

CIRCUS INN, INC.  
CONDITIONAL USE APPLICATION FOR  
COMMERCIAL DEVELOPMENT

***Prepared For:***

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# CONDITIONAL USE APPLICATION FOR CIRCUS INN COMMERCIAL

## **SUPPORTING NARRATIVE INCLUDING JUSTIFICATION AND SUPPORTING PLANNING ANALYSIS**

### **I. SUMMARY/INTRODUCTION**

In accordance with Chapter 3 of the Polk County Land Development Code (“LDC”), this conditional use application requests the approval of a commercial conceptual site plan on 50.41 acres located on the westside of US Highway 27 south of Holly Hill Grove Road 2 in Davenport (unincorporated Polk County), Florida. The property is identified by the Polk County Property Appraiser as Parcel ID 272-630-0000000-120-10. **(SEE PROPERTY APPRAISER LOCATION MAP)**. This property was recently the subject of a future land use map amendment (LDCPAL 2023-11). Polk County approved the re-designation of 30 acres from Professional Institutional (PIX) to Employment Center (ECX). The property had two future land use designations and the amendment ensured the entire parcel is designated ECX. The amendment also removed the 65,000 square foot cap on commercial buildings which applies to PIX but not ECX designated lands.

The applicant is seeking to build a commercial development consistent with the permitted land uses in the ECX land use and zoning. ECX permits a wide range of commercial development up to a maximum of 0.70 floor area ratio (FAR). The North Ridge Special Area Plan (Section 401.06, Table 4.16, LDC) requires any retail development 65,000 square feet or more to undergo Conditional Use 3 review (Section 906, LDC). This application demonstrates the project’s consistency with these requirements.

The preliminary commercial site plan envisions approximately 416,000 square feet of development composed of two retail commercial buildings (approximately 200,000 square feet and 175,000 square feet) with outparcels fronting US 27 with commercial uses ranging from approximately 500 square feet to 10,000 square feet.

A separate application requests the vacation of a portion of Holly Hill Grove Road 1. This road bisects the parcel. The roadway closure is needed in order to develop the Project.

The Conditional Use Application and Preliminary Site Plan will allow for the following:

1. A range of commercial development types without exceeding the current maximum intensity permitted under the ECX zoning district which is 0.70 FAR;
2. Provides flexibility in development of individual outparcels;

3. Creates a master plan of development for the entire property rather than individual site plan approvals to ensure cohesive infrastructure and design;
4. Provides buffering from adjacent properties consistent with the North Ridge Selected Area Plan standards; and
5. Includes connecting sidewalks, both internally and externally, to US 27 and Holly Hill Grove Road 2. The Project will also include a transit stop and bicycle parking.

**II. APPLICANT, AGENT AND CONSULTANT INFORMATION**

Applicant/Property Owner	Circus Inn, Inc. PO Box 65 Davenport, Florida 33836
Agent	Robert Volpe and Darrin Taylor Holtzman Vogel, PLLC 119 South Monroe Street, Suite 500 Tallahassee, Florida 32301 Email: dtaylor@holtzmanvogel.com
Agent / Engineer	CPH, LLC 1117 E. Robinson Street Orlando, Florida 32801
Environmental	CPH, LLC 1117 E. Robinson Street Orlando, Florida 32801
Parcels	Parcel ID# 272-630-0000000-120-10

**III. EXISTING CONDITIONS AND ENVIRONMENTAL ANALYSIS**

**A. NATURAL FEATURES ON THE PROPERTY**

CPH conducted an environmental assessment review on the property. The analysis identified no wetlands on the property. There is potential for listed species on site including gopher tortoise and sand skink but this is not unusual for this portion of the State. Additional environmental analysis will be required as part of the permitting approvals for the site prior to development. There are also no surface water bodies on the site (**SEE ENVIRONMENTAL ANALYSIS**).

The County has already approved urban development for this site and all of the surrounding properties. CPH’s onsite analysis further confirms the suitability of the site for development.

**B. EXISTING CONDITIONS**

The property is currently vacant but has been developed as orange groves. The adjoining properties are a combination of agricultural/undeveloped, mini-storage and residential. The residential development is mostly larger lot/rural residential except

for the homes along Holly Village Drive to the west of the Project.

The northern boundary of the Project is Holly Hill Grove Road 2. The eastern boundary is US 27. Adjacent to the southern boundary are mini-warehouses and rental supply company. Residential homes are located on the western boundary of the Project with the highest residential concentration in the northwest corner called the Holly Village neighborhood.

Significant new residential communities have been approved along both sides of US 27 in the larger vicinity of the Project, but little commercial has been constructed to support the residential.

The existing land uses surrounding the Project are identified below.

**Existing Uses Surrounding the Property:**

North:	Vacant/Undeveloped
South:	Mini-Storage
East:	US 27, Vacant/Undeveloped, the Champions Christian Academy School and a Dollar General
West:	Holly Village neighborhood, large lot residential, Outdoor Storage and Vacant/Undeveloped

**IV. LAND USE SUMMARY AND COMPATIBILITY**

The property is designated ECX on the County’s Future Land Use Map (FLUM). ECX permits a wide range of non-residential uses including retail and office. All of the uses proposed for this commercial project are permitted in ECX. The property is also approved for a 0.70 FAR which means significant commercial development is permitted by right. For this parcel the maximum permitted development is 914,000 square feet based on the 0.70 FAR.

All of the parcels that adjoin this Project are either designated ECX or Professional Institutional (PIX). Both of these land uses are nearly identical regarding the uses permitted and the 0.70 FAR. The major difference between the two uses is the restriction on maximum retail buildings permitted in PIX, which is 70,000 square feet. This means all of the parcels adjoining the proposed Project have similar development potential.

On the eastern side of US 27 is property designated as Neighborhood Activity Center. This designation allows residential and smaller scale commercial.

The parcel is located within the US 27 Commercial Corridor. This Corridor runs from the I-4 intersection south to US Highway 17-92 W, a length of approximately 10 miles with land uses consisting of: Regional Activity Center (RAC), Employment Center (EC), Professional Institutional (PI), Convenience Center (CC), Residential, and Davenport City Limits. This corridor is designed to support urban densities and intensities. The County also encourages a mixture of land uses in order to shorten trip lengths and encourage multiple transportation modes. The addition of commercial development in this area furthers these goals.

Based on the County’s future land use map, it is clear that this proposed development is compatible with what is planned for the surrounding area. Table 1 below identifies the future land use districts surrounding the Property (**SEE FUTURE LAND USE MAP**).

**TABLE 1: SUMMARY OF ADJACENT FUTURE LAND USES**

<b>DIRECTION</b>	<b>FUTURE LAND USE</b>
NORTH	ECX
SOUTH	PIX
EAST	PIX and Neighborhood Activity Center (NACX)
WEST	ECX and PIX

The County’s Code requires the use of buffering to ensure compatibility and to enhance the site with open space and landscaping. The site plan identifies the location and size of buffers to be used including the construction of a six-foot sound wall adjacent the residential neighborhoods to the west of the site and the required buffering along US 27.

**V. ADEQUACY OF PUBLIC FACILITIES TO SERVE THE PROJECT**

There are adequate public facilities in place to serve the Project. The property is within the urban service area and central water and sewer are available. The Project also has direct frontage onto US 27.

The impacts of each public facility are analyzed below.

**POTABLE WATER AND WASTEWATER**

Based on the estimated square footage based on the projected uses and outparcels, the estimated potable water usage is 126,600 GPD as identified in Table 2 below.

**TABLE 2: PROJECTED POTABLE WATER/WASTEWATER FLOW**

<b>USE</b>	<b>PROJECTED BUILDING AREA/SEATS</b>	<b>FLOW FACTOR (GPD)</b>	<b>PROJECTED FLOW</b>
Big Box Retail (Building 1)	175,000 SF	0.22/SF	38,500GPD
Big Box Retail (Building 2)	200,000 SF	0.22/SF	44,000GPD
Outparcel 3: Fuel Station	500 SF	0.30/SF	150GPD
Outparcel 4: Restaurant/Fast Food	75 seats	100/Seat	7,500GPD
Outparcel 5 –Restaurant/Fast Food	75 seats	100/Seat	7,500 GPD

Outparcel 6 – Financial Institution	6,000 SF	0.30 SF	1,800 GPD
Outparcel 7 – Retail	5,000 SF	0.30/SF	1,500 GPD
Outparcel 8 – Retail	5,000 SF	0.30/SF	1,500 GPD
Outparcel 9 – Restaurant Conventional	200 seats	60/Seat	12,000 GPD
Outparcel 10 – Restaurant Conventional	200 seats	60/Seat	12,000 GPD
Outparcel 11 – Fuel Station	500 SF	0.30/SF	150 GPD
<b>TOTAL</b>			126,600 GPD

\*- Use flow factors are based on Polk County Ordinance. Assumptions used in table above are projections. Actual buildings and uses will be determined at time of final development approvals.

