved changing the single-family, multi-family and commercial designations associated with the Gateway properties to a more flexible mixed-use designation allowing for both residential and nonresidential uses without increasing the overall allowable intensity of development.

Table II.10 compares the acreages of land needed to support anticipated development within the planning period to the amount of vacant and available developable acreage in the City. As can be seen, there is sufficient vacant land available to meet projected needs through the year 2025.

**Table II.9**  
**Developable Privately Held Vacant and Agricultural Lands**  
**By Future Land Use Category**  
**City of Clewiston, Florida, February, 2015**

<b>LAND USE CATEGORY</b>	<b>VACANT</b>	<b>AGRICULTURAL</b>	<b>TOTAL</b>
Single-family	119.9	0.0	119.9
Mobile home	53.7	0.0	53.7
Multi-family – Two-family	8.7	0.0	8.7
Multi-family – Other	8.4	0.0	8.4
Commercial	42.3	16.7	66.5
Downtown Commercial District	2.0		
US 27 Commercial Corridor District	5.5		
Industrial	114.4	0.0	114.4
Gateway Mixed Use	0.0	491.6	491.6
<b>TOTAL</b>	<b>354.9</b>	<b>508.3</b>	<b>863.2</b>

Source: LaRue Planning and Management Services, Inc., February, 2015



**Table II.10**  
**Available Developable Land**  
**Compared to Acreages Needed to Accommodate Growth**  
**City of Clewiston, Florida**  
**2015-2025**

<b>Classification</b>	<b>Acres Needed By 2025</b>	<b>Acres Available</b>		
		Gateway Project	Balance of City	Total
Residential	164	*	191	*
Commercial	14	*	67	*
Industrial	3	*	114	*
Subtotal	181	492	372	864
* Actual acreages available are governed by the requirements of the Mixed-Use Future Land Use Category and the ultimate proportional mix of uses.				

Source: LaRue Planning and Management Services, Inc., February, 2015

The Future Land Use Plan as it is portrayed on Figure II-3, and represented by the estimated acres of land allocated to each of the various land use categories as shown in Table II.11, is appropriate to the orderly growth of the City and is intended to accommodate anticipated growth over the 10-year planning horizon and beyond.

**Table II.11**  
**Estimated Acres by Future Land Use Category**  
**2025**

<b>Land Use Category</b>	<b>Acres*</b>
Single-Family	593
Mobile Home	98
Multi-Family – Two-Family	170
Multi-Family – Other	123
Gateway Mixed-Use	500
Commercial	230
Downtown Commercial District	21
US 27 Commercial Corridor District	55
Industrial	313
Public/Semi-Public	888
Total	2,991
* Acreages are estimated and may vary slightly from figures used elsewhere in this document due to discrepancies in GIS measurements, etc.	

Source: LaRue Planning and Management Services, Inc., February, 2015

FIGURE II-3  
CITY OF CLEWISTON  
Future Land Use  
2025  
(As proposed per 2014 CPA)

