Polk County Planning Commission

Meeting Agenda

January 07, 2026 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

A. Planning Commission (PC) will discuss agenda items and consider additions, deferments, withdrawals to published agenda. Planning Commission will discuss any particular agenda items of concern with any Planning Commission member.

B. Planning Commission will consider and review with staff any upcoming ordinance revisions, comprehensive plan recommendations or other matters of concern to the Planning Commission.

Note: This first part of the monthly Planning Commission agenda is a workshop. No official action on any item will be taken at the workshop. While the public is invited to attend, no public comment will be solicited during the workshop.

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Roll Call / Attendance

Pledge of Allegiance

Approve Minutes

Meeting Minutes October 1, 2025

Meeting Minutes November 5, 2025

Meeting Minutes December 3, 2025

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.
1) Reorder Agenda
a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.
2) Considerations of items to be withdrawn, deferred, or continued.

LDCPAS-2025-32 Kathleen and Duff NAC CPA Continued to February 4, 2026

Explanation of General Procedures

Explanation of Quasi-Judicial Proceedings

Voir Dire of Expert Witnesses

Staff Resumes

Agenda Item

New Business

1. LDCU-2025-24 (Alexander MH)
2. LDCU-2025-25 (Hudson MH)
3. LDCU-2025-28 (Pine Street Retail)
4. LDCU-2025-33 (CU 00-27M Modification)
5. LDCU-2025-21 (Stericycle CU)
6. LDPD-2025-5 (Osprey Creek PD Modification)
7. LDCPAS-2025-34 (CR 546 Map Correction)

Comprehensive Plan update

Adjournment

Polk County

Planning Commission

Agenda Item 1/7/2026

SUBJECT

Meeting Minutes October 1, 2025

Polk County Planning Commission

Meeting Minutes - Final-revised

October 01, 2025 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 8:50 a.m. by the Chair, Robert Beltran, on Wednesday, October 1, 2025, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Mike Hickman, Cyndi Jantomaso, Brooke Agnini, Adam Bass, and Rennie Heath. Also, Kevin Updike, Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Erik Peterson, Chanda Bennett, Robert Bolton, JP Sims, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Margo White, recording secretary.

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 9:00 a.m. a.m. by the Chair, Robert Beltran, on Wednesday, October 1, 2025, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Mike Hickman, Cyndi Jantomaso, Brooke Agnini, Adam Bass, and Rennie Heath. Also, Kevin Updike, Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Erik Peterson, Chanda Bennett, Robert Bolton, JP Sims, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Margo White, recording secretary.

Roll Call / Attendance

Present	Vice Chair Mike Hickman, Mike Schmidt, Robert Beltran, Adam Bass, Brooke Agnini, and Cyndi Jantomaso
Excused	Linda Schultz, Chair Merle Bishop, and Kevin Updike

Pledge of Allegiance

Approve Minutes

Meeting Minutes - September 10, 2025

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.
1) Reorder Agenda
a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.
2) Considerations of items to be withdrawn, deferred, or continued.

LDCPAS-2025-16 - Osprey Creek CPA - Continued to November

LDCU-2025-27 (PRWC Wells #9 and #14) - Continued to November

LDSPD-2025-7 (Skyview Drive SPD) - Continued to November

Explanation of General Procedures

Voir Dire of Expert Witnesses

Staff Resumes

Agenda Item

Explanation of Quasi-Judicial Proceedings

Explanation of Quasi-Judicial Proceedings

New Business

1. LDCU-2025-17 (Sunrise Day Care CU)

Minutes: Martha Ponguta, applicant, Combee LLC., owner, is *requesting a Conditional Use* approval for an adult day care for aging adults and individuals with disabilities within an existing building on 1.57 +/- acres within a Residential Low-1 (RL-1) land use district. The subject site is located at 1140 Combee Road North, north of Jungle Street, west of Combee Road, south of Tanglewood Street, east of Lake Parker Drive East, east of the City of Lakeland in Section 09, Township 28, Range 24.

Andrew Grohowski, Land Development, introduced the case and reported 64 mailers sent to area property owners on September 16, 2025, one (1) sign posted on the property on September 16, 2025, and a legal advertisement was published in Lakeland and Winter Haven Sun on September 17, 2025. One phone call in opposition.
Andrew Grohowski, Land Development, presented a Power Point presentation with a recommendation of approval.
Mr. Chair opened the public hearing
No one from public spoke.
Mr. Chair closed the public hearing.

Approved

RESULT:	**APPROVED**
MOVER:	Rennie Heath
SECONDER:	Adam Bass
AYE:	Heath, Hickman, Schmidt, Beltran, Bass, and Agnini
Excused:	Schultz, Bishop, and Updike

2. LDWA-2025-31 (Bear Oak Ranch Waiver)

Minutes: Joanna Smith, applicant, Bear Oak Ranch LLC, owner, are *requesting a Waiver to Section 705.B* to approval for a residential lot with access through a private road easement accessed by more than four lots on 33.23 +/- acres within an Agriculture/Residential Rural (A/RR) future land use district. The subject site is located at 3890 Wolfolk Road, east of Highway 27, west of Lake Buffum Road East, north of Buffum Lake Trail, south of Lake Buffum Road North, northwest of the City of Frostproof in Section 09, Township 31, Range 27.
Andrew Grohowski, Land Development, introduced the case and reported 15 mailers sent to area property owners on September 16, 2025, one (1) sign posted on the property on September 16, 2025, and a legal advertisement was published in Lakeland and Winter Haven Sun on September 17, 2025. One phone call in opposition.
Andrew Grohowski, Land Development, presented a Power Point presentation with a recommendation of approval.
Mr. Chair opened the public hearing
No one from public spoke.
Mr. Chair closed the public hearing.

Approved

RESULT:	**APPROVED**
MOVER:	Rennie Heath
SECONDER:	Mike Hickman
AYE:	Heath, Hickman, Schmidt, Beltran, Bass, and Agnini
Excused:	Schultz, Bishop, and Updike

3. LDWA-2025-29 (McStuckers Ranch Access Waiver)

Minutes: Charles Brooker, applicant, McStuckers Ranch LLC, owner, are *requesting a Waiver to Section 705.B* for up to 10 single family lots to have access via an existing shared access easement ±157.84 acres within an Agriculture/Residential Rural (A/RR) future land use district. The subject site is located at 6472 Cox Road, north of Alturas Babson Park Cutoff, south of State Road 60, east of US Highway 17, west of US Highway 27, east of Bartow, Florida in Section 08, Township 30, Range 26.

Kyle Rogus, Land Development, introduced the case and reported 44 mailers sent to area property owners on September 16, 2025, one (1) sign posted on the property on September 16, 2025, and a legal advertisement was published in Lakeland and Winter Haven Sun on September 17, 2025. One phone call in opposition.

Kyle Rogus, Land Development, presented a Power Point presentation with a recommendation of approval.
Mr. Chair opened the public hearing
No one from public spoke.
Mr. Chair closed the public hearing.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Schmidt
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bass, Bishop, and Agnini
Excused:	Heath, and Updike

4. LDCPAS-2025-21 (Old Tampa Hwy IND CPA)

Minutes: AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF AMENDMENT **LDCPAS-2025-21;** AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN; ORDINANCE 92-36, AS AMENDED TO CHANGE THE FUTURE LAND USE DESIGNATION ON +/- 2.5 ACRES OF A 2.87 ACRES PARCEL FROM RESIDENTIAL LOW (RL) TO INDUSTRIAL (IND), IN THE TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA). THE SUBJECT SITE IS LOCATED SOUTH OF NEW TAMPA HIGHWAY, EAST OF AIRPORT ROAD, WEST OF WABASH AVENUE, NORTH OF WILKINSON ROAD, AND SOUTH OF THE CITY LIMITS OF LAKELAND, IN SECTION 21, TOWNSHIP 28, RANGE 23, PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.
JP Sims, Land Development, introduced the case and reported 13 mailers sent to area property owners on September 16, 2025, one (1) sign posted on the property on September 16, 2025, and a legal advertisement was published in Lakeland and Winter Haven Sun on September 17, 2025. One phone call in opposition.
JP Sims, Land Development, presented a Power Point presentation with a recommendation of approval.
Mr. Chair opened the public hearing
No one from public spoke.
Mr. Chair closed the public hearing.

Approved

RESULT:	**APPROVED**
MOVER:	Rennie Heath
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bass, Bishop, and Agnini
Excused:	Heath, and Updike

5. LDCPAS-2025-22 (Motor Vault East CPA)

Minutes: AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF AMENDMENT **LDCPAS-2025-22;** AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN; ORDINANCE 92-36, AS AMENDED TO CHANGE THE FUTURE LAND USE DESIGNATION ON +/- 2.28 ACRES

FROM RESIDENTIAL LOW (RL) TO INSTITUTIONAL (INST), IN THE TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA). THE SUBJECT SITE IS LOCATED SOUTH OF ALAMO DRIVE, EAST OF HARDEN BOULEVARD, WEST OF STATE ROAD 37 (FLORIDA AVENUE SOUTH), NORTH OF PIPKIN ROAD, AND SOUTH OF THE CITY LIMITS OF LAKELAND, IN SECTION 12, TOWNSHIP 29, RANGE 23, PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

JP Sims, Land Development, introduced the case and reported 50 mailers sent to area property owners on September 16, 2025, one (1) sign posted on the property on September 16, 2025, and a legal advertisement was published in Lakeland and Winter Haven Sun on September 17, 2025. One phone call in opposition.

JP Sims, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair opened the public hearing

No one from public spoke.

Mr. Chair closed the public hearing.

Approved

RESULT:	**APPROVED**
MOVER:	Rennie Heath
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bass, Bishop, and Agnini
Excused:	Heath, and Updike

6. LDCT-2025-7 (Cargo Containers LDC Text Amendment)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment LDCT-2025-7, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code, Chapter 2, Section 206.K, Cargo Containers for Permanent Storage, to remove prohibitions on cargo containers for storage in residential future land use designations; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Schmidt
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bass, Bishop, and Agnini
Excused:	Heath, and Updike

7. LDCT-2025-8 (Pool Safety Text Amendment)

Minutes: An Ordinance of The Polk County Board of County Commissioners regarding Land Development Code Amendment LDCT-2025-8, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code; amending Chapter 2, Section 211, Pools and Screen Enclosures, to refer to Florida Building Code and Florida Statutes for consistency with above ground pool safety measures; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Rennie Heath
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bass, Bishop, and Agnini
Excused:	Heath, and Updike

8. LDCT-2025-9 (SE Polk Mobile Homes)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment LDCT-2025-9, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code, Chapter 4, Section 401.08, to remove conditional use standards for Individual Mobile Homes within the Southeast Polk Selected Area Plan to conform with the rest of the County; providing for severability; and providing for an effective date.

Approved

Comprehensive Plan Update

Election of Officers

Minutes: New officers elected for Chair, Vice Chair, and Secretary.

New Chair: Merle Bishop

New Vice Chair: Mike Hickman

New Secretary: Cyndi Jantomaso

Approved

Adjournment

Polk County

Planning Commission

Agenda Item 1/7/2026

SUBJECT

Meeting Minutes November 5, 2025

Polk County Planning Commission

Meeting Minutes - Final-revised

November 05, 2025 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 8:50 a.m. by the Chair, Merle Bishop, on Wednesday, November 5,2025, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Mike Hickman, Angel Sims, Cyndi Jantomaso, Kevin Updike and Robert Beltran. Also, Linda Schultz, Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Erik Peterson, Chanda Bennett, Robert Bolton, JP Sims, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Lyndsay Yannone, recording secretary.

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 9:00 a.m. by the Chair, Merle Bishop, on Wednesday, November 5,2025, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Mike Hickman, Angel Sims, Cyndi Jantomaso, Kevin Updike and Robert Beltran. Also, Linda Schultz, Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Erik Peterson, Chanda Bennett, Robert Bolton, JP Sims, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Lyndsay Yannone, recording secretary.

Roll Call / Attendance

Present	Linda Schultz, Vice Chair Mike Hickman, Mike Schmidt, Robert Beltran, Chair Merle Bishop, Kevin Updike, Cyndi Jantomaso, and Angelic Sims
Excused	Adam Bass, and Brooke Agnini

Pledge of Allegiance

Approve Minutes

Continued

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.
1) Reorder Agenda
a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.
2) Considerations of items to be withdrawn, deferred, or continued.

LDCU-2025-21 Stericycle Reconstruction on Maine Avenue - Continued

LDSPD-2025-7 (Skyview Drive SPD) - Continued to December

Explanation of General Procedures

Explanation of Quasi-Judicial Proceedings

Voir Dire of Expert Witnesses

Staff Resumes

Agenda Item

New Business

1. LDCU-2025-27 (PRWC Wells #9 and #14)

Minutes: Polk Regional Water Cooperative, applicant, and owner are requesting a Conditional use approval of two additional Lower Floridan Aquifer raw water wells sites to a previous approval of a potable water treatment facility with two one-million-gallon storage tanks, and five (5) separate Lower Floridan Aquifer raw water wells Well site #9 is on the southwest corner of Mary Moser and Walk-in-Water Road, south of Dixie Street, Lane in Section 5, Township 31, Range 29 and well site #14 will be located on the west side of Lake Walk-in-Water Road approximately 800 feet south of State Road 60 in Section 8, Township 30, Range 29.

Erik Peterson, Land Development, introduced the case and reported 33 mailers sent to area property owners on October 22, 2025, three (3) signs posted on the property on October 2, 2025 and a legal advertisement was published in Polk Sun on October 22, 2025. No response from th public.

Erik Petersoni, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Staff is recommending approval.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Mike Hickman
AYE:	Hickman, Schmidt, Beltran, Bishop, Updike, Jantomaso, and Sims
Excused:	Schultz, Bass, and Agnini
Absent:	Heath

2. LDCU-2025-20 (Reynolds CU)

Minutes: Kelsey Reynolds, applicant, and Grant Alan Reynolds & Kelsey Alyssa Culm, owners, is requesting *a* Conditional Use approval for a mobile home to be located on ±3.75 acres within a Residential Low-1 land use district. The subject site is located at 720 Reynolds Road, south of US Highway 92 and County Highway 542, east of Combee Road South, North of Skyview Drive, west of Saddlebag Lane, east of the City of Lakeland in Section 23, Township 28, Range 24.

Andrew Grohowski, Land Development, introduced the case and reported 34 mailers sent to are property owners on October 22, 2025, one (1) sign posted on the property on October 22, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. 2 emails in oppositio & 1 phone call in opposition.

Andrew Grohowski, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Staff is recommending approval.

So, the proposed mobile home will meet all setback requirements in the R01 Land Use District and utilize a shared driveway easement for the property.
Directly to the south, two mobile home parks, the village of Lakeland and Anglers Cove, are less than a quarter mile from the subject site off Reynolds.
So has a mobile home been located adjacent to the subject parcel?
Or if the property was greater than 5 acres, additional approval by the planning commission would not be necessary.
The proposal is consistent with the LVC and comprehensive plan as well as compatible with surrounding uses.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Heath, and Bass

3. LDCU-2025-22 (Robert Weed MH)

Minutes: Linda Campbell, applicant, Robert Weed, owner, is *requesting a Conditional Use* approval for a mobile home to be located on ±1.88 acres within a Residential Low-4 (RL-4) future land use district. The subject site is located north of Highway 540, south of Coleman Road, east of Spirit Lake Road, west of Recker Highway in Section 31, Township 28, Range 26.

Kyle Rogus, Land Development, introduced the case and reported 60 mailers sent to area property owners on October 22, 2025, one (1) sign posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Kyle Rogus, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

The proposed request is consistent with the Land Development Building comprehensive plan and with that I would stand for questions.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Hickman
SECONDER:	Angelic Sims
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, and Agnini
NAY:	Updike
Excused:	Bass
Absent:	Heath

4. LDCU-2025-14 (Laura Downs MH)

Minutes: Laura Downs, applicant, 319 Josh Property LLC., owner, is requesting a Conditional Use approval for a mobile home to be located on ±2.45 acres within a Residential Suburban (RS) future land use district. The subject site is located north of Winter Lake Road, south of US Highway 92, east of Combee Road, west of Thornhill Road in Section 24, Township 28, Range 24.

Kyle Rogus, Land Development, introduced the case and reported 30 mailers sent to area property owners on October 22, 2025, one (1) signs posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Kyle Rogus, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

The proposed request is consistent with the Land Development Building comprehensive plan

and with that I would stand for questions.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Hickman
SECONDER:	Angelic Sims
AYE:	Schultz, Beltran, Bishop, Updike, and Agnini
NAY:	Hickman, and Schmidt
Excused:	Bass
Absent:	Heath

5. LDCU-2025-16 (Childcare Center CU)

Minutes: Mohammed Alahi, applicant, Mahf INC, Mohammed Alahi, Selina Ali, owner, are *r*equesting a Conditional Use approval for a Childcare Center to be located in the Residential Low-3 land use district on approximately 0.44 acres +/- within the Transit Supportive Development Area (TSDA). The subject site is located at 2445 Main Street, north of Polk Parkway, south of Interstate 4, east of Florida Avenue, west of Thornhill Road in Section 16, Township 28, Range 24.

Kyle Rogus, Land Development, introduced the case and reported 63 mailers sent to area property owners on October 22, 2025, one (1) sign posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Kyle Rogus, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Schmidt
SECONDER:	Robert Beltran
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

6. LDPD-2025-10 (Southern Storage TAD)

Minutes: Southern Storage, LLC., applicant, and Herman and Paulette Chin Loy, owners, are requesting a Transitional Area District request for the expansion of an existing self- storage

facility on approximately 9.40 +/- acres in the Residential Low-1 (RL-1) future land use designation located within the Urban Growth Area (UGA). The subject property is located at 1410 Lanier Road, west and south of US Highway 98, north of Banana Road, east of Park Byrd Road, in Section 11, Township 27, Range 23.

Ian Nance, Land Development, introduced the case and reported 17 mailers sent to area property owners on October 22, 2025, one (1) sign posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Ian Nance, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Ian Nance stated, this application meets the standards for TADs.

And self-storage facilities are found in LDC section 3 and 3. This is a newer Google Earth photo.

The application meets the relevant standards of Comprehensive Plan and Land Development Code and staff recommends approval.

Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Schmidt
SECONDER:	Kevin Updike
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

7. LDCD-2025-6 (Hamilton Road Sub-district)

Minutes: Peterson & Myers, P.A., applicant, and Ruthven Green LLC, owner, are requesting a Future Land Use Map sub-district change from Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2) on approximately 8.1 +/- acres in the Urban Growth Area (UGA). The subject property is located south of Drane Field Road, north of Medulla Road, east of County Line Road, west of the City of Lakeland in Section 6, Township 29, Range 23.
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Aleya Inglima, Land Development, introduced the case and reported 26 mailers sent to area property owners on October 22, 2025, three (3) signs posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Aleya Inglima, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Mr. Chair opened the public portion.

Mr. Adams stated, my concern has been continually, and I've been dealing with this issue with roofing.
And they run electric is the lighting that they put on their rental lighting apparently is what they told me.

I'm approaching 70 and yeah, get in front of somebody, let their flights on and that's what we're dealing with.

Mr. Chair closed the public portion.

Approved

RESULT:	**APPROVED**
MOVER:	Kevin Updike
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

8. LDCPAL-2025-9 (US 98 ECX CPA Text Amendment)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding **LDCPAL-2025-9**, an amendment to the Polk County Comprehensive Plan, Amending Section 2.131-R, Policy 2.131-RA4 for the US 98 Selected Area Plan (SAP) to allow over 30% of the Employment Center (ECX) to be commercial and personal services when approved by a Conditional Use; providing for severability; and providing for an effective date.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Cyndi Jantomaso
AYE:	Schultz, Hickman, Beltran, Bishop, Updike, and Agnini
NAY:	Schmidt
Excused:	Bass
Absent:	Heath

9. LDCT-2025-20 (US 98 ECX LDC Text Amendment)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2025-20**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code to amend Chapter 4 Section 401.04 for the US 98 Selected Area Plan (SAP) to allow over 30% retail and personal services in Employment

Center (ECX) when approved by a Level 3 Conditional Use; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Hickman
SECONDER:	Robert Beltran
AYE:	Schultz, Hickman, Beltran, Bishop, Updike, and Agnini
NAY:	Schmidt
Excused:	Bass
Absent:	Heath

10. LDCPAS-2025-26 (Natural Encounters CPA)

Minutes: An ordinance of Polk County, Florida adopting **LDCPAS-2025-26**, an amendment to the Polk County Comprehensive Plan (Ordinance 92-36) as amended; modifying the Future Land Use Map designation on 33 +/- acres from Agricultural/Residential Rural (A/RR) to Leisure/Recreation (L/R), located south of State Road 540 (Cypress Gardens Boulevard), east of County Road 540A, west of US Highway 27, and north of Thompson Nursery Road, surrounded by the city limits of Winter Haven, in Section 17, Township 29, Range 24; providing for severability; and providing for an effective date.

JP Sims, Land Development, introduced the case and reported 69 mailers sent to area property owners on October 22, 2025, one (1) sign posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

JP Sims, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Residential uses and it is consistent with our confidence plan and land build code.
As I said before there is the mechanism from the DRI for why we're having to do this in the first place.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Schmidt
SECONDER:	Angelic Sims
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

11. LDCT-2025-18 (Natural Encounters LDC Text Amendment)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2025-18**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code to amend Appendix E Parcel Specific Comprehensive Plan Amendments with Conditions to add standards for development on property subject to LDCPAS-2025-26 and located north of Thompson Nursery Road, south of State Road 540, west of US Highway 27, and east of County Road 540A, surrounded by Winter Haven City Limits, in Section 17, Township 29, and Range 24; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Kevin Updike
SECONDER:	Mike Schmidt
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

12. LDCPAS-2025-16 (Osprey Creek CPA)

Minutes: An ordinance of Polk County, Florida adopting **LDCPAS-2025-16**, an amendment to the Polk County Comprehensive Plan (Ordinance 92-36) as amended; modifying the Future Land Use Map designation on 17.48 +/- acres from Development of Regional Impact (DRI) to Residential Low (RL-1) in the Poinciana Master Plan, located south and east of Marigold Avenue, west of Osceola County Line, and north of County Road 542 (Lake Hatchineha Road), east of the city limits of Haines City, in Section 01, Township 28, Range 28; providing for severability; and providing for an effective date.

JP Sims, Land Development, introduced the case and reported 28 mailers sent to area property owners on October 22, 2025, one (1) sign posted on the property on October 21, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

JP Sims, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Residential uses and it is consistent with our confidence plan and land build code.
As I said before there is the mechanism from the DRI of why we're having to do this in the first place. With that stop the same question.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Kevin Updike
SECONDER:	Robert Beltran
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini

Excused:	Bass
Absent:	Heath

13. LDCPAS-2025-27 (Highway 542 E Property CPA)

Minutes: An ordinance of Polk County, Florida adopting **LDCPAS-2025-27;** an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, modifying the Future Land Use Map Designation on 12.64+/- acres from Residential-Suburban (RS) to Business-Park Center (BPC) in the Suburban Development Area (SDA). The site is located south of Highway 92 East, west of Old Dixie Highway, north of County Road 542 East, east of Reynolds Road, west of the City of Auburndale, in Section 13, Township 28, Range 24; providing for severability; and providing for an effective date.

Mark Bennett, Land Development, introduced the case and reported 21 mailers sent to area property owners on October 22, 2025, two (2) signs posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Mark Bennett, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Kevin Updike
SECONDER:	Angelic Sims
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

14. LDCD-2025-7 (Highway 542 E Property District Change)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCD-2025-7**, an amendment to the Polk County Land Development Code sub-district map (Ordinance 01-69), as amended; amending the sub-district map to change 12.64 acres from Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2), located south of Highway 92 east, west of Old Dixie Highway, north of County Road 542 East, east of Reynolds Road, west of the City of Auburndale, in Section 13, Township 28, Range 24; providing for severability; and providing for an effective date.

Mark Bennett, Land Development, introduced the case and reported 21 mailers sent to area property owners on October 22, 2025, two (2) signs posted on the property on October 20, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Mark Bennett, Land Development, presented a Power Point presentation with a

recommendation of approval with a condition.

Mr. Chair opened the public portion.

No one from public to speak.
Approved

RESULT:	**APPROVED**
MOVER:	Kevin Updike
SECONDER:	Angelic Sims
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Heath, and Bass

15. LDCPAS-2025-25 (Lk Marion Crk & Pine St CC CPA)

Minutes: An Ordinance of the Polk County board of county commissioners regarding the adoption of **LDCPAS-2025-25**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use designation on a total of 1.58± acres, from Development of Regional Impact (DRI) to Convenience Center-X (CCX). The subject property is located on the east side of Lake Marion Creek Drive, south side of Pine Street, west of Hemlock Avenue, north of Marigold Avenue, east of Haines City in Section 03, Township 28, Range 28; providing for severability; and providing for an effective date.

Robert Bolton, Land Development, introduced the case and reported 58 mailers sent to area property owners on October 22, 2025, two (2) signs posted on the property on October 22, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. No response from the public.

Robert Bolton, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

All this will wind up whether they take it through a amendment and take it to preservation or what has not been decided at this point in time.
But the original plan.
This is a 14-acre commercial tract here that will be going to the park.
This area was originally intended to have some level of commercial support for the residents.
So that also gives substance to take a nonresidential land use of church and be able to provide the commercial support to that area through a transfer.

Site is service utility wise by Toho for both water and storm wastewater.
This is going to be for Vales Metro deal use so schools will not be impacted. There's good response time from sheriffs.
I'm showing little how the park which is a smaller park because the park to the west hasn't been fully designated as a park, they are fully serviced and does have full public services.
The request future land use Designation changed from DRI to Convenience center on approximately 1.5 acres the site was originally designated the church.
The west side of Lake Marion had a larger commercial.
The location is at the intersection of two collector roads and meets the location criteria for the

commercial center.
The request is combat consistent with a comprehensive plan and land development code that I'll stand questions those commissioners have any.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	
SECONDER:	
AYE:	Schultz, Hickman, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath

16. LDCPAS-2025-17 (Braddock Rd & Berkley Rd NAC CPA)

Minutes: An Ordinance of the Polk County board of county commissioners regarding the adoption of **LDCPAS-2025-17**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use designation on a total of 7.95± acres, from Residential Low (RL) to Neighborhood Activity Center (NAC) and a text amendment to Appendix 2.135 Parcel Specific Future Land Use Map Amendments with Conditions to reference that the parcel subject to this case had development conditions in Appendix E of the Land Development Code (LDCT-2025-19). The subject property is located east of the Polk Parkway (SR 570), north side of Braddock Road, west side of Berkley Road (SR 655), south of Gapway Road and adjacent to the city of Auburndale to the east, with Auburndale in close proximity to the north, west and south in Section 28, Township 27, Range 25; providing for severability; and providing for an effective date.

Robert Bolton, Land Development, introduced the case and reported 13 mailers sent to area property owners on October 22, 2025, four (4) signs posted on the property on October 22, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. 2 emails in opposition & 1 phone call in opposition.

Robert Bolton, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.
LDCPAS-2025-17, a future land use map and text amendment from residential load Neighborhood Activity center with a comprehensive plan tax Amendment to Section 2.135 part specific land use map amendment the conditions to reference the subject site as development conditions part of the Land Development code tax amendment LDCT2025 19 Appendix E adding emissions if you will and limitation of.
Uses within the NAC district.
These will be presented together but need separate actions.
Shelton Rice. I'm an attorney with the law firm Peterson and Myers.
I think Mr. Bolton did an excellent job again, summarizing this case, summarizing the components and the.
I have a brief presentation. I promise I'll try to be brief.

But we'll go through a little bit.
About really what's happened over the last 15, 16 years in this area. There's some history here.
There are some other things going on, but there's been significant changes. And I think it's very relevant.
The decision that we're asking you to make today.
7.95 acres is about an 80 for traction is consistent with kind of the sizing that's complicated.
The comprehensive plan, the neighborhood activity center.
Future land use designation.
It's at the intersection of Braddock and Berkeley Road. I'll talk a little bit more about that as we get into this.
But those are two remaining roads, signalized intersections. And this is a significant corner.
It's within, as was mentioned, half a mile to a mile of and do interchange. The was built at Polk Parkway.
That we have compatible uses so that as things Develop in the city or the county near the boundaries, things are consistent, compatible with one another.
We're primarily focused on the efficient utilization and provision of municipal services. You know, utility lines, water and wastewater.
Let's make sure we're on the same.
Page so that we do things efficiently.
Current future land use designation is residential load. A little bit more about this.
You've seen this, a neighborhood activity center. What is it intended to do?
It's intended to provide the shopping need for residents within the immediate surrounding area.
So, this isn't a regional activity center.
This isn't contemplated by substantial industrial development.

Mr. Chair opened the public portion.

No one from public to speak.

Approved

RESULT:	**APPROVED**
MOVER:	Angelic Sims
SECONDER:	Mike Hickman
AYE:	Schultz, Hickman, Beltran, Bishop, Updike, and Agnini
NAY:	Schmidt
Excused:	Bass
Absent:	Heath

17. LDCT-2025-19 (Braddock Rd & Berkley Rd LDC Text Amendment

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2025-19**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code, to amend Appendix E, Section E105, Parcel Specific Comprehensive Plan Amendments with Conditions limiting allowable uses within the NAC, providing for development block and increased buffering requirements on property subject to LDCPAS-2025-25. The subject property is located east of the Polk Parkway (SR 570), north

side of Braddock Road, west side of Berkley Road (SR 655), south of Gapway Road and adjacent to the city of Auburndale to the east, with Auburndale in close proximity to the north, west and south in Section 28, Township 27, Range 25; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Angelic Sims
SECONDER:	Kevin Updike
AYE:	Schultz, Hickman, Beltran, Bishop, Updike, and Agnini
NAY:	Schmidt
Excused:	Heath, and Bass

18. LDPD-2025-9 (The Highlands Club PD)

Minutes: Bart Allen., applicant, and Lakeland Farms Inc., Suzanne M. Ellsworth, Suz Investment Corporation & Michellesworth, Inc., Taramor Properties, Inc., William & Grey, Inc. and Wogan S. Badcock, III & Michelle E. Badcock, owners, are requesting Planned Development approval for 747 single-family homes on 50' and 130' wide lots on approximately 300 +/- acres in the Residential Low-1 (RL-1) and Residential Low-2 (RL-2) future land use designation located within the Urban Growth Area (UGA) and Transit Supportive Development Area (TSDA). The subject property is located west of US Highway 98, south of Crews Lake Drive, west of Yarborough Lane, south of County Road 540-A, east of McCall Road and northwest of the City of Bartow in Sections 22 & 27, Township 29, Range 24.

Andrew Grohowski, Land Development, introduced the case and reported 95 mailers sent to area property owners on October 22, 2025, fourteen (14) signs posted on the property on October 22, 2025, and a legal advertisement was published in Polk Sun on October 22, 2025. 7 emails in opposition & 1 phone call in opposition.

Andrew Grohowski, Land Development, presented a Power Point presentation with a recommendation of approval with a condition.

Since they're meeting that section of the main Development Code, they're likely needing to extend that line.

Bart Allen, Peterson and Myers, applicant, spoke and presented a power point.

And I'll touch on some other things that relate to transportation in a moment but just wanted to one to highlight that as well that, that he is involved but not here this morning.

Mr. Chair opened public portion.

Several people from the public in opposition spoke on topics:

I had the pleasure of representing the Touchstone project as that came through the process. That's the project that was referencing you into our east.

That project extended this green line here with a partnership with Polk County Utilities, extended new utility lines down right to the corner of the site on and down past the primary

entrances and into their project.

Wind Meadows provides connectivity all the way out to the periphery.

When we've had fire trucks come through.
There's a safety issue with that number coming through.
It just sets an unprecedented issue for the quality of life for that neighborhood.

The children within our community neighborhood are waiting there for the school bus.
The other issue that I have is the retention pond area. So, we have seven lots within our retention pond.

One issue is the safety of the students that live within the community because there's a school bus Stop, which it's right at the community where everyone is entering and exiting the community.
The kids are all there early at 8 in the morning and people are.

Mr. Allen answered some questions from the public.

Mr. Chair closed public portion.

Approved

RESULT:	**APPROVED**
MOVER:	Linda Schultz
SECONDER:	Mike Hickman
AYE:	Schultz, Beltran, Bishop, Updike, Jantomaso, and Sims
NAY:	Schmidt
Excused:	Hickman, Bass, and Agnini
Absent:	Heath

19. LDCT-2025-22 (Recovery Residences)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2025-22**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code, the use tables in chapter 2, chapter 4, and chapter 5 to add large group homes into residential future land use districts; amending chapter 10, definitions, to add recovery residences to conform with state statute; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Hickman
SECONDER:	Kevin Updike
AYE:	Schultz, Schmidt, Beltran, Bishop, Updike, and Agnini
Excused:	Bass
Absent:	Heath, and Hickman

Comprehensive Plan update

LPA Rep for AHAC

Adjournment

Polk County

Planning Commission

Agenda Item 1/7/2026

SUBJECT

Meeting Minutes December 3, 2025

Polk County Planning Commission

Meeting Minutes - Final

December 03, 2025 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 8:50 a.m. by the Chair, Merle Bishop, on Wednesday, December 3, 2025, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Mike Hickman, Angel Sims, Cyndi Jantomaso, Brooke Agnini and Robert Beltran. Also, Linda Schultz and Kevin Updike Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Erik Peterson, Chanda Bennett, Robert Bolton, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Lyndsay Yannone, recording secretary.

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 9:00 a.m. by the Chair, Merle Bishop, on Wednesday, December 3, 2025, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Mike Hickman, Angel Sims, Cyndi Jantomaso, Brooke Agnini and Robert Beltran. Also, Linda Schultz and Kevin Updike Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Erik Peterson, Chanda Bennett, Robert Bolton, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Lyndsay Yannone, recording secretary.

Roll Call / Attendance

Approved

RESULT:	**APPROVED**
MOVER:	
SECONDER:	
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Jantomaso, and Sims
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Jantomaso, and Sims
Excused:	Schultz, Bass, and Updike
Excused:	Schultz, Bass, and Updike

Pledge of Allegiance

Approve Minutes

Meeting Minutes October 1, 2025

Continued

Meeting Minutes November 5, 2025

Continued

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.
1) Reorder Agenda
a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.
2) Considerations of items to be withdrawn, deferred, or continued.

Explanation of General Procedures

Voir Dire of Expert Witnesses

Staff Resumes

Agenda Item

Explanation of Quasi-Judicial Proceedings

Roll Call / Attendance

New Business

1. LDCU-2025-32 (Colonial Avenue Duplex)

Minutes: Antonio Ramon Araque, applicant and Mexvez LLC., owner, are *requesting Conditional Use* approval for a duplex in a Residential Low-1 future land use designation on approximately 0.33 +/- acre within the Transit Supportive Development Area (TSDA). The subject site is located at 2345 Colonial Avenue, west of South Combee Road, east of Longfellow Boulevard, south of East Main Street, east of Lakeland in Section 21, Township 28, Range 24.

Ian Nance, Land Development, introduced the case and reported 94 mailers sent to area property owners on November 19, 2025, one (1) sign posted on the property on November 18, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. No response from the public.

Ian Nance, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair opened public portion.

Mr. Chair closed public portion.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Angelic Sims
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

2. LDCU-2025-30 (Hardin Combee Church)

Minutes: Tom Wodrich, applicant and Iglesia Oasis Casa De Adoracion INC., owner, are *requesting Conditional Use* approval for a Religious Institution to be located in the Residential Low-3 land use district and a reduction in primary structure right of way setback from 35 feet to 15 feet on approximately 1.00 +/- acre within the Transit Supportive Development Area (TSDA). The subject site is located at 2729 Hardin Combee Road, north of the Polk Parkway, south of US Highway 92, east of Lake Parker Avenue, west of Combee Road in Section 15, Township 28, Range 24.

Kyle Rogus, Land Development, introduced the case and reported 86 mailers sent to area property owners on November 19, 2025, two (2) signs posted on the property on November 18, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. No response from the public.

Kyle Rogus, Land Development, presented a Power Point presentation with a recommendation of approval.

Tom Woodrich, applicant spoke and answered any questions.

Mr. Chair opened public portion.

Someone from the public spoke against due to flooding issues.

Mr. Chair closed public portion.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Mike Hickman
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

3. LDCU-2025-31 (Old Hwy 37 CU)

Minutes: Tom Wodrich, applicant, Mims/Alafia LLC., owner, are *requesting Conditional Use* approval for a concrete batch plant (aggregate storage and processing) on approximately 16.06 +/- acres to be located in the Industrial (IND) land use district within the Rural Development Area (RDA). The subject site is located south of Old Hwy 37, north of Jamison Road, west of the City of Mulberry in Section 35, Township 30, Range 23.

Aleya Inglima, Land Development, introduced the case and reported 14 mailers sent to area property owners on November 19, 2025, one (1) sign posted on the property on November 18, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. No response from the public.

Aleya Inglima, Land Development, presented a Power Point presentation with a recommendation of approval.

Tom Woodrich, applicant spoke and presented a power point.

Owner spoke on how this will have little to no noise. 65 decimals/ 50 feet setback.

Mr. Chair opened public portion.

Mr. Chair closed public portion.

Approved

RESULT:	**APPROVED**
MOVER:	Angelic Sims
SECONDER:	Cyndi Jantomaso
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

4. LDCD-2025-10 (Poinciana-Bayberry St PPP Sub-District Change)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCD-2025-10**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Sub-District designation on 72.27 +/- acres from Institutional (INST-1) to Institutional (INST-2) in the Utility Enclave Area (UEA), located south of Bayberry Street, west of Lake Hatchineha, east of Marigold Avenue, and north of County Road 542 (Lake Hatchineha Road), in the Poinciana Master Plan, east of the city limits of Haines City, in Section 14, Township 28, Range 28; providing for severability; and providing for an effective date.

JP Sims, Land Development, introduced the case and reported 103 mailers sent to area property owners on November 19, 2025, two (2) signs posted on the property on November 18, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. No response from the public.

JP Sims, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair opened public portion.

No one from the public spoke.

Mr. Chair closed public portion.

Approved

RESULT:	**APPROVED**
MOVER:	Angelic Sims
SECONDER:	Mike Hickman
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

5. LDCPAS-2025-30 (Lake Gibson Estates CPA)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCPAS-2025-30**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use Map designation on 2.52 +/- acres from Residential Low (RL) to Residential Medium (RM) and a Comprehensive Plan text amendment to Section 2.135 Parcel Specific Future Land Use Map Amendments With Conditions. The subject site is located south of Marcum Road, east of US Highway 98, west of Norton Road, and north of Daughtery Road, east of the city limits of Lakeland, in Section 24, Township 27, Range 23; providing for severability; and providing for an effective date.

JP Sims, Land Development, introduced the case and reported 58 mailers sent to area property owners on November 19, 2025, one (1) sign posted on the property on November 18, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. No response from the public.

JP Sims, Land Development, presented a Power Point presentation with a recommendation of approval.

Sarah Case, applicant spoke and spoke more on the application.

Mr. Chair opened public portion.

No one from the public spoke.

Mr. Chair closed public portion.

Mr. Bishop asked a question about density.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Cyndi Jantomaso
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

6. LDCT-2025-21 (Lake Gibson Estates LDC Text Amendment)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2025-21**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code to amend Appendix E Parcel Specific Comprehensive Plan Amendments with Conditions to add standards for development on property subject to LDCPAS-2025-30 and located south of Marcum Road, east of US Highway 98, west of Norton Road, and north of Daughtery Road, east of the city limits of Lakeland, in Section 24, Township 27, Range 23; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Robert Beltran
SECONDER:	Angelic Sims
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

7. LDSPD-2025-7 (Skyview Drive SPD)

Minutes: Matthew Johnson, applicant, and Jolly A. Babu, owner, are Proposing a Suburban Planned Development to develop sixty single family lots on approximately 20 acres in the Suburban Development Area (SDA) located in the Residential Suburban (RS). The subject property is located south of Skyview Drive, west of Reynolds Road, east of the city of Lakeland in Section 27, Township 28, Range 24.

Aleya Inglima, Land Development, introduced the case and reported 87 mailers sent to area property owners on November 19, 2025, two (2) sign posted on the property on September 16, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. 1 email in opposition and 58 signatures in opposition.

Aleya Inglima, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair asked about the lots close to the manmade lake.

Matthew Johnson, applicant, spoke and answered questions.

Cyndi asked about the buffer.

Mr. Beltran asked about the lake and the culver.

Mr. Chair opened public portion.

Mrs. Everett spoke and stated she is for the project but has questions.

Mr. Chair closed public portion.

Matthew Johnson spoke and answered questions.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Hickman
SECONDER:	Robert Beltran
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

8. LDCU-2025-29 (Mammoth Grove Mine)

Minutes: Dick Crockett, applicant and PH Citrus LLC, owner, are *requesting a Conditional Use* approval for a Non-Phosphate Mining (Borrow Pit) on approximately 855 +/- acres within an Agricultural/Residential Rural (A/RR) and Industrial (IND) land use district. The subject site is located north and south of State Road 60, south of Camp Mack Road, east and west of Mammoth Grove Road, north of Griffith Road, east of Dude Ranch Road, west of Saddlebag Lake Road, east of the City of Lake Wales in Sections 1, 2, 11, 12 & 35, Townships 30 & 29, Range 28.

Andrew Grohowski, Land Development, introduced the case and reported 246 mailers sent to area property owners on November 19, 2025, twenty-six (26) signs posted on the property on November 18, 2025, and a legal advertisement was published in Polk Sun on November 19, 2025. 71 emails in opposition and 12 phone calls in opposition.

Andrew Grohowski, Land Development, presented a Power Point presentation with a recommendation of approval.

Bart Allen, Petterson and Myers, representing applicant, David Crockett spoke and presented a power point. Mr. Allen provided resumes for this expert witness.

Mr. Chair opened public portion.

Many residents from Saddleback spoke in opposition. A 3-minute video was played. Many to all public comments were about the traffic, lighting, habitat. Flooding is a concern. Saddleback does not find this to be comparable to their neighborhood.

Concern about air quality and asking to concerning denying this application.

Danny has concerns about sediment ponds, where the water was going to go. Will it be pumped back into the creek. How will the heavy equipment be handled on the roads?

Concerning the 1267 residents on protection when the 20 employees will be required to wear PPE equipment. Concerned about silica dust and how it travels. Stated without air quality analysis, their application would be incomplete.

It was brought to attention that a lawyer was hired and wrote a statement.

Health concerns are a big issue from the public. Concerned about property values.

Mr. Bart Allen spoke and answered many questions from the public. Provided a traffic study.

Mrs. Sims spoke and asked about the dialogue between landowners and developers.

Mr. Chair closed public portion.

Mr. Beltran asked if Lake Wales was in contact with Land Development.

Andrew made a statement that there is a condition on number 2 if staff report to maintain the roadways.

Denied

RESULT:	**DENIED**
MOVER:	Angelic Sims
SECONDER:	Cyndi Jantomaso
AYE:	Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso
NAY:	Hickman

9. LDCT-2025-24 (Powerline Landscaping Buffers)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code Amendment **LDCT-2025-24**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code; amending Chapter 3, Section 303, Solar Electric-power Generation Facility, to modify landscaping requirements; amending Chapter 7, Section 720, Landscaping and Buffering, to include a Utility Buffer; amending Chapter 9, Section 932, Waiver to Technical Standards, to modify for the proposed amendments; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Mike Schmidt
SECONDER:	Angelic Sims
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso

10. LDCT-2025-23 (Alcohol Separation Requirements & Hours)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code Amendment **LDCT-2025-23**, amending Ordinance No. 00-09, as amended, the Polk County Land Development Code; amending Chapter 2, Section 224, Alcohol Sales to amend separation distance measurements from property/lease line to shortest legal pedestrian route; to reduce distance separations for 1COP, 2COP, 4COP, and 3PS licenses; and to allow package sales on Sundays and adjust COP Sunday hours; amending Chapter 10 to add definitions as needed; providing for severability; and providing for an effective date.

Approved

RESULT:	**APPROVED**
MOVER:	Cyndi Jantomaso
SECONDER:	Angelic Sims
AYE:	Hickman, Schmidt, Beltran, Bishop, Agnini, Sims, and Jantomaso
Excused:	Schultz, Bass, and Updike

Comprehensive Plan update

Adjournment

Polk County

Planning Commission

Agenda Item 1/7/2026

SUBJECT

Staff Resumes

Agenda Item 1. 1/7/2026

SUBJECT

LDCU-2025-24 (Alexander MH)

DESCRIPTION

The applicant is requesting Conditional Use approval for a Mobile Home to be permitted on ±0.13 acres within a Residential Medium Future Land Use District.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Andrew Grohowski

Land Development Division

(863) 534-6412

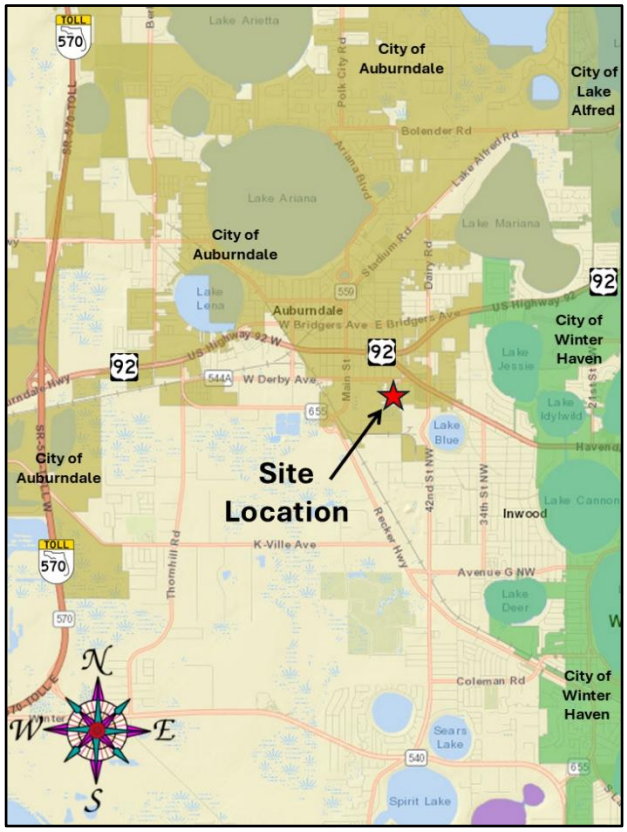
andrewgrohowski@polkfl.gov

POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT

DRC Date:	October 30, 2025	**Level of Review:**	Level 3 Review
PC Date:	January 7, 2026	**Type:**	Conditional Use
BoCC Date:	n/a	**Case Numbers:**	LDCU-2025-24
		Case Name:	Alexander MH
Applicant:	Helen Alexander	**Case Planner:**	Andrew Grohowski, Planner II

Request:	The applicant is requesting Conditional Use approval for a Mobile Home to be permitted on ±0.13 acres within a Residential Medium Future Land Use District.
Location:	The subject site is located at 717 Henry Street, south of Havendale Boulevard and Derby Avenue, west of Hobbs Road, north of Lincoln Court, and southeast of the City of Auburndale in Section 14, Township 28, Range 25.
Property Owners:	Jimmy, Helen, & Joseph Alexander (Estate of S. J. Alexander)
Parcel Number (Size):	252814-000000-013340 (±0.13 acres)
Future Land Use:	Residential Medium (RM)
Development Area:	Transit Supportive Development Area (TSDA)
Nearest Municipality:	City of Auburndale
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Public Hearing

Location Map



2023 Aerial Photo (Context)



Summary of Analysis:

The applicant is requesting Conditional Use (CU) approval to locate a Mobile Home in a Residential Medium (RM) land use district on an ±0.13-acre lot. Chapter 2, Section 205, Table 2.1 (Use Table for Standard Land Use District) of the Land Development Code (LDC) instructs that the placement of mobile homes in the RM land use district requires Conditional Use approval via a Level 1 Review (via Staff only). To meet current development approval conditions, requests for mobile homes must adhere to the standards found in Chapter 3, Section 303 (*Mobile Home, Individual*) of the LDC.

The property is not located within a platted subdivision. There are fourteen (14) lots that share road frontage off Henry Street, 8 of which are single family residences, 1 mobile home, and one property with three (3) duplex buildings. The remaining are vacant. The Pinecrest Subdivision (PB 15, PG 38) is to the east and consists of forty-two (42) lots, seven (7) of which are mobile homes and one (1) is a duplex. LDC Section 303 allows administrative approval for the placement of a mobile home within un-platted lots if the abutting sides have existing mobile homes or if the subject parcel is greater than five acres. Since these standards cannot be met, the request must be approved by the Planning Commission in terms of the compatibility of individual mobile homes relative to the character of surrounding residential uses.

Staff recommends approval. The mobile home request is compatible with neighboring properties and surrounding area. The nearest mobile home to the subject site is approximately 270 feet to the south (Parcel No. 242707-160980-000160) which is located along Henry Street. Staff finds the placement of a new mobile home on this site does not present any apparent incompatibilities as a range of different types of housing, including duplexes, are found in the immediate area. The subject property is zoned for residential use as part of the larger RM land use district. The RM permits single-family dwelling units. The proposed mobile home will meet the required setbacks for the Land Use District and all other applicable setbacks in the LDC. The proposed request is consistent with the LDC and Comprehensive Plan.

Findings of Fact

- *LDCU-2025-24 is a Conditional Use to allow a mobile home on Parcel No. 252814-000000-013340 (±0.13 acres) within a Residential Medium (RM) land use district in the Transit Supportive Development Area (TSDA).*

- *The subject property was assigned an address at 717 Henry Street, Auburndale, FL 33881.*

- *The surrounding properties are within the Residential Medium (RM) land use district or within the City of Auburndale and consist of single-family detached residences, mobile homes, vacant land, and duplexes. A non-residential light manufacturing facility is located to the north.*

- *The subject property has approximately 70 feet of frontage along Henry Street (Road No. 850606) a County-maintained Local Roadway with a paved surface width of 20 feet, according to the Polk County Roadway Inventory.*

- *Per Chapter 2, Section 205, Table 2.2 of the LDC, the RM land use district mandates right-of-way setbacks from Local Roadways for the primary structure of 35 feet, side setbacks for the primary structure of 7 feet; and rear setbacks for the primary structure of 10 feet.*

- *Chapter 553 of the Florida Statutes states that "Mobile Homes" means any residential unit constructed to standards promulgated by the United States Department of Housing and Urban Development. Mobile homes are built to a separate standard than site-built homes and may be regulated differently than site-built and other manufactured homes. Site-built homes and other manufactured homes are built to the standards set forth in Chapter 553 of Florida Statutes.*

- *POLICY 2.203-A2 of the Comprehensive Plan (Housing Element) states that "Mobile homes shall be allowed in all areas of the County designated for residential development, subject to siting and design criteria consistent with the County's Land Development Code."*

- *Chapter 2, Table 2.1 of the LDC, indicates Individual Mobile Homes within the RM district are conditionally permitted following a Level 1 Review.*

- *According to Section 303 of the LDC, Individual Mobile Homes are allowed in all the following locations:*

  1. Within any registered mobile home park that has been approved by Polk County;

  2. Within any platted residential subdivision that has been approved by Polk County as a mobile home subdivision;

  3. Within any platted residential subdivision or single platted phase within a multiple phased development recorded prior to May 20, 1971;

  4. Within any platted residential subdivision, or single platted phase within a multiple phased development recorded after May 20. 1971, in which 50 percent or more of the developed lots contain mobile homes;

  5. On any un-platted parcel in the A/RR district;

  6. On any un-platted parcel that is five acres or larger in the RS district;

  7. On any un-platted legal residential lot or parcel that is abutting vacant properties to all side and rear property lines;

  8. On any un-platted parcel where at least one property abutting the subject property's side lot line has a mobile home;

  9. On lots of record, including those within platted subdivisions, where at least one property abutting the subject property's side lot line has a mobile home. Within subdivisions, the abutting property must be within the plat; or,

  10. On any residential lot or parcel where it is determined by the Planning Commission to be compatible with the established character of the surrounding area.

- *Section 204.A.8 of the LDC states, "The purpose of the RM district is to provide areas for medium density residential development within urban areas. The RM district permits single-family dwelling units, duplex units, multi-family units, group living facilities, and community facilities."*

- *Fire Response is from Auburndale Fire Department located at 100 Ariana Avenue, Auburndale. This is located approximately 1.9 miles from the subject site with a response time of eight (8) to ten (10) minutes. EMS is from Polk County Fire Rescue Station 14 located at 310 3rd Street, Auburndale. This is approximately 1.3 miles with an average response time of six (6) to eight (8) minutes.*

- *Sheriff's response to the site is served by the Southwest (NW) District Substation located at 3635 Avenue G NW, Winter Haven. The response times for NW in October 2025 were: Priority 1 Calls – 8:11 and Priority 2 Calls –22:25.*

- *The subject property is located within the City of Auburndale's public water service area. The subject site will connect to Auburndale water and provide private septic system in compliance with Polk County Standards for wastewater.*

- *The development is zoned for Auburndale Central Elementary, Westwood Middle, and Auburndale Senior High. The site is 1.2 miles from Auburndale Central Elementary; 2.1 miles from Westwood Middle; and 2.4 miles from Auburndale Senior High.*

- *The subject parcel is not located within one of the County's Wellhead-Protection Areas.*

- *The property is composed entirely of Pomona fine sand.*

- *There are no wetlands or flood zones on the subject parcel.*

- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of an endangered species.*

- *According to the Florida Ecological Greenways Network (FEGN) and Florida Natural Areas Inventory (FNAI) the property is not located within an existing or proposed conservation easement nor a prioritized wildlife greenway network.*

- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.*

- *The subject site has ingress and egress access through Henry Street, a paved, Local Residential, County-maintained roadway. According to the 2025 Roadway Network Database, the nearest monitored roadway CR 544A (4048E) has approximately 640 available PM Peak Hour trips; CR 544A (4048W) has approximately 634 available PM Peak Hour trips. CR 544A current Level-of-Service (LOS) is "C" with an adopted LOS standard of "E".*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."*

- *This request has been reviewed for consistency with Section 111 and Section 303 of the LDC.*

- *This request has been reviewed for consistency with Section 2.102 GROWTH MANAGEMENT; SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA) AND POLICY 2.203-A2 HOUSING ELEMENT of the Comprehensive Plan.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, a recent site visit, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL** of **LDCU-2025-24.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the Development Review Committee recommends APPROVAL of LDCU-2025-24 with the following Conditions:

1. LDCU-2025-24 is approved for no more than one (1) mobile home on Parcel # 252814-000000-013340 as indicated in the site plan and staff report.

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: City of Auburndale Light Manufacturing ± 1.83 acres	**North:** City of Auburndale Light Manufacturing ± 1.83 acres	**Northeast:** RM Lot 44, Pinecrest Subdivision Vacant ± 0.16 acres
West: RM Three (3) Duplexes ± 0.40 acres	**Subject Property:** RM Vacant ± 0.13 acres	**East:** City of Auburndale Lot 43, Pinecrest Subdivision Vacant ± 0.16 acres
Southwest: RM Three (3) Duplexes ± 0.40 acres	**South:** RM Single-family residence ± 0.13 acres	**Southeast:** City of Auburndale Lot 42, Pinecrest Subdivision Vacant ± 0.16 acres

Source: Polk County Geographical Information System and site visit by County staff

The adjacent lots surrounding the subject property are within a Residential Suburban (RM) land use district or City of Auburndale's jurisdiction. To the north is a non-residential manufacturing facility within Auburndale's city limits and has been in active existence since the late 1990s. The remaining properties are occupied with a combination of a site-built single-family homes, mobile homes, vacant residential, or duplexes.

Compatibility with the Surrounding Land Uses and Infrastructure:

This request is compatible with the Comprehensive Plan and Land Development Code. The purpose of the RM land use district is to provide areas for medium density residential development within urban areas. The RM district permits single-family dwelling units, duplex units, multi-family units, group living facilities, and community facilities. The impact from a single mobile home is minimal.

The LDC defines compatibility as "*A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

The property is not located within a platted subdivision. There are fourteen (14) lots that share road frontage off Henry Street, eight (8) of which are single family residences, one (1) mobile home, and one (1) property has three (3) duplex buildings. The last remaining lot fronting Henry Street is vacant. The nearest mobile home to the subject site is approximately 270 feet to the south (Parcel No. 242707-160980-000160) along Henry Street, which The proposed mobile home is 46 by 28 (See Exhibit 5) bringing the total square footage to 1,288, which is similar in size to the surrounding dwelling units. The existing single family homes range in similar size, from 950 square feet to 1,800 square feet. Pinecrest Court (PB 45, 42) to the south has no mobile homes, however, there are many different housing types in the immediate area, which includes three (3) duplexes across the street to the west. The Pinecrest Subdivision (PB 15, PG 38) to the east consists of forty-two (42) lots- seven (7) of which are mobile homes and one (1) is a duplex (*Exhibit 6*). If a mobile home were to have been developed on the lots abutting the rear of the subject site, additional approval via the Planning Commission would not be necessary. This is because the lots within the Pinecrest Subdivision are part of a recorded a plat prior to May 20, 1971.

Urban Services and Infrastructure Analysis:

The surrounding area has public safety service facilities that are operating within their adopted Level-of-Service (LOS) standard with no deficiencies. Placement of one mobile home will not trigger school concurrency requirements at Auburndale Central Elementary, Westwood Middle, or Auburndale Senior High; however, Auburndale Elementary is currently operating at 70% capacity, Westwood Middle is currently operating at 51% capacity, and Auburndale Senior High is currently operating at 74% capacity. The subject property is located within the city of Auburndale service area of potable water and will utilize an onsite septic tank.

Table 2, to follow, summarizes urban services and infrastructure for the surrounding area. Based upon the nature and size of the request, this proposal is not anticipated to create any significant demand on these services.

Table 2

Urban Services and Infrastructure Summary	
Schools (Zoned)	Auburndale Central Elementary, Westwood Middle, Auburndale Senior High
Sheriff	Sheriff's response to the site is served by the Southwest (NW) District Substation located at 3635 Avenue G NW, Winter Haven. The response times for NW in October 2025 were: Priority 1 Calls – 8:11 and Priority 2 Calls –22:25.
Fire/EMS	Fire Response is from Auburndale Fire Department located at 100 Ariana Avenue, Auburndale. This is located approximately 1.9 miles from the subject site with a response time of eight (8) to ten (10) minutes. EMS is from Polk County Fire Rescue Station 14 located at 310 3rd Street, Auburndale. This is approximately 1.3 miles with an average response time of six (6) to eight (8) minutes.
Water	City of Auburndale
Sewer	Onsite Treatment System
Transportation	The subject site has ingress and egress access through Henry Street. Henry Street is a paved, Local, County-maintained roadway. According to the 2025 Roadway Network Database, the nearest monitored roadway link CR 544A (4048E) has approximately 640 available PM Peak Hour trips; CR 544A (4048W) has approximately 634 available PM Peak Hour trips. CR 544A current Level-of-Service (LOS) is "C" with an adopted LOS standard of "E".
Urban Sprawl	Site is located within the TSDA and is not considered urban sprawl.

Table 3, below, identifies the anticipated impact of one mobile home on water and sewer services. The site has approximately 70 feet of frontage on Henry Street, using a private septic system in compliance with Polk County Standards and the water supply will be provided by the public water system of the City of Auburndale. The placement of one mobile home will have negligible impacts on the traffic on local roadways.

Table 3

Impact Analysis Summary **Proposed Conditional Use** **(One Mobile Home)**			
Potable Water Impact	**Wastewater Impact**	***AADT Impact**	***PHT Impact**
360 GPD	270 GPD	7.81 AADT	1.00 PHT
Source: Polk County Concurrency Manual. The proposed development assumes that the potable water rate for a mobile home will consume 360 GPD and generate 270 GPD in wastewater. ITE 210-Single Family rate was used to determine similar AADT and PM Peak Hour rates for mobile homes. The AADT rate was 7.81 and the PM Peak Hour rates was 1.00 per unit.			

Environmental Conditions Analysis:

There are no further known conditions that should pose a threat to the existing environmental resources based upon the proposed request (See Table 4, below). The parcel is not located within any Flood Hazard Zones or wetlands. The subject site is not located within any of the County's identified Wellhead-Protection Areas. The subject property is not located within a one-mile radius of endangered species, according to the Florida Natural Areas Inventory Biodiversity Matrix. The property is composed entirely of Adamsville-Urban Land Complex. The soil is not of such that would limit compliance with applicable Land Development Code regulations for the proposed use. The subject property is relatively flat at 161' in elevation with a slight slope downward toward the west and north contour of 159' in elevation. The subject property is not located within a historical preservation area. The subject site is located in Winter Haven Municipal's Airport Height Notification and In-Flight Visual Interference Zones.

Table 4

Environmental Conditions Summary	
Surface Water	None
Wetlands/Floodplains	The parcel is not within any Flood Zones and does not contain any wetlands.
Soils	The property is composed entirely of Adamsville-Urban Land Complex.
Protected Species	The subject site is not located within one mile of any identified endangered species. (Sources: Florida Natural Areas Inventory Biodiversity Matrix)
Wellfield Protection	The property is not located within any County Wellhead-Protection Areas.
Historical Preservation	The subject property contains no historical resources as monitored by the State of Florida's Division of Historical Resources.
Airports	The subject property is located in Winter Haven Municipal's Airport Height Notification and In-Flight Visual Interference Zones.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 5 in accordance with Section 906.D.7 of the Land Development Code.

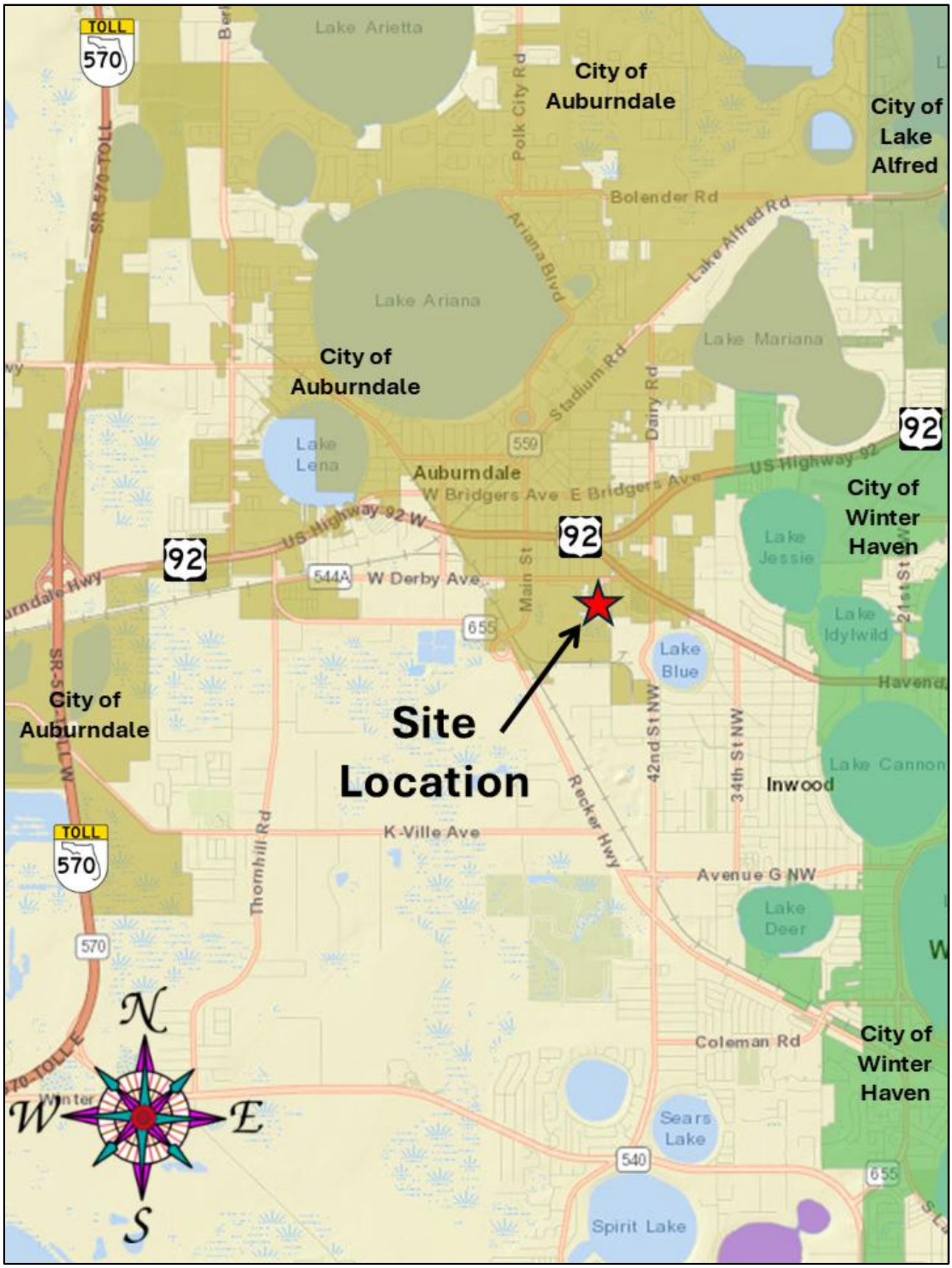
Table 5

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	*Yes, this request is consistent with the LDC, specifically Table 2.1 which permits this use upon completion of a Level 3 Review. These can be found in the Findings of Fact on Pages 2-5 of the staff report.*
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	*Yes, this request is consistent with the Comprehensive Plan, as reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and POLICY 2.203-A2 HOUSING ELEMENT of the Comprehensive Plan.*
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	*Yes, the request is compatible with surrounding uses and the general character of the area. See Page 6 of this staff report for data and analysis on surrounding uses and compatibility.*
How the concurrency requirements will be met if the development were built.	*This request will not require concurrency determination from utilities, the School Board, or TPO. The impact on public services can be found in the analysis found on Pages 7-8 of the staff report.*

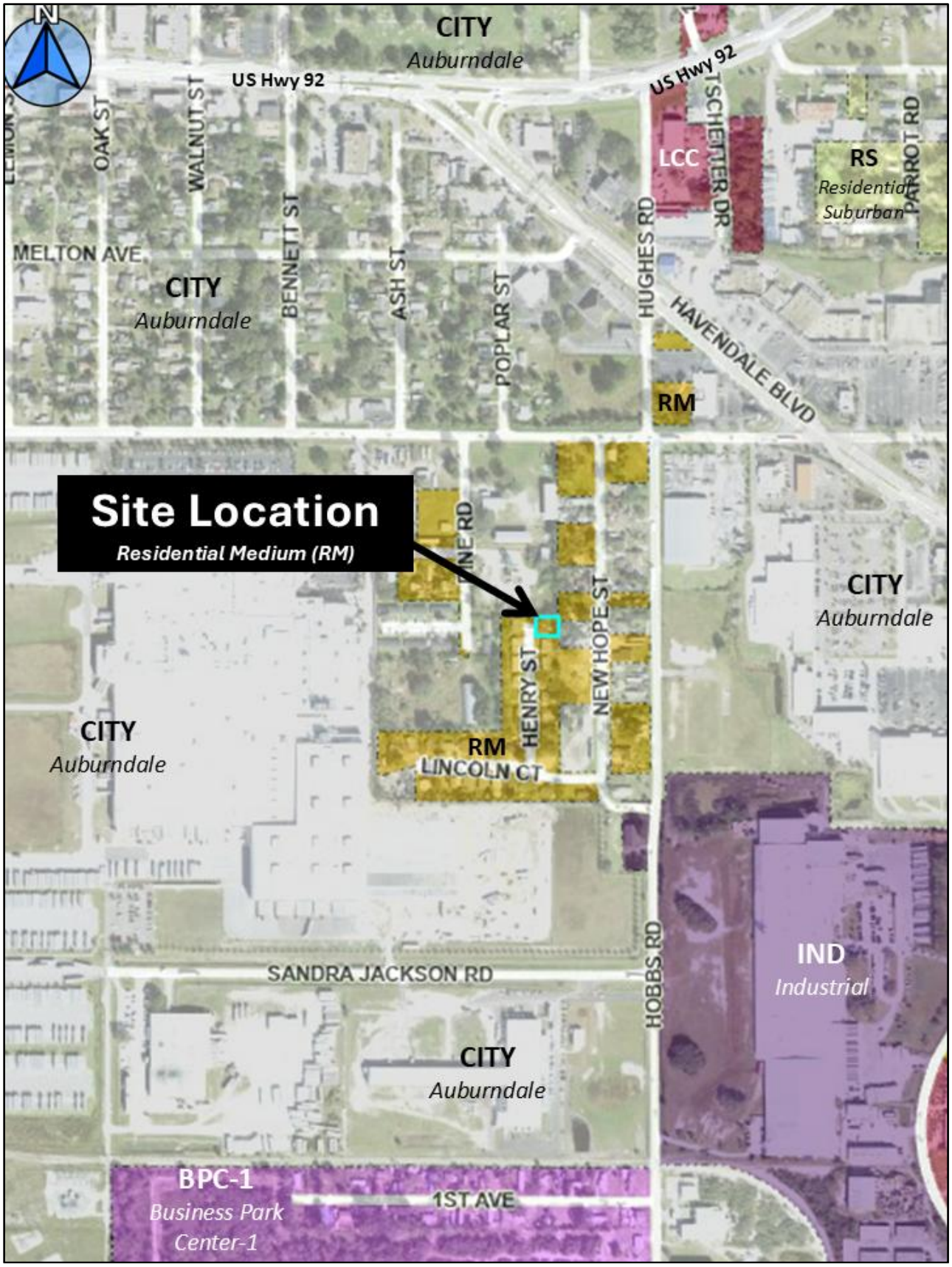
Comments from other Agencies: None

Exhibits:

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	2023 Aerial Photo (Context)
Exhibit 4	2023 Aerial Photo (Close-up)
Exhibit 5	Site Plan
Exhibit 6	Surrounding Neighborhood



Location Map



Future Land Use Map



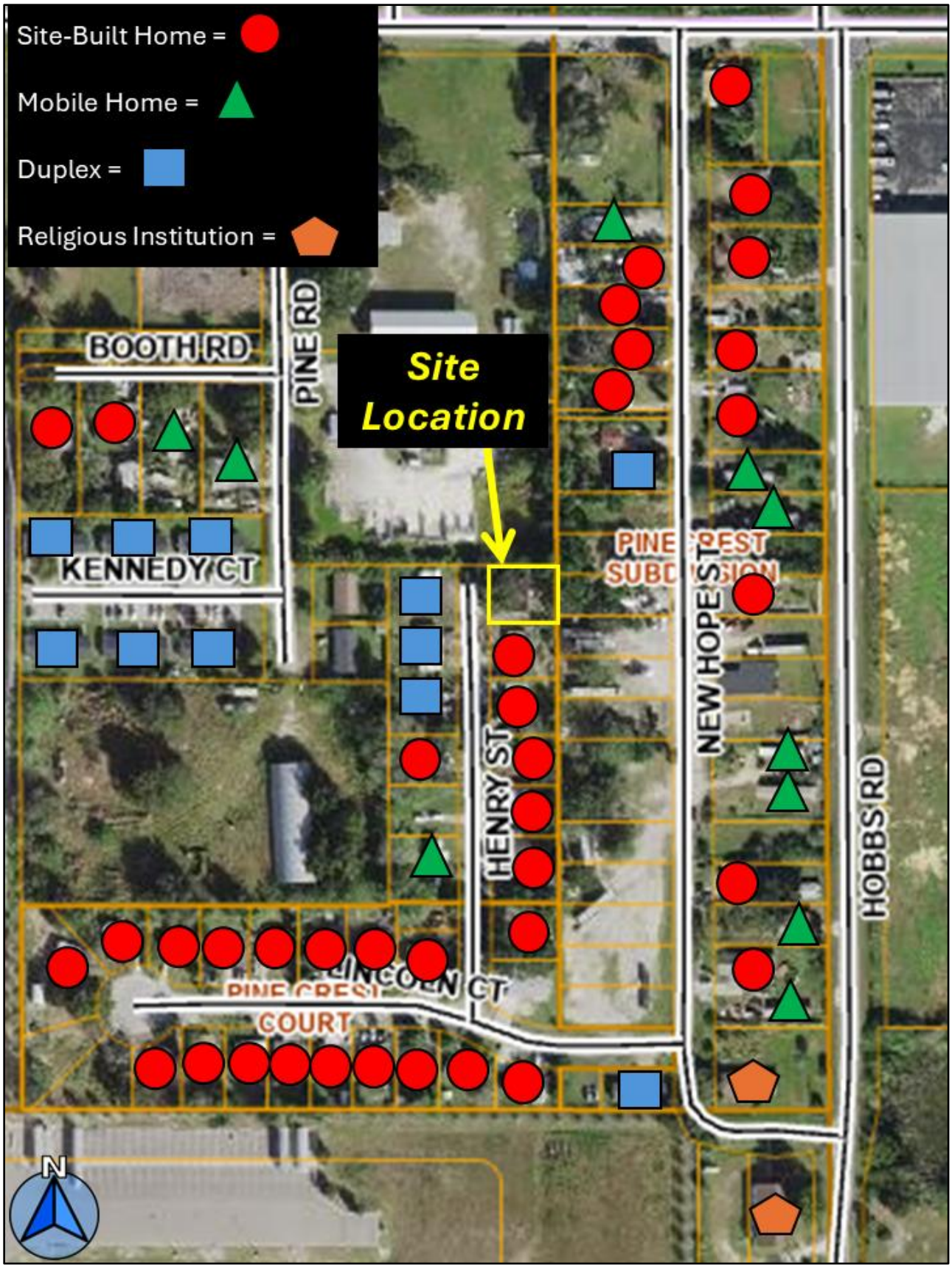
2023 Aerial Photo (Context)



2023 Aerial Photo (Close-up)



Site Plan



Surrounding Neighborhood


39.00 ft
46.00 ft
28.00 ft
28.00 ft
8.00 ft
15.50 ft
46.00 ft
15.00 ft

Growth Management Department
Land Development Division
330 W. Church St.
P.O. Box 9005, Drawer GM03
Bartow, FL 33831-9005
(863)534-6792
FAX (863) 534-6407

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IMPACT ASSESSMENT STATEMENT FORM

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. 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 sufficient Impact Assessment Statement must address all of the following ***(Note: N/A is an insufficient comment, if N/A an explanation must be included)***:

Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses? Residential Neighborhood

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses? NONE

3. How will the request influence future development of the area? This will still be a Residential property

Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed[1] methodology and calculations. This Should only add 2-4 more trips a Day.

2. What modifications to the present transportation system will be required as a result of the proposed development? None - PAVED Roadway

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[1]A minor traffic study will suffice for a detailed methodology and calculations for most applications.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land 2 Parking Off Street Parking Spaces provided in the Driveway to The Home.

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Development Code?

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)? HENRY STREET IS A DEADEND THAT COMES OUT TO NEW HOPE WHICH GOES INTO DERBY AVE.

NOTE: *Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for "**Infrastructure Impacts**" items 3 through 9 above.*

Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*) PRIVATE SEPTIC SYSTEM
2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage? PRIVATE SEPTIC SYSTEM
3. If offsite treatment, who is the service provider? NONE - PRIVATE SEPTIC SYSTEM
4. Where is the nearest sewer line (in feet) to the proposed development (*Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code*)
5. What is the provider's general capacity at the time of application?
6. What is the anticipated date of connection?
7. What improvements to the providers system are necessary to support the proposed request *(e.g., lift stations, line extensions/expansions, interconnects, etc.)*? NONE - WILL USE SAME INSTALL.

Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. What is the proposed source of water supply and/or who is the service provider? CITY OF AUBURNDALE
2. What is the estimated volume of consumption in gallons per day (GPD)? (*Response may be based on Section 703 of the LDC*) 246 gal / 3 people PER DAY

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3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

4. Who is the service provider? City of Auburndale

5. What is the anticipated date of connection? 2025

6. What is the provider's general capacity at the time of application?

7. Is there an existing well on the property(ies)?

Yes What type? _____

Permit Capacity_____

No

Location: _____

Water Use Permit #: _____

Constructed prior to Water Management District Permitting: Yes _____ No

_____

Type of Use: __Ag __Public __Industrial or Commercial

__Recreation or Aesthetic __Mining

Permitted Daily Capacity: _____

Average Peak Monthly Withdrawal Rate: _____

Location: _____

Casing Diameter: _____

Mainline Diameter: _____

Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues); All drainage will be directed to the front and rear of the property.

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2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project? THERE ARE NO WETLANDS OR WATER BODIES ON THIS PROPERTY. THERE WILL BE NO ALTERATIONS EXCEPT FOR THE HOME INSTALLATION.

Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties. THERE IS A SAND AND SILICA COMPANY TO THE NORTH OF THE PROPERTY.
2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site. NO WETLANDS ON THIS PROPERTY.
3. Discuss location of potable water supplies, private wells, public well fields *(discuss the location, address potential impacts)*, and; WATER TO BE SUPPLIED BY THE CITY OF AUBURNDALE. WATER METER AT FRONT EDGE OF PROPERTY.
4. Discuss the location of Airport Buffer Zones (if any) *(discuss the location and address, potential impacts)*. NEAREST AIRPORT: 5.9 Miles
5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development. 5% COVERAGE OVERALL

Infrastructure Impact Information

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

1. Parks and Recreation; 1.7 Miles
2. Educational Facilities (e.g., preschool, elementary, middle school, high school); 1 mile from AUBURNDALE CENTRAL ELEMENTARY
3. Health Care (e.g., emergency, hospital); 4.9 Miles FROM WINTER HAVEN HOSPITAL
4. Fire Protection; 1.9 Miles
5. Police Protection and Security; 1.5 Miles
6. Emergency Medical Services (EMS); 4.8 Miles VIA HAVENDALE BLVD
7. Solid Waste (collection and waste generation); and 1.5 Miles

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8. How may this request contribute to neighborhood needs?

It will certainly be a major improvement. And will bring so vitality to the neighborhood.

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Maps

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. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale 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 8 1/2" x 11"** and accompany Impact Assessment Statements:

Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;

Map B: Map depicting the site boundary (properties included in the request)

Map C: A site plan consistent with ***Site Plan Standards*** [2] (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy.** Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

NOTE: *Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.*

---

[2] See *Site Plan Standards* checklist form (GM LDD 11).

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Florida's Crossroads of Opportunity

330 West Church Street
PO Box 9005 • Drawer GM03
Bartow, Florida 33831-9005

POLK COUNTY

Board of County Commissioners

PHONE: 863-534-6792
FAX: 863-534-6407
www.polk-county.net

LAND DEVELOPMENT DIVISION

AUTHORIZATION FORM

LAND DEVELOPMENT PROJECTS LOCATED IN POLK COUNTY, FLORIDA

I, Helen Alexander, Jimmy Alexander (print owner's name), as the owner of the real property described as follows, 717 Henry St Auburndale FL do hereby authorize to act as my/our agent Helen Alexander (print agent's name) to execute all applications, petitions and other documents necessary to affect the application approval requested and to appear on my/our behalf before all County boards and committees considering this application and to act in all respects as our agent in matters pertaining to the application.

Helen Alexander — Property Owner Signature

Helen Alexander — Property Owner Printed Name

08-23-2025 — Date

Parcel Identification Numbers and Addresses (use additional sheet if needed):

25-28-14-000000-013340 717 Henry St. Auburndale FL 33823

State of FLORIDA County of POLK

I certify that the forgoing instrument was acknowledged before me this 23rd day of August, 2025 by Helen Alexander / Jimmie Alexander

Personally known ✓ Produced Identification _____ Type of Identification produced and verified: _____

Krystal Alexander — Notary Public Signature

KRYSTAL ALEXANDER
Notary Public - State of Florida
Commission # HH 521243
My Comm. Expires Jul 27, 2028
Bonded through National Notary Ass'n.

Notary Stamp

Krystal Alexander — Notary Public Printed Name

07/27/2028 — My Commission Expires

COMMISSIONERS: George Lindsey III, Vice Chair • Rick Wilson • Bill Braswell • Martha Santiago, Chair • Neil Combee

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Florida's Crossroads of Opportunity

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POLK COUNTY

Board of County Commissioners

PHONE: 863-534-6792
FAX: 863-534-6407
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LAND DEVELOPMENT DIVISION

AUTHORIZATION FORM

LAND DEVELOPMENT PROJECTS LOCATED IN POLK COUNTY, FLORIDA

I, Joseph Alexander (print owner's name), as the owner of the real property described as follows, 717 Henry St. Auburndale FL 33823, do hereby authorize to act as my/our agent Helen Alexander (print agent's name) to execute all applications, petitions and other documents necessary to affect the application approval requested and to appear on my/our behalf before all County boards and committees considering this application and to act in all respects as our agent in matters pertaining to the application.

Joseph Alexander — Property Owner Signature

JOSEPH Alexander — Property Owner Printed Name

8-23-2025 — Date

Parcel Identification Numbers and Addresses (use additional sheet if needed):

25-28-14-000000-013340 717 Henry St. Auburndale FL 33823

State of Florida County of Polk

I certify that the forgoing instrument was acknowledged before me this 23 day of Aug, 2025 by Joseph Alexander.