Potable water is available to the site through Polk County Utilities (PCU). The project will connect to the PCU Northeast Public Water System.

Wastewater is also available to the site through PCU. Domestic wastewater produced by the proposed development will be discharged to an existing County maintained force main sewer within the right-of-way of US 27 via a proposed private or public on-site lift station of ultimate discharge to the local wastewater treatment plant.

### **TRANSPORTATION**

This Project is supported by a detailed traffic analysis conducted by CPH. The analysis concludes that adequate capacity is available to support this Project (**SEE TRAFFIC ANALYSIS**).

The Project proposes the construction of three right-in-right-out access points which may potentially require right turn lanes based on FDOT standards. Signalization changes are also anticipated.

The Project will also encourage other modes of transportation. Currently there exist express transit connections along US 27. The Project would propose a transit stop. Coordination with the Citrus Connection transit agency would occur at the time of final site plan review regarding the feasibility of a transit stop. Sidewalks and bicycle parking would also be located on site to provide safe pedestrian and bicycle movements internally.

### **PARKS AND RECREATION**

This Project will have no impact on parks and recreation facilities in the County since there is no residential component.

### **EDUCATIONAL FACILITIES**

This Project will have no impact on parks and recreation facilities in the County since there is no residential component.

## **HEALTH CARE FACILITIES**

This Project will not increase the demand for health care facilities in the County since there is no residential component.

## **FIRE PROTECTION**

This Project will generate a similar amount of demand for fire protection as other conventional retail projects in the County. The development would be required to pay impact fees for fire protection at the time of development approval.

## **POLICE AND SECURITY**

This Project will generate a similar amount of demand for police and security service as other conventional retail projects in the County. The development would be required to pay impact fees for law enforcement at the time of development approval.

## **ELECTRICAL POWER SUPPLY**

This Project will generate a similar amount of electricity as other conventional retail projects in the County. No users are contemplated that would require significant electricity generation such as industrial or high technology users.

## **VI. PROPOSED PROJECT AND SITE PLAN COMPONENTS AND ANALYSIS**

This Project Narrative and Site Plan includes the following:

1. A commercial project that will not exceed the maximum development permitted under the ECX land use category which is a 0.70 floor area ratio (FAR). The project acreage is divided as follows:

**TABLE 3: PROJECT ACRES BY USE**

<b>USE</b>	<b>ACRES</b>
RETAIL 1	26.88
RETAIL 2	19.17
OUTPARCELS	4.36
<b>TOTAL</b>	<b>50.41 acres</b>

2. The Project is permitted the land uses allowed under the ECX land use category which includes but is not limited to the following: alcohol packaged sales, car wash (full service or incidental), clinics and medical offices, communication tower, convenience store and gas stations, financial institution (with or without drive through), medical marijuana dispensaries, office, restaurant (drive through or sit down), retail (with or without outdoor center). Uses with similar impacts if approved by County staff.
3. Existing site conditions including topography and soils (**SEE SOILS AND TOPOGRAPHY MAPS**);
4. Project Circulation Map

5. Drainage Map
6. A preliminary development plan (**SEE SITE PLAN**) with the following:
  - a. Two big box retail buildings, a fuel center and out-parcels.
  - b. Parking areas that provide at a minimum the required parking spaces under the Polk County Code.
  - c. Access to the Project via existing curb cuts at Holly Hill Grove Road 1, signalized Holly Hill Grove Road 2, and access to US 27 via right-in right-out curb cuts.
  - d. 25 ft. buffer or a wall along the western property as a visual separation between commercial and off-site residential; and
  - e. Add the following notes on the preliminary development plan:
    - The location of buildings on the preliminary development plan are conceptual and subject to change. The final location will be established at the time of final site plan review and approval.
    - The Project and Site Plan must develop consistent with the Polk County environmental management regulations and Land Development Code.

**VII. CONSISTENCY OF PROPOSED APPLICATION WITH THE COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE.**

A. CONSISTENCY WITH COMPREHENSIVE PLAN

This Project Narrative and Conceptual Site Plan application is consistent with and furthers the following relevant policies from the Polk County Comprehensive Plan. Each section below provides the relevant Comprehensive Plan language along with a consistency analysis of this application.

The Polk County Comprehensive Plan contains the County’s goals and strategies for its long-term development. This Project supports and furthers the following County goals and growth strategies:

- To generate quality economic development [Economic Element Objective 2.404-A]
- To direct development in areas suitable for urban development [Future Land Use Element Goal 2.103 and Objective 2.103-A]
- To direct development where urban facilities are in place [Future Land Use Element Goal 2.103 and Objective 2.103-A]
- To encourage mixed use development in order to reduce automobile trip lengths and a multiple modes of transportation [Future Land Use Element Goal 2.101A]
- To encourage new urban development that emphasizes multiple transportation modes and incentivizes mixed use development [Transportation Policies 3.202-B6 and 3.202-E2]
- To coordinate the multi-modal transportation system and future land use element

and planning concepts [Transportation Objective 3.206-A and Policy 3.206-A1]

**CONSISTENCY:** The Project generates quality economic development on lands that are suitable for development. The County has previously approved significant residential development in this general area but a lack of commercial to serve this area. The Project will introduce needed commercial that can help provide for the daily needs of residents and employment opportunities. The introduction of commercial provides a more mixed use development pattern than what is in place today. The introduction of commercial also provides an attraction for residents to make a shorter automobile trip or walk or bike to the location. Thus, this Project furthers the County's goals to shorten trip lengths and encourage other modes of transportation.

## **SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA).**

**OBJECTIVE 2.104-A:** The Polk County Plan shall provide areas for the development of urban-intensity growth through:

- a. the designation and mapping of Transit Supportive Development Area, and
- b. the establishment of policies to govern the development of land within the Transit Supportive Development Area.

**POLICY 2.104-A1: DESCRIPTION** - Transit Supportive Development Areas shall meet the following criteria:

- a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;
- b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;
- c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;
- d. include development criteria that:
  1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
  2. improve access to employment areas, schools, shopping and recreational opportunities;

**CONSISTENCY:** The Proposed Project improves the ability of the US 27 to serve as a transit corridor and improve the transportation circulation system. Currently significant single use residential development has been approved in the general area with no commercial to serve the area. The lack of commercial results in long commutes with no destination for walking etc. This project creates a destination for residential to have a location for commercial goods and possibly employment. This location can also serve as a future location for a transit stop. Thus, this Project creates a more mixed use corridor and provides a destination for short distance pedestrian or bicycle activity.

**POLICY 2.104-A5: DEVELOPMENT CRITERIA** - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:

- a. provide access to transit facilities;
- b. connect to centralized potable water and sanitary sewer systems;
- c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
- d. implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;
- e. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;
- f. provide access to civic space, parks, green areas, and open space and other amenities;
- g. be supported by public safety (i.e., fire, EMS and law enforcement);
- h. have access to public schools;
- i. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.
- j. encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.

**CONSISTENCY:** The Project incorporates development criteria identified above as demonstrated in the preliminary site plan as follows:

1. A transit stop is proposed on site dependent on direction from the Citrus Connection;
2. The site plan incorporates sidewalks providing connections from the exterior roadways and connecting to the retail buildings on site.
3. Bicycle parking is provided on site; and
4. Development must connect to central water and sewer.

**POLICY 2.104-A7: DENSITIES AND INTENSITIES** - To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development. The maximum densities and intensities listed in Table 2.104.1 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and the policies that include the description for each of the referenced land use category as provided for within this Element. The Mixed Use category within Tables 2.104.1 and 2.104.2 is for those non-residential land use categories that permit residential as provided for in this Element or the Appendices for the Selected Area Plans (SAP). The Transit Corridors and Centers Overlay includes three separate components that expand the residential density of selected Future Land Use Districts. These three components as depicted in Figure 1. include:

- a. Transit Corridor - an area within ¼ mile of fixed route transit service;
- b. Transit Center - an area within a one mile radius of the point of access for transit services; and
- c. Transit Center Core - an area within ¼ mile of the point of access for transit services.

Within the TSDA and Transit Corridors and Centers Overlay portion of the TSDA, non-residential uses may be approved at the listed intensities. The Floor Area Ratios (FAR) listed in Table 2.104.2 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and policies that include the description for each of the referenced land use category as provided for within this Element. The FARs listed in Table 2.104.2 for RL, RM and RH are for non-residential uses when permitted per this Comprehensive Plan. The Mixed Use category within Table 2.104.2 is for those land use categories that permit non-residential and residential uses as provided for in this Element or the Appendices for the Selected Area Plans (SAP). The listed maximum FARs are not guaranteed within the respective land use categories and shall only be permitted subject to the requirements established in Policy 2.104-A5 Development Criteria and Policy 2.124-A3 Design Principles. Table 2.104.2 includes recommended minimum FARs to support future investments in public transportation. These recommended minimum FARs may be required under the Land Development Code to coincide with planned public or private sector transit investments. Projects with less than the recommended minimum FAR will be encouraged to include a site design that allows for project phasing in order to preserve the maximum development potential of the subject parcel(s).