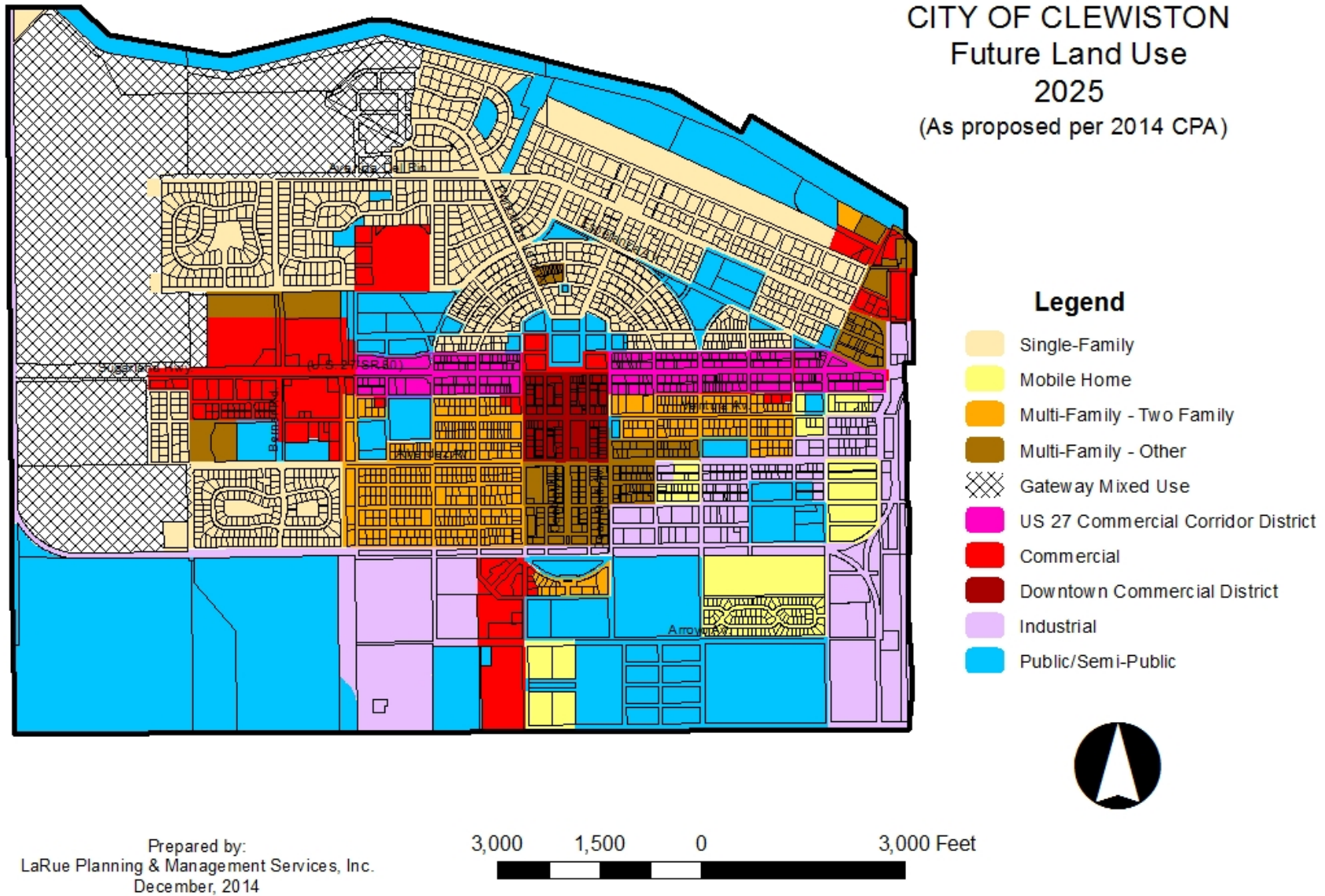