Personally known _____ Produced Identification ✓ Type of Identification produced and verified: Florida Driver License

Erica Griffin — Notary Public Signature

ERICA GRIFFIN
Notary Public
State of Florida
Comm# HH217806
Expires 1/19/2026

Notary Stamp

Erica Griffin — Notary Public Printed Name

01-19-2026 — My Commission Expires

COMMISSIONERS: George Lindsey III, Vice Chair • Rick Wilson • Bill Braswell • Martha Santiago, Chair • Neil Combee

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Processing Time & Extension Procedures
Polk County
Office of Planning and Development

Contact Information:

Name of Applicant/Property Owner/Agent: HELEN ALEXANDER

Mailing Address: 79 Hibiscus Dr. Winter Haven, FL 33881

Phone: 863-595-7391 Email: HALEXANDER109.HA@gmail.com

Location of Property: 717 Henry St Auburndale, FL 33823

Per F.S. 125.022(1), the County must process applications for development orders and development permits pursuant to timeframes set forth in the statute and as adopted by Land Development Code (LDC) Sections 905 through 908, as follows:

- The County shall notify applicants indicating the application is complete or specify deficiencies within 30 days after receipt of the application.

- If deficiencies are identified, applicants shall have 30 days to submit the required additional information or the application will be withdrawn. Both parties may agree to a reasonable request for an extension of time only in the event of a *force majeure* or other extraordinary circumstance.

- Within 120 days after a Level 2 Review (LDC Section 905) application is deemed complete, the County must approve, approve with conditions, or deny each application. These limits may be reasonably extended by mutual agreement of the applicant and the County for up to 120 days.

- Within 180 days after a Level 3-5 Review (LDC Sections 906-908) application is deemed complete, the County must approve, approve with conditions, or deny each application. These limits may be reasonably extended by mutual agreement of the applicant and the County for up to 90 days.

- Additionally, per F.S. 125.022(2), when reviewing an application for a development permit or development order that is certified by a professional listed in F.S. 403.0877, the County may not request additional information from the applicant more than three times unless the applicant waives the limitation in writing.

To request an extension of processing time and waiver of the limitation on requests for additional information, please fill out and sign this form and return it to OPD staff. **Applicants may request an extension of processing time at the time of filing an initial application or at any time an application is pending before final action.** Please be advised that the Applicant may incur additional advertising fees.

As the Applicant/Agent for Applicant for a development order or development permit from Polk County, I acknowledge the timeframes as listed above and hereby request (check all that apply):

☐ Decline the waiver and agree to comply with the timeframes set forth in F.S. 125.022(1) and the LDC.

☐ A waiver of the limitation on requests for additional information per F.S. 125.022(2).

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☐ An extension of _____ days for the submittal of additional information necessary for a complete application. *(Granted in the event of extraordinary circumstances)*

☐ An extension of _____ days for the County to issue final action approving, approving with conditions, or denying an application for development permit or development order. *(Maximum 120 days for Level 2 Reviews; maximum 90 days for Level 3-5 Reviews)*

Helen Alden — 08/23/2025

Signature of Applicant/Agent for Applicant — Date

**Not applicable to Comprehensive Plan Amendments, LDC text amendments, or the Green Swamp Area of Critical State Concern*

For Official Use Only:

Date Received: _____ Meeting Date: _____

Project Number: _____ Approved/Denied: _____

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Owners' authorization if not the owner (MUST be notarized) - IF not owner

Waiver Form

Binding site plan -drawing

Additional parcels (if any)

Deed (s)

Legal description (s)

Impact Statement

Green Swamp Statement (if located within the Green Swamp)

- All documents must be in pdf format

Please see your e-mail for documents that need to be filled out and uploaded in Accela. I have sent this back to you in Accela so you can complete it.

ALL DOCUMENTS MUST BE UPLOADED BY **9/4/2025** TO REMAIN ON THE PLANNING COMMISSION HEARING FOR **12/3/2025**.

Thank you,

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LDCU-2025-24 - Alexander MH Project

Menu Reports Help

Application Name: Alexander MH Project

File Date: 08/11/2025

Application Type: PC-Conditional Use-New Or Mobile Home

Application Status: Approved For Hearing

Application Comments:

View ID	Comment	Date

Description of Work: Wanting to put a mobile home on property like others there in neighborhood. Was told to submit a level 3 application. Want to tear down house and replace in same spot mobile home.

Application Detail: Detail

Address: 717 HENRY ST, AUBURNDALE, FL 33823

Parcel No: 252814000000013340

Owner Name: ALEXANDER S J ESTATE OF

Contact Info:

Name	Organization Name	Contact Type	Contact Primary Address	Status
Helen Alexander		Applicant	Mailing, 79 Hibiscus D...	Active
Helen Alexander		Engineer	Mailing, 79 Hibiscus D...	Active
Chris Williams		Contact		Active

Licensed Professionals Info:

Primary	License Number	License Type	Name	Business Name	Business License #

Job Value: $0.00

Total Fee Assessed: $966.00

Total Fee Invoiced: $966.00

Balance: $0.00

Custom Fields: **LD_GEN_PUB**

PUBLIC HEARINGS

Development Type
Planning Commission

Application Type
Conditional Use
Mobile Home

Variance Type
_

Brownfields Request
_

Affordable Housing

Type of Acreage
_

GENERAL INFORMATION

Expedited Review

Number of Lots
_

Will This Project Be Phased

Acreage
.13

DRC Meeting
10/30/2025

DRC Meeting Time
_

Rescheduled DRC Meeting
_

Rescheduled DRC Meeting Time
_

Green Swamp
No

Number of Units
_

Case File Number
_

Is this Polk County Utilities

Is this Application a result of a Code Violation
No

One Year Extension
_

FS 119 Status
Non-Exempt

Code Violation Case Number
_

ADVERTISING

Legal Advertising Date
_

BOCC1 Advertising Date
_

BOCC2 Advertising Date
_

Advertising Board
Planning Commission

MEETING DATES

Community Meeting
_

Planning Commission Date
01/07/2026

Land Use Hearing Officer 3
_

1st BOCC Date
_

2nd BOCC Date
_

LUHO-Level 3
_

HEARING

PC Hearing Results

PC Vote Tally

BOCC 1st Hearing Results

BOCC 1st Vote Tally

BOCC 2nd Hearing Results

BOCC 2nd Vote Tally

FINAL LETTER

Denovo Appeal

Denovo Results

Denovo Tally

LD_GEN_PUB_EDL

Opening DigEplan List...

DigEplan Document List

PLAN REVIEW FIELDS

TMPRecordID	DocumentGroupforDPC	RequiredDocumentTypes
POLKCO-25EST-00000-49087	DIGITAL PROJECTS LD	
RequiredDocumentTypesComplete	**AdditionalDocumentTypes**	**Activate DPC**
No	Applications,AutoCad File,Binding Site Plans (PDs and CUs),CSV,Calculations,Correspondence,Design Drawings,Flood/Traffic Studies,Impact Statement,Inspections,Miscellaneous,Plats,Record Drawings,Response Letter Resubmittal Complete,Staff Report/Approval Letter,Survey,Title Opinion	Yes
Activate FSA	**DigitalSigCheck**	
Yes	Yes	

PLAN UPLOAD ACKNOWLEDGEMENT

Upload Plans Acknowledgement

√

SELECTED AREA PLANS

Selected Area Plans

LAND USE

Selected Area Plan **LU Code**

DEVELOPMENT AREA

Development Area

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board **Number of Boards** (Number) **Number of Mailers** (Number) **Date Mailed** **Date Posted** **NOR**

Workflow Status:

Task	Assigned To	Status	Status Date	Action By
Application Submittal	Lyndsay Rathke	Application ...	10/07/2025	Margo White
Engineering Review				
Fire Marshal Review	Kim Turner	Approve	10/08/2025	Kim Turner
Planning Review	Andrew Grohowski	Approve	10/28/2025	Andrew Grohowski
Surveying Review	Noelle S Colaianni	Approve	10/17/2025	Noelle S Colaianni
School Board Review	School District	Not Required	10/08/2025	School District
Roads and Drainage Review	Phil Irven	Approve	10/08/2025	Phil Irven
Review Consolidation	Lyndsay Rathke	Approved for...	10/30/2025	Lyndsay Rathke
Staff Report				
Public Notice				
Hearing				
BOCC Hearing				
Final Letter				
Archive				

Condition Status:

Name	Short Comments	Status	Apply Date	Severity	Action By

Scheduled/Pending Inspections:

Inspection Type	Scheduled Date	Inspector	Status	Comments

Resulted Inspections:

Inspection Type	Inspection Date	Inspector	Status	Comments

POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDCU-2025-24 Alexander MH

Applicant: Helen Alexander

Property Owner: Jimmy, Helen, & Joseph Alexander (Estate of S. J. Alexander)

Hearing Date: January 7, 2026

I. Request:

The applicant is requesting Conditional Use approval for a Mobile Home to be permitted on ±0.13 acres within a Residential Medium Future Land Use District.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:

    a. Whether the proposed development is consistent with all relevant requirements of this Code;
    b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
    c. Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and
    d. How the concurrency requirements will be met if the development was built.

2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.

3. The Application is consistent with all applicable policies of the Comprehensive Plan.

4. The Application is compatible with surrounding uses and the general character of the area.

5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 7th day of January **2026**, by the Polk County Planning Commission.

Polk County Planning Commission **ATTEST:**

By: _____ By: _____
Merle Bishop, Chair Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order
Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File
Erin Valle, Clerk of Court (under separate cover)

Agenda Item 2. 1/7/2026

SUBJECT

LDCU-2025-25 (Hudson MH)

DESCRIPTION

The applicant is requesting Conditional Use approval for a Mobile Home to be permitted on ±0.50 acres within a Residential Suburban Future Land Use District.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Andrew Grohowski

Land Development Division

(863) 534-6412

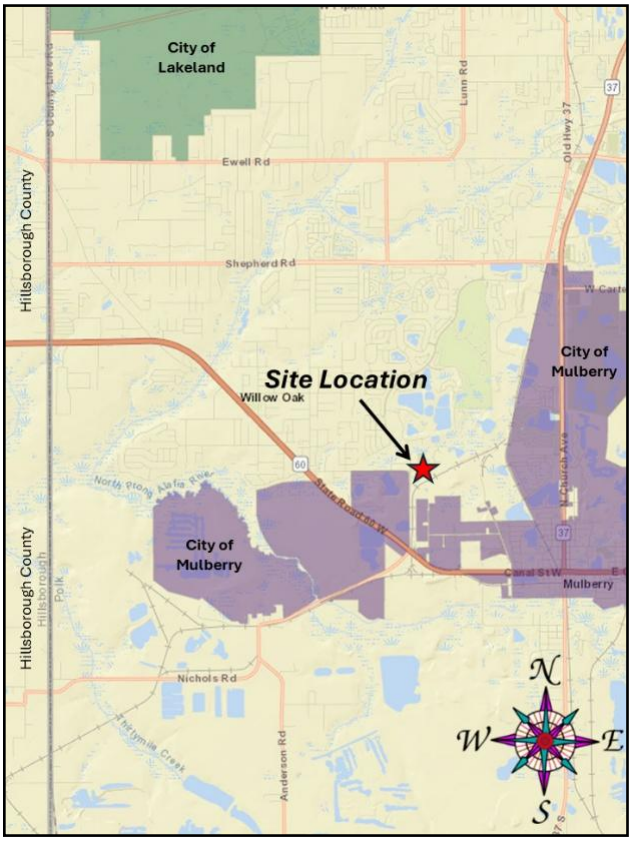
andrewgrohowski@polkfl.gov

POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT

DRC Date:	November 20, 2025	**Level of Review:**	Level 3 Review
PC Date:	January 7, 2026	**Type:**	Conditional Use
BoCC Date:	N/A	**Case Numbers:**	LDCU-2025-25
		Case Name:	Hudson MH
Applicant:	Bert Deshon Hudson Jr.	**Case Planner:**	Andrew Grohowski, Planner II

Request:	The applicant is requesting Conditional Use approval for a Mobile Home to be permitted on ±0.50 acres within a Residential Suburban Future Land Use District.
Location:	The subject site is located at 2175 Third Street, north and east of Old Highway 60, west of State Road 37 and Arnaz Drive, south of Blackwater Oaks Drive, northwest of the City of Mulberry in Section 34, Township 29, Range 23.
Property Owners:	Bert Deshon Hudson Jr., Mynita C. Hudson, & Estate of Ethel M. Smith
Parcel Number (Size):	232934-000000-024160 (±0.50 acres)
Future Land Use:	Residential Suburban (RS)
Development Area:	Urban Growth Area (SDA)
Nearest Municipality:	City of Mulberry
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Public Hearing

Location Map



2023 Aerial Photo (Close-up)



Summary of Analysis:

The applicant is requesting Conditional Use (CU) approval to locate a mobile home in a Residential Suburban (RS) land use district on a ±0.50 acre lot. Chapter 2, Section 205, Table 2.1 (Use Table for Standard Land Use District) of the Land Development Code (LDC) instructs that the placement of mobile homes in the RS land use district requires Conditional Use approval via a Level 1 Review (via Staff only). To meet current development approval conditions, requests for mobile homes must adhere to the standards found in Chapter 3, Section 303 (Mobile Home, Individual) of the LDC. Since these standards cannot be met, the request must be approved by the Planning Commission in terms of the compatibility of individual mobile homes relative to the character of surrounding uses.

The property is not located within a platted subdivision. The Fuller Heights area is characterized by residential properties that have been in existence since the 1950s. There are eighty-seven (87) lots in the general vicinity, seven (7) of which are mobile homes, fifty-two (52) single-family homes, and one church. The remaining lots are vacant. The nearest mobile home is approximately 520 feet away to the west (Parcel No. 232934-000000-042390) which has had a mobile home on the property since the 1990s.

Staff recommends approval. This mobile home request is compatible with the surrounding area. The subject property is zoned for residential use as part of the larger RS land use district. The RS permits single-family dwelling units. The proposed mobile home will meet the required setbacks for the Land Use District and all other applicable setbacks in the LDC. The proposed request is consistent with the LDC and Comprehensive Plan.

Findings of Fact

- *LDCU-2025-25 is a Conditional Use request to allow a mobile home on Parcel No. 232934-000000-024160 (±0.50 acres) within a Residential Suburban (RS) land use district in the Suburban Development Area (SDA).*

- *The subject property is currently vacant and has an unassigned address at 4th Street, Mulberry, FL 33860.*

- *The surrounding properties are within a RS Land Use District, with Imperial Lakes DRI to the north (PUD 73-5), and consist of single-family detached residences, mobile homes, and vacant land. A Polk County Utilities Facility is to the east.*

- *The subject property has approximately 145 feet of frontage along 4th Street (Road No. 933402) a County-maintained Local Roadway with a paved surface width of 20 feet, according to the Polk County Roadway Inventory.*

- *Per Table 2.2 of the LDC, RS land use mandates right-of-way setbacks for the primary structure of 35 feet, side setbacks for the primary structure of 10 feet, and rear setbacks for the primary structure of 15 feet.*

- *Chapter 553 of the Florida Statutes states that "Mobile Homes" means any residential unit constructed to standards promulgated by the United States Department of Housing and Urban Development. Mobile Homes are built to a separate standard than site-built homes and may be regulated differently than site-built and other manufactured homes. Site-built homes and other manufactured homes are built to standards set forth in Chapter 553 of Florida Statutes.*

- *POLICY 2.203-A2 of the Comprehensive Plan (Housing Element) states that "Mobile homes shall be allowed in all areas of the County designated for residential development subject to siting and design criteria consistent with the County's Land Development Code*

- *Chapter 2, Table 2.1 of the LDC, indicates Individual Mobile Homes within the RS district are conditionally permitted following a Level 1 Review.*

- *According to Section 303 of the LDC, Individual Mobile Homes are allowed in all the following locations:*

    1. Within any registered mobile home park that has been approved by Polk County;

    2. Within any platted residential subdivision that has been approved by Polk County as a mobile home subdivision;

    3. Within any platted residential subdivision or single platted phase within a multiple phased development recorded prior to May 20, 1971;

    4. Within any platted residential subdivision, or single platted phase within a multiple phased development recorded after May 20. 1971, in which 50 percent or more of the developed lots contain mobile homes;

    5. On any un-platted parcel in the A/RR district;

    6. On any un-platted parcel that is five acres or larger in the RS district;

    7. On any un-platted legal residential lot or parcel that is abutting vacant properties to all side and rear property lines;

    8. On any un-platted parcel where at least one property abutting the subject property's side lot line has a mobile home;

    9. On lots of record, including those within platted subdivisions, where at least one property abutting the subject property's side lot line has a mobile home. Within subdivisions, the abutting property must be within the plat; or,

    10. On any residential lot or parcel where it is determined by the Planning Commission to be compatible with the established character of the surrounding area.

- *Section 204.A.3 of the LDC states, "The purpose of the RS district is to provide areas for suburban-density residential development to promote the proper transition of land from rural to urban uses. The RS district permits single-family dwelling units, family care homes, agricultural support uses, and community facilities."*

- *Fire and EMS Response is from Polk County Fire Rescue Station 15 located at 300 Kid Ellis Road, Mulberry. This is located approximately 4.1 miles from the subject site with a response time between 8:20 to 11:40 minutes.*

- *Sheriff's response to the site is served by the Southwest District (SW) located at 4120 US Highway 98 South, Lakeland. The response times for SW December 2025 were: Priority 1 Calls – 8:34 and Priority 2 Calls – 33:01.*

- *The subject property is located within the Polk County Utilities Southwest Regional Utility Service Area (SWRUSA) for potable water service. Subject site will connect to the County for water and provide a private septic system in compliance with Polk County Standards for wastewater.*

- *The development is zoned for Purcell Elementary, Mulberry Middle, and Mulberry Senior High. The site is 2.7 miles from Purcell Elementary; 3.3 miles from Mulberry Middle; and 3.7 miles from Mulberry Senior High.*

- *The subject parcel is not within one of the Wellhead-Protection Areas.*

- *The property is composed entirely of Sparr Sand.*

- *There are no wetlands or flood zones on the subject parcel.*

- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of an endangered species.*

- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.*

- *The subject site will have ingress and egress access through 4th Street. 4th Street is a paved, Local Residential, County-maintained roadway. According to the 2025 Roadway Network Database, the nearest monitored roadway SR 60 (5901E) has approximately 950 available PM Peak Hour trips; SR 60 (5901W) has approximately 908 available PM Peak Hour trips. SR 60 current Level-of-Service (LOS) is "C" with an adopted LOS standard of "D".*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."*

- *This request has been reviewed for consistency with Section 111 and Section 303 of the LDC.*

- *This request has been reviewed for consistency with Section 2.102 GROWTH MANAGEMENT; SECTION 2.106 SUBURBAN DEVELOPMENT AREA (SDA) AND POLICY 2.203-A2 HOUSING ELEMENT of the Comprehensive Plan.*

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCU-2025-25.**

CONDITIONS OF APPROVAL

Based upon the findings of fact the Development Review Committee recommends APPROVAL of LDCU-2025-25 with the following Conditions:

1. LDCU-2025-25 is approved for no more than one (1) mobile home on Parcel No. 232934-000000-024160 as indicated in the site plan and staff report.

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: Imperial Lakes DRI, PUD 73-5 Fuller Heights County Park ±4.71 acres	**North:** Imperial Lakes DRI, PUD 73-5 Fuller Heights County Park ±4.71 acres	**Northeast:** Imperial Lakes DRI, PUD 73-5 Fuller Heights County Park ±4.71 acres
West: RS Single-family residence ±0.41 acres	**Subject Property:** RS Vacant ±0.50 acres	**East:** RS Single-family residence ±0.50 acres
Southwest: RS Single-family residence ±0.41 acres	**South:** RS Single-family residence ±0.41 acres	**Southeast:** RS Single-family residence ±0.48 acres

Source: Polk County Geographical Information System and site visit by County staff

The property is located in the Residential Suburban (RS) land use district, with Fuller Heights County Park directly to the north. This park was constructed sometime prior to 2005 within the Imperial Lakes DRI. Imperial Lakes was initially approved as a Planned Unit Development (PUD 73-5) in 1973, and subsequently as a Development of Regional Impact in 1977 (DRI #4). The immediate surrounding area has been established as a residential neighborhood since the 1950s. To the east just 450 feet along Fourth Street is the Southwest Regional Wastewater and Water Treatment Facility operated by Polk County Utilities (PCU). The subject site has remained vacant since it was created in 1991, according to historical aerials.

Compatibility with the Surrounding Land Uses and Infrastructure:

> **The LDC defines compatibility as "*A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"**

This request is compatible with the Comprehensive Plan and Land Development Code. The impact from a single mobile home is minimal. The immediate surrounding land uses have historically been residential uses and is adjacent to the historic Fuller Heights neighborhood that was established as an unrecorded platted subdivision in the 1950s. As of today, the Fuller Heights area has a total of eighty seven (87) lots – seven (7) of which are mobile homes, fifty-two (52) single-family homes, and one church. Meanwhile the remaining lots are vacant land, including the subject site. Many of the homes within the neighborhood were built before 1970. The proposed mobile home is about 2,432 square feet (32' x76'), which is similar in size to the surrounding dwelling units. The existing single-family homes range greatly in size from 672 square feet to 4,025 square feet. The nearest mobile home is approximately 520 feet away to the west (Parcel No. 232934-000000-042390) which has a 1,134 square foot mobile home on the property since 1994. Please refer to Table 1 and Exhibit 6 for the layout of the mobile homes in relation to the site-built homes.

Urban Services and Infrastructure Analysis:

The surrounding area has public safety service facilities that are operating within their adopted Level of Service (LOS) standard with no deficiencies. Placement of one mobile home will not trigger school concurrency requirements at Purcell Elementary, Mulberry Middle, or Mulberry Senior High; however, Purcell Elementary is at 70% capacity, Mulberry Middle is currently operating at 86% capacity, and Mulberry Senior High is currently operating at 96% capacity. The subject property is located within the SWRUSA and will connect to Polk County Utilities for potable water. The subject site will provide a private septic system in compliance with Polk County standards for wastewater.

Table 2, to follow, summarizes urban services and infrastructure for the surrounding area. Based upon the nature and size of the request, the proposal is not anticipated to create any significant demand on these services.

Table 2

Urban Services and Infrastructure Summary	
Schools (Zoned)	Purcell Elementary, Mulberry Middle, and Mulberry Senior High.
Sheriff	Sheriff's response to the site is served by the Southwest District (SW) located at 4120 US Highway 98 South, Lakeland. The response times for SW December 2025 were: Priority 1 Calls – 8:34 and Priority 2 Calls – 33:01.
Fire/EMS	Fire and EMS Response is from Polk County Fire Rescue Station 15 located at 300 Kid Ellis Road, Mulberry. This is located approximately 4.1 miles from the subject site with a response time between 8:20 to 11:40 minutes.
Water	Polk County Utilities
Sewer	Private septic system in compliance with Polk County Standards.
Transportation	The subject site will have ingress and egress access through 4th Street. 4th Street is a paved, Local, County-maintained roadway. According to the 2025 Roadway Network Database, the nearest monitored roadway SR 60 (5901E) has approximately 950 available PM Peak Hour

Urban Services and Infrastructure Summary	
	trips; SR 60 (5901W) has approximately 908 available PM Peak Hour trips. SR 60 current Level-of-Service (LOS) is "C" with an adopted LOS standard of "D".
Urban Sprawl	Site is located within the SDA and is not considered urban sprawl.

Table 3, below, identifies the anticipated impact of one mobile home on water and sewer services. The site has approximately 145 feet of frontage on 4th Street, using a private septic system in compliance with Polk County Standards and the water supply will be provided by Polk County Utilities. The placement of one mobile home will have negligible impacts on the traffic on local roadways.

Table 3

Impact Analysis Summary Proposed Conditional Use (One Mobile Home)			
Potable Water Impact	**Wastewater Impact**	***AADT Impact**	***PHT Impact**
360 GPD	250 GPD	7.81 AADT	1.00 PHT
Source: Polk County Concurrency Manual. The proposed development assumes that the potable water rate for a mobile home will consume 360 GPD and generate 250 GPD in wastewater. ITE 210-Single Family rate was used to determine similar AADT and PM Peak Hour rates for mobile homes. The AADT rate was 7.81 and the PM Peak Hour rates was 1.00 per unit.			

Environmental Conditions Analysis:

There are no further known conditions that should pose a threat to the existing environmental resources based upon the proposed request (See Table 4, below). The parcel is not located within any Flood Hazard Zones or wetlands. The subject site is not located within any of the County's identified Wellhead-Protection Areas. The subject property is not located within a one-mile radius of endangered species, according to the Florida Natural Areas Inventory Biodiversity Matrix. The property is composed entirely of Sparr Sand. The soil is not of such that would limit compliance with applicable Land Development Code regulations for the proposed use. The subject property is relatively flat at 114' in elevation with gradual slopes offsite toward the northeast. The subject property is not located within a historical preservation area. The subject site is located in South Lakeland Airpark's Airport Height Notification and In-Flight Visual Interference Zones.

Table 4

Environmental Conditions Summary	
Surface Water	None
Wetlands/Floodplains	The parcel is not within any Flood Zones and does not contain any wetlands.
Soils	The property is composed of Sparr Sand which provides poor drainage, but the soil is not of such that would limit compliance with applicable LDC regulations for the proposed use.
Protected Species	The subject site is not located within one mile of any identified endangered species. (Sources: Florida Natural Areas Inventory Biodiversity Matrix)
Wellfield Protection	The property is not located within any County Wellhead-Protection Areas.
Historical Preservation	The subject property contains no historical resources as monitored by the State of Florida's Division of Historical Resources.

Airports	The subject property is located within the South Lakeland Airpark Height Notification and In-Flight Visual Interference Zones.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 5, in accordance with Section 906.D.7 of the LDC.

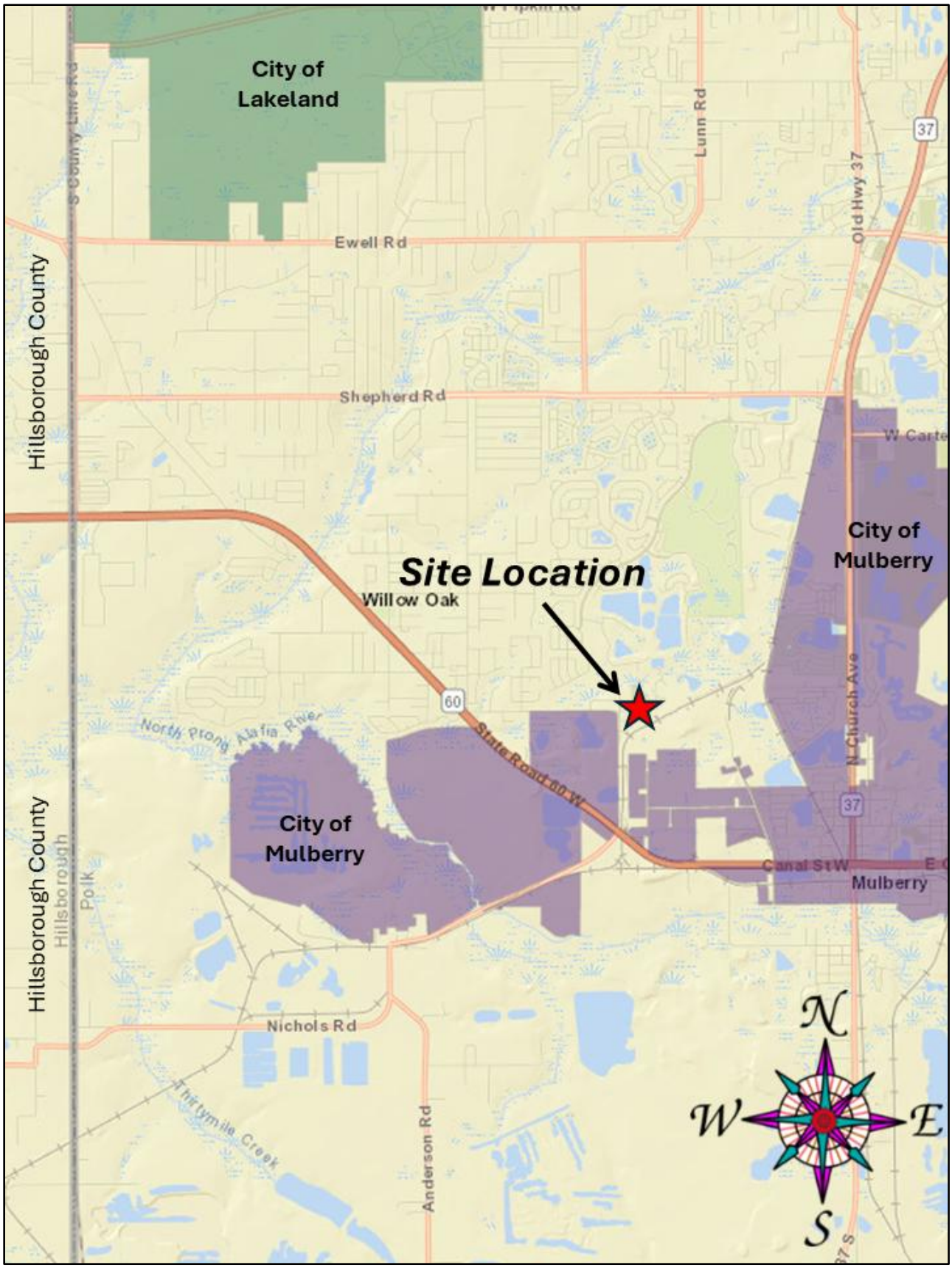
Table 5

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	*Yes, this request is consistent with the LDC, specifically Section 303 which permits this use upon completion of a Level 3 Review. These can be found in the Findings of Fact on Pages 2 - 4 of the staff report.*
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	*Yes, this request is consistent with the Comprehensive Plan, as reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and POLICY 2.203-A2 HOUSING ELEMENT of the Comprehensive Plan.*
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	*Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 5 & 6 of this staff report for data and analysis on surrounding uses and compatibility.*
How the concurrency requirements will be met if the development were built.	*This request will not require concurrency determinations from utilities, the school board, or TPO. The impact on public services can be found in the analysis found on Pages 6-7 of the Staff Report.*

Comments from other Agencies: None

Exhibits:

Exhibit 1 Location Map
Exhibit 2 Future Land Use Map
Exhibit 3 2025 Satellite Image (Context)
Exhibit 4 2023 Aerial Photo (Close-up)
Exhibit 5 Site Plan
Exhibit 6 Surrounding Neighborhood



Location Map



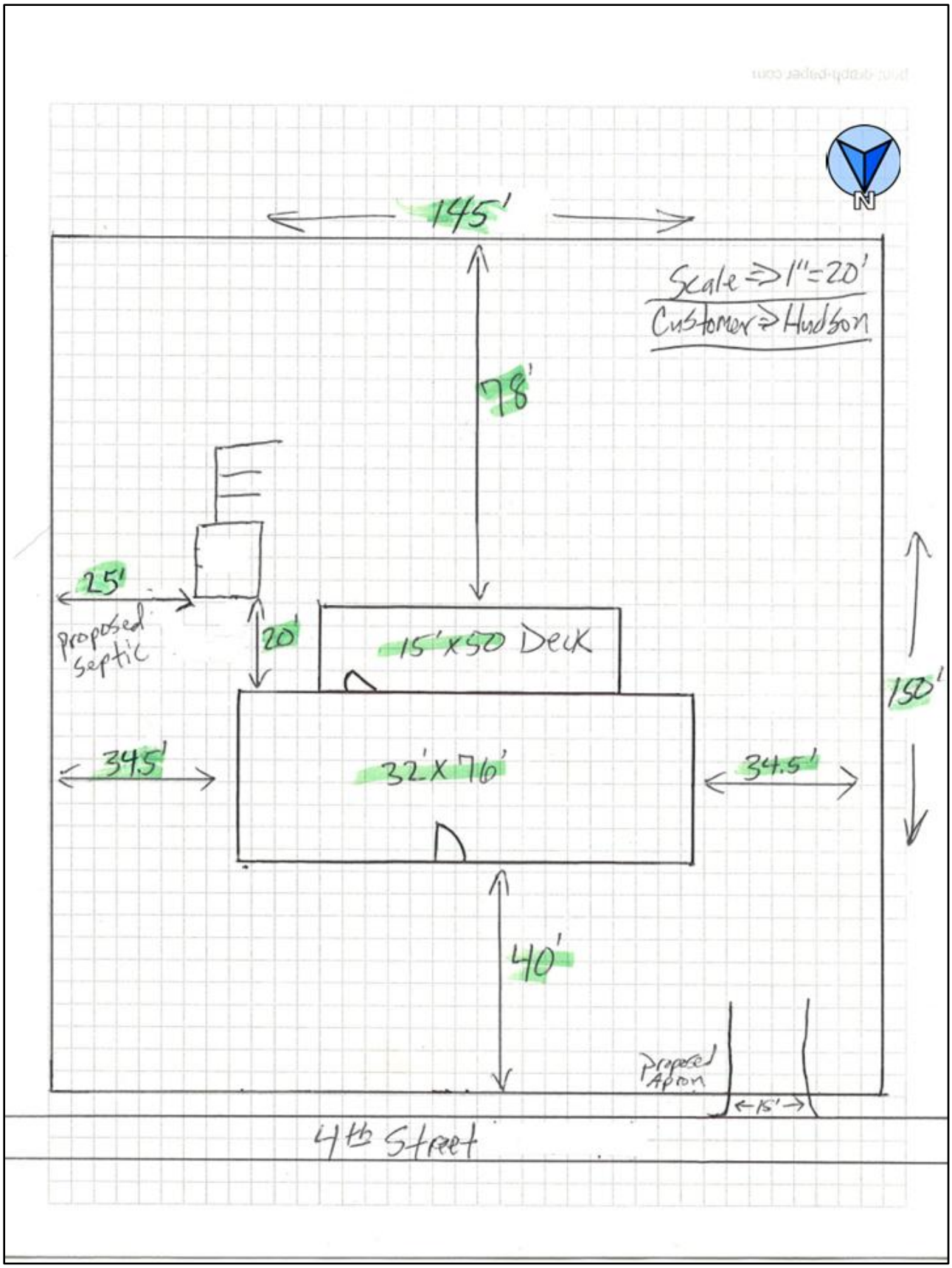
Future Land Use Map



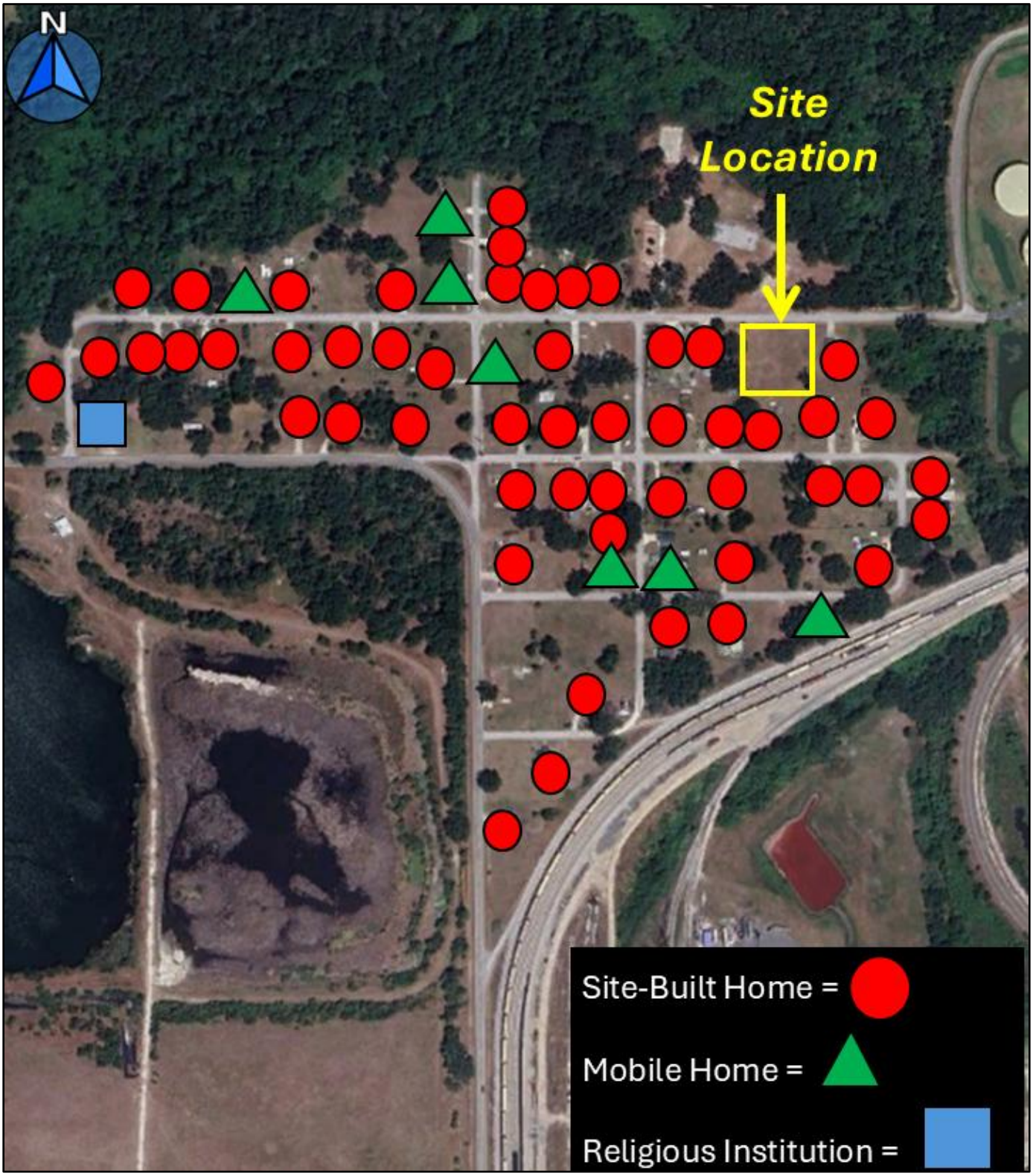
2025 Satellite Image (Context)



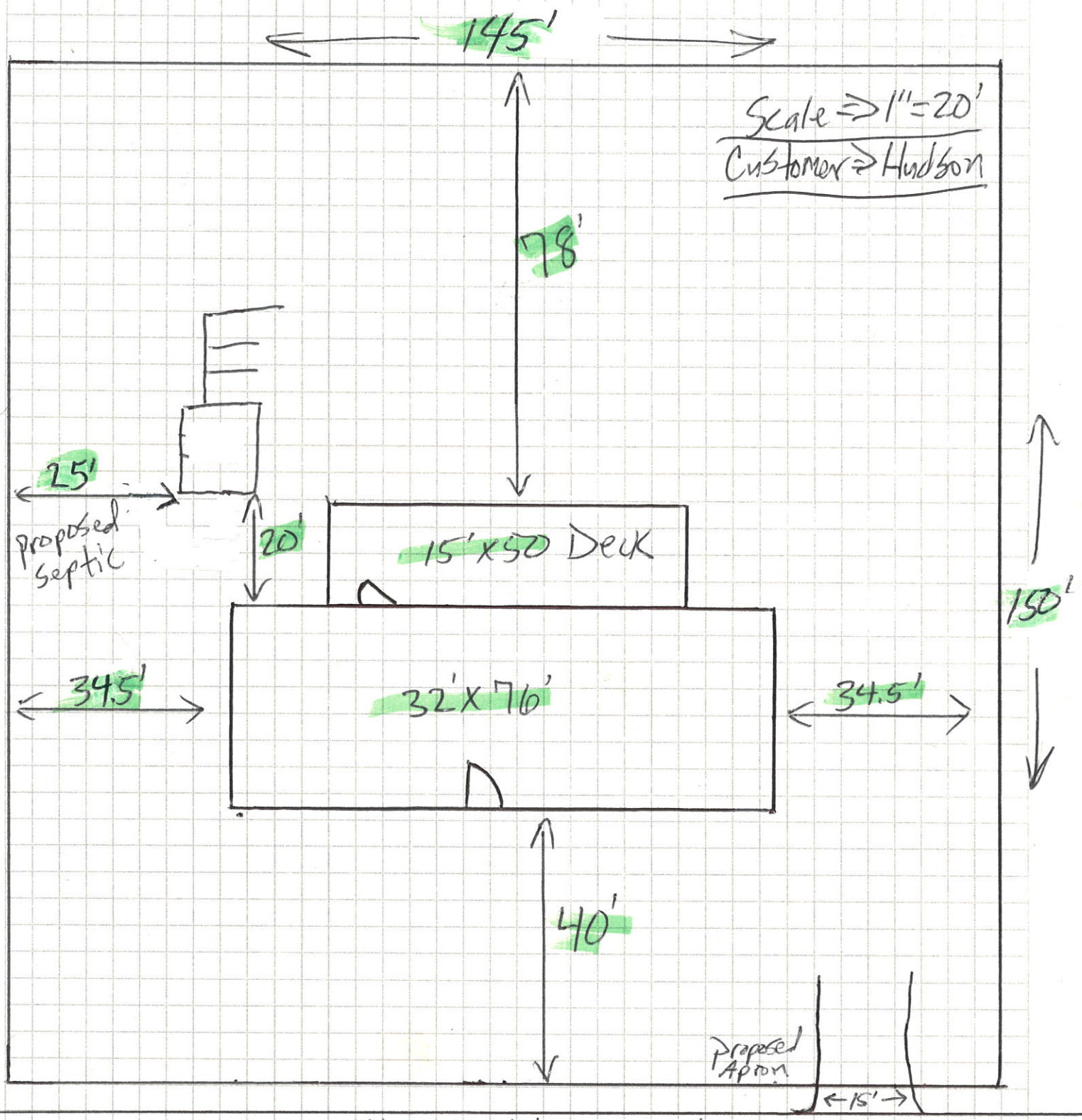
2023 Aerial Photo (Close-up)


145'
N
Scale => 1" = 20'
Customer => Hudson
78'
25'
Proposed Septic
20'
15' x 50 Deck
150'
34.5'
32' X 76'
34.5'
40'
Proposed Apron
15'
4th Street

Site Plan



Surrounding Neighborhood


145'
Scale => 1" = 20'
Customer => Hudson
78'
25'
proposed
septic
20'
15' x 50 Deck
150'
34.5'
32' X 76'
34.5'
40'
Proposed
Apron
15'
4th Street

Growth Management Department
Land Development Division
330 W. Church St.
P.O. Box 9005, Drawer GM03
Bartow, FL 33831-9005
(863)534-6792
FAX (863) 534-6407

www.polk-county.net

IMPACT ASSESSMENT STATEMENT FORM

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. 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 sufficient Impact Assessment Statement must address all of the following ***(Note: N/A is an insufficient comment, if N/A an explanation must be included)***:

Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses? Residential neighborhood
2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses? None - owner gathering acceptance letters from neibors to place a mobile home
3. How will the request influence future development of the area? This will still be a residential property

Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed[1] methodology and calculations. This should only add 2 to 4 more trips per day
2. What modifications to the present transportation system will be required as a result of the proposed development? None - paved roadway

[1]A minor traffic study will suffice for a detailed methodology and calculations for most applications.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land

Development Code? 2 off street parking spaces provided in the driveway to the home

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)? Direct frontage on 4th St.

NOTE: *Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for* ***"Infrastructure Impacts"*** *items 3 through 9 above.*

Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*)
Private septic system
2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?
Private septic system
3. If offsite treatment, who is the service provider?
None - private septic system
4. Where is the nearest sewer line (in feet) to the proposed development (*Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code*)
5. What is the provider's general capacity at the time of application?
6. What is the anticipated date of connection?
7. What improvements to the providers system are necessary to support the proposed request *(e.g., lift stations, line extensions/expansions, interconnects, etc.)*?
Owner to install new septic system

Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. What is the proposed source of water supply and/or who is the service provider?
City of Mulberry
2. What is the estimated volume of consumption in gallons per day (GPD)? (*Response may be based on Section 703 of the LDC*) Less than 2,000

3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

4. Who is the service provider? City of Mulberry

5. What is the anticipated date of connection? 2025

6. What is the provider's general capacity at the time of application?

7. Is there an existing well on the property(ies)?

Yes What type? _____

Permit Capacity_____

No

Location: _____

Water Use Permit #: _____

Constructed prior to Water Management District Permitting: Yes _____ No

_____

Type of Use: __Ag __Public __Industrial or Commercial

__Recreation or Aesthetic __Mining

Permitted Daily Capacity: _____

Average Peak Monthly Withdrawal Rate: _____

Location: _____

Casing Diameter: _____

Mainline Diameter: _____

Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues): All drainage will be directed to the front and rear of the property

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

There are no wetlands or water bodies on this property. There will be no land alterations except for the septic and home ~~installio~~ installation.

Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties. Area surrounding this property is other residential properties
2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site. Currently there are no wetlands on this property
3. Discuss location of potable water supplies, private wells, public well fields *(discuss the location, address potential impacts)*, and; Water is to be supplied by the city of Mulberry - water meter front corner of the property
4. Discuss the location of Airport Buffer Zones (if any) *(discuss the location and address, potential impacts)*. Nearest airport - 11 miles
5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development. 5% overall coverage

Infrastructure Impact Information

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

1. Parks and Recreation; 453 ft
2. Educational Facilities (e.g., preschool, elementary, middle school, high school); 2.7 miles
3. Health Care (e.g., emergency, hospital); 2.9 miles
4. Fire Protection; 2.3 miles
5. Police Protection and Security; 2.5 miles
6. Emergency Medical Services (EMS); 6.7 miles
7. Solid Waste (collection and waste generation); and 11 miles

8. How may this request contribute to neighborhood needs?

N/A

Maps

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. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale 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 8 1/2" x 11"** and accompany Impact Assessment Statements:

Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;

Map B: Map depicting the site boundary (properties included in the request)

Map C: A site plan consistent with ***Site Plan Standards*** [2] (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy.** Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

NOTE: *Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.*

[2] See *Site Plan Standards* checklist form (GM LDD 11).

LDCU-2025-25 - Bert Hudson Jr

Menu Reports Help

Application Name: Bert Hudson Jr

File Date: 08/21/2025

Application Type: PC-Conditional Use-New Or Mobile Home

Application Status: Approved For Hearing

Application Comments:

View ID	Comment	Date

Description of Work: Looking to place a manufactured mobile home 2x6 construction with a metal roof on a .5 acre lot

Application Detail: Detail

Address: 4TH ST, MULBERRY, FL 33860

Parcel No: 232934000000024160

Owner Name: HUDSON BERT DESHON JR

Contact Info:

Name	Organization Name	Contact Type	Contact Primary Address	Status
Bert Hudson Jr		Engineer	Mailing, 196 Seven Oak...	Active

Licensed Professionals Info:

Primary	License Number	License Type	Name	Business Name	Business License #

Job Value: $0.00

Total Fee Assessed: $966.00

Total Fee Invoiced: $966.00

Balance: $0.00

Custom Fields: **LD_GEN_PUB**

PUBLIC HEARINGS

Development Type
Planning Commission

Application Type
Conditional Use
Mobile Home

Variance Type
–

Brownfields Request
N/A

Affordable Housing

Type of Acreage
–

GENERAL INFORMATION

Expedited Review

Number of Lots
1

Will This Project Be Phased

Acreage
0.5

DRC Meeting
11/20/2025

DRC Meeting Time
possibly 12:00 PM

Rescheduled DRC Meeting
–

Rescheduled DRC Meeting Time
–

Green Swamp
No

Number of Units
–

Is this Polk County Utilities

Is this Application a result of a Code Violation
No

Case File Number
–

One Year Extension
–

FS 119 Status
Non-Exempt

Code Violation Case Number
–

ADVERTISING

Legal Advertising Date
–

BOCC1 Advertising Date
–

BOCC2 Advertising Date
–

Advertising Board
Planning Commission

MEETING DATES

Community Meeting
–

Planning Commission Date
01/07/2026

Land Use Hearing Officer 3
–

1st BOCC Date
–

2nd BOCC Date
–

LUHO-Level 3
–

HEARING

PC Hearing Results
–

PC Vote Tally
–

BOCC 1st Hearing Results
–

BOCC 1st Vote Tally
–

BOCC 2nd Hearing Results
–

BOCC 2nd Vote Tally
–

FINAL LETTER

Denovo Appeal
–

Denovo Results
–

Denovo Tally
–

LD_GEN_PUB_EDL

Opening DigEplan List...

DigEplan Document List
–

PLAN REVIEW FIELDS

TMPRecordID
POLKCO-25EST-00000-51491

DocumentGroupforDPC
DIGITAL PROJECTS LD

RequiredDocumentTypes
–

RequiredDocumentTypesComplete
Yes

AdditionalDocumentTypes
Applications,AutoCad File,Binding Site Plans (PDs and CUs),CSV,Calculations,Correspondence,Design Drawings,Flood/Traffic Studies,Impact Statement,Inspections,Miscellaneous,Plats,Record Drawings,Response Letter Resubmittal Complete,Staff Report/Approval Letter,Survey,Title Opinion

Activate DPC
Yes

Activate FSA
Yes

DigitalSigCheck
Yes

PLAN UPLOAD ACKNOWLEDGEMENT

Upload Plans Acknowledgement
√

SELECTED AREA PLANS

Selected Area Plans

LAND USE

Selected Area Plan **LU Code**

DEVELOPMENT AREA

Development Area

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board **Number of Boards** (Number) **Number of Mailers** (Number) **Date Mailed** **Date Posted** **NOR**

Workflow Status:

Task	Assigned To	Status	Status Date	Action By
Application Submittal	Lyndsay Rathke	Application ...	09/12/2025	Lyndsay Rathke
Engineering Review				
Fire Marshal Review	Kim Turner	Approve	11/07/2025	Kim Turner
Planning Review	Andrew Grohowski	Approve	11/10/2025	Andrew Grohowski
Surveying Review	Mike Benton	Not Required	11/19/2025	Mike Benton
School Board Review	School District	Not Required	11/04/2025	School District
Roads and Drainage Review	Phil Irven	Approve	11/03/2025	Phil Irven
Review Consolidation	Lyndsay Rathke	Approved for...	11/20/2025	Lyndsay Rathke
Staff Report				
Public Notice				
Hearing				
BOCC Hearing				
Final Letter				
Archive				

Condition Status:

Name	Short Comments	Status	Apply Date	Severity	Action By

Scheduled/Pending Inspections:

Inspection Type	Scheduled Date	Inspector	Status	Comments

Resulted Inspections:

Inspection Type	Inspection Date	Inspector	Status	Comments

POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDCU-2025-25 Hudson MH

Applicant: Bert Deshon Hudson Jr.

Property Owner: Bert Deshon Hudson Jr., Mynita C. Hudson, & Estate of Ethel M. Smith

Hearing Date: January 7, 2026

I. Request:

The applicant is requesting Conditional Use approval for a Mobile Home to be permitted on ±0.50 acres within a Residential Suburban Future Land Use District.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:

    a. Whether the proposed development is consistent with all relevant requirements of this Code;
    b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
    c. Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and
    d. How the concurrency requirements will be met if the development was built.

2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.

3. The Application is consistent with all applicable policies of the Comprehensive Plan.

4. The Application is compatible with surrounding uses and the general character of the area.

5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 7th day of January **2026**, by the Polk County Planning Commission.

Polk County Planning Commission **ATTEST:**

By: _____ By: _____
Merle Bishop, Chair Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order
Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File
Erin Valle, Clerk of Court (under separate cover)

Agenda Item 3. 1/7/2026

SUBJECT

LDCU-2025-28 (Pine Street Retail)

DESCRIPTION

The applicant is requesting Conditional Use (CU) approval for a 10,640 sq. ft. commercial retail establishment. The subject site is located East of Lake Marion Creek Drive, south side of Pine Street, west of Hemlock Avenue, north of Marigold Avenue, east of the City of Haines City, in Section 03, Township 28, Range 28.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Aleya Inglima

Land Development Division

(863) 534-6764

aleyainglima@polkfl.gov

811 Know what's below. Call before you dig.

NORTH

SCALE: 1" = 20'

0' 20' 40'

PINE STREET
150' PUBLIC RIGHT OF WAY

ASPHALT ROADWAY

5' CONCRETE SIDEWALK

CENTERLINE OF RIGHT

CONCRETE SIDEWALK

PARK SIGN

ADA MAT

24"X44"CORRUGATED METAL PIPE

STOP SIGN

33"X22"CORRUGATED METAL PIPE

AMERICAN DISABILITY ACT (ADA) MAT

MITERED END INVERT=79.79

POWER POLE

HEADWALL INVERT = 80.11

HEADWALL INVERT = 80.17

SET 1/2" IRON ROD & CAP LB8112

WOOD POWER POLE

PLATTED RIGHT OF WAY LINE

NO PARKING SIGN

N69°37'26"E(D) 255.00'(D)

REALTOR SIGN

PROPOSED TENANT PYLON SIGN

6' TYPE A LANDSCAPE BUFFER

35' BUILDING SETBACK

TRENCH CURB

DOLLAR GENERAL

PROPOSED BUILDING
10,640 S. F.

50' BUILDING SETBACK

10' TYPE E LANDSCAPE BUFFER

PUBLIC UTILITY & STORM DRAINAGE EASEMENT

PARCEL: 282803-9347-60-8010
OWNER: DUMPSTAD GAIL, SNPSTAD VIRGIN JR

PARCEL: 282803-9347-60-6800
OWNER: ASSOCIATION OF PONCIANA VILLAGES INC

PARCEL: 282803-9347-60-6800
OWNER: RIOS LYDIA LARA

PARCEL: 282803-9347-60-6850
OWNER: AGUILAR ABEL AGUILLUIS RIVERA

SET 1/2" IRON ROD & CAP LB8112

FOUND 3/4" IRON PIPE LB5073

FOUND 5/8" IRON ROD & CAP LB3073

S69°37'26"E(D) 244.81'(D)

S69°37'26"W(D) 280.00'(D)

LAKE MARION CREEK DRIVE
150' PUBLIC RIGHT OF WAY

INFO SIGN

CONCRETE SIDEWALK

N20°22'34"W(D) 221.21'(D)

POINTED RIGHT OF WAY LINE

STORM WATER POND

ADA PARKING

ADA SIGN

CR-A SIDEWALK RAMP

9' CONCRETE SIDEWALK

24" WHITE STOP BAR

STOP SIGN

3' CURB TRANSITION

TYPE A MOUNTABLE CURB

6' DOUBLE YELLOW THERMO STRIPING

12" WHITE THERMOPLASTIC STRIPING EACH SIDE

DUMPSTER ENCLOSURE (SEE ARCH PLANS)

PROPOSED LIFT STATION

15' BUILDING SETBACK

10' TYPE B LANDSCAPE BUFFER

EXISTING EASEMENT

GREENWAY-3
PARCEL: 282803-9347-60-8010
OWNER: ASSOCIATION OF PONCIANA VILLAGES INC

FOUND 1/2" IRON ROD & CAP LB 643

SET 1/2" IRON ROD & CAP LB8112

FOUND 5/8" IRON ROD & CAP LB5070

SITE CHARACTERISTICS

PARCEL INFORMATION:

PARCEL ID:	28-28-03-934760-086010
PROPOSED USE:	DISCOUNT RETAIL STORE
FLOOD AREA:	ZONE X
EXISTING FUTURE LAND USE:	PRE-DRI
PROPOSED FUTURE LAND USE:	CC
PARCEL AREA:	1.579 AC

BUILDING SETBACKS:

NORTH:	35'
SOUTH:	15'
EAST:	50'
WEST:	35'

DEVELOPMENTAL STATISTICS

PRE DEVELOPMENT

IMPERVIOUS:	0.000 AC	0 SF	0.00%
PERVIOUS:	1.579 AC	68,785 SF	100.00%
TOTAL SITE AREA:	1.579 AC	68,785 SF	100.00%

POST DEVELOPMENT

PERVIOUS	0.807 AC	35,136 SF	51.08%
IMPERVIOUS	0.772 AC	33,649 SF	48.92%
PAVEMENT/CONCRETE	0.528 AC	23,009 SF	33.45%
BUILDING	0.244 AC	10,640 SF	15.47%
TOTAL SITE AREA:	1.579 AC	68,785 SF	100.00%

PARKING STATISTICS

REQUIRED PARKING:
1 SPACE PER 300 SF = 10,640 / 300 = 35 SPACES

PROVIDED PARKING SPACES:

STANDARD SPACES	34 SPACES
HANDICAP SPACES	2 SPACES
TOTAL PARKING PROVIDED =	36 SPACES

REVISION BLOCK

NO.	DATE	DESCRIPTION

MICHAEL O. FLORA, P.E.
STATE OF FLORIDA
PROFESSIONAL ENGINEER
LICENSE NO. 79415
09/02/2025
NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED ENGINEER

DESIGNED BY: MF
DRAWN BY: IV
CHECKED BY: AM

SLOAN Engineering Group
150 SOUTH WOODLAWN AVENUE, BARTOW, FL 33830
PHONE: (863) 800-3046 · FAX: (863) 800-1159
REGISTRY # 28247

CLIENT: PALMETTO PONCIANA-PINE ST, LLC

PROJECT: DOLLAR GENERAL STORE #31762

SITE PLAN

PINE ST & LAKE MARION CREEK DR, HAINES CITY, FL

PROJECT NO. 3000

SHEET INSERT

SLOAN Engineering Group

P.O. Box 253, Bartow, Florida 33831
Office: (863) 800-3046
Fax: (863) 800-1159

IMPACT ASSESSMENT STATEMENT

LAND AND NEIGHBORHOOD CHARACTERISTICS

1. *How and why is the location suitable for the proposed uses?*
   The site is located on the corner of Pine St and Lake Marios Creek Dr within a corner outparcel. The corner location is a prime location for a commercial retail use to serve the needs of the surrounding community.

2. *What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?*
   We feel that there are no incompatible uses at the intersection. The intersection currently has single family residential to the east and south. The change of the subject site CC looks to match the current needs of the area. As for the proposed development (commercial retail), all minimum county required buffering will be provided, to minimize any impact to adjacent parcels. Directly to the south is an existing ditch separating residential uses.

3. *How will the request influence future development of the area?*
   This site is located at the intersection of Urban Collector roadways. We feel that the county's intent for this intersection is to have CC uses. Any future development at this location appears to match the County's future intent. Therefore, the proposed amendment does not change the intent of the County FLU.

ACCESS TO ROADS AND HIGHWAYS

4. *What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)?*
   The proposed development (commercial retail) is anticipated to create 505 daily trips and 53 peak hour trips.

5. *What modifications to the present transportation system will be required as a result of the proposed development?*
   There are no modifications to the present transportation system necessary.

6. *What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?*
   35 parking spaces are required for this proposed development.

7. *What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?*
   The proposed development will have one (1) point of access to the subject site's western frontage (Lake Marion Creek Dr).

SEWAGE

8. *What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development?*
   The proposed development is expected to generate 270 gallons per day of sewage.

9. *If on-site treatment is proposed, what are the proposed methods, level of treatment, and the method of effluent disposal for the proposed sewage?*
   The proposed development will connect to Toho Water Authority public sewer.

10. *If offsite treatment, who is the service provider?*
    Toho Water Authority.

11. *Where is the nearest sewer line (in feet) to the proposed development?*
    An existing forcemain is located adjacent to the southern property line.

12. *What is the provider's general capacity at the time of application?*
    Toho Water Authority has confirmed to have adequate capacity exists for the development.

13. *What is the anticipated date of connection?*
    The permitting of the project is anticipated to take between six (6) and seven (7) months. The construction will follow after and is anticipated to take approximately four (4) to six (6) months.

14. *What improvements to the providers system are necessary to support the proposed request?*
    No improvements are necessary.

WATER SUPPLY

15. *What is the proposed source of water supply and/or who is the service provider?*
    Toho Water Authority, public water main.

16. *What is the estimated volume of consumption in gallons per day (GPD)?*
    The proposed development is expected to consume 360 gallons per day of water.

17. *Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?*
    Existing potable water main is located 900-feet to the north at Silve Glen Rd. There is no reclaim water main nearby.

18. *Who is the service provider?*
    Toho Water Authority.

19. *What is the anticipated date of connection?*
    The permitting of the project is anticipated to take between six (6) and seven (7) months. The construction will follow after and is anticipated to take approximately four (4) to six (6) months.

20. *What is the provider's general capacity at the time of application?*
    Toho Water Authority has confirmed to have adequate capacity exists for the development.

21. *Is there an existing well on the property(ies)?*
    The survey has revealed that there is no well on the subject site.

SURFACE WATER MANAGEMENT AND DRAINAGE

22. *Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards.*
    The subject site slopes from the southeast to the northwest, towards the intersection. The subject site is located outside of the 100-year flood zone, in zone "X" according to FEMA FIRM.

23. *What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?*

No alterations to the site's natural drainage direction and/or features are anticipated. There are no wetlands and/or flood zones on the subject site.

ENVIRONMENTAL ANALYSIS

24. *Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.*
    Neither the subject site and/or adjacent properties have sensitive environmental issues such as wetlands and/or flood zones.

25. *What are the wetland and floodplain conditions? Discuss the changes to these features that would result from development of the site.*
    Neither the subject site and/or adjacent properties have sensitive environmental issues such as wetlands and/or flood zones. The proposed development will not adversely affect the subject site or any adjacent parcels.

26. *Discuss location of potable water supplies, private wells, and public well fields.*
    The survey has revealed that there is no well on the subject site.

27. *Discuss the location of Airport Buffer Zones.*
    There are no Airport Buffer Zones near the subject site.

28. *Provide an analysis of soil types and percentage of coverage on site and what affect it will have on development.*
    100% of the subject site is mapped with well drained sand, part of Hydrological Soil Group "A" and has a water table estimated to be more than 80 inches below grade. Due to the current soil layout, a dry retention storm water management pond is anticipated to be along the western side.

INFRASTRUCTURE IMPACT INFORMATION

29. *Parks and Recreation*
    Bellini Preserve (±300 feet away)
    Western side of the Lake Marion Creek Drive & Pine Street intersection .:. Poinciana, FL 34759

    The Outerbanks (0.8 miles away)
    The western end of Indian Creek Drive .:. Poinciana, FL 34759

    Lil Halibut Park (1.6 miles away)
    1681 Halibut Road .:. Poinciana, FL 34759

30. *Educational Facilities*
    Lake Marion Creek Middle School (0.8 miles away)
    3055 Lake Marion Creek Road .:. Poinciana, FL 34759

    Laurel Elementary School (1.9 miles away)
    1851 Laurel Avenue .:. Poinciana, FL 34759

    Palmetto Elementary School (6.8 miles away)
    315 Palmetto Street .:. Poinciana, FL 34759

31. *Health Care*
    HCA Florida Poinciana Hospital (8.5 miles away)
    325 Cypress Parkway .:. Kissimmee, FL 34759

Central Florida Health Care – Haines City (9.4 miles away)
705 Ingraham Avenue .:. Haines City, FL 33844

Osceola Community Health Services at Poinciana (9.5 miles away)
109 North Doverplum Avenue .:. Poinciana, FL 34758

32. *Fire Protection*
Polk County Fire Rescue Station #46 (3.2 miles away)
9500 Marigold Avenue .:. Kissimmee, FL 34759

Polk County Fire Rescue Station #13 (6.0 miles away)
2021 Watkins Road .:. Haines City, FL 33844

Polk County Fire Rescue Station #37 (8.9 miles away)
1201 Cypress Parkway .:. Poinciana, FL 34759

33. *Police Protection and Security*
Davenport Police Department (11.2 miles away)
16 West Bay Street .:. Davenport, FL 33837

Haines City Police Department (11.2 miles away)
35400 US-27 .:. Haines City, FL 33844

Lake Hamilton Police Department (11.8 miles away)
100 Smith Avenue .:. Lake Hamilton, FL 33851

34. *Emergency Medical Services (EMS)*
Polk County Fire Rescue Station #30 (9.1 miles away)
901 Ledwith Avenue .:. Haines City, FL 33844

Florida Association of EMT's & Paramedics (13.9 miles away)
306 Lake Charles Drive .:. Davenport, FL 33837

Metro EMS Ambulance Services (16.0 miles away)
4221 Hammond Drive .:. Winter Haven, FL 33881

35. *Solid Waste*
Trash Out Pros (1.6 miles away)
117 Herring Lane .:. Poinciana, FL 34759

Omni Waste of Polk, LLC (13.3 miles away)
3000 Bannon Island Road .:. Haines City, FL 33844

Florida Refuse Services Inc. (9.7 miles away)
36 South 6th Street .:. Haines City, FL 33844

36. *How may this request contribute to neighborhood needs?*
The commercial retail use is anticipated to serve all residencies located in the surrounding communities.

LDCU-2025-28 - Dollar General Store 31762

Menu Reports Help

Application Name: Dollar General Store 31762

File Date: 09/02/2025

Application Type: PC-Conditional Use-New Or Mobile Home

Application Status: Approved For Hearing

Application Comments:

View ID	Comment	Date

Description of Work: Construction of a 10,640 SF commercial retail establishment which will propose on-site storm water management and will connect to public water and sewer.

Application Detail: Detail

Address: PINE ST, HAINES CITY, FL 33844

Parcel No: 282803934760086010

Owner Name: K&M HOMES INVESTMENTS INC

Contact Info:

Name	Organization Name	Contact Type	Contact Primary Address	Status
Steve Sloan	Sloan Engineeri...	Engineer	Mailing, P.O. Box 253 ...	Active

Licensed Professionals Info:

Primary	License Number	License Type	Name	Business Name	Business License #

Job Value: $0.00

Total Fee Assessed: $4,473.00

Total Fee Invoiced: $4,473.00

Balance: $0.00

Custom Fields: LD_GEN_PUB

PUBLIC HEARINGS

Development Type
Planning Commission

Application Type
Conditional Use
New

Brownfields Request

Affordable Housing

GENERAL INFORMATION

Expedited Review

Number of Lots

Will This Project Be Phased

Acreage
1.579

DRC Meeting
10/30/2025

DRC Meeting Time

Rescheduled DRC Meeting

Rescheduled DRC Meeting Time

Green Swamp
No

Number of Units

Is this Polk County Utilities

Is this Application a result of a Code Violation
No

Case File Number

One Year Extension

FS 119 Status
Non-Exempt

Code Violation Case Number

ADVERTISING

Legal Advertising Date

BOCC1 Advertising Date

BOCC2 Advertising Date

Advertising Board
Planning Commission

MEETING DATES

Community Meeting

Planning Commission Date
01/07/2026

Land Use Hearing Officer 3

1st BOCC Date

2nd BOCC Date

LUHO-Level 3

HEARING

PC Hearing Results

PC Vote Tally

BOCC 1st Hearing Results

BOCC 1st Vote Tally

BOCC 2nd Hearing Results
–

BOCC 2nd Vote Tally
–

FINAL LETTER

Denovo Appeal
–

Denovo Results
–

Denovo Tally
–

LD_GEN_PUB_EDL

Opening DigEplan List...

DigEplan Document List
–

PLAN REVIEW FIELDS

TMPRecordID
POLKCO-25EST-00000-53265

DocumentGroupforDPC
DIGITAL PROJECTS LD

RequiredDocumentTypes
–

RequiredDocumentTypesComplete
Yes

AdditionalDocumentTypes
Applications,AutoCad File,Binding Site Plans (PDs and CUs),CSV,Calculations,Correspondence,Design Drawings,Flood/Traffic Studies,Impact Statement,Inspections,Miscellaneous,Plats,Record Drawings,Response Letter Resubmittal Complete,Staff Report/Approval Letter,Survey,Title Opinion

Activate DPC
Yes

Activate FSA
Yes

DigitalSigCheck
Yes

PLAN UPLOAD ACKNOWLEDGEMENT

Upload Plans Acknowledgement
√

SELECTED AREA PLANS

Selected Area Plans

LAND USE

Selected Area Plan **LU Code**

DEVELOPMENT AREA

Development Area

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board	Number of Boards (Number)	Number of Mailers (Number)	Date Mailed	Date Posted	NOR
PC	2			12/23/2025	

Workflow Status:

Task	Assigned To	Status	Status Date	Action By
Application Submittal	Lyndsay Rathke	Application ...	09/11/2025	Lyndsay Rathke
Engineering Review				
Fire Marshal Review	Kim Turner	Approve	09/11/2025	Kim Turner
Planning Review	Aleya Inglima	Approve	09/24/2025	Aleya Inglima
Surveying Review	Mike Benton	Not Required	10/01/2025	Mike Benton
School Board Review	School District	Not Required	09/11/2025	School District
Roads and Drainage Review	Phil Irven	Approve	09/11/2025	Phil Irven
Review Consolidation	Lyndsay Rathke	Approved for...	10/01/2025	Margo White
Staff Report				
Public Notice				
Hearing				
BOCC Hearing				
Final Letter				
Archive				

Condition Status:

Name	Short Comments	Status	Apply Date	Severity	Action By

Scheduled/Pending Inspections:

Inspection Type	Scheduled Date	Inspector	Status	Comments

Resulted Inspections:

Inspection Type	Inspection Date	Inspector	Status	Comments

POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDCU-2025-28 (Pine Street Retail)

Applicant: Sloan Engineering

Property Owner: K&M Homes Investments Inc.

Hearing Date: January 7, 2026

I. Request:

The applicant is requesting Conditional Use (CU) approval for a 10,640 sq. ft. commercial retail establishment.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:

    a. Whether the proposed development is consistent with all relevant requirements of this Code;
    b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
    c. Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and
    d. How the concurrency requirements will be met if the development was built.

2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.

3. The Application is consistent with all applicable policies of the Comprehensive Plan.

4. The Application is compatible with surrounding uses and the general character of the area.

5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 7th day of January **2026**, by the Polk County Planning Commission.

Polk County Planning Commission **ATTEST:**

By: _____ By: _____
Merle Bishop, Chair Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

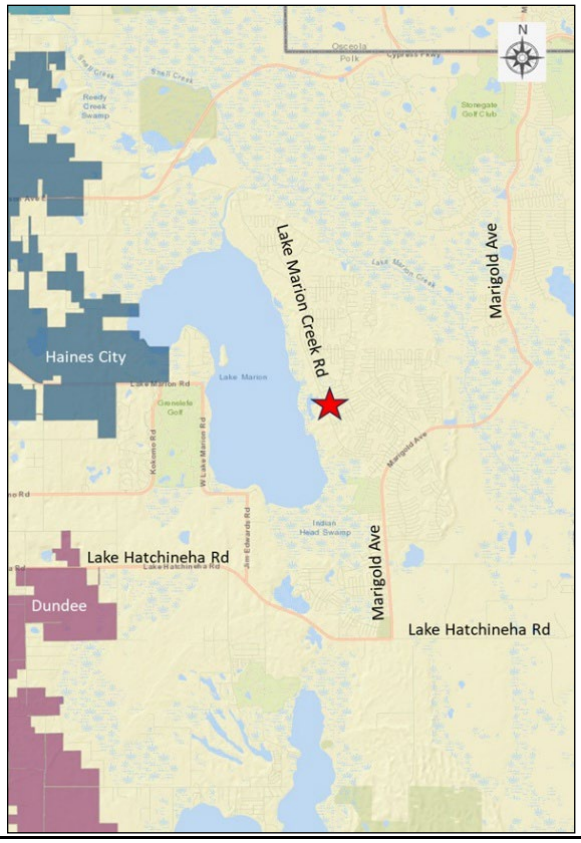
Exhibits to Planning Commission's Order
Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File
Erin Valle, Clerk of Court (under separate cover)

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	October 30, 2025
Planning Commission Date:	January 7, 2026
BoCC Dates:	N/A
Applicant:	Sloan Engineering
Level of Review:	Level 3 Review, Conditional Use
Case Number and Name:	LDCU-2025-28 Pine Street Retail
Request:	The applicant is requesting Conditional Use (CU) approval for a 10,640 sq. ft. commercial retail establishment.
Location:	East side of Lake Marion Creek Drive, south side of Pine Street, west of Hemlock Avenue, north of Marigold Avenue, east of the City of Haines City, in Section 03, Township 28, Range 28
Property Owner:	K&M Homes Investments Inc.
Parcel Size:	±1.58 acres (282803-934760-086010)
Development Area/Overlays:	Utility Enclave Area (UEA)
Future Land Use:	Convenience Center (CC)
Nearest Municipality	Haines City
DRC Recommendation:	Approval
Planning Commission Vote:	Pending

Location



2023 Aerial



Summary of Analysis:

LDCU-2025-28 is a Conditional Use (CU) request for a 10,640 sq. ft. commercial retail establishment that involves establishing a general mercantile on approximately 1.58 acres. The site is within the Utility Enclave Area (UEA) in Poinciana Village 7, Neighborhood 5. In the 1981 Poinciana Master Plan, this property was designated as "Church." The original map, a 14± acre tract on the northwest corner of Lake Marion Creek Drive and Pine Street was designated as Commercial. This area was intended for residential support commercial uses. The site sits at the intersection of two Urban Collector roads and has access to available infrastructure with water and sewer.

To date, retail development within this area is extremely limited. LDCPAS-2025-25 was approved December 16, 2025, to change the Future Land Use Designations on the subject parcel from Pre-Development of Regional Impact (Pre-DRI) to Convenience Center (CC). According to Chapter 2, table 2.1 of the Land Development Code (LDC) "Retail Stores less than 10,000 sq. ft." are "P" permitted in the CC land use. However, the request is over 10,000 sq. ft. which requires "C3" approval from the Planning Commission. The immediate area is primarily residential with a gas station and convenience store nearby. The nearest general mercantile retail store is approximately 2.6 miles away on Bayberry Street. Locating these services closer to existing neighborhoods will provide an opportunity to shorten vehicular trips and relieve congestion on the local roadways. Potable water and wastewater services will be provided by the Toho Water Authority. The proposed development will be minimum 50 feet away from nearest residential home and buffered. Staff recommends approval.

Findings of Fact

- *LDCU-2025-28 is a Conditional Use request for a 10,640 sq. ft. commercial retail establishment on Parcel No. 282803-934760-086010 (+/- 1.58 acres) within a Convenience Center (CC) land use district in the Utility Enclave Area (UEA).*

- *LDCPAS-2025-25 was approved December 16, 2025, to change the Future Land Use Designations from Pre-Development of Regional Impact (Pre-DRI) to Convenience Center (CC).*

- *According to SECTION 2.130-A: POINCIANA (PRE-DRI #1) of the Comprehensive Plan, "The Poinciana development contains approximately 47,000 acres located in Polk and Osceola counties. The project is a multi-use development proposed to contain single-family, multi-family, commercial, industrial, institutional, and open space/recreation uses within 8 villages, 9 estate areas, and 6 office/industrial parks. Located in Polk County are Villages 3, 4, 6, 7, and 8. The Poinciana development received approval by Polk County in 1971 as a Planned Unit Development (PUD 71- 10)."*

- *Parcel #282803-934760-086010 is located within Poinciana Village 7, Neighborhood 5 and was designated for "Church" in the 1981 Poinciana Master Plan.*

- *The site is within a Utility Enclave Area (UEA). According to SECTION 2.107-A1 of the Comprehensive Plan, "UEAs shall be those areas within the County which have developed at urban or suburban densities with County-owned, municipal or County-franchised potable-water systems, and centralized public sewer facilities, or private sewer system in excess of*

400,000 GPD. UEAs are typically lacking the full complement of other urban services typically found in the Transit Supportive Development, Urban Growth, or Suburban Areas."

- *The purpose of the Convenience Center (CC) land use district is to provide for the convenience shopping needs of residents within an immediate surrounding area. The CC district permits nonresidential uses such as offices, convenience stores, gas stations, dry cleaners and community facilities.*

- *"Retail, Less than 10,000 sq. ft." is a "P" permitted use, according to Table 2.1 of the LDC.*

- *The subject site is served by the Toho Water Authority for potable water and wastewater. The site will have access to water and wastewater lines.*

- *The subject property is not located within an Airport Impact Zone.*

  The soil types for the site are Tavares fine sand and Astatula sand.

- *Direct ingress/egress to the development is proposed from Lake Marion Creek Dr (8214N/S). Lake Marion Creek Dr is listed as a 20-foot wide paved Urban Collector (UC) in Polk County's Road Inventory.*

- *The maximum Impervious Surface Ratio (ISR) is 0.70 per Table 2.2 of the LDC by right in CC land use districts, and the maximum Floor Area Ratio (FAR) is 0.25. Side and rear setbacks are fifteen (15) feet, and the setback from the right-of-way of a Collector roadway is 35 feet*

- *There are sidewalks that run north to south along Lake Marion Creek Drive, fronting the subject site as well as along the north side of Pine Steet fronting the subject site.*

- *Fire and ambulance response is from Fire Station 46, located at 9500 Marigold Ave, Kissimmee, FL 34759.*

- *Sheriff's response to the site is served by the Northeast District, located at 1100 Dunson Road, Davenport. The response times for December 2025 were: P1-10:30 minutes, P2-26:38 minutes.*

- *The zoned schools for the site are Laurel Elementary, Lake Marion Creek Middle, and Haines City Senior High schools.*

- *The nearest neighborhood park is Lil Halibut Park 1.6 miles east of the site and the nearest regional Park is Poinciana Community Park 4.0 miles to the south of the subject site.*

- *The environmental land that is closest to the subject site is Bellini Preserve.*

- *The site does not contain wetlands or flood zones.*

- *The site is not within a well-field protection district.*

- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of endangered species.*

- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.*

- *The site is located within the Polk Green Potential Network Connections District. Adjacent to the west of the site, Polk County has in excess of 280 acres of land under a conservation Easement as recorded in OR Book 12845, Page 0260.*

- *The closest mass transit is Citrus Connection Line 603, the Southwest Poinciana line with the closest stop at Coyote Road and Bobcat Court approximately 5.9 miles northeast of the site.*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."*

- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.107 UTILITY ENCLAVE AREAS (UEA); and OBJECTIVE 2.110-C: CONVENIENCE CENTERS of the Comprehensive Plan.*

- *This request has been reviewed for consistency with Section 303 of the LDC.*

CONDITIONS OF APPROVAL

Based upon the findings of fact, the Development Review Committee recommends APPROVAL of LDCU-2025-28 with the following Conditions:

1. LDCU-2025-28 is approved for 10,640 sq. ft. commercial retail establishment on Parcel # 282803-934760-086010 as indicated in the site plan and staff report. Any modifications to LDCU-2025-28, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.

2. The proposed building shall be designed and constructed to contain additional/enhanced architectural design standards. Building facades directly facing arterial or collector roadways may not include a metal panel exterior finish & must incorporate at least three (3) of the following architectural elements:

    - Changes in texture/finish across the facade (i.e., stucco to block);
    - Changes in texture/finish across a minimum of 25% of the sides of the building (i.e. stucco to block)
    - Roof line changes or varying parapet height;
    - Pitched or sloped roof entry feature (may be accomplished via a parapet wall);
    - Facade landscaping, min. 5' & width;
    - Awnings;
    - Faux Windows w/ shutters;

- Columns or pilasters.

Items such as a pitched roof, exterior trim, and additional façade treatments are examples of additional/enhanced design standards. The building's architectural design shall be reviewed by staff as part of the Level 2 process, and such approval shall not be unreasonably withheld.

3. In lieu of a Free-Standing Sign, only a Monument Sign shall be permitted for non-building related signs for this Conditional Use.

4. No development orders or development permits may be issued or commence until LDCPAS-2025-25 becomes effective.

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: Polk County Bellini Preserve	**North:** Pre-DRI Vacant	**Northeast:** Pre-DRI Single family homes
West: Polk County Bellini Preserve	**Subject Property:** Convenience Center (CC) Vacant	**East:** Pre-DRI Single family homes
Southwest: Polk County Bellini Preserve	**South:** Pre-DRI Single family homes	**Southeast:** Pre-DRI Single family homes

Source: Polk County Geographical Information System and site visit by County staff

The adjacent lots are within Pre-DRI land use districts and are occupied with site-built single-family homes. LDCPAS-2025-25 was approved December 16, 2025, to change the Future Land Use Designations from Pre-Development of Regional Impact (Pre-DRI) to Convenience Center (CC).

Compatibility with the Surrounding Land Uses and Infrastructure:

A. Land Uses:

> **The LDC defines compatibility as "*A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"**

Comprehensive Plan POLICY 2.102-A2 states, "Land shall be developed so that adjacent uses are compatible with each other." In terms of compatibility between uses, the details of the site plan in relation to the existing conditions of surrounding development make this project a fit at this location and is consistent with the above policy. Convenience Centers are to be located in the UEA. They must also be located at the intersections of arterial and/or collector roads. Retail stores are complementary to residential neighborhoods as they provide services to the immediate area. This is a small variance from what is allowed by right. The proposed non-residential structure will be located along Pine Street and Lake Marion Creek Drive and will be well-buffered from the neighborhood to the south and east. Additionally, a Type "A" landscape buffer will be required along the road frontage of the subject site. Section 220 requires a 50-foot setback for buildings and dumpsters abutting residential properties. Enhanced landscaping and shielded lighting will be required.

B. Infrastructure:

The subject site is within the Toho Water Authority Service Area. The site will have access to water and wastewater lines. This was confirmed by the Service Area Map on the Toho Water Authority website and a representative that was reached via phone. The roads that access the site, Lake Marion Creek Drive and Pine Street, are both Urban Collectors, have available capacity and are in Fair condition. Mass transit is not available nearby, and there is not a stop nearby to the site. The closest mass transit is Orlando Metro Lynx, with the closest stop at Coyote Road and Bobcat Court approximately 5.9 miles northeast of the site. Public safety response times are normal for this part of the County. School capacity is not anticipated to be an issue with the cite to develop with commercial use. The request is compatible with the available infrastructure.

Nearest and Zoned Elementary, Middle, and High School

The property is zoned for Laurel Elementary, Lake Marion Creek Middle, and Haines City Senior High. However, the applicant does not need to address School Board capacity for the anticipated project. The proposed retail is not expected to have any impact on school concurrency as the use will not generate the need for children to attend school. Therefore, the proposed use is not likely to have any adverse impacts upon school operations.