**Table 2.104.2**

<b>INTENSITY SCHEDULE</b>	<b>Residential Low</b>	<b>Residential Medium</b>	<b>Residential High and non-residential districts</b>	<b>Mixed Use</b>
<b>Transit Supportive Development Area (TSDA)</b>	0.25 FAR min 0.5 FAR max	0.35 FAR min 0.75 FAR	0.5 FAR min 1.5 FAR max	
<b>Transit Corridor (TCO)</b>	0.3 FAR min 1.0 FAR max	0.5 FAR min 1.5 FAR max	0.7 FAR min 2.0 FAR max	
<b>Transit Center (TCE)</b>	0.5 FAR min 1.5 FAR max	0.7 FAR min 2.0 FAR max	1.0 FAR min 2.5 FAR max	1.0 FAR min 3.0 FAR max
<b>Transit Corridor w/in Transit Center</b>	0.5 FAR min 1.5 FAR max	0.7 FAR min 2.0 FAR max	1.0 FAR min 2.5 FAR max	1.0 FAR min 3.0 FAR max
<b>Transit Center Core (TCEC)</b>	1.0 FAR min 3.0 FAR max	1.0 FAR min 3.0 FAR max	1.0 FAR min 3.0 FAR max	1.0 FAR min 3.0 FAR max

CONSISTENCY: The Proposed Project will not exceed the maximum development permitted within the ECX and Transit Corridor district.

**SECTION 2.124-A TRANSIT CORRIDORS AND CENTERS OVERLAY.**

**OBJECTIVE 2.124-A: Polk County shall promote and support community investment in transit by:**

- a. the designation and mapping of a Transit Corridors and Centers Overlay;
- b. the establishment of transit-supportive incentives and design standards applicable to development within the overlay;
- c. the establishment of mobility strategies within corridors and centers; and
- d. the coordinated implementation of design standards and mobility strategies consistent with other jurisdictions within the respective transit corridors.

**POLICY 2.124-A1: PURPOSE** - Core Transit Corridors and Centers, as identified in the Transportation Planning Organization's (TPO) 2060 Transportation Vision Plan, provide the basis for the Transit Corridor and Centers Overlay. The overlay will provide a framework for land use policies and mobility strategies that:

- a. Connect our city centers;
- b. Improve access to transit services including high speed rail service;
- c. Improve transit access to/from rural areas;
- d. Promote compact, mixed-use development;
- e. Improve travel connections and access between land uses;
- f. Provide a pedestrian-scale built environment and encourage pedestrian activity;
- g. Promote the provision of public spaces and improved access to public spaces;
- h. Implement reduced or flexible parking standards;
- i. Increase travel options as part of a multi-modal transportation system;
- j. Reduce reliance on single-occupant vehicles (SOV) and vehicle miles traveled; and
- k. Reduce energy consumption and greenhouse gas emissions.

**CONSISTENCY:** The Proposed Project improves the ability of the US 27 to serve as a transit corridor and improve the transportation circulation system. Currently significant single use residential development has been approved in the general area with no commercial to serve the area. The lack of commercial results in long commutes with no destination for walking etc. This project creates a destination for residential to have a location for commercial goods and possibly employment. This location can also serve as a future location for a transit stop. Thus, this Project creates a more mixed use corridor and provides a destination for short distance pedestrian or bicycle activity.

**POLICY 2.124-A3: DESIGN PRINCIPLES** - Polk County shall implement site design principles in the form of development incentives and standards. These design principles shall address:

- a. Convenient, direct and safe pedestrian connections to building entrances, existing and planned transit stops, parking facilities, mixed land uses and public spaces;
- b. Pedestrian-scale blocks and interconnected street networks to promote pedestrian mobility;
- c. Architecture and streetscape features, such as awnings, articulated facades, pedestrian lighting, sidewalk furniture, street trees and store front display windows to create a human-scale or pedestrian focused environment;
- d. Orientation of buildings and entrances towards streets or public spaces to encourage and support pedestrian activity;
- e. Discouragement of auto-dependent uses in close proximity to transit hubs;
- f. Provision of complete streets to increase mobility for transportation system users;
- g. Provision of parks, plazas and greenways to create community gathering places;
- h. Provision of bicycle parking;

- i. Incorporation of transit facilities and amenities into site design, e.g., shelters, benches, and lighting;
- j. Provision of structured parking as part of mixed land uses; and
- k. Reduced or shared parking.

CONSISTENCY: The Project incorporates development criteria identified above as demonstrated in the preliminary site plan as follows:

1. Pedestrian connections both internally and along US 27 and Holly Hill Grove Road 2;
2. The Project creates a mixed use pattern because there is currently a lack of commercial to serve this area;
3. 60 bicycle parking spaces are provided in the Project.
4. A Transit stop is proposed dependent on the needs of the Citrus Connection.

**POLICY 2.124-A7: DEVELOPMENT STANDARDS** - Polk County shall require, through the Land Development Code, transit-supportive standards to be applied to development within the Transit Corridors and Centers Overlay. These standards may include, but will not be limited to:

- a. Provision of pedestrian infrastructure;
- b. Provision of transit facilities and passenger amenities;
- c. Building orientation, e.g. orientation towards a street or public space; and
- d. Maximum parking requirements.

CONSISTENCY: The Project incorporates development criteria identified above as demonstrated in the preliminary site plan as follows:

1. Pedestrian connections both internally and along US 27 and Holly Hill Grove Road 2;
2. The Project creates a mixed use pattern because there is currently a lack of commercial to serve this area;
3. 60 bicycle parking spaces are provided in the Project.
4. A Transit stop is proposed dependent on the needs of the Citrus Connection.

**POLICY 2.124-A8: COMPATIBILITY** - The Land Development Code shall include appropriate design standards and other measures to ensure that new development within Transit Corridors and Centers is compatible with existing neighborhoods and uses.

CONSISTENCY: The Proposed Project ensures the compatibility of the development with the existing residential development on the western boundary. The County’s Code requires 25 foot of buffering or a wall and 10 foot buffers. The Project includes a 6 ft high wall and a 10 foot buffer. The stormwater facilities are located adjacent the western boundary which provides a significant setback from the buildings and parking areas to the adjacent residential homes. The retail buildings are also oriented toward US 27 allowing for the buildings serve as a wall to help block the noise from the parking lots on the eastern half of the site where the most activity will occur. Finally, a site plan condition requires a lighting plan to be submitted at the time of final site plan approval which must demonstrate that lighting will not leak off site

and lighting fixtures will be used to direct light downward and not off-site.

**SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN.**

This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.

VISION BASIC PRINCIPLES

The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:

1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.

**CONSISTENCY:** The Project is intended to provide needed commercial development for this portion of the County. To date, significant residential development has been approved and this Project is intended to provide commercial to support this growing residential population. This can help reduce trip lengths and provide employment for nearby residents.

The Project is needed to provide assurance that adequate access will be available commensurate to the level of development proposed.

2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.

**CONSISTENCY:** The Project furthers this Goal by balancing residential, commercial and employment. The County has already approved significant residential development. This Project provides commercial development to support this population.

Commercial development can not occur without assuring adequate roadway connections. The recent text amendment removed an arbitrary access standard and ensures that the Project will be reviewed consistent with all other commercial projects in the County not designated ECX.

3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.

**CONSISTENCY:** The Project furthers this Goal by ensuring the full range of needed land uses are available in this area.

4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.

5. The existing medical facilities will serve as attractors for other medical services and office centers.
6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.
7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.
8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.

CONSISTENCY: This Project furthers this Goal by encouraging development on suitable land for development as demonstrated in the supporting environmental analysis.

9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.

CONSISTENCY: US 27 is the primary transportation corridor and there is a need for alternative North/South and East/West facilities to support urban growth. This Project requires the vacation of a portion of Holly Hill Grove Road 1 that is located within the boundary of this commercial development.

Vacating this right of way does not result in a lack of East/West facilities in this portion of the US 27 corridor. Holly Hill Grove Road 1 is an east-west road which does connect to FDC Grove Road 1 which is a parallel corridor to US 27. However, with the vacation of Holly Hill Grove Road 1 there are still nine other east-west roads that are all better long-term east-west corridor options when compared to Holly Hill Grove Road 1. Holly Hill Grove Road 1 does not meet minimum County standards and four of the nine east-west roads have signalized intersections including Holly Hill Grove Road 2. Holly Hill Grove Road 2 is approximately 0.2 miles to the north of Holly Hill Grove Road 1 so both roads are very close but it is Holly Hill Grove Road 2 where sidewalk and other infrastructure is in place.

Additionally, there is a significant need for commercial development to serve this area. Thus, there are numerous east-west alternatives including Holly Hill Grove Road 2 which is less than 0.2 miles to the north and the roadway vacation would provide much needed commercial development.