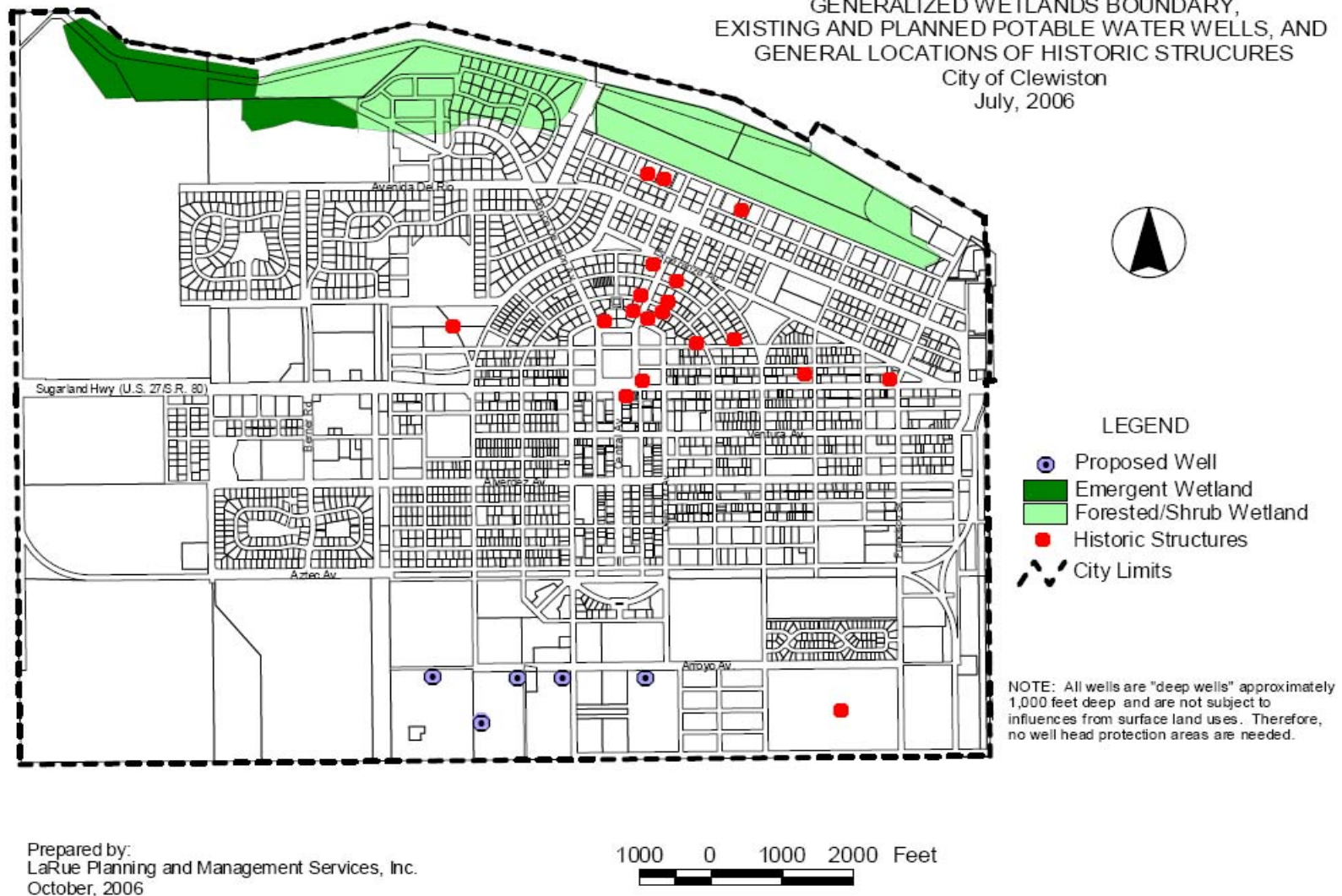