Table 2

Name of School	Distance from subject site
Laurel Elementary School	±1.9 miles driving distance
Lake Marion Creek Middle School	±0.8 miles driving distance
Haines City High School	±9.0 miles driving distance

Source: Polk County GIS

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is from Polk County Fire Rescue Station 46, located at 9500 Marigold Avenue, Kissimmee, FL. The travel distance is approximately 3.2 miles from the site with an average response time of 7-9 minutes. This is a plus because fire rescue and emergency medical services are the most utilizes services of event facilities. A fire hydrant may be required during Level 2 review based upon site improvement factors.

Sheriff's response to the site is served by the Southeast District, located at 4011 Sgt. Mary Campbell Way, Lake Wales. Response times for SE in December 2025 were: Priority 1 Calls – 14:17 and Priority 2 Calls – 34:37. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. Sheriff's response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Marigold Sheriff Command Center (9500 Marigold Avenue, Poinciana)	±3.9 miles	Priority 1 – 14:17 Priority 2 – 34:37
Fire **EMS**	Station #46 (9500 Marigold Avenue, Kissimmee, FL)	±3.2 miles	7-9 minutes

*Source: Polk County Sheriff's Office and Public Safety *Response times are based on when the station receives the call, not from when the call is made to 911.*

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

The site will have access to water and wastewater lines as all of the surrounding sites developed will also have access. There is a 12-inch potable water main stubbed out, approximately 975 feet north of Pine Street at the intersection of Lake Marion Road and Silver Glen Road. There is a 6-inch sewer force main along the southern boundary of the site. Retail creates 0.15 GPD per square foot for potable water and 80% for wastewater.

Table 4

Subject Property	**Estimated Impact Analysis**		
1.58± acres CC	**Demand as Currently Permitted CC**	**Maximum Permitted in the District CC**	**Proposed Plan**
Permitted Intensity	Retail, Less than 10,000 sq. ft.	Retail, 17, 206 sq ft	Retail, 10,640 sq ft
Potable Water Consumption (GPD)	1,500 GPD	2,581 GPD	1,596 GPD
Wastewater Generation (GPD)	1,200 GPD	2,065 GPD	1,277 GPD

Source: Polk County Concurrency Manual & Polk County Utilities

B. Available Capacity:

Information is not available for capacity as the water and wastewater are handled by Toho Water Authority.

C. Planned Improvements:

Staff is unaware of any improvements that will provide or alter services to this site.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT)- the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4-7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south). The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion). This project is not expected to have a significant influence on the capacity of the nearest relevant road links.

A. Estimated Demand:

Table 5, to follow, provides the current demands for the parcel with permitted uses and the demand for the proposed use. Discount Store ITE code has 44.72 AADT per 1,000 sq. ft and 4.86 PM Peak.

Table 5

Permitted Intensity	**Demand as Currently Permitted**	**Proposed Plan**
1.58± acres CC	Retail, less than 10,000 sq ft	Retail, 10,640 sq. ft.
Average Annual Daily Trips (AADT)	447	476
PM Peak Hour Trips	49	52

As Table 5 demonstrates, the traffic generated from this project is anticipated to be more than 50 AADT. 52 trips will take place during the peak hours and will be dispersed between Lake Marion Creek and Pine Street. A Minor Traffic Study will be required during the Level 2 Review process.

B. Available Capacity:

The roads surrounding the subject site have sufficient PM Peak capacity available for a commercial development. On the norther side of Pine Street is an area of residential use that is continuing the residential development for the area. The table after this paragraph provides the current PM Peak Hour capacities of the nearby road links. It is also relevant to consider that the subject site is abutting residential development to the north, east and south. These developments will have a significant impact on the road links.

Table 6: Roadway Link Concurrency

Link #	Road Name	Lane Type*	Current LOS	Available Peak Hour Capacity	Minimum LOS Standard	Project 5 Year LOS
8214N 8214S	Lake Marion Creek Dr Poinciana Pkwy to Cypress Pkwy (CR580).	2U UC	C	464 454	D	C

*Source: Polk County Transportation Planning Organization, 2025 Roadway Network Database January 2025. *2U means two lane undivided, UC means Urban Collector*

C. Roadway Conditions:

The condition of Lake Marion Creek Drive is currently Fair. The condition of the roadways and the LOS change over time. The conditions are addressed when development accesses a road during the Level 2 Review. LOS is a tool that can limit the intensity of a development.

D. Sidewalk Network:

There are sidewalks that run north to south along Lake Marion Creek Drive fronting the subject site. Pine Street has a sidewalk on the north side; however, on the south side fronting the site does not have a sidewalk. Sidewalks will be required per LDC Section 707. Pedestrian lighting will be required at vehicular entrances.

E. Planned Improvements:

There are plans to widen and improve Lake Marion Creek Drive, and a plan in place to widen Marigold Avenue from Cypress Parkway to Palmetto Street. Also, Cypress Parkway will be widened from Power Line Road to West Solivita Boulevard.

F. Mass Transit

The closest mass transit is Citrus Connection Line 603, their Southwest Poinciana line with the closest stop at Coyote Road and Bobcat Court approximately 5.9 miles northeast of the site.

Park Facilities and Environmental Lands:

The following analysis is based on public recreation facilities.

A. Location

The nearest neighborhood park is the Lil Halibut Park 1.6 miles east of the site, and the nearest regional park is Poinciana Community Park, 4.0 miles to the south of the subject site

B. Services

Lil Halibut Park has a tot lot and playground. Poinciana Community Park has a walking path, a playground, baseball fields, a cricket pitch and basketball parks. There are also multipurpose fields, a pavilion that can be rented, and league play. Additionally, a dog park features separate areas for large and small dogs, agility equipment, water fountains and shaded areas for humans.

C. Multi-use Trails

The closest hiking trail is in the Bellini Reserve which is 200 feet to the west of the subject site.

D. Environmental Lands

This site contains no County-owned environmental lands. The closest environmental land to the site is the Bellini Reserve just west of the subject site.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area of the County at this time.

Environmental Conditions

The following environmental conditions apply to the subject site.

A. Surface Water:

There is no surface water on the subject site. The site's elevation is relatively flat with an elevation of 84 feet at the right-of-way boundary and 87 feet near the center of the site. There are no surface waters on the site.

B. Wetlands/Floodplains:

The subject site is not located within a floodplain and has no wetlands indicated.

C. Soils:

The subject site is comprised of a mix of soil types as listed in Table 7 following this paragraph. According to the soil survey of Polk County, the site soils have limitations for septic tank absorption. However, the site will be able to connect to Toho wastewater lines, so this should not be an issue

Table 7

Soil Name	Small Commercial Buildings	% of Site *(approximate)*
Tavares fine sand, 0-5% slopes (15)	Slight	70%
Astatula sand, 0 to 5 percent slopes	Slight	30%

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service, 1985

D. Protected Species

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File.

F. Wells (Public/Private)

This site is not within any of the County's Wellhead Protection Districts.

G. Airports:

The site is not within any Airport Impact Zones.

Economic Factors:

The existing conditions of surrounding development make this project a fit at this location. Convenience Centers are to be located at the intersections of arterial and/or collector roads. Retail stores are complementary to residential neighborhoods. The value of retail close to residential reduces traffic, promotes walkability, and provides grocery and general mercantile to the general area.

Consistency with the Comprehensive Plan and Land Development Code:

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 7 in accordance with Section 906.D.7 of the Land Development Code.

Table 8

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	*Yes, this request is consistent with the LDC, specifically Table 2.1 which permits this use upon completion of a Level 3 Review. These can be found in the Findings of Fact on Pages 2-5 of the staff report.*
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	*Yes, this request is consistent with the Comprehensive Plan.*
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	*Yes, the request is compatible with surrounding uses and the general character of the area. See Page 6 of this staff report for data and analysis on surrounding uses and compatibility.*
How the concurrency requirements will be met if the development were built.	*This request will not require concurrency determinations from utilities, the School Board, or TPO. The impact on public services can be found in the analysis found on Pages 6-7 of the staff report and waiver requirements in the Conditions of Approval.*

Comments from other Agencies: None

Exhibits:

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Image (Context)
Exhibit 4	Aerial Image (Close)
Exhibit 5	Site Plan



LOCATION MAP



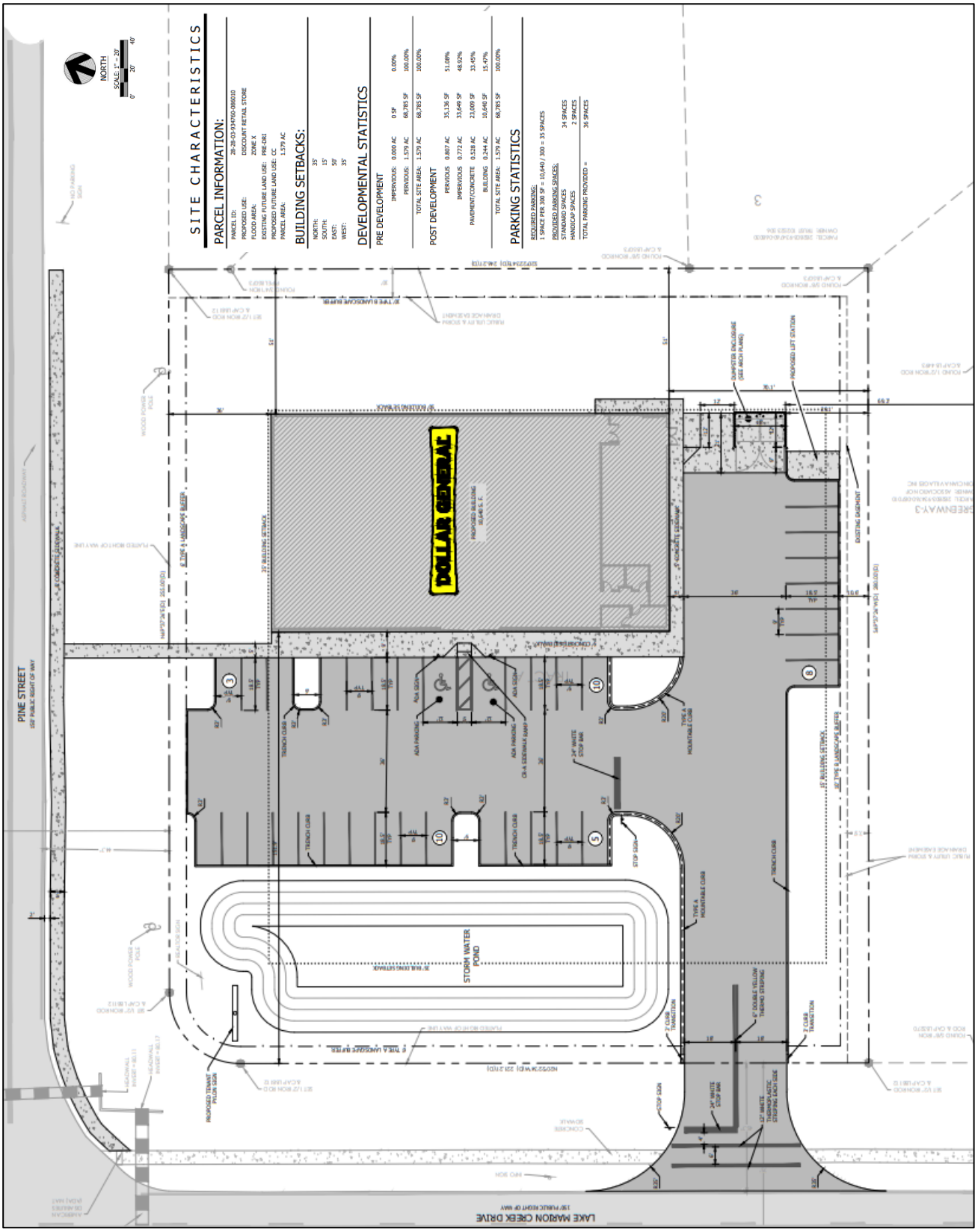
FUTURE LAND USE



2023 AERIAL PHOTO (Context)



2023 AERIAL PHOTO (Close-Up)


SITE CHARACTERISTICS
PARCEL INFORMATION:
PARCEL ID: 28-28-02-9345I0-0B0010
PROPOSED USE: DISCOUNT RETAIL STORE
FLOOD AREA: ZONE X
EXISTING FUTURE LAND USE: PRC-DR1
PROPOSED FUTURE LAND USE: CC
PARCEL AREA: 1.579 AC
BUILDING SETBACKS:
NORTH: 35'
SOUTH: 15'
EAST: 50'
WEST: 35'
DEVELOPMENTAL STATISTICS
PRE DEVELOPMENT
IMPERVIOUS: 0.000 AC 0 SF 0.00%
PERVIOUS: 1.579 AC 68,785 SF 100.00%
TOTAL SITE AREA: 1.579 AC 68,785 SF 100.00%
POST DEVELOPMENT
PERVIOUS 0.807 AC 35,136 SF 51.08%
IMPERVIOUS 0.772 AC 33,649 SF 48.92%
PAVEMENT/CONCRETE 0.528 AC 23,009 SF 33.45%
BUILDING 0.244 AC 10,640 SF 15.47%
TOTAL SITE AREA: 1.579 AC 68,785 SF 100.00%
PARKING STATISTICS
REQUIRED PARKING:
1 SPACE PER 300 SF = 10,640 / 300 = 35 SPACES
PROVIDED PARKING SPACES:
STANDARD SPACES 34 SPACES
HANDICAP SPACES 2 SPACES
TOTAL PARKING PROVIDED = 36 SPACES
NORTH
SCALE: 1" = 20'
DOLLAR GENERAL
PROPOSED BUILDING 10,640 S. F.
STORM WATER POND
DUMPSTER ENCLOSURE (SEE HIGH PLANS)
PROPOSED LIFT STATION
EXISTING EASEMENT
PINE STREET
LAKE MARION CREEK DRIVE

SITE PLAN

Agenda Item 4. 1/7/2026

SUBJECT

LDCU-2025-33 (CU 00-27M Modification)

DESCRIPTION

Matt Mouncey requests a Major Modification to existing Conditional Use (CU) 00-27M for a ±70.00 acre expansion of non-phosphate mining. The expansion is to allow an increase in depth of mining activity and mining method (hydraulic dredging) in a portion of the approved mine and add a sand processing plant with ancillary infrastructure on site. The subject site is located north of Scenic Highway, south of State Road 60, east of US Highway 27, west of Walk in Water Road in Section 17, Township 30, Range 28.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

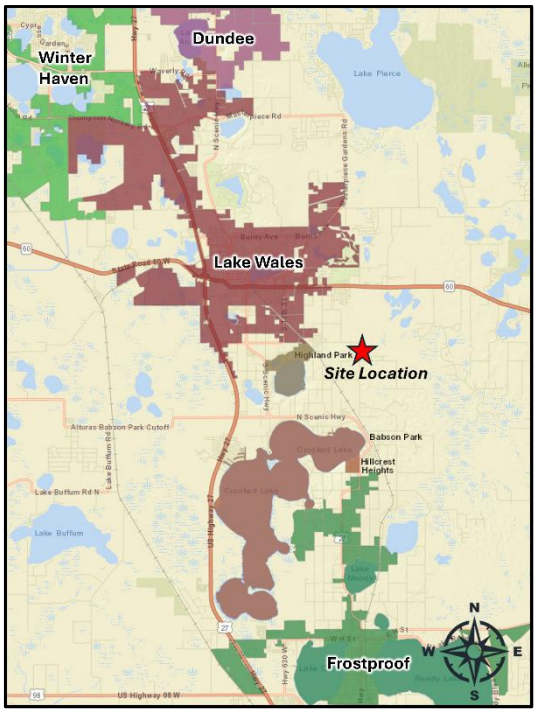
Kyle Rogus, Planner II
Land Development Division
863-534-7553
kylerogus@polkfl.gov

POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT

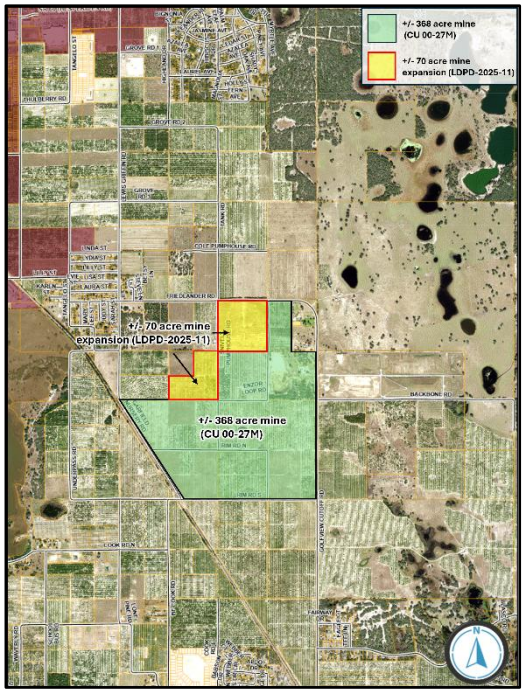
DRC Date:	October 30, 2025	**Level of Review:**	Level 3 Review
PC Date:	January 7, 2026	**Type:**	Conditional Use Approval
BoCC Date:	N/A	**Case Numbers:**	LDCU-2025-33
		Case Name:	CU-00-27M Modification
Applicant:	Matt Mouncey	**Case Planner:**	Kyle Rogus, Planner II

Request:	The applicant is requesting a Major Modification to existing Conditional Use (CU) 00-27M for a ±70.00 acre expansion of non-phosphate mining. The expansion is to allow an increase in depth of mining activity and mining method (hydraulic dredging) in a portion of the approved mine and add a sand processing plant with ancillary infrastructure on site.
Location:	The subject site is located north of Scenic Highway, south of State Road 60, east of US Highway 27, west of Walk in Water Road in Section 17, Township 30, Range 28.
Property Owner:	Highland Sand LLC
Parcel Number (Size):	±70.00 acres Parcel IDs (#283017-000000-023000 and 283017-000000-021020)
Future Land Use:	Agricultural/Residential Rural-X (A/RRX)
Development Area:	Rural Development Area (RDA)
Selected Area Plan:	Southeast Polk Selected Area Plan (SAP)
Nearest Municipality:	Lake Wales (± 0.75 miles northwest)
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Public Hearing

Location Map



2025 Satellite Photo (Context)



Summary of Analysis:

The applicant is requesting approval for an expansion of an existing non-phosphate mine (Highland Sand Mine) on approximately ±70 acres with approximately 342 acres already approved for excavation. This can be valuable as the material can be utilized in a variety of construction projects. This area has long been used for mining activity. The original sand mine was approved for ±40.00 acres in February 6, 2000 and later underwent a modification (CU 00-27M) to add an additional ±322 acres in April 8, 2008 after it received approval from the Planning Commission. With Planning Commission Approval, the sand mine will total approximately 432 acres.

A portion of the mining process will be a "wet mine" to the north of the site consisting of one mine lake area where the excavated materials or "slurry" will be dredged pumped internally to an onsite processing plant to be washed, sized, and stockpiled. The sand will subsequently be removed for construction activities elsewhere. Hauling activities are planned for the hours of 5 a.m. to 6 p.m. Monday through Saturday, with mining operations on a continual basis. Employee and delivery traffic will only enter and exit the facility through access on Golfview Cutoff Road. The mining area is in an Agricultural/Residential Rural (A/RR) land use district. Per Policy 2.125-A2 of the Comprehensive Plan, the specialized use of non-phosphate mining is authorized in all land use locations. The total life of the mine is anticipated to last until 2035 with County approval with the reclamation process occurring after.

LDC Section 303 states mining activity must be setback 100 feet from property lines and road right-of-way lines. All mining activity and facilities shall also be prohibited within 200 feet from any residential dwelling unit and platted residential subdivision. The nearest homes are about 102 feet to the north and 20 feet to the west (Exhibit 4) from the previous approved expansion in April of 2008. A 200-foot setback, as shown on the mine plan, is required. An additional perimeter berm is proposed, spanning approximately 50 feet wide at the base and 10 feet wide at its 6-foot peak.

The applicant has submitted the requisite documents for approval, including an operation mine plan, reclamation plan, and post-closure plan. The decision to permit the mining activity is based on an evaluation of the compatibility of the use with surrounding land uses and the ability to mitigate adverse impacts, including noise, visual, airborne, and waterborne pollutants, and traffic impacts. The applicant has demonstrated a plan to address these standards to satisfaction. The proposed use has little need for urban services other than fire rescue and transportation access, both of which are available to the subject site. The roadway system is adequate for the traffic, and the project site is close to State Road 17 (SR 17). According to the submitted application, there will be one (1) access point directly from Golfview Cutoff Road (Exhibit 5). Trucks would then proceed south to SR 17. The traffic circulation plan estimates 90% of the truck traffic will head west on SR 17 where 60% will travel north along US 27 and the remaining 30% will travel south. It is estimated that there will be a maximum output of 536 trucks per day entering and exiting the site. This is equivalent to approximately one (1) truck every two (2) minutes taking loading time into consideration. During the AM peak hours between 7 AM and 9 AM, an estimated 38 trucks will enter, and 28 trucks will exit the facility. It is assumed all 10 employees will enter during the AM peak hour. During the PM peak hours between 4 PM and 6 PM, an estimated one (1) truck will enter, six (6) trucks and 10 employees will exit the facility, The site operations and maximum operating capacity will produce 76 AM peak hour trips and 17 PM peak hour trips. Staff has recommended conditions on roadway maintenance. The applicant's Impact Assessment Statement (IAS) indicates there are no wetlands or floodplains within the mine area.

Further environmental studies, access management, final engineering, landscaping and buffering will be reviewed during the Level 2 Review process. After reviewing all the relevant facts, staff

recommends approval. The request is compatible with surrounding uses and with the objectives and policies of the LDC and Comprehensive Plan.

Findings of Fact

- *LDCU-2024-33 is a Conditional Use (CU) approval for Non-Phosphate Mining on approximately ±70 acres within the Agricultural Residential Rural-X (A/RRX) land use district, the Southeast Polk Selected Area Plan (SAP), and the County's Rural Development Area (RDA).*

- *Per Chapter 4, Table 401.08.01 of the Land Development Code (LDC), "Mining, Non-Phosphate" in A/RR requires a Level 3, Conditional Use (CU) approval from the Planning Commission.*

- *Per Chapter 2, Section 204.A of the LDC, the purpose of the Agricultural/ Residential Rural (A/RR) district is to "provide lands for the continuation of productive agricultural uses and to provide for very low-density residential development within unincorporated rural areas. The A/RR district permits agricultural activities, agricultural support facilities, multi-family dwelling units, farm labor housing, group living facilities, and community facilities."*

- *LDC Chapter 10 defines Mining, Non-Phosphate as "extraction of limerock, sand, peat, clay, and soil from the earth for commercial purposes. The term also includes the reclamation of previously mined land; accessory transporting, washing, storage, drying, grinding, and shipping of mined materials; and all other accessory activities reasonably related to the mining process, but not chemical processing."*

- *According to POLICY 2.108-A1 of the Polk County Comprehensive Plan, the Rural Development Area (RDA) is an area "characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments."*

- *The Planning Commission voted in 2008 to approve a conditional use modification for an approximate 322-acre expansion of the existing 40-acre Highland Sand Mine operation (CU 00-27M). The following were the conditions of that approval:*

  "i. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to access points, mine depth or acreage shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.

  ii. All vehicle trips to the west shall travel south on Golfview Cutoff Road to Scenic Highway. There shall be no truck traffic accessing Lily Street or any street within the Highland Park Manor subdivision with exception of Lewis Griffin Road.

  iii. A sufficient application for Level 2 Review shall be submitted no later than the end of business on April 9, 2011 (three years); otherwise this conditional use approval shall be deemed null and void.

  iv. the hours of operation shall be no more than Monday thru Saturday, 6:00 am to 6:00 pm.

v. Mining may continue until April 9, 2038. However, all mining including reclamation shall conclude by end of business on April 9, 2038.

- *Per POLICY 2.108-A3.c of the Comprehensive Plan, Phosphate Mining shall be permitted within Rural-Development Areas. POLICY 2.125-A2 specifically outlines non-phosphate mining may be permitted in all land use locations.*

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

  a. All activities within lands designated as PM shall be conducted in a manner that will minimize adverse effects upon water quality, fish and wildlife, and adjacent land uses.

  b. All mining activities shall require approval through the County's development review procedures. ***This review will require the approval of a "Conceptual Mine Plan," which shall include, at a minimum:***

  1. *a "**Mine-Area Map**" to include, at a minimum, the locations of the mine boundaries, public rights-of-way, existing structures, and environmental features (e.g. topography, watersheds, and any endangered wildlife habitats);*
  2. *a "**Mine-Area Layout**" to include, at a minimum, planned locations for beneficiation operations, waste-storage areas, and any proposed permanent structures and/or roads;*
  3. *a "**Reclamation Plan**" to include, at a minimum, all information required by applicable state regulations; and*
  4. *an "**Operations Plan**" to include, at a minimum:*
     (a) phasing plans,
     (b) an Impact Mitigation Plan, and
     *(c) a **Traffic Circulation Plan** showing major access routes to the mine site.*

  c. Once extraction activities are completed, the site shall be reclaimed (where reclamation is required by Chapter 16C-16, FAC) in accordance with the approved Reclamation Plan. Lands mined prior to reclamation requirements may be developed (reclaimed) without having to file a "reclamation plan."

- *Per POLICY 2.125-G1 of the Comprehensive Plan, Non- Phosphate Mining permitted uses:*

  "Mining of the following minerals shall be permitted throughout the County in all land use classifications, subject to County approval:

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

- *Comprehensive Plan POLICY 2.125-G2: NON-PHOSPHATE MINING ACTIVITY DEVELOPMENT CRITERIA states Non-Phosphate Mining shall be subject to the following criteria:*

  a. Mineral extraction activities shall be conducted in a manner which will minimize adverse effects to water quality, fish and wildlife, and adjacent land uses. Non-phosphate mining shall be permitted only where compatible with existing land uses and Future Land Use designation.

b. All mining activities shall require Board approval through the County's development review procedures. This review will require the approval of a "Mine Plan" which shall include, at a minimum:

1. a "Mine-Area Map" to include, at a minimum, the locations of the mine boundaries, public rights-of-way, existing structures, and environmental features to include topography, watersheds, and any endangered wildlife habitats;

2. a "Mine-Area Layout" to include, at a minimum, planned locations for beneficiation operations, waste-storage areas, and any proposed permanent structures and/or roads;

3. a "Reclamation Plan" to include, at a minimum, all information required by applicable state regulations; and

4. an "Operations Plan" to include, at a minimum, any phasing plans, an Impact Mitigation Plan, and a Traffic Circulation Plan showing major access routes to the mine site.

*c. The decision to permit the mining activity shall be based on an evaluation of the **compatibility of the use with surrounding land uses**; and the ability to **mitigate adverse impacts, including noise, visual, airborne and waterborne pollutants, and traffic impacts**.*

d. Mineral extraction activities shall not be conducted so as to make the property impractical or impossible for other future uses. Once extraction activities are completed, the site shall be reclaimed in accordance with the approved Reclamation Plan.

- *Chapter 3, Section 303 of the LDC details the standards that need to be achieved for conditional approval of "Mining, Non-Phosphate" uses. **These include the requirements for the Mine Plan, Reclamation Plan, and Post-Closure Plan**.*

- *Chapter 3, Section 303 of the LDC states mining activity must be setback 100 feet from property lines and road right-of-way lines. All mining activity and facilities shall also be prohibited within 200 feet from any residential dwelling unit or residentially designated plat. A reduction up to 75 feet of the setback from road rights-of-way may be granted by the Planning Commission, upon the certification by a professional engineer that no structural degradation will occur to the right-of-way as a result of the mining activity and a 30-foot minimum setback from the edge of pavement or travel land, in the case of unpaved roads, is maintained. A reduction up to 75 feet of the setback from property lines may be granted by the Planning Commission where the affected parcel is located within the Rural Development Area (RDA), the affected parcel does not include a residence, and meets at least one of the following:*

  (1) The parcel is vacant,
  (2) The parcel is 10 acres or larger in size, or
  (3) The parcel is recognized by the Property Appraiser as agricultural with a "greenbelt" tax exemption.

- *Chapter 3, Section 303 of the LDC states that an Annual Progress Report shall be required …"by February 15 of each calendar year, describing the progress of mining and reclamation for each mine site during the past year (If a mine does not operate for a full year, the operator shall still be required to file an Annual Progress Report stating that fact). The report shall be signed by the authorized mine operator. The Annual Progress Report shall be submitted using a report form obtained from Polk County Land Development Division. This report shall include at least the following:*

a. A map on an aerial photograph of scale 1" = 400' on most recent County aerial photograph, showing the areas previously mined during the life of the mine, the areas mined in the past year, and the areas reclaimed in the past year, showing acreage for all these areas;

b. A map showing the areas intended to be mined on the mine site during the upcoming year and showing the areas intended to be reclaimed during the upcoming year, giving acreage for those areas;

c. Total cumulative acreage mined and total reclaimed over the life of the mine, to date; and

d. Copies of environmental violations (by federal, state and regional regulatory authorities) and any subsequent inspection reports shall be attached.

Failure to file the Annual Progress Report may be grounds for revocation of the Operating Permit. An extension of time for filing the Annual Progress Report may be granted by the DRC for reasonable cause. However, when an extension is granted, the submittal of the Annual Progress Report shall occur no later than April 16."

- *The property is zoned for Ben Hill Griffin Jr. Elementary, McLaughlin Middle, and Frostproof Senior High.*

- *According to the Polk County Public Schools Data Viewer, the nearest measured school is Dale R. Fair Babson Park Elementary located approximately 1.73 miles south of the site and 0.83 miles from the nearest point of the designated hauling route.*

- *Fire and ambulance response is from Polk County Fire Rescue Station 26, located at 2902 FL-60 East, Lake Wales. The estimated response time is seven (7) to nine (9) minutes.*

- *Sheriff's response to the site is served by the Southeast District, located at 4011 Sgt Mary Campbell Way in Lake Wales. The response times for October 2025 were: Priority 1 – 14:17 minutes, Priority 2 – 34:37 minutes.*

- *The site is not located within the Polk County Utility Service Area.*

- *Based on the Mine Plan, there is one (1) access point identified along the frontage of Golfview Cutoff Road (Road No. 082917), a County-maintained Rural Minor Collector Roadway with a surface width of 24 feet. Golfview Cutoff Road is tracked for concurrency Polk County's Transportation Planning Organization (Link 8434 N/S).*

- *Wetlands and Flood Zones "A" and "AE" are present on the subject site. Per Chapter 6, Section 620.C of the LDC, wetland impacts, where unavoidable and where properly mitigated as determined by agencies having jurisdiction, shall be permitted for mining uses which meet State and Federal regulations.*

- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is located within an area of documented endangered plant species sighting. The federal status of this plant species is listed as "threatened."*

- *The subject property is not located within an Airport Impact Zone or a Wellhead-Protection Area.*

- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."*

- *This request has been reviewed for consistency with Chapter 4, Table 401.08.01, and Sections 303, and 906 of the LDC.*

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCU-2025-33.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the DRC recommends APPROVAL of **LDCU-2025-33** with the following conditions:

1. Approval of LDCU-2025-33 shall be for the expansion of CU 00-27M "Mining, Non-Phosphate" to include the subject parcels for an additional 70 acres as demonstrated on the site plan. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDCU-2025-33, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]

2. The applicant shall be responsible to inspect adjacent roadway conditions for material spillage and provide for its clean-up and removal at least once a day for each day of operation. [PLG]

3. The stacking of vehicles shall not be permitted within any public right-of-way. [PLG]

4. This approval shall be valid until materials have been removed to the elevations specified in the General Mining Notes of the Operations Site Plan. [PLG]

5. Prior to the commencement of mining activities, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law. [PLG]

6. Prior to Level 2 Review approval, the applicant shall provide a surety in an amount to guarantee the cost of repairing any damage to the driveway as a result of the mining operation. The surety shall include costs for milling, paving, and signing and marking at the mining driveway. This surety shall remain in place for the entire life of the mine. [ENG]

7. Traffic generated by this mine shall only access the property at the point of direct ingress/egress on Golfview Cutoff Road as shown on the site plan. [PLG]

8. The material haul routes shall originate from the processing plant and proceed south on Golfview Cutoff Road, which provides direct access onto SR 17 as designated on the Traffic Circulation Plan. No material traveling offsite shall be hauled northbound. [PLG]

9. Timelines and hours of operation set forth by this application are non-binding. [PLG]

10. Directional signage for truck traffic shall be placed along Golfview Cutoff Road directing truck traffic southbound. [PLG]

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest Agricultural/Residential Rural-X (A/RRX) Timber ±39.2 acres	**North** Agricultural/Residential Rural-X (A/RRX) Citrus ±38.7 acres	**Northeast** Agricultural/Residential Rural-X (A/RRX) Citrus ±40 acres
West Agricultural/Residential Rural-X (A/RRX) Citrus w/ Misc. Imp (cell tower) ±20 acres	**Subject Site** Agricultural/Residential Rural-X (A/RRX) Project Area ±70-acres Vacant land	**East** Agricultural/Residential Rural-X (A/RRX) Previous mine expansion (CU 00-27M) Citrus w/farmland ±368 acres
Southwest Agricultural/Residential Rural-X (A/RRX) Project Area ±70-acres Vacant land	**South** Agricultural/Residential Rural-X (A/RRX) Previous mine expansion (CU 00-27M) Citrus w/farmland ±368 acres	**Southeast** Agricultural/Residential Rural-X (A/RRX) Highland Sand Mine Non-phosphate mining ±40 acres

The immediate land use districts in the vicinity of the proposed request include A/RR and INST-2. The subject site is approximately 70 acres of citrus-grove farmland. The site is to expand upon the previously approved Highland Sand Mine totaling approximately 362 acres. According to historical aerials, the entire site has been used in the past for agricultural purposes for citrus production. To the

east of the existing sand mine, bifurcated by Golfview Cutoff Road is the County's Southeastern Land Fill. The existing mine directly abuts the southern and western most portions of the subject site. Highland Park Manor is located over a quarter mile to the northwest. There are two residences that abut the site on the northeast corner of the mine approved in April 2008.

Compatibility with the Surrounding Land Uses and Infrastructure

The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion."

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

Overall, the request is compatible with the surrounding area as the residential density in this area is very sparse and the intensity of the non-phosphate mine is not anticipated to adversely affect the citizens of the immediate surrounding area. This area has long been used for mining activity. The original sand mine was approved for ±40.00 acres in February 6, 2000, and later underwent a modification (CU 00-27M) to add an additional ±322 acres in April 8, 2008, after it received approval from the Planning Commission.

A. Land Uses:

The LDC defines compatibility as "*A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

The applicant is requesting conditional use modification for an expansion of a non-phosphate mine (sand mine currently known as the Highland Sand Mine) to provide sand for filling material, construction aggregates, and other infrastructure projects. Of the approximately 362-acre site, about 320 acres are currently being mined. The proposed modification will add an additional 70 acres for excavation. If approved, of the approximately 432-acre site, about 390 acres are proposed for excavation. This includes ±166 acres of wet mining via hydraulic dredging located to the north, and ±172 acres of previously approved dry mining to the south. According to the applicant, the sand will be mined using a hydraulic dredge at a rate of 5 to 20 acres per year, with an anticipated closure around 2080. Mining, processing and maintenance will occur 24 hours a day, 365 days per year. Meanwhile truck operations will take place from 4:00 a.m. to 5:00 p.m., Monday through Saturday. The hauling trucks have a 24-ton capacity, resulting in an estimated 268 trucks entering and exiting the facility each day (536 daily truck trips) at maximum operations. Additionally, an estimated 20 trips per day will result from an estimated 10 facility employees (10 in, 10 out). At maximum operating capacity, the proposed mine site is expected to produce 556 daily trips (536 trucks, 20 passenger vehicles). This equates to approximately one (1) truck every two (2) minutes taking loading time into consideration. During the AM peak hours between 7 AM and 9 AM, an estimated 38 trucks will enter, and 28 trucks will exit the facility. It is assumed all 10 employees will enter during the AM peak hour. During the PM peak hours between 4 PM and 6 PM, an estimated one (1) truck will enter, six (6) trucks and 10 employees will exit the facility, The site operations and maximum operating capacity will produce 76 AM peak hour trips and 17 PM peak hour trips. Section 708 of the LDC requires 1 parking space

per employee, plus 5 visitor spaces. The proposed sand mine will average 7 to 10 employees, therefore the total number of parking spaces required will be fifteen (15). These spaces are designated on the mine plan adjacent to the office (*Exhibit 5*). Traffic, discussed later in this report, will have minimal impacts on the surrounding roadways, much less so than if material had to be hauled to the property from offsite.

According to the site plan, a processing and wash plant will be located near the center of the site taking access off of Gulfview Cutoff Road. After removal and stockpiling of vegetative cover, and topsoil, the sand will be pumped to the processing plant by dredge to be washed, sorted, and conveyed into stockpiles various desired product size ranges. Per Section 303, setbacks for mining stockpiles shall be increased by one foot for each additional foot of height over 25 feet. Truck traffic will head south to SR 17 when transporting material. According to the Post-Closure Plan, the end result of this mining activity will include open space/conservation and reservoirs.

LDC Section 303 states mining activity must be setback 100 feet from property lines and road right-of-way lines. All mining activity and facilities shall also be prohibited within 200 feet from any residential dwelling unit and platted residential subdivision. A reduction up to 75 feet of the setback from road rights-of-way may be granted by the Planning Commission. However, no reductions are requested. The most significant issue of potential incompatibility is the truck traffic entering and exiting the area of the mine through Highland Park Manor Community. This community was built at a relatively urban scale on a local road design. At one time there was some truck traffic from citrus harvesting, the County's Landfill, and the existing mine. The citrus traffic is limited to harvesting times and the County has since reduced the operations at the Southeastern Landfill. According to the traffic study submitted, 10 percent of the anticipated trip distribution is expected to travel north to SR 60 via Lewis Griffin Road. Through discussions with the applicant, additional mitigation measures such as directional signage is required as a condition to alleviate truck traffic though Highland Park Manor Community. The remaining 90 percent of trip distribution is directed south to SR 17, providing direct access to US Highway 27 further to the west.

Once the final material is ready to be transported and utilized, trucks will head south to SR 17. It is estimated that 90% of the project trips will travel west on SR 17 towards US Highway 27. Once on US Highway 27, approximately 60% will head north towards Lake Wales, while 30% will head south towards Frostproof. The access points to the mine site meet the requirements of Chapter 7 and will meet closure requirements. Given the proposed driveway location, mining traffic is anticipated to pass residential homes within the Connecticut Estates Subdivision and three (3) additional single-family residences fronting Golfview Cutoff Road in order to reach SR 17. The nearest homes are about 102 feet to the north and 20 feet to the west (*Exhibit 4*).

Residential and citrus groves line SR 17 corridor. The request aligns with the historical use on the surrounding area. The submitted documents include an operation plan, traffic circulation, reclamation plan, and post-closure plan as required by LDC Section 303.

B. Infrastructure:

The proposed parcels are located in the Rural Development Area (RDA) where the construction of sidewalks is not required. Water and wastewater is provided. The RDA does not support dense residential or non-residential development. There is adequate traffic capacity on surrounding roadways to support a Non-Phosphate Mining use at this location and emergency services are within a reasonable distance. The proposed mine will not have impacts on public infrastructure, including utilities, schools, and parks.

The most impact will be on the roadways. The surrounding roadway network has adequately serviced the existing, non-phosphate mining facilities. Staff has added conditions for roadway maintenance. Prior to Level 2 Review approval, the applicant shall provide a surety in an amount to guarantee the cost of repairing any damage to the driveway as a result of the mining operation. The surety shall include costs for milling, paving, and signing and marking at the mining driveway. This surety shall remain in place for the entire life of the mine. The applicant shall be responsible to inspect adjacent roadway conditions for material spillage and provide for its clean-up and removal at least once a day for each day of operation. Additional signage for directing truck traffic away from the Highland Park Manor Community is conditioned.

Nearest and Zoned Elementary, Middle, and High School

The property is currently zoned for Frostproof Ben Hill Griffin Jr. Elementary, (±6.7 miles); McLaughlin Middle (±3.4 miles); and Frostproof Senior High (±7 miles). The upcoming 2025-2026 school year will change the high school zoning to McLaughlin Academy of Excellence (±3.4 miles). This is a non-residential use, and the request will not have an impact on school capacity. According to the Polk County Public Schools Data Viewer, the nearest measured school is Dale R. Fair Babson Park Elementary located approximately 1.73 miles south of the site and 0.83 miles from the nearest point of the designated hauling route. Webber International University is located off Scenic Highway (SR 17) approximately 1.20 miles south of the site and 0.15 miles from the nearest point of the designated hauling route.

Nearest Sheriff, Fire, and EMS Station

Fire/EMS response is primarily from Polk County Fire Rescue Station 26, located at 2902 FL-60 East, Lake Wales. The travel distance is 3.8 miles, and the travel time is estimated to be seven (7) to nine (9) minutes. Planning is underway for a new station to combine the Nalcrest Fire Station and the Nalcrest Ambulance Station. The new station will be adjacent to the Southeast Polk Wellfield Cretaceous Injection Well IW-1 on Boy Scout Camp Road and is not set to begin construction until after the completion of the well site facility.

This property is served by Polk County Sheriff's Office's Southeast (SE) District, located at 4011 Sgt Mary Campbell Way in Lake Wales. The response times for the SE District for October 2025 were: P1– 14:17 minutes; P2 – 34:37 minutes. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. Sherriff response times are not as much a function of the distance to the nearest sheriff's substation rather more a function of the overall number of patrol officers within the County.

Table 2, to follow, provides a breakdown of response times and travel distances for emergency services.

Table 2

	Name of Station	Distance	Response Time*
Sheriff	Southeast District (4011 Sgt. Mary Campbell Way, Lake Wales)	±10.6 miles	P1: 14:17 minutes P2: 34:37 minutes
Fire/ EMS	Polk County Fire Rescue Station 26 (2902 FL-60 E, Lake Wales)	±3.8 miles	7-9 minutes

*Source: Polk County Sheriff's Office and Public Safety *Response times are based on when the station receives the call and not from when the call is made to 911.*

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

This request is within the County's RDA. There are no municipality water or wastewater lines directly available to the site. Non-Phosphate Mining can consume a lot of land but generate very little demand for water and wastewater services. The applicant's reclamation and post closure plans identify no buildings will remain.

The site currently has existing wells from previous agricultural uses, with a total permitted daily capacity of over 1,000,000 gallons per day (GPD). As mining progresses, the existing wells will be permanently abandoned. While water is recycled through a closed-loop system, there is anticipated moisture loss due to the mined product being hauled off site. According to the applicant, each ton of product contains 80 pounds, or about 10 gallons of water (4% moisture content by weight). This loss will be replenished with the surficial Floridian aquifer to the mine lake. The withdrawal estimated to replenish the mine lake is about 30,000 GPD assuming that 1,000,000 tons of product is hauled off site per year, according to the applicant's Impact Assessment Statement (IAS).

B. Available Capacity:

There are no public water or wastewater services offered in the immediate area, and there are no intentions of expanding services in this area.

C. Planned Improvements:

There are no planned improvements by the County in the vicinity of the parcel.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The data identifies both daily and peak hour traffic volumes. The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

A. Estimated Demand:

Due to the nature of the market in which non-phosphate mining takes place, there are no accurate means to estimate the trip counts that may occur as their specialized industry is driven completely by a customer demand bias. Each of the two (2) "Mining Areas" will utilize the existing access point onto Golfview Cutoff Road, a County-maintained roadway. The central processing plan, office and ancillary activities area is located off of Golfview Cutoff Road.

According to the applicant, proposed trucking operation hours are 4:00 a.m. to 5:00 p.m., assuming full operation at six days per week (Monday through Saturday). The applicant submitted a Minor Traffic Study with this request that anticipates 556 Annual Average Daily Trips (AADT) and seventeen (17) Peak PM Hour Trips, assuming a maximum of 10 employees at peak operation. Access from the main plant will be taken directly off Golfview Cutoff Road, a Rural Minor Collector Roadway (RNC), is in close proximately, about 1.87 mile driving distance south, to SR 17, a Principal Arterial Roadway. Approximately 10% of truck traffic will turn left and head north on Lewis Griffin

Road. It is estimated that 90% of the project trips will travel west on SR 17 and 60% will head north towards Lake Wales and 40% south towards Frostproof.

The surrounding roadway network has adequately served mining facilities since February 2000 and will continue to do so without causing a failure in service. It is important to note that truck traffic that is generated from this project will utilize collector roadways and local commercial roadways avoiding residential development to the maximum extent possible.

B. Available Capacity:

Although the request will have limited impact on the transportation system, it is still pertinent to be aware of available capacity when making land use decisions. Roadways have the capacity to assimilate the project's traffic at this peak as described in the section above. Table 3, below, shows the available capacity of the most-affected links.

Table 3

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
8434N	Golfview Cutoff Road/Friedlander/Lweis Griffin Rd From: SR 17 To: SR 60	B	2,485	B
8434S	Golfview Cutoff Road/Friedlander/Lweis Griffin Rd From: SR 17 To: SR 60	B	2,481	B
5203N	SR 17 (Scenic Highway) From: Seminole Ave To: Passion Play Rd	B	6,949	B
5203S	SR 17 (Scenic Highway) From: Seminole Ave To: Passion Play Rd	B	6,938	B
5101N	US 27 From: CR 630 To: CR 640	C	18,128	C
5101S	US 27 From: CR 630 To: CR 640	C	18,162	C
5102N	US 27 From: CR 640 To: SR 60	C	21,944	C
5102S	US 27 From: CR 640 To: SR 60	C	21,986	C

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 2025

Appendix C of the LDC requires all developments generating more than 50 average daily trips to conduct a minor traffic study. Mammoth Grove Road (Link #8434) has the capacity to support 900 peak hour trips and the capacity to assimilate 1,870 trips before the LOS is degraded. Meanwhile US 27 has ample capacity to assimilate new trips.

C. Roadway Conditions:

Link # 8434 is a County-maintained Rural Minor Collector Roadway (RNC) with a paved surface width of 24 feet. Golfview Cutoff Road (Road No. 082917) is a RNC with a paved surface width of 24 feet. Friedlander Road (Road No. 081802) is a RNC with a paved surface width of 22 feet. Lewis Griffin Road (Road No. 081813) is a RNC with a paved surface width of 21 feet. Blue Lake Road (CR 640, Road No. 072604) is a Rural Major Collector Roadway (RMC) with a width of 24 feet. Due to 556 daily trips anticipated, a Type 1 turn lane improvement may be triggered at the entrance. This improvement would alleviate potential stacking of vehicles in the right-of-way the proposed use can generate, having adverse impacts on the conditions of the roadway.

D. Planned Improvements:

There are no roadway improvements planned in the next five years for this area of the County.

E. Mass Transit:

There is no transit within a reasonable distance of the site; however, the nature of this request does not demand the need for mass transit.

F. Sidewalks:

There are no sidewalks along the parcel. Since this project is in the Rural Development Area (RDA), the construction of sidewalks is not required.

Park Facilities and Environmental Lands:

The closest environmental land is Tiger Creek Preserve which is ±1.51 miles to the east. The Mary Norma Campbell Youth Center is located in the Highland Park Manor Subdivision at the corner Friedlander and Tangelo. This facility has a children's playground that is open dawn until dusk. An increase in truck traffic through this intersection will have an adverse impact on this community center as well as cause some concern of the residents with regard to the safety of their children. Highland Park Manor is a very walkable community with a significant population of families that utilize this center. Increasing the truck traffic through the intersection will raise the potential conflict with pedestrians and youth of the community.

A. Location:

Tiger Creek Nature Preserve is located at 674 Pfundstein Road in Babson Park. Lake Wales Ridge State Forest is located at 851 County Road 630 East in Frostproof.

B. Services:

Tiger Creek Preserve offers hiking through guided trails. Lake Wales Ridge State Forest located further to the east provides primitive camping, fishing, hunting, hiking and biking trails, picnic shelters and equestrian trails.

C. Multi-use Trails:

Over ten miles of multi-use hiking and horseback trails can be found at Tiger Creek Preserve.

D. Environmental Lands:

The subject site, at its eastern property boundary, is about 1.5 miles west of Tiger Creek Preserve. Tiger Creek is home to two high-quality, seepage blackwater streams including Patrick Creek. A seepage stream gets its water from the surrounding uplands; the blackwater comes from the leaching of tannins from falling vegetation. Only two or three such streams with an intact hardwood floodplain exist in Florida.

E. Planned Improvements:

Staff has not identified any planned improvements to the County parks near the subject site.

Environmental Conditions

This is part of a larger citrus grove system that has over time been revitalized as a phosphate mining site due to the rich soil types located onsite and the gradual decline in the citrus industry. The originally approved sand mine uplands have been mined for decades since 2000. The site has a high point (elevation 186') on the northern portion that drains towards the north and south of the parcel (elevation 136'). Most of the site exists from the Planning Commission Hearing Level 3 Review of CU 00-27M approved on April 8, 2008. Similar to CU 0027M, the site will be excavated for filling material, and according to the Post-Closure Plan, the end result of this mining activity will include open space/conservation and reservoirs. There are no current water features on site. The post-closure plan indicates that there will be a lake/reservoir spanning approximately 88 acres over the entirety of the mine. Currently, the hydrological characteristics of the parcel allow for the applicant's intent of conducting non-phosphate mining in the area.

A. Surface Water:

There are no surface waters located on site, however there are two water bodies in close proximity to the site. The nearest water body is Lake Easy located approximately 0.64 miles to the west. Crooked Lake is located further south approximately 1.31 miles away. There does not appear that this facility will pose any adverse impacts upon the lake.

B. Wetlands/Floodplains:

There are no wetlands or floodplains located on the approximate 70-acre proposed expansion. There is a small wetland onsite located within the center of the previously approved 322-acre expansion. The wetland equates to approximately 1.5 acres in total. It is not connected to any nearby system based on the appearance on aerial photos. It appears to have been caused by a subsurface collapse many years ago. Data Viewers show the collapse dates to as early as 1941 as the citrus groves meander around the depression. LDC Section 620 permits mining activity within jurisdictional wetlands upon mitigation with the Agency Having Jurisdiction (AHJ). Wetlands generally do not have the desired soils when sand mining.

C. Soils:

Soils in the upland areas of the site are primarily Candler sand (55.7%). The site has varying degrees of slopes, with the highest portion of the site reaching an elevation of 186 feet to the north, just south of Friedlander Road where the elevation reaches 154 feet. Table 4, below, lists the soils associated with the subject site.

Table 4

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Small Commercial Buildings	% of Site *(approximate)*
Astatula sand, 0 to 5 percent slopes	Slight	Moderate: slope	44.3%
Candler sand, 0 to 5 percent slopes	Slight	Moderate: slope	29.2%
Candler sand, 5 to 8 percent slopes	Slight	Moderate: slope	26.5%
Water	N/A	N/A	0%

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service

The soil is all sandy. Any future development of the site will be subject to Section 2.303: "Soils" of the County's Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection's (DEP) Florida Development Manual.

D. Protected Species

According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within an area of documented endangered animal species sighting. Although the property has been well cultivated, many groves have been found to be prime habitat for Gopher Tortoises and Sand Skinks. A condition from the previously approved expansion ensures that proper analysis and mitigation of protected species is conducted.

E. Archeological Resources:

According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.

F. Wells (Public/Private)

This site is not within any of the County's Wellhead Protection Districts.

G. Airports:

This property is not within a Height Notification Zone or In-Flight Visual/Electronic Interference Zone.

Economic Factors

Sand mines are not nearly as intense as phosphate mining and are critical in growth areas like Central Florida. Raw material to help construct new developments must be excavated from elsewhere. Sand mines operate in a few different manners. One is a facility that excavates the sand and processes it into concrete and other construction materials. These typically maintain processing facilities or batch plants onsite. The sand is extracted, processed to be washed and sized, and then shipped elsewhere to be processed or utilized as fill for home or road construction, in addition to other uses.

Consistency with the Comprehensive Plan

Non-phosphate mining is listed as one of the limited uses allowed in A/RR and IND land use districts. The key to evaluating the proper location of a mine is the criteria listed in POLICY 2.125-G3 of the Comprehensive Plan. These require the Planning Commission to consider the following:

a. *Does the mining activity minimize adverse impact on environmentally sensitive lands;*

   Yes, there are no wetlands or surface waters within the previously approved site or within the proposed expansion.

b. *Does the mine plan maximize the ability to restore or mitigate environmentally sensitive lands;*

   According to the reclamation plan, the site will reshape mining features and revegetate disturbed areas to minimize aesthetic and biological impacts; and restore property to original pasture condition.

c. *Does the operation plan minimize the adverse impacts of truck and heavy machinery traffic on residential streets; and*

Yes, ingress/egress for the proposed project is along County-maintained Collector roadways. Maximum truck traffic is anticipated at a rate of 536 trips per day, or equivalent to one (1) truck every two (2) minutes. Truck hauling route is conditioned to be directed southbound to SR 17 avoiding Highland Park Manor.

d. Does the operation plan minimize the extent of adverse external impacts, such as noise, dust, and visual impacts on non-industrial areas?

Yes, the site plan shows adherence to LDC rules for setbacks of mining activity from residential uses. The applicant has also provided plans to handle dust and run-off in their operations plan.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 5 in accordance with Section 906.D.7 of the Land Development Code.

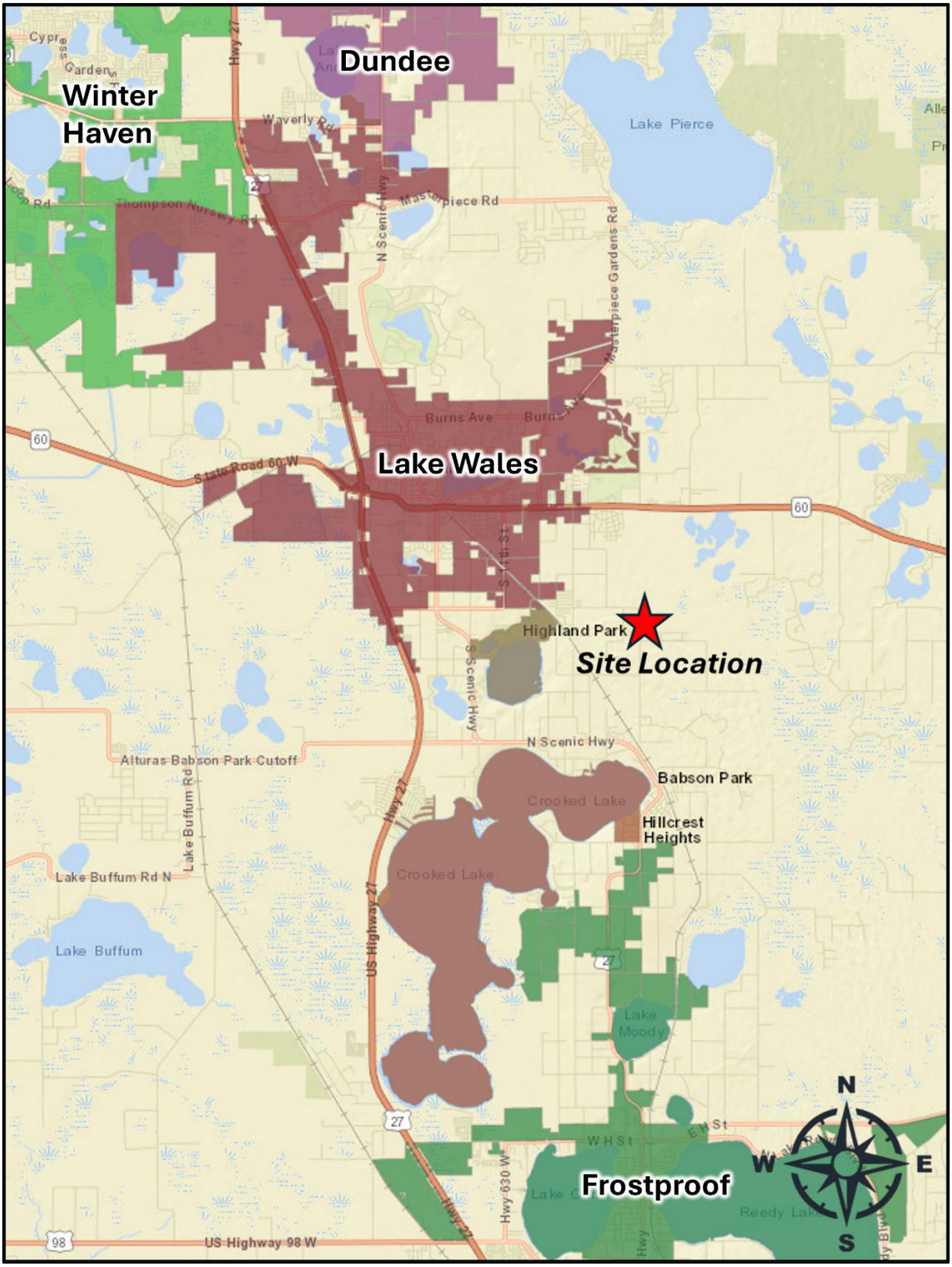
Table 5

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	*Yes, this request is consistent with the LDC, specifically Section 303 which permits this use upon completion of a Level 3 Review. Many of the conditions required in Section 303 will be enforced after a Level 3 Review. These can be found in the Findings of Fact on Pages 3 - 7 of the staff report.*
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	*Yes, this development is consistent with the Comprehensive Plan as reviewed above.*
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	*Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 8 and 11 of this staff report for data and analysis on surrounding uses and compatibility.*
How the concurrency requirements will be met if the development were built.	*This request will not require concurrency determinations from the School Board or TPO. Impacts on public services can be found in the analysis found on Pages 11-16 of the staff report.*

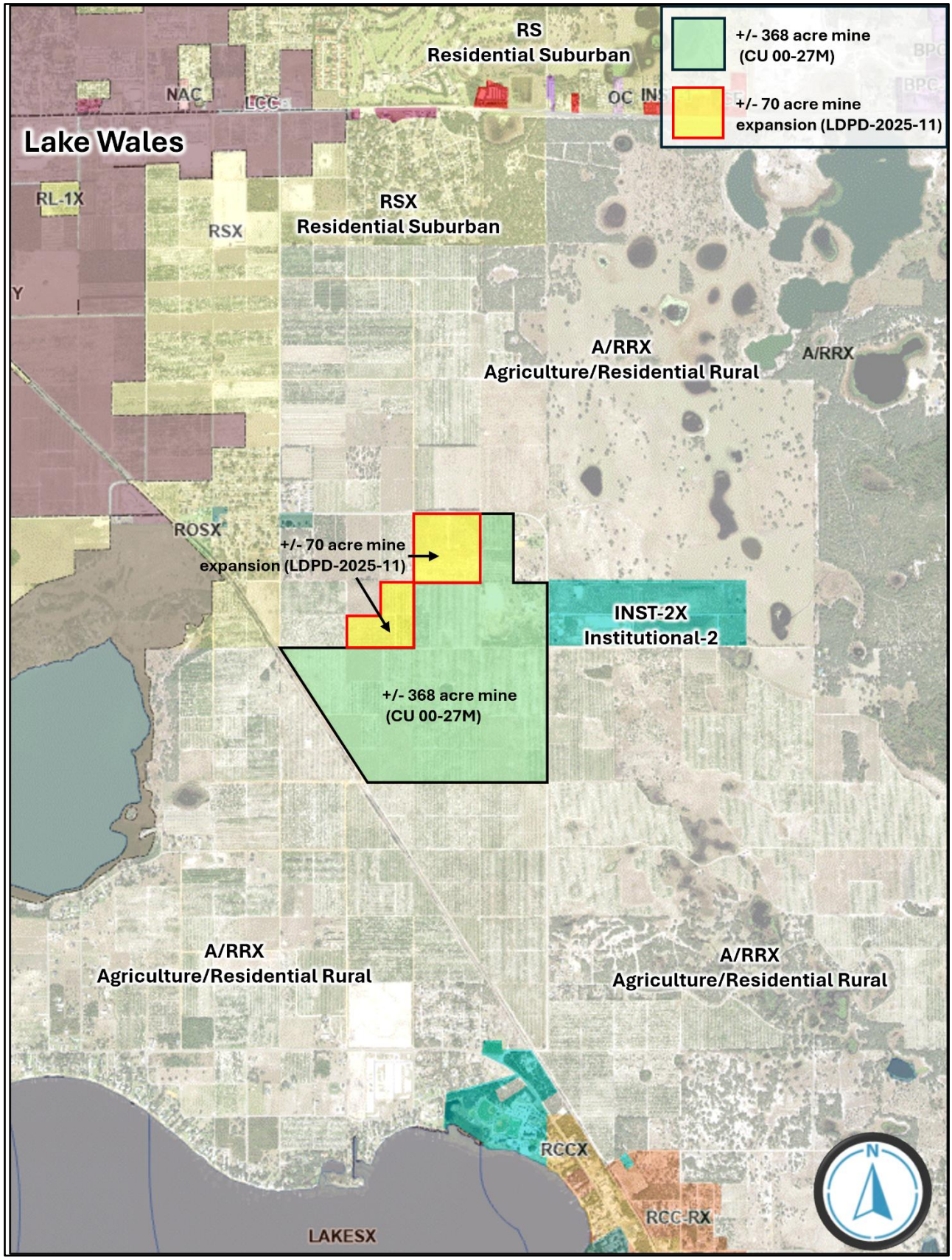
Comments from other Agencies:

Exhibits:

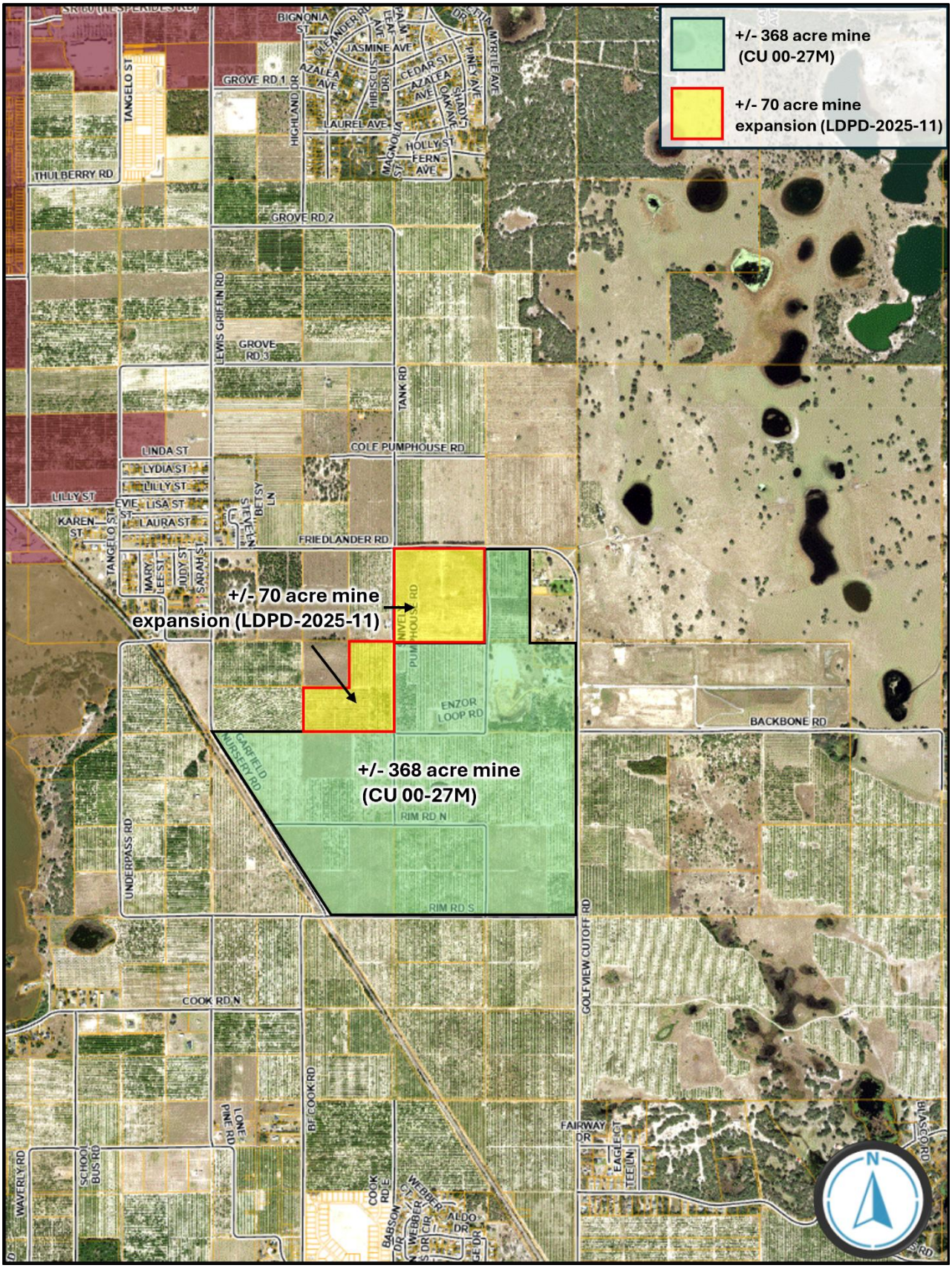
Exhibit – 1 Location Map
Exhibit – 2 Future Land Use Map
Exhibit – 3 2023 Aerial Photo (Context)
Exhibit – 4 2023 Aerial Image (Close)
Exhibit – 5 Operations Plan
Exhibit – 6 Traffic Circulation Plan
Exhibit – 7 Reclamation Plan
Exhibit – 8 Reclamation Plan (Notes)
Exhibit – 9 Post-Closure Plan



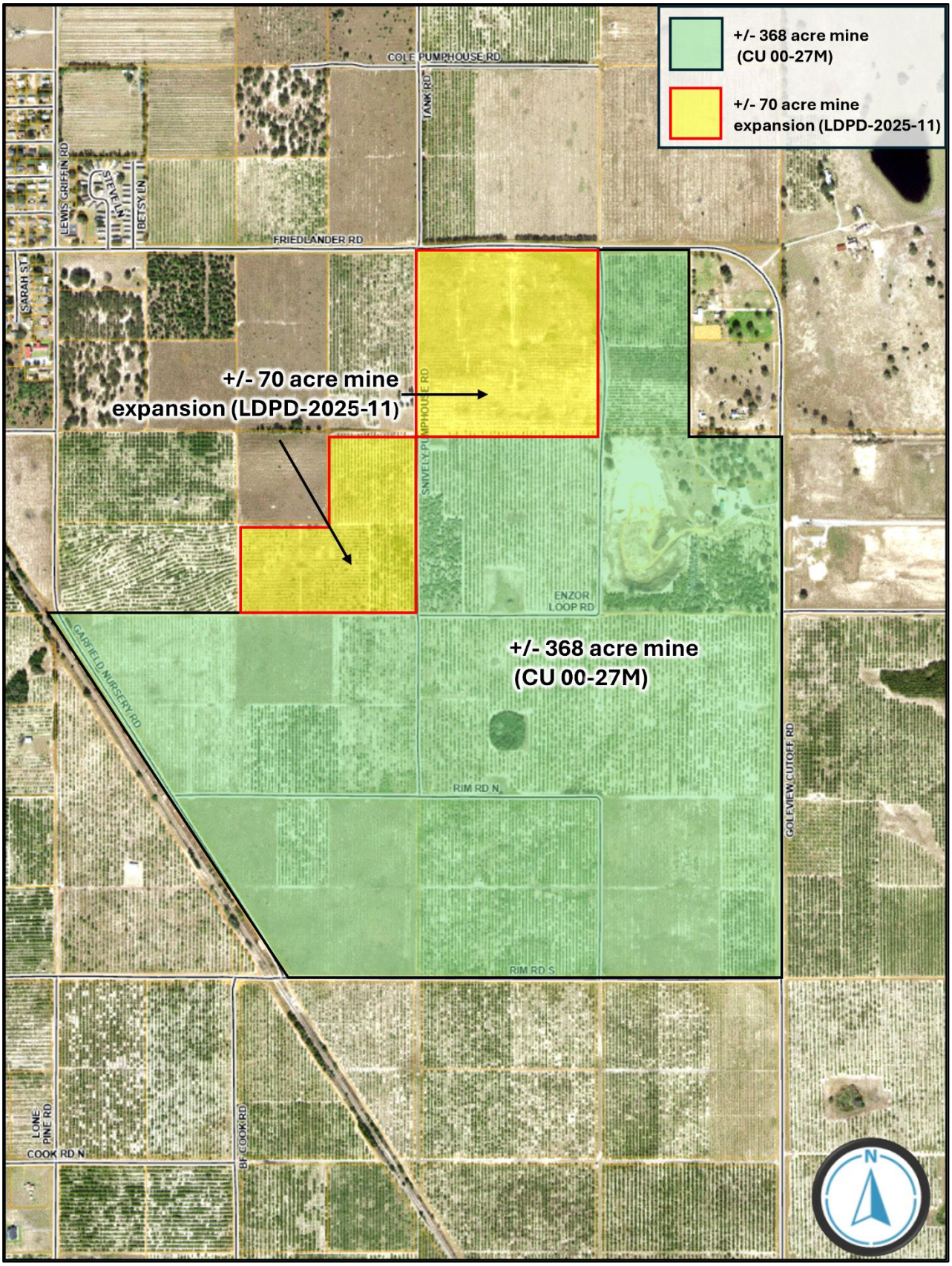
Location Map



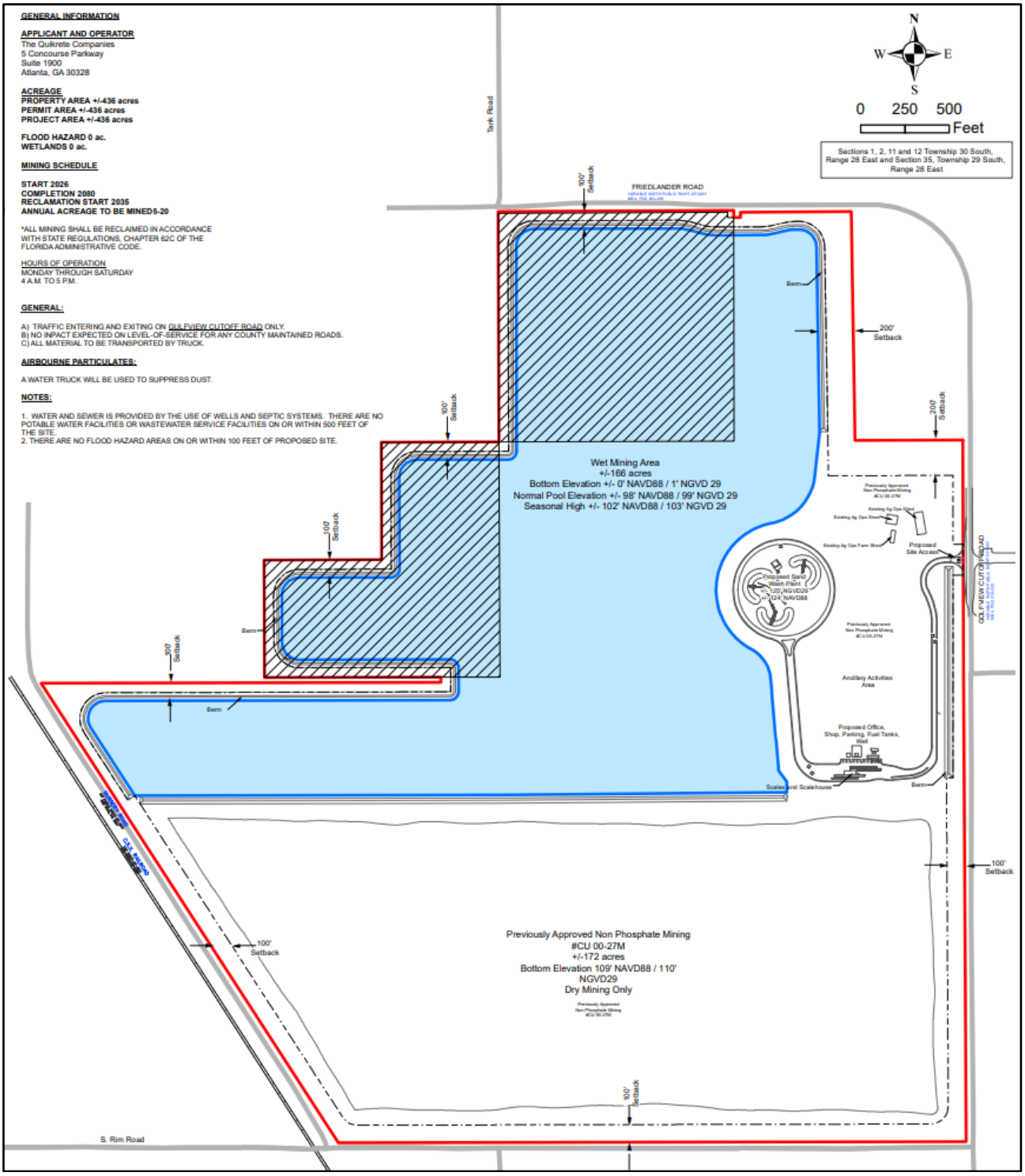
Future Land Use Map



2023 Aerial Image (Context)



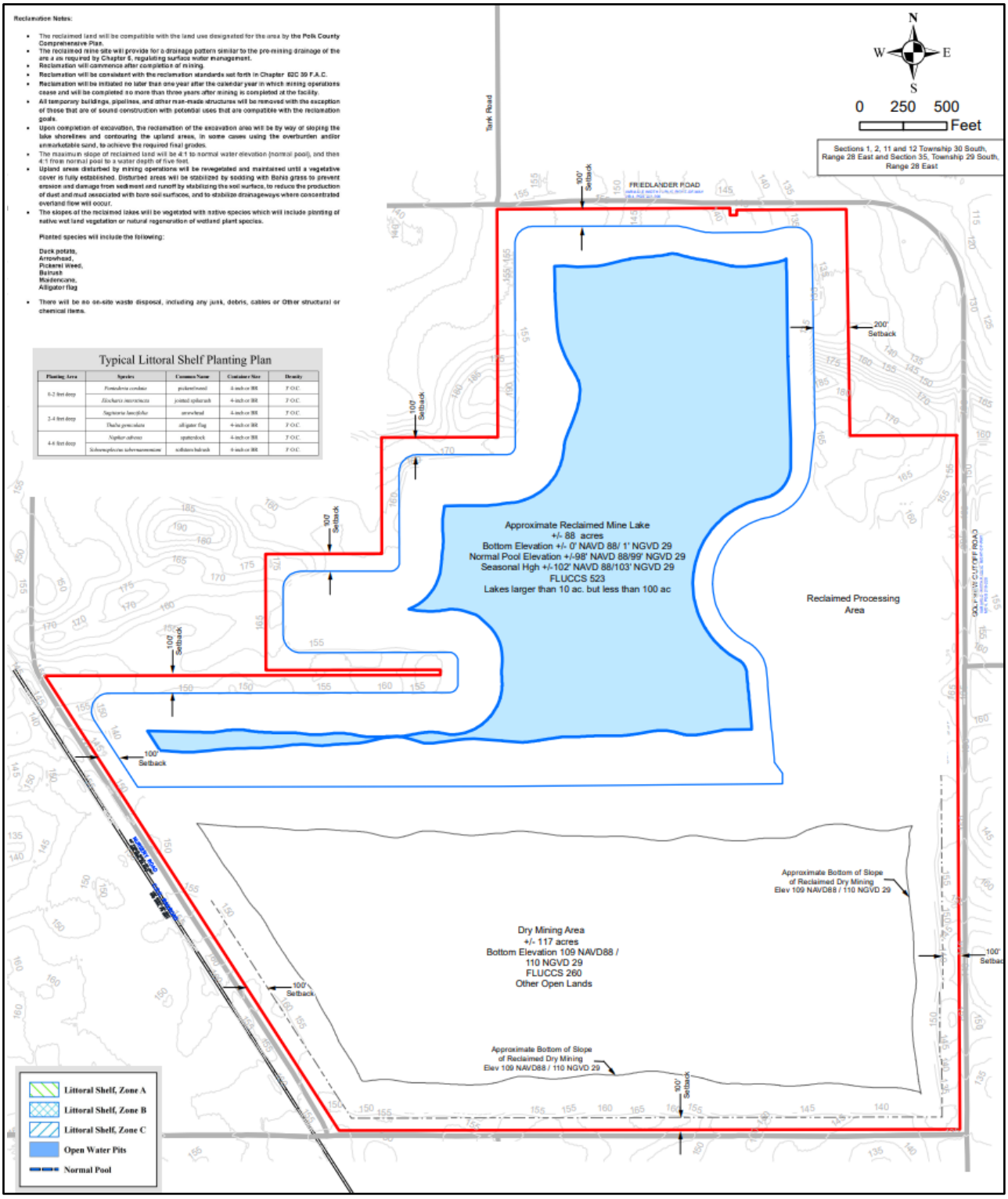
2023 Aerial Photo (Close Up)



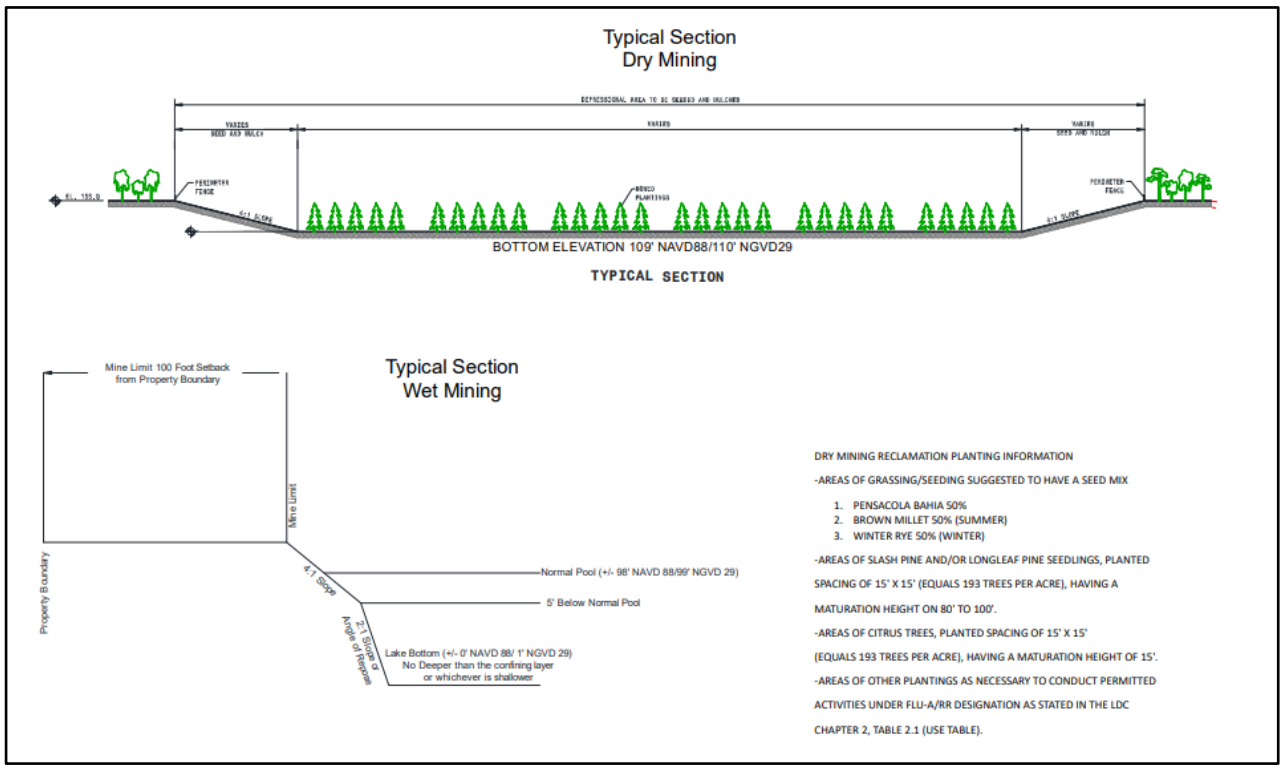
Operations Plan



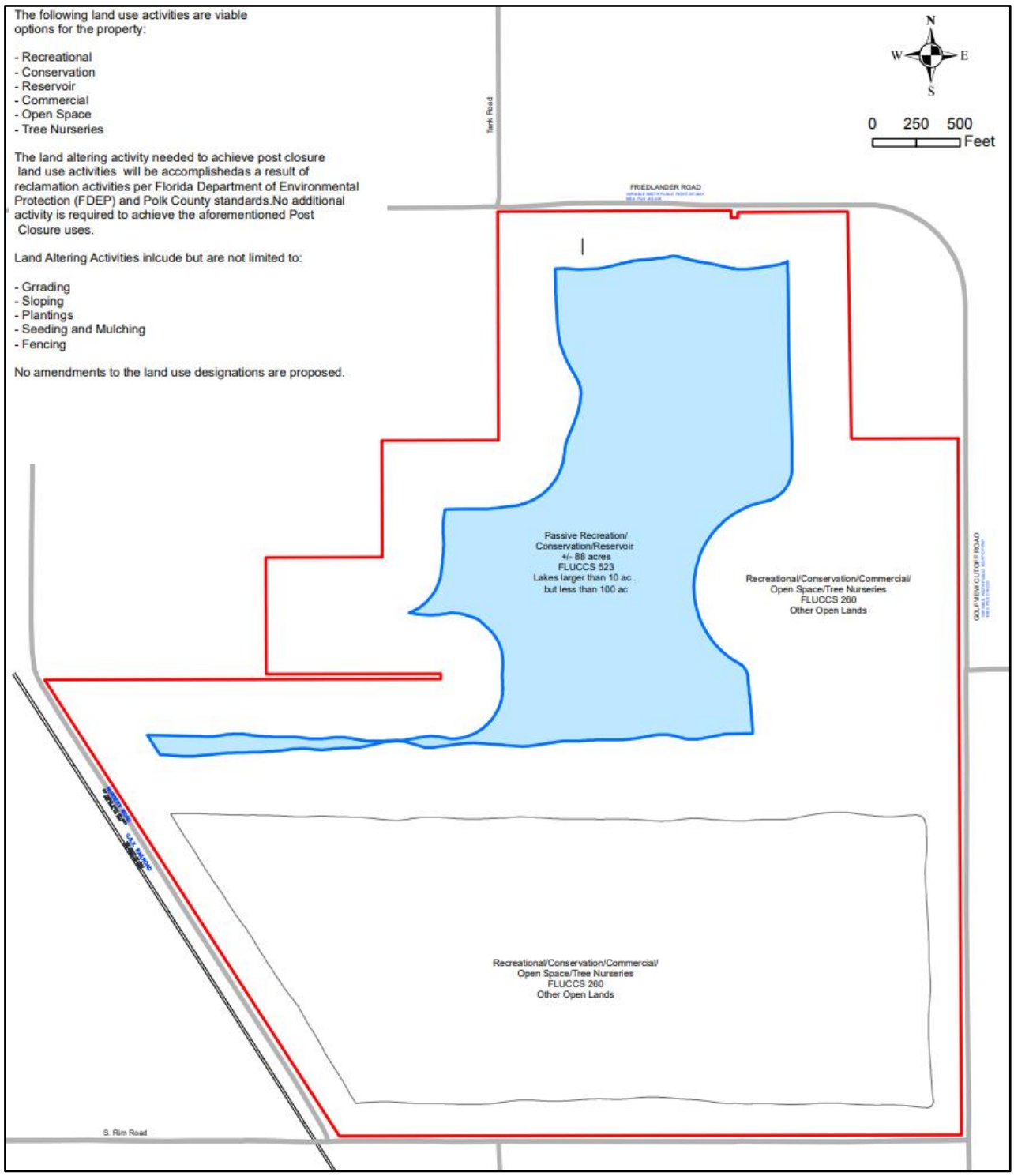
Traffic Circulation Plan



Reclamation Plan



Reclamation Notes



Post Closure Plan

LDCU-2025-33 - Highland Sand Extension

Menu Reports Help

Application Name: Highland Sand Extension

File Date: 10/02/2025

Application Type: PC-Major Modifications

Application Status: Approved For Hearing

Application Comments:

View ID	Comment	Date

Description of Work: On Behalf of Monarch Mountain Minerals and Aggregates LLC., a subsidiary of The Quikrete Companies, we are requesting a modification of an existing Conditional Use Permit for a proposed extension of an existing, approved non phosphate mining operation (sand mine). More specifically, the request is for a major modification to existing Conditional Use Permit CU 00-27M, which includes +/- 368 acres of land and +/-320 acres of non-phosphate mining, currently known as the Highland Sand Mine (current DBA Highland Sand Fill Dirt & Palms). The proposed modification is to add +/-70 acres of land (parcel 283017000000023000, and portions of parcels 283017000000021030 and 283017000000021020), north and northwest of the existing approved non-phosphate mine, increase the depth of mining and mining method (hydraulic dredging) in a portion of the approved non phosphate mine, and to add a sand processing plant with ancillary infrastructure. The existing +/- 368 acre operation and proposed +/-70 acre extension are located northwest of the intersection at Backbone Road at Golfview Cutoff Road in Polk County, Florida.