Finally, the provision above is the only direct reference to east/west facilities supporting US 27. This language recognizes the need for these facilities but does not prohibit the vacation of any one of these facilities. As mentioned above there are 9 other east-west facilities that serve this purpose. Many of these roadways are identified in other sections of the comprehensive plan or MPO plan identifying their critical role to US 27. Holly Hill Grove Road is a rarely used road that is not identified in the MPO transportation plan and no traffic counts are even kept for this facility by the County. The most recent estimates apply very few trips to this rarely used roadway.

For these reasons, the vacation of this roadway is consistent with and furthers the County's vision principles for the North Ridge area.

10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.

CONSISTENCY: This Project will add needed commercial development and provide a mixture of

uses in this area. The project must also meet the County's requirements for access management and protection of the US 27 corridor.

11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.
12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.

**CONSISTENCY:** This Project will allow for new commercial development in an area where single family residential has been approved. It will help to provide a mixture of land uses and allow for interconnectivity between the residential and commercial uses as shown on the Preliminary Development Plan.

13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.

**CONSISTENCY:** As previously stated, the County has already approved significant residential development in this area. This Project is vital to providing needed commercial development that can provide for the daily needs of these new residents.

14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.
15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.

**GOAL 2.131-Q: To develop an environmentally sensitive plan which encourages a high quality living environment through an efficient urban-growth pattern based on a balance of employment activities, residential and nonresidential uses, a range of housing opportunities, and short vehicle trips between housing, employment, and shopping in harmony with the special factors of the Green Swamp.**

**CONSISTENCY:** This Project is located on property very suitable for urban development. There is currently a lack of commercial in this area and this Project will help meet that need and will help balance the need for housing but also employment and commercial goods and services for this area.

**OBJECTIVE 2.131-Q: North Ridge Selected-Area Plan - Development within the North Ridge Selected Area Plan (SAP) shall occur in accordance with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements incorporated within the Polk County Comprehensive Plan not in conflict with these policies. Where there is a conflict in policy or standards, the more stringent standard shall apply.**

**POLICY 2.131-Q1: DESIGNATION AND MAPPING -** The North Ridge Selected Area Plan is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map Series and the North Ridge Selected Area Plan Map which is included as part of the Future Land Use Map Series.

POLICY 2.131-Q2: LAND USE CATEGORIES ESTABLISHED - The following land use categories shall apply:

A. Activity Centers

1. Tourist Commercial Center (TCCX);
2. Regional Activity Center (RACX);
3. Community Activity Center (CACX);
4. Neighborhood Activity Center (NACX);
5. Convenience Center (CCX);
6. Employment Center (ECX); and
7. Professional Institutional (PIX)

**CONSISTENCY:** The Project is designated ECX and the proposed development is consistent with and furthers the requirements for this land use category.

I. CONNECTION BETWEEN DEVELOPMENTS - Interconnectivity between developments will be encouraged to increase internal circulation as required in Policy 2.131-W4.

**CONSISTENCY:** The Project is designated ECX and the Preliminary Development Plan creates a master plan for multiple commercial buildings on site. The site plan demonstrates how the Project will interconnect with the larger transportation system and provide for internal circulation for pedestrian movements.

J. IMPERVIOUS SURFACE RATIO (ISR) - The ISRs for all land use categories are specified in the Land Development Code. The ISRs for all land uses within the Green Swamp Area of Critical State Concern shall meet the ISR requirements established by the Critical Area Resource Management Plan Policy 2.132-B10 d., of this plan.

**CONSISTENCY:** The Project meets the maximum impervious surface ratio permitted for the site which is 0.70 as demonstrated on the Preliminary Development Plan.

K. FLOOR AREA RATIO (FAR) - FAR ranges for each land use categories are established by Policy 2.131-Q4 of this SAP.

**CONSISTENCY:** The Project meets the maximum floor area ratio permitted for the site which is 0.70 as demonstrated on the Preliminary Development Plan.

L. GREEN SWAMP AREA OF CRITICAL STATE CONCERN - All development within the Green Swamp Area of Critical State Concern shall comply with the Critical Area Resource Management Plan within the Comprehensive Plan and the regulations in Chapter 5 of the Land Development Code.

**CONSISTENCY:** The Project meets the requirements of Section 401.06 (the North Ridge Selected Area Plan) and Section 504 (the Ridge Protection area) as explained in this consistency analysis.

POLICY 2.131-Q4: MODIFIED LAND USE CATEGORIES - Land within "modified land-use categories", as enumerated in Policy 2.131-Q2 shall be developed in accordance with the following criteria:

For properties within the Transit Supportive Development Area, higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7.

M. EMPLOYMENT CENTER (ECX) - The Employment Center is an Activity Center designated only within the County's Selected Area Plans (SAP). It is designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County.

a. DESIGNATION AND MAPPING - The Employment Center is designated on the Future Land Use Map Series as "Employment Center X" (ECX).

b. CHARACTERISTICS - The ECX in this SAP is intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain

office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:

(a) Minimum Population Support: 20,000,

(b) Market Area Radius: 3+ miles,

(c) Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.

**CONSISTENCY:** All of the Project land uses are explicitly permitted within the ECX land use category.

c. DEVELOPMENT CRITERIA - Development within an ECX shall conform to the following criteria:

(a) Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. No new individual driveways shall be permitted to access US 27.

**CONSISTENCY:** This Project must meet the access management requirements for Polk County. The recently adopted text amendment removes the prohibition for new individual driveways onto US 27 which is consistent with all other land use categories with frontage onto US 27.

(b) Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.

(c) Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such shared parking and permeable surface parking design.

(d) Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.

**CONSISTENCY:** The Preliminary Development Plan demonstrates how interior traffic circulation will be safely managed for the movement of vehicles, pedestrians and bicycles. Internal connections are provided to give pedestrians safe areas to walk within the site.

(e) Buffering that meets the County development standards as set forth in the adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.

**CONSISTENCY:** The Project includes buffering along the western boundary to eliminate impacts from the development onto adjacent neighborhoods. A site plan conditions requires the inclusion of a lighting plan to ensure that no lighting emanates from the site into the neighborhood. Finally, the site plan places stormwater facilities adjacent the western boundary to further setback any commercial buildings from the western residential areas.

(f) Residential development, as a primary use will be permitted in up to 15% of the ECX designation at

Medium and High Densities. Location of residential units above non-residential shall be encouraged by not considering such units against the maximum residential densities. Residential development in excess of the 15% ECX designation may be permitted through a Planned Development. Alternatively, residential development may exceed the 15% ECX designation and be permitted a maximum density of 25 dwelling units per acre through a technical review performed by the Development Review Committee if the development provides parallel connector(s) between two or more roads intersecting with US 27 that connect residential and commercial development along the US 27 corridor, consistent with Policy 2.131-W4.

- (g) Industrial uses which include at least fifty percent (50%) office space, assemble products, and conduct research and development, but do not manufacture any products.
- (h) The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 2.0.
- (i) Retail and commercial uses are limited to 30 percent of the ECX district. A higher percentage of the limited 30 percent of retail and commercial uses shall be permitted through a Planned Development. The maximum floor area ratio for commercial uses shall be 1.0.

**CONSISTENCY:** This Project meets the required 0.70 FAR standard. The Project is the only retail and commercial project in this area but other sites remain undeveloped. The percentage standard is a district wide standard and not applied on an individual parcel basis.

- (j) All development, when it is feasible, shall take advantage of any mass-transit facilities.

C. SIDEWALK ALONG US 27 AND US 17/92 - Sidewalks shall be required along the entire length and on both sides of US 27 and on both sides of US 17/92 within the North Ridge SAP as part of the multi-modal transportation system in the North Ridge SAP.

**CONSISTENCY:** The Preliminary Development Plan includes sidewalks along US 27 as required.

**OBJECTIVE 2.131-S: Development within the North Ridge corridor shall conform to special buffering and landscape criteria to reduce potential incompatibility between land uses, negative visual impacts of development, and to help ensure reforestation.**

POLICY 2.131-S1: BUFFERING - Buffering shall be utilized to reduce potential incompatibilities between adjacent land uses, create reforestation opportunities, and lessen the impact between residential and non-residential uses according to criteria of the Land Development Code.

POLICY 2.131-S2: PARKING LOT LANDSCAPING STANDARDS - Parking lots shall be landscaped to provide a visually appealing appearance that enhances the development in accordance with the criteria established by the Land Development Code.

POLICY 2.131-S3: XERISCAPE - Development shall be encouraged to incorporate xeriscape and native, water conserving, species into the landscape design to the greatest extent practicable.

POLICY 2.131-S4: ROADWAY LANDSCAPE DESIGN - Roadway Landscaping shall be provided to establish a visually appealing appearance that enhances development along collector and arterial roads within the North Ridge SAP, in accordance with the criteria established by the Land Development Code.