Figure II-4  
 GENERALIZED WETLANDS BOUNDARY,  
 EXISTING AND PLANNED POTABLE WATER WELLS, AND  
 GENERAL LOCATIONS OF HISTORIC STRUCTURES  
 City of Clewiston  
 July, 2006



## **Future Land Use Goals, Objectives, and Policies**

- Goal 1:** The City shall ensure the development and maintenance of a functional and well related pattern of land uses and residential densities that fosters a wholesome, safe, and attractive physical environment, avoids blighting influences, protects natural resources, and has the potential to be served with public facilities and services in a timely and cost effective manner.
- Objective 1.1:** The City shall enforce regulations to ensure that land development will be permitted only when such development is developed in accordance with standards established by the City with respect to land use compatibility, topography, soil conditions, flooding conditions, environmental limitations, protection of natural resources, and the availability of public facilities to serve such facilities.
- Policy 1.1.1:** The City shall enforce land development regulations that prohibit development which would result in a reduction of services below the level of service standards set forth herein. Public facilities and services shall be available concurrent with the impacts of development or conditions set forth in development permits to make them available when impact occurs.
- Policy 1.1.2:** The City shall effectively regulate or prohibit those uses which are inconsistent with the community's character ensuring compatible land use patterns.
- Policy 1.1.3:** The City will review all development permit applications in accordance with land development regulations to determine compliance with standards and requirements set forth therein regarding provision of facilities for drainage, open space, on-site traffic flow and parking so as to ensure that drainage standards are met as set forth in the *Drainage* sub-element; that open space is provided to ensure provision of adequate light and air as well as safe visibility at points of vehicular ingress and egress to driveways and parking areas; that access to public thoroughfares is limited by standards of width, spacing and proximity to intersections; and, that sufficient, properly located parking is required to avoid congestion and safety hazards for pedestrians.
- Policy 1.1.4:** The City will, in conjunction with issuance of all development orders within its boundaries, avoid adverse impacts of development on adjacent jurisdictions, regional service entities, and regional planning policies. Furthermore, the City will advise such entities of proposed development activities which may have an impact on their facilities, operations and policies in sufficient time to receive comments from those entities.
- Policy 1.1.5:** The areas designated on the Future Land Use Map as Industrial shall provide for manufacturing beyond simple assembly, research and warehousing and will be primarily designed for a limited range of industry and related uses. New residential development is excluded from this district, both to protect residences from an undesirable environment and to ensure the reservation of adequate areas for

industrial development. Industrial intensity shall be limited to a maximum floor area ratio of 0.5. Within a mix of uses, the percent distribution shall be at least 70% for industrial and not more than 30% for all other uses exclusive of residential.

**Policy 1.1.6**

Development density/intensity standards in the City for purposes of this Comprehensive Plan shall not exceed the following maximum limits, pre gross acre:

Single Family	4 dwelling units per acre
Multi-Family	14 to 18 dwelling units per acre*
Mobile Home	8 dwelling units per acre
Residential dwelling units in mixed-use configurations within the:  Downtown Commercial District and US 27 Commercial Corridor District	Up to 18 dwelling units per acre (except that at least two dwelling units are permitted regardless of the resulting density) in addition to square footage allowed under maximum commercial floor area ratio
Commercial	Max. Floor Area Ratio of 1.0
Industrial	Max. Floor Area Ratio of 0.5
Public/Semi-Public	Not to exceed the most restrictive ground coverage requirement of adjacent uses

\* Land which has been divided prior to the adoption of the Comprehensive Plan may be developed at net densities as provided in the City's Land Development Code as long as the gross density of the Comprehensive Plan is not exceeded.

**Policy 1.1.7:**

**Mixed Use Designation:** Lands shall be designated as Mixed Use on the Future Land Use Map only through adoption of a Comprehensive Plan Map Amendment. They currently may be used for agriculture and/or may have an existing urban designation such as residential, commercial or industrial, on the Future Land Use Map.

The purpose of this category is to allow for the use of creative planning techniques that allow for the movement and mix of currently designated densities and intensities of use. For example lands designated mixed use could provide a sense of entry into Clewiston through allowing for commercial and residential uses designed to establish pedestrian interaction, public spaces and integration of uses.

If such lands currently enjoy an urban designation they have the right to pursue an urban level of development consistent with the potential developmental intensity of that designation. In designating such properties as Mixed Use, the actual land use (e.g. industrial) may in the process of change be transformed to another land use within the Mixed Use area (e.g. residential).

Lands which are currently vacant and do not have urban land use designations may be considered for the mixed use designation only after there has been a showing that such designation will benefit the community. Such a showing can be accomplished by analyzing the carrying capacity of the area in question utilizing the land use designations that might otherwise be considered for the site as well as the impacts upon level of service standards adopted by the City. In requesting such a land use designation all data and information used in the capacity analysis shall be made a part of all applications for change.

Development will only be allowed in the mixed use designation through zoning to Planned Unit Development. Clustering and the integration of differing types of housing units including both single and multi-family product types, commercial developments, along with open space and recreation are strongly encouraged and will become the standards for review of any PUD rezone. Pedestrian connections between residential and commercial uses and an internal road network that aligns with and extends the existing public road network will be encouraged through PUD process.