Application Detail: Detail

Address: 2749 GOLFVIEW CUTOFF RD, LAKE WALES, FL 33898

Parcel No: 283017000000022010

Owner Name:

Contact Info:

Name	Organization Name	Contact Type	Contact Primary Address	Status
Bryan Cline		Applicant	Mailing, 5 Concourse P...	Active
Matt Mouncey		Engineer	Mailing, 2031 East Edg...	Active
Rita Karacson		Individual	Mailing, 330 West Chur...	Active
Bryan Cline		Contact	Mailing, 5 Concourse P...	Active

Licensed Professionals Info:

Primary	License Number	License Type	Name	Business Name	Business License #

Job Value: $0.00

Total Fee Assessed: $8,494.00

Total Fee Invoiced: $4,471.00

Balance: $0.00

Custom Fields: **LD_GEN_PUB**

PUBLIC HEARINGS

Development Type
Planning Commission

Application Type
Conditional Use
New

Brownfields Request
N/A

Affordable Housing

GENERAL INFORMATION

Expedited Review

Number of Lots
--

Will This Project Be Phased

Acreage
438

DRC Meeting
11/06/2025

DRC Meeting Time
8:45 AM

Rescheduled DRC Meeting
--

Rescheduled DRC Meeting Time
--

Green Swamp
No

Number of Units
--

Case File Number
CU-00-27M

Is this Polk County Utilities

Is this Application a result of a Code Violation
No

One Year Extension
--

FS 119 Status
Non-Exempt

Code Violation Case Number
--

ADVERTISING

Legal Advertising Date
--

BOCC1 Advertising Date
--

BOCC2 Advertising Date
--

Advertising Board
Planning Commission

MEETING DATES

Community Meeting
--

Planning Commission Date
1/7/2026

Land Use Hearing Officer 3
--

1st BOCC Date
--

2nd BOCC Date
--

LUHO-Level 3
--

HEARING

PC Hearing Results
--

PC Vote Tally
--

BOCC 1st Hearing Results
--

BOCC 1st Vote Tally
--

BOCC 2nd Hearing Results
--

BOCC 2nd Vote Tally
--

FINAL LETTER

Denovo Appeal
--

Denovo Results
--

Denovo Tally
--

LD_GEN_PUB_EDL

Opening DigEplan List...

DigEplan Document List
--

PLAN REVIEW FIELDS

TMPRecordID
POLKCO-25EST-00000-59757

DocumentGroupforDPC
DIGITAL PROJECTS LD

RequiredDocumentTypes
--

RequiredDocumentTypesComplete
Yes

AdditionalDocumentTypes
Applications,AutoCad File,Binding Site Plans (PDs and CUs),CSV,Calculations,Correspondence,Design Drawings,Flood/Traffic Studies,Impact Statement,Inspections,Miscellaneous,Plats,Record Drawings,Response Letter Resubmittal Complete,Staff Report/Approval Letter,Survey,Title Opinion

Activate DPC
Yes

Activate FSA
Yes

DigitalSigCheck
Yes

PLAN UPLOAD ACKNOWLEDGEMENT

Upload Plans Acknowledgement
Y

SELECTED AREA PLANS

Selected Area Plans

LAND USE

Selected Area Plan LU Code

DEVELOPMENT AREA

Development Area

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board	Number of Boards (Number)	Number of Mailers (Number)	Date Mailed	Date Posted	NOR
PC	13			12/23/2025	

Workflow Status:

Task	Assigned To	Status	Status Date	Action By
Application Submittal	Lyndsay Rathke	Application ...	10/07/2025	Margo White
Engineering Review				
Fire Marshal Review	Kim Turner	Approve	10/08/2025	Kim Turner
School Board Review	School District	Not Required	10/08/2025	School District
Roads and Drainage Review	Phil Irven	Approve	10/08/2025	Phil Irven
Planning Review	Kyle Rogus	Approve	11/24/2025	Kyle Rogus
Surveying Review	Noelle S Colaianni	Approve	11/25/2025	Noelle S Colaianni
Review Consolidation	Lyndsay Rathke	Approved for...	11/25/2025	Lyndsay Rathke
Staff Report				
Public Notice				
Hearing				
BOCC Hearing				
Final Letter				
Archive				

Condition Status:

Name	Short Comments	Status	Apply Date	Severity	Action By

Scheduled/Pending Inspections:

Inspection Type	Scheduled Date	Inspector	Status	Comments

Resulted Inspections:

Inspection Type	Inspection Date	Inspector	Status	Comments

GENERAL INFORMATION

APPLICANT AND OPERATOR
The Quikrete Companies
5 Concourse Parkway
Suite 1900
Atlanta, GA 30328

ACREAGE
PROPERTY AREA +/-436 acres
PERMIT AREA +/-436 acres
PROJECT AREA +/-436 acres

FLOOD HAZARD 0 ac.
WETLANDS 0 ac.

MINING SCHEDULE

START 2026
COMPLETION 2080
RECLAMATION START 2035
ANNUAL ACREAGE TO BE MINED5-20

*ALL MINING SHALL BE RECLAIMED IN ACCORDANCE WITH STATE REGULATIONS, CHAPTER 62C OF THE FLORIDA ADMINISTRATIVE CODE.

HOURS OF OPERATION
MONDAY THROUGH SATURDAY
4 A.M. TO 5 P.M.

GENERAL:

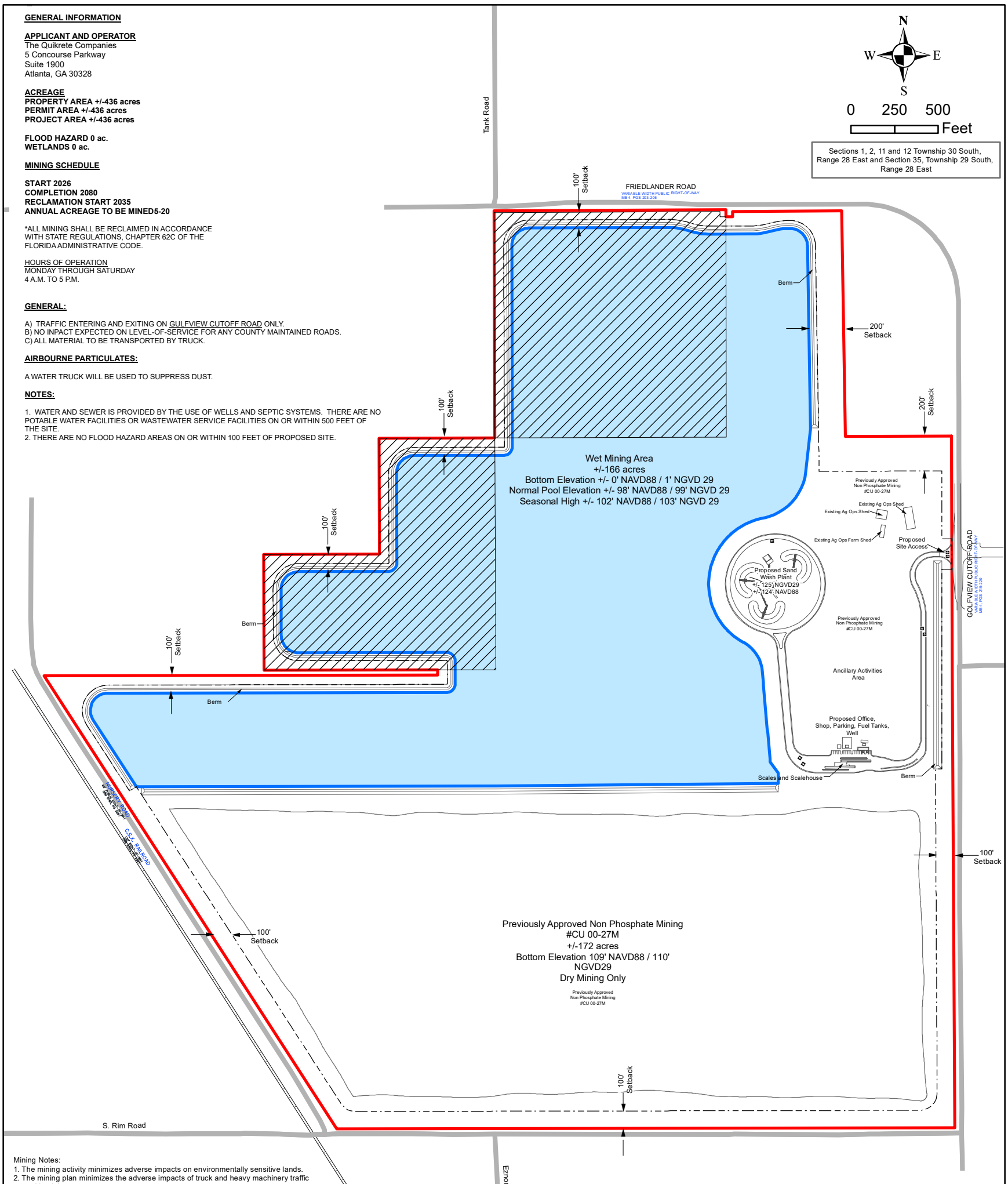
A) TRAFFIC ENTERING AND EXITING ON GULFVIEW CUTOFF ROAD ONLY.
B) NO INPACT EXPECTED ON LEVEL-OF-SERVICE FOR ANY COUNTY MAINTAINED ROADS.
C) ALL MATERIAL TO BE TRANSPORTED BY TRUCK.

AIRBOURNE PARTICULATES:

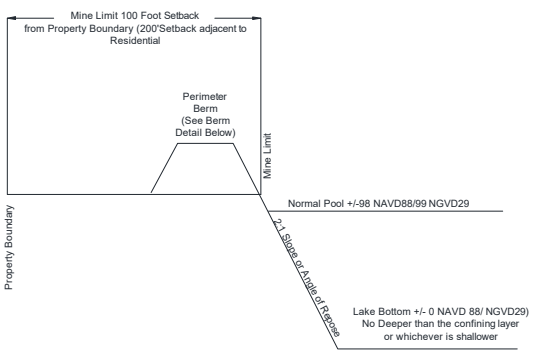
A WATER TRUCK WILL BE USED TO SUPPRESS DUST.

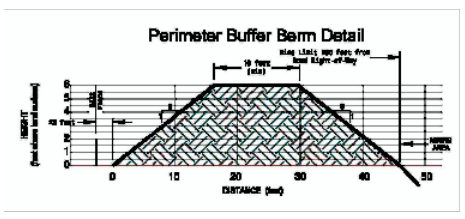
NOTES:

1. WATER AND SEWER IS PROVIDED BY THE USE OF WELLS AND SEPTIC SYSTEMS. THERE ARE NO POTABLE WATER FACILITIES OR WASTEWATER SERVICE FACILITIES ON OR WITHIN 500 FEET OF THE SITE.
2. THERE ARE NO FLOOD HAZARD AREAS ON OR WITHIN 100 FEET OF PROPOSED SITE.



Mining Notes:
1. The mining activity minimizes adverse impacts on environmentally sensitive lands.
2. The mining plan minimizes the adverse impacts of truck and heavy machinery traffic on residential streets.
3. Silt fence will be installed around the outside limits of any earthmoving activities in order prevent sediment from leaving the site and to decrease the velocity of sheet flows.
4. After removal and stockpiling of vegetative cover, topsoil , the sand will be pumped to the processing plant by a dredge to be washed, sorted and conveyed into stockpiles various desired product size ranges.
5. Stormwater runoff will be directed internally on the site and not allowed to discharge off-site.
6. The facility will maintain a Best Management Practices (BMP) Plan and a Spill Prevention Control and Countermeasures (SPCC) Plan to prevent discharge of pollutants.
7. Any material track-out at the ingress/egress will be monitored any material deposited removed by use of a street sweeper, wet broom, or by manually sweeping up any track out material.
8. Off-site sales and trucking operations will occur between 5:00 am ad 6:00 pm, Monday through Saturday.
9. Mining and processing of materials, including maintenance, will occur 24 hours per day,
10. The annual rate of mining is estimated to be+/- 5 to 20 acres per year.
11. Traffic from this mine will only access the property at the point of direct ingress And egress on Golfview Cutoff Road.
12. The site has been designed in accordance with and in consideration of the post mining uses allowed within the Future Land Use designation.
13. There will be no dams, spillways and related structures on the proposed extension area.





Setback Line
Mine Limit for Wet Mining
Extension Areas (+/- 70 acres)
Property Boundary (+/-436 acres)

THE COLINAS GROUP, INC.
Engineering and Enviromental Consultants
2031 E. Edgewood Drive Suite 5
Lakeland, Florida 33803
863-669-9141
www.thecolinasgroup.com

Drawn By: M.Mouncey

Date: 11/14/2025

Figure 9 Conceptual Mine Plan Highland Sand Extension

Polk County, Florida

QUIKRETE
What America's Made Of®
CONSTRUCTION MATERIALS
5 Concourse Parkway
Suite 1900
Atlanta, GA 30328 |
www.quikrete.com

Reclamation Notes:

- The reclaimed land will be compatible with the land use designated for the area by the Polk County Comprehensive Plan.
- The reclaimed mine site will provide for a drainage pattern similar to the pre-mining drainage of the are a as required by Chapter 6, regulating surface water management.
- Reclamation will commence after completion of mining.
- Reclamation will be consistent with the reclamation standards set forth in Chapter 62C 39 F.A.C.
- Reclamation will be initiated no later than one year after the calendar year in which mining operations cease and will be completed no more than three years after mining is completed at the facility.
- All temporary buildings, pipelines, and other man-made structures will be removed with the exception of those that are of sound construction with potential uses that are compatible with the reclamation goals.
- Upon completion of excavation, the reclamation of the excavation area will be by way of sloping the lake shorelines and contouring the upland areas, in some cases using the overburden and/or unmarketable sand, to achieve the required final grades.
- The maximum slope of reclaimed land will be 4:1 to normal water elevation (normal pool), and then 4:1 from normal pool to a water depth of five feet.
- Upland areas disturbed by mining operations will be revegetated and maintained until a vegetative cover is fully established. Disturbed areas will be stabilized by sodding with Bahia grass to prevent erosion and damage from sediment and runoff by stabilizing the soil surface, to reduce the production of dust and mud associated with bare soil surfaces, and to stabilize drainageways where concentrated overland flow will occur.
- The slopes of the reclaimed lakes will be vegetated with native species which will include planting of native wet land vegetation or natural regeneration of wetland plant species.

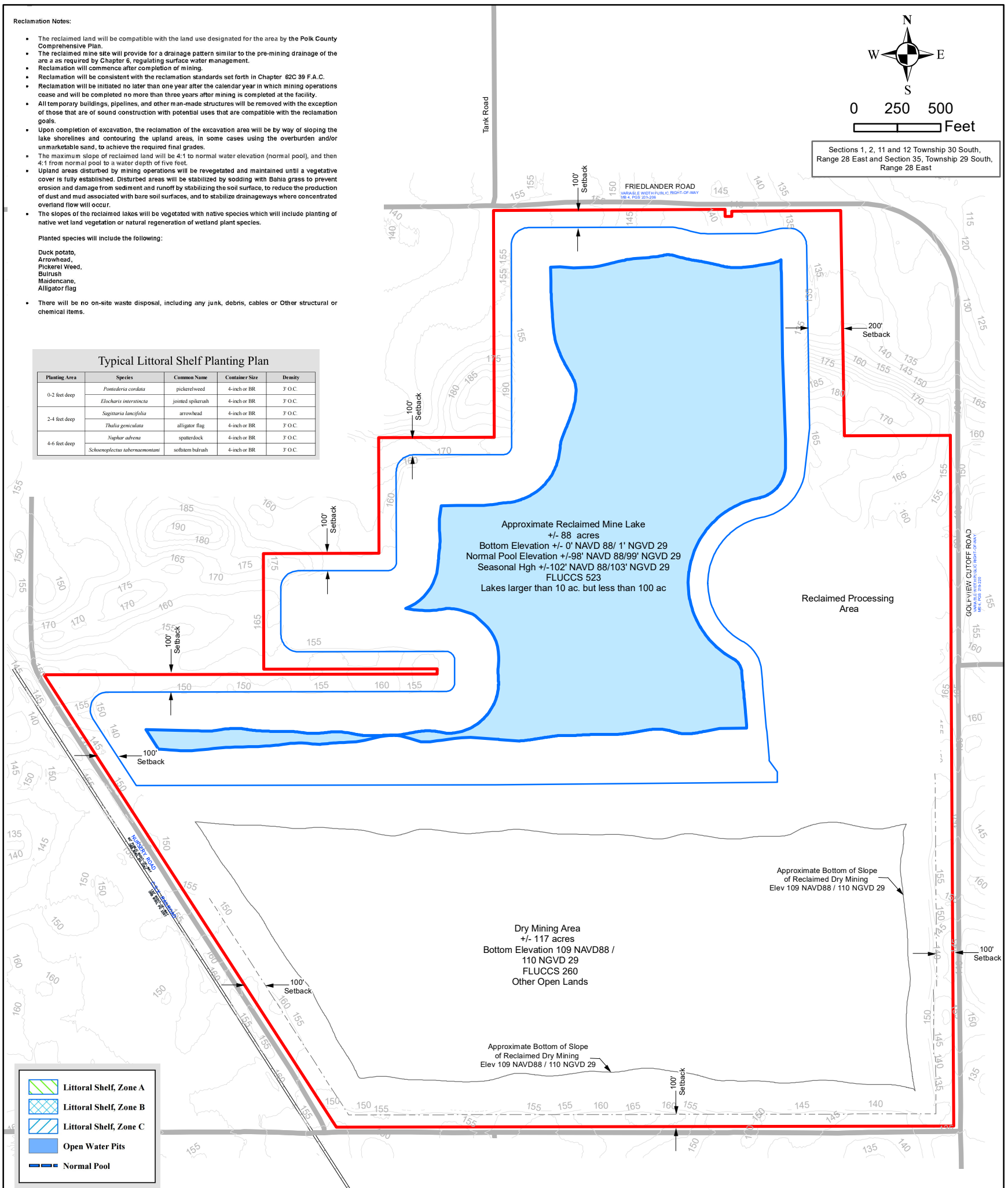
  Planted species will include the following:

  Duck potato,
  Arrowhead,
  Pickerel Weed,
  Bulrush
  Maidencane,
  Alligator flag

- There will be no on-site waste disposal, including any junk, debris, cables or Other structural or chemical items.

Typical Littoral Shelf Planting Plan

Planting Area	Species	Common Name	Container Size	Density
0-2 feet deep	*Pontederia cordata*	pickerelweed	4-inch or BR	3' O.C.
	Elocharis interstincta	jointed spikerush	4-inch or BR	3' O.C.
2-4 feet deep	*Sagittaria lancifolia*	arrowhead	4-inch or BR	3' O.C.
	Thalia geniculata	alligator flag	4-inch or BR	3' O.C.
4-6 feet deep	*Nuphar advena*	spatterdock	4-inch or BR	3' O.C.
	Schoenoplectus tabernaemontani	softstem bulrush	4-inch or BR	3' O.C.



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Drawn By: M.Mouncey

Date: 11/14/2025

Figure 10 Reclamation Plan Highland Sand Extension

Polk County, Florida

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Suite 1900
Atlanta, GA 30328 |
www.quikrete.com

The following land use activities are viable options for the property:

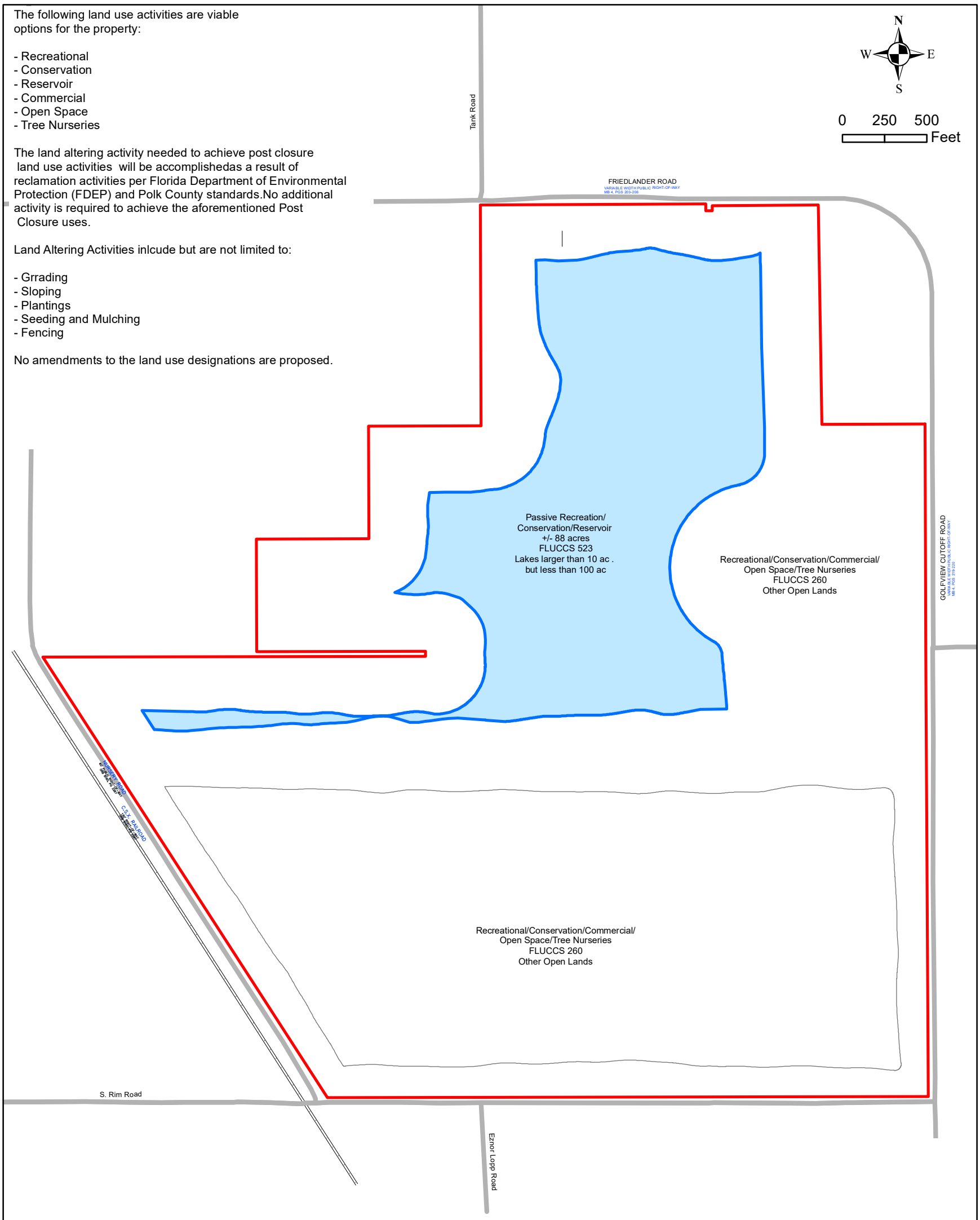
- Recreational
- Conservation
- Reservoir
- Commercial
- Open Space
- Tree Nurseries

The land altering activity needed to achieve post closure land use activities will be accomplishedas a result of reclamation activities per Florida Department of Environmental Protection (FDEP) and Polk County standards.No additional activity is required to achieve the aforementioned Post Closure uses.

Land Altering Activities inlcude but are not limited to:

- Grrading
- Sloping
- Plantings
- Seeding and Mulching
- Fencing

No amendments to the land use designations are proposed.



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Drawn By: M.Mouncey

Date: 11/14/2025

Figure 11 Post Closure Plan Highland Sand Extension

Polk County, Florida

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THE QUIKRETE COMPANIES
MONARCH MOUNTAIN MINERALS AND AGGREGATES LLC.
HIGHLAND SAND MINE EXTENSION
PROJECT NARRATIVE

Monarch Mountain Minerals and Aggregates LLC., a subsidiary of The Quikrete Companies, is requesting a major modification to existing Conditional Use Permit CU 00-27M, which includes +/- 368 acres of land and +/-320 acres of non phosphate mining, currently known as the Highland Sand Mine (current DBA Highland Sand Fill Dirt & Palms).

The proposed modification is to add +/-70 acres of land (parcel 283017000000023000, and portions of parcels 283017000000021030 and 283017000000021020), north and northwest of the existing approved non-phosphate mine, increase the depth of mining and mining method (hydraulic dredging) in a portion of the approved non phosphate mine, and to add a sand processing plant with ancillary infrastructure.

The existing +/- 368 acre operation and proposed +/-70 acre extension are located northwest of the intersection at Backbone Road at Golfview Cutoff Road in Polk County, Florida. The existing driveway is located at 2761 Golfview Cutoff Road, approximately 800 feet north of Enzor Loop Road. More specifically, the site is located in Sections 16, 17, 20, and 21, Township 30 South, Range 28 East in Polk County, Florida

The site is currently zoned A/RR and is situated within the Rural Development Area (RDA) and Southeast Select Area Plan (SAP), outside of the Village Center.

The Property is predominantly made up of active and inactive citrus groves, planted pine, an active non phosphate mining operation, a tree nursery, and undeveloped lands.

The proposed operation will continue to produce sand primarily used for commercial construction aggregates, concrete, asphalt, clean fill material, FDOT and other critical regional infrastructure projects. The sand will be mined on a portion of the site using a hydraulic dredge, which will pump the product to an on-site sand processing plant to be washed, sized and stockpiled for delivery to customers by over the road commercial sand trucks. Of the +/-436 acres on site, +/-390 acres are proposed for excavation within the areas containing the minable resources. This includes the previously approved +/-368 acre site and +/- 320 acres of dry mining and mining within the +/-70 acre extension area. Of the +/-390 acres of mining, +/-166 acres are proposed for wet mining via a hydraulic dredge. Quikrete intends to mine approximately 10 to 30 acres per year depending on market conditions.

The mining activities will take place seven days per week, 24 hours per day. Truck operations will take place Monday through Saturday from 4:00 am to 5:00 PM. Ingress and egress from the site will remain via Golfview Cutoff Road, a County road that runs along the eastern extents of the property, as permitted in existing CU 00-27M. Site traffic from the proposed mine is not anticipated to significantly impact on the surrounding transportation network.

Impact Assessment Statement
Highland Sand Extension
Monarch Mountain Minerals and Aggregates LLC., a subsidiary of The Quikrete Companies

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. 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 sufficient Impact Assessment Statement must address all of the following ***(Note: N/A is an insufficient comment, if N/A an explanation must be included)***:

Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. **How and why is the location suitable for the proposed uses**

   The location of the Highland Sand Extension Project Area and associated parcels are depicted on attached Figure 1, 2 and 3. The Highland Sand Extension Project Area is a suitable location for non-phosphate mining for various reasons, which are listed below:

   A. The site contains the high-quality critical sand resource used for commercial construction aggregates, concrete, asphalt, clean fill material, FDOT and other critical regional infrastructure projects. The primary resource on this site is coarse-grained sand, which is a strategic resource that is only located and available for extraction in specific locations throughout the region. Though most of Polk County is covered with fine-grained sandy materials, few areas contain the coarse sand that meets commercial and FDOT Specifications.

   B. The Polk County Comprehensive Plan states the specialized use of non-phosphate mining is authorized in all land use locations per Policy 2.125-A2 and more specifically is listed as one of the allowable uses in the A/RR district. The subject property is located in the Agricultural Residential Rural (A/RR) land use district and the Rural Development Area. In addition, there are no utilities (water/sewer) from the City of Lake Wales currently available or planned for expansion in the area in the immediate future to support elevated residential densities. The site is also just over ½ mile from the existing the Mineral Resource Protection Area".

   C. The request is compatible with the surrounding area as the Rural Development (RDA) does not support dense residential or non-residential development.

Therefore, the non-phosphate mining will not adversely affect the citizens of the immediate surrounding area. Non-phosphate mining is a Specialized Use which is allowed in all future land use classifications in accordance with Section 2.125 of the Comprehensive Plan so long as the project meets the compatibility and development requirements of the Land Development Code. Also, The site is also in close proximity of the Mineral Resource Protection Area".

D. The site is strategically located in an area of the County and region that allows for the efficient and optimal use of existing transportation corridors for delivery of the product to the local and regional markets. The location of the site, off of Golfview Cutoff Road, will allow for continued quick and easy access to US Highway 27 and State Road 60, all of which represent a large and appropriate roadway for delivery of the product to the regional markets. Logistics is a critical factor in selecting a location for a sand mine, for economic and environmental reasons. The minimization of transport distance yields economic and environmental benefits to the County and to the applicant by reducing trip length, road usage, vehicle maintenance, vehicle fuel, and reducing air pollution via reduction of carbon footprints. Based on the Traffic Impact Assessment (TIA) included with this application, the surrounding roadway network, which has adequately served the existing, adjacent non-phosphate mining facilities, will continue to do so without causing any failures in service.

E. The site already includes a previously approved Non Phosphate mining operation operating under existing Conditional Use Permit CU 00-27M. The proposed modification is to add +/-70 acres of land (parcel 283017000000023000, and portions of parcels 283017000000021030 and 283017000000021020), north and northwest of the existing approved non-phosphate mine to allow continuation of mining, to increase the depth of mining and mining method (hydraulic dredging) in a portion of the approved non phosphate mine, and to add a sand processing plant with ancillary infrastructure.

F. The proposed mining areas consist almost entirely of active and inactive citrus groves, as well as an existing Non Phosphate mining operation. The mining will be carried out via an environmentally friendly methodology known as closed-loop hydraulic dredging, which does not require dewatering and therefore results in no negative effects to the either offsite, or nearby wetland areas.

2. **What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?**

As previously stated, the Polk County Comprehensive Plan states the specialized use of non-phosphate mining is authorized in all land use locations per Policy 2.125-A2 and more specifically is listed as one of the allowable uses in the A/RR district. Also, the majority of the immediate land use around this property is A/RR and non-phosphate mining, and the request is for a modification of the existing Conditional Use Permit to operate a non-phosphate mining operation, which was previously deemed consistent with the Comprehensive Plan and compatible with the surrounding area on the existing property. Further, the request is compatible with the surrounding area as the Rural Development (RDA) does not support dense residential or non-residential development. Therefore, there are no issues related to incompatibility, and no special efforts are needed to minimize any differences in the proposed use with adjacent uses. See Adjacent Properties on attached Figure 4.

Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. **What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed[1] methodology and calculations.**

   The projected traffic from the proposed Highland Sand Extension is not anticipated to significantly impact the surrounding classified transportation network. Per the Polk County Traffic Impact Study Methodology and Procedures guidelines, a Minor Traffic Study is required. The attached analysis evaluates additional adjacent roadways and intersections in more detail than that required for a minor TIA.

   Please see the attached TIA, which provides the number of vehicle trips to be generated daily, and the PM peak hour based on the latest Institute of Traffic Engineers (ITE), including detailed methodology and calculations.

2. **What modifications to the present transportation system will be required as a result of the proposed development?**

   Based on the findings from the analysis, ingress turn lanes are not warranted on Golfview Cutoff Road at the existing/proposed driveway.

3. **What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?**

   Section 708 of the Land Development Code requires 1 parking space per employee, plus 5 visitor spaces. The proposed sand mine will average 7 to 10 employees, therefore the total amount of parking spaces required will be (15) fifteen. (15) fifteen parking spots will be designated within the graded areas adjacent to the office trailer. See attached Figure 9 which shows the approximate location of the office and processing area.

4. **What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?**

   Access to the site will be via Golfview Cutoff Road, which will allow for quick and easy access to US Highway 27 and State Road 60. See attached Figure 1.

*NOTE: Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for **"Infrastructure Impacts"** items 3 through 9 above.*

Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. **What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*).**

   Approximately 200 GPD of sewage will be generated per day.

2. **If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?**

   Sewage will be treated by way of an on-site septic tank.

3. **If offsite treatment, who is the service provider?**

   The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing off site treatment to the site has not been established to date. Sewage will be treated by way of an on-site septic tank.

4. **Where is the nearest sewer line (in feet) to the proposed development (*Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code*).**

   The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing off site treatment to the site has not been established to date. Sewage will be treated by way of an on-site septic tank. Sewage will be treated in an on-site septic tank. There is no service provider that can serve the site.

5. **What is the provider's general capacity at the time of application?**

   The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing off site treatment to the site has not been established to date. Sewage will be treated by way of an on-site septic tank.

6. **What is the anticipated date of connection?**

   The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing off site treatment to the site has not been established to date. Sewage will be treated by way of an on-site septic tank. This site is located in a Rural Development area and under the Polk County Comprehensive Plan county utilities services will not be extended to provide potable water and/or wastewater services. Sewage will be treated in an on-site septic tank as there are no plans for the City to extend utilities to this area in the immediate future. There is no service provider that can serve the site**.**

7. **What improvements to the providers system are necessary to support the proposed request (e.g., lift stations, line extensions/expansions, interconnects, etc.)?**

The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing off site treatment to the site has not been established to date. Sewage will be treated by way of an on-site septic tank. Sewage will be treated by way of an on-site septic tank. However, Improvements would at a minimum include significant line extensions to be available in the vicinity of the project site.

Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. **What is the proposed source of water supply and/or who is the service provider?**

The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing potable water to the site has not been established to date. Potable water will be supplied from on-site wells which will be permitted for the appropriate use with SWFWMD and the Polk County Health Department. Process water for use in sand processing will be withdrawn from the mine lake and a Floridan aquifer production well. All process water will be recycled as part of the closed loop system.

2. **What is the estimated volume of consumption in gallons per day (GPD)? (*Response may be based on Section 703 of the LDC*)**

Water consumption will be in the form of water retained in the product hauled off site and potable water use. The moisture content of the sand product is generally less than six (6) percent by weight. At approximately four (4) percent moisture by weight, each ton of product contains +/- 80 pounds, or approximately +/- 10 gallons, of water.

Typically, water use with exported product is approximately +/- 10 gallons per ton of product.

The water removed from the recirculation system in the product is replenished through inflow of water to the mine lake through the surficial aquifer. Assuming 1,000,000 tons of products are hauled off site per year, the quantity of water use withdrawn from the surficial aquifer is less than +/- 30,000 gallons per day.

Potable water for sanitary purposes will be obtained from the upper Floridan aquifer and is expected to be on the order of 4,000 gallons per day.

The mining activities will have no measurable impact on the normal supply of ground water and surface water. As mining progresses, the existing irrigation wells will be permanently abandoned and those irrigation uses will be permanently eliminated.

Elimination of the irrigation demands, as mining progresses, will have an overall long term positive impact on the normal supply of ground water.

3. **Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?**

The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing a potable water and/or reclaimed water connection to the site has not been established to date.

4. **Who is the service provider?**

The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing a potable water and/or reclaimed water connection to the site has not been established to date.

5. **What is the anticipated date of connection?**

The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing a potable water and/or reclaimed water connection to the site has not been established to date. There are no plans for the City to extend utilities to this area in the immediate future.

6. **What is the provider's general capacity at the time of application?**

The site falls outside of the City of Lake Wales Utility Service Area. The necessary infrastructure for providing a potable water and/or reclaimed water connection to the site has not been established to date. There are no plans for the City to extend utilities to this area in the immediate future.

7. **Is there an existing well on the property(ies)?**

Yes, see below:

Yes [X] What type? Agricultural (8 wells)
Permit Capacity 423,500 Gallons Per Day (GPD)

No [ ]

Location: Groves

Water Use Permit #: 20004810.011

Constructed prior to Water Management District Permitting: Yes [ ] No [X]

Type of Use: [X] Ag [ ] Public [ ] Industrial or

Commercial [ ] Recreation or Aesthetic [ ] Mining

Permitted Daily Capacity: 433,500 gpd

Average Peak Monthly Withdrawal Rate: 2,178,600 gpd

Location: Groves (8 wells)

Casing Diameter: 4, 8, 10 & 12 inches

Mainline Diameter: NA

Note that as mining progresses, irrigation quantities will decrease eventually to zero because groves will be removed.

Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. **Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);**

   The areas proposed to be mined consist entirely of uplands.

   The soil within the uplands is sandy with high infiltration rates, as shown on Soils Map in the attached Environmental Report meaning that there is little surface runoff to offsite properties or surface waters and wetlands. When runoff occurs, the surface drainage varies and is from the topographic high in the uplands to the topographic lows within the property. The topography of the property is shown on attached Figures 6 and 7.

   The property lies within the Tiger Creek Basin. Surface water runoff direction varies throughout the site.

   The overall property is situated within one (1) drainage basin. The property occupies +/- 438 acres of the 24,107 acres (38 square miles) in the Tiger Creek Basin. The property occupies a very small area within the drainage basin. The surface water flow in the basin will not be measurably impacted. See Basin Map attached as Figure 8.

   The majority of the property is situated within the Zone X flood zone as shown on Figure 8. Zone X is the area determined to be outside the 500-year flood.

2. **What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?**

   A portion of the uplands will be removed by the mining operations. Post development conditions will include both lakes and uplands where the mining has occurred.

The underlying sand is highly permeable. Because little surface runoff presently occurs from the sandy uplands, the presence of mine lakes in a portion of the site will not measurably impact runoff to wetlands. As mentioned above, the property lies within the Tiger Creek Basin.

At this time, it is anticipated that after reclamation the mine will result in +/-171 acres of open water lakes and 270 acres of uplands.

All water will be retained on site and after reclamation the project will retain rainfall events less than the 100-year, 24-hour event in the reclaimed lakes.

After reclamation, the water in the open water lakes will consist of ground water and rainfall, because the reclaimed lakes will extend into the surficial aquifer, and rain that falls directly into the reclaimed lakes. The reclaimed lakes, therefore, will not significantly affect downstream receiving systems, other existing legal users, base flows, or hydration in offsite natural systems, lakes and wetlands. See attached Reclamation Plan on Figure 10 and the Post Closure Plan on Figure 11.

Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1. **Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.**

   The project area lies on the Lake Wales Ridge physiographic province (White, 1970).The Lake Wales Ridge is characterized by land surface elevations ranging up to approximately 300 feet (NAVD 88) and coarse clastic sediment disturbed by dissecting streams and karst activity. The Lake Wales Ridge is the most prominent topographic feature in peninsular Florida. Elevations of the ridge crest range from 150 to 305 feet NAVD 88 and are highest at Lake Wales and Babson Park (Stewart) 1966). The ridge is a highland composed primarily of coarse clastic material dissected by streams and karst activity and “straightened on its flanks by coastal erosion to produce its present western bounding scarp and a probable burled former eastern bounding scarp” (White 1970). The preservation of the Lake Wales Ridge as a present day highland is thought to be due to the presence of the clayey, gravelly, coarse quartz sand that has limited, but not completely prevented, the dissolution of the underlying limestone.

   Physiographically, the project area is on the Wicomico Terrace. The Wicomico Terrace is an ancient Atlantic shoreline scarp that extends from Virginia to Florida. In Florida, the terrace has been modified by erosional processes (Healy, 1975).

   The site includes a topographic high, with elevations ranging between approximately 115 and 192 feet NGVD.

The environmental sensitivity of the site and adjacent properties is relatively low, almost entirely impacted by existing and historical agricultural activities, as well as a Non Phosphate mining operation. The project area was evaluated for the potential occurrence of Critical Habitat as defined by the Endangered Species Act of 1973, as amended and 50 CFR and other publicly protected lands.

The FWS regulates the adverse modification of the biological or physical constituent elements essential to the conservation of the listed species within the Critical Habitat. There are no lands designated as Critical Habitat within or adjacent to the site (Protected Lands Map). The site was also evaluated for the potential occurrence of Protected Waters. No protected waters occur within or adjacent to the site, as defined by 62-302.700, F.A.C (Protected Waters Map).

The Project is located in a rural setting consisting of primarily agricultural land uses, characterized by citrus groves, with several existing sand mines in the general vicinity.

General land use was determined utilizing publicly available data from SWFWMD, FWS NWI, infrared and true color aerial imagery, and aerial interpretation of the study area. Upland and wetland land uses were classified using the 1999 Florida Department of Transportation (FDOT) FLUCCS Upland Land Use Communities

Upland Land Use Communities

Residential Low Density (Less Than Two Dwelling Units Per Acre) (FLUCCS 110)

This land use is located in northeastern and southeastern portions study area. The vegetation within this land use is disturbed but dominated by bahiagrass (*Paspalum notatum*) and bermudagrass (*Cynodon dactylon*).

Extractive (FLUCCS 160)

This land use category is comprised of the active sand pit operation. The area is mainly devoid of vegetation.

Tree Crops (FLUCCS 220)

This land use category is comprised of the agricultural operations onsite consisting of citrus production. The vegetation within this land use is comprised of citrus, bermudagrass, and ruderal species.

Nurseries and Vineyards (FLUCCS 240)

This land use category is a palm tree farm. The vegetation within this land use is comprised of citrus variety of palms with bermudagrass and ruderal species.

Mining will not change the semi-confining unit characteristics, the surficial aquifer water table level, nor the potentiometric level of the Intermediate aquifer.

Therefore, mining in the project area will not reduce the recharge volume to the Intermediate and Upper Floridan aquifers.

Since the dredge pond water levels will be maintained at levels similar to the surficial aquifer water table levels, the Highland Sand site basically maintains the ambient water table conditions.

Maintaining the dredge pond elevation at approximately the ambient, natural water table level will preclude off site drawdown effects.

The mining plan coupled with a highly favorable geologic and hydrologic setting ensures that the Highland Sand operation will not adversely affect ground water and surface water, nor cause off-site sedimentation.

All process water will be re circulated to the dredge pond so that the addition of water from the Intermediate nor the Upper Floridan aquifer as make-up water is not necessary. No wells are planned for the project area.

Stormwater will be retained on site in the mine lakes, and all process water will be recirculated to the mine lakes. All fine sediments separated during the sand processing and created during stormwater runoff will be trapped in the mine lake and retained on the site.

No surface streams will be affected by this operation. All surplus precipitation (less evapotranspiration) becomes internal drainage, and no offsite surface water discharge will occur.

2. **What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.**

No surface streams will be affected by this operation. All surplus precipitation (less evapotranspiration) becomes internal drainage, and no offsite surface water discharge will occur. All of the extension area and almost the entirety of the property is situated within the Zone X flood zone as shown on Figure 10. Zone X is the area determined to be outside the 500-year flood.

3. **Discuss location of potable water supplies, private wells, public well fields *(discuss the location, address potential impacts)*, and;**

The nearest public well, the Hunt Brothers Packing Company Well which is +/- 4,600 feet from the site.

The closest public well field is Babson Park Public Well which is +/-2 miles southeast.

There are private wells located on properties adjacent to the proposed mining property. Each well is completed in the upper Floridan aquifer. There is no anticipated impact to these wells.

Discuss the location of Airport Buffer Zones (if any) ***(discuss the location and address, potential impacts).***

There are no airports within the vicinity of the project area.

4. **Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development.**

Based on the USDA/NRCS Soil Survey for Polk County (1990), four soil types are mapped within the Highlands Sand Mine Project study area (Soil Map). None of the soil types are considered hydric soils according to the *Hydric Soils of Florida Handbook*. Below are the soil types mapped for the site, their corresponding NRCS reference number for soils of Polk County, and a general description of their characteristics.

(3) Candler sand, 0 to 5 percent slopes – This unit consists of nearly level, to gently sloping, excessively drained soil, found in deep, sandy uplands. Slopes are nearly smooth to convex. Typically, the surface layer is very dark grayish brown fine sand about six inches thick. The underlying layers are fine sand to a depth of 82 inches or more. These excessively drained soils do not have thin bands of lamellae. According to the *Hydric Soils of Florida Handbook*, this is not a hydric soil.

(4) Candler sand, 5 to 8 percent slopes– This unit consists of sloping, excessively drained soil in small areas on sharp breaking slopes and in relatively large areas on long, narrow slopes. The deep, sandy soil is on uplands. Typically, the surface layer is grayish brown fine sand about five inches thick. The underlying layers are fine sand to a depth of 85 inches or more. The lower part has thin lamellae of yellowish-brown loamy sand and some thin streaks of clean sand grains that are light gray in color. In this Candler soil, the available water capacity is low. Permeability is rapid. Natural fertility is low, and organic matter content is usually very low. According to the *Hydric Soils of Florida Handbook*, this is not a hydric soil.

(46) Astatula sand, 0 to 5 percent slopes– This unit consists of very deep, excessively drained soils on uplands that formed in eolian and marine sands. These soils are on low knolls and ridges in the flatwoods areas of central, southern, and a few areas of the eastern gulf coast of Florida. Slopes range from zero to five percent. Permeability is very rapid. According to the *Hydric Soils of Florida Handbook*, this is not a hydric soil.

(88) Astatula sand, 5 to 8 percent slopes–This soil is moderately sloping and excessively drained. It is on uneven side slopes and upland ridges. The mapped areas are irregular in shape and range from 5 to about 100 acres. Typically, the surface layer is gray fine sand 2 inches thick. The underlying material to a depth of 80 inches is brownish yellow and yellow fine sand. Permeability is very rapid. According to the *Hydric Soils of Florida Handbook*, this is not a hydric soil.

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

1. **Parks and Recreation;**

   The closest park to the site is Highland Manor Park, 0.7 miles west of the project site.

2. **Educational Facilities (e.g., preschool, elementary, middle school, high school);**

   The closest education facilities are as follows:

   +/-2 miles South
   Dale R. Fair Babson Park Elementary
   815 No Scenic Highway, Babson Park 33827

   +/-3 miles Northeast
   McLaughlin Middle and Fine Arts Academy
   800 South 4th Street
   Lake Wales, Florida 33853

   +/-2.5 miles North
   Hillcrest Elementary
   1051 State Road 60 East
   Lake Wales, Florida 33853

   This proposed mining operation will not create additional demand on the Polk County education system and the resulting impact will be negligible.

3. **Health Care (e.g., emergency, hospital);**

   Advent Health Lake Wales facility at 410 S 11th St Lake Wales, FL 33853.

4. **Fire Protection;**

   Fire response and Emergency Services to this project will be dispatched from the Golfview Station 10 located at 2902 Florida 60 Lake Wales, Florida, 33898.

5. **Police Protection and Security;**

   The responding Polk County Sheriff's substation is located at Southeast District Office at 4011 Sgt Mary Campbell Way Lake Wales, FL 33859.

6. **Emergency Medical Services (EMS);**

   The nearest EMS location is the Golfview Station 10 located at 2902 Florida 60 Lake Wales, Florida, 33898.

7. **Solid Waste (collection and waste generation); and**

There will be a deminimus demand for solid waste collection services for the sand mine. The existing solid waste collection is through the Polk County Solid Waste Department.

8. **How may this request contribute to neighborhood needs?**

Commercial sand is a raw material used for the critical infrastructure needs for local and regional projects.

The proposed operation will also provide employment opportunities and contribute to the downstream job creation for third party vendors that will be required for construction, operation and maintenance of the site.

Maps

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. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale 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 8 1/2" x 11"** and accompany Impact Assessment Statements:

Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;

See attached Figure 1.

Map B: Map depicting the site boundary (properties included in the request)

See attached Figure 2.

Map C: A site plan consistent with ***Site Plan Standards*** [2] (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy.** Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

See attached Figures 9, 10 and 11.

NOTE: Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.

[2] See *Site Plan Standards* checklist form (GM LDD 11).

TRAFFIC IMPACT ANALYSIS

HIGHLANDS SAND MINE

POLK COUNTY, FL

JULY 2025

Prepared for:

THE COLINAS GROUP, INC

Prepared by:

KIMLE-HORN AND ASSOCIATES, INC.

Kimley»Horn

TRAFFIC IMPACT ANALYSIS

HIGHLANDS SAND MINE

POLK COUNTY, FL

THIS IS TO CERTIFY THAT THE ENCLOSED CALCULATIONS WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.

AMBER L. GARTNER, P.E.

STATE OF FLORIDA,
PROFESSIONAL ENGINEER,
LICENSE NO. 72294

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY AMBER L. GARTNER, P.E. ON THE DATE INDICATED HERE.

THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Amber L Gartner

Digitally signed by Amber L Gartner
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Date: 2025.07.14 17:18:01 -04'00'

AMBER L. GARTNER, P.E.
FLORIDA REGISTRATION #72294
KIMLEY-HORN REGISTRY #35106

Prepared for:

THE COLINAS GROUP, INC

Prepared by:

KIMLEY-HORN AND ASSOCIATES, INC.

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1700 SE 17th Street, Suite 200
Ocala, FL 34471

Kimley»Horn

TABLE OF CONTENTS

Introduction....1
Project Traffic....3
Trip Generation....3
Traffic Distribution and Assignment....3
Traffic Volume Development....6
Operational Analysis....9
Segment Level of Service Analysis....9
Intersection Analysis....11
Turn Lane Analysis....12
Conclusions....13

LIST OF FIGURES

Figure 1: Project Site Location, Trip Distribution, and Study Area....2
Figure 2: Site Traffic Distribution and Peak Hour Site Traffic Volumes....5
Figure 3: AM and PM Peak Hour Buildout Traffic Volumes....8

LIST OF TABLES

Table 1: Trip Generation Summary....3
Table 2: Growth Rate Calculations....6
Table 3: PM Peak Hour Roadway Segment Analysis....10
Table 4: AM and PM Peak Hour Traffic Intersection Analysis Summary....11

APPENDIX

APPENDIX A: Traffic Data
APPENDIX B: Polk County TPO Roadway Network Database Excerpts
APPENDIX C: Mining Trip Generation
APPENDIX D: Intersection Volume Development Sheets
APPENDIX E: Synchro Output
E1: Existing Traffic (2025)
E2: Future Background Traffic (2026)
E3: Future Buildout Traffic (2026)
APPENDIX F: NCHRP 457 Output

INTRODUCTION

The purpose of this traffic study is to assess the anticipated impacts of new traffic generated from a proposed sand mine. The new sand mine site will be opened adjacent to the existing Highland Sand Fill Dirt & Palms. The new sand mine site will utilize the same driveway as the existing operation, which will remain in place.

The site is located northwest of the intersection at Backbone Road at Golfview Cutoff Road in Polk County, Florida. The existing driveway is located at 2761 Golfview Cutoff Road, approximately 800 feet north of Enzor Loop Road.

The sand mine is expected to begin operation in 2026. For purposes of this Transportation Impact Analysis (TIA), 2026 has been assumed as the year that the mine will be in full production. The initial operation anticipates approximately 750 tons of material mined a year, with a maximum production up to 2,000,000 tons of material mined per year.

The mining operations are anticipated to generate greater than 50 but less than 750 average daily trips at maximum operation. Based on the Polk County Land Development Code (LDC) Appendix C, Traffic Impact Study and Procedures, a Minor Traffic Study is required for the site. A minor traffic study requires evaluation of the directly accessed roadway segment and major intersections within the project vicinity.

This traffic study includes evaluation of the proposed site driveway, the adjacent roadway segments of Golfview Cutoff Road/Friedlander Road/Lewis Griffin Road, the adjacent intersections of Lewis Griffin Road at Friedlander Road, the intersection of Golfview Cutoff Road with SR 17, and additional roadways within the vicinity of the site to demonstrate the minimal impact of the site operations on the overall transportation network.

The project location, site access, surrounding transportation network, and study area are depicted in **Figure 1**.

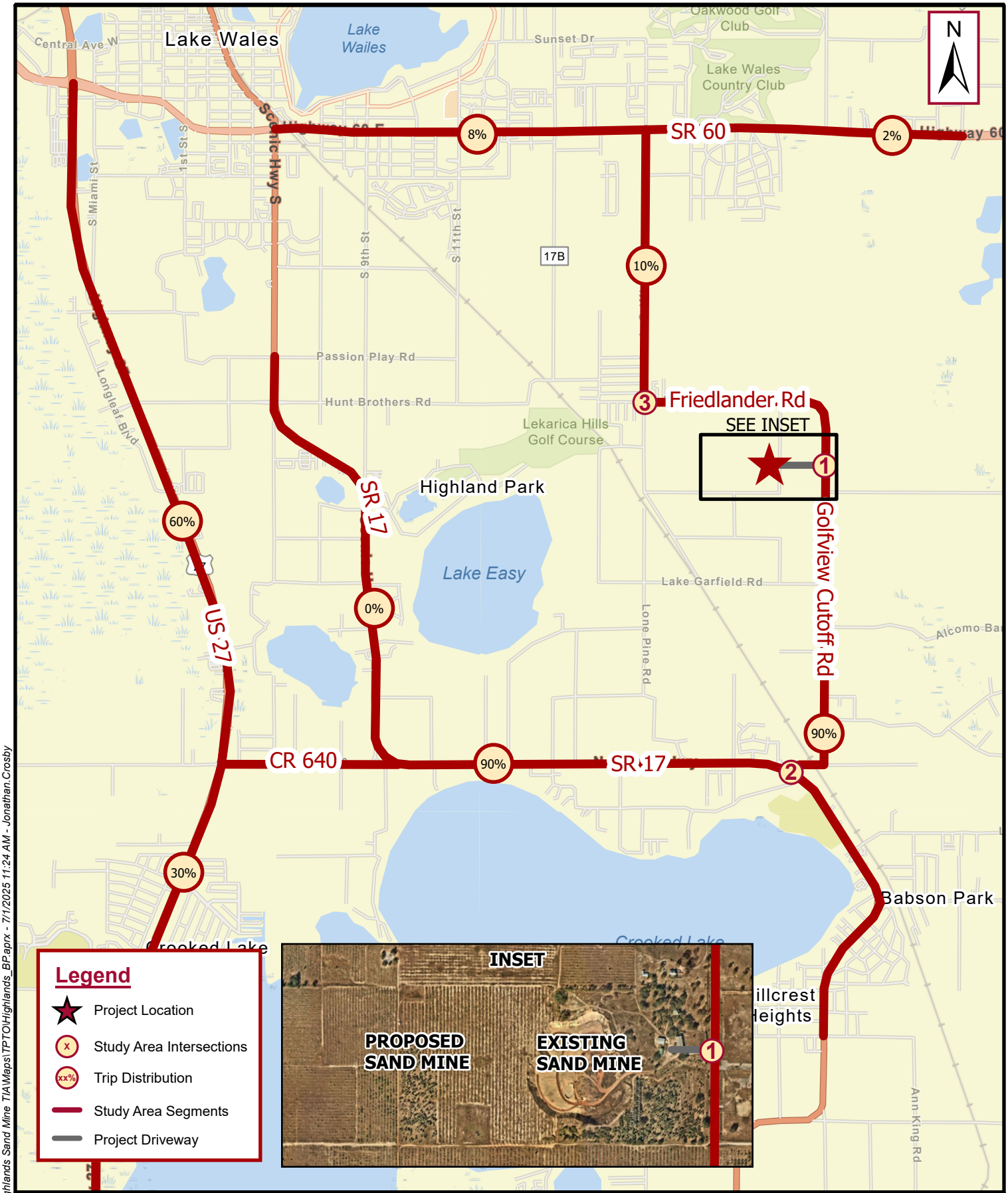


FIGURE 1: PROJECT LOCATION, STUDY AREA & TRIP DISTRIBUTION

HIGHLANDS BORROW PIT
POLK COUNTY, FLORIDA

Project No: 042964004	Not to Scale	July 2025	Page 2

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PROJECT TRAFFIC

TRIP GENERATION

For mining facilities, trip generation estimates are typically based on the number of employees and rate of material extraction, since the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, does not provide trip generation data for this land use. For this project, data obtained from similar mining facilities currently operating in Central Florida, as well as information provided by the owner of the facility, were used to estimate trip generation.

The proposed mine is estimated to have an initial extraction rate less than the full production of material each year. Mining production is expected to average approximately 750,000 tons per year, with a maximum annual operation of 2,000,000 tons of material. For this analysis, calculations were performed assuming the maximum extraction rate.

There will be six working days per week (Monday through Saturday), resulting in 6,410 tons of material extracted per day at maximum capacity. The hauling trucks have a 24-ton capacity, resulting in an estimated 268 trucks entering and exiting the facility each day (536 daily truck trips) at maximum operations. Additionally, an estimated 20 trips per day will result from an estimated 10 facility employees (10 in, 10 out). At maximum operating capacity, the proposed mine site is expected to produce 556 daily trips (536 trucks, 20 passenger vehicles).

The number of truck trips per hour of operation was calculated based on an estimated hourly distribution, derived from traffic data at three active sand mines located in Central Florida. An average of the hourly distribution from each site was applied to the daily truck trip generation to estimate the hourly truck traffic entering and exiting the site. The site hours will be 4 AM to 5 PM. The trip generation by hour and estimated truck traffic for the site is provided in **Appendix C**.

During the AM peak hour of adjacent street (one hour between 7 AM and 9 AM), an estimated 38 trucks will enter, and 28 trucks will exit the facility. It was assumed that all 10 employee vehicles would enter during the AM peak hour. During the PM peak hour of adjacent street (one hour between 4 PM and 6 PM), it is estimated that 1 truck will enter, 6 trucks and 10 employees will exit the facility. The site operations and maximum operating capacity will produce 76 AM peak hour trips and 17 PM peak hour trips. **Table 1** provides a summary of the anticipated site trip generation characteristics.

Table 1: Trip Generation Summary

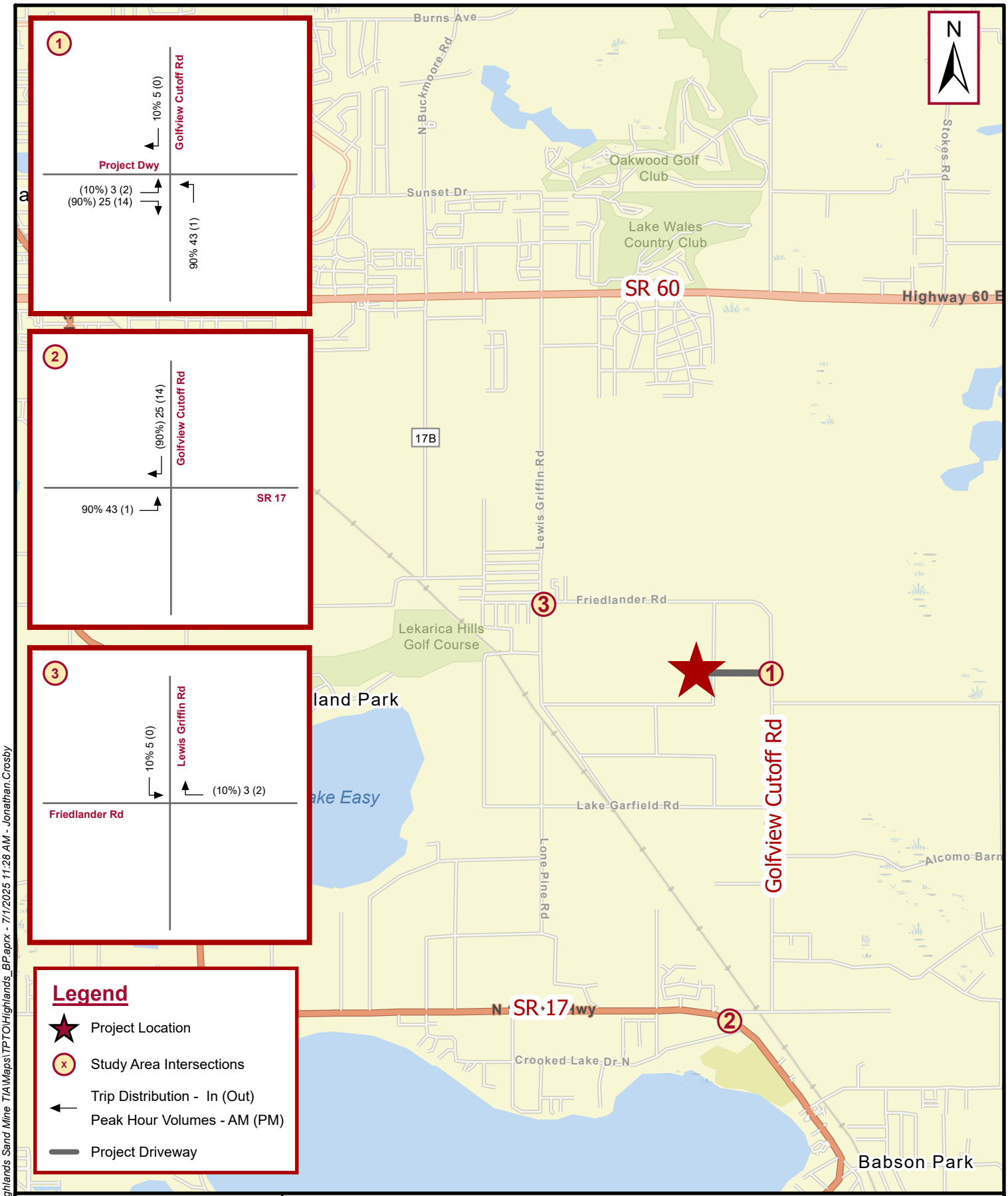
Land Use	Vehicle Type	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	Entering	Exiting	Total	Entering	Exiting
Sand Mine	Trucks	536	66	38	28	7	1	6
	Cars	20	10	10	0	10	0	10
	Total	556	76	48	28	17	1	16

TRAFFIC DISTRIBUTION AND ASSIGNMENT

An assignment of project trips to the study area roadway network was based on information provided by the facility owner and knowledge of the region's traffic patterns. Trips associated with the new facility will access Golfview Cutoff Road from SR 17 to/from the south, and via SR 60 to/from the north (employees, passenger vehicles). The general service areas of the sand mine include the Lakeland, Plant City, and Sarasota areas.

Vehicles accessing the site from the north will not be permitted to access Lilly Street or any other street within the Highland Park Manor subdivision, with the exception of Lewis Griffin Road. An estimated 90% of traffic is anticipated to enter from the south, and the remaining 10% is anticipated to enter from the north. This is consistent with the existing traffic patterns observed at the site driveway.

Figure 2 depicts the approximated project trip distribution assigned to the adjacent roadway network.



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FIGURE 2: SITE TRAFFIC DISTRIBUTION AND PEAK HOUR SITE TRAFFIC VOLUMES

HIGHLANDS SAND MINE
POLK COUNTY, FLORIDA

Project No: 042964004	Not to Scale	July 2025	Page 5

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TRAFFIC VOLUME DEVELOPMENT

AM peak period (7 AM – 9 AM) and PM peak period (4 PM – 6 PM) turning movement counts were collected at the following study area intersections on Wednesday, May 21, 2025:

- Friedlander Road at Lewis Griffin Road
- Golfview Cutoff Road at the project driveway/existing Highland Sand driveway
- Golfview Cutoff Road at SR 17/N Scenic Highway

Additionally, a 48-hour tube count was collected on Golfview Cutoff Road south of the existing Highland Sand driveway on May 21, 2025, and May 22, 2025. Traffic data is provided in **Appendix A**.

The observed turning movement counts were adjusted to peak season using the 2024 peak season conversion factors (minimum 1.00) published by the Florida Department of Transportation (FDOT). The existing peak season traffic volumes were adjusted to year 2026 background traffic by applying a background growth rate. Project traffic was then added to background traffic to generate future buildout traffic volumes. The highest project traffic volumes occurring during the AM peak period of adjacent street traffic (7 AM – 9 AM) and PM peak period of adjacent street traffic (4 PM – 6 PM) were utilized in conjunction with the peak hour turning movement counts. Intersection volume development worksheets are provided in **Appendix D**.

An area wide annual growth rate of 1.65% was calculated using FDOT Florida Traffic Online data within the surrounding area. The calculated growth rate is less than 2.0%; a minimum 2.0% growth rate was utilized. Details of the growth rate calculations are detailed in **Table 2**.

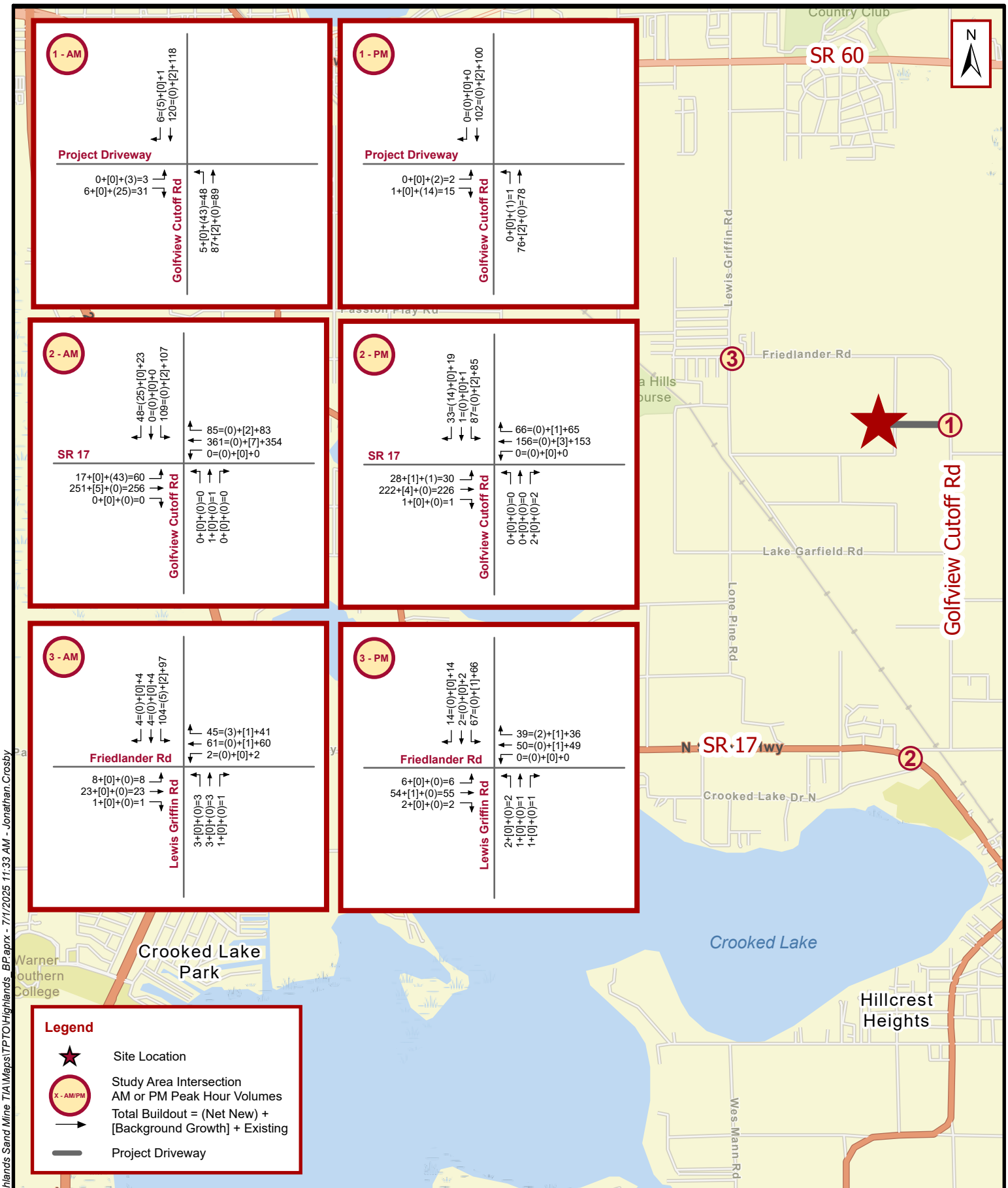
Table 2: Growth Rate Calculations

Roadway	SR 17, NW of Libby Road	SR 17, S of Bellview Drive	CR 640, E of US 27	SR 60, E of Buck Moore Rd
Count Station	**160122**	**160018**	**160031**	**160017**
2024	7,400	7,400	4,800	24,000
2023	7,200	7,200	4,600	24,500
2022	7,300	6,800	4,400	23,500
2021	7,100	5,300	4,600	22,500
2020	5,600	3,700	4,400	24,500
2019	6,700	4,500	4,400	25,500
Growth Rates	**2.01%**	**10.46%**	**1.76%**	**-1.21%**
			Weighted Average[2]:	**1.65%**

Notes:
1. AADTs were obtained from FDOT Traffic Online.
2. The weighted average is the summation of (AADT x Growth Rate) divided by the summation of AADT.

Existing PM peak hour traffic volumes on the study roadway segments were obtained from the Polk County Transportation Planning Organization (TPO) Roadway Network Database, FDOT Traffic Online (Hourly Continuous Counts for US 27, Station 169948), and the 48-hour tube count collected in May 2025 (adjacent segment).

The FDOT Traffic Online data is provided in **Appendix A,** and the Polk County TPO Roadway Network Database excerpts are provided in **Appendix B. Figure 3** illustrates the AM peak hour and PM peak hour opening year traffic volumes with full operations.



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FIGURE 3: AM & PM PEAK HOUR BUILDOUT TRAFFIC VOLUMES

HIGHLANDS SAND MINE
POLK COUNTY, FLORIDA

Project No: 042964004	Not to Scale	July 2025	Page 8

K:\OCA_GIS\042964004-Highlands Sand Mine TIA\Maps\TPTO\Highlands_BP.aprx - 7/1/2025 11:33 AM - Jonathan.Crosby

OPERATIONAL ANALYSIS

This transportation assessment assumes the maximum potential site operations, with the existing configuration of the roadway system without modifications.

SEGMENT LEVEL OF SERVICE ANALYSIS

Per the Polk County TIA Guidelines, for Minor Traffic Studies, only directly accessed segments must be evaluated for peak hour directional level of service. To be conservative, additional segments were included in the study area, as illustrated in **Figure 1**.

Roadway segment level of service (LOS) analysis was performed for the PM peak hour. Characteristics and service volumes for the surrounding transportation network were obtained from the Polk TPO Roadway Network Database (2025). The Roadway Network Database is provided in **Appendix B**.

The traffic volumes were compared against the adopted maximum service volume for the following PM peak hour scenarios:

- Existing traffic (2025)
- Background traffic (2026)
- Buildout traffic (2026)

In addition to the adjacent segment, the following roadway segments were also evaluated:

- SR 60 – US 27 to Stokes Road
- SR 17 – Seminole Avenue to Passion Play Road
- US 27 – CR 630 to SR 60
- CR 640 – from SR 17 to US 27

The classified roadway segments within the vicinity of the site are projected to operate within the adopted service volume with PM peak hour buildout traffic conditions. Site traffic does not have a significant impact on the surrounding transportation network during the PM peak hour. All roadways within the vicinity of the site are projected to have remaining capacity after adding traffic from maximum operations of the site.

Table 3 details the findings from the roadway segment analysis.

Table 3: PM Peak Hour Roadway Segment Analysis

Roadway		ROADWAY ATTRIBUTES[1]				EXISTING PM PEAK HOUR PEAK SEASON (2024/25)				Applied Growth Rate[3]	FUTURE NON-PROJECT PM PEAK HOUR (2026)				Percent Project Traffic Assignment[4]	PM Peak Hour Project Traffic			FUTURE BUILDOUT PM PEAK HOUR (2026)			
						Volumes[2]		V/C Ratios			Background Growth		V/C Ratios						Volumes		V/C Ratios	
From	To	Segment ID	Adopted LOS	Number of Lanes	Pk. Hr. Dir. Service Volume	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	Percent Impact	NB/EB	SB/WB	NB/EB	SB/WB
CR 640																						
SR 17	US 27	4068	D	2	720	203	211	0.28	0.29	2.00%	211	220	0.29	0.30	90%	1	14	1.9%	212	234	0.29	0.32
Golfview Cutoff / Friedlander / Lewis Griffin Rd																						
SR 17	Project Driveway	8434	D	2	730	116	119	0.16	0.16	2.00%	121	124	0.17	0.17	90%	1	14	1.9%	122	138	0.17	0.19
Project Driveway	SR 60	8434	D	2	730	116	119	0.16	0.16	2.00%	121	124	0.17	0.17	10%	2	0	0.3%	123	124	0.17	0.17
SR 17																						
Seminole Ave	Passion Play Rd	5203	D	2	1,220	251	262	0.21	0.21	2.00%	261	273	0.21	0.22	90%	14	1	1.1%	275	274	0.23	0.22
SR 60																						
US 27	SR 17	5908	D	4	1,820	1,147	1,193	0.63	0.66	2.00%	1,193	1,241	0.66	0.68	8%	0	1	0.1%	1,193	1,242	0.66	0.68
SR 17	Stokes Rd	5909	D	4	2,000	1,216	1,169	0.61	0.58	2.00%	1,265	1,216	0.63	0.61	8%	0	1	0.1%	1,265	1,217	0.63	0.61
US 27																						
CR 630	CR 640	5101	D	4	2,000	872	838	0.44	0.42	2.00%	907	872	0.45	0.44	30%	0	5	0.3%	907	877	0.45	0.44
CR 640	SR 60	5102	D	4	1,820	1,056	1,014	0.58	0.56	2.00%	1,099	1,055	0.60	0.58	60%	10	1	0.5%	1,109	1,056	0.61	0.58

K:\OCA_Civil\042964004-Highlands Sand Mine TIA\calcs\S1\[S1_Highlands BP.xlsm]segLOS

Notes:

1. Roadway attributes were obtained from the Polk County TPO 2025 Roadway Network Database.
2. Existing volumes were derived from the 2025 Polk County TPO Roadway Network Database, 05/21-05/22/2025 Golfview Cutoff Road tube count or FDOT Traffic Online (adjusted to peak season), with the maximum volumes (NB/EB, SB/WB) of each source utilized.
3. The calculated average growth rate from the areawide growth rate calculations were used for the segment analysis (min 2%).
4. Project assignment was estimated based on site specific information provided by the applicant.

INTERSECTION ANALYSIS

An operational analysis was performed using Highway Capacity Manual (HCM v7) procedures included in the Synchro 12 analysis program. The following intersections were evaluated for the AM peak hour and PM peak hour of adjacent street traffic:

- Golfview Cutoff Road at Project Driveway
- Golfview Cutoff Road at SR 17
- Friedlander Road at Lewis Griffin Road

Table 4 details the intersection level of service results under existing, future background, and future buildout traffic conditions.

The project driveway is shown to operate with acceptable LOS and volume-to-capacity (V/C) ratios less than 1.0 for the existing, background, and buildout scenarios. Additionally, the major street 95th percentile left-turn queue lengths are less than one vehicle (< 25 ft); therefore, no adverse operations are anticipated from the left-turn queues.

All study area intersections are projected to have acceptable traffic operations with opening year traffic conditions, with maximum site production. All intersection approaches operate at or below the segment level of service standard as required by Polk County standards (Polk County Land Development Code, Appendix C, Section I3 – Level of Service Standards). The Synchro output is provided in **Appendix E**.

Table 4: AM and PM Peak Hour Traffic Intersection Analysis Summary

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
Golfview Cutoff Rd at Project Driveway						
Existing Conditions	B	10.2	0.01	A	8.9	0.00
Background Conditions	B	10.2	0.01	A	8.9	0.00
Buildout Conditions	B	10.8	0.06	B	10.2	0.03
Golfview Cutoff Rd at SR 17 (NB/SB)						
Existing Conditions	C/C	17.1/21.2	0.00/0.39	A/B	9.6/13.5	0.00/0.20
Background Conditions	C/C	17.3/22.0	0.00/0.40	A/B	9.6/13.8	0.00/0.21
Buildout Conditions	C/D	20.2/27.4	0.01/0.51	A/B	9.6/13.5	0.00/0.21
Friedlander Rd at Lewis Griffin Rd (EB/WB)						
Existing Conditions	B/B	11.6/10.9	0.06/0.16	B/B	11.0/10.2	0.11/0.13
Background Conditions	B/B	11.7/10.9	0.06/0.17	B/B	11.0/10.2	0.11/0.13
Buildout Conditions	B/B	11.9/11.2	0.07/0.18	B/B	11.0/10.4	0.11/0.14

Notes:
1. MOE's at two-way stop controlled intersections are reported for the stop-controlled approaches only.

TURN LANE ANALYSIS

The existing/proposed driveway on Golfview Cutoff Road was evaluated to assess the need for ingress turn lanes. The methodologies of the National Cooperative Highway Research Programs (NCHRP) Report 457 were utilized. The NCHRP methodology evaluates the posted speed, approaching volume, opposing volume, and turning volume to determine whether exclusive left-turn lanes are warranted on the major street of a two-way stop-controlled intersection. The right-turn warrant is based on the posted speed, approaching volume, and turning volume.

Based on the findings from the analysis, ingress turn lanes are not warranted on Golfview Cutoff Road at the existing/proposed driveway. The NCHRP worksheets are provided in **Appendix F**.

CONCLUSIONS

Site traffic from the proposed mine is not anticipated to significantly impact the surrounding transportation network. Based on the results of this Minor Traffic Study, the existing roadway configuration is sufficient to support project traffic conditions at maximum operating capacity.

The classified roadways within the vicinity of the site are projected to operate within the adopted LOS standard and have available capacity after the opening of the mine site. Site traffic from the mining operations does not have a significant impact on the surrounding transportation network. Project impact is de minimis on the majority of roadway segments evaluated (<1%), and the adjacent roadway segment of Golfview Cutoff Road is projected to operate at 20% of the adopted service volume with buildout PM peak hour traffic volumes considering maximum operations of the mine.

All study area intersections are projected to operate acceptably with the addition of site traffic. Exclusive turn lanes at the project driveway are not warranted, and the project driveway operates acceptably with the addition of site traffic volumes. No improvements are recommended at the project driveway.

This analysis has been performed considering the maximum potential traffic impacts from the mining operations. At maximum operating capacity, the site traffic will not have a significant or adverse impact on the transportation network.