POLICY 2.131-S5: TREE PLANTING REQUIREMENTS - Tree planting shall be provided to establish a visually appealing appearance that enhances the development, in accordance with the criteria established by the Land Development Code.

**CONSISTENCY:** The Project includes landscaping and buffering consistent with the County's North

Ridge corridor design standards as demonstrated in the Preliminary Development Plan. Buffering and site planning is used to ensure adjacent residential properties are not impacted.

**OBJECTIVE 2.131-T: Signage requirements shall be more restrictive than typical standards for Polk County.**

POLICY 2.131-T1: All signs within this SAP shall conform to the standards within the Polk County Land Development Code in addition to the policies within this SAP.

POLICY 2.131-T2: The SAP shall generally use visually pleasing, lower height, and smaller signs to compliment the overall-selected-area site and building design. Flapping flags, banners, blinking lights, signs affixed to fencing or poles, and portable signs shall be prohibited.

**CONSISTENCY:** Signage on site must meet the requirements of Polk County and the North Ridge Special Area Plan.

**OBJECTIVE 2.131-U: New development shall continue the provision of open space and the protection of native-plant and animal communities within the US 27 Corridor.**

POLICY 2.131-U1: Ten percent (10%) of open space (30% for the area within the Green Swamp) shall be required of all development, to ensure an aesthetic and visually pleasing sense of place.

POLICY 2.131-U2: The developer shall design and locate proposed improvements to minimize the removal of native vegetative communities. However, it is not the intent of this provision to preclude the reasonable use of a lot or parcel of land consistent with the Comprehensive Plan and Land Development Code. For parcels containing significant native plant communities, the County shall identify these on the Resource Protection Maps and work with land owners to purchase them for preservation.

POLICY 2.131-U3: Wetlands, wet and dry retention, landscaped buffers, recreational areas and required buffers from environmentally sensitive areas may count for up to Ninety percent (90%) of the required open space, in accordance with the criteria established in the Land Development Code.

POLICY 2.131-U4: Restoration shall be encouraged to enhance current wildlife areas and improve water quality within, and adjacent to, the Green Swamp and within the North Ridge SAP.

**CONSISTENCY:** The Project will meet the County's requirements for environmental protection and open space. The site is very suitable for development with no identified wetlands or listed species identified. Further analysis will be required prior to commencement of development as part of environmental permitting. The site also meets the required 30% open space standard for this area.

**OBJECTIVE 2.131-W: The County shall optimize the capacity of US 27 and US 17/92 as the primary transportation roadways. (Section revised by CPA-2003A-04) July 9, 2003)**

POLICY 2.131-W1: Access to new development or redevelopment will comply with FDOT access management guidelines for the US 27 transportation corridor.

**CONSISTENCY:** This Project will help optimize capacity on US 27 by providing needed commercial in an area where mostly single use residential has been approved to date. The lack of commercial results in longer vehicle miles traveled by residents. The lack of commercial also restricts pedestrian and bicycle trips in this area due to a lack of commercial destinations. The Preliminary Development Plan includes a proposed transit stops, bicycle parking and sidewalks to help encourage multiple transportation modes and maximize capacity for US 27.

POLICY 2.131-W2: New development and redevelopment is encouraged to increase internal-capture rate to reduce external trips by focusing compatible land uses which provide a full range of activities, thereby reducing external trips.

**CONSISTENCY:** This Project will help increase internal-capture rate and reduce vehicle miles traveled for this area. The combination of retail uses internally will allow for trips to remain on site allowing for grocery and restaurant or other services to occur on site. Also, since there is no commercial in this area, this use will provide needed retail and services for the surrounding area.

POLICY 2.131-W3: All new development and redevelopment fronting US 27 shall provide access via a frontage, parallel (back) road, or a side street. A cross access easement agreement, or a shared ingress/egress access easement agreement, or any other shared access method as approved by the Planning Division Director or his designee shall be required. Such easement agreements shall be recorded as in the public records of Polk County and shall constitute a covenant running with the land. As established by the Land Development Code, temporary right-in/right-out access may be granted.

**CONSISTENCY:** This Project's access must meet the requirements of FDOT and Polk County. Access will be consistent with other projects that have been approved along this corridor.

POLICY 2.131-W4: CONNECTION BETWEEN DEVELOPMENTS - All new development and redevelopment shall be encouraged to provide connection between developments and pedestrian/bikeway connections between adjacent parcels and roadway connections along existing and SAP proposed arterial and collector roads. All development adjacent to any of the proposed collector road systems shall be required to provide connections to the proposed roads. If conditions warrant, the County may require:

1. Service Roads;
2. Internal roadways/frontage roads;
3. Road connections that may extend beyond the SAP;
4. Shared ingress/egress access; and
5. Cross-access easements.

**CONSISTENCY:** The Preliminary Development Plan creates a master plan for multiple commercial buildings on site. The site plan demonstrates how the Project will interconnect with the larger transportation system and provide for internal circulation for pedestrian movements.

POLICY 2.131-W6: CURB CUTS AND JOINT ACCESS - The following curb cut and joint access criteria shall be implemented along US 27, US 17/92, and collector roadways consistent with the following:

- A. Curb Cuts - Curb cuts for US 27 and US 17/92 shall be consistent with the requirements established by the Florida Department of Transportation.

**CONSISTENCY:** This Project's access must meet the requirements of FDOT and Polk County. Access will be consistent with other projects that have been approved along this corridor.

- B. Unified Access and Joint-Use Driveways -

1. Unified Access and Circulation - All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
  2. Joint Use Driveways - The County shall require the establishment of a joint-use driveway serving abutting building sites, with cross-access easements.
- C. Cross-Access Corridors - The County shall designate cross-access corridors on properties adjacent to roadways. Such designation may be made in connection with the approval of any subdivision or site plan within the affected area, or as part of an overall planning program.
- D. Design of Cross-Access Corridors - Cross-access corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare, in order to assist in local traffic movement. Each corridor should be designed to include the following elements:
1. A continuous linear travel corridor extending the entire length of the block which it serves, or approximately 1,000 feet parallel to the thoroughfare and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
  2. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
  3. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development.
  4. Linkage to other cross-access corridors in the area.
- E. Easements Required to be Dedicated - Where a cross-access corridor is designated by the County, no subdivision plat, site plan or other development shall be approved unless the property owner shall grant an easement, running with the land, allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land.
- F. Coordinated or Joint Parking Design - Wherever a cross-access corridor has been designated, the business sites within the affected area shall be so designed as to provide for mutually coordinated or joint access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied in to create a unified system.
- G. Development Prior to Abutting Use - In the event that the building site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be easily connected to create a unified system at a later date.
- H. Existing Abutting Uses - In the event that the building site abuts an existing developed property, it shall be so designed as to connect to the abutting parking, access and circulation to create a unified system unless the County Engineer finds that this would be impractical.

**CONSISTENCY:** The Preliminary Development Plan creates a master plan for multiple commercial buildings on site. The site plan demonstrates how the Project will interconnect with the larger transportation system and provide for internal circulation for pedestrian movements. Access and connections must be provided consistent with the requirements of FDOT and Polk County.

The master plan connects the site internally. The adjacent commercial project as designed does not allow for a safe location for an interconnection to the site. The site is developed as warehouses along the southern boundary of the property and a small driveway long US 27.

**POLICY 2.131-W7:** The County shall encourage mass-transit facilities consistent with the plans of the Polk Transportation Planning Organization and the Transportation Element of Comprehensive Plan.

**CONSISTENCY:** The Preliminary Development Plan includes a proposed transit stop on site and the developer will coordinate with Citrus Connection as part of the final site plan approval.

POLICY 2.131-W8: Pedestrian and bikeway systems shall be developed in accordance with standards in the Land Development Code and consistent with the Polk TPO 2025 Long Range Plan. The standards shall include guidelines for the location and type of improvements. The County shall encourage developers to provide for pedestrian/bikeway systems in all development.

**CONSISTENCY:** The Preliminary Development Plan includes sidewalks and bicycle parking to encourage other modes of transportation in the development.

**B. CONSISTENCY WITH LAND DEVELOPMENT CODE**

The Project is consistent with and furthers the following provisions in the Polk County Land Development Code:

**Section 401.06 The North Ridge Selected Area Plan (Revised 03/06/02 - Ord. 02-13)**

**A. Purpose and Intent**

This Selected Area Plan (SAP) was adopted in the Polk County Comprehensive Plan to recognize the anticipated high level of urbanization during the next twenty years along the US 27 corridor between Haines City and Interstate 4 and along US 17/92 north of Haines City and south of CR 54. The districts and performance standards that follow implement the public/private initiatives outlined in the Plan. In order to achieve an efficient and highly desirable urban growth pattern, a balance of residential and non-residential uses is required, as well as a range of housing opportunities and short trips between housing, employment, and shopping including access management. The approach utilized in the SAP districts include the creation of traditional neighborhood villages and access management standards while preserving sensitive environmental resources.