Clustering of units and uses is encouraged in order to provide for the preservation and conservation of open space and onsite recreational areas. Not less than 35% of the site area must be used as common open space. Included in common open space are water management lakes, recreational facilities (exclusive of arenas and other structures designed for spectator sports), parks, sidewalks and trails, natural preserve areas and other commonly owned or maintained open non-paved areas.

This open space requirement may be reduced to 20% for property proposed to be designated mixed use if it is less than twenty (20) acres in area.

Residential pods may range in net density from 1.5 units per acre to 18 units per acre. Gross density for a Mixed Use development within this land use designation shall not exceed four (4) dwelling units per gross acre. Lands designated commercial for PUDs of ten (10) or more acres in area shall be developed with a maximum floor area ratio (FAR) of 0.25 for retail and 0.50 for office and similar types of development. Lands designated commercial for PUDs less than ten (10) acres in size shall be developed with a maximum FAR of one (1).

Commercial development in excess of 30,000 square feet of gross floor area for PUDs of ten (10) or more acres in area must have or provide access to State Road 80.

Commercial uses of 30,000 square feet or less that are intended to provide for the convenience shopping, entertainment, office or service related needs of the immediate community may be served by other collectors or arterials. Compatibility must be demonstrated either through design techniques, buffering or common open space.

PUD's of ten (10) or more acres in area approved for development within this land use category shall have a mix of land uses in conformance with the following schedule of proportional minimums and maximums:

Percent Aggregate Land Use Mix Within the Mixed Use Future Land Use Map Category for PUDs of ten (10) or more Acres in Area		
Land Uses in Mixed Use	Minimum % Land Use Mix	Maximum % Land Use Mix
Residential	35%	64%
Single-Family	10%	90%
Multi-Family	10%	90%
Commercial/Non-Residential	1%	10%
Open Space	35%	N/A

PUDs less than ten (10) acres in area, approved for development within this land use category shall have a mix of land uses that allow non-residential uses to be not more than 50 percent of the development's aggregate land use mix.

**Policy 1.1.8:**

**Gateway Mixed Use District:** This District is comprised of land within the City of Clewiston's Mixed Use Future Land Use Category and is described by the following legal description:

**3-34-43-09-A00-0002.0000:** CLEWISTON FRAC OUTSIDE TOWNSITE-INSIDE MEANDER LINE EXC RD RWY + EXC THAT PORTION LYING E OF WLY BDRY OF RIDGEWOOD S/D ADD 1 + EXC BEG W/L OF LOPEZ ST + N RWY LINE OF HWY 27-W 185 FT-N TO S/L OF CAN 3-E 185 FT-S TO POB + EXC THAT PORTION OF RIDGEVIEW EST ADD 1 LYING OUTSIDE TOWNSITE + EXC BEG 1125 FT W OF A PT WHERE WLY BDRY LINE OF GEN PLAN OF CLEWISTON INTERSECTS THE SLY RWY LINE CDD 2-S 00 DEG 18 MIN 10 SEC E 1614.74 FT-S 89 DEG 41 MIN 30 SEC W 95 FT-N 00 DEG 18 MIN 10 SEC W 1614.74 FT-N 89 DEG 41 MIN 30 SEC E 95 FT TO POB + EXC THAT PART OF SEC 9 LYING S OF CDD#3 + N OF SR 80 + W OF LOPEZ ST CANAL + E OF W RWY OF BERNER RD EXC THAT PART LYING BETWEEN CLEWISTON DR CANALS 2 + 3 BETWEEN W/L OF SEC 9 + W R/W CLEWISTON DR DIST CANAL+ EXC THAT PART OF SW ¼ LYING W OF BERNER RD + S OF CLEWISTON DR CANAL #3 **84.89 AC**

**3-34-43-09-A00-0001.0A00:** CLEWISTON ALL THAT PORTION OF SEC 9 LYING N OF O-BRIEN MEANDER LINE + S OF OLD EVERGLADES DRAINAGE DISTRICT LEVEE EXC CANAL RWY + EXC CLEWISTON DR DIST DEEDED IN BK 221 PG 169 **19.21 AC**