APPENDICES

APPENDIX A:
Traffic Data

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1600 POLK COUNTYWIDE

MOCF: 0.96

	WEEK	DATES	SF	PSCF
	1	01/01/2024 - 01/06/2024	0.99	1.03
	2	01/07/2024 - 01/13/2024	1.01	1.05
	3	01/14/2024 - 01/20/2024	1.04	1.08
	4	01/21/2024 - 01/27/2024	1.02	1.06
	5	01/28/2024 - 02/03/2024	1.00	1.04
	6	02/04/2024 - 02/10/2024	0.99	1.03
*	7	02/11/2024 - 02/17/2024	0.97	1.01
*	8	02/18/2024 - 02/24/2024	0.96	1.00
*	9	02/25/2024 - 03/02/2024	0.96	1.00
*	10	03/03/2024 - 03/09/2024	0.95	0.99
*	11	03/10/2024 - 03/16/2024	0.94	0.98
*	12	03/17/2024 - 03/23/2024	0.95	0.99
*	13	03/24/2024 - 03/30/2024	0.95	0.99
*	14	03/31/2024 - 04/06/2024	0.96	1.00
*	15	04/07/2024 - 04/13/2024	0.96	1.00
*	16	04/14/2024 - 04/20/2024	0.97	1.01
*	17	04/21/2024 - 04/27/2024	0.98	1.02
*	18	04/28/2024 - 05/04/2024	0.98	1.02
*	19	05/05/2024 - 05/11/2024	0.99	1.03
	20	05/12/2024 - 05/18/2024	1.00	1.04
	21	05/19/2024 - 05/25/2024	1.01	1.05
	22	05/26/2024 - 06/01/2024	1.01	1.05
	23	06/02/2024 - 06/08/2024	1.02	1.06
	24	06/09/2024 - 06/15/2024	1.03	1.07
	25	06/16/2024 - 06/22/2024	1.03	1.07
	26	06/23/2024 - 06/29/2024	1.04	1.08
	27	06/30/2024 - 07/06/2024	1.04	1.08
	28	07/07/2024 - 07/13/2024	1.05	1.09
	29	07/14/2024 - 07/20/2024	1.05	1.09
	30	07/21/2024 - 07/27/2024	1.05	1.09
	31	07/28/2024 - 08/03/2024	1.04	1.08
	32	08/04/2024 - 08/10/2024	1.04	1.08
	33	08/11/2024 - 08/17/2024	1.03	1.07
	34	08/18/2024 - 08/24/2024	1.03	1.07
	35	08/25/2024 - 08/31/2024	1.04	1.08
	36	09/01/2024 - 09/07/2024	1.04	1.08
	37	09/08/2024 - 09/14/2024	1.04	1.08
	38	09/15/2024 - 09/21/2024	1.04	1.08
	39	09/22/2024 - 09/28/2024	1.03	1.07
	40	09/29/2024 - 10/05/2024	1.03	1.07
	41	10/06/2024 - 10/12/2024	1.02	1.06
	42	10/13/2024 - 10/19/2024	1.01	1.05
	43	10/20/2024 - 10/26/2024	1.00	1.04
	44	10/27/2024 - 11/02/2024	0.99	1.03
	45	11/03/2024 - 11/09/2024	0.99	1.03
	46	11/10/2024 - 11/16/2024	0.98	1.02
	47	11/17/2024 - 11/23/2024	0.98	1.02
	48	11/24/2024 - 11/30/2024	0.98	1.02
	49	12/01/2024 - 12/07/2024	0.99	1.03
	50	12/08/2024 - 12/14/2024	0.99	1.03
	51	12/15/2024 - 12/21/2024	0.99	1.03
	52	12/22/2024 - 12/28/2024	1.01	1.05
	53	12/29/2024 - 12/31/2024	1.04	1.08

* PEAK SEASON

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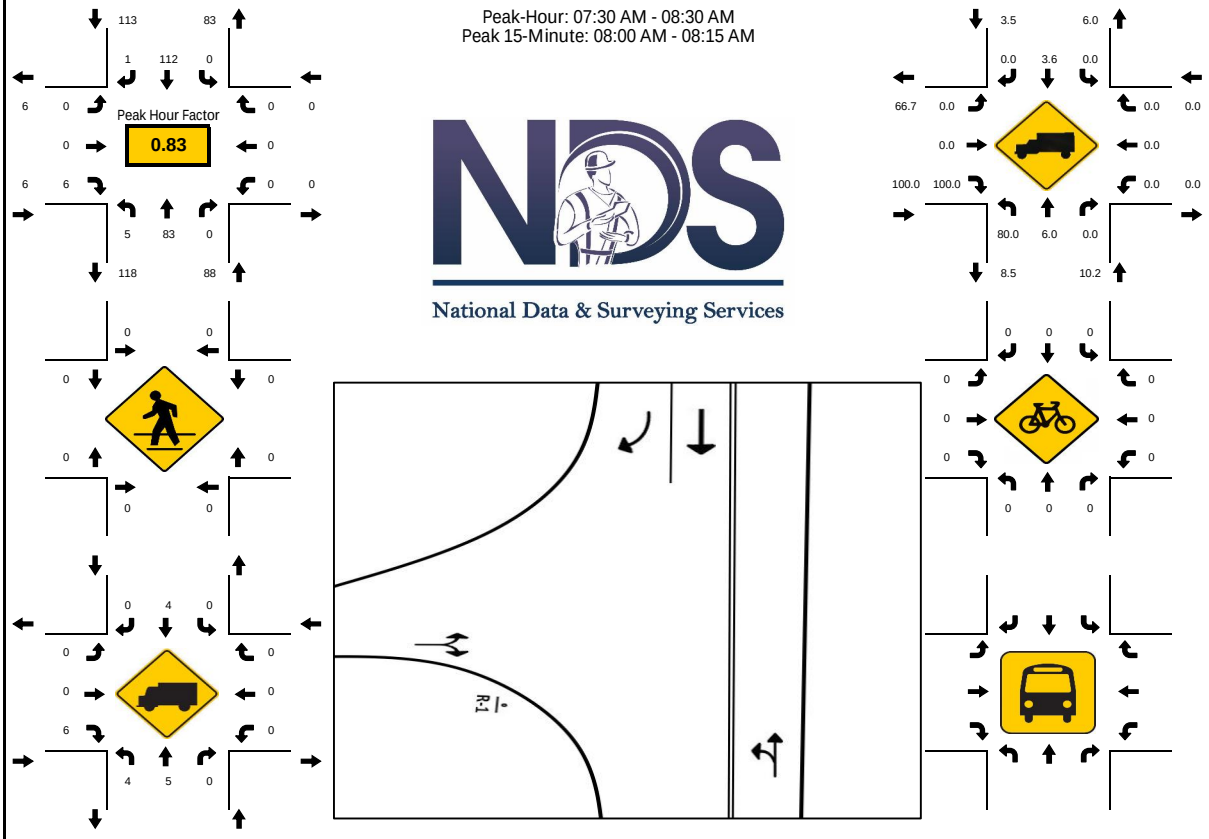
LOCATION: Backbone Rd & HIGHLAND SAND FILL DIRT & PALMS Dwy
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-002
DATE: Wed, May 21, 2025

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM

Peak Hour Factor
0.83

National Data & Surveying Services



15-Min Count Period Beginning At	Backbone Rd Northbound					Backbone Rd Southbound					LAND SAND FILL DIRT & PALMS Eastbound					LAND SAND FILL DIRT & PALMS Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	23	0	0		0	11	2	0		0	0	2	0		0	0	0	0		38	180
7:15 AM	2	12	0	0		0	19	1	0		0	0	1	0		0	0	0	0		35	204
7:30 AM	0	16	0	0		0	31	0	0		0	0	2	0		0	0	0	0		49	207
7:45 AM	3	23	0	0		0	32	0	0		0	0	0	0		0	0	0	0		58	186
8:00 AM	1	25	0	0		0	33	1	0		0	0	2	0		0	0	0	0		62	155
8:15 AM	1	19	0	0		0	16	0	0		0	0	2	0		0	0	0	0		38	93
8:30 AM	2	13	0	0		0	12	0	0		1	0	0	0		0	0	0	0		28	55
8:45 AM	0	18	0	0		0	8	0	0		0	0	1	0		0	0	0	0		27	27
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	100	0	0		0	132	4	0		0	0	8	0		0	0	0	0		**256**	
Heavy Trucks	8	12	0	0		0	16	0	0		0	0	8	0		0	0	0	0		**44**	
Pedestrians		0						0				0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

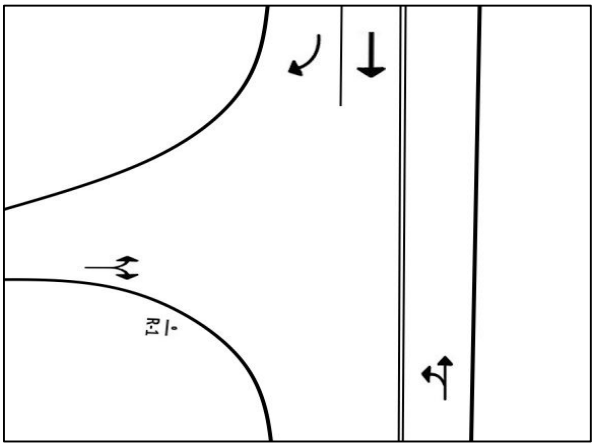
LOCATION: Backbone Rd & HIGHLAND SAND FILL DIRT & PALMS Dwy
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-002
DATE: Wed, May 21, 2025

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM

Peak Hour Factor
0.86

National Data & Surveying Services

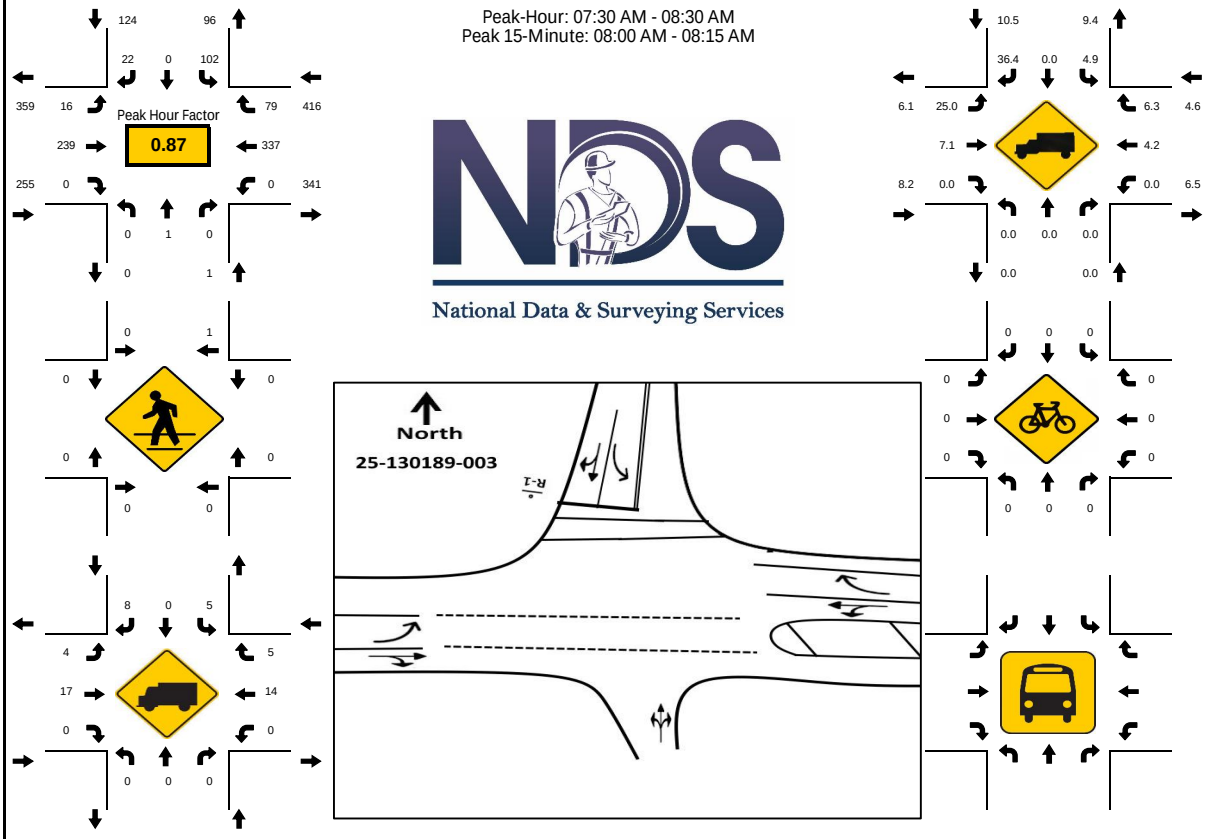


15-Min Count Period Beginning At	Backbone Rd Northbound					Backbone Rd Southbound					LAND SAND FILL DIRT & PALMS Eastbound					LAND SAND FILL DIRT & PALMS Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	15	0	0		0	15	0	0		0	0	1	0		0	0	0	0		31	168
4:15 PM	0	21	0	0		0	26	0	0		0	0	0	0		0	0	0	0		47	167
4:30 PM	0	19	0	0		0	30	0	0		0	0	0	0		0	0	0	0		49	165
4:45 PM	0	17	0	0		0	24	0	0		0	0	0	0		0	0	0	0		41	152
5:00 PM	0	14	0	0		0	16	0	0		0	0	0	0		0	0	0	0		30	146
5:15 PM	0	18	0	0		0	27	0	0		0	0	0	0		0	0	0	0		45	116
5:30 PM	0	10	0	0		0	26	0	0		0	0	0	0		0	0	0	0		36	71
5:45 PM	0	18	0	0		0	17	0	0		0	0	0	0		0	0	0	0		35	35
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	84	0	0		0	120	0	0		0	0	4	0		0	0	0	0		**208**	
Heavy Trucks	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17/N Scenic Hwy
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-003
DATE: Wed, May 21, 2025

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



15-Min Count Period Beginning At	Crooked Lake Dr/Golfview Cutoff Northbound					Crooked Lake Dr/Golfview Cutoff Southbound					SR 17/N Scenic Hwy Eastbound					SR 17/N Scenic Hwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		11	0	3	0		3	34	0	0		0	47	18	0		116	632
7:15 AM	0	0	0	0		18	0	3	0		5	29	0	0		0	57	5	0		117	746
7:30 AM	0	0	0	0		25	0	6	0		2	59	0	0		0	62	16	0		170	796
7:45 AM	0	0	0	0		29	0	3	0		7	76	0	0		0	90	24	0		229	716
8:00 AM	0	1	0	0		30	0	7	0		3	68	0	0		0	100	21	0		230	580
8:15 AM	0	0	0	0		18	0	6	0		4	36	0	0		0	85	18	0		167	350
8:30 AM	0	0	0	0		8	0	0	0		3	35	0	0		0	36	8	0		90	183
8:45 AM	0	0	0	0		10	0	4	0		0	34	0	1		0	30	14	0		93	93
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	4	0	0		120	0	28	0		28	304	0	0		0	400	96	0		**980**	
Heavy Trucks	0	0	0	0		16	0	12	0		8	28	0	0		0	32	12	0		**108**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

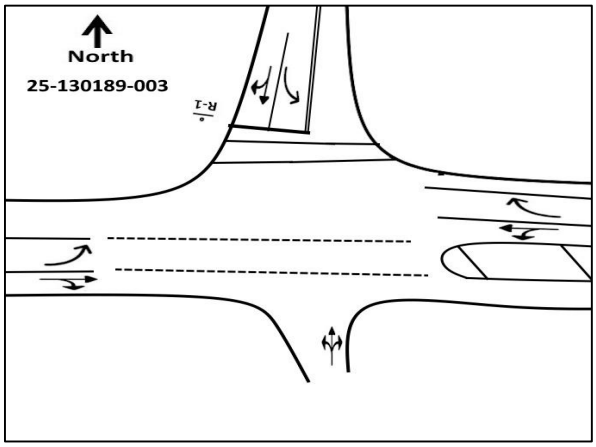
LOCATION: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17/N Scenic Hwy
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-003
DATE: Wed, May 21, 2025

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:15 PM - 04:30 PM

Peak Hour Factor
0.89

National Data & Surveying Services



15-Min Count Period Beginning At	Crooked Lake Dr/Golfview Cutoff Northbound					Crooked Lake Dr/Golfview Cutoff Southbound					SR 17/N Scenic Hwy Eastbound					SR 17/N Scenic Hwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		21	0	5	0		6	52	0	0		0	44	13	0		141	549
4:15 PM	0	0	1	0		22	0	5	0		6	63	1	0		0	35	21	0		154	523
4:30 PM	0	0	1	0		17	1	6	0		11	47	0	0		0	29	15	0		127	514
4:45 PM	0	0	0	0		21	0	2	0		4	49	0	0		0	38	13	0		127	515
5:00 PM	0	0	0	0		16	0	7	0		3	47	0	0		0	29	13	0		115	517
5:15 PM	0	0	0	0		20	0	3	0		6	66	0	0		0	33	17	0		145	402
5:30 PM	0	0	0	0		23	0	4	0		2	41	4	0		3	39	12	0		128	257
5:45 PM	0	0	0	0		15	0	7	0		8	49	1	0		2	38	9	0		129	129
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	4	0		88	4	24	0		44	252	4	0		0	176	84	0		**680**	
Heavy Trucks	0	0	0	0		4	0	12	0		4	8	0	0		0	8	4	0		**40**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

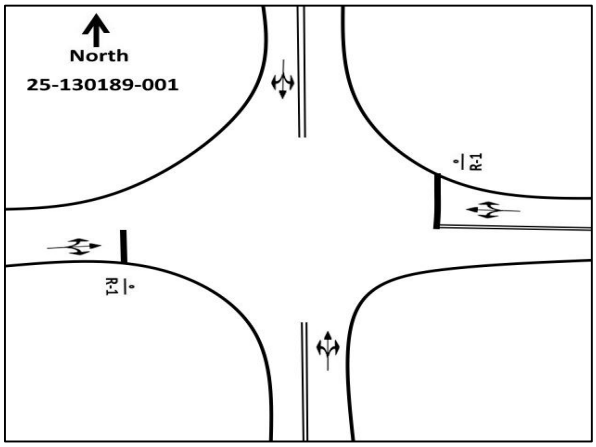
LOCATION: Lewis Griffin Rd & Friedlander Rd
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-001
DATE: Wed, May 21, 2025

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM

Peak Hour Factor
0.86

National Data & Surveying Services



15-Min Count Period Beginning At	Lewis Griffin Rd Northbound					Lewis Griffin Rd Southbound					Friedlander Rd Eastbound					Friedlander Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	1	0	0		7	0	3	0		0	9	0	0		0	20	10	0		50	212
7:15 AM	0	1	0	0		22	0	3	0		2	3	0	0		1	4	7	0		43	231
7:30 AM	1	0	0	0		25	1	1	0		1	10	0	0		0	11	5	0		55	236
7:45 AM	1	0	0	0		25	2	1	0		3	3	0	0		0	18	11	0		64	216
8:00 AM	1	1	0	0		29	1	2	0		1	7	0	0		0	17	10	0		69	184
8:15 AM	0	2	1	0		13	0	0	0		3	2	1	0		2	11	13	0		48	115
8:30 AM	2	1	0	0		6	3	0	0		0	7	0	0		1	7	8	0		35	67
8:45 AM	0	1	0	0		5	0	1	0		0	4	0	0		0	11	10	0		32	32
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	8	4	0		116	8	8	0		12	40	4	0		8	72	52	0		**336**	
Heavy Trucks	0	0	0	0		4	4	4	0		0	12	0	0		0	4	12	0		**40**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

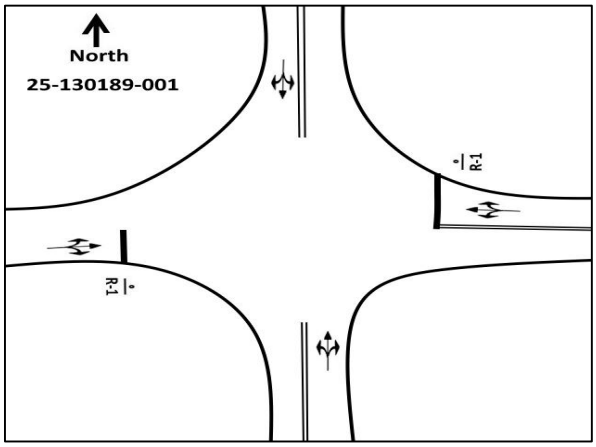
LOCATION: Lewis Griffin Rd & Friedlander Rd
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-001
DATE: Wed, May 21, 2025

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor
0.82

National Data & Surveying Services



15-Min Count Period Beginning At	Lewis Griffin Rd Northbound					Lewis Griffin Rd Southbound					Friedlander Rd Eastbound					Friedlander Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	1	0		11	1	0	0		2	7	1	0		0	12	7	0		42	214
4:15 PM	1	0	0	0		12	0	2	0		0	16	0	0		0	5	16	0		52	206
4:30 PM	1	0	0	0		26	0	2	0		2	14	0	0		0	9	12	0		66	222
4:45 PM	0	0	0	0		13	0	3	0		1	14	0	0		0	12	11	0		54	211
5:00 PM	1	0	0	0		9	0	4	0		0	8	0	0		0	9	3	0		34	213
5:15 PM	0	1	1	0		15	2	4	0		3	15	2	0		0	17	8	0		68	179
5:30 PM	1	0	0	0		15	1	1	0		4	17	2	0		0	7	7	0		55	111
5:45 PM	1	2	0	0		18	1	3	0		2	11	0	0		0	11	7	0		56	56
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	4	4	0		104	8	16	0		12	60	8	0		0	68	48	0		**336**	
Heavy Trucks	0	4	0	0		4	0	0	0		4	0	0	0		0	4	4	0		**20**	
Pedestrians		0					4					0					0				**4**	
Bicycles	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

Prepared by National Data & Surveying Services

VOLUME

Golfview Cutoff Rd/Backbone Rd S/O Highland Sand Fill Dirt & Palms Dwy (27.864898,-81.531192)

Day: Wednesday
Date: 5/21/2025

City: Lake Wales
Project #: FL25_130190_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,019	1,155	0	0	2,174

DAILY TOTALS

15-Minutes Interval

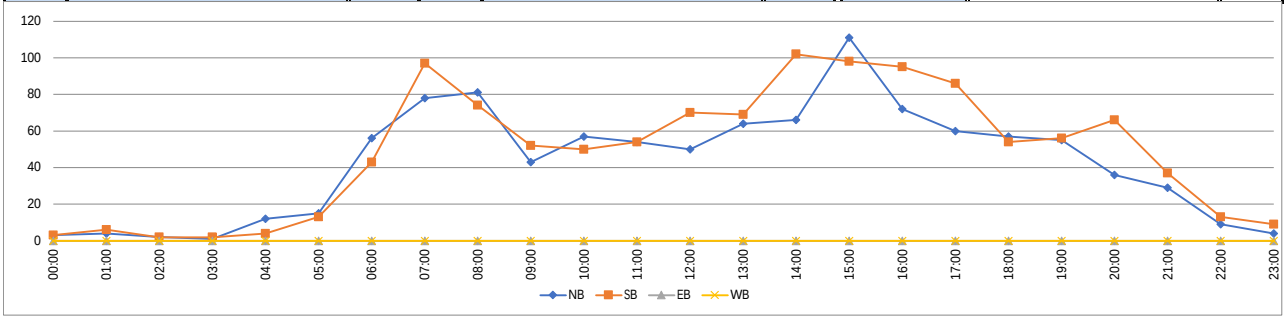
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	14	22			36
0:15	0	2			2	12:15	12	13			25
0:30	2	0			2	12:30	10	16			26
0:45	1	1			2	12:45	14	19			33
1:00	0	1			1	13:00	18	16			34
1:15	2	0			2	13:15	18	22			40
1:30	2	1			3	13:30	13	16			29
1:45	0	4			4	13:45	15	15			30
2:00	0	0			0	14:00	16	19			35
2:15	1	1			2	14:15	26	21			47
2:30	0	1			1	14:30	12	30			42
2:45	1	0			1	14:45	12	32			44
3:00	0	1			1	15:00	19	30			49
3:15	0	0			0	15:15	31	17			48
3:30	0	0			0	15:30	38	32			70
3:45	1	1			2	15:45	23	19			42
4:00	0	0			0	16:00	15	16			31
4:15	4	2			6	16:15	21	27			48
4:30	4	1			5	16:30	20	28			48
4:45	4	1			5	16:45	16	24			40
5:00	2	5			7	17:00	15	16			31
5:15	1	3			4	17:15	18	25			43
5:30	6	2			8	17:30	9	28			37
5:45	6	3			9	17:45	18	17			35
6:00	4	9			13	18:00	21	19			40
6:15	7	5			12	18:15	4	13			17
6:30	15	16			31	18:30	17	12			29
6:45	30	13			43	18:45	15	10			25
7:00	22	13			35	19:00	14	9			23
7:15	14	20			34	19:15	13	22			35
7:30	16	32			48	19:30	19	8			27
7:45	26	32			58	19:45	9	17			26
8:00	26	34			60	20:00	13	19			32
8:15	23	19			42	20:15	10	19			29
8:30	14	11			25	20:30	7	17			24
8:45	18	10			28	20:45	6	11			17
9:00	10	12			22	21:00	12	10			22
9:15	12	14			26	21:15	5	6			11
9:30	9	14			23	21:30	9	11			20
9:45	12	12			24	21:45	3	10			13
10:00	15	16			31	22:00	3	5			8
10:15	18	12			30	22:15	4	3			7
10:30	15	15			30	22:30	1	3			4
10:45	9	7			16	22:45	1	2			3
11:00	15	6			21	23:00	2	2			4
11:15	11	15			26	23:15	1	6			7
11:30	15	21			36	23:30	1	0			1
11:45	13	12			25	23:45	0	1			1
TOTALS	406	400	0	0	806	TOTALS	613	755	0	0	1368
SPLIT %	50%	50%	0%	0%	37%	SPLIT %	45%	55%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	3	3			6
01:00	02:00	4	6			10
02:00	03:00	2	2			4
03:00	04:00	1	2			3
04:00	05:00	12	4			16
05:00	06:00	15	13			28
06:00	07:00	56	43			99
07:00	08:00	78	97			175
08:00	09:00	81	74			155
09:00	10:00	43	52			95
10:00	11:00	57	50			107
11:00	12:00	54	54			108
12:00	13:00	50	70			120
13:00	14:00	64	69			133
14:00	15:00	66	102			168
15:00	16:00	111	98			209
16:00	17:00	72	95			167
17:00	18:00	60	86			146
18:00	19:00	57	54			111
19:00	20:00	55	56			111
20:00	21:00	36	66			102
21:00	22:00	29	37			66
22:00	23:00	9	13			22
23:00	00:00	4	9			13

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	406	400			806
Peak Hour	7:30	7:15			7:30
Peak Volume	91	118			208
Peak Hour Factor	0.875	0.868			0.867
Peak Period	12:00	to	00:00		
Volume	613	755			1368
Peak Hour	15:00	14:15			14:45
Peak Volume	111	113			211
Peak Hour Factor	0.730	0.883			0.754
Peak Period	07:00	to	09:00		
Volume	159	171			330
Peak Hour	7:30	7:15			7:30
Peak Volume	91	118			208
Peak Hour Factor	0.875	0.868			0.867
Peak Period	16:00	to	18:00		
Volume	132	181			313
Peak Hour	16:00	16:00			16:00
Peak Volume	72	95			167
Peak Hour Factor	0.857	0.848			0.870



Prepared by National Data & Surveying Services

VOLUME

Golfview Cutoff Rd/Backbone Rd S/O Highland Sand Fill Dirt & Palms Dwy (27.864898,-81.531192)

Day: Thursday
Date: 5/22/2025

City: Lake Wales
Project #: FL25_130190_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,060	1,176	0	0	2,236

DAILY TOTALS

15-Minutes Interval

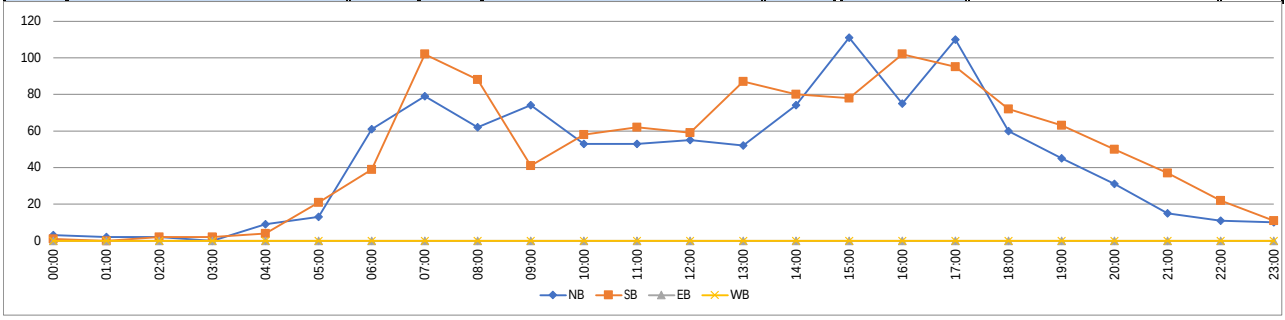
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	0			1	12:00	10	12			22
0:15	2	0			2	12:15	14	15			29
0:30	0	0			0	12:30	15	16			31
0:45	0	1			1	12:45	16	16			32
1:00	2	0			2	13:00	13	34			47
1:15	0	0			0	13:15	21	17			38
1:30	0	0			0	13:30	11	16			27
1:45	0	0			0	13:45	7	20			27
2:00	1	0			1	14:00	15	20			35
2:15	1	0			1	14:15	20	16			36
2:30	0	0			0	14:30	26	18			44
2:45	0	2			2	14:45	13	26			39
3:00	0	1			1	15:00	18	27			45
3:15	0	0			0	15:15	30	17			47
3:30	0	0			0	15:30	35	20			55
3:45	0	1			1	15:45	28	14			42
4:00	0	1			1	16:00	20	19			39
4:15	2	1			3	16:15	20	33			53
4:30	5	0			5	16:30	17	26			43
4:45	2	2			4	16:45	18	24			42
5:00	1	8			9	17:00	27	27			54
5:15	1	2			3	17:15	30	24			54
5:30	5	6			11	17:30	32	21			53
5:45	6	5			11	17:45	21	23			44
6:00	6	11			17	18:00	17	20			37
6:15	8	7			15	18:15	16	19			35
6:30	16	12			28	18:30	16	18			34
6:45	31	9			40	18:45	11	15			26
7:00	26	11			37	19:00	14	24			38
7:15	12	12			24	19:15	9	21			30
7:30	19	36			55	19:30	13	8			21
7:45	22	43			65	19:45	9	10			19
8:00	19	39			58	20:00	10	12			22
8:15	12	21			33	20:15	7	16			23
8:30	15	17			32	20:30	10	10			20
8:45	16	11			27	20:45	4	12			16
9:00	12	9			21	21:00	3	7			10
9:15	15	9			24	21:15	5	7			12
9:30	24	11			35	21:30	5	12			17
9:45	23	12			35	21:45	2	11			13
10:00	13	16			29	22:00	6	9			15
10:15	10	17			27	22:15	0	5			5
10:30	14	12			26	22:30	2	5			7
10:45	16	13			29	22:45	3	3			6
11:00	12	8			20	23:00	3	1			4
11:15	13	22			35	23:15	5	3			8
11:30	13	12			25	23:30	0	4			4
11:45	15	20			35	23:45	2	3			5
TOTALS	411	420	0	0	831	TOTALS	649	756	0	0	1405
SPLIT %	49%	51%	0%	0%	37%	SPLIT %	46%	54%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	3	1			4
01:00	02:00	2	0			2
02:00	03:00	2	2			4
03:00	04:00	0	2			2
04:00	05:00	9	4			13
05:00	06:00	13	21			34
06:00	07:00	61	39			100
07:00	08:00	79	102			181
08:00	09:00	62	88			150
09:00	10:00	74	41			115
10:00	11:00	53	58			111
11:00	12:00	53	62			115
12:00	13:00	55	59			114
13:00	14:00	52	87			139
14:00	15:00	74	80			154
15:00	16:00	111	78			189
16:00	17:00	75	102			177
17:00	18:00	110	95			205
18:00	19:00	60	72			132
19:00	20:00	45	63			108
20:00	21:00	31	50			81
21:00	22:00	15	37			52
22:00	23:00	11	22			33
23:00	00:00	10	11			21

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	411	420			831
Peak Hour	6:45	7:30			7:30
Peak Volume	88	139			211
Peak Hour Factor	0.710	0.808			0.812
Peak Period	12:00	to	00:00		
Volume	649	756			1405
Peak Hour	15:15	16:15			17:00
Peak Volume	113	110			205
Peak Hour Factor	0.807	0.833			0.949
Peak Period	07:00	to	09:00		
Volume	141	190			331
Peak Hour	7:00	7:30			7:30
Peak Volume	79	139			211
Peak Hour Factor	0.760	0.808			0.812
Peak Period	16:00	to	18:00		
Volume	185	197			382
Peak Hour	17:00	16:15			17:00
Peak Volume	110	110			205
Peak Hour Factor	0.859	0.833			0.949



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0031 - CR640/ALTURAS BABSON, E OF US 27

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	4800 S	E	2300	W	2500	9.50	56.00	17.80
2023	4600 F	E	2200	W	2400	9.50	55.00	13.60
2022	4400 C	E	2100	W	2300	9.50	55.20	10.70
2021	4600 T	E	2200	W	2400	9.50	55.30	11.90
2020	4400 S	E	2100	W	2300	9.50	53.40	13.20
2019	4400 F	E	2100	W	2300	9.50	56.00	13.30
2018	4200 C	E	2000	W	2200	9.50	54.50	12.80
2017	4500 S	E	2300	W	2200	9.50	54.50	12.90
2016	4300 F	E	2200	W	2100	9.50	53.30	12.80
2015	4100 C	E	2100	W	2000	9.50	55.70	10.30
2014	3700 S					9.50	55.60	11.00
2013	3600 F		0		0	9.50	55.90	11.30
2012	3600 C	E	0	W	0	9.50	55.80	10.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0018 - SR 17, SOUTH OF BELLVIEW DRIVE LAKE WALES

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	7400 S	N 3600	S 3800	9.00	56.00	5.20
2023	7200 F	N 3500	S 3700	9.00	55.00	5.20
2022	6800 C	N 3300	S 3500	9.00	55.20	5.20
2021	5300 C	N 2600	S 2700	9.00	55.30	6.40
2020	3700 C	N 1800	S 1900	9.00	53.40	6.50
2019	4500 C	N 2200	S 2300	9.00	56.00	5.50
2018	4200 C	N 2100	S 2100	9.00	54.50	5.30
2017	4300 C	N 2200	S 2100	9.00	54.50	5.50
2016	4400 F	N 2200	S 2200	9.00	53.30	5.50
2015	4200 C	N 2100	S 2100	9.00	55.70	5.50
2014	4000 C	N 2000	S 2000	9.00	55.60	4.90
2013	3900 C	N 2000	S 1900	9.00	55.90	4.80
2012	3900 C	N 1900	S 2000	9.00	55.80	4.00
2011	4000 F	N 2000	S 2000	9.00	55.70	4.40
2010	4000 C	N 2000	S 2000	9.55	56.07	4.40
2009	3600 C	N 1800	S 1800	9.36	56.35	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0122 - SR 17, NORTHWEST OF LIBBY ROAD BABSON PARK

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	7400 F	N 3700	S 3700	9.50	56.00	7.70
2023	7200 C	N 3600	S 3600	9.50	55.00	7.70
2022	7300 F	N 3600	S 3700	9.50	55.20	6.40
2021	7100 C	N 3500	S 3600	9.50	55.30	6.40
2020	5600 C	N 2800	S 2800	9.50	53.40	6.50
2019	6700 C	N 3300	S 3400	9.50	56.00	5.50
2018	6500 C	N 3200	S 3300	9.50	54.50	5.30
2017	6400 C	N 3200	S 3200	9.50	54.50	5.10
2016	6800 F	N 3400	S 3400	9.50	53.30	5.10
2015	6400 C	N 3200	S 3200	9.50	55.70	5.10
2014	6400 C	N 3200	S 3200	9.50	55.60	7.40
2013	5600 C	N 2800	S 2800	9.50	55.90	5.70
2012	6000 C	N 3000	S 3000	9.50	55.80	6.40
2011	6200 F	N 3100	S 3100	9.50	55.70	8.30
2010	6200 C	N 3100	S 3100	9.55	56.07	8.30
2009	5700 C	N 2800	S 2900	9.36	56.35	7.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0017 - SR 60, E OF BUCK MOORE RD/CR 17B N LAKE WALES

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	24000 C	E 12500	W 11500	9.00	56.00	20.60
2023	24500 S	E 12000	W 12500	9.00	55.00	21.10
2022	23500 F	E 11500	W 12000	9.00	55.20	21.10
2021	22500 C	E 11000	W 11500	9.00	55.30	21.10
2020	24500 C	E 12500	W 12000	9.00	53.40	18.10
2019	25500 C	E 13000	W 12500	9.00	56.00	16.80
2018	24500 C	E 12500	W 12000	9.00	54.50	16.70
2017	25000 C	E 13000	W 12000	9.00	54.50	16.80
2016	23000 C	E 12000	W 11000	9.00	53.30	15.80
2015	24500 C	E 12500	W 12000	9.00	55.70	15.20
2014	21500 F	E 11000	W 10500	9.00	55.60	16.10
2013	21500 C	E 11000	W 10500	9.00	55.90	16.10
2012	22500 C	E 11500	W 11000	9.00	55.80	16.40
2011	19700 F	E 9900	W 9800	9.00	55.70	20.00
2010	19900 C	E 10000	W 9900	9.55	56.07	20.00
2009	21000 C	E 10500	W 10500	9.36	56.35	17.60

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2024

COUNTY NAME: POLK STATION: 9948 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27,0.8 MI S OF SR-60,S OF OWENS RD, POLK CO
LOCATION: COUNTY 16 SECTION 170 SUBSECTION 000 MILEPOST 17.539 ROUTES: US-27 SR-25

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	93	70	93	148	263	545	800	1034	925	769	758	741	803	794	856	913	954	954	648	465	352	270	175	135	13558N
2	R	78	81	86	139	252	528	767	989	839	784	720	796	833	779	847	890	994	990	689	511	381	290	229	148	13640N
3	F	94	95	87	143	233	491	737	971	860	854	872	864	878	945	988	1031	1029	1074	846	793	773	506	348	226	15738N
4	A	118	97	71	77	117	242	354	474	701	825	906	891	870	865	771	795	711	724	594	504	435	334	273	218	11967N
5	S	117	111	73	80	104	136	220	294	427	617	656	742	768	742	718	666	718	720	596	461	385	267	233	143	9994N
6	M	98	77	75	137	289	527	840	966	885	713	711	731	749	776	772	825	990	929	634	467	340	226	148	122	13027N
7	T	79	92	84	141	274	515	853	960	846	768	686	742	748	788	782	840	944	891	655	474	352	305	188	133	13140N
8	W	74	80	81	146	271	496	848	980	883	768	699	764	762	809	801	914	899	927	658	523	349	270	179	113	13294N
9	R	88	74	83	132	271	533	772	992	898	795	719	713	840	776	902	934	952	982	703	534	393	321	189	134	13730N
10	F	82	70	88	154	264	441	727	945	839	780	809	907	940	878	1014	1106	1048	1136	922	649	491	424	328	197	15239N
11	A	141	80	93	102	123	225	372	530	711	836	882	955	1025	922	843	773	706	702	615	533	418	362	254	182	12385N
12	S	111	132	81	80	94	106	208	309	481	564	700	671	768	807	726	758	667	670	582	486	460	347	233	152	10193A
13	M	76	82	77	129	281	523	825	944	909	751	706	773	769	727	832	816	962	819	624	423	311	236	135	135	12865N
14	T	82	75	90	113	274	530	858	981	861	785	720	731	745	762	784	822	977	888	614	502	327	287	159	115	13082N
15	W	97	60	89	156	257	525	833	1023	847	750	336	590	797	766	795	851	904	952	609	446	339	225	155	122	12524A
16	R	78	78	84	134	247	533	822	994	968	787	730	766	764	758	791	925	1018	907	738	517	359	300	204	148	13650N
17	F	99	85	102	145	228	493	787	939	849	835	828	898	935	908	934	1076	1100	1074	887	919	589	418	306	200	15634N
18	A	131	103	94	98	145	231	372	578	682	867	872	912	878	916	742	777	694	651	614	494	381	313	232	182	11959N
19	S	107	87	61	77	95	154	204	289	477	542	705	711	710	815	680	629	456	469	649	442	360	257	183	147	9306N
20	M	100	79	71	138	283	510	809	948	823	800	746	731	828	734	780	871	944	917	621	421	333	280	158	111	13036N
21	T	100	87	88	137	271	542	785	938	866	730	758	755	734	784	816	848	996	981	642	460	339	308	188	126	13279N
22	W	81	66	91	143	272	529	801	1010	868	771	722	715	758	763	840	873	990	951	653	460	336	282	186	131	13292N
23	R	107	72	97	127	268	499	834	1015	833	770	760	725	818	784	831	889	974	956	682	585	434	322	227	169	13778N
24	F	97	105	79	122	252	454	769	928	881	783	794	872	961	973	998	1121	1094	1125	1001	789	660	521	359	219	15957A
25	A	151	105	86	94	145	215	334	516	663	805	879	944	926	848	879	801	666	699	564	487	465	344	254	189	12059N
26	S	155	107	89	81	100	125	221	316	450	577	740	666	677	703	585	612	549	508	479	418	373	322	207	149	9209N
27	M	90	83	76	77	104	142	243	339	397	499	570	685	626	632	746	663	594	594	528	464	386	317	167	143	9165H
28	T	96	55	84	145	284	534	828	940	904	792	775	769	765	801	775	849	897	916	627	428	337	267	175	120	13163A
29	W	79	73	95	157	276	538	796	983	891	778	770	784	788	810	805	811	916	911	660	458	349	255	150	145	13278N
30	R	88	72	89	158	276	515	773	963	858	794	788	825	801	903	780	875	921	1044	684	528	314	277	204	144	13674N
31	F	98	75	93	152	278	488	737	899	866	779	768	918	969	955	1013	1048	1007	1061	877	658	486	443	331	162	15161N

WEEKDAY AVERAGE = 13524 SATURDAY AVERAGE = 12093 SUNDAY AVERAGE = 9676 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 399976
MONTHLY AVERAGE = 12770

COMMENTS:
05/27: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2024

COUNTY NAME: POLK STATION: 9948 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27,0.8 MI S OF SR-60,S OF OWENS RD, POLK CO
LOCATION: COUNTY 16 SECTION 170 SUBSECTION 000 MILEPOST 17.539 ROUTES: US-27 SR-25

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	106	93	84	102	174	391	689	816	753	799	723	731	726	751	824	857	851	912	739	554	473	364	244	182	12938N
2	R	121	95	91	98	204	365	742	826	791	747	710	701	714	789	795	862	874	984	786	544	439	390	253	189	13110N
3	F	150	115	89	116	177	356	656	788	770	767	732	788	775	886	858	1008	1001	1135	799	649	566	453	359	289	14282N
4	A	178	109	93	68	106	184	370	449	561	619	616	706	757	715	719	735	737	670	631	557	494	423	398	301	11196N
5	S	219	143	84	85	76	132	186	289	327	421	598	653	856	784	780	753	741	746	674	541	477	398	258	178	10399N
6	M	112	80	94	106	225	360	701	731	773	706	675	790	738	790	734	832	911	900	739	473	373	309	207	175	12534N
7	T	122	110	93	103	174	376	719	767	781	658	717	691	698	681	785	846	907	960	697	511	425	324	208	161	12514N
8	W	90	80	89	100	192	368	724	807	781	744	700	688	697	703	695	826	896	986	732	495	439	354	279	185	12650N
9	R	121	86	97	97	170	369	729	789	794	775	658	678	735	754	756	848	931	975	701	571	490	370	262	200	12956N
10	F	130	104	104	108	184	348	660	719	731	737	678	740	802	838	888	879	989	1041	808	676	543	497	314	254	13772N
11	A	204	132	97	94	113	187	341	388	621	668	637	687	745	810	750	711	755	725	706	567	521	453	427	268	11607N
12	S	219	189	92	84	92	139	163	233	318	402	579	658	714	787	805	777	730	768	711	616	561	425	347	168	10577N
13	M	129	108	87	111	215	370	616	781	750	757	686	719	765	753	799	825	964	947	701	450	395	323	199	155	12605N
14	T	103	104	75	100	190	385	679	791	831	725	659	692	699	734	749	802	843	978	692	548	412	336	206	187	12520N
15	W	121	109	79	109	177	415	729	825	747	691	288	575	661	720	749	808	925	975	656	493	393	373	215	164	11997A
16	R	135	109	80	109	170	399	693	778	744	737	714	710	666	746	776	801	1010	986	695	599	496	377	269	172	12971N
17	F	124	97	93	111	166	373	694	742	683	692	684	684	810	846	847	955	983	1075	779	582	510	490	350	282	13652N
18	A	210	144	106	76	114	224	324	362	532	686	617	647	659	749	727	790	683	675	668	583	534	467	388	304	11269N
19	S	215	131	74	63	80	129	167	225	322	430	570	577	711	770	756	790	806	673	632	562	429	375	238	182	9907N
20	M	123	103	90	91	215	400	663	764	714	727	690	698	681	760	755	819	957	937	729	499	409	313	255	169	12561N
21	T	120	93	92	109	178	390	692	791	814	736	656	673	688	720	702	806	874	923	733	545	472	336	230	158	12531N
22	W	121	89	72	96	181	371	740	796	712	702	679	662	696	659	811	855	914	967	725	475	471	418	240	173	12625N
23	R	128	96	78	105	189	396	674	807	762	748	600	730	683	771	772	872	982	1022	692	590	487	396	270	197	13047N
24	F	140	127	104	119	176	353	618	707	697	719	675	779	786	778	804	978	948	994	812	674	545	469	351	246	13599N
25	A	194	150	108	73	110	198	275	372	472	553	671	674	714	724	721	715	730	686	675	580	487	467	361	268	10978N
26	S	207	118	85	55	94	120	156	229	355	419	525	615	626	689	641	633	595	643	613	531	431	383	305	226	9294N
27	M	148	82	72	58	95	165	237	289	348	444	698	824	819	803	751	767	736	795	621	518	453	370	251	173	10517H
28	T	110	109	84	113	188	409	690	776	782	727	657	675	726	736	736	896	856	954	664	537	420	311	249	175	12580N
29	W	121	103	89	102	158	361	619	838	753	755	666	663	718	777	694	790	937	983	713	534	432	324	248	169	12547N
30	R	117	96	73	107	184	405	682	804	744	738	657	687	702	774	817	802	923	962	708	533	492	395	263	246	12911N
31	F	150	107	92	92	177	406	669	690	597	809	664	771	773	780	825	930	878	946	805	654	554	442	348	294	13453N

WEEKDAY AVERAGE = 12778 SATURDAY AVERAGE = 11263 SUNDAY AVERAGE = 10044 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 380099
MONTHLY AVERAGE = 12171

COMMENTS:
05/27: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

APPENDIX B:
Polk County TPO Roadway Network Database Excerpts

Polk Transportation
Planning Organization

2025 ROADWAY NETWORK DATABASE

EFFECTIVE DATE: JAN. 17, 2025

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2019 - 2023		Multimodal Factors				
								2024	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage	Capacity	Segment	Functional	Annual Avg.	Growth	D-	K-	Average	of	tional	Multi-	High-	Capacity	Capacity Ratio	LOS in						
				Lane Type	Group	Length	Classification	Daily Traffic	Rate (%)	Factor	Factor	Volume	Service	Capacity	Modal	Way	Ratio	in Five Years	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
4054E	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN MAJOR COLLECTOR	10,100	2.0	0.490	0.0900	445	C	790	TRANSITIONING	D	0.56	0.62	C	97	1.858	NO	PARTIAL	1.04	NONE	0.00
4054W	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN MAJOR COLLECTOR	10,100	2.0	0.510	0.0900	464	C	790	TRANSITIONING	D	0.59	0.65	C	97	1.858	NO	PARTIAL	1.04	NONE	0.00
4056N	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	RURAL MAJOR COLLECTOR	3,500	2.0	0.490	0.0900	154	C	750	OTHER	C	0.21	0.23	C	79	1.131	NO	PARTIAL	0.01	NONE	0.00
4056S	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	RURAL MAJOR COLLECTOR	3,500	2.0	0.510	0.0900	161	C	750	OTHER	C	0.21	0.24	C	79	1.131	NO	PARTIAL	0.01	NONE	0.00
4173N	CR 557/POMELO ST	US 17/92	I-4	4D	A02	6.3	URBAN MAJOR COLLECTOR	17,500	2.0	0.490	0.0900	772	B	3,280	TRANSITIONING	D	0.24	0.26	B	372	1.833	NO	PARTIAL	0.16	PARTIAL	0.07
4173S	CR 557/POMELO ST	US 17/92	I-4	4D	A02	6.3	URBAN MAJOR COLLECTOR	17,500	2.0	0.510	0.0900	803	B	3,280	TRANSITIONING	D	0.24	0.27	B	372	1.833	NO	PARTIAL	0.16	PARTIAL	0.07
4057E	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	A02	4.7	URBAN MAJOR COLLECTOR	5,700	2.0	0.490	0.0900	251	B	1,200	TRANSITIONING	D	0.21	0.23	B	28	0.570	NO	NONE	0.00	FULL	2.00
4057W	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	A02	4.7	URBAN MAJOR COLLECTOR	5,700	2.0	0.510	0.0900	262	B	1,200	TRANSITIONING	D	0.22	0.24	B	28	0.570	NO	NONE	0.00	FULL	2.00
6804N	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN MAJOR COLLECTOR	14,300	2.0	0.510	0.0900	656	C	1,200	TRANSITIONING	D	0.55	0.60	C	133	1.413	NO	PARTIAL	0.50	PARTIAL	1.12
6804S	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN MAJOR COLLECTOR	14,300	2.0	0.490	0.0900	631	C	1,200	TRANSITIONING	D	0.53	0.58	C	133	1.413	NO	PARTIAL	0.50	PARTIAL	1.12
4017E	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN MAJOR COLLECTOR	8,300	2.0	0.490	0.0900	366	C	720	TRANSITIONING	D	0.51	0.56	C	141	2.794	YES	PARTIAL	0.57	NONE	0.00
4017W	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN MAJOR COLLECTOR	8,300	2.0	0.510	0.0900	381	C	720	TRANSITIONING	D	0.53	0.58	C	141	2.794	YES	PARTIAL	0.57	NONE	0.00
6803N	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN MAJOR COLLECTOR	9,800	2.0	0.510	0.0900	450	C	880	TRANSITIONING	D	0.51	0.56	C	124	2.238	YES	PARTIAL	0.73	PARTIAL	0.91
6803S	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN MAJOR COLLECTOR	9,800	2.0	0.490	0.0900	432	C	880	TRANSITIONING	D	0.49	0.54	C	124	2.238	YES	PARTIAL	0.73	PARTIAL	0.91
4059E	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN MINOR ARTERIAL	11,000	1.8	0.490	0.0750	384	C	880	TCCO	E	0.44	0.48	C	27	0.799	NO	partial	0.32	PARTIAL	0.48
4059W	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN MINOR ARTERIAL	11,000	1.8	0.510	0.0750	400	C	880	TCCO	E	0.45	0.50	C	27	0.799	NO	partial	0.32	PARTIAL	0.48
4201E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	URBAN MINOR ARTERIAL	15,200	2.0	0.490	0.0750	531	C	640	TCCO	E	0.83	0.91	D	212	1.167	YES	PARTIAL	0.04	PARTIAL	0.08
4201W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	URBAN MINOR ARTERIAL	15,200	2.0	0.510	0.0750	552	C	640	TCCO	E	0.86	0.95	D	212	1.167	YES	PARTIAL	0.04	PARTIAL	0.08
4202E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTHE	19,100	2.0	0.490	0.0750	667	C	2,000	TCCO	E	0.33	0.37	C	78	1.276	YES	PARTIAL	0.35	NONE	0.00
4202W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTHE	19,100	2.0	0.510	0.0750	694	C	2,000	TCCO	E	0.35	0.38	C	78	1.276	YES	PARTIAL	0.35	NONE	0.00
4062N	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN MAJOR COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	MULTI-MODAL	D	0.12	0.13	C	35	5.906	YES	PARTIAL	1.33	PARTIAL	1.59
4062S	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN MAJOR COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	MULTI-MODAL	D	0.12	0.14	C	35	5.906	YES	PARTIAL	1.33	PARTIAL	1.59
4166E	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN MAJOR COLLECTOR	15,700	2.0	0.490	0.0750	548	C	1,800	TCCO	E	0.30	0.33	C	234	4.638	YES	FULL	1.83	FULL	2.00
4166W	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN MAJOR COLLECTOR	15,700	2.0	0.510	0.0750	570	C	1,800	TCCO	E	0.32	0.35	C	234	4.638	YES	FULL	1.83	FULL	2.00
4172E	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN MAJOR COLLECTOR	13,400	2.0	0.490	0.0750	468	C	1,800	MULTI-MODAL	D	0.26	0.29	C	145	7.689	YES	FULL	1.85	FULL	2.00
4172W	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN MAJOR COLLECTOR	13,400	2.0	0.510	0.0750	487	C	1,800	MULTI-MODAL	D	0.27	0.30	C	145	7.689	YES	FULL	1.85	FULL	2.00
4061E	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN MAJOR COLLECTOR	8,600	2.0	0.490	0.0900	379	C	790	TRANSITIONING	D	0.48	0.53	C	168	2.812	NO	PARTIAL	0.04	PARTIAL	0.02
4061W	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN MAJOR COLLECTOR	8,600	2.0	0.510	0.0900	395	C	790	TRANSITIONING	D	0.50	0.55	C	168	2.812	NO	PARTIAL	0.04	PARTIAL	0.02
4060N	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN MAJOR COLLECTOR	22,900	2.0	0.490	0.0750	799	D	1,700	TCCO	E	0.47	0.52	D	346	6.797	YES	PARTIAL	1.44	PARTIAL	0.58
4060S	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN MAJOR COLLECTOR	22,900	2.0	0.510	0.0750	832	D	1,700	TCCO	E	0.49	0.54	D	346	6.797	YES	PARTIAL	1.44	PARTIAL	0.58
4161N	CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	4D	L02	1.0	URBAN MAJOR COLLECTOR	17,300	2.0	0.490	0.0900	763	C	1,800	TRANSITIONING	D	0.42	0.47	C	87	2.754	NO	PARTIAL	1.10	FULL	2.00
4161S	CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	4D	L02	1.0	URBAN MAJOR COLLECTOR	17,300	2.0	0.510	0.0900	794	C	1,800	TRANSITIONING	D	0.44	0.49	C	87	2.754	NO	PARTIAL	1.10	FULL	2.00
4063E	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.3	RURAL MAJOR COLLECTOR	3,900	2.0	0.490	0.0900	172	B	900	OTHER	C	0.19	0.21	B	76	0.866	NO	PARTIAL	0.07	NONE	0.00
4063W	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.3	RURAL MAJOR COLLECTOR	3,900	2.0	0.510	0.0900	179	B	900	OTHER	C	0.20	0.22	B	76	0.866	NO	PARTIAL	0.07	NONE	0.00
4064E	CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	2U	L02	18.3	RURAL MAJOR COLLECTOR	4,000	2.0	0.490	0.0900	176	C	750	OTHER	C	0.24	0.26	C	96	0.717	NO	PARTIAL	0.04	NONE	0.00
4064W	CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	2U	L02	18.3	RURAL MAJOR COLLECTOR	4,000	2.0	0.510	0.0900	184	C	750	OTHER	C	0.24	0.27	C	96	0.717	NO	PARTIAL	0.04	NONE	0.00
4065E	CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (SCENIC HIGHWAY)	2U	L02	2.5	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0900	137	C	790	TRANSITIONING	D	0.17	0.19	C	19	1.333	NO	NONE	0.00	NONE	0.00
4065W	CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (SCENIC HIGHWAY)	2U	L02	2.5	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0900	142	C	790	TRANSITIONING	D	0.18	0.20	C	19	1.333	NO	NONE	0.00	NONE	0.00
4066E	CR 630A (FROSTPROOF CONNECTOR)	US 27	CR 630	2U	L02	1.5	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0900	137	C	790	TRANSITIONING	D	0.17	0.19	C	5	0.592	NO	NONE	0.00	NONE	0.00
4066W	CR 630A (FROSTPROOF CONNECTOR)	US 27	CR 630	2U	L02	1.5	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0900	142	C	790	TRANSITIONING	D	0.18	0.20	C	5	0.592	NO	NONE	0.00	NONE	0.00
4067N	CR 64 (ARBUCKLE RD)	HIGHLANDS COUNTY LINE	LAKE ARBUCKLE	2U	H02	2.1	RURAL LOCAL	1,600	2.0	0.490	0.0900	71	B	450	OTHER	C	0.16	0.17	B	8	1.315	NO	NONE	0.00	NONE	0.00
4067S	CR 64 (ARBUCKLE RD)	HIGHLANDS COUNTY LINE	LAKE ARBUCKLE	2U	H02	2.1	RURAL LOCAL	1,600	2.0	0.510	0.0900	73	B	450	OTHER	C	0.16	0.18	B	8	1.315	NO	NONE	0.00	NONE	0.00
4068E	CR 640	US 27	SR 17 (SCENIC HIGHWAY)	2U	N02	1.0	RURAL MAJOR COLLECTOR	4,600	2.0	0.490	0.0900	203	C	720	TRANSITIONING	D	0.28	0.31	C	14	1.689	YES	NONE	0.00	NONE	0.00
4068W	CR 640	US 27	SR 17 (SCENIC HIGHWAY)	2U	N02	1.0	RURAL MAJOR COLLECTOR	4,600	2.0	0.510	0.0900	211	C	720	TRANSITIONING	D	0.29	0.32258	C	14	1.689	YES	NONE	0.00	NONE	0.00
4070E	CR 640	SR 37	US 17/98	2B	K02	10.5	RURAL MAJOR COLLECTOR	4,300	2.0	0.490	0.0900	190	B	1,220	TRANSITIONING	D	0.16	0.17	B	121	1.473	YES	NONE	0.00	NONE	0.00
4070W	CR 640	SR 37	US 17/98	2B	K02	10.5	RURAL MAJOR COLLECTOR	4,300	2.0	0.510	0.0900	197	B	1,220	TRANSITIONING	D	0.16	0.18	B	121	1.473	YES	NONE	0.00	NONE	0.00
4200E	CR 640 (HOMELAND GARFIELD RD)	US 17/98	CR 559 (80 FOOT RD)	2B	K02	3.7	RURAL MINOR COLLECTOR	2,500	2.0	0.490	0.0900	110	B	1,220	TRANSITIONING	D	0.09	0.10	B	22	1.303	NO	NONE	0.00	NONE	0.00
4200W	CR 640 (HOMELAND GARFIELD RD)	US 17/98	CR 559 (80 FOOT RD)	2B	K02	3.7	RURAL MINOR COLLECTOR	2,500	2.0	0.510	0.0900	115	B	1,220	TRANSITIONING	D	0.09	0.10	B	22	1.303	NO	NONE	0.00	NONE	0.00
4069E	CR 640 (PINECREST RD)	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	4.8	RURAL MAJOR COLLECTOR	6,400	2.0	0.490	0.0900	282	B	900	OTHER	C	0.31	0.34	B	50	0.900	NO	NONE	0.00	NONE	0.00
4069W	CR 640 (PINECREST RD)	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	4.8	RURAL MAJOR COLLECTOR	6,400	2.0	0.510	0.0900	294	B	900	OTHER	C	0.33	0.36	B	50	0.900	NO	NONE	0.00	NONE	0.00
8092E	CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROAD	SR 60	CR 540A (ELOISE LOOP RD)	2U	L02	6.2	URBAN MAJOR COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TRANSITIONING	D	0.29	0.32	C	50	0.855	NO	PARTIAL	0.38	NONE	0.00
8092W	CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROAD	SR 60	CR 540A (ELOISE LOOP RD)	2U	L02	6.2	URBAN MAJOR COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TRANSITIONING	D	0.30	0.33	C	50	0.855	NO	PARTIAL	0.38	NONE	0.00
4071N	CR 655 (BERKLEY RD)	SR 559 (C FRED JONES BLVD)	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.1	URBAN MINOR ARTERIAL	5,400	1.8	0.490	0.0750	189	C	790	TCCO	E	0.24	0.26	C	24	1.123	NO	PARTIAL	1.05	PARTIAL	0.93
4071S	CR 655 (BERKLEY RD)	SR 559 (C FRED JONES BLVD)	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.1	URBAN MINOR ARTERIAL	5,400	1.8	0.510	0.0750	196	C	790	TCCO	E	0.25	0.27	C	24	1.123	NO	PARTIAL	1.05	PARTIAL	0.93
4074N	CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2U	L02	2.8	URBAN MAJOR COLLECTOR	15,100	2.0	0.490	0.0750	527	C	790	MULTI-MODAL	D	0.67	0.73	C	155	2.002	YES	PARTIAL	0.70	NONE	0.00
4074S	CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2U	L02	2.8	URBAN MAJOR COLLECTOR	15,100	2.0	0.510	0.0750	549	C	790	MULTI-MODAL	D	0.69	0.76	C	155	2.002	YES	PARTIAL	0.70	NONE	0.00
4168N	CR 655 (RIFLE RANGE RD/SNIVELY AVE)	CR 559 (BOMBER RD)	US 17	2U	B02	2.9	URBAN MAJOR COLLECTOR	18,900	2.0	0.490	0.0750	660	C	880	MULTI-MODAL	D	0.75	0.82	C	295	2.958	YES	PARTIAL	0.77	PARTIAL	0.03
4168S	CR 655 (RIFLE RANGE RD/SNIVELY AVE)	CR 559 (BOMBER RD)	US 17	2U	B02	2.9	URBAN MAJOR COLLECTOR	18,900	2.0	0.510	0.0750	687	C	880	MULTI-MODAL	D	0.78	0.86	C	295	2.958	YES	PARTIAL	0.77	PARTIAL	0.03
4073N	CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	2U	H02	5.1	RURAL LOCAL	3,900	2.0	0.490	0.0900	172	B	450	OTHER	C	0.38	0.42	B	41	1.129	NO	NONE	0.00	NONE	0.00
4073S	CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	2U	H02	5.1	RURAL LOCAL	3,900	2.0	0.510	0.0900	179	B	450	OTHER	C	0.40	0.44	B	41	1.129	NO	NONE	0.00	NONE	0.00
4075E	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.2	URBAN LOCAL	2,700	2.0	0.490	0.0900	119	C	750	OTHER	C	0.16	0.17	C	40	1.942	NO	NONE	0.00	PARTIAL	0.03
4075W	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.2	URBAN LOCAL	2,700	2.0	0.510	0.0900	124	C	750	OTHER	C	0.17	0.18	C	40	1.942	NO	NONE	0.00	PARTIAL	0.03
8004E	CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN MINOR COLLECTOR	2,800	2.0	0.490	0.0750	98	C	790	TCCO	E	0.12	0.14	C	14	2.882	YES	PARTIAL	1.51	PARTIAL	1.15
8004W	CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN MINOR COLLECTOR	2,800	2.0	0.510	0.0750	102	C	790	TCCO	E	0.13	0.14	C	14	2.882	YES	PARTIAL	1.51	PARTIAL	1.15
8082E	CREWS LAKE DRIVE/CREWSLAKE ROAD/LAKELAND HIGHLANDS ROAD	CR 540A	CR 540A	2U	L02	3.5	URBAN MAJOR COLLECTOR	5,700	2.0	0.490	0.0900	251	C	790	TSDA	D	0.32	0.35	C	79	2.150	NO	PARTIAL	0.42	PARTIAL	0.05
8082W	CREWS LAKE DRIVE/CREWSLAKE ROAD/LAKELAND HIGHLANDS ROAD	CR 540A	CR 540A	2U	L02	3.5	URBAN MAJOR COLLECTOR	5,700	2.0	0.510	0.0900	262	C	790	TSDA	D	0.33	0.36	C	79	2.150	NO	PARTIAL	0.42	PARTIAL	0.05
4078E	CRUMP RD	COUNTRY CLUB RD S	US 27	2U	N02	2.2	URBAN MAJOR COLLECTOR	3,400	2.0	0.490	0.0900	150	C	720	TRANSITIONING	D	0.21	0.23	C	24	1.775	NO	PARTIAL	0.18	NONE	0.00
4078W	CRUMP RD	COUNTRY CLUB RD S	US 27	2U	N02	2.2	URBAN MAJOR COLLECTOR	3,400	2.0	0.510	0.0900	156	C	720	TRANSITIONING	D	0.22	0.24	C	24	1.775	NO	PARTIAL	0.18	NONE	0.00
4079E	CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	2U	L02	1.2	URBAN MINOR COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	10	3.021	YES	PARTIAL	0.99	NONE	0.00
4079W	CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	2U	L02	1.2	URBAN MINOR COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08	C	10	3.021	YES	PARTIAL	0.99	NONE	0.00
4077N	CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	2B	I02	3.9	URBAN LOCAL	7,300	2.0	0.490	0.0900	322	C	640	TSDA	D	0.50	0.55	C	66	1.277	NO	PARTIAL	0.04	NONE	0.00
4077S	CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	2B	I02	3.9	URBAN LOCAL	7,300	2.0	0.510	0.0900	335	C	640	TSDA	D	0.52	0.58	C	66	1.277	NO	PARTIAL	0.04	NONE	0.00
8451N	CRYSTAL BERACH ROAD	THORNHILL ROAD	SR 540 (WINTER LAKE RD)	2U	C02	1.9	URBAN MAJOR COLLECTOR	1,600	2.0	0.490	0.0900	71	C	750	TRANSITIONING	D	0.09	0.10	C	18	3.285	NO	NONE	0.00	NONE	0.00
8451S	CRYSTAL BERACH ROAD	THORNHILL ROAD	SR 540 (WINTER LAKE RD)	2U	C02	1.9	URBAN MAJOR COLLECTOR	1,600	2.0	0.510	0.0900	73	C	750	TRANSITIONING	D	0.10	0.11	C	18	3.285	NO	NONE	0.00	NONE	0.00
4080E	CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	2U	L02	1.3	URBAN MAJOR COLLECTOR	8,100	2.0	0.490	0.0750	283	C	790	MULTI-MODAL	D	0.36	0.39	C	111	5.834	YES	PARTIAL	1.36	NONE	0.00
4080W	CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	2U	L02	1.3	URBAN MAJOR COLLECTOR	8,100	2.0	0.510	0.0750	294	C	790	MULTI-MODAL	D	0.37	0.41	C	111	5.834	YES	PARTIAL	1.36	NONE	0.00
4081E	CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	2U	L02	1.0	URBAN LOCAL	6,300	2.0	0.490	0.0900	278	C	790	TRANSITIONING	D	0.35	0.39	C	63	5.287	YES	PARTIAL	1.00	NONE	0.00
4081W	CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	2U	L02	1.0	URBAN LOCAL	6,300	2.0	0.510	0.0900	289	C	790	TRANSITIONING	D	0.37	0.40	C	63	5.287	YES	PARTIAL	1.00	NONE	0.00
8005E	CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN MAJOR COLLECTOR	9,500	2.0	0.490	0.0750	332	C	790	TCCO	E	0.42	0.46	C	62	5.337	YES	PARTIAL	1.69	FULL	2.00
8005W	CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN MAJOR COLLECTOR	9,500	2.0	0.510	0.0750	345	C	790	TCCO	E	0.44	0.48	C	62	5.337	YES	PARTIAL	1.69	FULL	2.00
4082E	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	B02	0.9	URBAN MAJOR COLLECTOR	13,200	2.0	0.490	0.0750	461	C	880	TCCO	E	0.52	0.58	C	106	4.847	YES	PARTIAL	1.00	NONE	0.00
4082W	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	B02	0.9	URBAN MAJOR COLLECTOR	13,200	2.0	0.510	0.0750	480	C	880	TCCO	E	0.55	0.60	C	106	4.847	YES	PARTIAL	1.00	NONE	0.00
4171N	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN MAJOR COLLECTOR	8,100	2.0	0.490	0.0900	357	C	790	TSDA	D	0.45	0.50	C	86	2.912	YES	PARTIAL	1.20	NONE	0.00
4171S	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN MAJOR COLLECTOR	8,100	2.0	0.510	0.0900	372	C	790	TSDA	D	0.47	0.52	C	86	2.912	YES	PARTIAL	1.20	NONE	0.00
8006E	DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2U	L02	2.2	URBAN MAJOR COLLECTOR	13,400	2.0	0.490	0.0900	591	C	790	TRANSITIONING	D	0.75	0.82	C	141	2.648	NO	PARTIAL	0.80	NONE	0.00
8006W	DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2U	L02	2.2	URBAN MAJOR COLLECTOR	13,400	2.0	0.510	0.0900	615	C	790	TRANSITIONING	D	0.78	0.86	C	141	2.648	NO	PARTIAL	0.80	NONE	0.00
8083E	DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	2U	L02	1.3	URBAN MAJOR COLLECTOR	9,900	2.0	0.490	0.0900	437	C	790	TRANSITIONING	D	0.55	0.61	C	102	4.489	YES	PARTIAL	0.45	NONE	0.00
8083W	DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	2U	L02	1.3	URBAN MAJOR COLLECTOR	9,900	2.0	0.510	0.0900	454	C	790	TRANSITIONING	D	0.58	0.63	C	102	4.489	YES	PARTIAL	0.45	NONE	0.00
8403E	DEEN STILL ROAD	SR 33	US 27	2U	P02	10.5	RURAL MINOR COLLECTOR	1,800	2.0	0.490	0.0900	79	B	820	OTHER	C	0.10	0.11	B	204	1.525	N