**CONSISTENCY:** The Project as proposed furthers the County’s development strategies for the North Ridge SAP including creation of an efficient urban pattern by balancing commercial and residential uses and helping shorten trip lengths for citizens in this area.

**B. Applicability**

This section applies to development within the North Ridge SAP, the boundaries of which are shown on the FLUM.

**C. Allowable Uses and Intensity of Development, and Dimensional Regulations (Revised 6/21/16 - Ord. 16-031; 11/4/14 - Ord. 14-066; 05/07/08 - Ord. 08-013)**

The land use categories and uses allowable in this district are shown in Table 4.16. Land use categories and uses not shown are prohibited.

1. All development that is permitted (P) or permitted with density bonus points (B) shall require a Level 2 Review in accordance with Table 4.20 and Table 4.21.
2. Land uses shown with a C1, C2, C3 or C4 in Table 4.16 shall comply with applicable Criteria for Conditional Uses in the North Ridge SAP in addition to the requirements of Chapter 3 of the Land Development Code.

**CONSISTENCY:** The Project meets the requirements for a C3 conditional use as demonstrated in this supporting analysis. Table 4.16 requires retail projects over 65,000 square feet to meet the C3 requirements as established in Sections 303 and 906 of the County’s LDC. The Project is also consistent with Table 4.17 which establishes the minimum setbacks from roadways and Section 220 which is the Compatibility section of the LDC.

3. All development that is permitted with a Planned Development (PD) shall require a Level 3 Review in accordance with Table 4.20 and Table 4.21.
4. The dimensional regulations for these SAP districts are outlined in Table 4.17 for the North Ridge Selected Area Plan.

**D. Modified Land Use Requirements (Revised 12/6/16 - Ord. 16-076; 01/24/12 - Ord. 12-003; 05/07/08 - Ord. 08-013; 07/25/07 - Ord. 07-039)**

12. Employment Center (ECX) B Development shall be consistent with the following:
  - a. On-premises signs shall meet the requirements of the Community Activity Center (CAC) and shall be reduced by 15% for the SAP in accordance with Section 760 of the Land Development Code;

**CONSISTENCY:** The Project must meet the signage requirements of Polk County and the North Ridge Selected Area Plan design standards.

- b. The setbacks and building height shall meet the requirements of Section F.5. and 6. of this SAP, Development Design Standards and Requirements;

**CONSISTENCY:** The Project meets the setback and maximum building height permitted for the North Ridge Selected Area Plan design standards.

**K. Open Space (Revised 07/25/07 - Ord. 07-039)**

Open space within the North Ridge SAP includes upland, wildlife habitat, dry and wet retention ponds, preserved native plant communities, and floodplains.

1. All development will be required to provide a minimum of ten percent open space in the SAP but shall provide a minimum of 30 percent open space if in the Green Swamp. Planned Developments must meet the open space standards found in Section 303.
2. Building setbacks are allowed to be used as part of the open space for non-residential development.
3. Lots of record are exempt from providing open space as required by this SAP.

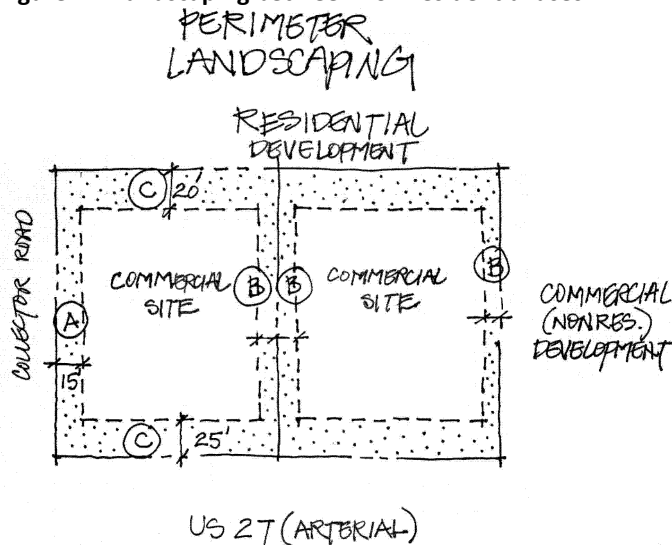
**CONSISTENCY:** The Preliminary Development Plan includes the required 30% open space standard.

**L. Buffers (See Figure 4.2)**

1. A landscaped buffer, 25 feet in width, shall be required along arterial roads consistent with the planting requirements of a Type C buffer for all development. The required sidewalk may be incorporated into the landscape buffer provided an access easement is recorded at the time of Level 5 Review.
2. Developers of properties along US 27 shall plant Live Oak trees at a ratio of one tree for every 40 linear feet of right-of-way frontage.
3. A landscaped buffer 15 feet in width shall be required along all collector roads, consistent with the planting requirements of a Type A buffer, for all development. The sidewalk may be incorporated into the landscape buffer provided an access easement is recorded at the time of Level 5 Review.
4. A landscaped buffer consistent with the Type C buffer in Section 720 shall be required where non-residential development abuts any vacant or developed residential districts. This buffer may be reduced to ten feet if a masonry wall is incorporated into the buffer.

5. A five foot landscaped buffer consistent with the Type B Buffer, in accordance to Section 720, shall be required between all non-residential developments as follows:
  - a. Where a proposed non-residential use abuts an existing non-residential use, a Type B Buffer, in accordance to Section 720, is required, unless the existing use has an equivalent buffer.
  - b. Where the proposed non-residential use abuts a non-residential district, that is vacant and without approved development plans from the County, the proposed use shall provide the equivalent of half of the required plantings of the Type B Buffer, in accordance to Section 720.
  - c. If the abutting non-residential use, whether it is an existing use or received development approval from the County, has a clustered landscaped buffer, the abutting use shall cluster the landscaped buffer on-center between the proposed or existing clustered landscaping. The proposed non-residential use in this situation, cannot apply for a waiver from the required landscaping.
  - d. The plantings of the required landscape buffer between non-residential uses may be clustered, provided the separation between clusters is no greater than 30 feet.
  - e. Half of the required understory tree and shrub plantings, from the Type B Buffer between non-residential uses, may be transferred from the perimeter landscape to landscaping surrounding the building(s) for the development.
  - f. Where the buildings abut each other and utilize shared parking areas, a landscape buffer shall not be required to separate the two uses.
  - g. All landscaped buffers, including those within the building setbacks, are allowed to be counted toward the required Open Space for non-residential development.
6. Existing trees, including citrus trees, can be counted toward the buffer requirement per Section 721 and Table 4.17 of the Land Development Code. In non-residential uses, up to 50 percent of the citrus trees can be counted toward the buffer requirement per Section 721 and Table 4.17.
7. Only block with stucco, brick, or decorative precast masonry walls shall be permitted as part of the landscape buffer as required by Section 720. Privacy fences for residential and non-residential uses that are not part of the landscape buffer are allowed as permitted by Section 210.
8. Landscaped buffers within the rights-of-ways shall not count toward the required Open Space.

**Figure 4.2 Landscaping between non-residential uses**

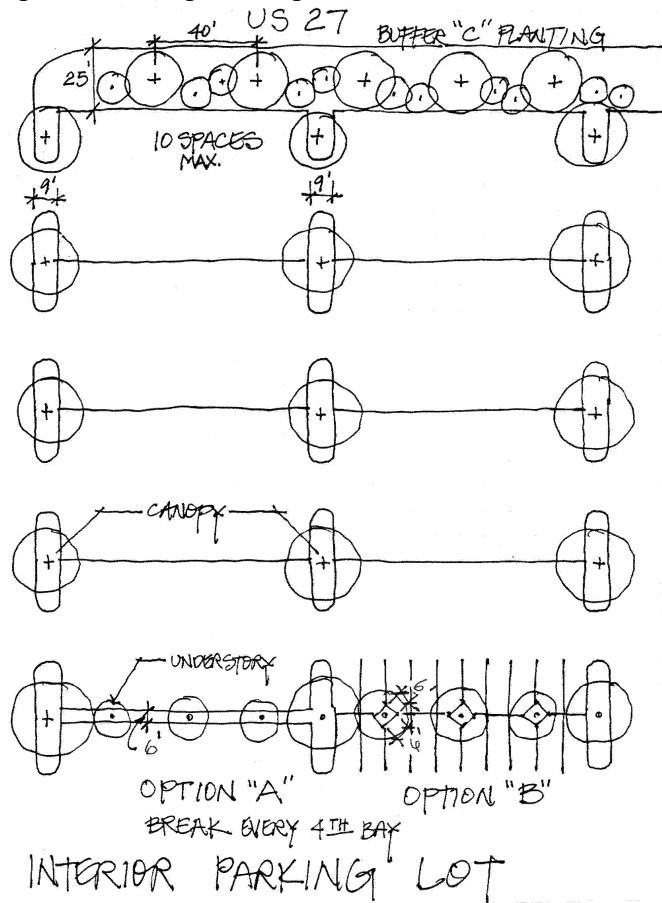


**CONSISTENCY:** Landscaping is provided in the Project consistent with the North Ridge Selected Area Plan standards. Buffering is provided along the western boundary to ensure compatibility with the adjacent residential areas. Buffers are also provided along US 27 as required.