**3-34-43-08-A00-0002.0000:** CLEWISTON FRAC E ½ INSIDE MEANDER LINE EXC RD R/W + EXC CANAL R/W + EXC E 421 FT LYING BETWEEN S R/W CLEWISTON DR CANAL #2 + N R/W OF CLEWISTON DR CANAL #3 **268.865 AC**

**3-34-43-01-010-0066-001.0:** CLEWISTON BLK 66 LOTS 1 TO 22

**3-34-43-01-010-0067-001.0:** CLEWISTON BLK 67 LOTS 1 TO 19

**3-34-43-01-010-0129-001.0:** CLEWISTON BLK 129 LOTS 1 TO 15

**3-34-43-01-010-0042-001.0:** CLEWISTON BLK 42 LOTS 1 TO 10



**3-34-43-01-010-0040-001.0:** CLEWISTON BLK 40 LOTS 1 TO 31

**3-34-43-01-010-0041-001.0:** CLEWISTON BLK 41 LOTS 1 TO 13

**3-34-43-01-010-0125-001.0:** CLEWISTON BLK 125

**3-34-43-09-A00-0002.1100:** CLEWISTON THAT PART OF SW ¼ LYING W OF BERNER RD + S OF CLEWISTON DR CANAL EXC E 70 FT + EXC THAT PART LYING ELY OF THE FOLLOWING DESCRIBED LINE-BEG SW COR RIDGEVIEW EST ADD NO 1-S 00 DEG 33M 56S E 80 FT-S 89 DEG 26M 19S W 1060.52 FT TO POB-S 00 DEG 33 M 15S E 1064.48 FT TO NLY RWY OF SR 80 + END OF LING **5.94 AC**

**3-34-43-17-A00-0001.0000:** CLEWISTON BEG 50 FT S + 641 FT W OF NE COR-W 1850 FT-S 1250 FT-E 1850 FT-N 1250 FT TO POB **53.51 AC**

**3-34-43-17-A00-0002.0000:** CLEWISTON BEG 1300 FT S + 50 FT W OF NE COR-W 2490 FT S-1240 FT E-2490 FT-N 1240 FT TO POB EXC BEG NE COR SEC 17-S 00 DEG 30M 30S E ALG E LINE 2519.32 FT S 89 DEG 25M 26S W 70 FT TO W R/W SAN LUIZ AVE AND POB-CONT 375.00 FT-N 00 DEG 30M 30 S W 350.00 FT N 89DEG 25M 26S E 375.00 FT-S 00DEG 30M 30S E 350 FT TO POB + EXC RR R/W.

The purpose of the Gateway Mixed Use District is to allow for the use of creative planning techniques within the limits and conditions contained in Policy 1.1.7 that allow for the movement and mix of currently designated densities and intensities of use. This District will provide a sense of entry into the City of Clewiston through flexible planning that will establish and support pedestrian interaction, public spaces and integration of uses. Clustering of units and uses is encouraged and will be evaluated during PUD review. Not less than 35% of the site area must be used as common open space. Included in common open space are water management lakes, recreational facilities (exclusive of arenas and other structures designed for spectator sports), parks, sidewalks and trails, natural preserve areas and other commonly owned or maintained open non-paved areas.

The Gateway Mixed Use District may allow a maximum of 1,585 residential units and residential pods may range in net density from 1.5 to 15 dwelling units per acre. Total commercial use within this District shall be limited to 500,000 square feet of gross floor area. The maximum floor area ratios shall be 0.25 for retail uses and 0.50 for office and similar types of development uses. A minimum of 30,000 square feet of commercial uses shall be provided. Commercial development in excess of 30,000 square feet of gross floor area must have direct access to State Road 80, Commercial uses with 30,000 square feet or less that are intended to provide for the convenience of shopping, entertainment, office or service related needs of the immediate community, and which demonstrate compatibility either through design techniques, buffering or common open space may be provided access internal to the residential neighborhood, but must not exceed 10% of the area of the PUD.