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2019 - 2023		Multimodal Factors				
										100th Highest Hour					LOS Standard						Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2024 Annual Avg. Daily Traffic	AADT Growth Rate (%)	D-Factor	K-Factor	Two-Hour Average Volume	Level of Service	Direc-tional Capacity	Multi-Modal	High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
4091E	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	11,400	2.0	0.490	0.0750	398	C	790	MULTI-MODAL	D	0.50	0.55	C	15	0.716	NO	PARTIAL	0.35	NONE	0.00
4091W	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	11,400	2.0	0.510	0.0750	414	C	790	MULTI-MODAL	D	0.52	0.58	C	15	0.716	NO	PARTIAL	0.35	NONE	0.00
4089E	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN MAJOR COLLECTOR	4,900	2.0	0.490	0.0750	171	C	790	TCCO	E	0.22	0.24	C	78	3.981	YES	PARTIAL	0.46	NONE	0.00
4089W	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN MAJOR COLLECTOR	4,900	2.0	0.510	0.0750	178	C	790	TCCO	E	0.23	0.25	C	78	3.981	YES	PARTIAL	0.46	NONE	0.00
4090E	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN MAJOR COLLECTOR	20,400	2.0	0.490	0.0750	712	C	1,800	TCCO	E	0.40	0.44	C	180	6.691	YES	FULL	1.85	NONE	0.00
4090W	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN MAJOR COLLECTOR	20,400	2.0	0.510	0.0750	741	C	1,800	TCCO	E	0.41	0.45	C	180	6.691	YES	FULL	1.85	NONE	0.00
8008E	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN MAJOR COLLECTOR	15,600	2.0	0.490	0.0750	545	C	830	MULTI-MODAL	D	0.66	0.72	C	420	7.385	YES	FULL	1.82	NONE	0.00
8008W	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN MAJOR COLLECTOR	15,600	2.0	0.510	0.0750	567	C	830	MULTI-MODAL	D	0.68	0.75	C	420	7.385	YES	FULL	1.82	NONE	0.00
8217N	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	19	2.773	NO	PARTIAL	0.55	NONE	0.00
8217S	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	19	2.773	NO	PARTIAL	0.55	NONE	0.00
8440N	ELEVENTH STREET SOUTH	STATE ROAD 60	LAKESHORE BLVD SOUTH	2U	C02	0.3	URBAN MAJOR COLLECTOR	4,100	2.0	0.490	0.0900	181	C	750	TRANSITIONING	D	0.24	0.27	C	15	6.717	YES	PARTIAL	0.65	NONE	0.00
8440S	ELEVENTH STREET SOUTH	STATE ROAD 60	LAKESHORE BLVD SOUTH	2U	C02	0.3	URBAN MAJOR COLLECTOR	4,100	2.0	0.510	0.0900	188	C	750	TRANSITIONING	D	0.25	0.28	C	15	6.717	YES	PARTIAL	0.65	NONE	0.00
8110E	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN MAJOR COLLECTOR	5,900	2.0	0.490	0.0900	260	C	790	TRANSITIONING	D	0.33	0.36	C	26	1.826	NO	PARTIAL	0.04	NONE	0.00
8110W	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN MAJOR COLLECTOR	5,900	2.0	0.510	0.0900	271	C	790	TRANSITIONING	D	0.34	0.38	C	26	1.826	NO	PARTIAL	0.04	NONE	0.00
7500E	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN MAJOR COLLECTOR	9,200	2.0	0.490	0.0900	406	C	1,710	TRANSITIONING	D	0.24	0.26	C	52	1.502	NO	PARTIAL	1.08	FULL	2.00
7500W	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN MAJOR COLLECTOR	9,200	2.0	0.510	0.0900	422	C	1,710	TRANSITIONING	D	0.25	0.27	C	52	1.502	NO	PARTIAL	1.08	FULL	2.00
6906E	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN MAJOR COLLECTOR	14,800	2.0	0.490	0.0750	517	C	1,800	TCCO	D	0.29	0.32	C	43	0.555	YES	PARTIAL	1.92	FULL	2.00
6906W	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN MAJOR COLLECTOR	14,800	2.0	0.510	0.0750	538	C	1,800	TCCO	D	0.30	0.33	C	43	0.555	YES	PARTIAL	1.92	FULL	2.00
6911E	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN MAJOR COLLECTOR	6,900	2.0	0.490	0.0750	241	C	1,800	TCCO	D	0.13	0.15	C	8	0.261	YES	FULL	1.86	FULL	2.00
6911W	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN MAJOR COLLECTOR	6,900	2.0	0.510	0.0750	251	C	1,800	TCCO	D	0.14	0.15	C	8	0.261	YES	FULL	1.86	FULL	2.00
8310E	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN MAJOR COLLECTOR	4,100	2.0	0.490	0.0900	181	C	790	TRANSITIONING	D	0.23	0.25	C	21	2.475	NO	PARTIAL	0.62	NONE	0.00
8310W	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN MAJOR COLLECTOR	4,100	2.0	0.510	0.0900	188	C	790	TRANSITIONING	D	0.24	0.26	C	21	2.475	NO	PARTIAL	0.62	NONE	0.00
8009E	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN MAJOR COLLECTOR	13,300	2.0	0.490	0.0900	587	C	790	TSDA	D	0.74	0.82	C	190	1.482	NO	PARTIAL	0.08	PARTIAL	0.04
8009W	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN MAJOR COLLECTOR	13,300	2.0	0.510	0.0900	610	C	790	TSDA	D	0.77	0.85	C	190	1.482	NO	PARTIAL	0.08	PARTIAL	0.04
8312N	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN MAJOR COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	3	0.738	NO	NONE	0.00	NONE	0.00
8312S	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN MAJOR COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	3	0.738	NO	NONE	0.00	NONE	0.00
8406N	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0900	137	C	750	TSDA	D	0.18	0.20	C	41	2.432	NO	PARTIAL	0.41	PARTIAL	0.12
8406S	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0900	142	C	750	TSDA	D	0.19	0.21	C	41	2.432	NO	PARTIAL	0.41	PARTIAL	0.12
8067N	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.4	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	TCCO	E	0.14	0.15	C	6	2.826	NO	PARTIAL	0.87	NONE	0.00
8067S	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.4	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	TCCO	E	0.14	0.16	C	6	2.826	NO	PARTIAL	0.87	NONE	0.00
8010E	FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	2U	L02	0.9	URBAN MINOR COLLECTOR	1,300	2.0	0.490	0.0750	45	C	790	TCCO	E	0.06	0.06	C	21	10.058	YES	PARTIAL	1.34	NONE	0.00
8010W	FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	2U	L02	0.9	URBAN MINOR COLLECTOR	1,300	2.0	0.510	0.0750	47	C	790	TCCO	E	0.06	0.07	C	21	10.058	YES	PARTIAL	1.34	NONE	0.00
8068N	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.3	URBAN MINOR ARTERIAL	19,500	2.0	0.490	0.0750	681	C	1,800	TCCO	E	0.38	0.42	C	294	6.602	YES	PARTIAL	1.67	NONE	0.00
8068S	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.3	URBAN MINOR ARTERIAL	19,500	2.0	0.510	0.0750	709	C	1,800	TCCO	E	0.39	0.43	C	294	6.602	YES	PARTIAL	1.67	NONE	0.00
8438N	FIRST STREET SOUTH	STATE ROAD 60	CENTRAL AVENUE	4U	C02	0.4	URBAN LOCAL	5,900	2.0	0.490	0.0750	206	C	1,620	TCCO	E	0.13	0.14	C	41	8.514	YES	PARTIAL	1.36	NONE	0.00
8438S	FIRST STREET SOUTH	STATE ROAD 60	CENTRAL AVENUE	4U	C02	0.4	URBAN LOCAL	5,900	2.0	0.510	0.0750	214	C	1,620	TCCO	E	0.13	0.15	C	41	8.514	YES	PARTIAL	1.36	NONE	0.00
4092N	FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2U	L02	2.0	URBAN LOCAL	5,300	2.0	0.490	0.0900	234	C	790	TSDA	D	0.30	0.33	C	92	4.735	NO	PARTIAL	0.36	NONE	0.00
4092S	FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2U	L02	2.0	URBAN LOCAL	5,300	2.0	0.510	0.0900	243	C	790	TSDA	D	0.31	0.34	C	92	4.735	NO	PARTIAL	0.36	NONE	0.00
8115E	FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	2U	L02	0.9	URBAN MINOR COLLECTOR	5,500	2.0	0.490	0.0900	243	C	790	TSDA	D	0.31	0.34	C	36	4.004	NO	PARTIAL	0.45	NONE	0.00
8115W	FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	2U	L02	0.9	URBAN MINOR COLLECTOR	5,500	2.0	0.510	0.0900	252	C	790	TSDA	D	0.32	0.35	C	36	4.004	NO	PARTIAL	0.45	NONE	0.00
8426E	FLORENCE VILLA GROVE ROAD	US 27	OSCEOLA COUNTY LINE	2U	C02	0.8	URBAN MAJOR COLLECTOR	15,100	2.0	0.490	0.0900	666	D	750	TSDA	D	0.89	0.98	D	49	2.367	NO	PARTIAL	1.47	NONE	0.00
8426W	FLORENCE VILLA GROVE ROAD	US 27	OSCEOLA COUNTY LINE	2U	C02	0.8	URBAN MAJOR COLLECTOR	15,100	2.0	0.510	0.0900	693	D	750	TSDA	D	0.92	1.02	E	49	2.367	NO	PARTIAL	1.47	NONE	0.00
8321N	FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	2U	L02	0.6	URBAN MAJOR COLLECTOR	4,400	2.0	0.490	0.0750	154	C	790	TCCO	E	0.19	0.21	C	22	4.228	YES	PARTIAL	1.30	NONE	0.00
8321S	FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	2U	L02	0.6	URBAN MAJOR COLLECTOR	4,400	2.0	0.510	0.0750	160	C	790	TCCO	E	0.20	0.22	C	22	4.228	YES	PARTIAL	1.30	NONE	0.00
4007N	FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.7	URBAN MAJOR COLLECTOR	12,800	2.0	0.490	0.0900	564	C	790	TRANSITIONING	D	0.71	0.79	C	201	5.031	NO	PARTIAL	0.16	NONE	0.00
4007S	FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.7	URBAN MAJOR COLLECTOR	12,800	2.0	0.510	0.0900	588	C	790	TRANSITIONING	D	0.74	0.82	C	201	5.031	NO	PARTIAL	0.16	NONE	0.00
8086E	GAPWAY ROAD	SR 655 (BERKLEY ROAD)	CR 559	2U	L02	1.9	URBAN MAJOR COLLECTOR	4,400	2.0	0.490	0.0900	194	C	790	TRANSITIONING	D	0.25	0.27	C	17	1.105	NO	PARTIAL	0.09	NONE	0.00
8086W	GAPWAY ROAD	SR 655 (BERKLEY ROAD)	CR 559	2U	L02	1.9	URBAN MAJOR COLLECTOR	4,400	2.0	0.510	0.0900	202	C	790	TRANSITIONING	D	0.26	0.28	C	17	1.105	NO	PARTIAL	0.09	NONE	0.00
5315E	GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	2U	B02	1.2	URBAN MAJOR COLLECTOR	3,700	2.0	0.490	0.0750	129	C	880	TCCO	E	0.15	0.16	C	34	4.218	YES	PARTIAL	1.21	PARTIAL	1.84
5315W	GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	2U	B02	1.2	URBAN MAJOR COLLECTOR	3,700	2.0	0.510	0.0750	134	C	880	TCCO	E	0.15	0.17	C	34	4.218	YES	PARTIAL	1.21	PARTIAL	1.84
5703E	GEORGE JENKINS BLVD	SLOAN AVE N	SR 35 (FLORIDA AVE N)	4D	B02	0.8	RBAN PRINCIPAL ARTERIAL - OTHE	22,700	2.0	0.490	0.0750	793	C	2,000	TCCO	E	0.40	0.44	C	206	5.065	YES	FULL	1.89	FULL	2.00
5703W	GEORGE JENKINS BLVD	SLOAN AVE N	SR 35 (FLORIDA AVE N)	4D	B02	0.8	RBAN PRINCIPAL ARTERIAL - OTHE	22,700	2.0	0.510	0.0750	825	C	2,000	TCCO	E	0.41	0.45	C	206	5.065	YES	FULL	1.89	FULL	2.00
8107E	GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	2U	L02	3.3	URBAN MAJOR COLLECTOR	6,900	2.0	0.490	0.0900	304	C	790	TRANSITIONING	D	0.39	0.42	C	137	3.265	NO	PARTIAL	0.07	NONE	0.00
8107W	GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	2U	L02	3.3	URBAN MAJOR COLLECTOR	6,900	2.0	0.510	0.0900	317	C	790	TRANSITIONING	D	0.40	0.44	C	137	3.265	NO	PARTIAL	0.07	NONE	0.00
8449E	GLENDALE STREET	NEW JERSEY ROAD	LAKELAND HIGHLANDS ROAD	2U	C02	0.5	URBAN LOCAL	4,100	2.0	0.510	0.0750	149	C	800	TCCO	E	0.19	0.20	C	15	4.049	NO	NONE	0.00	NONE	0.00
8449W	GLENDALE STREET	NEW JERSEY ROAD	LAKELAND HIGHLANDS ROAD	2U	C02	0.5	URBAN LOCAL	4,100	2.0	0.490	0.0750	143	C	800	TCCO	E	0.18	0.20	C	15	4.049	NO	NONE	0.00	NONE	0.00
8434N	GOLFVIEW CUTOFF/FRIEDLANDER/LEWIS GRIFFIN ROAD	STATE ROAD 17 (SCENIC HIGHWAY)	STATE ROAD 60	2U	H02	4.7	RURAL LOCAL	2,600	2.0	0.490	0.0900	115	B	730	TRANSITIONING	D	0.16	0.17	B	46	2.062	YES	NONE	0.00	NONE	0.00
8434S	GOLFVIEW CUTOFF/FRIEDLANDER/LEWIS GRIFFIN ROAD	STATE ROAD 17 (SCENIC HIGHWAY)	STATE ROAD 60	2U	H02	4.7	RURAL LOCAL	2,600	2.0	0.510	0.0900	119	B	730	TRANSITIONING	D	0.16	0.18	B	46	2.062	YES	NONE	0.00	NONE	0.00
8313E	GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	2U	L02	1.1	URBAN MAJOR COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	TCCO	E	0.16	0.18	C	14	1.970	YES	PARTIAL	1.03	NONE	0.00
8313W	GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	2U	L02	1.1	URBAN MAJOR COLLECTOR	3,700	2.0	0.510	0.0750	134	C	790	TCCO	E	0.17	0.19	C	14	1.970	YES	PARTIAL	1.03	NONE	0.00
8022E	GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	2U	L02	0.7	URBAN MINOR COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	39	6.796	NO	PARTIAL	1.85	NONE	0.00
8022W	GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	2U	L02	0.7	URBAN MINOR COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	39	6.796	NO	PARTIAL	1.85	NONE	0.00
8314N	GREEN ROAD	DAUGHTERY RD W	DUFF RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	6,600	2.0	0.490	0.0900	291	C	790	TRANSITIONING	D	0.37	0.41	C	19	1.561	YES	PARTIAL	1.01	NONE	0.00
8314S	GREEN ROAD	DAUGHTERY RD W	DUFF RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	6,600	2.0	0.510	0.0900	303	C	790	TRANSITIONING	D	0.38	0.42	C	19	1.561	YES	PARTIAL	1.01	NONE	0.00
8212N	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.0	RURAL MINOR COLLECTOR	2,900	2.0	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	12	1.121	NO	NONE	0.00	NONE	0.00
8212S	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.0	RURAL MINOR COLLECTOR	2,900	2.0	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	12	1.121	NO	NONE	0.00	NONE	0.00
8012E	HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	L02	1.6	URBAN MAJOR COLLECTOR	7,600	2.0	0.490	0.0900	335	C	790	TRANSITIONING	D	0.42	0.47	C	61	2.723	NO	PARTIAL	1.27	NONE	0.00
8012W	HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	L02	1.6	URBAN MAJOR COLLECTOR	7,600	2.0	0.510	0.0900	349	C	790	TRANSITIONING	D	0.44	0.49	C	61	2.723	NO	PARTIAL	1.27	NONE	0.00
8013N	HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	3B	C02	1.5	URBAN MINOR ARTERIAL	20,900	2.0	0.490	0.0750	730	D	1,340	TCCO	E	0.54	0.60	D	149	2.468	YES	PARTIAL	0.93	NONE	0.00
8013S	HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	3B	C02	1.5	URBAN MINOR ARTERIAL	20,900	2.0	0.510	0.0750	759	D	1,340	TCCO	E	0.57	0.62	D	149	2.468	YES	PARTIAL	0.93	NONE	0.00
8087E	HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	2U	L02	0.8	URBAN MINOR COLLECTOR	1,800	2.0	0.490	0.0900	79	C	790	TSDA	D	0.10	0.11	C	9	3.645	NO	PARTIAL	0.92	NONE	0.00
8087W	HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	2U	L02	0.8	URBAN MINOR COLLECTOR	1,800	2.0	0.510	0.0900	83	C	790	TSDA	D	0.10	0.12	C	9	3.645	NO	PARTIAL	0.92	NONE	0.00
8014N	HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	2U	L02	0.2	URBAN LOCAL	3,300	2.0	0.490	0.0750	115	C	790	TCCO	E	0.15	0.16	C	9	6.537	NO	FULL	1.59	NONE	0.00
8014S	HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	2U	L02	0.2	URBAN LOCAL	3,300	2.0	0.510	0.0750	120	C	790	TCCO	E	0.15	0.17	C	9	6.537	NO	FULL	1.59	NONE	0.00
8088N	HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN MINOR COLLECTOR	2,200	2.0	0.490	0.0900	97	C	790	TSDA	D	0.12	0.14	C	2	0.506	NO	PARTIAL	0.18	NONE	0.00
8088S	HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN MINOR COLLECTOR	2,200	2.0	0.510	0.0900	101	C	790	TSDA	D	0.13	0.14	C	2	0.506	NO	PARTIAL	0.18	NONE	0.00
4095N	HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.5	URBAN MAJOR COLLECTOR	10,400	2.0	0.490	0.0750	363	C	790	TCCO	E	0.46	0.51	C	20	0.713	NO	PARTIAL	0.59	NONE	0.00
4095S	HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.5	URBAN MAJOR COLLECTOR	10,400	2.0	0.510	0.0750	378	C	790	TCCO	E	0.48	0.53	C	20	0.713	NO	PARTIAL	0.59	NONE	0.00
8408E	HELLER BROTHERS BLVD	FDC GROVE ROAD	US 27	4D	C02	0.4	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0900	132	C	1,630	TSDA	D	0.08	0.09	C	17	7.944	YES	FULL	1.77	FULL	2.00
8408W	HELLER BROTHERS BLVD	FDC GROVE ROAD	US 27	4D	C02	0.4	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0900	138	C	1,630	TSDA	D	0.08	0.09	C	17	7.944	YES	FULL	1.77	FULL	2.00
8315E	HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.3	URBAN MAJOR COLLECTOR	7,700	2.0	0.490	0.0750	269	C	790	TCCO	E	0.34	0.37	C	24	6.815	NO	PARTIAL	1.08	NONE	0.00
8315W	HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.3	URBAN MAJOR COLLECTOR	7,700	2.0	0.510	0.0750	280	C	790	TCCO	E	0.35	0.39	C	24	6.815	NO	PARTIAL	1.08	NONE	0.00
4096E	HIGHLAND ST W/GREENWOOD ST W	CR 542 (OLD TAMPA HWY)	SR 563 (SIKES BLVD)	2U	L02	2.1	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0900	132	C	790	TSDA	D	0.17	0.18	C	59	5.254	YES	PARTIAL	1.09	NONE	0.00
4096W	HIGHLAND ST W/GREENWOOD ST W	CR 542 (OLD TAMPA HWY)	SR 563 (SIKES BLVD)	2U	L02	2.1	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0900	138	C	790	TSDA	D	0.17	0.19	C	59	5.254	YES	PARTIAL	1.09	NONE	0.00
8054E	HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN MAJOR COLLECTOR	13,000	2.0	0.490	0.0750	454	C	790	TCCO	E	0.57	0.63	C	47	3.931	NO	PARTIAL	1.26	NONE	0.00
8054W	HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN MAJOR COLLECTOR	13,000	2.0	0.510	0.0750	472	C	790	TCCO	E	0.60	0.66	C	47	3.931	NO	PARTIAL	1.26	NONE	0.00
8211E	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.2	URBAN MAJOR COLLECTOR	10,700	2.0	0.490	0.0750	374	C	790	TCCO	E	0.47	0.52	C	115	2.687	YES	PARTIAL	0.41	NONE	0.00
8211W	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.2	URBAN MAJOR COLLECTOR	10,700	2.0	0.510	0.0750	389	C	790	TCCO	E	0.49	0.54	C	115	2.687	YES	PARTIAL	0.41	NONE	0.00
8015N	HOLLINGSWORTH ROAD	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2019 - 2023		Multimodal Factors				
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2024 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Two-Hour Average Volume	Level of Service	Direc-tional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
8039E	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN MAJOR COLLECTOR	3,700	2.0	0.490	0.0750	129	C	1,710	TCCO	E	0.08	0.08	C	52	14.913	NO	PARTIAL	1.18	PARTIAL	0.92
8039W	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN MAJOR COLLECTOR	3,700	2.0	0.510	0.0750	134	C	1,710	TCCO	E	0.08	0.09	C	52	14.913	NO	PARTIAL	1.18	PARTIAL	0.92
8327E	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN MAJOR COLLECTOR	5,900	2.0	0.490	0.0900	260	C	790	TRANSITIONING	D	0.33	0.36	C	40	4.308	YES	PARTIAL	0.94	NONE	0.00
8327W	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN MAJOR COLLECTOR	5,900	2.0	0.510	0.0900	271	C	790	TRANSITIONING	D	0.34	0.38	C	40	4.308	YES	PARTIAL	0.94	NONE	0.00
8328E	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN MAJOR COLLECTOR	1,600	2.0	0.490	0.0750	56	C	790	TCCO	E	0.07	0.08	C	7	2.365	NO	PARTIAL	0.68	NONE	0.00
8328W	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN MAJOR COLLECTOR	1,600	2.0	0.510	0.0750	58	C	790	TCCO	E	0.07	0.08	C	7	2.365	NO	PARTIAL	0.68	NONE	0.00
8329N	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN MAJOR COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	42	11.992	NO	PARTIAL	0.91	NONE	0.00
8329S	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN MAJOR COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	42	11.992	NO	PARTIAL	0.91	NONE	0.00
8330N	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	31	3.608	NO	PARTIAL	0.97	NONE	0.00
8330S	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	31	3.608	NO	PARTIAL	0.97	NONE	0.00
8040E	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	21	14.082	YES	FULL	1.63	NONE	0.00
8040W	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	21	14.082	YES	FULL	1.63	NONE	0.00
6907N	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN MAJOR COLLECTOR	19,400	2.0	0.490	0.0900	856	F	790	TSDA	D	1.08	1.19	F	61	0.871	YES	FULL	1.98	FULL	2.00
6907S	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN MAJOR COLLECTOR	19,400	2.0	0.510	0.0900	890	F	790	TSDA	D	1.13	1.24	F	61	0.871	YES	FULL	1.98	FULL	2.00
4134E	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN MINOR COLLECTOR	1,200	2.0	0.490	0.0750	42	C	790	TCCO	E	0.05	0.06	C	9	8.204	NO	PARTIAL	1.19	NONE	0.00
4134W	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN MINOR COLLECTOR	1,200	2.0	0.510	0.0750	44	C	790	TCCO	E	0.06	0.06	C	9	8.204	NO	PARTIAL	1.19	NONE	0.00
8045N	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	MULTI-MODAL	D	0.16	0.18	C	19	1.718	YES	PARTIAL	0.60	NONE	0.00
8045S	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,700	2.0	0.510	0.0750	134	C	790	MULTI-MODAL	D	0.17	0.19	C	19	1.718	YES	PARTIAL	0.60	NONE	0.00
8104E	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN MINOR ARTERIAL	8,700	2.0	0.490	0.0900	384	C	1,800	TRANSITIONING	D	0.21	0.23	C	27	0.999	YES	FULL	2.01	FULL	1.85
8104W	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN MINOR ARTERIAL	8,700	2.0	0.510	0.0900	399	C	1,800	TRANSITIONING	D	0.22	0.24	C	27	0.999	YES	FULL	2.01	FULL	1.85
8118E	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN MINOR ARTERIAL	10,400	2.0	0.490	0.0750	363	C	1,800	TCCO	E	0.20	0.22	C	73	1.828	YES	PARTIAL	0.37	PARTIAL	0.53
8118W	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN MINOR ARTERIAL	10,400	2.0	0.510	0.0750	378	C	1,800	TCCO	E	0.21	0.23	C	73	1.828	YES	PARTIAL	0.37	PARTIAL	0.53
8338E	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN MINOR ARTERIAL	20,000	2.0	0.490	0.0900	882	C	1,800	TSDA	D	0.49	0.54	C	156	3.058	YES	PARTIAL	0.56	NONE	0.00
8338W	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN MINOR ARTERIAL	20,000	2.0	0.510	0.0900	918	C	1,800	TSDA	D	0.51	0.56	C	156	3.058	YES	PARTIAL	0.56	NONE	0.00
8339E	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN MINOR ARTERIAL	21,300	2.0	0.490	0.0900	939	D	1,280	TSDA	D	0.73	0.81	D	74	2.889	YES	PARTIAL	1.22	NONE	0.00
8339W	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN MINOR ARTERIAL	21,300	2.0	0.510	0.0900	978	D	1,280	TSDA	D	0.76	0.84	D	74	2.889	YES	PARTIAL	1.22	NONE	0.00
8100N	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN MAJOR COLLECTOR	7,900	2.0	0.490	0.0900	348	C	800	TRANSITIONING	D	0.44	0.48	C	46	0.651	NO	PARTIAL	0.02	PARTIAL	0.01
8100S	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN MAJOR COLLECTOR	7,900	2.0	0.510	0.0900	363	C	800	TRANSITIONING	D	0.45	0.50	C	46	0.651	NO	PARTIAL	0.02	PARTIAL	0.01
8337E	POINCIANA PARKWAY	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	RBAN PRINCIPAL ARTERIAL - OTHE	11,600	2.0	0.490	0.0900	512	C	790	TRANSITIONING	D	0.65	0.71	C	45	1.602	NO	PARTIAL	1.06	FULL	2.00
8337W	POINCIANA PARKWAY	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	RBAN PRINCIPAL ARTERIAL - OTHE	11,600	2.0	0.510	0.0900	532	C	790	TRANSITIONING	D	0.67	0.74	C	45	1.602	NO	PARTIAL	1.06	FULL	2.00
8209N	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.5	URBAN MAJOR COLLECTOR	7,400	2.0	0.490	0.0750	258	C	790	TCCO	E	0.33	0.36	C	140	6.715	YES	PARTIAL	0.37	PARTIAL	0.17
8209S	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.5	URBAN MAJOR COLLECTOR	7,400	2.0	0.510	0.0750	269	C	790	TCCO	E	0.34	0.37	C	140	6.715	YES	PARTIAL	0.37	PARTIAL	0.17
8097N	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.8	URBAN MINOR ARTERIAL	7,200	2.0	0.490	0.0750	251	C	790	TCCO	E	0.32	0.35	C	123	2.476	YES	PARTIAL	0.28	PARTIAL	0.12
8097S	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.8	URBAN MINOR ARTERIAL	7,200	2.0	0.510	0.0750	262	C	790	TCCO	E	0.33	0.36	C	123	2.476	YES	PARTIAL	0.28	PARTIAL	0.12
8041N	PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	1.3	URBAN MAJOR COLLECTOR	8,400	2.0	0.490	0.0900	370	C	790	TRANSITIONING	D	0.47	0.52	C	83	4.071	YES	PARTIAL	1.02	NONE	0.00
8041S	PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	1.3	URBAN MAJOR COLLECTOR	8,400	2.0	0.510	0.0900	386	C	790	TRANSITIONING	D	0.49	0.54	C	83	4.071	YES	PARTIAL	1.02	NONE	0.00
8331E	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.6	URBAN MAJOR COLLECTOR	5,300	2.0	0.490	0.0750	185	C	790	TCCO	E	0.23	0.26	C	52	3.467	YES	PARTIAL	1.18	NONE	0.00
8331W	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.6	URBAN MAJOR COLLECTOR	5,300	2.0	0.510	0.0750	193	C	790	TCCO	E	0.24	0.27	C	52	3.467	YES	PARTIAL	1.18	NONE	0.00
6910E	RESEARCH WAY	UNIVERSITY BLVD	UNIVERSITY BLVD	4D	B02	1.7	URBAN MAJOR COLLECTOR	400	2.0	0.490	0.0750	14	C	2,000	TCCO	E	0.01	0.01	C	7	5.529	NO	FULL	1.93	PARTIAL	0.50
6910W	RESEARCH WAY	UNIVERSITY BLVD	UNIVERSITY BLVD	4D	B02	1.7	URBAN MAJOR COLLECTOR	400	2.0	0.510	0.0750	15	C	2,000	TCCO	E	0.01	0.01	C	7	5.529	NO	FULL	1.93	PARTIAL	0.50
4139N	REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	2U	L02	3.5	URBAN MAJOR COLLECTOR	8,600	2.0	0.490	0.0900	379	C	790	TSDA	D	0.48	0.53	C	173	3.152	YES	PARTIAL	0.15	PARTIAL	0.04
4139S	REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	2U	L02	3.5	URBAN MAJOR COLLECTOR	8,600	2.0	0.510	0.0900	395	C	790	TSDA	D	0.50	0.55	C	173	3.152	YES	PARTIAL	0.15	PARTIAL	0.04
4141E	ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	0.7	URBAN MINOR COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	TCCO	E	0.12	0.13	C	37	10.395	YES	PARTIAL	1.19	NONE	0.00
4141W	ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	0.7	URBAN MINOR COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	TCCO	E	0.12	0.14	C	37	10.395	YES	PARTIAL	1.19	NONE	0.00
8410E	ROCK RIDGE RD/GREEN POND ROAD	DEEN STILL ROAD	SR 33	2U	H02	10.6	RURAL LOCAL	600	2.0	0.490	0.0900	26	B	450	OTHER	C	0.06	0.06	B	10	0.861	NO	NONE	0.00	NONE	0.00
8410W	ROCK RIDGE RD/GREEN POND ROAD	DEEN STILL ROAD	SR 33	2U	H02	10.6	RURAL LOCAL	600	2.0	0.510	0.0900	28	B	450	OTHER	C	0.06	0.07	B	10	0.861	NO	NONE	0.00	NONE	0.00
8401E	ROCK RIDGE ROAD	US 98	DEEN STILL ROAD	2U	H02	5.3	RURAL MINOR COLLECTOR	8,100	2.0	0.490	0.0900	357	C	450	OTHER	C	0.79	0.87	C	88	1.113	NO	NONE	0.00	FULL	2.00
8401W	ROCK RIDGE ROAD	US 98	DEEN STILL ROAD	2U	H02	5.3	RURAL MINOR COLLECTOR	8,100	2.0	0.510	0.0900	372	C	450	OTHER	C	0.83	0.91	C	88	1.113	NO	NONE	0.00	FULL	2.00
8042E	ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	2U	L02	0.6	URBAN MAJOR COLLECTOR	1,800	2.0	0.490	0.0750	63	C	790	TCCO	E	0.08	0.09	C	16	8.083	YES	FULL	1.60	NONE	0.00
8042W	ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	2U	L02	0.6	URBAN MAJOR COLLECTOR	1,800	2.0	0.510	0.0750	65	C	790	TCCO	E	0.08	0.09	C	16	8.083	YES	FULL	1.60	NONE	0.00
8427E	SAND MINE ROAD	CARIBBEAN DRIVE	US 27	2U	B02	0.7	URBAN MAJOR COLLECTOR	7,000	2.0	0.490	0.0900	309	C	880	TSDA	D	0.35	0.39	C	50	5.531	NO	PARTIAL	0.92	NONE	0.00
8427W	SAND MINE ROAD	CARIBBEAN DRIVE	US 27	2U	B02	0.7	URBAN MAJOR COLLECTOR	7,000	2.0	0.510	0.0900	321	C	880	TSDA	D	0.37	0.40	C	50	5.531	NO	PARTIAL	0.92	NONE	0.00
8428E	SAND MINE ROAD	US 27	OSCEOLA COUNTY LINE	2U	B02	0.6	URBAN MAJOR COLLECTOR	7,000	2.0	0.490	0.0900	309	C	880	TSDA	D	0.35	0.39	C	12	1.449	NO	PARTIAL	1.16	NONE	0.00
8428W	SAND MINE ROAD	US 27	OSCEOLA COUNTY LINE	2U	B02	0.6	URBAN MAJOR COLLECTOR	7,000	2.0	0.510	0.0900	321	C	880	TSDA	D	0.37	0.40	C	12	1.449	NO	PARTIAL	1.16	NONE	0.00
8116E	SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.7	URBAN MINOR COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TSDA	D	0.21	0.23	C	24	4.935	YES	PARTIAL	1.04	PARTIAL	0.47
8116W	SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.7	URBAN MINOR COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TSDA	D	0.22	0.24	C	24	4.935	YES	PARTIAL	1.04	PARTIAL	0.47
4144E	SHEPHERD RD	BAILEY RD	SR 37	4D	L02	2.4	URBAN MAJOR COLLECTOR	19,500	2.0	0.490	0.0900	860	C	1,800	TSDA	D	0.48	0.53	C	249	2.867	YES	FULL	1.88	NONE	0.00
4144W	SHEPHERD RD	BAILEY RD	SR 37	4D	L02	2.4	URBAN MAJOR COLLECTOR	19,500	2.0	0.510	0.0900	895	C	1,800	TSDA	D	0.50	0.55	C	249	2.867	YES	FULL	1.88	NONE	0.00
4145E	SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2U	L02	2.5	URBAN MAJOR COLLECTOR	7,700	2.0	0.490	0.0900	340	C	790	TRANSITIONING	D	0.43	0.47	C	73	2.059	NO	PARTIAL	0.05	PARTIAL	1.06
4145W	SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2U	L02	2.5	URBAN MAJOR COLLECTOR	7,700	2.0	0.510	0.0900	353	C	790	TRANSITIONING	D	0.45	0.49	C	73	2.059	NO	PARTIAL	0.05	PARTIAL	1.06
8069N	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.3	URBAN MAJOR COLLECTOR	10,300	2.0	0.490	0.0750	360	C	790	TCCO	E	0.46	0.50	C	55	2.333	YES	FULL	1.74	NONE	0.00
8069S	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.3	URBAN MAJOR COLLECTOR	10,300	2.0	0.510	0.0750	374	C	790	TCCO	E	0.47	0.52	C	55	2.333	YES	FULL	1.74	NONE	0.00
8070N	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.5	URBAN LOCAL	6,500	2.0	0.490	0.0750	227	C	790	TCCO	E	0.29	0.32	C	80	13.448	NO	PARTIAL	1.05	NONE	0.00
8070S	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.5	URBAN LOCAL	6,500	2.0	0.510	0.0750	236	C	790	TCCO	E	0.30	0.33	C	80	13.448	NO	PARTIAL	1.05	NONE	0.00
4146E	SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	7,600	2.0	0.490	0.0750	265	C	790	MULTI-MODAL	D	0.34	0.37	C	32	2.320	YES	PARTIAL	0.91	NONE	0.00
4146W	SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	7,600	2.0	0.510	0.0750	276	C	790	MULTI-MODAL	D	0.35	0.38	C	32	2.320	YES	PARTIAL	0.91	NONE	0.00
8043E	SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	4D	L02	1.5	URBAN MAJOR COLLECTOR	14,500	2.0	0.490	0.0750	506	C	1,800	TCCO	E	0.28	0.31	C	175	4.544	YES	FULL	1.84	PARTIAL	1.80
8043W	SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	4D	L02	1.5	URBAN MAJOR COLLECTOR	14,500	2.0	0.510	0.0750	527	C	1,800	TCCO	E	0.29	0.32	C	175	4.544	YES	FULL	1.84	PARTIAL	1.80
8447E	SMITH LANE	E.F. GRIFFIN RD	US 98	2U	C02	0.3	URBAN MAJOR COLLECTOR	1,800	2.0	0.490	0.0900	79	C	750	TRANSITIONING	D	0.11	0.12	C	17	15.633	NO	FULL	1.68	NONE	0.00
8447W	SMITH LANE	E.F. GRIFFIN RD	US 98	2U	C02	0.3	URBAN MAJOR COLLECTOR	1,800	2.0	0.510	0.0900	83	C	750	TRANSITIONING	D	0.11	0.12	C	17	15.633	NO	FULL	1.68	NONE	0.00
4147N	SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2U	L02	2.7	URBAN MAJOR COLLECTOR	7,900	2.0	0.490	0.0900	348	C	790	TRANSITIONING	D	0.44	0.49	C	68	1.725	NO	PARTIAL	0.67	NONE	0.00
4147S	SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2U	L02	2.7	URBAN MAJOR COLLECTOR	7,900	2.0	0.510	0.0900	363	C	790	TRANSITIONING	D	0.46	0.50	C	68	1.725	NO	PARTIAL	0.67	NONE	0.00
8044N	SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	2U	L02	0.6	URBAN MAJOR COLLECTOR	1,300	2.0	0.490	0.0750	45	C	790	TCCO	E	0.06	0.06	C	17	11.808	NO	FULL	1.83	NONE	0.00
8044S	SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	2U	L02	0.6	URBAN MAJOR COLLECTOR	1,300	2.0	0.510	0.0750	47	C	790	TCCO	E	0.06	0.07	C	17	11.808	NO	FULL	1.83	NONE	0.00
8416E	SOUTH FRONTAGE ROAD	COUNTY LINE ROAD	CR 542A	2U	C02	2.7	URBAN MINOR COLLECTOR	6,100	2.0	0.490	0.0900	269	C	750	TSDA	D	0.36	0.39	C	443	14.734	NO	PARTIAL	0.82	PARTIAL	1.00
8416W	SOUTH FRONTAGE ROAD	COUNTY LINE ROAD	CR 542A	2U	C02	2.7	URBAN MINOR COLLECTOR	6,100	2.0	0.510	0.0900	280	C	750	TSDA	D	0.37	0.41	C	443	14.734	NO	PARTIAL	0.82	PARTIAL	1.00
8417E	SOUTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	OLD HIGHWAY 37	2U	C02	0.7	URBAN MINOR ARTERIAL	9,300	2.0	0.490	0.0900	410	D	750	TSDA	D	0.55	0.60	D	47	3.088	YES	PARTIAL	0.95	PARTIAL	0.80
8417W	SOUTH PARKWAY FRONTAGE ROAD	UNDERPASS ROAD	OLD HIGHWAY 37	2U	C02	0.2	URBAN MINOR ARTERIAL	9,300	2.0	0.510	0.0900	427	D	750	TSDA	D	0.57	0.63	D	47	3.088	YES	PARTIAL	0.95	PARTIAL	0.80
4149N	SPIRIT LAKE RD	US 17	SR 540	2U	B02	3.6	URBAN MAJOR COLLECTOR	15,000	2.0	0.490	0.0900	662	C	880	TSDA	D	0.75	0.83	C	342	3.525	YES	PARTIAL	0.21	NONE	0.00
4149S	SPIRIT LAKE RD	US 17	SR 540	2U	B02	3.6	URBAN MAJOR COLLECTOR	15,000	2.0	0.510	0.0900	689	C	880	TSDA	D	0.78	0.86	C	342	3.525	YES	PARTIAL	0.21	NONE	0.00
4175N	SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	4D	L02	1.8	URBAN MAJOR COLLECTOR	16,900	2.0	0.490	0.0900	745	C	1,800	TSDA	D	0.41	0.46	C	229	4.225	YES	PARTIAL	1.52	NONE	0.00
4175S	SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	4D	L02	1.8	URBAN MAJOR COLLECTOR	16,900	2.0	0.510	0.0900	776	C	1,800	TSDA	D	0.43	0.47	C	229	4.225	YES	PARTIAL	1.52	NONE	0.00
5200N	SR 17 (SCENIC HIGHWAY)	US 27	CR 630A (FORT MEADE ROAD)	2B	K02	4.2	URBAN MAJOR COLLECTOR	4,000	2.0	0.490	0.0900	176	B	1,220	TRANSITIONING	D	0.14	0.16	B	45	1.464	NO	NONE	0.00	FULL	2.00
5200S	SR 17 (SCENIC HIGHWAY)	US 27	CR 630A (FORT MEADE ROAD)	2B	K02	4.2	URBAN MAJOR COLLECTOR	4,000	2.0	0.510	0.0900	184	B	1,220	TRANSITIONING	D	0.15	0.17	B	45	1.464	NO	NONE	0.00	FULL	2.00
5201N	SR 17 (SCENIC HIGHWAY)	CR 630A (FORT MEADE ROAD)	CR 630	2B	I02	1.8	URBAN MAJOR COLLECTOR	7,100	2.0	0.510	0.0750	258	C	640	TCCO	D	0.40	0.44	C	61	2.602	NO	PARTIAL	1.17	PARTIAL	0.32
5201S	SR 17 (SCENIC HIGHWAY)	CR 630A (FORT MEADE ROAD)	CR 630	2B	I02	1.8	URBAN MAJOR COLLECTOR	7,100	2.0	0.490	0.0750	248	C	640	TCCO	D	0.39	0.43	C	61	2.602	NO	PARTIAL	1.17	PARTIAL	0.32
5202N	SR 17 (SCENIC HIGHWAY)	CR 630	SEMINOLE AVE	2B	K02	5.0	RURAL MAJOR COLLECTOR	3,400	2.0	0.490	0.0900	150	B	1,220	TRANSITIONING	D	0.12	0.14	B	41	1.317	NO	PARTIAL	0.10	FULL	1.90
5202S	SR 17 (SCENIC HIGHWAY)	CR 630	SEMINOLE AVE	2B	K02	5.0	RURAL MAJOR COLLECTOR	3,400	2.0	0.510	0.0900	156	B	1,220	TRANSITIONING	D	0.13	0.14	B	41	1.317	NO	PARTIAL	0.10	FULL	1.90
5203N	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	RURAL MAJOR COLLECTOR	7,200	2.0	0.490	0.0750	251	B	1,220	TCCO	D	0.21	0.23	B	109	1.277	YES	PARTIAL	0.30	FULL	1.86
5203S	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	RURAL MAJOR COLLECTOR	7,200	2.0	0.510	0.0750	262	B	1,220	TCCO	D	0.21	0.24	B	109	1.277	YES	PARTIAL	0.30	FULL	1.86
5204N	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN MAJOR COLLECTOR	10,000	2.0	0.510	0.0750	363	C	640	TCCO	D	0.57	0.62	C	274	4.165	NO	PARTIAL	0.99	PARTIAL	0.66
5204S	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2019 - 2023		Multimodal Factors				
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2024 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Two-Hour Average Volume	Level of Service	Direc-tional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
5906E	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	RBAN PRINCIPAL ARTERIAL - OTHE	26,000	2.0	0.490	0.0900	1,147	C	1,820	SIS	D	0.63	0.69	C	268	0.950	YES	PARTIAL	0.35	FULL	2.00
5906W	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	RBAN PRINCIPAL ARTERIAL - OTHE	26,000	2.0	0.510	0.0900	1,193	C	1,820	SIS	D	0.66	0.72	C	268	0.950	YES	PARTIAL	0.35	FULL	2.00
5907E	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	RBAN PRINCIPAL ARTERIAL - OTHE	29,000	2.0	0.490	0.0900	1,279	C	1,820	SIS	D	0.70	0.77	C	375	0.875	YES	PARTIAL	0.01	PARTIAL	1.47
5907W	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	RBAN PRINCIPAL ARTERIAL - OTHE	29,000	2.0	0.510	0.0900	1,331	C	1,820	SIS	D	0.73	0.80	C	375	0.875	YES	PARTIAL	0.01	PARTIAL	1.47
5908E	SR 60	US 27	SR 17 (SCENIC HIGHWAY)	4D	I02	1.2	RBAN PRINCIPAL ARTERIAL - OTHE	26,000	2.0	0.490	0.0900	1,147	C	1,820	SIS	D	0.63	0.69	C	272	4.799	YES	PARTIAL	0.62	PARTIAL	0.18
5908W	SR 60	US 27	SR 17 (SCENIC HIGHWAY)	4D	I02	1.2	RBAN PRINCIPAL ARTERIAL - OTHE	26,000	2.0	0.510	0.0900	1,193	C	1,820	SIS	D	0.66	0.72	C	272	4.799	YES	PARTIAL	0.62	PARTIAL	0.18
5910E	SR 60	STOKES RD	CR 630	4D	P02	14.5	JRAL PRINCIPAL ARTERIAL - OTHE	16,600	2.0	0.510	0.0900	762	B	2,210	SIS	C	0.34	0.38	B	227	0.516	NO	NONE	0.00	NONE	0.00
5910W	SR 60	STOKES RD	CR 630	4D	P02	14.5	JRAL PRINCIPAL ARTERIAL - OTHE	16,600	2.0	0.490	0.0900	732	B	2,210	SIS	C	0.33	0.36	B	227	0.516	NO	NONE	0.00	NONE	0.00
5912E	SR 60	CR 630	OSCEOLA COUNTY LINE	2U	P02	7.1	JRAL PRINCIPAL ARTERIAL - OTHE	11,200	2.0	0.490	0.0900	494	B	820	SIS	C	0.60	0.66	C	61	0.420	NO	NONE	0.00	NONE	2.00
5912W	SR 60	CR 630	OSCEOLA COUNTY LINE	2U	P02	7.1	JRAL PRINCIPAL ARTERIAL - OTHE	11,200	2.0	0.510	0.0900	514	B	820	SIS	C	0.63	0.69	C	61	0.420	NO	NONE	0.00	NONE	2.00
6003E	SR 60	VAN FLEET DR E	FLAMINGO DR E	4D	B02	0.9	RBAN PRINCIPAL ARTERIAL - OTHE	27,500	2.0	0.510	0.0900	1,262	C	2,000	SIS	D	0.63	0.69	C	119	2.567	YES	FULL	1.83	PARTIAL	1.00
6003W	SR 60	VAN FLEET DR E	FLAMINGO DR E	4D	B02	0.9	RBAN PRINCIPAL ARTERIAL - OTHE	27,500	2.0	0.490	0.0900	1,213	C	2,000	SIS	D	0.61	0.67	C	119	2.567	YES	FULL	1.83	PARTIAL	1.00
5909E	SR 60 (HESPERIDES RD)	SR 17 (SCENIC HIGHWAY)	STOKES RD	4D	B02	3.8	RBAN PRINCIPAL ARTERIAL - OTHE	26,500	2.0	0.510	0.0900	1,216	C	2,000	SIS	D	0.61	0.67	C	355	1.919	YES	PARTIAL	1.13	PARTIAL	0.64
5909W	SR 60 (HESPERIDES RD)	SR 17 (SCENIC HIGHWAY)	STOKES RD	4D	B02	3.8	RBAN PRINCIPAL ARTERIAL - OTHE	26,500	2.0	0.490	0.0900	1,169	C	2,000	SIS	D	0.58	0.64	C	355	1.919	YES	PARTIAL	1.13	PARTIAL	0.64
6002E	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	B02	0.8	RBAN PRINCIPAL ARTERIAL - OTHE	40,500	2.0	0.490	0.0900	1,786	C	2,000	SIS	D	0.89	0.98	D	330	5.596	YES	FULL	1.82	FULL	2.00
6002W	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	B02	0.8	RBAN PRINCIPAL ARTERIAL - OTHE	40,500	2.0	0.510	0.0900	1,859	C	2,000	SIS	D	0.93	1.02	F	330	5.596	YES	FULL	1.82	FULL	2.00
6000E	SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	4D	B02	0.9	RBAN PRINCIPAL ARTERIAL - OTHE	23,000	2.0	0.490	0.0900	1,014	C	2,000	SIS	D	0.51	0.56	C	100	2.780	NO	FULL	1.86	FULL	2.00
6000W	SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	4D	B02	0.9	RBAN PRINCIPAL ARTERIAL - OTHE	23,000	2.0	0.510	0.0900	1,056	C	2,000	SIS	D	0.53	0.58	C	100	2.780	NO	FULL	1.86	FULL	2.00
5309E	SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	4D	B02	1.3	RBAN PRINCIPAL ARTERIAL - OTHE	18,000	2.0	0.490	0.0750	628	C	2,000	TCCO	D	0.31	0.35	C	234	5.399	YES	PARTIAL	1.28	NONE	0.00
5309W	SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	4D	B02	1.3	RBAN PRINCIPAL ARTERIAL - OTHE	18,000	2.0	0.510	0.0750	654	C	2,000	TCCO	D	0.33	0.36	C	234	5.399	YES	PARTIAL	1.28	NONE	0.00
5312E	SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	2U	C02	0.5	URBAN MAJOR COLLECTOR	3,300	2.0	0.510	0.0750	120	C	750	TCCO	D	0.16	0.18	C	36	10.949	YES	FULL	1.81	NONE	0.00
5312W	SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	2U	C02	0.5	URBAN MAJOR COLLECTOR	3,300	2.0	0.490	0.0750	115	C	750	TCCO	D	0.15	0.17	C	36	10.949	YES	FULL	1.81	NONE	0.00
8119N	SR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.4	URBAN MINOR ARTERIAL	15,100	2.0	0.490	0.0900	666	C	1,800	TRANSITIONING	D	0.37	0.41	C	71	0.593	NO	FULL	1.92	FULL	2.00
8119S	SR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.4	URBAN MINOR ARTERIAL	15,100	2.0	0.510	0.0900	693	C	1,800	TRANSITIONING	D	0.39	0.42	C	71	0.593	NO	FULL	1.92	FULL	2.00
6905N	SR 655 (BERKLEY RD)	PACE ROAD	SR 559 (C FRED JONES BLVD)	4D	L02	1.1	URBAN MINOR ARTERIAL	12,600	1.8	0.490	0.0750	440	C	1,800	TCCO	E	0.24	0.27	C	19	0.779	NO	FULL	1.89	PARTIAL	2.00
6905S	SR 655 (BERKLEY RD)	PACE ROAD	SR 559 (C FRED JONES BLVD)	4D	L02	1.1	URBAN MINOR ARTERIAL	12,600	1.8	0.510	0.0750	458	C	1,800	TCCO	E	0.25	0.28	C	19	0.779	NO	FULL	1.89	PARTIAL	2.00
4072N	SR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	4D	L02	1.1	URBAN MINOR ARTERIAL	26,300	2.0	0.490	0.0750	918	C	1,800	TCCO	E	0.51	0.56	C	203	3.728	YES	FULL	1.78	FULL	2.00
4072S	SR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	4D	L02	1.1	URBAN MINOR ARTERIAL	26,300	2.0	0.510	0.0750	956	C	1,800	TCCO	E	0.53	0.58	C	203	3.728	YES	FULL	1.78	FULL	2.00
7100N	SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	2U	B02	1.2	URBAN MAJOR COLLECTOR	13,500	2.0	0.490	0.0900	595	C	880	TSDA	D	0.68	0.74	C	157	5.362	YES	PARTIAL	0.14	PARTIAL	1.53
7100S	SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	2U	B02	1.2	URBAN MAJOR COLLECTOR	13,500	2.0	0.510	0.0900	620	C	880	TSDA	D	0.70	0.77	C	157	5.362	YES	PARTIAL	0.14	PARTIAL	1.53
7101N	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.5	URBAN MINOR ARTERIAL	12,700	2.0	0.490	0.0900	560	C	2,000	TRANSITIONING	D	0.28	0.31	C	32	2.512	YES	FULL	1.76	FULL	2.00
7101S	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.5	URBAN MINOR ARTERIAL	12,700	2.0	0.510	0.0900	583	C	2,000	TRANSITIONING	D	0.29	0.32	C	32	2.512	YES	FULL	1.76	FULL	2.00
7102N	SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	2U	A02	3.3	URBAN MINOR ARTERIAL	15,000	2.0	0.490	0.0900	662	C	1,200	TRANSITIONING	D	0.55	0.61	C	242	2.660	NO	PARTIAL	0.04	PARTIAL	1.50
7102S	SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	2U	A02	3.3	URBAN MINOR ARTERIAL	15,000	2.0	0.510	0.0900	689	C	1,200	TRANSITIONING	D	0.57	0.63	C	242	2.660	NO	PARTIAL	0.04	PARTIAL	1.50
7103N	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.5	URBAN MINOR ARTERIAL	16,500	2.0	0.490	0.0900	728	C	880	TSDA	D	0.83	0.91	C	237	3.178	YES	PARTIAL	0.20	PARTIAL	1.61
7103S	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.5	URBAN MINOR ARTERIAL	16,500	2.0	0.510	0.0900	757	C	880	TSDA	D	0.86	0.95	D	237	3.178	YES	PARTIAL	0.20	PARTIAL	1.61
7300N	SR 659 (COMBEE RD)	US 98	US 92	2U	B02	2.7	URBAN MINOR ARTERIAL	18,300	2.0	0.510	0.0900	840	D	880	TSDA	D	0.95	1.05	F	377	4.125	YES	PARTIAL	0.28	FULL	2.00
7300S	SR 659 (COMBEE RD)	US 98	US 92	2U	B02	2.7	URBAN MINOR ARTERIAL	18,300	2.0	0.490	0.0900	807	C	880	TSDA	D	0.92	1.01	F	377	4.125	YES	PARTIAL	0.28	FULL	2.00
7301N	SR 659 (COMBEE RD)	US 92	CR 546 (SADDLE CREEK RD)	2U	B02	1.7	URBAN MINOR ARTERIAL	15,700	2.0	0.510	0.0900	721	C	880	TSDA	D	0.82	0.90	C	229	4.707	YES	PARTIAL	0.49	FULL	2.00
7301S	SR 659 (COMBEE RD)	US 92	CR 546 (SADDLE CREEK RD)	2U	B02	1.7	URBAN MINOR ARTERIAL	15,700	2.0	0.490	0.0900	692	C	880	TSDA	D	0.79	0.87	C	229	4.707	YES	PARTIAL	0.49	FULL	2.00
7302N	SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	2U	B02	3.2	URBAN MINOR ARTERIAL	13,800	2.0	0.510	0.0900	633	C	880	TRANSITIONING	D	0.72	0.79	C	124	1.538	NO	PARTIAL	0.11	FULL	2.00
7302S	SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	2U	B02	3.2	URBAN MINOR ARTERIAL	13,800	2.0	0.490	0.0900	609	C	880	TRANSITIONING	D	0.69	0.76	C	124	1.538	NO	PARTIAL	0.11	FULL	2.00
7200E	SR 674	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	2.3	RURAL MAJOR COLLECTOR	2,400	2.0	0.510	0.0900	110	B	900	OTHER	C	0.12	0.13	B	5	0.505	NO	NONE	0.00	FULL	2.00
7200W	SR 674	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	2.3	RURAL MAJOR COLLECTOR	2,400	2.0	0.490	0.0900	106	B	900	OTHER	C	0.12	0.13	B	5	0.505	NO	NONE	0.00	FULL	2.00
4150E	STADIUM RD/PIERCE ST/LAKE ALFRED RD	MAIN STREET N	US 17/92 (SHINN BLVD)	2U	L02	4.2	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	TCCO	E	0.14	0.15	C	67	2.835	NO	PARTIAL	0.27	NONE	0.00
4150W	STADIUM RD/PIERCE ST/LAKE ALFRED RD	MAIN STREET N	US 17/92 (SHINN BLVD)	2U	L02	4.2	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	TCCO	E	0.14	0.16	C	67	2.835	NO	PARTIAL	0.27	NONE	0.00
8047N	SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	2U	L02	0.6	URBAN MAJOR COLLECTOR	3,200	2.0	0.490	0.0750	112	C	790	MULTI-MODAL	D	0.14	0.16	C	25	7.035	YES	FULL	1.83	NONE	0.00
8047S	SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	2U	L02	0.6	URBAN MAJOR COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	MULTI-MODAL	D	0.15	0.16	C	25	7.035	YES	FULL	1.83	NONE	0.00
8442E	SUNSET DRIVE	LAKESHORE BOULEVARD	CR 17B (BUCK MOORE RD)	2U	C02	0.4	URBAN MAJOR COLLECTOR	2,400	2.0	0.490	0.0900	106	C	750	TRANSITIONING	D	0.14	0.16	C	8	4.839	NO	NONE	0.00	NONE	0.00
8442W	SUNSET DRIVE	LAKESHORE BOULEVARD	CR 17B (BUCK MOORE RD)	2U	C02	0.4	URBAN MAJOR COLLECTOR	2,400	2.0	0.510	0.0900	110	C	750	TRANSITIONING	D	0.15	0.16	C	8	4.839	NO	NONE	0.00	NONE	0.00
8443E	SUNSET/EVERGREEN DRIVE	CR 17B (BUCK MOORE RD)	STATE ROAD 60	2U	C02	1.0	URBAN MAJOR COLLECTOR	1,400	2.0	0.490	0.0900	62	C	750	TRANSITIONING	D	0.08	0.09	C	12	4.635	NO	NONE	0.00	NONE	0.00
8443W	SUNSET/EVERGREEN DRIVE	CR 17B (BUCK MOORE RD)	STATE ROAD 60	2U	C02	1.0	URBAN MAJOR COLLECTOR	1,400	2.0	0.510	0.0900	64	C	750	TRANSITIONING	D	0.09	0.09	C	12	4.635	NO	NONE	0.00	NONE	0.00
4153E	SWINDELL ROAD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	2U	L02	1.2	URBAN LOCAL	2,800	2.0	0.490	0.0750	98	C	790	TCCO	E	0.12	0.14	C	64	10.063	YES	PARTIAL	0.83	NONE	0.00
4153W	SWINDELL ROAD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	2U	L02	1.2	URBAN LOCAL	2,800	2.0	0.510	0.0750	102	C	790	TCCO	E	0.13	0.14	C	64	10.063	YES	PARTIAL	0.83	NONE	0.00
8413E	SWINDELL ROAD	NORTH FRONTAGE ROAD	CR 542A	2U	B02	2.1	URBAN MAJOR COLLECTOR	2,500	2.0	0.490	0.0900	110	C	880	TSDA	D	0.13	0.14	C	30	3.205	YES	PARTIAL	0.25	NONE	0.00
8413W	SWINDELL ROAD	NORTH FRONTAGE ROAD	CR 542A	2U	B02	2.1	URBAN MAJOR COLLECTOR	2,500	2.0	0.510	0.0900	115	C	880	TSDA	D	0.13	0.14	C	30	3.205	YES	PARTIAL	0.25	NONE	0.00
8048E	SYLVESTER ROAD	NEW JERSEY ROAD	US 98	2U	L02	0.8	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0900	137	C	790	TRANSITIONING	D	0.17	0.19	C	14	3.037	YES	PARTIAL	1.36	NONE	0.00
8048W	SYLVESTER ROAD	NEW JERSEY ROAD	US 98	2U	L02	0.8	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0900	142	C	790	TRANSITIONING	D	0.18	0.20	C	14	3.037	YES	PARTIAL	1.36	NONE	0.00
8220E	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	A02	4.3	URBAN LOCAL	1,400	2.0	0.490	0.0900	62	B	1,200	TRANSITIONING	D	0.05	0.06	B	9	0.825	NO	NONE	0.00	NONE	0.00
8220W	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	A02	4.3	URBAN LOCAL	1,400	2.0	0.510	0.0900	64	B	1,200	TRANSITIONING	D	0.05	0.06	B	9	0.825	NO	NONE	0.00	NONE	0.00
4000E	TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.9	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	TCCO	E	0.14	0.15	C	85	7.805	YES	PARTIAL	0.43	PARTIAL	0.27
4000W	TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.9	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	TCCO	E	0.14	0.16	C	85	7.805	YES	PARTIAL	0.43	PARTIAL	0.27
8049E	TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	2U	L02	0.8	URBAN MAJOR COLLECTOR	6,500	2.0	0.490	0.0750	227	C	790	TCCO	E	0.29	0.32	C	92	9.354	YES	PARTIAL	1.57	PARTIAL	1.22
8049W	TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	2U	L02	0.8	URBAN MAJOR COLLECTOR	6,500	2.0	0.510	0.0750	236	C	790	TCCO	E	0.30	0.33	C	92	9.354	YES	PARTIAL	1.57	PARTIAL	1.22
8208N	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.5	URBAN MAJOR COLLECTOR	7,800	2.0	0.490	0.0900	344	C	790	TRANSITIONING	D	0.44	0.48	C	35	1.654	NO	PARTIAL	1.09	NONE	0.00
8208S	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.5	URBAN MAJOR COLLECTOR	7,800	2.0	0.510	0.0900	358	C	790	TRANSITIONING	D	0.45	0.50	C	35	1.654	NO	PARTIAL	1.09	NONE	0.00
8332N	TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	2U	L02	0.4	URBAN MAJOR COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	29	6.110	NO	PARTIAL	1.07	NONE	0.00
8332S	TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	2U	L02	0.4	URBAN MAJOR COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	29	6.110	NO	PARTIAL	1.07	NONE	0.00
4005N	THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	0.7	URBAN MINOR COLLECTOR	1,100	2.0	0.490	0.0750	38	C	790	TCCO	E	0.05	0.05	C	25	18.465	NO	PARTIAL	0.14	NONE	0.00
4005S	THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	0.7	URBAN MINOR COLLECTOR	1,100	2.0	0.510	0.0750	40	C	790	TCCO	E	0.05	0.06	C	25	18.465	NO	PARTIAL	0.14	NONE	0.00
4006N	THIRD ST/OLD EAGLE LAKE-WINTER HAVEN RD/7TH ST SW/AVE M SW/6TH ST S	CRYSTAL BEACH RD	US 17 (THIRD STREET SW)	2U	L02	3.5	URBAN LOCAL	4,400	2.0	0.490	0.0750	154	C	790	TCCO	E	0.19	0.21	C	217	7.828	YES	PARTIAL	0.39	NONE	0.00
4006S	THIRD ST/OLD EAGLE LAKE-WINTER HAVEN RD/7TH ST SW/AVE M SW/6TH ST S	CRYSTAL BEACH RD	US 17 (THIRD STREET SW)	2U	L02	3.5	URBAN LOCAL	4,400	2.0	0.510	0.0750	160	C	790	TCCO	E	0.20	0.22	C	217	7.828	YES	PARTIAL	0.39	NONE	0.00
8213N	THIRTIETH ST	CR 544 (LAKE MARION ROAD)	HINSON AVENUE E	2U	L02	1.5	URBAN MAJOR COLLECTOR	9,700	2.0	0.490	0.0750	339	C	790	TCCO	E	0.43	0.47	C	14	0.517	YES	PARTIAL	0.42	NONE	0.00
8213S	THIRTIETH ST	CR 544 (LAKE MARION ROAD)	HINSON AVENUE E	2U	L02	1.5	URBAN MAJOR COLLECTOR	9,700	2.0	0.510	0.0750	352	C	790	TCCO	E	0.45	0.49	C	14	0.517	YES	PARTIAL	0.42	NONE	0.00
8223N	THIRTIETH ST N	CR 580	BAKER AVENUE E	2U	L02	0.5	URBAN MINOR COLLECTOR	2,400	2.0	0.490	0.0750	84	C	790	TCCO	E	0.11	0.12	C	10	4.514	NO	NONE	0.00	NONE	0.00
8223S	THIRTIETH ST N	CR 580	BAKER AVENUE E	2U	L02	0.5	URBAN MINOR COLLECTOR	2,400	2.0	0.510	0.0750	87	C	790	TCCO	E	0.11	0.12	C	10	4.514	NO	NONE	0.00	NONE	0.00
8300N	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN MAJOR COLLECTOR	3,800	2.0	0.490	0.0750	133	C	790	TCCO	E	0.17	0.18	C	26	7.477	NO	PARTIAL	0.01	NONE	0.00
8300S	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN MAJOR COLLECTOR	3,800	2.0	0.510	0.0750	138	C	790	TCCO	E	0.17	0.19	C	26	7.477	NO	PARTIAL	0.01	NONE	0.00
4004N	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN MAJOR COLLECTOR	5,600	2.0	0.490	0.0750	196	C	790	MULTI-MODAL	D	0.25	0.27	C	84	5.828	YES	PARTIAL	0.78	NONE	0.00
4004S	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN MAJOR COLLECTOR	5,600	2.0	0.510	0.0750	203	C	790	MULTI-MODAL	D	0.26	0.28	C	84	5.828	YES	PARTIAL	0.78	NONE	0.00
4160E	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN MAJOR COLLECTOR	13,100	2.0	0.490	0.0900	578	C	790	TRANSITIONING	D	0.73	0.80	C	130	1.594	NO	PARTIAL	0.54	PARTIAL	0.15
4160W	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN MAJOR COLLECTOR	13,100	2.0	0.510	0.0900	601	C	790	TRANSITIONING	D	0.76	0.84	C	130	1.594	NO	PARTIAL	0.54	PARTIAL	0.15
4170N	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN MAJOR COLLECTOR	8,000	2.0	0.490	0.0750	279	C	1,490	TCCO	E	0.19	0.21	C	169	3.700	NO	PARTIAL	0.22	PARTIAL	0.04
4170S	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN MAJOR COLLECTOR	8,000	2.0	0.510	0.0750	291	C	1,490	TCCO	E	0.20	0.21	C	169	3.700	NO	PARTIAL	0.22	PARTIAL	0.04
8202N	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	URBAN MINOR COLLECTOR	3,000	2.0	0.490	0.0900	132	C	790	TRANSITIONING	D	0.17	0.18	C	41	2.570	NO	NONE	0.00	NONE	0.00
8202S	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	URBAN MINOR COLLECTOR	3,000	2.0	0.510	0.0900	138	C	790	TRANSITIONING	D	0.17	0.19	C	41	2.570	NO	NONE	0.00	NONE	0.00
8108N	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN MINOR COLLECTOR	3,900	2.0	0.490	0.0900	172	C	790	TRANSITIONING	D	0.22	0.24	C	14	1.994	NO	PARTIAL	0.24	NONE	0.00
8108S	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN MINOR COLLECTOR	3,900	2.0	0.510	0.0900	179	C	790	TRANSITIONING	D	0.23	0.25	C	14	1.994	NO	PARTIAL	0.24	NONE	0.00
8441N	TOWER BOULEVARD	LAKESHORE BOULEVARD	CR 17A (BURNS AVENUE)	2U	C02	0.5	URBAN MAJOR COLLECTOR	1,500	2.0	0.490	0.0900	66	C	750	TRANSITIONING	D	0.09	0.10	C	8	5.403	NO	NONE	0.00	NONE	0.00
8441S	TOWER BOULEVARD	LAKESHORE BOULEVARD	CR 17A (BURNS AVENUE)	2U	C02

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2019 - 2023		Multimodal Factors				
										100th Highest Hour					LOS Standard						Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2024 Annual Avg. Daily Traffic	AADT Growth Rate (%)	D-Factor	K-Factor	Two-Hour Average Volume	Level of Service	Directional Capacity	Multi-Modal	High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
5007N	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	RBAN PRINCIPAL ARTERIAL - OTH	25,500	2.0	0.510	0.0750	927	C	2,000	TCCO	D	0.46	0.51	C	259	1.178	YES	PARTIAL	0.01	FULL	2.00
5007S	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	RBAN PRINCIPAL ARTERIAL - OTH	25,500	2.0	0.490	0.0750	890	C	2,000	TCCO	D	0.45	0.49	C	259	1.178	YES	PARTIAL	0.01	FULL	2.00
5008N	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	30,000	2.0	0.510	0.0750	1,090	C	2,000	TCCO	D	0.55	0.60	C	50	0.506	YES	PARTIAL	0.07	PARTIAL	0.50
5008S	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	30,000	2.0	0.490	0.0750	1,047	C	2,000	TCCO	D	0.52	0.58	C	50	0.506	YES	PARTIAL	0.07	PARTIAL	0.50
5010N	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	35,800	2.0	0.510	0.0750	1,301	C	3,020	TCCO	D	0.43	0.47	C	118	1.551	YES	FULL	1.87	NONE	0.00
5010S	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	35,800	2.0	0.490	0.0750	1,250	C	3,020	TCCO	D	0.41	0.46	C	118	1.551	YES	FULL	1.87	NONE	0.00
5002N	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	RBAN PRINCIPAL ARTERIAL - OTH	15,300	2.0	0.510	0.0900	702	C	1,820	SIS	D	0.39	0.42	C	50	2.333	YES	FULL	1.75	NONE	0.00
5002S	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	RBAN PRINCIPAL ARTERIAL - OTH	15,300	2.0	0.490	0.0900	675	C	1,820	SIS	D	0.37	0.41	C	50	2.333	YES	FULL	1.75	NONE	0.00
5014N	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	RBAN PRINCIPAL ARTERIAL - OTH	28,500	2.0	0.490	0.0750	995	C	2,000	TCCO	D	0.50	0.55	C	306	2.667	YES	PARTIAL	0.35	PARTIAL	0.63
5014S	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	RBAN PRINCIPAL ARTERIAL - OTH	28,500	2.0	0.510	0.0750	1,036	C	2,000	TCCO	D	0.52	0.57	C	306	2.667	YES	PARTIAL	0.35	PARTIAL	0.63
5009N	US 17 (FIFTH ST)	CRYSTAL BEACH RD	GILBERT ST	3O	J02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	14,500	2.0	0.999	0.0750	1,032	C	1,590	TCCO	D	0.65	0.71	C	99	4.193	YES	PARTIAL	1.30	NONE	0.00
5023S	US 17 (FOURTH ST)	GILBERT ST	CRYSTAL BEACH RD	3O	J02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	14,000	2.0	0.999	0.0750	997	C	1,590	TCCO	D	0.63	0.69	C	54	2.372	YES	PARTIAL	1.11	NONE	0.00
5013N	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	31,800	2.0	0.510	0.0750	1,156	C	2,100	TCCO	D	0.55	0.61	C	465	4.569	YES	FULL	1.74	NONE	0.00
5013S	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	31,800	2.0	0.490	0.0750	1,110	C	2,100	TCCO	D	0.53	0.58	C	465	4.569	YES	FULL	1.74	NONE	0.00
5011N	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	RBAN PRINCIPAL ARTERIAL - OTH	33,000	2.0	0.510	0.0750	1,199	C	2,000	TCCO	D	0.60	0.66	C	390	6.099	YES	FULL	1.71	NONE	0.00
5011S	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	RBAN PRINCIPAL ARTERIAL - OTH	33,000	2.0	0.490	0.0750	1,152	C	2,000	TCCO	D	0.58	0.63	C	390	6.099	YES	FULL	1.71	NONE	0.00
5017N	US 17/92	POMELO ST	US 27	4D	B02	5.6	RBAN PRINCIPAL ARTERIAL - OTH	31,500	2.0	0.510	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	369	1.155	YES	PARTIAL	0.07	PARTIAL	1.66
5017S	US 17/92	POMELO ST	US 27	4D	B02	5.6	RBAN PRINCIPAL ARTERIAL - OTH	31,500	2.0	0.490	0.0750	1,100	C	2,000	TCCO	D	0.55	0.60	C	369	1.155	YES	PARTIAL	0.07	PARTIAL	1.66
5021N	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	RBAN PRINCIPAL ARTERIAL - OTH	21,500	2.0	0.510	0.0750	781	C	880	TCCO	D	0.89	0.98	D	429	1.566	YES	PARTIAL	0.26	PARTIAL	1.76
5021S	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	RBAN PRINCIPAL ARTERIAL - OTH	21,500	2.0	0.490	0.0750	751	C	880	TCCO	D	0.85	0.94	C	429	1.566	YES	PARTIAL	0.26	PARTIAL	1.76
5018N	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	31,000	2.0	0.510	0.0750	1,126	D	1,630	TCCO	D	0.69	0.76	D	639	9.155	YES	PARTIAL	0.94	PARTIAL	0.40
5018S	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	31,000	2.0	0.490	0.0750	1,082	D	1,630	TCCO	D	0.66	0.73	D	639	9.155	YES	PARTIAL	0.94	PARTIAL	0.40
5019N	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	RBAN PRINCIPAL ARTERIAL - OTH	22,000	2.0	0.490	0.0750	768	C	920	TCCO	D	0.83	0.92	C	119	9.164	YES	FULL	1.82	NONE	0.00
5019S	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	RBAN PRINCIPAL ARTERIAL - OTH	22,000	2.0	0.510	0.0750	799	C	920	TCCO	D	0.87	0.96	D	119	9.164	YES	FULL	1.82	NONE	0.00
8224S	US 17/92 (SHINN BLVD)	POMELO ST	ECHO ST	3O	J02	0.6	RBAN PRINCIPAL ARTERIAL - OTH	20,500	2.0	0.999	0.0750	1,459	C	1,590	TCCO	D	0.92	1.01	F	160	6.779	YES	FULL	1.74	PARTIAL	1.00
5016N	US 17/92 (LAKE SHORE WAY N)	ECHO ST	POMELO ST	3O	J02	0.6	RBAN PRINCIPAL ARTERIAL - OTH	20,000	2.0	0.999	0.0750	1,424	C	1,590	TCCO	D	0.90	0.98	D	196	8.838	YES	FULL	1.68	NONE	0.00
5015N	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	RBAN PRINCIPAL ARTERIAL - OTH	42,000	2.0	0.510	0.0750	1,526	C	3,020	TCCO	D	0.51	0.56	C	142	2.737	YES	PARTIAL	0.86	NONE	0.00
5015S	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	RBAN PRINCIPAL ARTERIAL - OTH	42,000	2.0	0.490	0.0750	1,466	C	3,020	TCCO	D	0.49	0.53	C	142	2.737	YES	PARTIAL	0.86	NONE	0.00
5020N	US 17/92 (SEVENTEENTH ST)	HINSON AVE	CR 580 (JOHNSON AVENUE E)	2U	B02	0.5	RBAN PRINCIPAL ARTERIAL - OTH	17,100	2.0	0.490	0.0750	597	C	880	TCCO	D	0.68	0.75	C	128	8.153	YES	PARTIAL	0.46	FULL	2.00
5020S	US 17/92 (SEVENTEENTH ST)	HINSON AVE	CR 580 (JOHNSON AVENUE E)	2U	B02	0.5	RBAN PRINCIPAL ARTERIAL - OTH	17,100	2.0	0.510	0.0750	621	C	880	TCCO	D	0.71	0.78	C	128	8.153	YES	PARTIAL	0.46	FULL	2.00
5022N	US 17/92 (SEVENTEENTH ST)	CR 580 (JOHNSON AVENUE E)	CR 547	2U	B02	3.3	RBAN PRINCIPAL ARTERIAL - OTH	21,100	2.0	0.510	0.0750	767	C	880	TCCO	D	0.87	0.96	D	404	3.163	YES	PARTIAL	0.14	PARTIAL	1.73
5022S	US 17/92 (SEVENTEENTH ST)	CR 580 (JOHNSON AVENUE E)	CR 547	2U	B02	3.3	RBAN PRINCIPAL ARTERIAL - OTH	21,100	2.0	0.490	0.0750	737	C	880	TCCO	D	0.84	0.92	C	404	3.163	YES	PARTIAL	0.14	PARTIAL	1.73
5004N	US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	4D	K02	3.5	RBAN PRINCIPAL ARTERIAL - OTH	19,800	2.0	0.510	0.0900	909	B	3,120	SIS	D	0.29	0.32	B	62	0.484	YES	PARTIAL	0.24	PARTIAL	1.80
5004S	US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	4D	K02	3.5	RBAN PRINCIPAL ARTERIAL - OTH	19,800	2.0	0.490	0.0900	873	B	3,120	SIS	D	0.28	0.31	B	62	0.484	YES	PARTIAL	0.24	PARTIAL	1.80
5005N	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	25,300	2.0	0.510	0.0900	1,161	C	2,000	SIS	D	0.58	0.64	C	259	3.197	YES	FULL	1.76	NONE	0.00
5005S	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	25,300	2.0	0.490	0.0900	1,116	C	2,000	SIS	D	0.56	0.61	C	259	3.197	YES	FULL	1.76	NONE	0.00
5003N	US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	4D	I02	5.1	RBAN PRINCIPAL ARTERIAL - OTH	22,500	2.0	0.510	0.0900	1,033	C	1,820	SIS	D	0.57	0.62	C	137	0.659	YES	PARTIAL	0.24	PARTIAL	0.38
5003S	US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	4D	I02	5.1	RBAN PRINCIPAL ARTERIAL - OTH	22,500	2.0	0.490	0.0900	992	C	1,820	SIS	D	0.55	0.60	C	137	0.659	YES	PARTIAL	0.24	PARTIAL	0.38
5006N	US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	4D	B02	0.5	RBAN PRINCIPAL ARTERIAL - OTH	28,500	2.0	0.510	0.0900	1,308	C	2,000	SIS	D	0.65	0.72	C	91	3.443	YES	FULL	1.86	FULL	2.00
5006S	US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	4D	B02	0.5	RBAN PRINCIPAL ARTERIAL - OTH	28,500	2.0	0.490	0.0900	1,257	C	2,000	SIS	D	0.63	0.69	C	91	3.443	YES	FULL	1.86	FULL	2.00
5101N	US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTURAS BABSON PARK CUTOFF ROAD)	4D	B02	8.0	URAL PRINCIPAL ARTERIAL - OTH	19,000	2.0	0.510	0.0900	872	C	2,000	SIS	D	0.44	0.48	C	255	0.914	YES	NONE	0.00	FULL	2.00
5101S	US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTURAS BABSON PARK CUTOFF ROAD)	4D	B02	8.0	URAL PRINCIPAL ARTERIAL - OTH	19,000	2.0	0.490	0.0900	838	C	2,000	SIS	D	0.42	0.46	C	255	0.914	YES	NONE	0.00	FULL	2.00
5102N	US 27	CR 640 (ALTU9RAS BABSON PARK CUTOFF ROAD)	SR 60	4D	I02	3.9	URAL PRINCIPAL ARTERIAL - OTH	23,000	2.0	0.510	0.0900	1,056	C	1,820	SIS	D	0.58	0.64	C	306	1.854	YES	PARTIAL	0.10	FULL	1.94
5102S	US 27	CR 640 (ALTU9RAS BABSON PARK CUTOFF ROAD)	SR 60	4D	I02	3.9	URAL PRINCIPAL ARTERIAL - OTH	23,000	2.0	0.490	0.0900	1,014	C	1,820	SIS	D	0.56	0.61	C	306	1.854	YES	PARTIAL	0.10	FULL	1.94
5103N	US 27	SR 60	TOWERVIEW BLVD	6D	B02	3.0	RBAN PRINCIPAL ARTERIAL - OTH	32,500	2.0	0.490	0.0900	1,433	C	3,020	SIS	D	0.47	0.52	C	412	2.345	YES	PARTIAL	0.66	FULL	1.90
5103S	US 27	SR 60	TOWERVIEW BLVD	6D	B02	3.0	RBAN PRINCIPAL ARTERIAL - OTH	32,500	2.0	0.510	0.0900	1,492	C	3,020	SIS	D	0.49	0.54	C	412	2.345	YES	PARTIAL	0.66	FULL	1.90
5104N	US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	6D	B02	3.0	RBAN PRINCIPAL ARTERIAL - OTH	44,800	2.0	0.510	0.0900	2,056	C	3,020	SIS	D	0.68	0.75	C	372	1.523	YES	PARTIAL	0.10	FULL	1.99
5104S	US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	6D	B02	3.0	RBAN PRINCIPAL ARTERIAL - OTH	44,800	2.0	0.490	0.0900	1,976	C	3,020	SIS	D	0.65	0.72	C	372	1.523	YES	PARTIAL	0.10	FULL	1.99
5105N	US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	6D	B02	2.7	RBAN PRINCIPAL ARTERIAL - OTH	40,500	2.0	0.510	0.0900	1,859	C	3,020	SIS	D	0.62	0.68	C	120	0.590	YES	PARTIAL	0.42	FULL	2.00
5105S	US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	6D	B02	2.7	RBAN PRINCIPAL ARTERIAL - OTH	40,500	2.0	0.490	0.0900	1,786	C	3,020	SIS	D	0.59	0.65	C	120	0.590	YES	PARTIAL	0.42	FULL	2.00
5106N	US 27	SR 542 (DUNDEE RD)	SR 544	6D	B02	4.6	RBAN PRINCIPAL ARTERIAL - OTH	47,000	2.0	0.510	0.0900	2,157	C	3,020	SIS	D	0.71	0.79	C	334	0.855	NO	PARTIAL	0.59	FULL	2.00
5106S	US 27	SR 542 (DUNDEE RD)	SR 544	6D	B02	4.6	RBAN PRINCIPAL ARTERIAL - OTH	47,000	2.0	0.490	0.0900	2,073	C	3,020	SIS	D	0.69	0.75	C	334	0.855	NO	PARTIAL	0.59	FULL	2.00
5107N	US 27	SR 544	US 17/92	6D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	58,000	2.0	0.510	0.0900	2,662	C	3,020	SIS	D	0.88	0.97	C	165	0.844	NO	PARTIAL	0.07	FULL	2.00
5107S	US 27	SR 544	US 17/92	6D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	58,000	2.0	0.490	0.0900	2,558	C	3,020	SIS	D	0.85	0.93	C	165	0.844	NO	PARTIAL	0.07	FULL	2.00
5108N	US 27	US 17/92	CR 17 (POLK CITY ROAD)	6D	B02	1.0	RBAN PRINCIPAL ARTERIAL - OTH	64,000	2.0	0.510	0.0900	2,938	C	3,020	SIS	D	0.97	1.07	F	263	2.150	NO	PARTIAL	0.85	FULL	2.00
5108S	US 27	US 17/92	CR 17 (POLK CITY ROAD)	6D	B02	1.0	RBAN PRINCIPAL ARTERIAL - OTH	64,000	2.0	0.490	0.0900	2,822	C	3,020	SIS	D	0.93	1.03	F	263	2.150	NO	PARTIAL	0.85	FULL	2.00
5109N	US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	6D	B02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	72,000	2.0	0.510	0.0900	3,305	F	3,020	SIS	D	1.09	1.20	F	391	2.579	YES	PARTIAL	1.02	FULL	2.00
5109S	US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	6D	B02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	72,000	2.0	0.490	0.0900	3,175	F	3,020	SIS	D	1.05	1.16	F	391	2.579	YES	PARTIAL	1.02	FULL	2.00
5110N	US 27	CR 547	I-4	6D	B02	5.2	RBAN PRINCIPAL ARTERIAL - OTH	73,700	2.0	0.510	0.0900	3,383	F	3,020	SIS	D	1.12	1.23	F	1,355	1.910	YES	PARTIAL	0.38	PARTIAL	1.83
5110S	US 27	CR 547	I-4	6D	B02	5.2	RBAN PRINCIPAL ARTERIAL - OTH	73,700	2.0	0.490	0.0900	3,250	F	3,020	SIS	D	1.08	1.18	F	1,355	1.910	YES	PARTIAL	0.38	PARTIAL	1.83
5111N	US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	6D	B02	1.6	RBAN PRINCIPAL ARTERIAL - OTH	46,000	2.0	0.490	0.0900	2,029	C	3,020	SIS	D	0.67	0.74	C	260	1.929	YES	PARTIAL	1.72	PARTIAL	1.59
5111S	US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	6D	B02	1.6	RBAN PRINCIPAL ARTERIAL - OTH	46,000	2.0	0.510	0.0900	2,111	C	3,020	SIS	D	0.70	0.77	C	260	1.929	YES	PARTIAL	1.72	PARTIAL	1.59
5112N	US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	6D	B02	3.9	RBAN PRINCIPAL ARTERIAL - OTH	52,500	2.0	0.510	0.0900	2,410	C	3,020	SIS	D	0.80	0.88	C	374	1.009	YES	FULL	1.97	FULL	1.95
5112S	US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	6D	B02	3.9	RBAN PRINCIPAL ARTERIAL - OTH	52,500	2.0	0.490	0.0900	2,315	C	3,020	SIS	D	0.77	0.84	C	374	1.009	YES	FULL	1.97	FULL	1.95
5113N	US 27	SAND MINE ROAD	US 192	6D	B02	2.5	RBAN PRINCIPAL ARTERIAL - OTH	59,000	2.0	0.510	0.0900	2,708	C	3,020	SIS	D	0.90	0.99	D	447	1.633	YES	PARTIAL	1.77	FULL	2.00
5113S	US 27	SAND MINE ROAD	US 192	6D	B02	2.5	RBAN PRINCIPAL ARTERIAL - OTH	59,000	2.0	0.490	0.0900	2,602	C	3,020	SIS	D	0.86	0.95	C	447	1.633	YES	PARTIAL	1.77	FULL	2.00
5114N	US 27	BATES ROAD	CR 547	6D	B02	1.4	RBAN PRINCIPAL ARTERIAL - OTH	67,500	2.0	0.510	0.0900	3,098	F	3,020	SIS	D	1.03	1.13	F	408	2.386	YES	PARTIAL	0.16	FULL	2.00
5114S	US 27	BATES ROAD	CR 547	6D	B02	1.4	RBAN PRINCIPAL ARTERIAL - OTH	67,500	2.0	0.490	0.0900	2,977	D	3,020	SIS	D	0.99	1.08	F	408	2.386	YES	PARTIAL	0.16	FULL	2.00
5100N	US 27/98	HIGHLANDS COUNTY LINE	CR 630 (FORT MEADE ROAD)	4D	B02	6.9	RBAN PRINCIPAL ARTERIAL - OTH	21,700	2.0	0.510	0.0900	996	C	2,000	SIS	D	0.50	0.55	C	232	0.847	NO	NONE	0.00	FULL	2.00
5100S	US 27/98	HIGHLANDS COUNTY LINE	CR 630 (FORT MEADE ROAD)	4D	B02	6.9	RBAN PRINCIPAL ARTERIAL - OTH	21,700	2.0	0.490	0.0900	957	C	2,000	SIS	D	0.48	0.53	C	232	0.847	NO	NONE	0.00	FULL	2.00
5306E	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	RBAN PRINCIPAL ARTERIAL - OTH	38,100	2.0	0.490	0.0750	1,330	C	2,000	TCCO	D	0.67	0.73	C	585	1.430	YES	PARTIAL	0.22	FULL	1.89
5306W	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	RBAN PRINCIPAL ARTERIAL - OTH	38,100	2.0	0.510	0.0750	1,384	C	2,000	TCCO	D	0.69	0.76	C	585	1.430	YES	PARTIAL	0.22	FULL	1.89
5308E	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	RBAN PRINCIPAL ARTERIAL - OTH	21,300	2.0	0.490	0.0750	744	D	1,630	TCCO	D	0.46	0.50	D	239	1.834	NO	PARTIAL	0.06	FULL	1.92
5308W	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	RBAN PRINCIPAL ARTERIAL - OTH	21,300	2.0	0.510	0.0750	774	D	1,630	TCCO	D	0.47	0.52	D	239	1.834	NO	PARTIAL	0.06	FULL	1.92
5307E	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	RBAN PRINCIPAL ARTERIAL - OTH	41,700	2.0	0.490	0.0750	1,456	C	3,020	TCCO	D	0.48	0.53	C	378	2.568	YES	FULL	1.70	NONE	0.00
5307W	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	RBAN PRINCIPAL ARTERIAL - OTH	41,700	2.0	0.510	0.0750	1,515	C	3,020	TCCO	D	0.50	0.55	C	378	2.568	YES	FULL	1.70	NONE	0.00
5303E	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	RBAN PRINCIPAL ARTERIAL - OTH	29,800	2.0	0.510	0.0750	1,083	C	2,000	TCCO	D	0.54	0.60	C	527	4.838	YES	FULL	1.79	PARTIAL	0.94
5303W	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	RBAN PRINCIPAL ARTERIAL - OTH	29,800	2.0	0.490	0.0750	1,040	C	2,000	TCCO	D	0.52	0.57	C	527	4.838	YES	FULL	1.79	PARTIAL	0.94
5300E	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	RBAN PRINCIPAL ARTERIAL - OTH	13,800	2.0	0.490	0.0750	482	C	880	TCCO	D	0.55	0.60	C	252	4.364	YES	NONE	0.00	PARTIAL	1.79
5300W	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	RBAN PRINCIPAL ARTERIAL - OTH	13,800	2.0	0.510	0.0750	501	C	880	TCCO	D	0.57	0.63	C	252	4.364	YES	NONE	0.00	PARTIAL	1.79
5301E	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	19,600	2.0	0.510	0.0750	712	C	880	TCCO	D	0.81	0.89	C	316	4.794	YES	PARTIAL	0.81	PARTIAL	1.64
5301W	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	19,600	2.0	0.490	0.0750	684	C	880	TCCO	D	0.78	0.86	C	316	4.794	YES	PARTIAL	0.81	PARTIAL	1.64
5302E	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	RBAN PRINCIPAL ARTERIAL - OTH	19,600	2.0	0.510	0.0750	712	C	2,000	TCCO	D	0.36	0.39	C	119	3.654	YES	FULL	1.74	NONE	0.00
5302W	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	RBAN PRINCIPAL ARTERIAL - OTH	17,600	2.0	0.490	0.0750	614	C	2,000	TCCO	D	0.31	0.34	C	119	3.654	YES	FULL	1.74	NONE	0.00
5304E	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	RBAN PRINCIPAL ARTERIAL - OTH	40,300	2.0	0.510	0.0750	1,464	C	2,000	TCCO	D	0.73	0.81	C	726	9.764	YES	FULL	1.74	NONE	0.00
5304W	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	RBAN PRINCIPAL ARTERIAL - OTH	40,300	2.0	0.490	0.0750	1,407	C	2,000	TCCO	D	0.70	0.77	C	726	9.764	YES	FULL	1.74	NONE	0.00
5305E	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	RBAN PRINCIPAL ARTERIAL - OTH	36,800	2.0	0.510	0.0750	1,337	C	2,000	TCCO	D	0.67	0.74	C	371	2.581	YES	PARTIAL	0.96	PARTIAL	0.94
5305W	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	RBAN PRINCIPAL ARTERIAL - OTH	36,800	2.0	0.490	0.0750	1,285	C	2,000	TCCO	D	0.64	0.71	C	371	2.581	YES	PARTIAL	0.96	PARTIAL	0.94
5400N	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	RBAN PRINCIPAL ARTERIA

APPENDIX C:
Mining Trip Generation

Kimley»Horn

Hourly Distribution of Truck Traffic

Time	St. Catherine Borrow Pit		Center Hill Borrow Pit		Davenport Borrow Pit		Average		Highlands Number of Trucks	
	% Entering	% Exiting	% Entering	% Exiting	% Entering	% Exiting	% Entering	% Exiting	Entering	Exiting
04:00	0.0%	0.0%	0.0%	0.0%	4.8%	3.7%	1.6%	1.2%	4	3
05:00	6.1%	7.0%	0.0%	0.0%	7.3%	4.7%	4.5%	3.9%	12	10
06:00	10.4%	12.6%	9.6%	17.9%	8.6%	7.4%	9.5%	12.6%	26	34
07:00	11.7%	12.1%	11.5%	9.7%	6.9%	10.7%	10.0%	10.8%	27	29
08:00	13.5%	12.1%	17.9%	10.3%	10.7%	9.5%	14.1%	10.6%	38	28
09:00	12.3%	7.0%	9.9%	14.1%	8.4%	8.4%	10.2%	9.8%	27	27
10:00	12.3%	12.1%	12.2%	11.6%	11.7%	9.9%	12.1%	11.2%	32	30
11:00	9.8%	10.6%	7.7%	7.5%	11.1%	11.0%	9.5%	9.7%	26	26
12:00	10.4%	6.0%	8.3%	5.6%	10.6%	11.4%	9.8%	7.7%	26	21
13:00	4.9%	8.0%	11.2%	8.5%	11.2%	10.4%	9.1%	9.0%	24	24
14:00	5.5%	5.0%	4.8%	9.1%	6.2%	7.6%	5.5%	7.2%	15	19
15:00	2.5%	3.0%	5.1%	2.8%	2.1%	3.3%	3.2%	3.0%	9	8
16:00	0.0%	3.5%	1.3%	1.6%	0.2%	1.3%	0.5%	2.1%	1	6
17:00	0.6%	1.0%	0.3%	1.3%	0.2%	0.6%	0.4%	1.0%	1	3
	Daily Total ---------->						100.0%	100.0%	268	268

Notes:

1. The hourly distributions were derived from three active sand mines located in Florida, and averaged to approximate truck traffic at the proposed sand mine.