**M. Parking Lot Landscaping (See Figure 4.3)**

1. All parking lot landscaping and buffer requirements shall meet the requirements of this section; the landscaping requirements of Section 720 C. and D. shall not be applicable in this SAP.
2. Xeriscape landscaping and native plant materials are encouraged to be incorporated into the parking lot landscaping.
3. At least 30 percent of the required canopy trees in the parking lot landscaping shall be native to the ridge or drought resistant.
4. The minimum landscaping for each parking lot shall be provided within the interior of a required paved off-street parking area as follows:
  - a. Each aisle of parking spaces shall be terminated by landscaped islands which measure not less than nine feet in width, as measured from face of curb to face of curb, and not less than 18 feet in length. At least one canopy tree shall be planted in each terminal island;
  - b. Mandatory terminal islands shall be surrounded with a continuous, raised curb.
  - c. Landscaped divider medians may be used to meet interior landscape requirements. If divider medians are used, they shall form a continuous landscaped strip between abutting rows of parking spaces. The minimum width of divider median shall be a minimum six foot wide divider median, as measured from face of curb to face of curb. One under story tree shall be planted for each 30 linear feet of divider median, or fraction thereof. Trees in a divider median may be planted singly or in clusters. The maximum spacing between clusters shall be 60 feet;
  - d. A minimum six foot wide divider median, as measured from face of curb to face of curb, shall be required every fourth bay of parking as shown in Figure 4.2. A minimum of one understory tree shall be planted for each 30 linear feet of divider median. An alternative option, three diamond shaped islands may be substituted for the continuous six foot wide divider median, as shown in Figure 4.2;
  - e. Optional interior islands and divider medians shall be protected by curbing or wheel stops; and
  - f. Each parking bay shall have no more than ten continuous parking spaces unbroken by a landscape island that shall be the width of a parking space, as measured from face of curb to face of curb.
5. Location of landscaping - Landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and to guide traffic flow.
6. A Type A buffer 15 feet in width shall be required between all frontage roads and parking lots in accordance with Section 720.
7. Required landscaping where off-street parking abuts public right-of-way: A landscaped strip of land shall be provided consistent with this section and Section 720 with at least one drought resistant, native to the ridge, tree for each 75 lineal feet, or fraction thereof shall be planted. Trees may be planted separately or in clusters.
8. No landscaping shall be provided in the right-of-way unless the County or FDOT gives the owner approval to do so. In addition, a completed agreement as to who will maintain the landscaping within the right-of-way shall be submitted by the developer and the owner of the right-of-way(s) prior to Level Review 2 approval.

**Figure 4.3 Parking Lot Design**



**CONSISTENCY:** Parking lot landscaping will be provided within the Project consistent with the North Ridge Selected Area Plan design standards.

**N. Tree Planting**

The minimum number of trees to be planted or preserved in addition to buffering and landscaping requirements is listed in Table 4.17.

**Table 4.17 Number of Trees to Plant or Preserve for Development**

Future Land Use	Minimum Trees Required
A/RRX, RSX, RLX, RMX	8 trees per developable acre
CCX	2 trees per developable acre
L/RX, TCCX, NACX, PIX, ECX	4 trees per developable acre
CEX, LCCX, CACX, RACX	6 trees per developable acre

**O. Credits for Existing Trees**

Credits for existing trees shall be consistent with Section 721.

**CONSISTENCY:** Trees will be provided on site consistent with the North Ridge Selected Area Plan requirements as identified above.

P. **Signs**

1. Off-Premises signs shall be prohibited except as temporary real estate signs advertising the availability of commercial space and special events as permitted per Section 760 of the Land Development Code.
2. On-premises signs shall be permitted in accordance with Section 760.
3. On-premises signs shall be permitted in the Professional Institutional (PIXX) and Employment Center (ECX) districts consistent with the Community Activity Center (CACX) standards per Section 760.
4. All other signs shall be permitted in accordance with Section 760.

**CONSISTENCY:** On site signage must meet the design requirements of the North Ridge Selected Area Plan design standards.

Q. **Transportation Network and Road Frontage Requirements (Rev. 08/15/08 - Ord. 08-041; Rev. 06/08/04 - Ord. 03-94)**

3. All access and subdivision of land shall comply with the following:
  - a. All access to collector and local road shall be consistent with this Section and Chapter 8;
  - b. Only one driveway shall be permitted along US 27 every 1,320 feet between any perpendicular roadway intersection with US 27, except as otherwise authorized in writing by FDOT.
  - c. Any subdivision of property along all arterial roadways shall have a minimum frontage of 600 feet. This may be reduced if access is not from US 27 and access is gained from a shared driveway, consistent with item 2b above, internal road or cross access easement;
  - d. The required frontage may be reduced if access is gained through a joint or shared access, a side road, or other internal road; and
  - e. Where access is shared by more than one user, an easement shall be located on the site plan at Level 2 Review and any required plat. A completed access agreement shall be provided prior to any Level 2 Review approval.
4. In order to provide safe and efficient local traffic movement, the County shall designate cross-access corridors along US 27, US 17/92, all urban collector roads within the SAP, and other roads that may be designated in the future. Said corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare. Each corridor shall include the following elements:
  - a. A continuous linear travel corridor extending the entire length of the block which it serves, or at least 1,000 feet of linear frontage along the thoroughfare, and having a design speed of ten mph. Final design of the facility shall be approved by the County Engineer;
  - b. At a minimum, meet the County's local road requirements of Appendix A of the Land Development Code in order to have sufficient width to accommodate two-way travel aisles for automobiles, service vehicles, and loading vehicles;
  - c. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development;
  - d. Linkage to other cross-access corridors in the area;
  - e. Where a cross-access corridor is designated, no subdivision plat, site plan or other development shall be approved unless the property owner grants an easement allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land;
  - f. Wherever a cross-access corridor has been designated, the sites shall be so designed for coordinated or joint parking, access and circulation systems. These sites shall include stub-outs and other design features necessary to make it visually obvious that the abutting properties may be connected to a unified system;
  - g. If a site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be connected to a unified system at a later date; and

- h. If a site abuts an existing developed property, it shall be so designed to connect to the abutting parking, access, and circulation unless the Planning Director and County Engineer determines this to be impractical.

**CONSISTENCY:** This Project’s access must meet the requirements of FDOT and Polk County. Access will be consistent with other projects that have been approved along this corridor.

**R. Environmental Protection**

All development within this SAP shall be designed to protect upland wildlife habitats, native plant communities, wetlands, and other natural resources.

**CONSISTENCY:** The Project is supported by an environmental analysis that demonstrates that there are no wetlands and listed species on site. Further environmental analysis will be required designated ECX and the proposed development is consistent with and furthers the requirements for this land use category.

***CHAPTER 9 - DEVELOPMENT REVIEW PROCEDURES***

**C. Level 3 Review- Planning Commission Action (Revised 2/5/2019 - Ord. 19-008)**

All new development and modification to existing developments involving land uses listed as C-3 conditional uses within its respective future land use district or applications for Planned Development are required to successfully complete a Level 3 Review prior to application to Level 2 Review. Level 3 Review requires recommendation from the Development Review Committee and a public hearing before the Planning Commission. At the public hearing, the Planning Commission may approve, approve with conditions, or deny an application for Level 3 Review. Successful completion of Level 3 Review will enable the applicant to proceed with Level 2 Review in accordance with conditions placed upon the application by the Planning Commission and other regulatory requirements. Appeals of the Planning Commission's decision may be heard before the Board of County Commissioners through the De Novo Hearing process outlined in Section 922.

**CONSISTENCY:** This Project Narrative and Conceptual Site Plan meets the requirements for a Level 3 review as outlined in Sections 906 and 910 of the County’s Land Development Code.

**Section 906 Level 3 Review**

**A. Purpose**

The Level 3 Review is a technical and compatibility review of development applications and plans which have limited issues to be reviewed by a citizen authority in a public hearing forum, in which affected parties can provide input and feedback to the applicant and the Planning Commission (PC). The Planning Commission shall determine whether the proposed development complies with the standards of this Code and the Comprehensive Plan regarding the following issues:

1. The compatibility of non-residential uses near or adjacent to residential land uses or vacant land designated as residential;

**CONSISTENCY:** This Project narrative includes a compatibility analysis demonstrating that the proposed Project is compatible with residential uses “near or adjacent” the property. The current land use and zoning already permits by right intensive commercial development. In addition, the project meets the buffering and landscaping requirements contained in the County’s Code. The compatibility analysis is contained in Section IV of this Project narrative.