Pedestrian connections between residential and commercial uses and an internal road network that aligns with and extends the existing public road network will be encouraged through the PUD process.

- Policy 1.1.9:** **Downtown Commercial District:** The Downtown Commercial District Future Land Use Category is intended to promote redevelopment and enhance the opportunity for a more vibrant community center. The District provides a vehicle for development of a variety of nonresidential uses complemented by residential uses at urban densities. This category envisions new development and redevelopment occurring in a manner that will improve walkability and reduce reliance on private vehicular transportation. Land development regulations applicable to this district may include design guidelines and flexibility with regard to allowable height, floor area ratio, setbacks, coverage, and parking requirements.
- Policy 1.1.10:** **US 27 Commercial Corridor District:** The US 27 Commercial Corridor District Future Land Use Category is intended to promote redevelopment and enhance the opportunity for a more vibrant commercial corridor. The District provides a vehicle for development of a variety of nonresidential uses complemented by residential uses at urban densities. Land development regulations applicable to this district may include design guidelines and flexibility with regard to allowable height, floor area ratio, setbacks, coverage, and parking requirements.
- Objective 1.2:** The City will, through regulation of land use, make every reasonable effort to assure that land is provided to meet the needs of utility companies based on such needs being made known to the City and the City having legal means to achieve the objective.
- Policy 1.2.1:** The City shall request that all utility providers advise the City of current needs and future needs as determined by those providers in order that an appropriate procedure and notification process can be mutually agreed upon whereby reservation, dedication, or acquisition of sites can be utilized as appropriate.
- Objective 1.3:** Reserved
- Policy 1.3.1:** Reserved
- Objective 1.4:** The City of Clewiston, shall revise its land development regulations to specifically encourage redevelopment, infill development, compatibility with adjacent uses, and curtailment of uses inconsistent with the character and land uses of surrounding areas, and shall discourage urban sprawl, as provided in the following policies:
- Policy 1.4.1:** Criteria, standards and related provisions established in the land development regulations for reducing impacts from any land uses that are not in conformance or are inconsistent with this Comprehensive Plan shall as a minimum:
1. regulate the subdivision of land;
  2. regulate the use, intensity and location of land development in a manner that is compatible with adjacent land uses;

3. regulate areas subject to seasonal and periodic flooding by requiring on site retention to achieve a level of treatment equivalent to retaining the first one-inch of runoff or 2.5 times the percentage of impervious area, whichever is greater.
4. ensure safe and convenient on-site traffic flow and vehicle parking needs through the site plan review process and off-street parking regulations;
5. ensure that public facility, utility and service authorization has been procured prior to issuing any development order and that construction of said facilities, utilities and services is concurrent with development; and
6. provide that development orders and permits shall not be issued which result in a reduction of the level of services for affected public (community) facilities.

The purpose of such regulations shall be to eliminate or reduce uses inconsistent with the character of the surrounding area. Such criteria, standards, and related provisions shall not cause undue hardship, economic or otherwise, to the owners of such nonconforming uses.

**Objective 1.5:** The City shall protect historic resources which were identified through a survey of historically significant sites conducted by the City in 1997, and subsequent research.

**Policy 1.5.1:** Sites and structures within the City which are determined to have historic or archeological significance and worthy of preservation in accordance with standards established by the Florida Division of Historical Resources shall be protected. This will include, but not be limited to, cooperation and coordination with recognized historic preservation organizations.

**Policy 1.5.2:** The City shall encourage preservation of significant historic and archaeological sites through public information programs, and assistance to owners in securing technical and funding assistance from organizations and agencies established for that purpose.

**Objective 1.6:** The City of Clewiston shall encourage the redevelopment and renewal of blighted areas as identified in the City's CRA and shall reduce and/or eliminate substandard housing and blighted areas by at least 10% over the planning period.