APPENDIX D:
Intersection Volume Development Sheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Golfview Cutoff Rd at Project Driveway
COUNT DATE: May 21, 2025
AM PEAK HOUR FACTOR: 0.83
PM PEAK HOUR FACTOR: 0.86

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	6		0	0	0		5	83	0		0	112	1
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
AM EXISTING CONDITIONS		**0**	**0**	**6**		**0**	**0**	**0**		**5**	**87**	**0**		**0**	**118**	**1**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	1		0	0	0		0	72	0		0	95	0
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PM EXISTING CONDITIONS		**0**	**0**	**1**		**0**	**0**	**0**		**0**	**76**	**0**		**0**	**100**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	2	0		0	2	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**6**		**0**	**0**	**0**		**5**	**89**	**0**		**0**	**120**	**1**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	2	0		0	2	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**1**		**0**	**0**	**0**		**0**	**78**	**0**		**0**	**102**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										90.0%						10.0%
	Exiting		10.0%		90.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		3		25						43						5
AM TOTAL PROJECT TRAFFIC			**3**	**0**	**25**		**0**	**0**	**0**		**43**	**0**	**0**		**0**	**0**	**5**
AM TOTAL TRAFFIC			**3**	**0**	**31**		**0**	**0**	**0**		**48**	**89**	**0**		**0**	**120**	**6**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		2		14						1						0
PM TOTAL PROJECT TRAFFIC			**2**	**0**	**14**		**0**	**0**	**0**		**1**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**2**	**0**	**15**		**0**	**0**	**0**		**1**	**78**	**0**		**0**	**102**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Golfview Cutoff Rd at SR 17
COUNT DATE: May 21, 2025
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		16	239	0		0	337	79		0	1	0		102	0	22
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
AM EXISTING CONDITIONS		**17**	**251**	**0**		**0**	**354**	**83**		**0**	**1**	**0**		**107**	**0**	**23**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		27	211	1		0	146	62		0	0	2		81	1	18
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PM EXISTING CONDITIONS		**28**	**222**	**1**		**0**	**153**	**65**		**0**	**0**	**2**		**85**	**1**	**19**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH		0	5	0		0	7	2		0	0	0		2	0	0
AM NON-PROJECT TRAFFIC		**17**	**256**	**0**		**0**	**361**	**85**		**0**	**1**	**0**		**109**	**0**	**23**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH		1	4	0		0	3	1		0	0	0		2	0	0
PM NON-PROJECT TRAFFIC		**29**	**226**	**1**		**0**	**156**	**66**		**0**	**0**	**2**		**87**	**1**	**19**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		90.0%														
	Exiting																90.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		43														25
AM TOTAL PROJECT TRAFFIC			**43**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**25**
AM TOTAL TRAFFIC			**60**	**256**	**0**		**0**	**361**	**85**		**0**	**1**	**0**		**109**	**0**	**48**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		1														14
PM TOTAL PROJECT TRAFFIC			**1**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**14**
PM TOTAL TRAFFIC			**30**	**226**	**1**		**0**	**156**	**66**		**0**	**0**	**2**		**87**	**1**	**33**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Friedlander Rd at Lewis Griffin Rd
COUNT DATE: May 21, 2025
AM PEAK HOUR FACTOR: 0.86
PM PEAK HOUR FACTOR: 0.82

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		8	22	1		2	57	39		3	3	1		92	4	4
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
AM EXISTING CONDITIONS		**8**	**23**	**1**		**2**	**60**	**41**		**3**	**3**	**1**		**97**	**4**	**4**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	51	2		0	47	34		2	1	1		63	2	13
Peak Season Correction Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PM EXISTING CONDITIONS		**6**	**54**	**2**		**0**	**49**	**36**		**2**	**1**	**1**		**66**	**2**	**14**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	1		0	0	0		2	0	0
AM NON-PROJECT TRAFFIC		**8**	**23**	**1**		**2**	**61**	**42**		**3**	**3**	**1**		**99**	**4**	**4**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	1		0	0	0		1	0	0
PM NON-PROJECT TRAFFIC		**6**	**55**	**2**		**0**	**50**	**37**		**2**	**1**	**1**		**67**	**2**	**14**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering														10.0%		
	Exiting								10.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New								3						5		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**3**		**0**	**0**	**0**		**5**	**0**	**0**
AM TOTAL TRAFFIC			**8**	**23**	**1**		**2**	**61**	**45**		**3**	**3**	**1**		**104**	**4**	**4**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New								2						0		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**2**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**6**	**55**	**2**		**0**	**50**	**39**		**2**	**1**	**1**		**67**	**2**	**14**

APPENDIX E:
Synchro Output

E1: Existing Traffic (2025)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	5	87	118	1
Future Volume (vph)	0	6	5	87	118	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	100%	100%	10%	10%	4%	4%
Adj. Flow (vph)	0	7	6	105	142	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	111	143	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

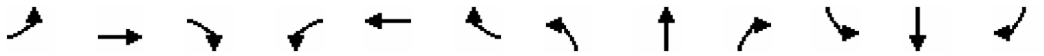
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	5	87	118	1
Future Vol, veh/h	0	6	5	87	118	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	100	100	10	10	4	4
Mvmt Flow	0	7	6	105	142	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	260	143	143	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.2	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.29	-	-	-
Pot Cap-1 Maneuver	560	699	1391	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	699	1391	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.2	0.41	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	98	-	699	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s/veh)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	251	0	0	354	83	0	1	0	107	0	23
Future Volume (vph)	17	251	0	0	354	83	0	1	0	107	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	2%	2%	2%	11%	11%	11%
Adj. Flow (vph)	20	289	0	0	407	95	0	1	0	123	0	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	289	0	0	407	95	0	1	0	123	26	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

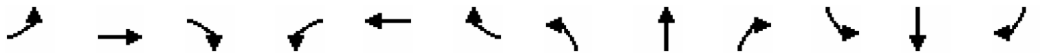
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	251	0	0	354	83	0	1	0	107	0	23
Future Vol, veh/h	17	251	0	0	354	83	0	1	0	107	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	8	8	8	5	5	5	2	2	2	11	11	11
Mvmt Flow	20	289	0	0	407	95	0	1	0	123	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	289	0	0	734	830	289	735	734	407
Stage 1	-	-	-	-	-	-	328	328	-	407	407	-
Stage 2	-	-	-	-	-	-	407	502	-	328	328	-
Critical Hdwy	4.18	-	-	4.15	-	-	7.12	6.52	6.22	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.245	-	-	3.518	4.018	3.318	3.599	4.099	3.399
Pot Cap-1 Maneuver	1032	-	-	1256	-	-	336	306	751	324	336	625
Stage 1	-	-	-	-	-	-	685	647	-	603	582	-
Stage 2	-	-	-	-	-	-	621	542	-	666	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1256	-	-	315	300	751	317	330	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	300	-	317	330	-
Stage 1	-	-	-	-	-	-	672	635	-	603	582	-
Stage 2	-	-	-	-	-	-	595	542	-	652	620	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.54	0	17.05	21.21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	300	1032	-	-	1256	-	-	317	625
HCM Lane V/C Ratio	0.004	0.019	-	-	-	-	-	0.388	0.042
HCM Control Delay (s/veh)	17.1	8.6	-	-	0	-	-	23.4	11
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.8	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	23	1	2	60	41	3	3	1	97	4	4
Future Volume (vph)	8	23	1	2	60	41	3	3	1	97	4	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	9	27	1	2	70	48	3	3	1	113	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	120	0	0	7	0	0	123	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	23	1	2	60	41	3	3	1	97	4	4
Future Vol, veh/h	8	23	1	2	60	41	3	3	1	97	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	5	5	5	2	2	2	3	3	3
Mvmt Flow	9	27	1	2	70	48	3	3	1	113	5	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	278	244	7	255	246	4	9	0	0	5	0	0
Stage 1	233	233	-	11	11	-	-	-	-	-	-	-
Stage 2	45	12	-	244	235	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.15	6.55	6.25	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.545	4.045	3.345	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	659	644	1053	692	651	1071	1611	-	-	1610	-	-
Stage 1	753	698	-	1002	880	-	-	-	-	-	-	-
Stage 2	949	870	-	753	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	521	597	1053	615	604	1071	1611	-	-	1610	-	-
Mov Cap-2 Maneuver	521	597	-	615	604	-	-	-	-	-	-	-
Stage 1	700	648	-	1000	878	-	-	-	-	-	-	-
Stage 2	833	868	-	671	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.59	10.89	3.1	6.84
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	584	731	1512	-	-
HCM Lane V/C Ratio	0.002	-	-	0.064	0.164	0.07	-	-
HCM Control Delay (s/veh)	7.2	0	-	11.6	10.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	76	100	0
Future Volume (vph)	0	1	0	76	100	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	0	1	0	88	116	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	88	116	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

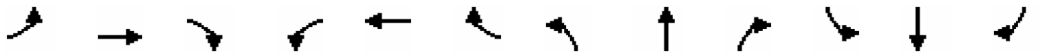
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	76	100	0
Future Vol, veh/h	0	1	0	76	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	1	0	88	116	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	205	116	116	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	784	936	1466	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	784	936	1466	-	-	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.85	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1466	-	936	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s/veh)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	222	1	0	153	65	0	0	2	85	1	19
Future Volume (vph)	28	222	1	0	153	65	0	0	2	85	1	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	31	249	1	0	172	73	0	0	2	96	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	250	0	0	172	73	0	2	0	96	22	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

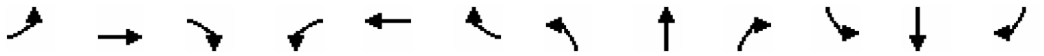
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	222	1	0	153	65	0	0	2	85	1	19
Future Vol, veh/h	28	222	1	0	153	65	0	0	2	85	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	5	5	5
Mvmt Flow	31	249	1	0	172	73	0	0	2	96	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	251	0	0	485	558	250	484	485	172
Stage 1	-	-	-	-	-	-	313	313	-	172	172	-
Stage 2	-	-	-	-	-	-	172	245	-	312	313	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1315	-	-	1315	-	-	492	438	789	488	477	864
Stage 1	-	-	-	-	-	-	698	657	-	823	751	-
Stage 2	-	-	-	-	-	-	829	703	-	692	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1315	-	-	1315	-	-	467	428	789	475	466	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	428	-	475	466	-
Stage 1	-	-	-	-	-	-	681	641	-	823	751	-
Stage 2	-	-	-	-	-	-	808	703	-	673	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.87	0	9.58	13.52
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	789	1315	-	-	1315	-	-	475	829
HCM Lane V/C Ratio	0.003	0.024	-	-	-	-	-	0.201	0.027
HCM Control Delay (s/veh)	9.6	7.8	-	-	0	-	-	14.5	9.5
HCM Lane LOS	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	54	2	0	49	36	2	1	1	66	2	14
Future Volume (vph)	6	54	2	0	49	36	2	1	1	66	2	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	25%	25%	25%	3%	3%	3%
Adj. Flow (vph)	7	66	2	0	60	44	2	1	1	80	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	104	0	0	4	0	0	99	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	54	2	0	49	36	2	1	1	66	2	14
Future Vol, veh/h	6	54	2	0	49	36	2	1	1	66	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	4	4	4	25	25	25	3	3	3
Mvmt Flow	7	66	2	0	60	44	2	1	1	80	2	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	208	179	11	203	187	2	20	0	0	2	0	0
Stage 1	172	172	-	7	7	-	-	-	-	-	-	-
Stage 2	36	7	-	196	180	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.35	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.425	-	-	2.227	-	-
Pot Cap-1 Maneuver	750	715	1070	751	704	1077	1459	-	-	1613	-	-
Stage 1	830	756	-	1010	886	-	-	-	-	-	-	-
Stage 2	980	890	-	801	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	623	677	1070	644	667	1077	1459	-	-	1613	-	-
Mov Cap-2 Maneuver	623	677	-	644	667	-	-	-	-	-	-	-
Stage 1	788	718	-	1008	885	-	-	-	-	-	-	-
Stage 2	875	888	-	689	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.96	10.2	3.74	5.91
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	680	795	1233	-	-
HCM Lane V/C Ratio	0.002	-	-	0.111	0.13	0.05	-	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.2	-	-

E2: Future Background Traffic (2026)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	5	89	120	1
Future Volume (vph)	0	6	5	89	120	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	100%	100%	10%	10%	4%	4%
Adj. Flow (vph)	0	7	6	107	145	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	113	146	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

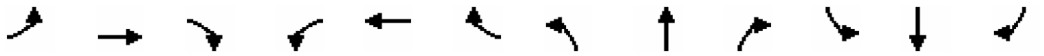
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	5	89	120	1
Future Vol, veh/h	0	6	5	89	120	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	100	100	10	10	4	4
Mvmt Flow	0	7	6	107	145	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	264	145	146	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.2	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.29	-	-	-
Pot Cap-1 Maneuver	556	697	1389	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	697	1389	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.22	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	96	-	697	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s/veh)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	256	0	0	361	85	0	1	0	109	0	23
Future Volume (vph)	17	256	0	0	361	85	0	1	0	109	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	2%	2%	2%	11%	11%	11%
Adj. Flow (vph)	20	294	0	0	415	98	0	1	0	125	0	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	294	0	0	415	98	0	1	0	125	26	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

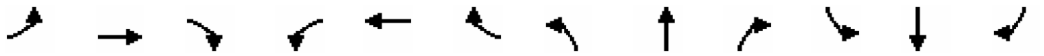
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	256	0	0	361	85	0	1	0	109	0	23
Future Vol, veh/h	17	256	0	0	361	85	0	1	0	109	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	8	8	8	5	5	5	2	2	2	11	11	11
Mvmt Flow	20	294	0	0	415	98	0	1	0	125	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	294	0	0	748	846	294	749	748	415
Stage 1	-	-	-	-	-	-	333	333	-	415	415	-
Stage 2	-	-	-	-	-	-	415	513	-	334	333	-
Critical Hdwy	4.18	-	-	4.15	-	-	7.12	6.52	6.22	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.245	-	-	3.518	4.018	3.318	3.599	4.099	3.399
Pot Cap-1 Maneuver	1023	-	-	1250	-	-	328	299	745	317	330	619
Stage 1	-	-	-	-	-	-	680	644	-	597	577	-
Stage 2	-	-	-	-	-	-	615	536	-	661	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1250	-	-	308	293	745	310	324	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	293	-	310	324	-
Stage 1	-	-	-	-	-	-	667	631	-	597	577	-
Stage 2	-	-	-	-	-	-	589	536	-	648	616	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.53	0	17.32	21.98
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	293	1023	-	-	1250	-	-	310	619
HCM Lane V/C Ratio	0.004	0.019	-	-	-	-	-	0.404	0.043
HCM Control Delay (s/veh)	17.3	8.6	-	-	0	-	-	24.3	11.1
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.9	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	23	1	2	61	42	3	3	1	99	4	4
Future Volume (vph)	8	23	1	2	61	42	3	3	1	99	4	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	9	27	1	2	71	49	3	3	1	115	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	122	0	0	7	0	0	125	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	23	1	2	61	42	3	3	1	99	4	4
Future Vol, veh/h	8	23	1	2	61	42	3	3	1	99	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	5	5	5	2	2	2	3	3	3
Mvmt Flow	9	27	1	2	71	49	3	3	1	115	5	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	283	249	7	259	251	4	9	0	0	5	0	0
Stage 1	237	237	-	11	11	-	-	-	-	-	-	-
Stage 2	46	12	-	248	240	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.15	6.55	6.25	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.545	4.045	3.345	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	653	640	1053	688	647	1071	1611	-	-	1610	-	-
Stage 1	748	694	-	1002	880	-	-	-	-	-	-	-
Stage 2	948	870	-	749	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	514	593	1053	609	599	1071	1611	-	-	1610	-	-
Mov Cap-2 Maneuver	514	593	-	609	599	-	-	-	-	-	-	-
Stage 1	695	644	-	1000	878	-	-	-	-	-	-	-
Stage 2	830	868	-	666	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.65	10.94	3.1	6.85
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	579	728	1514	-	-
HCM Lane V/C Ratio	0.002	-	-	0.064	0.168	0.071	-	-
HCM Control Delay (s/veh)	7.2	0	-	11.6	10.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	78	102	0
Future Volume (vph)	0	1	0	78	102	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	0	1	0	91	119	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	91	119	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

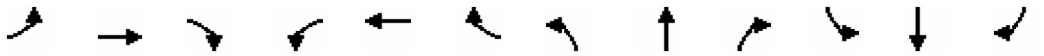
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	78	102	0
Future Vol, veh/h	0	1	0	78	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	1	0	91	119	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	209	119	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	779	933	1463	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	933	1463	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.86	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	933	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s/veh)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	226	1	0	156	66	0	0	2	87	1	19
Future Volume (vph)	29	226	1	0	156	66	0	0	2	87	1	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	33	254	1	0	175	74	0	0	2	98	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	255	0	0	175	74	0	2	0	98	22	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

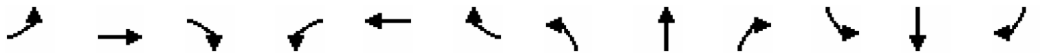
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	226	1	0	156	66	0	0	2	87	1	19
Future Vol, veh/h	29	226	1	0	156	66	0	0	2	87	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	5	5	5
Mvmt Flow	33	254	1	0	175	74	0	0	2	98	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	255	0	0	496	569	254	494	496	175
Stage 1	-	-	-	-	-	-	320	320	-	175	175	-
Stage 2	-	-	-	-	-	-	176	249	-	319	320	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1310	-	-	1310	-	-	485	432	784	480	471	860
Stage 1	-	-	-	-	-	-	692	653	-	820	748	-
Stage 2	-	-	-	-	-	-	826	700	-	686	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1310	-	-	460	421	784	467	459	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	460	421	-	467	459	-
Stage 1	-	-	-	-	-	-	675	636	-	820	748	-
Stage 2	-	-	-	-	-	-	804	700	-	667	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.89	0	9.6	13.75
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	784	1310	-	-	1310	-	-	467	824
HCM Lane V/C Ratio	0.003	0.025	-	-	-	-	-	0.209	0.027
HCM Control Delay (s/veh)	9.6	7.8	-	-	0	-	-	14.7	9.5
HCM Lane LOS	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	55	2	0	50	37	2	1	1	67	2	14
Future Volume (vph)	6	55	2	0	50	37	2	1	1	67	2	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	25%	25%	25%	3%	3%	3%
Adj. Flow (vph)	7	67	2	0	61	45	2	1	1	82	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	106	0	0	4	0	0	101	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	55	2	0	50	37	2	1	1	67	2	14
Future Vol, veh/h	6	55	2	0	50	37	2	1	1	67	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	4	4	4	25	25	25	3	3	3
Mvmt Flow	7	67	2	0	61	45	2	1	1	82	2	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	211	182	11	206	190	2	20	0	0	2	0	0
Stage 1	174	174	-	7	7	-	-	-	-	-	-	-
Stage 2	37	7	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.35	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.425	-	-	2.227	-	-
Pot Cap-1 Maneuver	746	712	1070	747	702	1077	1459	-	-	1613	-	-
Stage 1	827	755	-	1010	886	-	-	-	-	-	-	-
Stage 2	979	890	-	798	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	618	675	1070	639	664	1077	1459	-	-	1613	-	-
Mov Cap-2 Maneuver	618	675	-	639	664	-	-	-	-	-	-	-
Stage 1	785	716	-	1008	885	-	-	-	-	-	-	-
Stage 2	872	888	-	684	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11	10.23	3.74	5.93
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	677	794	1237	-	-
HCM Lane V/C Ratio	0.002	-	-	0.114	0.134	0.051	-	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0.2	-	-

E3: Future Buildout Traffic (2026)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	31	48	89	120	6
Future Volume (vph)	3	31	48	89	120	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	100%	100%	100%	10%	4%	100%
Adj. Flow (vph)	4	37	58	107	145	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	165	152	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

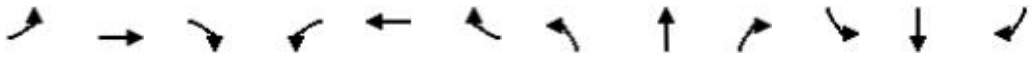
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	48	89	120	6
Future Vol, veh/h	3	31	48	89	120	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	100	100	100	10	4	100
Mvmt Flow	4	37	58	107	145	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	148	152	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	475	694	999	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	694	999	-	-	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.8	3.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	631	-	661	-	-
HCM Lane V/C Ratio	0.058	-	0.062	-	-
HCM Control Delay (s/veh)	8.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	256	0	0	361	85	0	1	0	109	0	48
Future Volume (vph)	60	256	0	0	361	85	0	1	0	109	0	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	79%	8%	8%	5%	5%	5%	2%	2%	2%	11%	11%	60%
Adj. Flow (vph)	69	294	0	0	415	98	0	1	0	125	0	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	294	0	0	415	98	0	1	0	125	55	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

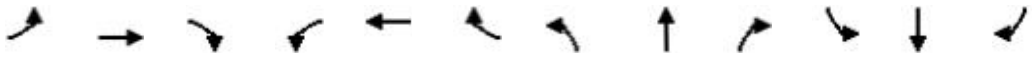
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	256	0	0	361	85	0	1	0	109	0	48
Future Vol, veh/h	60	256	0	0	361	85	0	1	0	109	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	79	8	8	5	5	5	2	2	2	11	11	60
Mvmt Flow	69	294	0	0	415	98	0	1	0	125	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	294	0	0	847	945	294	848	847	415
Stage 1	-	-	-	-	-	-	432	432	-	415	415	-
Stage 2	-	-	-	-	-	-	415	513	-	433	432	-
Critical Hdwy	4.89	-	-	4.15	-	-	7.12	6.52	6.22	7.21	6.61	6.8
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Follow-up Hdwy	2.911	-	-	2.245	-	-	3.518	4.018	3.318	3.599	4.099	3.84
Pot Cap-1 Maneuver	753	-	-	1250	-	-	282	262	745	272	289	530
Stage 1	-	-	-	-	-	-	602	582	-	597	577	-
Stage 2	-	-	-	-	-	-	615	536	-	584	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	753	-	-	1250	-	-	229	238	745	246	263	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	238	-	246	263	-
Stage 1	-	-	-	-	-	-	547	529	-	597	577	-
Stage 2	-	-	-	-	-	-	551	536	-	529	515	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.95	0	20.2	27.44
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	238	753	-	-	1250	-	-	246	530
HCM Lane V/C Ratio	0.005	0.092	-	-	-	-	-	0.51	0.104
HCM Control Delay (s/veh)	20.2	10.3	-	-	0	-	-	34	12.6
HCM Lane LOS	C	B	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	2.7	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	23	1	2	61	45	3	3	1	104	4	4
Future Volume (vph)	8	23	1	2	61	45	3	3	1	104	4	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	10%	10%	5%	5%	30%	2%	2%	2%	21%	3%	3%
Adj. Flow (vph)	9	27	1	2	71	52	3	3	1	121	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	125	0	0	7	0	0	131	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	23	1	2	61	45	3	3	1	104	4	4
Future Vol, veh/h	8	23	1	2	61	45	3	3	1	104	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	5	5	30	2	2	2	21	3	3
Mvmt Flow	9	27	1	2	71	52	3	3	1	121	5	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	295	260	7	271	262	4	9	0	0	5	0	0
Stage 1	249	249	-	11	11	-	-	-	-	-	-	-
Stage 2	46	12	-	260	251	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.15	6.55	6.5	4.12	-	-	4.31	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.545	4.045	3.57	2.218	-	-	2.389	-	-
Pot Cap-1 Maneuver	642	631	1053	676	638	1003	1611	-	-	1501	-	-
Stage 1	738	686	-	1002	880	-	-	-	-	-	-	-
Stage 2	948	870	-	738	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	578	1053	592	585	1003	1611	-	-	1501	-	-
Mov Cap-2 Maneuver	495	578	-	592	585	-	-	-	-	-	-	-
Stage 1	678	631	-	1000	878	-	-	-	-	-	-	-
Stage 2	824	868	-	649	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.85	11.18	3.1	7.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	563	708	1492	-	-
HCM Lane V/C Ratio	0.002	-	-	0.066	0.177	0.081	-	-
HCM Control Delay (s/veh)	7.2	0	-	11.9	11.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	15	1	78	102	0
Future Volume (vph)	2	15	1	78	102	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	100%	100%	100%	3%	2%	100%
Adj. Flow (vph)	2	17	1	91	119	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	92	119	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

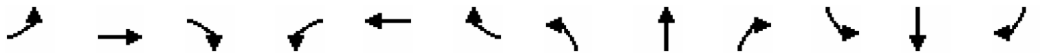
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	15	1	78	102	0
Future Vol, veh/h	2	15	1	78	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	100	100	100	3	2	100
Mvmt Flow	2	17	1	91	119	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	212	119	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	601	724	1033	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	600	724	1033	-	-	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.24	0.11	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	23	-	707	-	-
HCM Lane V/C Ratio	0.001	-	0.028	-	-
HCM Control Delay (s/veh)	8.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	226	1	0	156	66	0	0	2	87	1	33
Future Volume (vph)	30	226	1	0	156	66	0	0	2	87	1	33
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	28%	3%	3%	2%	2%	2%	2%	2%	2%	5%	5%	52%
Adj. Flow (vph)	34	254	1	0	175	74	0	0	2	98	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	255	0	0	175	74	0	2	0	98	38	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

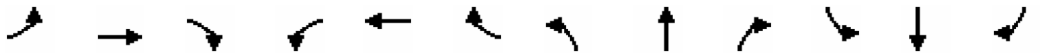
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	226	1	0	156	66	0	0	2	87	1	33
Future Vol, veh/h	30	226	1	0	156	66	0	0	2	87	1	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	3	3	2	2	2	2	2	2	5	5	52
Mvmt Flow	34	254	1	0	175	74	0	0	2	98	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	255	0	0	498	571	254	497	498	175
Stage 1	-	-	-	-	-	-	322	322	-	175	175	-
Stage 2	-	-	-	-	-	-	176	249	-	321	322	-
Critical Hdwy	4.38	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.55	6.72
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.452	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.045	3.768
Pot Cap-1 Maneuver	1179	-	-	1310	-	-	483	431	784	479	470	754
Stage 1	-	-	-	-	-	-	690	651	-	820	748	-
Stage 2	-	-	-	-	-	-	826	700	-	684	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1310	-	-	445	418	784	464	456	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	418	-	464	456	-
Stage 1	-	-	-	-	-	-	670	632	-	820	748	-
Stage 2	-	-	-	-	-	-	784	700	-	663	627	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.95	0	9.6	13.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	784	1179	-	-	1310	-	-	464	740
HCM Lane V/C Ratio	0.003	0.029	-	-	-	-	-	0.211	0.052
HCM Control Delay (s/veh)	9.6	8.1	-	-	0	-	-	14.8	10.1
HCM Lane LOS	A	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	55	2	0	50	39	2	1	1	67	2	14
Future Volume (vph)	6	55	2	0	50	39	2	1	1	67	2	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	4%	4%	29%	25%	25%	25%	17%	3%	3%
Adj. Flow (vph)	7	67	2	0	61	48	2	1	1	82	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	109	0	0	4	0	0	101	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	55	2	0	50	39	2	1	1	67	2	14
Future Vol, veh/h	6	55	2	0	50	39	2	1	1	67	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	4	4	29	25	25	25	17	3	3
Mvmt Flow	7	67	2	0	61	48	2	1	1	82	2	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	211	182	11	206	190	2	20	0	0	2	0	0
Stage 1	174	174	-	7	7	-	-	-	-	-	-	-
Stage 2	37	7	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.49	4.35	-	-	4.27	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.561	2.425	-	-	2.353	-	-
Pot Cap-1 Maneuver	746	712	1070	747	702	1009	1459	-	-	1527	-	-
Stage 1	827	755	-	1010	886	-	-	-	-	-	-	-
Stage 2	979	890	-	798	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	613	673	1070	637	662	1009	1459	-	-	1527	-	-
Mov Cap-2 Maneuver	613	673	-	637	662	-	-	-	-	-	-	-
Stage 1	783	714	-	1008	885	-	-	-	-	-	-	-
Stage 2	867	888	-	682	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.02	10.36	3.74	6.05
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	674	780	1237	-	-
HCM Lane V/C Ratio	0.002	-	-	0.114	0.139	0.054	-	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.4	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0.2	-	-

APPENDIX F:
NCHRP 457 Output

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

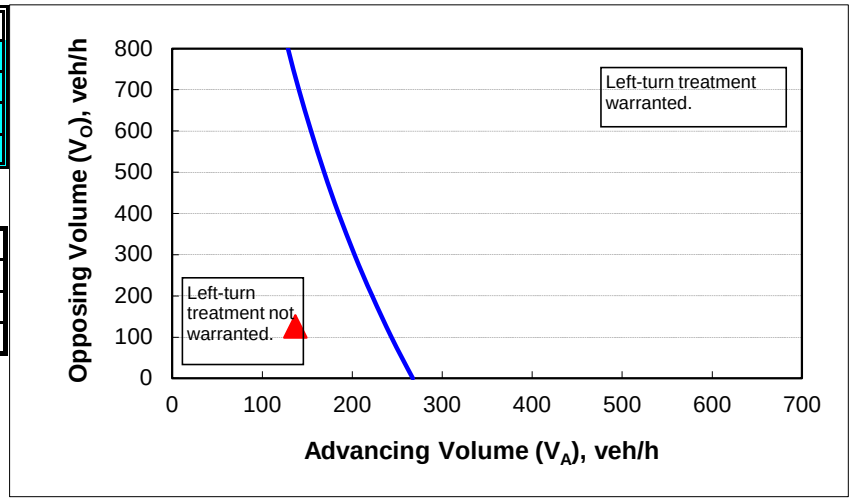
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	35%
Advancing volume (V_A), veh/h:	137
Opposing volume (V_O), veh/h:	126

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	238
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.1
Average time for left-turn vehicle to clear the advancing lane, s:	3.1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

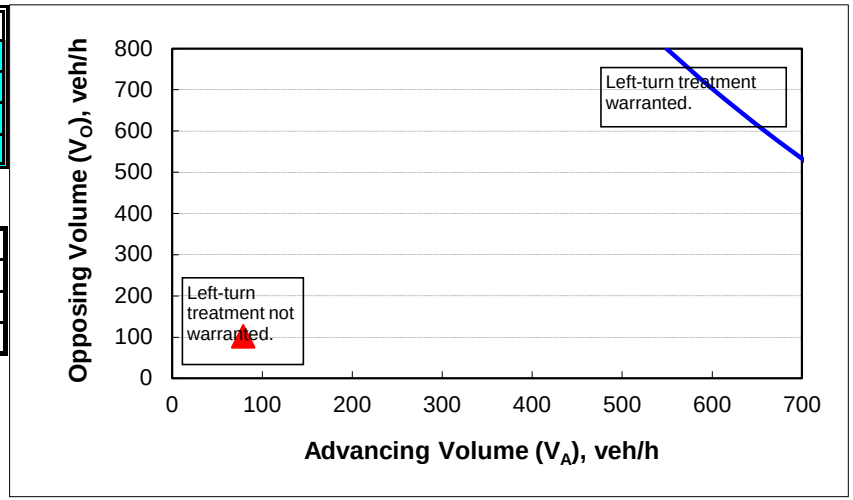
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	79
Opposing volume (V_O), veh/h:	102

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1037
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.1
Average time for left-turn vehicle to clear the advancing lane, s:	3.1

NCHRP 457
AM Peak Hour
Project Driveway at Golfview Cutoff Rd (SBR)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

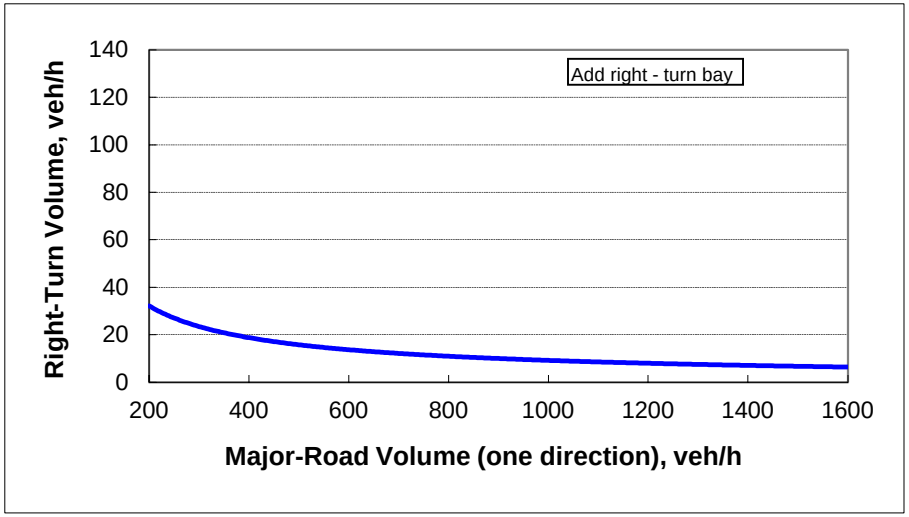
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	126
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457
PM Peak Hour
Project Driveway at Golfview Cutoff Rd (SBR)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

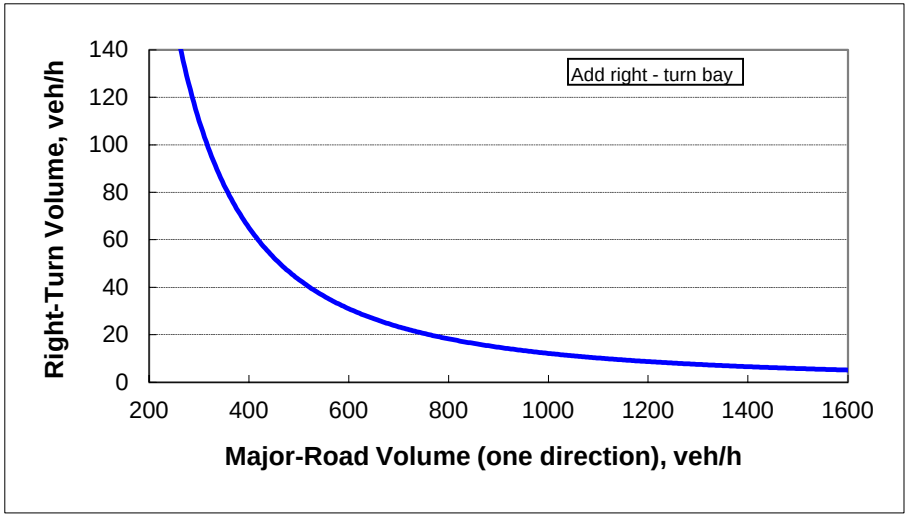
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	102
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	795
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDCU-2025-33

Applicant: Matt Mouncey

Property Owner: Highland Sand LLC

Hearing Date: January 7, 2026

I. Request:

The applicant is requesting a Major Modification to existing Conditional Use (CU) 00-27M for a ±70.00 acre expansion of non-phosphate mining. The expansion is to allow an increase in depth of mining activity and mining method (hydraulic dredging) in a portion of the approved mine and add a sand processing plant with ancillary infrastructure on site.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a level 3 application, consider the following factors:
    a. Whether the proposed development is consistent with all relevant requirements of this Code;
    b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
    c. Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and
    d. How the concurrency requirements will be met, if the development was built.
2. The Application is consistent with all relevant requirements of the LDC, including without limitation, sections 906 and 303.

3. The Application is consistent with all applicable policies of the Comprehensive Plan.

4. The Application is compatible with surrounding uses and the general character of the area.

5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session the 7th day of January, **2026**, by the Polk County Planning Commission.

Polk County Planning Commission **ATTEST:**

By:_____ By: _____
Merle Bishop, Chair Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order
Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File
Erin Valle, Clerk of Court (under separate cover)

Agenda Item 5. 1/7/2026

SUBJECT

LDCU-2025-21 (Stericycle CU)

DESCRIPTION

Conditional Use request for an expansion of a non-conforming Solid Waste Management Facility to include a new operations building and additional parcels located at 4235 & 4245 Maine Avenue, north of the Polk Parkway, east of Reynolds Road, east of the City of Lakeland in Section 35, Township 28, Range 24.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Ian Nance
Land Development
(863) 534-7621
ivannance@polkfl.gov

LDCU-2025-21 - SRCL - Lakeland Reconstruction

Menu Reports Help

Application Name: SRCL - Lakeland Reconstruction

File Date: 08/07/2025

Application Type: BOCC-Conditional Use

Application Status: Approved for Hearing

Application Comments:

View ID	Comment	Date

Description of Work: Stericycle owns and operates an autoclave facility located at 4245 Maine Avenue in Lakeland, Florida on two parcels: #24-28-35-270500-000017 and #24-28-35-270501-000050. The facility has approval under the Polk County Land Development Code to operate as a "legal nonconforming facility" (lawfully constructed at the time it was built, but would not meet current regulations). Stericycle proposes to demolish and reconstruct a larger building on the south abutting parcel to enhance operational efficiency, increase parking and improve the site's aesthetics. There will be no substantial increase in the processing rate or number of employees at the site.

Application Detail: Detail

Address: 4245 MAINE AVE, LAKELAND, FL 33801

Parcel No: 242835270500000017

Owner Name: STERICYCLE INC

Contact Info:

Name	Organization Name	Contact Type	Contact Primary Address	Status
Marshall Weston	Stericycle, Inc	Engineer	Mailing, 4245 Maine Av...	Active

Licensed Professionals Info:

Primary	License Number	License Type	Name	Business Name	Business License #

Job Value: $0.00

Total Fee Assessed: $4,936.00

Total Fee Invoiced: $4,936.00

Balance: $0.00

Custom Fields: **LD_GEN_PUB**

PUBLIC HEARINGS

Development Type
Board of County Commissioners

Application Type
Conditional Use New

Variance Type
_

Brownfields Request
N/A

Affordable Housing

Type of Acreage
_

GENERAL INFORMATION

Expedited Review

Number of Lots
2

Will This Project Be Phased

Acreage
4.29

DRC Meeting
08/28/2025

DRC Meeting Time
_

Rescheduled DRC Meeting
_

Rescheduled DRC Meeting Time
_

Green Swamp
No

Number of Units
_

Case File Number
_

Is this Polk County Utilities

Is this Application a result of a Code Violation
No

One Year Extension

FS 119 Status

Code Violation Case Number

Non-Exempt

ADVERTISING

Legal Advertising Date

BOCC1 Advertising Date

BOCC2 Advertising Date

Advertising Board
Board of County Commissioners

MEETING DATES

Community Meeting

Planning Commission Date
11/05/2025

Land Use Hearing Officer 3

1st BOCC Date
12/16/2025

2nd BOCC Date

LUHO-Level 3

HEARING

PC Hearing Results

PC Vote Tally

BOCC 1st Hearing Results

BOCC 1st Vote Tally

BOCC 2nd Hearing Results

BOCC 2nd Vote Tally

FINAL LETTER

Denovo Appeal

Denovo Results

Denovo Tally

LD_GEN_PUB_EDL

Opening DigEplan List...

DigEplan Document List

PLAN REVIEW FIELDS

TMPRecordID
POLKCO-25EST-00000-48371

DocumentGroupforDPC
DIGITAL PROJECTS LD

RequiredDocumentTypes

RequiredDocumentTypesComplete
Yes

AdditionalDocumentTypes
Applications,AutoCad File,Binding Site Plans (PDs and CUs),CSV,Calculations,Correspondence,Design Drawings,Flood/Traffic Studies,Impact Statement,Inspections,Miscellaneous,Plats,Record Drawings,Response Letter Resubmittal Complete,Staff Report/Approval Letter,Survey,Title Opinion

Activate DPC
Yes

Activate FSA
Yes

DigitalSigCheck
Yes

PLAN UPLOAD ACKNOWLEDGEMENT

Upload Plans Acknowledgement
√

SELECTED AREA PLANS

Selected Area Plans

LAND USE

Selected Area Plan	LU Code
Not in an SAP	IND- Industrial

DEVELOPMENT AREA

Development Area

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board **Number of Boards** (Number) **Number of Mailers** (Number) **Date Mailed** **Date Posted** **NOR**

Workflow Status:

Task	Assigned To	Status	Status Date	Action By
Application Submittal	Lyndsay Rathke	Application ...	08/13/2025	Lyndsay Rathke
Engineering Review				
Surveying Review	Mike Benton	Not Required	08/27/2025	Mike Benton
Roads and Drainage Review	Phil Irven	Approve	08/15/2025	Phil Irven
Fire Marshal Review	Kim Turner	Approve	08/18/2025	Kim Turner
Planning Review	Ivan Nance	Approve	08/22/2025	Ivan Nance
School Board Review	School District	Not Required	08/14/2025	School District
Review Consolidation	Lyndsay Rathke	Approved for...	08/29/2025	Lyndsay Rathke
Staff Report				
Public Notice				
Planning Commision				
BOCC Hearing				
Final Letter				
DEO Review				
Second BOCC Hearing				
Archive				

Condition Status:

Name	Short Comments	Status	Apply Date	Severity	Action By
Disclaimer	Note: The applicant/ow...	Informati...	08/22/2025		

Scheduled/Pending Inspections:

Inspection Type	Scheduled Date	Inspector	Status	Comments

Resulted Inspections:

Inspection Type	Inspection Date	Inspector	Status	Comments

Stericycle®
We protect what matters.

Contents

Section 910 - Impact Assessment Statements 2
A. Land and Neighborhood Characteristics 2
B. Access to Roads and Highways 4
C. Sewage 8
D. Water Supply 9
E. Surface Water Management and Drainage 10
F. Population 12
G. General Information 15
H. Maps 17

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Section 910 - Impact Assessment Statement

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;**

   Level 3 Response: The current land use for the developed site is industrial (IND) as well as the adjacent properties and neighborhood. While the proposed future land use proposes changing to Institutional-2 (INST-2), this is due to how the County classifies Stericycle's business, not an actual change in the service that has been offered at the business location since Stericycle began operating it in 1999.

   Level 4 Response: The current land use for the developed site is industrial (IND) as well as the adjacent properties and neighborhood. While the proposed future land use proposes changing to Institutional-2 (INST-2), this is due to how the County classifies Stericycle's business, not an actual change in the service that has been offered at the business location since Stericycle began operating it in 1999.

2. **Provide a site plan showing each type of existing and proposed land use;**

   Level 3 Response: A site plan showing the type of existing and proposed land use can be found in the supporting documents section on map "22-013 Dev Concept 063023"

   Level 4 Response: A site plan showing the type of existing and proposed land use can be found in the supporting documents section on map "22-013 Dev Concept 063023"

3. **Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;**

Level 3 Response: No incompatibility has been identified between land use types and no special efforts are needed to minimize differences with adjacent uses.

Level 4 Response: Level 3 Response: No incompatibility has been identified between land use types and no special efforts are needed to minimize differences 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**

Level 3 Response: The site and surrounding parcels are developed.

Level 4 Response: The site and surrounding parcels are developed.

5. **Describe each of the uses proposed in a Planned Development and identify the following:**

a. The density and types of residential dwelling units;

Level 3 Response: There are no residences on or adjacent to the redevelopment area. The residential density is 0.0.

Level 4 Response: There are no residences on or adjacent to the redevelopment area. The residential density is 0.0.

b. The type of commercial and industrial uses;

Level 3 Response: The proposed redevelopment has a future land use of Institutional-2 (INST-2). There are no other commercial and industrial uses in the proposed redevelopment area. The area adjacent to the redevelopment site is limited to industrial (IND). No commercial use types are adjacent to the redevelopment site.

Level 4 Response: The proposed redevelopment has a future land use of Institutional-2 (INST-2). There are no other commercial and industrial uses in the proposed redevelopment area. The area adjacent to the redevelopment site is limited to industrial (IND). No commercial use types are adjacent to the redevelopment site.

c. The approximate customer service area for commercial uses; and

Level 3 Response: There are no existing or planned commercial uses in the planned redevelopment area.

Level 4 Response: There are no existing or planned commercial uses in the planned redevelopment area.

d. The total area proposed for each type of use, including open space and recreation.

Level 3 Response: The total land area is 186,911 SF (4.2909 AC) with the future land use designation of institutional-2 (INST-2). There are no recreational areas within the existing or proposed development area. Open space for the proposed area is 43,207 SF.

Level 4 Response: The total land area is 186,911 SF (4.2909 AC) with the future land use designation of institutional-2 (INST-2). There are no recreational areas within the existing or proposed development area. Open space for the proposed area is 43,207 SF.

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;**

Level 3 Response: There will be no impact on the volume of vehicular traffic or the PM peak hour due to the proposed redevelopment. The number of vehicle movements and the times they enter and exit the property will not change as a result of the redevelopment and building modernization.

There is no Category for Medical Waste Processing Facility in the most recent edition of ITE. Given that this is an existing facility, the number of daily vehicle trips and PM peak hour can be determine based on actual usage. The number of daily vehicle trips are as follows:

Commercial							
Enter	21	21	21	21	21	6	6
Exit	21	21	21	21	21	6	6
Personal							
Enter	70	70	70	70	70	10	6
Exit	70	70	70	70	70	10	6
Delivery							
Enter	3	3	3	3	3	1	1
Exit	3	3	3	3	3	1	1
Service Provider							
Enter	1	1	1	1	1	1	1
Exit	1	1	1	1	1	1	1

Commercial: Commercial vehicles exit the property in the morning hours and are at various customer locations providing service throughout the day. Due to this, commercial truck and trailer traffic is minimal during the mid-day hours. After servicing customers, commercial trucks and trailers return to the facility to be unloaded and domiciled in a controlled access parking area overnight.

Personal, Delivery, Service Providers: The number of personal, delivery, and service providers will not change as a result of the redevelopment. It is uncommon for a customer or member of the public to visit Stericycle as the facility does not have any retail or other public-facing operations. The lobby is controlled access and the only personal vehicles entering and exiting the facility are employees. A limited number of delivery vehicles and service providers enter and exit the grounds each day as outlined in the table above.

Peak PM Hour: The peak PM hour is between 3-4 PM EST. The methodology for ascertaining Peak PM hour was determined by examining when most vehicles, both personal and company owned, enter or leave the location:

Commercial Vehicles: Existing route calculations and GPS shows that between 3-4 PM EST is when most commercial vehicles return for the day.

Personal Vehicles: In terms of personal vehicles, the same commercial drivers will exit the facility after their route, which concludes between 3-4 PM EST. Additionally, the end of 1st shift plant workers is 3:30 PM EST and the start of 2nd shift is 3:30pm. 1st and 2nd shift plant workers account for the majority of personal vehicles.

Level 4 Response: There will be no impact on the volume of vehicular traffic or the PM peak hour due to the proposed redevelopment. The number of vehicle movements and the times they enter and exit the property will not change as a result of the redevelopment and building modernization.

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Commercial							
Enter	21	21	21	21	21	6	6
Exit	21	21	21	21	21	6	6
Personal							
Enter	70	70	70	70	70	10	6
Exit	70	70	70	70	70	10	6
Delivery							
Enter	3	3	3	3	3	1	1
Exit	3	3	3	3	3	1	1
Service Provider							
Enter	1	1	1	1	1	1	1
Exit	1	1	1	1	1	1	1

Commercial: Commercial vehicles exit the property in the morning hours and are at various customer locations providing service throughout the day. Due to this, commercial truck and trailer traffic is minimal during the mid-day hours. After servicing customers, commercial trucks and trailers return to the facility to be unloaded and domiciled in a controlled access parking area overnight.

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Personal Vehicles: In terms of personal vehicles, the same commercial drivers will exit the facility after their route, which concludes between 3-4 PM EST. Additionally, the end of 1st shift plant workers is 3:30 PM EST and the start of 2nd shift is 3:30pm. 1st and 2nd shift plant workers account for the majority of personal vehicles.

2. **Indicate what modifications to the present transportation system will be required as a result of the proposed development;**

Level 3 Response: There will be no impact to the transportation system. Currently there are no known bus stops or other public transit systems which service the proposed redevelopment area. The primary means of transportation to this site will continue to be vehicular means.

Level 4 Response: There will be no impact to the transportation system. Currently there are no known bus stops or other public transit systems which service the proposed redevelopment area. The primary means of transportation to this site will continue to be vehicular means.

3. **List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;**

Level 3 Response: The existing site consists of 37 parking spaces however several personal vehicles park in lot and on the grass in non-designated parking spots. Due to this a net increase of 8 parking spaces is proposed in the redevelopment for a total of 45 parking spaces. Please note that an increase in the number of parking spots will not result in an increased number of generated trips to the facility, nor will is result in an increase in the number of vehicles being parked at the facility.

Level 4 Response: The existing site consists of 37 parking spaces however several personal vehicles park in lot and on the grass in non-designated parking spots. Due to this a net increase of 8 parking spaces is proposed in the redevelopment for a total of 45 parking spaces. Please note that an increase in the number of parking spots will

not result in an increased number of generated trips to the facility, nor will is result in an increase in the number of vehicles being parked at the facility.

4. **Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and**

   Level 3 Response: The proposed development seeks to maintain the two existing driveway connections to Maine Avenue to the north which is a public road and add two additional driveway connections to the South to Sandyway Lane.

   Level 4 Response: The proposed development seeks to maintain the two existing driveway connections to Maine Avenue to the north which is a public road and add two additional driveway connections to the South to Sandyway Lane.

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.**

   Level 3 Response: This site is located within an industrial zoned area and the roads connecting to this development do not have sidewalks for pedestrian connectivity or bicycle lanes. There are no known bus stops in this area. The primary means of transportation to this site will continue to be vehicular means.

   Level 4 Response: This site is located within an industrial zoned area and the roads connecting to this development do not have sidewalks for pedestrian connectivity or bicycle lanes. There are no known bus stops in this area. The primary means of transportation to this site will continue to be vehicular means.

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;**

   Level 3 Response: The amount of sewage generated is expected to decrease with the proposed redevelopment. According to FGUA usage data, the existing facility generated 13,287.7 GPD for the YTD period between July 2024 – June 2025. Post redevelopment sewage discharge is expected to reduce as a result of more efficient processing equipment and the modernization of the facility.

Level 4 Response: The amount of sewage generated is expected to decrease with the proposed redevelopment. According to FGUA usage data, the existing facility 13,287.7 GPD for the YTD period between July 2024 – June 2025.. Post redevelopment sewage discharge is expected to reduce as a result of more efficient processing equipment and the modernization of the facility.

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;**

   Level 3 Response: The existing Stericycle facility does not have onsite sewage treatment. There are no plans to treat sewage with the redevelopment.

   Level 4 Response: No onsite sewage treatment is proposed.

3. **Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems; –**ARCO/GCC

4. **Identify the service provider; and**

   Level 3 Response: Florida Governmental Utility Authority (FGUA)

   Level 4 Response: Florida Governmental Utility Authority (FGUA)

5. **Indicate the current provider's capacity and anticipated date of connection.**

   Level 3 Response: There is an existing sewage connection to the Florida Governmental Utility Authority (FGUA).

   Level 4 Response: There is an existing sewage connection to the Florida Governmental Utility Authority (FGUA).

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;**

   Level 3 Response: The Florida Governmental Utility Authority (FGUA) currently supplies the water for the existing development and will continue supplying water

with the redevelopment. There is no onsite treatment of this water in the current condition or proposed redevelopment.

Level 4 Response: The Florida Governmental Utility Authority (FGUA) currently supplies the water for the existing development and will continue supplying water with the redevelopment. There is no onsite treatment of this water in the current condition or proposed redevelopment.

2. **Identify the service provider;**

Level 3 Response: Florida Governmental Utility Authority (FGUA)

Level 4 Response: Florida Governmental Utility Authority (FGUA)

3. **Calculate the estimated volume of consumption in gallons per day (GPD); and**

Level 3 Response: According to FGUA usage data, the existing facility utilized 13,287.7 GPD for the YTD period between July 2024 – June 2025.. Post redevelopment water usage is expected to reduce as a result of more efficient processing equipment and the modernization of the facility.

Level 4 Response: According to FGUA usage data, the existing facility utilized 13,287.7 GPD for the YTD period between July 2024 – June 2025.. Post redevelopment water usage is expected to reduce as a result of more efficient processing equipment and the modernization of the facility.

4. **Indicate the current provider's capacity and anticipated date of connection.**

Level 3 Response: There is an existing sewage connection to the Florida Governmental Utility Authority (FGUA).

Level 4 Response: There is an existing sewage connection to the Florida Governmental Utility Authority (FGUA).

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;**

Level 3 Response: The proposed stormwater management system for the redevelopment will conform to SWFWMD, FDEP, and Polk County stormwater criteria which will have the cumulative effect of improving the water quality stormwater discharge from the site as part of this proposed redevelopment.

Level 4 Response: The existing site drains to a small retention area located to the southeast of the property it has a storm sewer pipe connection to the existing swell within Sandy Lane to the South under SWFWMD permit no. 4419869 .The proposed stormwater management system for this project redevelopment will consist of a retention area located to the southeast of the project and another retention area located to the southwest of the project. This retention system and stormwater system will be permitted through the Southwest Florida Water Management District and or FDEP and will conform to their current water quality and stormwater criteria as well as adhering to the stormwater code of Polk County. As a result, the redeveloped site will be an upgrade and provide water quality treatment prior to discharging off site where no appreciable water quality treatment is being provided with the existing site. any stormwater discharging from this site.

2. **Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;**

Level 3 Response: There are no natural drainage features or wetlands within the project boundary. This proposed site redevelopment will modify and reconfigure the existing retention area located to the southeast and there may also be another retention area located within the north-central portion of the project and the site drainage will mimic existing drainage patterns.

Level 4 Response: There are no natural drainage features or wetlands within the project boundary. This proposed site redevelopment will modify and reconfigure the existing retention area located to the southeast and there may also be another retention area located within the north-central portion of the project and the site drainage will mimic existing drainage patterns.

3. **Describe the impact of such alterations on the fish and wildlife resources of the site; and**

Level 3 Response: The redeveloped site will be an upgrade and provide water quality treatment to stormwater prior to discharging off site where no appreciable water quality treatment is being provided currently within the existing site. As such, cleaner stormwater will be discharged from the site which will be a definitive improvement over current conditions.

Level 4 Response: The redeveloped site will be an upgrade and provide water quality treatment to stormwater prior to discharging off site where no appreciable water quality treatment is being provided currently within the existing site. As such, cleaner stormwater will be discharged from the site which will be a definitive improvement over current conditions.

4. **Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.**

Level 3 Response: The redevelopment will enlarge retention areas for stormwater treatment and storage and although there will be some additional stormwater runoff to be treated, there will be no appreciable impact to the groundwater conditions as a result of the redevelopment.

Level 4 Response: Water quality treatment will be provided by dry retention ponds within this redeveloped site which will mimic current conditions within the site and as such there should be no quantifiable effect and/or changes to the groundwater conditions as a result of this redevelopment.

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;**

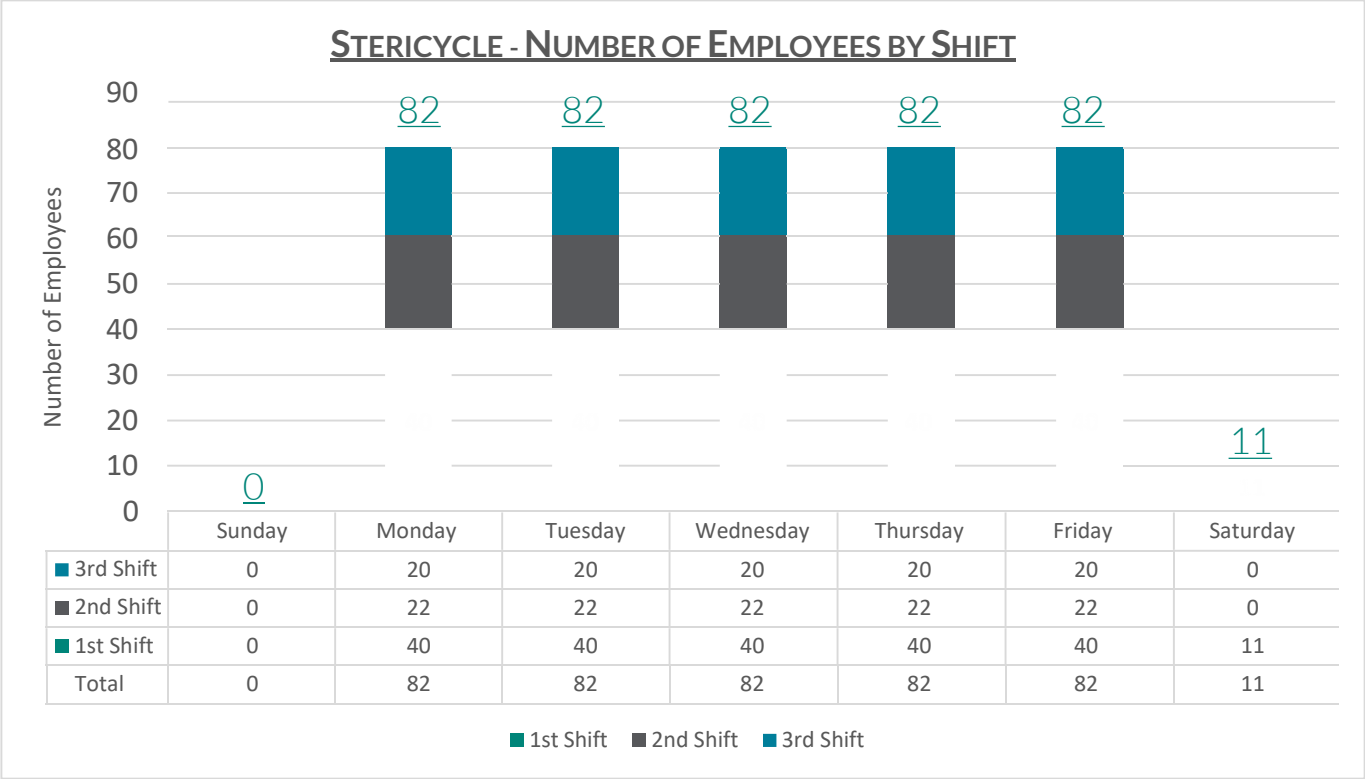
Level 3 Response: There will be no impact to resident, transient, or generated population from this proposed redevelopment.

Level 4 Response: There will be no impact to resident, transient, or generated population from this project.

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;

Level 3 Response:

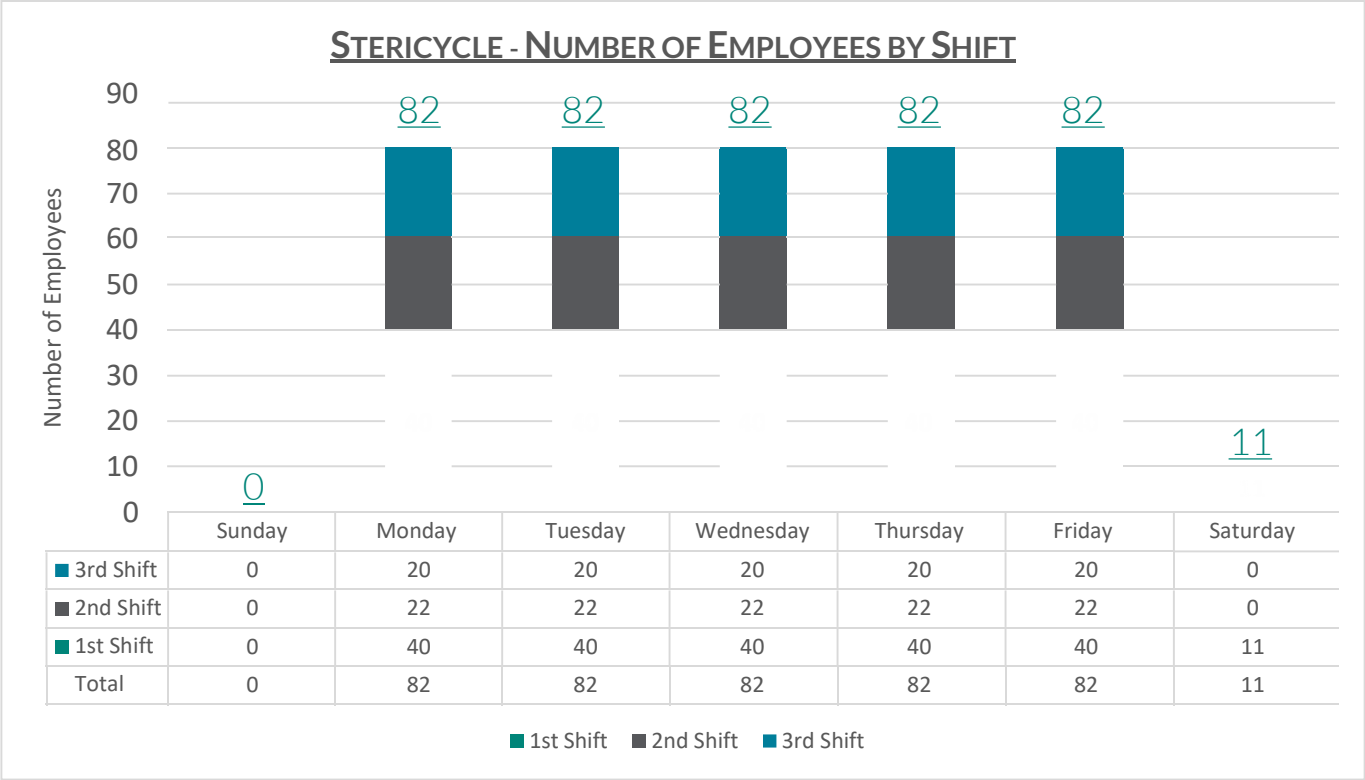
100% of the employees reside locally from within Polk County and the surrounding counties. Job skills range from CDL and Non CDL drivers, forklift operators, maintenance, material handling, specific machine operation, and specific training on FDOH, FDA and USDA policies and procedures.



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3rd Shift	0	20	20	20	20	20	0
2nd Shift	0	22	22	22	22	22	0
1st Shift	0	40	40	40	40	40	11
Total	0	82	82	82	82	82	11

Level 4 Response:

100% of the employees will be found locally from within Polk County and the surrounding counties. Skills range from CDL and Non CDL drivers, forklift operators, maintenance, material handling, specific machine operation, and specific training on FDOH, FDA and USDA policies and procedures.



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3rd Shift	0	20	20	20	20	20	0
2nd Shift	0	22	22	22	22	22	0
1st Shift	0	40	40	40	40	40	11
Total	0	82	82	82	82	82	11

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and

Level 3 Response: Not Applicable, no additional population will be generated.

Level 4 Response: Not Applicable, no additional population will be generated.

4. Describe the proposed service area and the current population thereof.

Level 3 Response: The Stericycle location at 4245 Maine Ave provides regulated medical waste collection and treatment services to all of Polk County and the surrounding counties. Stericycle is highly involved in servicing customers within the community on a daily basis. There are currently 680 customers with a Polk County zip code such as hospitals, physician offices, nursing homes, retail pharmacies, hotels/resorts, schools, police & sheriff offices, all types of government facilities, and many other types of businesses.

Level 4 Response: The Stericycle location at 4245 Maine Ave provides regulated medical waste collection and treatment services to all of Polk County and the surrounding population. Stericycle is highly involved in servicing customers within the community on a daily basis. There are currently 680 customers with a Polk County zip code such as hospitals, physician offices, nursing homes, retail pharmacies,

hotels/resorts, schools, police & sheriff offices, all types of government facilities, and many other types of businesses.

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

Level 3 Response: Not Applicable

Level 4 Response: Not Applicable

2. Discuss the demand on the provision for the following services:

a. Parks and Recreation;

Level 3 Response: The proposed redevelopment will not impact demand on Parks and Recreation services

Level 4 Response: The proposed redevelopment will not impact demand on Parks and Recreation services

b. Educational Facilities (preschool/elementary/middle school/high school);

Level 3 Response: The proposed redevelopment will not impact demand on Educational Facilities

Level 4 Response: The proposed redevelopment will not impact demand on Educational Facilities

c. Health Care (emergency/hospital);

Level 3 Response: With the current development and the proposed redevelopment, in the event of injury or sickness Stericycle employees would utilize local emergency and hospital services. Given that there is no change to resident, transient, or generated population from this proposed redevelopment the demand for health care services would not change.

Level 4 Response: With the current development and the proposed redevelopment, in the event of injury or sickness Stericycle employees would utilize local emergency and hospital services. Given that there is no change to resident, transient, or generated population from this proposed redevelopment the demand for health care services would not change.

d Fire Protection;

Level 3 Response: The proposed redevelopment will not impact demand on Fire Protection Services. The only interaction will be inspections and plan reviews.

Level 4 Response: The redevelopment would require ongoing fire protection services.

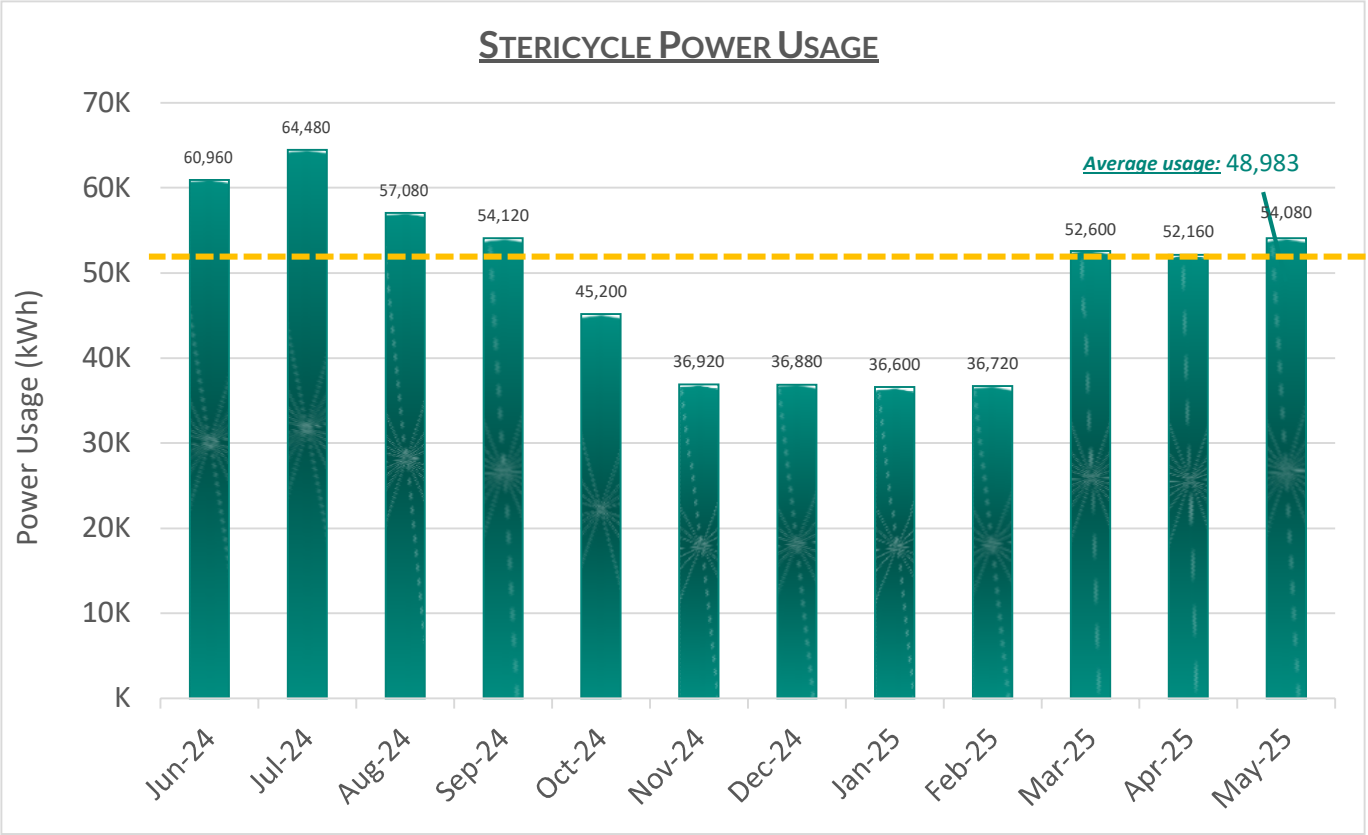
e. Police Protection and Security; and

Level 3 Response: The proposed redevelopment will not impact demand on Police Protection and Security Services.

Level 4 Response: The proposed redevelopment would require ongoing police protection services.

f. Electrical Power Supply

Level 3 Response: The current total amps available for the existing facility is 800 amps 480V/277V. Based on equipment present after the expansion, 2400 amps 480V/277V for a net increase of 1600 amps.



Level 4 Response: The facility will require 2400 amps 480V/277V

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.

Stericycle

We protect what matters

Maps & Supporting Documents

Stericycle

LAKELAND FL OPERATING PLAN

1. Introduction:

The Lakeland Facility, 'Facility' is a processor of Regulated Medical Waste 'RMW'. RMW is processed in accordance with the provisions of F.A.C. 64E-16.007. The facility operates four Bondtech autoclave units with a total waste processing capability of 9,000 pounds/hour. The parameters of temperature and pressure of the autoclave system used at this facility are continuously monitored throughout the sterilization process. The temperature of the autoclave unit must reach at least 121 degrees Celsius (250 degrees Fahrenheit). All required records and documentation regarding operating parameters will be initialed and maintained for three years. The certification for the biological indicator to be used for the efficacy testing is attached to this Plan.

2. Inbound Waste

2.1. Medical waste received for processing is generated from hospitals, physicians' offices, blood banks, veterinary hospitals/clinics, dental practices, medical research facilities and laboratories. The types of wastes will include used sharps, contaminated PPE, tubing, gauze, surgical waste, renal dialysis waste etc.

2.2. The Lakeland Facility is the only Florida autoclave facility that has an SMS Sharps Program. All reusable sharps from SMS healthcare facilities are treated at the Facility; as a result, there is a higher percentage of syringes/sharps that are processed here.

2.3. Waste arrives at the site in bulk and non-bulk packaging on trucks/trailers. Containers/packages are removed from the vehicles and staged on the plant floor. The containers are loaded onto conveyors and move to the weigh station. Each container is weighed and scanned for billing and tracking purposes.

2.4. After the containers are weighed, they proceed down a conveyor, where they are emptied into autoclave treatment bins for subsequent transfer into the autoclave(s) for steam sterilization. Reusable empty containers are washed and sent back to our customers, while clean cardboard boxes are baled for recycling.

3. Treatment Process

3.1. When all of the treatment bins are filled and the autoclave is ready for loading, the operator opens the autoclave door and loads the bins into the autoclave. The autoclave door is closed, then the steam sterilization cycle is initiated.

3.2. A vacuum is pulled on the autoclave. The greater the vacuum the less time required to bring the unit up to operating temperature. The purpose of the vacuum is to remove the atmospheric air so the unit can attain the processing temperature quicker. The internal pressure of the boxes/bags causes them to rupture when the pressure inside the autoclave is reduced via the vacuum. This allows steam to penetrate the waste material faster and improve the treatment of the waste.

3.3. After the vacuum, steam generated from a boiler is then injected into the autoclave. The

steam will heat the waste to a minimum 250 degrees Fahrenheit during the 30 minute minimum cycle as necessary to kill geobacillus stearothermophilus. The actual operating parameters will be established for each autoclave through a validation process in accordance with the validation testing protocol.

3.4. The time required for treating the load is the sum of three components: the ramp up time, the treatment (cook) time, and the ramp down time. The ramp up time is necessary to allow the entire load to reach the optimum temperature which is accomplished by the replacement of air in the autoclave with saturated steam.

3.5. The treatment time is the minimum time at a given temperature that is known to destroy all types of microorganisms. This time is based on the thermal death of geobacillus stearothermophilus spores, which are heat resistant spores recommended for use in monitoring this treatment process.

3.6. The autoclave cycle setpoints are:
Pre-vac: 3 minutes
Ramp: 3 minutes
Soak: 15 minutes
Exhaust: 3 minutes
Post-vac: 2-3 minutes
Temperature: 292F

4. Post Treatment

4.1. Once the cycle is complete, the unit is vented through a blow down process. A vacuum is pulled to remove any excess steam in the autoclave. The unit is then brought back to atmospheric pressure and the doors are opened.

4.2. The treated waste in the autoclave bins is transferred to a compactor which then feeds into a the transfer container. 40-yard receiver box. Once full, the box is transported to a permitted landfill for final disposal.

5. QA/QC

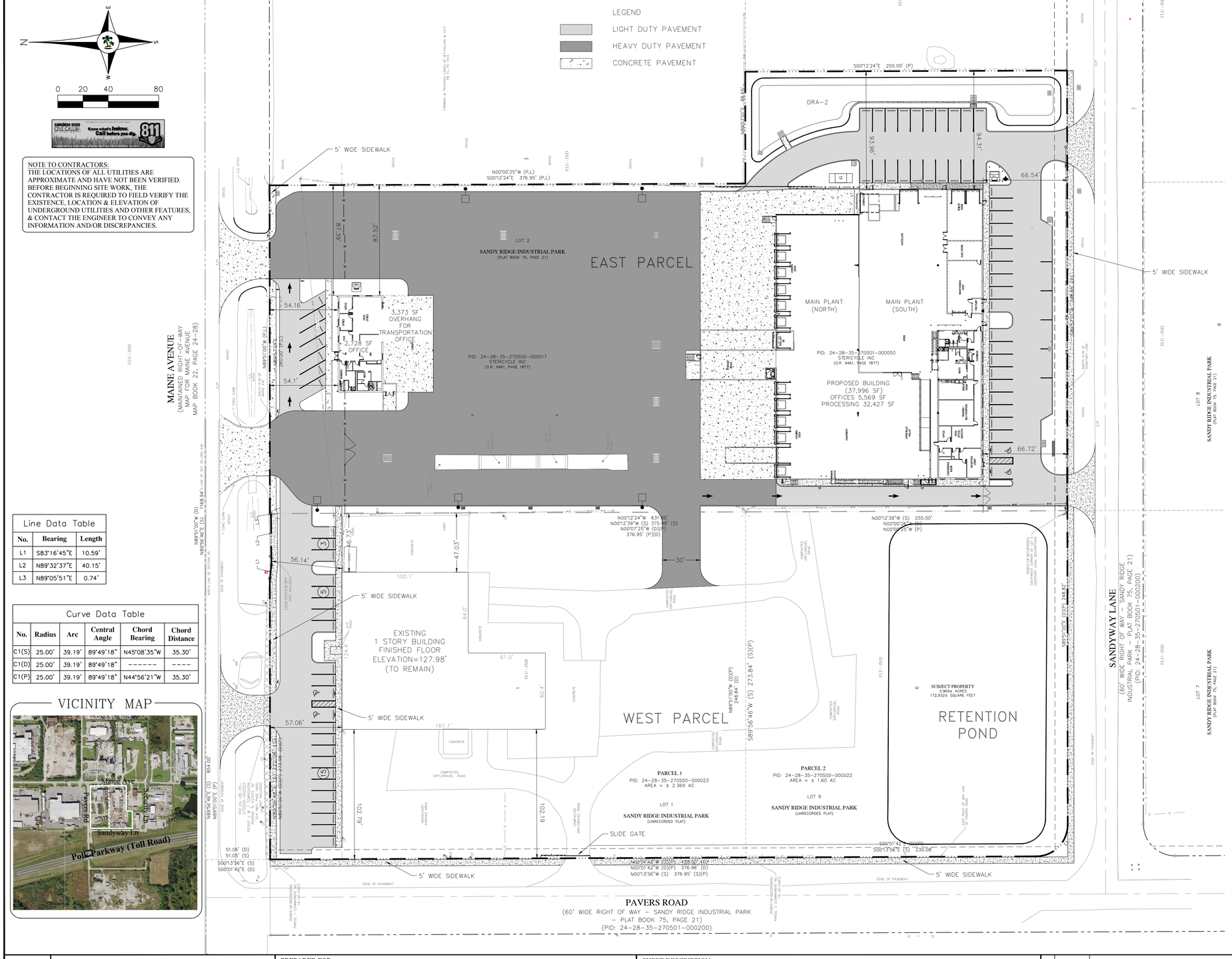
5.1. During treatment, the following steps are taken to assure that no etiologic agents are disbursed into the environment:

5.1.1. Recording charts monitoring the time and temperature are checked throughout the cycle to verify operating standards are being met.

5.1.2. The bacteriological spore geobacillus stearothermophilus is placed in each autoclave at least once each 7 days to verify kill temperatures and time. This is a highly heat-resistant spore that is retrieved after the process and cultured in the incubator in the laboratory on site.

5.2. The spore test is conducted by placing a vial of biological indicator in PTFE tubing. The PTFE tubing is placed in the middle of the waste in an autoclave bin. After the waste is processed, the PTFE tubing is removed and the vial is placed in an incubator for 24 hours with an untreated vial as control. The chemical indicator on the processed vial will change from rose to brown indicating heat penetration. The treated vial will turn to a darker color indicating no bacterial growth. The control vial turns to yellow indicating bacterial growth.

5.3. If the spore test has growth of the spore, the load is re-processed, and the test is repeated.



Line Data Table		
No.	Bearing	Length
L1	S83°16'45"E	10.59'
L2	N89°32'37"E	40.15'
L3	N89°05'51"E	0.74'

Curve Data Table					
No.	Radius	Arc	Central Angle	Chord Bearing	Chord Distance
C1(S)	25.00'	39.19'	89°49'18"	N45°08'35"W	35.30'
C1(D)	25.00'	39.19'	89°49'18"	------	----
C1(P)	25.00'	39.19'	89°49'18"	N44°56'21"W	35.30'

VICINITY MAP

LEGAL DESCRIPTION

(EAST PARCEL) A PARCEL OF LAND BEING A PORTION OF SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, RUN THENCE SOUTH 00 DEGREES 19 MINUTES 53 SECONDS EAST FOR 51.05 FEET, THENCE NORTH 89 DEGREES 51 MINUTES 00 SECONDS WEST FOR 635.23 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 89 DEGREES 51 MINUTES 00 SECONDS WEST FOR 260.0 FEET, THENCE SOUTH 0 DEGREES 00 MINUTES 25 SECONDS EAST FOR 376.95 FEET, THENCE SOUTH 89 DEGREES 51 MINUTES 00 SECONDS EAST FOR 260.0 FEET, THENCE NORTH 0 DEGREES 00 MINUTES 25 SECONDS WEST FOR 376.95 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

LOT 5, OF SANDY RIDGE INDUSTRIAL PARK, ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 75 , PAGE 21, PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST.

CONTAINING 186,912 SQUARE FEET OR 4.290 ACRES MORE OR LESS.

(WEST PARCEL) DESCRIPTION: (PER COMMITMENT NUMBER 16-25-0367)

PARCEL 1:

A PORTION OF LOT 2, FARMING & TRUCKING LANDS OF W.F. HALLAM & CO'S LAKELAND HIGHLANDS FLORIDA, LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE(S) 101A, OF THE PUBLIC RECORDS OF POLK, COUNTY FLORIDA.

ALSO BEING DESCRIBED AS

LOT 1, SANDY RIDGE INDUSTRIAL PARK, AN UNRECORDED SUBDIVISION LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS: BEGIN AT THE NORTHEAST CORNER OF SAID SECTION 35, RUN THENCE NORTH 89°51'00" WEST ALONG THE NORTH LINE OF SAID SECTION 35 FOR 1168.94 FEET; THENCE SOUTH 00°01'42" EAST FOR 51.06 FEET TO THE POINT OF BEGINNING; CONTINUE THENCE SOUTH 00°01'42" EAST FOR 376.96 FEET; THENCE SOUTH 89°51'00" EAST FOR 248.84 FEET; THENCE NORTH 00°07'25" WEST FOR 376.95 FEET; THENCE NORTH 89°51'00" WEST 273.98 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT ROAD RIGHT-OF-WAY CONTAINED IN THAT CERTAIN POLK COUNTY TRANSPORTATION DIVISION/SURVEYING AND MAPPING SECTION MAINTAINED RIGHT-OF-WAY MAP FOR MAINE AVENUE, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN RIGHT-OF-WAY MAP BOOK 22, PAGE 24, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA.

TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS AS CREATED BY THAT CERTAIN CORRECTIVE WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2118, PAGE 1576, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA.

PARCEL 2:

A PORTION OF LOT 2, FARMING & TRUCKING LANDS OF W.F. HALLAM & CO'S LAKELAND HIGHLANDS FLORIDA, LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE(S) 101A, OF THE PUBLIC RECORDS OF POLK, COUNTY FLORIDA.

ALSO BEING DESCRIBED AS

LOT 6, SANDY RIDGE INDUSTRIAL PARK, AN UNRECORDED SUBDIVISION LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE(S) 101A, OF THE PUBLIC RECORDS OF POLK, COUNTY FLORIDA.

ALSO BEING DESCRIBED AS

LOT 6, SANDY RIDGE INDUSTRIAL PARK, AN UNRECORDED SUBDIVISION LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS: BEING AT THE NORTHEAST CORNER OF SAID SECTION 35, RUN THENCE NORTH 89°51'00" WEST ALONG THE NORTH LINE OF SAID SECTION 35 FOR 1168.94 FEET; THENCE SOUTH 00°01'42" EAST FOR 428.00 FEET TO THE POINT OF BEGINNING; CONTINUE THENCE SOUTH 00°01'42" EAST FOR 230.08 FEET TO A POINT OF CURVATURE TO THE LEFT, SAID CURVE BEING CONVEX TO THE SOUTHWEST AND HAVING A RADIUS OF 25.00 FEET; RUN THENCE SOUTHERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°49'18" AND AN ARC DISTANCE OF 39.19 FEET; THENCE SOUTH 89°51'00" EAST 248.82 FEET; THENCE NORTH 00°00'26" WEST FOR 255.00 FEET; THENCE SOUTH 89°51'00" WEST FOR 273.84 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS AS CREATED BY THAT CERTAIN QUIT-CLAIM DEED RECORDED IN OFFICIAL RECORDS BOOK 2118, PAGE 1573, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA.

DESCRIPTION: (PROVIDED BY GEOPOINT)

A PORTION OF LOT 2, FARMING & TRUCKING LANDS OF W.F. HALLAM & CO'S LAKELAND HIGHLANDS FLORIDA, LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE(S) 101A, OF THE PUBLIC RECORDS OF POLK, COUNTY FLORIDA.