2. The compatibility of proposed residential uses in proximity to existing residential densities of a significantly different density;

**THIS CRITERIA DOES NOT APPLY TO THIS PROJECT SINCE NO RESIDENTIAL COMPONENT IS INCLUDED.**

3. Where there are specific characteristics of the proposal which may result in potential adverse off-site impacts. Site characteristics such as a dumpster, driveway, drive-through window, or buffer will be reviewed to determine compatibility and possible mitigation of impacts not deemed compatible;

**CONSISTENCY:** The Preliminary Development Plan includes the location of proposed site features including location of the dumpster, driveways and buffers. Any drive-through windows will be internal to the project. The site plan demonstrates how the location of the dumpsters and loading areas will not result in any off-site impacts. Additionally, the property is already approved by right for intense commercial uses. Finally, the Project meets the County's buffering requirements for such uses.

4. The effects of noise, vibration, air pollution, glare and odor may adversely impact the use of adjacent properties shall be reviewed, and if such effects can be mitigated and conditions for mitigation imposed;

**CONSISTENCY:** The Preliminary Development Plan includes the location of buildings and proposed site features including location of the dumpster and loading areas. The site plan and lighting plan demonstrate that the proposed project will not impact adjacent properties. Additionally, the property and the surrounding properties have the same or similar land use designations and are already approved by right for intense commercial uses. Finally, the project meets the County's buffering requirements for such uses.

5. Whether the requested development meets minimum development standards as stated in this Code, and other County development regulations; and

**CONSISTENCY:** This Project narrative demonstrates that this Project meets the minimum requirements established by the County. This includes the County's comprehensive plan, the North Ridge Selected Area Plan and the implementing land development regulations. The Code specifically site plan includes the location of proposed site features including location of the dumpster, driveways and buffers. Any drive-through windows will be internal to the project. The site plan demonstrates how the location of the dumpsters and loading areas will not result in any off-site impacts. Additionally, the property is already approved by right for intense commercial uses. The project meets the County's buffering requirements for such uses.

6. A development plan which mitigates impacts as outlined in an Impact Assessment Statement which has been prepared pursuant to Section 910.

**B. Performed By**

A Level 3 Review is performed by the Development Review Committee and Planning Commission (PC). The DRC and the Planning Commission may approve, deny or approve with conditions.

**C. Results**

A successful Level 3 Review will result in an approval, or approval with conditions, or an affirmative recommendation of the plans presented.

D. **Review Process for Level 3 Review (Rev. 2/5/19 - Ord. 19-008; 5/20/09 - Ord. 09-023; 3/8/06 - Ord. 06-12)**

1. A pre-application meeting is optional, but recommended.
2. Applications for development review shall be available from the Land Development Division. A complete application shall be signed by all owners, or their agent, of the property subject to the proposal, and notarized. Signatures by other parties will be accepted only with notarized proof of authorization by the owners. In a case of corporate ownership, the application shall be signed by an officer of the corporation. All applications shall comply with the following submittal requirements and additional submittal requirements that may be required by other Sections of this Code or by resolution adopted by the Polk County Board of County Commissioners.
  - a. Applications shall include documents and drawings showing:
    - i. Name of owner or contact, address, and phone number;
    - ii. Description of intended use and Land Use District;
    - iii. Preliminary Development Plan;
    - iv. Location and linear dimensions and size of parcel;
    - v. Legal description of property involved;
    - vi. Access;
    - vii. Boundary survey or scaled drawing as required by this Code; and,
    - viii. Tax parcel sheets and aerial photos.
  - b. There may be additional submittal requirements in other Sections of this Code. All plans submitted for review by the County and other review agencies shall be identical. Any revisions made at the request of one or more review agencies shall be resubmitted with the request number of copies.

**CONSISTENCY:** The Project Narrative and Preliminary Development Plan include all of the information required above.

- c. All preliminary plans shall include the following information:
  - i. Location of the subject property in relation to surrounding and adjacent roadways and proposed access to the property street network;
  - ii. General description of the project, illustrating the location of all proposed uses. Residential projects shall include the total number of units proposed and density. Non-residential projects shall include the floor area ratio (FAR) and impervious surface ratio (ISR);
  - iii. Location and type of developments, land uses, and driveways or roads within 150 feet of the proposed project;
  - iv. A drawing of the site (at a scale of one inch equals 60 feet) showing major geographical features including creeks, ditches, water bodies, other prominent topographic features (USGS, or tax maps may be used);
  - v. Location of major tree stands and other large trees (this may be outlined on aerial maps, and need not be a tree survey);
  - vi. Location, size and number of stories of proposed building and above ground transmission structures;
  - vii. General parking lot layout with approximate number of spaces, basic traffic flow and proposed circulation patterns;
  - viii. A statement indicating whether access will be required to a state, city, county or private road;
  - ix. Generalized location of intended buffers;
  - x. Proposed foot print of non-residential building indicating building setbacks and access points;
  - xi. Typical and minimum lot size on residential projects;
  - xii. A map identifying the location and elevation of any flood zones, wetlands and other Development Limitation or Resource Protection Areas;
  - xiii. A general description of how drainage will be handled, including a soils statement (Natural Resources Conservation Service acceptable) and the general area of the site to be used for

- stormwater management facilities;
- xiv. Any special occupancies to be included on the site, which may include but are not limited to, underground storage tanks, a fireworks manufacturing site, a paint and body shop; or any other occupancy that includes a fire safety concern;
- xv. Existing water and waste water services; (this may simply be a statement such as: "There are no water or wastewater service facilities on or near the site");
- xvi. The gross floor area per floor of the building proposed;
- xvii. The proposed use as listed in the appropriate use tables in Chapters 2, 3, and 4; and,
- xviii. Current Property Appraiser parcel maps and aerials for the site.

**CONSISTENCY:** The Preliminary Development Plan includes all of the information identified above.

## Section 910 Impact Assessment Statements

The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

### A. Land and Neighborhood Characteristics

To assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

1. Show how and why is the site suitable for the proposed uses;
2. Provide a site plan showing each type of existing and proposed land use;
3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;
4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped; and
5. Describe each of the uses proposed in a Planned Development and identify the following:
  - a. The density and types of residential dwelling units;
  - b. The type of commercial and industrial uses;
  - c. The approximate customer service area for commercial uses; and
  - d. The total area proposed for each type of use, including open space and recreation.

**CONSISTENCY:** The Project Narrative and Preliminary Development Plan address all of the issues identified above. The environmental analysis demonstrates that the site is very suitable for development and is already approved for intense commercial. The site plan identifies the location of uses as required. The site plan also identifies how buffering is used to ensure compatibility with the existing residential areas to the west of the property.

### B. Access to Roads and Highways

To assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations;
2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;
3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and
5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.

**CONSISTENCY:** The Project is supported with a detailed traffic analysis that demonstrates that adequate capacity is available to support this development. The analysis also presents the turn lane and traffic signalization improvements that are needed. Finally, the site plan identifies the location of sidewalks on site and the proposal for a transit stop in coordination with the Citrus Connection.

### C. Sewage

To determine the impact caused by sewage generated from the proposed development, the applicant shall:

1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;
2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;
3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;
4. Identify the service provider; and
5. Indicate the current provider's capacity and anticipated date of connection.

**CONSISTENCY:** The Project narrative addresses the availability of sewer service and the projected project demand.

### D. Water Supply

To determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

1. Indicate the proposed source of water supply and, the type of treatment;
2. Identify the service provider;
3. Calculate the estimated volume of consumption in gallons per day (GPD); and
4. Indicate the current provider's capacity and anticipated date of connection.

**CONSISTENCY:** The Project narrative addresses the availability of potable water service and the projected project demand.

### E. Surface Water Management and Drainage

To determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

1. Discuss the impact the proposed development will have on surface water quality;
2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;
3. Describe the impact of such alterations on the fish and wildlife resources of the site; and
4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

**CONSISTENCY:** The Project development plan and narrative addresses the plan for surface water and drainage on site.

## F. Population

To determine the impact of the proposed developments additional population, the applicant shall:

1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;
2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;
3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and
4. Describe the proposed service area and the current population thereof.

**CONSISTENCY:** The Project narrative addresses the information required above.

## G. General Information

To determine if any special needs or problems will be created by the proposed development, the applicant shall:

1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and
2. Discuss the demand on the provision for the following services:
  - a. Parks and Recreation;
  - b. Educational Facilities (preschool/elementary/middle school/high school);
  - c. Health Care (emergency/hospital); d Fire Protection;
  - e. Police Protection and Security; and
  - f. Electrical Power Supply.

**CONSISTENCY:** The Project narrative addresses the information required above.

## H. Maps

1. Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development.
2. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scales shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following maps shall accompany all Impact Assessment Statements:
3. Map A: A location map showing the relationship of the development to cities, highways, and natural features;
4. Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;
5. Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;
6. Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;
7. Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-

- of-way widths.
8. Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and
  9. Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

**CONSISTENCY:** All of the required maps are included in this submittal.