**Policy 1.6.1:** The City shall identify and prioritize areas in need of redevelopment and renewal.

**Policy 1.6.2:** The City will review all development permit applications in accordance with provision to be included within its land development regulations to determine compliance with standards and requirements set forth therein regarding provision of open space, signage, on-site traffic flow, and required parking so as to avoid traffic congestion, hazardous public safety conditions, and efficient land use, while at the

same time, avoiding use of excessive impervious areas with resulting adverse environmental effects.

**Policy 1.6.3:** The City will consider, in conjunction with issuance of all development orders within its boundaries, the impacts of development on adjacent jurisdictions, regional service entities, and regional planning policy. Furthermore, the City will cooperate with such entities to assure equitable, timely, and coordinated urban development activities.

**Policy 1.6.4:** Provisions for landscaping and other buffering methods shall be established on the City's land development regulations so as to prevent inappropriate land uses relationships, prevent noise transmission, provide screening of unattractive views and enhance the aesthetic qualities of streets, neighborhoods, and public areas of the City.

**Policy 1.6.5:** Commercial and light industrial development projects shall be located and designed so as to minimize adverse effects on residential areas, traffic facilities and the esthetic character of the City.

**Policy 1.6.6:** Public facilities and utilities shall be located and designed to provide the most cost effective service; minimize public inconvenience and hazardous conditions; and, assure the lowest practicable operating cost.

**Objective 1.7:** The City will continue to maintain a development character which is compact in form, orderly in its land use pattern, and diversified in its make up so as to ensure employment, affordable housing, a pleasant living environment, and cost-effective public services.

**Policy 1.7.1:** The City will encourage clustering of urban uses in locations where infrastructure facilities are available or where extensions and enlargements can be achieved efficiently without contributing to unnecessary services installed to serve a dispersed development pattern.

**Objective 1.8:** At a minimum, the threshold acreage for new schools shall be as follows:

- a) *Elementary Schools:* A minimum of four acres for the first 200 students, plus one acre for each additional 100 students.
- b) *Middle Schools/Junior High Schools:* A minimum of six acres for the first 300 students, plus one acre for each additional 100 students.
- c) *Senior High School:* A minimum of seven acres for the first 300 students, plus one acre for each additional 50 students up to 1,000 students, plus one acre for each additional 100 students thereafter.
- d) *Area Vocational: Technical School:* A minimum of 20 acres for the first 500 students, plus one acre for each additional 50 students up to 1,000 students.

- Policy 1.8.1:** Upon issuance of a development order for a new school, the necessary public facilities such as, but not limited to, sanitary sewer, solid waste, potable water, drainage and roads are to be in place to serve the proposed use. Furthermore, the School Board shall obtain a written agreement from the service provider assuring adequate capacity is available.
- Policy 1.8.2:** Access to the site must be from a collector road (minor collector or local road for elementary schools) and avoid the need for slow down zones.
- Policy 1.8.3:** Ingress and egress should not create detrimental impacts on roads adjacent to the site and the site must provide for adequate on-site parking and circulation of user vehicles.
- Policy 1.8.4:** Approaches to the site should be safe for pedestrians, bicycles, cars, and buses.
- Objective 1.9:** The City shall identify land use categories in the Future Land Use Element in which schools are an allowable use.
- Policy 1.9.1:** Schools shall be allowed by right in Multi-Family and Public/Semi-Public categories.
- Policy 1.9.2:** Elementary schools should be located to serve as a focal point for neighborhoods.
- Policy 1.9.3:** Proposed school sites should be located away from industrial uses, major arterial roadways, railroads, airports, and similar land uses to avoid noise, odors, dust and traffic impacts and hazards.
- Policy 1.9.4:** Disrupting influences caused by school yard noises and traffic shall be buffered to ensure sufficient distances from hospitals, adult communities, and nursing homes.
- Policy 1.9.5:** School sites shall be located outside flood prone areas or floodways. New school sites should, whenever possible, avoid wetlands, and other environmentally sensitive areas, and not interfere with historic or archeological resources.