ALSO BEING DESCRIBED AS

LOT 6 AND A PORTION OF LOT 1, SANDY RIDGE INDUSTRIAL PARK, AN UNRECORDED SUBDIVISION LOCATED IN SECTION 35, TOWNSHIP 28 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF LOT 5, SANDY RIDGE INDUSTRIAL PARK, AS RECORDED IN PLAT BOOK 75, PAGE 21, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE ALONG THE NORTH RIGHT OF WAY LINE OF SANDYWAY LANE AND EAST RIGHT OF WAY LINE OF PAVERS ROAD, OF SAID SANDY RIDGE INDUSTRIAL PARK, RUN THE FOLLOWING THREE (3) COURSES: 1) S.89°56'46"W., A DISTANCE OF 248.82 FEET; 2) THENCE NORTHWESTERLY, 39.19 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°49'18" (CHORD BEARING N.45°08'35"W., 35.30 FEET); 3) N.00°13'56"W., A DISTANCE OF 607.03 FEET; THENCE N.89°56'46"E., A DISTANCE OF 222.58 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF MAINE AVENUE, AS RECORDED IN RIGHT-OF-WAY MAP BOOK 22, PAGE 24, OF SAID PUBLIC RECORDS; THENCE S.83°16'45"E., A DISTANCE OF 10.59 FEET; THENCE N.89°32'37"E., A DISTANCE OF 40.15 FEET; THENCE N.89°05'51"E., A DISTANCE OF 0.74 FEET; THENCE S.00°12'39"E., A DISTANCE OF 630.99 FEET TO THE POINT OF BEGINNING.

CONTAINING 3.969 ACRES, MORE OR LESS.

SITE DATA TABLE

SITE ADDRESS:	4235 & 4245 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000017 & 24-28-35-270501-000050 (EAST PARCEL) 24-28-35-270500-000022 & 24-28-35-270500-000023 (WEST PARCEL)		
PROPOSED USE:	REDEVELOPMENT OF STERICYCLE SITE WITH NEW BUILDING		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±359,791 SF (±8.2597 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	35,142 SF	56,860 SF	
PAVEMENT/CONC:	98,463 SF	150,519 SF	
IMPERVIOUS:	209,482 SF (58.22%)	207,379 SF (57.64%)	75% MAX
OPEN SPACE:	15,240 SF (8.15%)	152,412 SF (42.36%)	25% MIN
LOT AREA TOTAL:	359,791 SF	359,791 SF	
LOT WIDTH	622.63'	622.63'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.10	0.16	0.75 MAX
PARKING SPACES	39 SPACES	77 SPACES (INC 4 HDCP SPACES)	
BUILDING HEIGHT (E PARCEL)	35 FEET	37.5 FEET	N/A
BUILDING SETBACKS:			
FRONT (NORTH)	56.14'	54.10'	35 FT MIN
FRONT (SOUTH)	304.08'	66.54'	35 FT MIN
SIDE (EAST)	50.76'	87.39'	15 FT MIN
FRONT (WEST)	102.19'	102.19'	15 FT MIN

FLOOD ZONE:
PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.

DESIGNED: SPC
DRAWN: MKC
CHECKED: SPC
Q.C.:

Gulf Coast Consulting, Inc.
Land Development Consulting
ENGINEERING TRANSPORTATION PLANNING PERMITTING
13825 ICOT BLVD., SUITE 605
Clearwater, Florida 33760
Phone: (727) 524-1818 Fax: (727) 524-6090
WWW.GULFCOASTCONSULTINGINC.COM

PREPARED FOR:
ARCO MURRAY NATIONAL CONSTRUCTION COMPANY
3113 WOODCREEK DRIVE
DOWNERS GROVE, IL 60515

SHEET DESCRIPTION:
STERICYCLE LAKELAND FACILITY REDEVELOPMENT
CONDITIONAL USE SITE PLAN

NO.	DATE	REVISIONS	APPD BY

SEAN P. CASHEN
STATE OF FLORIDA
PROFESSIONAL ENGINEER
LICENSE NO. 42505

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY SEAN P. CASHEN, ON THE DATE INDICATED HERE USING A SHA AUTHENTICATION CODE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SHA AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

THESE PLANS MAY NOT BE COPIED OR MODIFIED WITHOUT WRITTEN PERMISSION FROM GULF COAST CONSULTING, INC.

SEAN P. CASHEN, P.E. #42505
NOT VALID UNLESS SIGNED & EMBOSSED
BY A REGISTERED ENGINEER
GULF COAST CONSULTING, INC.
CERTIFICATE OF AUTHORIZATION No. 9774

JOB NO.: 22-013.04
DATE: 12/04/25
SHT.: C1

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SITE DATA TABLE (EAST PARCEL)

SITE ADDRESS:	4245 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000017 & 24-28-35-270501-000050		
PROPOSED USE:	REDEVELOPMENT OF STERICYCLE SITE WITH NEW BUILDING		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±186,911 SF (±4.2909 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	19,006 SF	40,724 SF	
PAVEMENT/CONC:	76,788 SF	123,383 SF	
IMPERVIOUS:	171,671 SF (91.85%) (ASPHALT & ASPHALT MILLINGS)	164,107 SF (87.80%)	75% MAX
OPEN SPACE:	15,240 SF (8.15%)	22,804 SF (12.20%)	25% MIN
LOT AREA TOTAL:	186,911 SF	186,911 SF	
LOT WIDTH	348.65'	348.65'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.10	0.22	0.75 MAX
PARKING SPACES	39 SPACES	54 SPACES (INC 2 HDCP SPACES)	
BUILDING HEIGHT	35 FEET	37.5 FEET	N/A
BUILDING SETBACKS:			
FRONT (NORTH)	56.86'	54.10'	35 FT MIN
FRONT (SOUTH)	304.08'	66.54'	35 FT MIN
SIDE (EAST)	50.76'	87.39'	15 FT MIN
SIDE (WEST)	87.68'	24.97	15 FT MIN

FLOOD ZONE:
PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.

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SITE DATA TABLE (WEST PARCEL)

SITE ADDRESS:	4235 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000022 & 24-28-35-270500-000023		
PROPOSED USE:	.		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±172,880 SF (±3.9688 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	16,136 SF	16,136 SF	
PAVEMENT/CONC:	21,675 SF	27,136 SF	
IMPERVIOUS:	37,811 SF (21.87%)	43,272 SF (25.03%)	75% MAX
OPEN SPACE:	135,069 SF (78.13%)	129,608 SF (74.97%)	25% MIN
LOT AREA TOTAL:	172,880 SF	172,880 SF	
LOT WIDTH	273.98'	273.98'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.09	0.09	0.75 MAX
PARKING SPACES	N/A	23 SPACES INC 2 ADA SPACES	
BUILDING HEIGHT	N/A	N/A	N/A
BUILDING SETBACKS:			
FRONT (WEST)	102.19'	102.19'	35 FT MIN
FRONT (NORTH)	56.14'	56.14'	35 FT MIN
FRONT (SOUTH)	413.76'	413.76'	15 FT MIN
SIDE (EAST)	46.77'	46.77'	15 FT MIN

FLOOD ZONE:
PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.

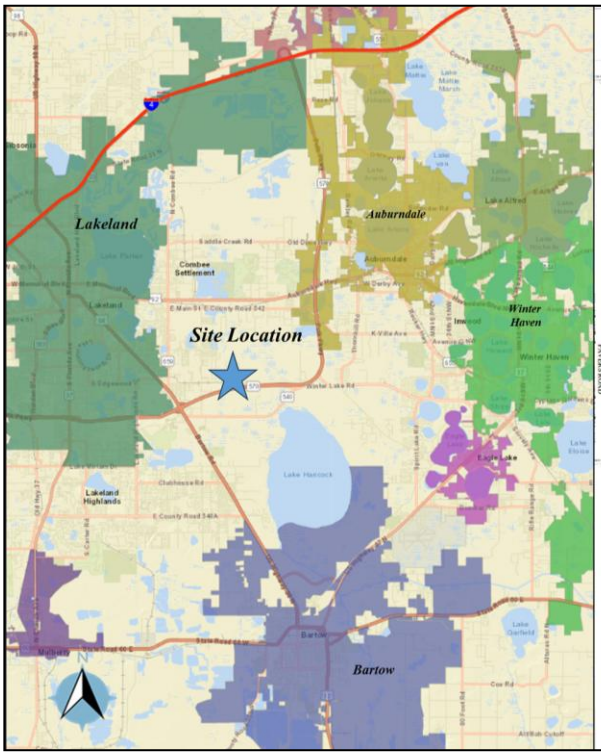
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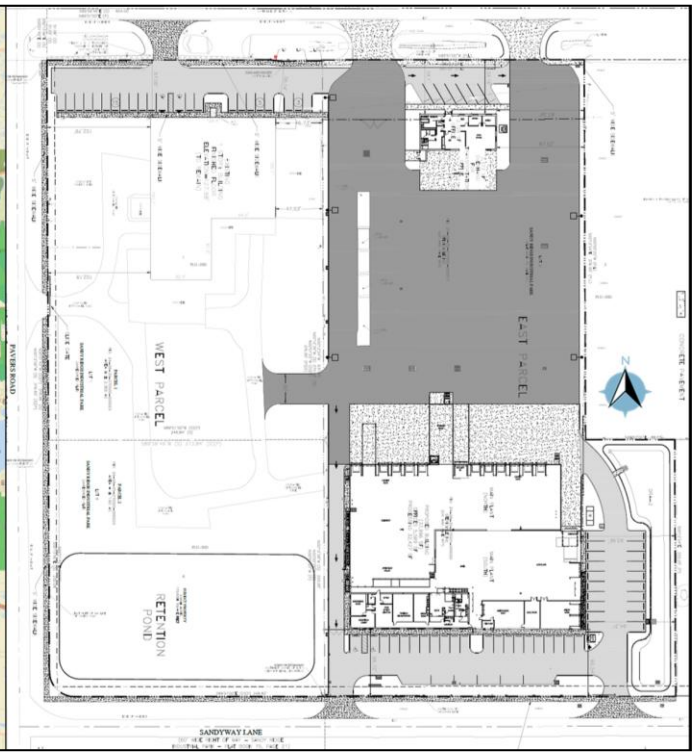
POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT

DRC Date:	August 28, 2025	**Level of Review:**	Level 4 Review
PC Date:	January 7, 2026	**Type:**	Expansion of Non-Conforming Use
BoCC Date:	January 20, 2026	**Case Numbers:**	LDCU-2025-21
		Case Name:	Stericycle Reconstruction
Applicant:	Stericycle, Inc.	**Case Planner:**	Ian Nance

Request:	Conditional Use request for an expansion of a non-conforming Solid Waste Management Facility (SWMF) to include a new operations building and additional parcels. This application also includes a request for a permit in accordance with the SWMF Siting and Operation Ordinance No. 2014-14.
Location:	4235 & 4245 Maine Avenue, north of the Polk Parkway, east of Reynolds Road, east of the city of Lakeland in Section 35, Township 28, Range 24.
Property Owners:	Stericycle, Inc.; KBGreen & Associates
Parcel Number:	242835-270500-000017; 242835-270501-000050; 242835-270500-000022; 242835-270500-000023
Future Land Use:	Industrial (IND)
Development Area:	Urban Growth Area (UGA)
Nearest Municipality:	Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Pending

Site Location **Site Plan**





Summary:

This is a request for a Conditional Use Approval necessary for the expansion of a non-conforming Solid Waste Management Facility (SWMF). The applicant proposes demolishing the existing facility (+/- 17,924 sq. ft.) used for processing medical waste and replacing it with a new +/- 38,000 sq. ft. processing building and separate +/- 6,200 sq. ft. transportation office. The request also includes the expansion of the site to add parcels to the west for use as an accessory commercial vehicle parking lot. Approval of this application will serve to formally permit this operation in accordance with the SWMF Siting and Operation Ordinance No. 2014-14.

Overall, the use and impacts to the surrounding area are not changing. Given the length of time this use has been located onsite, the questions of compatibility have more to do with the structure and layout. The non-conformity in this case is the operation of a SWMF within an IND land use district. LDC Table 2.1 requires these facilities within Institutional-2 (INST-2) districts. In large part, this is because the definition of a SWMF is broad, capturing businesses that primarily operate indoors with few externalities affecting neighboring properties, to outdoor uses such as municipal landfills.

To introduce a new SWMF would require a Comprehensive Plan Amendment (CPA) to change from IND to INST; a Sub-District Change from INST-1 to INST-2; a Level 4 Conditional Use Approval; and adoption of a SWMF Ordinance. Provisions within the Polk County Solid Waste Management Facility Siting and Operation Ordinance allow SWMFs approved prior to March 20, 2014, to operate and expand in accordance with the Land Development Code (LDC). LDC Section 120 allows the expansion of a non-conforming use as a Level 4 Review in instances when new property is added to this use. Staff advised the applicant to pursue this path to avoid the extra applications while achieving the same result of allowing the Board to make the necessary decisions on whether to approve expansion of this facility.

In this instance, the applicant has been using the eastern parcels of the project areas since 1999 when this would have been categorized under manufacturing in General Industrial (GI) zoning. This facility has served as a processor of Regulated Medical Waste which includes used sharps, tubing, gauze, surgical waste, renal dialysis waste, etc. Waste arrives at the site in bulk and non-bulk packaging on trucks and trailers and are sterilized in what is known as an "autoclave." The treated waste is transferred to a compactor which then feeds into a transfer container and is ultimately transported to a permitted landfill for final disposal. The treatment of waste will be wholly contained within the facility, with no outdoor storage of waste that could prove hazardous to surrounding properties.

The need for the building expansion is to modernize the efficient operations of this site. The expansion of land provides for organized parking of the company's vehicle fleet, as well as for employees and vendors. The overall ISR and FAR will be well below those required in IND, and all setbacks from adjacent properties will be exceeded. Surrounding uses include intense operations such as aggregate processing but also warehousing, manufacturing, and vehicle repair. Landscaping buffers, sidewalks, and pedestrian lighting will be required along the frontage of Maine Avenue, where the traffic to the site accesses from the public roadway. The applicant is proposing a new stormwater management facility to improve upon the drainage and treatment of rainwater run-off.

This is an industrial-type use in an industrial land use district, surrounded by uses of similar or greater intensity. This expansion is not anticipated to result in significant increased impacts to public infrastructure beyond what is currently realized but will allow the facility to efficiently

process waste products during a time when there has been an increase in hospitals, clinics, and other health care facilities approved and constructed in the area. Traffic capacity is available on Maine Avenue. Utilities to the site are supplied by a private provider. The application meets relevant Comprehensive Plan and LDC standards for the expansion of a non-conforming use and a SWMF. Staff recommends approval of this application.

Findings of Fact

- *This is a request for a Conditional Use approval necessary for the expansion of a non-conforming Solid Waste Management Facility (SWMF). The applicant proposes to demolish the existing processing facility (+/- 17,924 sq. ft.) and replacing it with a new +/- 38,000 sq. ft. processing building and +/- 6,200 sq. ft. transportation office. The request also includes the expansion of the site to include parcels to the west for use as an accessory commercial vehicle parking lot.*

- *The subject site is within an Industrial (IND) future land use designation and Urban Growth Area (UGA).*

- *According to Land Development Code (LDC) Table 2.2, the following development standards are required in IND:*

    - *ISR: 0.75*
    - *FAR: 0.75*
    - *Urban Collector Setbacks: 35'*
    - *Private Road Setbacks: 25'*
    - *Side setbacks: 15'*
    - *Rear setbacks: 30'*

- *According to Comprehensive Plan Policy 2.105-A5, "Development within the Urban Growth Areas shall conform to the following criteria as further specified in the Land Development Code:*

    a. connect to centralized potable water;

    b. connect to centralized sanitary sewer systems if available.

    c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;

    d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;

    e. promote the integration of 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. be encouraged to 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 and mixed uses; and

k. additional standards supporting transit if development is within the "Corridor and Center Overlay" (Section 2.124-A).”

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

- ***LDC Section 120.J.2 states, “The addition of land to support an addition or expansion of structures, storage, or activity of a legally non-conforming use shall require a Level 4 Review. The Planning Commission shall make recommendation, and the Board shall render a decision based on the evaluation criteria set forth in Section 120 J.1.c.”***

- *LDC Section 120.J.1.c states, The Planning Commission shall evaluate the expansion of legal non-conforming use rights with consideration of the following criteria:*

  i. The degree to which the non-conformity can become more conforming;

  ii. The extent of a government's obligation or liabilities including, but not limited to, infrastructure improvement, infrastructure maintenance, and public safety;

  iii. The potential impact that the expansion may pose to neighboring properties;

  iv. The extent of the use's longevity (i.e., how long has it been there and how long is it to continue at its location);

  v. The applicant's future plans for the property relative to the County's plans; and,

  vi. The improved development standards or infrastructure that may result from expansion of the use.

- *LDC Chapter 10 defines Non-Conforming Development as, “Development that does not conform to the Polk County Comprehensive Plan (Article I) and the development design and improvement standards in this Code (Article III).”*

- *LDC Chapter 10 defines Solid Waste Management Facility as “Any **solid waste disposal facility**, solid waste transfer station, materials recovery facility, volume reduction facility,*

other facility, or combination thereof, the purpose of which is resource recovery or the disposal, recycling, processing or storage of solid waste. Salvage Yards, Cardboard and Shredded Paper Collection, Construction Aggregate Processing, and Construction Aggregate Storage are excluded from this definition but may be accessory uses to a solid waste management facility."

- *Comprehensive Plan Policy 2.125-P1 states, "Solid Waste Management Facilities including the following uses shall only be permitted in the Institutional Future Land Use designation per the standards in the Land Development Code, subject to County approval:*

  a. solid waste disposal facility;

  b. solid waste transfer station;

  c. materials recovery facility; and

  d. volume reduction facility.

- *Comprehensive Plan Policy 2.125-P2 states, "In order for proposed solid waste management facilities to address compatibility with surrounding uses and mitigate off-site impacts, the Land Development Code shall include regulations that allow for conditions of approval to mitigate the impacts of the proposed facility and minimize off site impacts."*

- *LDC Section 303, Criteria for Conditional Uses, Solid Waste Management Facility, states, "In addition to the applicable district regulations in Table 2.2, the following standards shall apply:*

  1. *Consideration of an application for approval of a proposed solid waste management facility shall be in accordance with Chapter 9 of the LDC for a Level 4 Review and shall also include the review and consideration of the following additional information for compatibility review and consistency with the Comprehensive Plan and the LDC:*

     a. The haul routes from the nearest arterial roadway, and proposed points of access to the property;

     b .The proposed date that construction will commence;

     c. The volume of waste to be received, expressed in cubic yards or tons per day;

     d .An explanation of the types of wastes to be received;

     e. A statement specifying the hours of operation;

     f. The source of the solid waste to be received;

     g. The levels of odor, dust, and noise anticipated to be generated by the facility and proposed mitigation thereof;

h. The proposed landscape buffer and other buffering techniques planned to address compatibility and other impacts of the facility. At a minimum, the facility shall propose a landscape buffer consistent with the requirements of this Code, however, additional buffering may be required by the County as part of the approval process if the county finds such is necessary to address compatibility and other impacts of the facility. Additional buffering proposed by the applicant or required by the county may include, without limitation, increased landscaped buffers, setbacks, spatial separations, lakes, berms or any combination thereof; and

i. Height of all structures and other improvements.

2. The facility shall have direct access to a paved local commercial, collector or arterial roadway. No access to the site shall be from a local residential road.

3. Minimum setbacks for new solid waste management facilities shall be as follows:

a. Landfills: All structures, uses and excavation sites shall be a minimum of 1,000 feet from all property lines. The landfill footprint shall be a minimum of 2,500 feet from all property lines.

b. Incinerators: Front, rear, and side yard setbacks shall be a minimum of 500 feet. When adjacent to residentially used or designated property, and Community Facilities as defined in the Comprehensive Plan, setbacks shall be a minimum of 1,000 feet.

c. Materials recovery facilities, solid waste transfer stations, and volume reduction plants: Front, rear, and side yard setbacks from the excavation site shall be a minimum of 100 feet. When adjacent to residentially used or designated property, and Community Facilities as defined in the Comprehensive Plan, setbacks shall be a minimum of 500 feet.

d. Modification or expansion of existing facilities with a valid Level 3 or Level 4 Review approval as of the effective date of the ordinance creating these regulations, shall not be considered new solid waste management facilities and not be subject to the minimum setback requirements of subsection 3.

4. Prior to the start of construction activities, the applicant shall obtain the appropriate Level 2 review, building permit(s), and solid waste management facility siting permit.

5. Solid Waste Management Facilities within the Institutional-2 (INST-2) Future Land Use, may be developed up to 380 feet above adjacent grade or as further limited by the Board of County Commissioners."

- *The Polk County Solid Waste Management Facility Siting and Operation Ordinance states, Solid waste management facilities with a valid Level 3 or Level 4 review approval issued under the Polk County Land Development Code as of March 20, 2014, may continue to develop the project and operate in accordance with the approval in place as of March 20,*

2014. Such facilities shall not be subject to the provisions of sections 11-117 through 11-121, below; provided, however, such facilities shall not be modified or expanded without receiving approvals for the facility modification or expansion required by the Polk County Comprehensive Plan, Land Development Code and this article thereby becoming subject to sections 11-117 through 11-121 below, except for the minimum distance requirements in section 11-118(3), which shall not apply to the modification or expansion of an existing facility with a valid Level 3 or Level 4 review approval as of March 20, 2014.

- *Sec. 11-119 (7) of the Siting Ordinance states, "The board, in the review of the development application shall consider the following:*

  (a) Whether there is a local need in Polk County for a new solid waste management facility, or for the modification or expansion of an existing solid waste management facility;

  (b) The written report of the land development director containing the recommendations of the development review committee, the third party professional (if applicable), and the recommendation of the planning commission;

  (c) The evidence and testimony presented during the hearing;

  (d) Whether the proposed development is consistent with all relevant requirements of the comprehensive plan, land development code and this article;

  (e) Whether the proposed use is compatible with land uses and conditions in relative proximity to the proposal and the general character of the area, including such factors as density, height, bulk, scale, scope, intensity, traffic, odor, setbacks, topography, and noise appearance;

  (f) The factors listed in section 907D.9 and 907D.10 of the land development code; and,

  (g) Any other matter which the board may deem appropriate and relevant to the specific development proposal.

- *The closest schools for the site are Oscar Pope Elementary; Crystal Lake Middle; and Lakeland Senior High.*

- *Fire response to this site is primarily from Polk County Fire Rescue Station 35, 340 Reynolds Rd, Lakeland.*

- *The site is served by the Polk County Sheriff's Office Southwest District Command Center, located at 4120 US 98 South, Lakeland.*

- *The site is in the city of Lakeland's Utility Service Area. Florida Governmental Utility Authority (FGUA) is the provider of potable water and wastewater.*

- *The site access to the subject property is on Maine Avenue (Road No. 843422), an Urban Collector roadway. The redevelopment is proposed to have access to Pavers Road and Sandyway Lane, a private roadway within the Sandy Ridge Industrial Park.*

- *There are no wetlands and floodplains on the site. The nearest surface water is Lake Hancock to the southeast.*

- *The site is comprised of Neilhurst-Urban Land Complex soils, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.*

- *The property is not located within the Polk Green District. No conservation easements are adjacent to the property.*

- *The site is not within an airport flight path and height notification zone.*

- *This application has been reviewed for consistency with LDC Sections 120, 303, 907, and the Polk County Solid Waste Management Facility Siting and Operation Ordinance Section 8, standards 1, 2, 4-10.*

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCU-2025-21.**

Planning Commission: *The Planning Commission will vote on this application on January 7, 2026. The BoCC will vote on January 20, 2026.*

CONDITIONS OF APPROVAL

Based upon the findings of fact, the DRC recommends APPROVAL of LDCU-2025-21 with the following conditions:

1. This conditional approval shall be for a Solid Waste Management Facility permit as defined by the Polk County Solid Waste Management Facility Siting and Operation Ordinance 2014-014, as amended, to allow the expansion of the existing non-conforming Medical Waste Processing Facility. The request will include adding parcels #242835-270500-000022 and #242835-270500-000023 to the facility, as described on the site plan and within the staff report. The proposed structures shall include a new +/- 38,000 sq. ft. building processing building and separate +/- 6,200 sq. ft. transportation office. [PLG]

2. The proposed structures shall include a new +/- 38,000 sq. ft. building processing building and separate +/- 6,200 sq. ft. transportation office. [PLG]

3. Additional accessory structures necessary for the operation of this facility may be permitted as minor modifications to the site plan. [PLG]

4. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDCU-2025-21, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 4 Review before the BoCC. [PLG]

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. Building permits will be required for improvements to structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: IND Maine Avenue Aggregate Processing	**North:** IND Maine Avenue Aggregate Processing/Outdoor Storage	**Northeast:** IND Maine Avenue Manufacturing
West: IND Manufacturing/Distribution/Helipad	**Subject Property:** IND Solid Waste Management Facility	**East:** IND Vehicle Repair
Southwest: IND Polk Parkway	**South:** IND Polk Parkway	**Southeast:** IND Warehousing

The subject properties are comprised of four parcels within the Sandy Ridge Industrial Park (PB 75 PG 21), recorded on October 4, 1983. According to the Property Appraiser, the existing structure which currently houses the SWMF was built in 1973 and has since expanded to 17,924 sq. ft. under roof. The expansion area to the west (Parcel #242835-270500-000022 and #242835-270500-000023) has been used for Light Manufacturing and has a 15,400 sq. ft. warehouse onsite. All properties are within an Industrial (IND) Future Land Use District, intense surrounding uses such as warehousing and manufacturing, aggregate processing, and outdoor storage of materials reflect this designation.

Since 1999, when this would have been categorized under manufacturing in General Industrial (GI) zoning, this facility has served as a processor of Regulated Medical Waste or "RMW." Since 2014, it has been classified as a SWMF. RMW received for processing is generated from hospitals, physicians' offices, blood banks, veterinary hospitals/clinics, dental practices, medical research facilities and laboratories. The types of waste include used sharps, tubing, gauze, surgical waste, renal dialysis waste, etc. Waste arrives at the site in bulk and non-bulk packaging on trucks and trailers. Containers and packages are removed from the vehicles and staged on the plant floor. The

containers are loaded onto conveyors and moved to the weigh station. Each container is weighed and scanned for billing and tracking purposes.

After the containers are weighed, they proceed down a conveyor, where they are emptied into autoclave treatment bins for subsequent transfer into the autoclaves for steam sterilization. Reusable empty containers are washed and sent back to our customers, while clean cardboard boxes are baled for recycling. When all the treatment bins are filled and the autoclave is ready for loading, the operator opens the autoclave door and loads the bins into the autoclave. The autoclave door is closed, then the steam sterilization cycle is initiated.

The time required for treating the load is the sum of three components: the ramp-up time, the treatment time, and the ramp-down time. The ramp-up time is necessary to allow the entire load to reach the optimum temperature which is accomplished by the replacement of air in the autoclave with saturated steam. The treatment time is the minimum time at a given temperature that is known to destroy all types of microorganisms. This time is based on the thermal death of heat-resistant spores recommended for use in monitoring this treatment process.

Once the cycle is complete, the unit is vented through a blow-down process. A vacuum is pulled to remove any excess steam in the autoclave. The unit is then brought back to atmospheric pressure, and the doors are opened. The treated waste in the autoclave bins is transferred to a compactor which then feeds into a transfer container. Once full, the box is transported to a permitted landfill for final disposal.

The facility currently operates four autoclave units with a total waste processing capability of 9,000 pounds/hour. After reconstruction, the plan is to operate three of these units. The parameters of temperature and pressure of the autoclave system used at this facility are continuously monitored throughout the sterilization process. The temperature of the autoclave unit must reach at least 121 degrees Celsius (250 degrees Fahrenheit). All required records and documentation regarding operating parameters are initialed and maintained for three years.

Compatibility with the Surrounding Land Uses and Infrastructure:

The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion."

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

A. Land Uses:

The non-conformity in this case is the operation of a Solid Waste Management Facility (SWMF) within an IND land use district. LDC Table 2.1 requires these facilities within Institutional-2 (INST-2) districts. In large part, this is because the definition of a SWMF is broad, capturing businesses that primarily operate indoors with few externalities affecting neighboring properties to outdoor uses such as municipal landfills.

The existing use falls under the former category. On the eastern two parcels, the applicant is proposing to demolish the existing structure (+/- 17,924 sq. ft.) and replace it with a new +/- 38,000 sq. ft. processing building and +/- 6,200 sq. ft. transportation office. The business will then expand to the western parcels where the existing buildings will be demolished, and the site will be used for stormwater treatment and commercial vehicle parking associated with the primary use. Since this expansion exceeds 20% and includes an addition of land, a review before the BoCC is required, per LDC Section 120.

Overall, the use and impacts to the surrounding area are not changing. Given the length of time this use has been located onsite, the questions of compatibility have more to do with the structure and layout. In a sense, the layout of the operation better organizes the site. The larger processing facility helps modernize the company, but parking is greatly improved with 77 spots for employees and visitors to the site. Access will be from exising driveways on Maine Avenue, and the private roads, Pavers Road and Sandyway Lane. Interior vehicle driveways between the parcels will also be provided. Landscaping will be required along Maine Avenue, as well as within the parking areas, in accordance with LDC Section 720. Overall, the proposed Floor Areas Ratio (FAR) is 0.16. The maximum allowed at this location is 0.75. All proposed setbacks exceed those required in IND.

LDC Section 303, Criteria for Conditional Uses, requires that the following be evaluated when reviewing a Solid Waste Management Facility:

a. The haul routes from the nearest arterial roadway, and proposed points of access to the property;

Primary ingress and egress will be from Maine Avenue, Pavers Road, and Sandway Lane. Waste arrives at the site in bulk and non-bulk packaging on trucks and trailers from US Highway 98, approximately two miles to the west, and US Highway 92 approximately 3.4 miles to the north. Treated waste is transported to a permitted landfill for final disposal. The County landfill is approximately seven miles driving distance, but approximately two miles to the east. In short, the site is well-sited near arterial roadways and a location for disposal.

b .The proposed date that construction will commence;

2026

c. The volume of waste to be received, expressed in cubic yards or tons per day;

The facility currently operates four Bondtech autoclave units with a total waste processing capability of 9,000 pounds/hour. The treated waste in the autoclave bins is transferred to a compactor which then feeds into a 40-yard receiver box. Once full, the box is transported to a permitted landfill for final disposal.

d. An explanation of the types of wastes to be received;

The types of waste will include used sharps, contaminated PPE, tubing, gauze, surgical waste, renal dialysis waste, etc.

e. A statement specifying the hours of operation;

Operations typically begin on Sunday at 11 p.m. and run continually until Friday at 11:00 p.m. Saturday and Sunday hours vary but typically 4 - 8 hours. Our permits issued by Florida DOH currently authorize operations 24 hours/day, 7 days per week. Commercial vehicles exit the property in the morning hours and are at various customer locations providing service throughout the day. Due to this, commercial truck and trailer traffic is minimal during the midday hours. After servicing customers, commercial trucks and trailers return to the facility to be unloaded and domiciled in a controlled access parking area overnight.

f. The source of the solid waste to be received;

Medical waste received for processing is generated from hospitals, physicians' offices, blood banks, veterinary hospitals/clinics, dental practices, medical research facilities, and laboratories. The facility provides regulated medical waste collection and treatment services to all of Polk County and the surrounding counties. There are currently 680 customers with a Polk County zip code, such as hospitals, physician offices, nursing homes, retail pharmacies, hotels/resorts, schools, police & sheriff offices, all types of government facilities, and many other types of businesses.

g. The levels of odor, dust, and noise anticipated to be generated by the facility and proposed mitigation thereof;

Minimum – operations are conducted indoors.

h. The proposed landscape buffer and other buffering techniques planned to address compatibility and other impacts of the facility. At a minimum, the facility shall propose a landscape buffer consistent with the requirements of this Code, however, additional buffering may be required by the County as part of the approval process if the county finds such is necessary to address compatibility and other impacts of the facility. Additional buffering proposed by the applicant or required by the county may include, without limitation, increased landscaped buffers, setbacks, spatial separations, lakes, berms or any combination thereof; and

The applicant will be required to install a Type "A" landscaping buffer along Maine Avenue in accordance with LDC 720. Existing fencing and vegetation will be evaluated during the Level 2 Review process; however, no additional buffering beyond LDC standards is recommended. This is a Class 5 use adjacent to other Class 5 uses. No additional landscaping is typically required.

i. Height of all structures and other improvements.

The existing structure is 35 feet. The proposed structure is 37.5 feet. There is no maximum height in IND.

Given the placement of this facility among industrial uses, the nature of this use, and the period in which it has been onsite, staff finds this request compatible with surrounding uses.

B. Timing & Infrastructure:

Polk County Comprehensive Plan Policy 2.102-A3 states, "Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available."

This site is within a UGA with available potable water and wastewater. Access is from private roads and an Urban Collector roadway. There will be no impact on the volume of vehicular traffic or the PM peak hour due to the proposed redevelopment. The number of vehicle movements and the times they enter and exit the property will not change because of the redevelopment and building modernization.

In accordance with LDC Section 120, the Planning Commission and BoCC shall evaluate the expansion of legal non-conforming use rights with consideration of the following criteria:

i. The degree to which the non-conformity can become more conforming;

The proposed facility meets standards for SWMFs, as described above. Changing this property to INST-2 provides no benefit to the County or the applicant and could potentially lead to more intense uses than what is currently surrounding the site.

ii. The extent of a government's obligation or liabilities including, but not limited to, infrastructure improvement, infrastructure maintenance, and public safety;

No infrastructure improvements will be required with this proposal.

iii. The potential impact that the expansion may pose to neighboring properties;

The proposed structure will move further from neighboring structures, while meeting or exceeding the IND setbacks. Accessory commercial vehicle parking will be moved away from the eastern neighbor and be better organized. These parcels are currently being used for CV parking. All processing activities will be conducted indoors with few externalities beyond truck traffic and standard employee activity.

iv. The extent of the use's longevity (i.e., how long has it been there and how long is it to continue at its location);

This facility has been in operation since 1999. It will continue to serve at this location for the foreseeable future. Its location near the landfill makes it ideal for disposing of the ultimate waste product.

v. The applicant's future plans for the property relative to the County's plans; and,

The site is within a platted Industrial Park within an Industrial future land use designation. The operation of this facility is meeting the intent of the Code.

vi. The improved development standards or infrastructure that may result from expansion of the use.

The proposed plan will improve commercial vehicle parking, stormwater management, and provide landscaping and sidewalks. The proposed FAR is 0.16, well shy of the 0.75 that could be allowed in IND districts. If approved, it will be reviewed again through the Level 2 Review process to allow engineering and other Land Development staff the opportunity to ensure the site is up to current LDC standards.

Nearest Elementary, Middle, and High School

School capacity is not a concern for this use. Oscar J. Pope Elementary is located approximately 1.6 miles to the west. This school has been located here since at least 1970 with direct access to Maine Avenue. The zoned schools for the site are Oscar Pope Elementary; Crystal Lake Middle; and Bartow Senior High.

Table 2

Name of School	Average driving distance from subject site
Oscar J. Pope Elementary	1.64 Miles
Crystal Lake Middle	3.28 Miles
Lakeland Senior High	5.13 Miles

As a non-residential use, the expansion of this site will have no impact on school capacity. Commercial vehicles from this property will pass Oscar Pope Elementary to the west. Again, though, this facility has been in operation here since 1999.

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to all unincorporated Polk County and the municipalities of Eagle Lake, Polk City, Mulberry, Lake Hamilton, and Hillcrest Heights. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas. All PCFR stations are staffed 24/7 by career fire or EMS personnel and augmented by response from other PCFR stations.

Both fire and ambulance responses to the subject location are primarily from Polk County Fire Rescue Station 35. This travel distance is 2.8 miles, and the average response time should be 6-8 minutes. Response times can vary significantly based on many factors but are within the urban levels on average.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Sheriff's Office Southwest District Command Center 4120 US 98 South, Lakeland	±3.11 miles	9:21 minutes 25:28 minutes
Fire/EMS	Polk County Fire Rescue Station 35 340 Reynolds Road, Lakeland.	±2.83 miles	6-8 minutes

Source: Polk County Sheriff's Office and Public Safety
**Response times are based on when the station receives the call, not from when the call is made to 911.*

The site is in the district of the Polk County Sheriff's Office Southwest District Command Center 4120 US 98 South, Lakeland. Sheriff response times are not as much a function of the distance to

the nearest Sheriff's substation, but more a function of the overall number of patrol officers within the County.

The PCSO is always trying to improve response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

Patrol staff in each district also monitors the response times for their areas and tries to manage their shifts according to manpower, hotspots, traffic obstructions/construction sites, etc. Areas that are spread out tend to have slightly longer response times because of the vast land mass of their district and time of travel. Since patrol deputies are not sitting in the office waiting on a call, it is easier for patrol staff to assign them to certain sectors or beats based on areas with higher call volume to reduce response time; however, this cannot be predicted precisely.

Water and Wastewater Demand and Capacity:

The proposed redevelopment will not result in any increased demand for water or wastewater services.

A. Estimated Demand and Service Provider:

The Florida Governmental Utility Authority (FGUA) currently supplies potable water and provides wastewater treatment for the site through existing connections.

According to FGUA usage data, the existing facility utilized 13,287.7 GPD for the YTD period between July 2024 – June 2025. Post-redevelopment water usage is expected to reduce because of more efficient processing equipment and the modernization of the facility.

The amount of sewage generated is expected to decrease with the proposed redevelopment. According to FGUA usage data, the existing facility generated 13,287.7 GPD for the YTD period between July 2024 – June 2025. Post redevelopment sewage discharge is expected to reduce because of more efficient processing equipment and the modernization of the facility.

B. Available Capacity:

FGUA capacity information is not available.

C. Planned Improvements:

No known improvements.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database (RND) contains

current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The RND contains over 26 fields of transportation data for over 1,300 miles of state, County, and city roads in Polk County – one of the largest road networks in the State of Florida.

Much of the transportation data contained in the updated RND is based on traffic counts taken recently by the TPO and Florida Department of Transportation (FDOT) and is used to calculate the level of service and how much capacity is available on a given road based on the road's level of service (LOS) standard. Also included are several safety and multi-modal indicators that help us track some of the TPO's performance measures and targets. This includes a calculation of crash rates, as well as if there is a presence of transit services, sidewalks and bicycle facilities for each road segment.

The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

A. Estimated Demand:

According to the applicant, there is no category for Medical Waste Processing Facility in the most recent edition of ITE. Given that this is an existing facility, the number of daily vehicle trips and PM peak hour can be determined based on actual usage.

The peak PM hour is between 3-4 PM EST. The methodology for ascertaining Peak PM hour was determined by examining when most vehicles, both personal and company owned, enter or leave the location:

Commercial Vehicles: Existing route calculations and GPS show that between 3-4 PM EST is when most commercial vehicles return for the day. Commercial vehicles exit the property in the morning hours and are at various customer locations providing service throughout the day. Due to this, commercial truck and trailer traffic is minimal during the midday hours. After servicing customers, commercial trucks and trailers return to the facility to be unloaded and domiciled in a controlled access parking area overnight.

Personal Vehicles: The number of personal, delivery, and service providers will not change as a result of the redevelopment. It is uncommon for a customer or member of the public to visit Stericycle as the facility does not have any retail or other public-facing operations. The lobby is controlled access and the only personal vehicles entering and exiting the facility are employees. A limited number of delivery vehicles and service providers enter and exit the grounds each day as outlined in the table above.

In terms of personal vehicles, the same commercial drivers will exit the facility after their route, which concludes between 3-4 PM EST. Additionally, the end of 1st shift plant workers is 3:30 PM

EST and the start of 2nd shift is 3:30pm. 1st and 2nd shift plant workers account for the majority of personal vehicles.

Overall, there will be no impact on the volume of vehicular traffic or the PM peak hour due to the proposed redevelopment. The number of vehicle movements and the times they enter and exit the property will not change as a result of the redevelopment and building modernization.

B. Available Capacity:

The project will have direct access to Maine Avenue (Road No. 843422) a County-maintained Urban Collector roadway. The proposed request is not anticipated to directly increase the amount of traffic in a significant manner. A Minor Traffic study will be required during the Level 2 Review process. Although the request will have a limited impact on the transportation system, it is still pertinent to be aware of available capacity when making land use decisions. Table 4, to follow, provides a brief snapshot of the capacity on the surrounding road network.

Table 4

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4162E	Maine Avenue From: Lakeland Highlands Road To: US 98	C	759	D
4162W	Maine Avenue From: US 98 To: Lakeland Highlands Road	C	759	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 17, 2025

Based on above, there is ample capacity on the surrounding roadway network to accommodate this proposed expansion.

C. Roadway Conditions

The site access to the subject property is on Maine Avenue (Road No. 843422), an Urban Collector roadway. Maine Avenue has a right-of-way width of 100 feet and a paved surface width of 30 feet. These meet LDC standards. Any improvements to the roadways will be reviewed during the Level 2 Review process.

D. Planned Improvements:

No County improvements noted.

E. Sidewalks

Sidewalks are not currently located along Maine Avenue but will be provided in accordance with LDC Section 707. Lighted pedestrian crosswalks will also be required for safety.

F. Mass Transit

No mass transit is located along Maine Avenue. The nearest Citrus Connection route is the Green Line with the nearest bus stops located along Reynolds Road, approximately a mile from the subject site.

Park Facilities:

Non-residential projects do not create a direct demand for parks or recreational facilities. This type of SWMF does not produce any odors which would dimmish public enjoyment of parks, either.

A. Location:

Highlands City Park, Crystal Lake Park, Highlands City Senior Field, and Banana Lake parks are all within four miles of the subject site.

B. Services:

Banana Lake Park features covered picnic shelters, a short, paved walking trail, a boat launch site and a fishing pier.

Highland City Park is the home to recreational softball leagues. It has two Little League fields, one pony field, and one softball field. There is also a playground with a covered area, a pavilion, and basketball courts.

Highlands City Senior Field features baseball and softball fields, as well as picnic tables.

C. Environmental Lands:

Circle B Bar Reserve, on the northwest shore of Lake Hancock, is a former cattle ranch that today boasts a wide variety of plants and animals and several distinct ecosystems in this reserve of 1,267 acres.

D. Planned Improvements

There are no planned improvements to park facilities in this area, according to the County's 5-year capital improvements plan.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, "The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur." There should be no serious environmental conditions that need to be addressed with this subject site.

A. Surface Water:

Lake Hancock is approximately 1.75 miles southeast. According to the Polk County Water Atlas, Lake Hancock sits at the headwaters of the Peace River and plays an important role in meeting minimum flows in the Upper Peace River, as well as in improving water quality in the Peace River and Charlotte Harbor. It is in the Peace River - Saddle Creek Watershed and considered impaired due to poor nutrient levels. No impacts are anticipated with this proposal.

B. Wetlands/Floodplains:

There are no wetlands or 100-year flood hazard areas onsite.

C. Soils:

The site is comprised of Neilhurst-Urban Land Complex soils, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.

D. Stormwater Management:

The existing site drains to a retention area located to the southeast of the property. It has a storm sewer pipe connection to the existing swale within Sandyway Lane to the south under SWFWMD Permit No. 4419869. The proposed stormwater management system for this redevelopment will consist of a retention area located to the southwest of the project as well as the existing pond on the southeast. This retention system and stormwater system will be permitted through the Southwest Florida Water Management District and/or FDEP and will conform to their current water quality and stormwater criteria as well as adhering to the stormwater code of Polk County. As a result, the redeveloped site will be an upgrade and discharge cleaner from the site. Stormwater management will be reviewed during the Level 2 Review process.

E. Protected Species

According to FNAI Biodiversity Matrix, no endangered species have been identified onsite. The property is not located within the Polk Green District. No conservation easements are adjacent to the property.

F. Historical & Archeological Resources:

No protected archeological resources are located onsite, according to the Florida Department of State, Division of Historical Resources.

G. Wells (Public/Private)

No private wells are indicated onsite.

H. Airports:

The nearest airport is Bartow Airport, approximately seven miles to the southeast.

Economic Factors:

According to the applicant, 100% of the employees reside locally from within Polk County and the surrounding counties. Job skills range from CDL and Non-CDL drivers, forklift operators, maintenance, material handling, specific machine operation, and specific training on FDOH, FDA, and USDA policies and procedures.

Consistency with the Comprehensive Plan:

Table 5

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	This facility has been onsite since 1999 and is located within an IND future land use district surrounded by industrial uses. The SWMF is industrial in nature, and the operations will be conducted. The ISR, FAR, setbacks, and height of the structure are comparable to those surrounding the site
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	This is within a platted industrial park with private utilities. It has access from an Urban Collector roadway with capacity.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	This is in an Urban Growth Area with available utilities, traffic capacity, and mass transit within a reasonable distance. Sidewalks will be provided along County roads with this approval.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	The expansion of this facility is necessary to accommodate the growth in this area. It disposes of medical waste at a time when more medical facilities are being constructed around the Lakeland area.
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).	The subject property is located within an area of the County that has adequate public safety services as identified in the staff report.

Table 6

The BoCC, in the review of development plans, shall consider the following factors in accordance with Section 907.D.6 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	*Yes, this request is consistent with the LDC Sections 120 and 303, expansions of non-conforming uses and SWMFs, respectively.*
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	*Yes, this development is consistent with the Comprehensive Plan Policies 2.113-A1 (Industrial Land Uses) and 2.125-P1 (SWMFs).*
Whether the proposed use is compatible with	*The use is industrial in nature, surrounded by industrial*

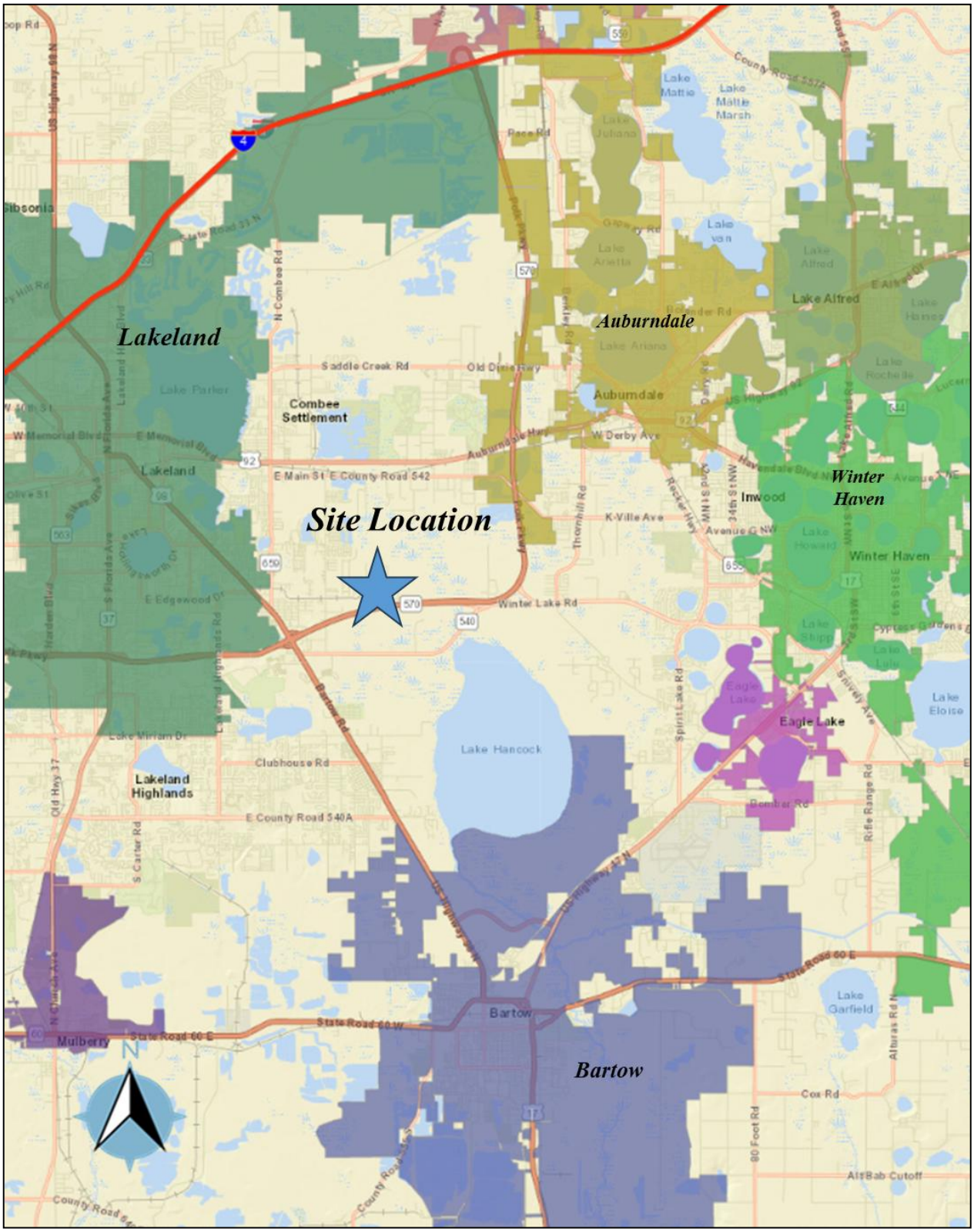
Table 6

The BoCC, in the review of development plans, shall consider the following factors in accordance with Section 907.D.6 of the LDC:	
surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	*uses in a platted industrial subdivision.*
Any other matter which the BoCC may deem appropriate and relevant to the specific development proposal.	*The expansion will have little impact on public services. Traffic will be the biggest impact but should not increase significantly beyond what is created by the current facility.*

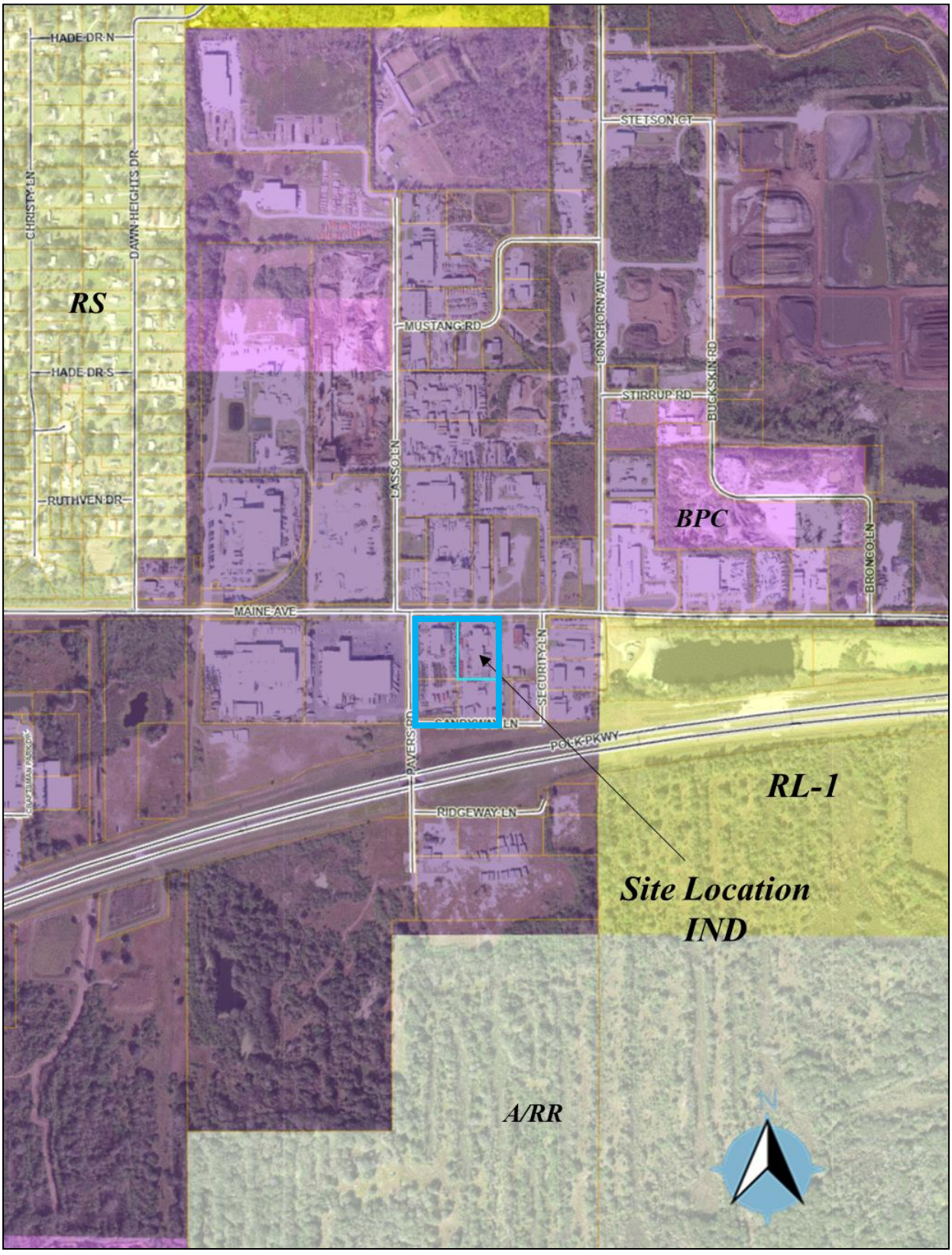
Comments from other Agencies: None

Exhibits:

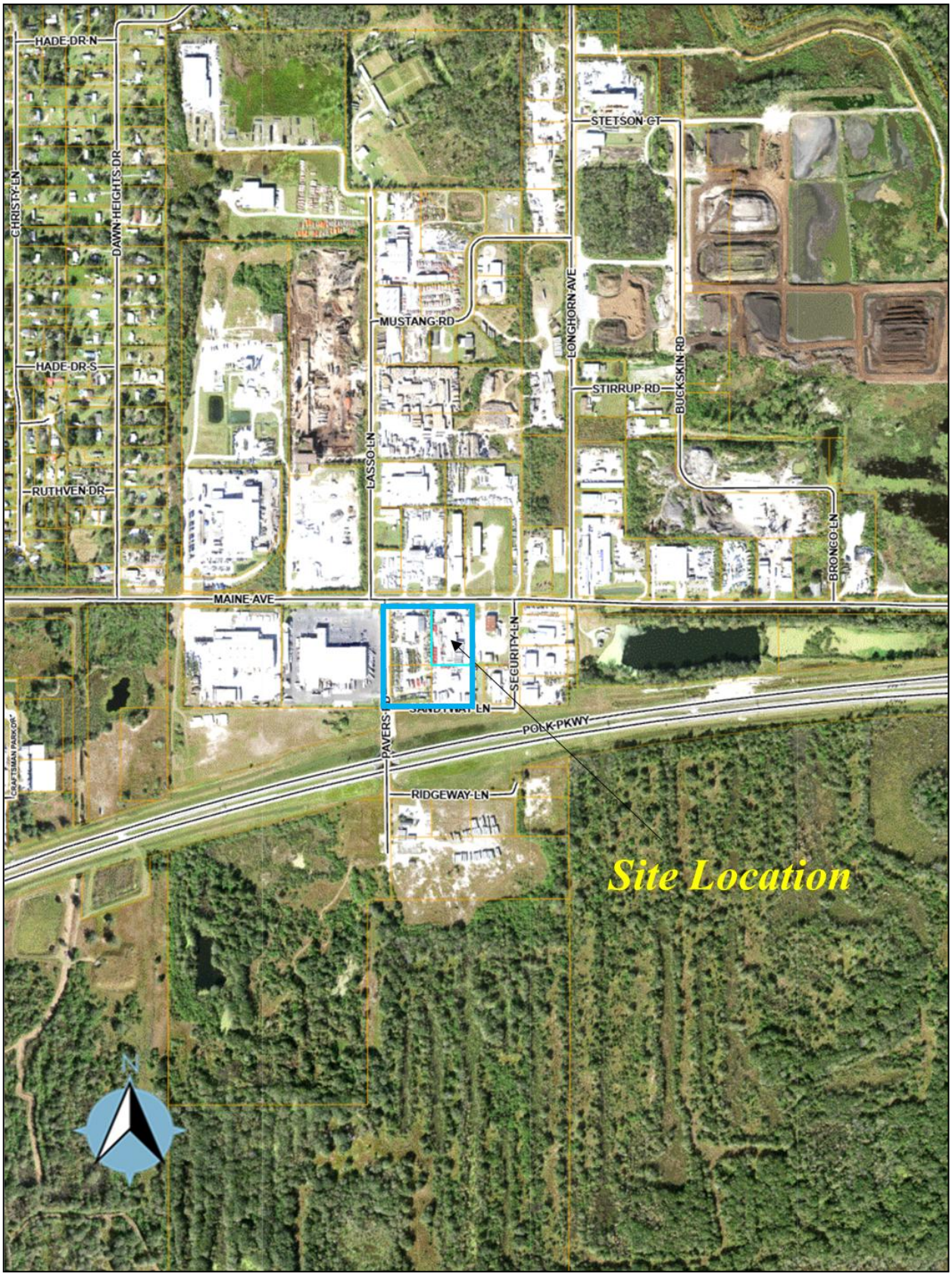
Exhibit 1 Location Map
Exhibit 2 Future Land Use Map
Exhibit 3 Aerial Image (Context)
Exhibit 4 Aerial Image (Close)
Exhibit 5 Site Plan
Exhibit 6 East Parcel Site Data
Exhibit 7 West Parcel Site Data
Exhibit 8 Overall Site Detail



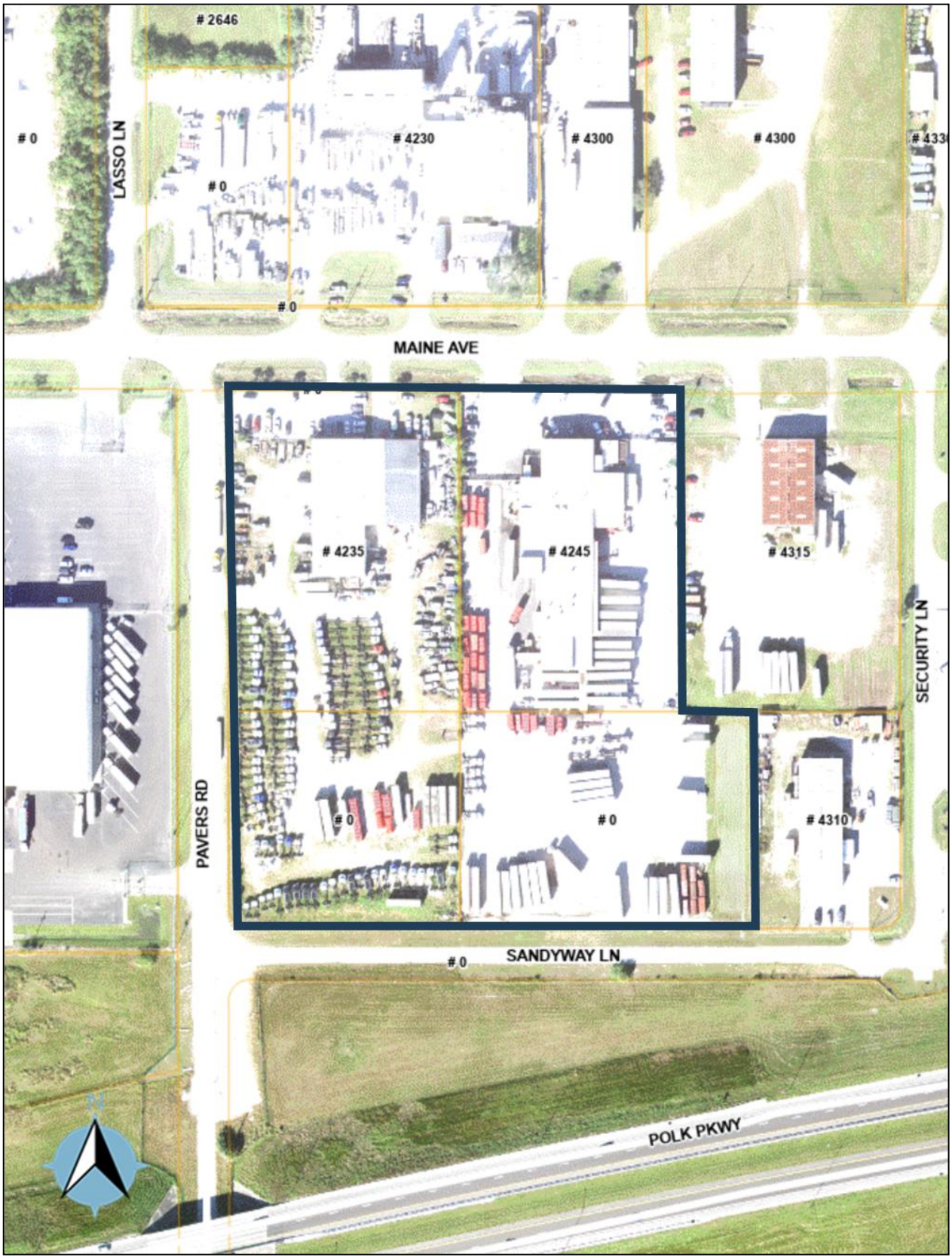
Location Map



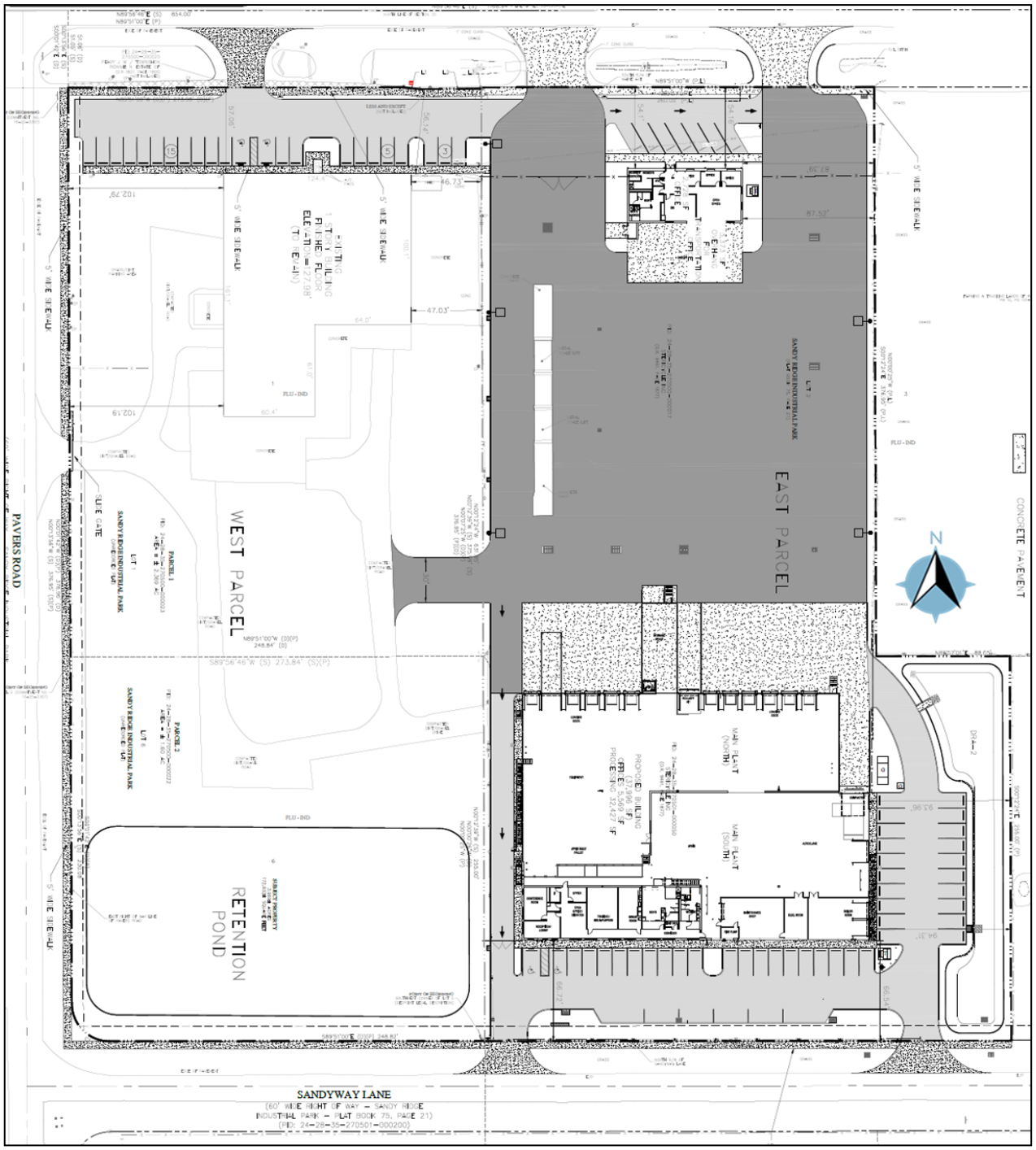
Future Land Use Map



Aerial Image (Context)



Aerial Image (Close)


PAVERS ROAD
WEST PARCEL
EAST PARCEL
RETENTION POND
SANDYWAY LANE
(60' WIDE RIGHT OF WAY – SANDY RIDGE INDUSTRIAL PARK – PLAT BOOK 75, PAGE 21)
CONCRETE PAVEMENT
N

Site Plan

SITE DATA TABLE (EAST PARCEL)

SITE ADDRESS:	4245 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000017 & 24-28-35-270501-000050		
PROPOSED USE:	REDEVELOPMENT OF STERICYCLE SITE WITH NEW BUILDING		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±186,911 SF (±4.2909 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	19,006 SF	40,724 SF	
PAVEMENT/CONC:	76,788 SF	123,383 SF	
IMPERVIOUS:	171,671 SF (91.85%) (ASPHALT & ASPHALT MILLINGS)	164,107 SF (87.80%)	75% MAX
OPEN SPACE:	15,240 SF (8.15%)	22,804 SF (12.20%)	25% MIN
LOT AREA TOTAL:	186,911 SF	186,911 SF	
LOT WIDTH	348.65'	348.65'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.10	0.22	0.75 MAX
PARKING SPACES	39 SPACES	54 SPACES (INC 2 HDCP SPACES)	
BUILDING HEIGHT	35 FEET	37.5 FEET	N/A
BUILDING SETBACKS:			
FRONT (NORTH)	56.86'	54.10'	35 FT MIN
FRONT (SOUTH)	304.08'	66.54'	35 FT MIN
SIDE (EAST)	50.76'	87.39'	15 FT MIN
SIDE (WEST)	87.68'	24.97	15 FT MIN

FLOOD ZONE:
PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.

East Parcel Site Data

SITE DATA TABLE (WEST PARCEL)

SITE ADDRESS:	4235 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000022 & 24-28-35-270500-000023		
PROPOSED USE:	.		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±172,880 SF (±3.9688 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	16,136 SF	16,136 SF	
PAVEMENT/CONC:	21,675 SF	27,136 SF	
IMPERVIOUS:	37,811 SF (21.87%)	43,272 SF (25.03%)	75% MAX
OPEN SPACE:	135,069 SF (78.13%)	129,608 SF (74.97%)	25% MIN
LOT AREA TOTAL:	172,880 SF	172,880 SF	
LOT WIDTH	273.98'	273.98'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.09	0.09	0.75 MAX
PARKING SPACES	N/A	23 SPACES INC 2 ADA SPACES	
BUILDING HEIGHT	N/A	N/A	N/A
BUILDING SETBACKS:			
FRONT (WEST)	102.19'	102.19'	35 FT MIN
FRONT (NORTH)	56.14'	56.14'	35 FT MIN
FRONT (SOUTH)	413.76'	413.76'	15 FT MIN
SIDE (EAST)	46.77'	46.77'	15 FT MIN

FLOOD ZONE:
PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.

West Parcel Site Data

SITE DATA TABLE

SITE ADDRESS:	4235 & 4245 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000017 & 24-28-35-270501-000050 (EAST PARCEL) 24-28-35-270500-000022 & 24-28-35-270500-000023 (WEST PARCEL)		
PROPOSED USE:	REDEVELOPMENT OF STERICYCLE SITE WITH NEW BUILDING		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±359,791 SF (±8.2597 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	35,142 SF	56,860 SF	
PAVEMENT/CONC:	98,463 SF	150,519 SF	
IMPERVIOUS:	209,482 SF (58.22%)	207,379 SF (57.64%)	75% MAX
OPEN SPACE:	15,240 SF (8.15%)	152,412 SF (42.36%)	25% MIN
LOT AREA TOTAL:	359,791 SF	359,791 SF	
LOT WIDTH	622.63'	622.63'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.10	0.16	0.75 MAX
PARKING SPACES	39 SPACES	77 SPACES (INC 4 HDCP SPACES)	
BUILDING HEIGHT (E PARCEL)	35 FEET	37.5 FEET	N/A
BUILDING SETBACKS:			
FRONT (NORTH)	56.14'	54.10'	35 FT MIN
FRONT (SOUTH)	304.08'	66.54'	35 FT MIN
SIDE (EAST)	50.76'	87.39'	15 FT MIN
FRONT (WEST)	102.19'	102.19'	15 FT MIN

FLOOD ZONE:
PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.

Overall Site Data

ORDINANCE NO. 2014 - 014

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY , FLORIDA, ESTABLISHING THE POLK COUNTY SOLID WASTE MANAGEMENT FACILITY SITING AND OPERATION ORDINANCE; MAKING FINDINGS; PROVIDING A SHORT TITLE; PROVIDING DEFINITIONS; PROVIDING FOR EXEMPTIONS; PROVIDING FOR NONCONFORMING FACILITIES; SETTING FORTH JURISDICTION AND APPLICABILITY; PROVIDING FOR APPLICATION REQUIREMENTS; PROVIDING FOR STANDARDS; PROVIDING FOR APPROVAL PROCESS; PROVIDING FOR OPERATING LICENSE AND FEE; PROVIDING FOR ENFORCEMENT AND PENALTIES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Polk County, Florida is located in the center of the Florida peninsula, about equal distance from the east and west coast, and half way between the Georgia-Florida border and the Southern tip of the peninsula, with an estimated 7.5 million people residing within a 100 mile radius of Polk County; and

WHEREAS, Polk County is larger than the state of Rhode Island and approximately equal in size to the state of Delaware with a total of approximately 2,010 square miles which makes it the fourth largest county in Florida, exceeded only by Dade, Palm Beach, and Collier counties; and

WHEREAS, Polk County's contains 17 municipalities; including, Lakeland , Winter Haven; Auburndale, Bartow, Davenport, Dundee, Eagle Lake, Fort Meade, Frostproof, Haines City, Highland Park, Hillcrest Heights, Lake Alfred , Lake Hamilton , Lake Wales, Mulberry, and Polk City; and

WHEREAS, due to the unique characteristics of Polk County, the Board of County Commissioners recognized the need to consider the appropriate regulation of solid waste management facilities for new, modified or expanded solid waste management facilities in Polk County and enacted a moratorium in Ordinance No. 2013-006 to provide time to evaluate and, if necessary , modify its ordinances and regulations concerning the siting, modification , expansion , and operation of solid waste management facilities; and

WHEREAS, the Board of County Commissioners of Polk County, Florida engaged outside professionals to undertake a complete and thorough evaluation and study of the Comprehensive Plan, Land Development Regulations, and other regulations for solid waste management facilities and who have recommended new regulations contained in part in this Ordinance; and

WHEREAS, the Board of County Commissioners of Polk County, Florida finds and declares that this Ordinance is necessary to protect the health, safety and welfare of the residents of Polk County and advances significant and important public interests by providing additional regulatory review for newly proposed solid waste management facilities, and proposed modifications or expansions to existing solid waste management facilities, by providing for a local needs assessment and additional compatibility and impact analysis; and

WHEREAS, this Ordinance was adopted consistent with the requirements of section 125.66, Florida Statutes.

Section 1. - Findings.

The findings set forth above are true and correct and incorporated into this Ordinance by reference.

Section 2. - Short Title.

This article shall be known as the Polk County Solid Waste Management Facility Siting and Operation Ordinance.

Section 3.- Definitions.

For the purposes of this Ordinance, the following words and terms shall have the meaning ascribed thereto:

Board shall mean the Board of County Commissioners of Polk County, Florida.

Commercial waste shall mean all types of solid waste generated by commercial enterprises, including stores, offices, restaurants, warehouses, and other nonmanufacturing activities.

Compatibility shall mean a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Compatibility or impact analysis shall mean a study to determine the potential direct or indirect effects of a proposed facility on the surrounding area. Such study must be conducted by a person with appropriate qualifications and experience, which may include outside professionals. Such study shall be valid for a period of three years after its date of submittal unless extended by action of the Board upon a finding that applicable conditions remain unchanged.

Construction and demolition debris shall mean materials generally considered to be not water soluble and nonhazardous in nature, including, without limitation , steel, glass, brick, concrete , asphalt roofing material, pipe, gypsum wallboard, and lumber, from the construction or destruction of a structure as part of a construction or demolition project, and including rock, soils, tree remains, trees, and other vegetative matter which

normally results from land clearing or land development operations for a construction project, including such debris from construction of structures at a site remote from the construct ion or demolition project site.

Development order shall mean an order of the county approved by the Board, after due notice, and a public hearing setting forth the terms and conditions under which the solid waste management facility may be constructed and operated.

FDEP shall mean the Florida Department of Environmental Protection or its successor agency.

Haul route shall mean those roads upon which the material will be transported to or from the site.

Incinerator shall mean a facility, or any part thereof, designed or intended solely for the volume reduction of solid waste, hazardous waste, bio hazardous waste, or biological waste by incineration.

Industrial waste shall mean solid waste generated by manufacturing or industrial processes that is not a hazardous waste. Such waste may include, but is not limited to, waste resulting from the following manufacturing processes: electric power generation; fertilizer/agricultural chemicals; food and related products or byproducts; inorganic chemicals; iron and steel manufacturing; leather and leather products; nonferrous metals manufacturing or foundries; organic chemicals ; plastics and resins manufacturing; pulp and paper industry; rubber and miscellaneous plastic products; stone, glass, clay, and concrete products ; textile manufacturing; transportation equipment; and water treatment.

Lake shall mean a natural body of standing water occupying a natural basin.

Landfills shall mean any solid waste land disposal area for which a permit, other than a general permit, is now or hereafter required by Chapter 403 , Florida Statutes or Chapter 62, Florida Administrative Code, and which receives solid waste for disposal in or upon land. The term does not include a land-spreading site, an injection well, or a surface impoundment.

Materials recovery facility shall mean a solid waste management facility that provides for the extraction from solid waste of recyclable materials, materials suitable for re-use, repurposing, use as a fuel or soil amendment, or any combination of such materials.

Minimum distance shall mean the proximity of uses shall be measured by drawing a straight line between the closest property line of the proposed solid waste management facility to the nearest point on the property line or boundary of the impacted use or designated area.

Modification or expansion shall mean any change to an existing solid waste management facility or its development order which would:

(1) Be considered a major modification pursuant to the Polk County Land Development Code;

(2) Increase a nonconformity;

(3) Reasonably be expected to lead to a substantially different environmental or compatibility impact;

(4) Require an amendment of a development order; or

(5) Expand the area of operation , vertically or horizontally , beyond that which was legally permitted by the county as of the effective date of this Ordinance.

Permit shall mean the written authority issued by Polk County authorizing the operation of a facility subject to the provisions of this ordinance.

Person shall mean individuals, firms, partnerships, corporations, associations, organizations , trusts, companies, governmental agencies, or any other legal entity.

Residential waste shall mean any solid waste, including garbage, and trash, derived from households, including single and multiple residences, hotels and motels, bunkhouses, ranger stations, crew quarters, campgrounds, picnic grounds, and day-use recreation areas.

Site shall mean any tract, lot or parcel of land or combination of tracts, lots, or parcels of land which are included in a proposal for a solid waste management facility.

Solid waste shall mean commercial waste , industrial waste, residential waste , construction and demolition debris, Class III waste as defined by the Florida Administrative Code or sludge that is not regulated under the federal Clean Water Act or Clean Air Act , as well as sludge from a waste treatment works , water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, special waste , or other discarded material, including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, or governmental operations . This term does not include phosphogypsum.

Solid waste disposal facility shall mean any solid waste management facility which is the final resting place for solid waste, including landfills and incinerators that produce ash from the process of incinerating solid waste.

Solid waste management facility shall mean any solid waste disposal facility, solid waste transfer station, materials recovery facility, volume reduction facility, other facility, or combination thereof , the purpose of which is resource recovery or the disposal, recycling, processing, or storage of solid waste, but shall not include salvage yards and salvage facilities which process concrete into aggregate materials and/or stores

processed aggregate materials derived from concrete in other than a fully enclosed structure for both processing and storage .

Solid waste transfer station shall mean a facility where solid waste is unloaded from collection vehicles and is reloaded onto larger transport vehicles for shipment to other solid waste management facilities.

Solid waste management facility siting permit shall mean the site approval granted under this Ordinance.

Solid waste management facility operating permit shall mean operating approval granted under this Ordinance.

Surety shall mean a bond, irrevocable letter of credit, or any other form of surety acceptable to the county attorney and the Board.

Volume reduction facility shall mean a facility using incinerators, pulverizers, compactors, shredding , demanufacturing, and baling plants, and other plants that accept and process solid waste for recycling and disposal.

Section 4. - Exemptions.

The following activities are exempt from the requirements of this Ordinance:

(1) Open burning of land clearing debris as permitted by the Florida Department of Agriculture and Consumer Services' Division of Forestry, provided that all of the material to be burned originates on-site and burning is on a temporary basis;

(2) Prescribed fire undertaken as part of a land management plan for wildlife management practices, improvement of forage for range, and other , commonly accepted land management purposes;

(3) Crematoria as permitted by FDEP;

(4) The disposal of nonputrescible solid waste material for grade improvement done in conjunction with a building permit, and the storage of nonputrescible fill materials for future use;

(5) The processing, management and disposal of solid wastes generated as a result of a major storm, tornados or other natural or manmade disasters when undertaken by, under the supervision of, or at the direction of a local, state or federal agency; and

(6) Management of solid waste or by-products ancillary to agricultural operations and phosphate mining.

(7) Salvage yards or salvage facilities which process concrete into aggregate materials and/or store processed aggregate materials derived from concrete in other than a fully enclosed structure for both processing and storage.

Section 5. - Nonconforming Facilities.

Solid waste management facilities with a valid level 3 or level 4 review approval issued under the Polk County Land Development Code as of the effective date of this Ordinance may continue to develop the project and operate in accordance with the approval in place as of the effective date of this Ordinance. Such facilities shall not be subject to the provisions of sections 7 through 11, below; provided, however, such facilities shall not be modified or expanded without receiving approvals for the facility modification or expansion required by the Polk County Comprehensive Plan, Land Development Code and this Ordinance thereby becoming subject to sections 7 through 11 below, except for the minimum distance requirements in Section 8(3), which shall not apply to the modification or expansion of an existing facility with a valid Level 3 or Level 4 Review approval as of the effective date of this ordinance.

Section 6. - Jurisdiction and Applicability.

Except as set forth in Section 4 and Section 5, the requirements of this Ordinance shall apply to new solid waste management facilities, and to modifications or expansions of existing solid waste management facilities. Prior to the development, modification, or expansion of a solid waste management facility hereunder, a solid waste facility siting permit must be obtained pursuant to the procedures and standards provided herein. The issuance of a solid waste facility siting permit by the county hereunder, does not relieve the applicant from, and is in addition to the requirements of any other applicable local, state , or federal rules, regulations, permits, or approvals.

Section 7. - Application Requirements.

All applications for new solid waste management facilities or modifications or expansions of existing facilities must contain the basic materials and information required for approval under the requirements of the Polk County Land Development Code, including without limitation the information required in Polk County Land Development Code Section 906D.2.

The application for the solid waste management facility siting permit shall be submitted simultaneous with any related Polk County Comprehensive Plan and Land development Regulation applications for the proposed development.

Written and oral representations made by the applicant in the application, during the course of the approval process, or otherwise, are binding and may be memorialized in the final conditions of approval by the Board. In addition thereto, the following information and analysis is required to be submitted as part of the application for a solid waste management facility siting permit:

(1) *Needs analysis.* An analysis of the local need in Polk County for the proposed solid waste management facility, or modification or expansion to an existing solid waste management facility. Such analysis shall include market surveys, letters of commitment and contracts, and other documentation establishing the quantity of solid waste generated and the need in Polk County for additional solid waste management facility capacity to dispose of such waste.

(2) *Land use compatibility analysis.* An analysis of the effect(s) which the proposed solid waste management facility will have on land uses and conditions in relative proximity to the proposed site. Such analysis shall specifically state whether the impacts of the proposed facility is likely to diminish the value of properties, or materially diminish the quality of life of the residents, within one-half mile of the proposed facility, or whether the proposed facility will preclude or diminish the uses of adjacent properties in existence at the time of application. The analysis shall also include the expected levels of odor, dust, gas emissions , air pollution, leachate , storm water runoff, vectors and vermin, and proposed mitigation and abatement plans thereof.

(3) *Traffic impact analysis.* This analysis shall include a traffic study and address the trip generation of the proposed facility; ingress, egress , and access control to the site; and will address the impact(s) of the proposed facility on the transportation system which will support the proposed facility, including anticipated increases in road maintenance requirements, impacts to the levels of service of affected roadways; and the estimated public cost of maintaining the area's transportation system.

(4) *Public facilities impact analysis.* An analysis of the impact(s) of the proposed facility on schools, parks, conservation areas, hospitals, potable water supplies, aquatic preserves , and other natural water bodies within 1 mile of the proposed site.

(5) Environmental impact analysis. The environmental analysis shall review the impact of the proposed facility on endangered or threatened species which occur on or utilize the subject property; air quality within one and five-tenths (1.5) miles from the site, noting direction of the prevailing wind ; wildlife habitat and native vegetative communities on the site; surface and groundwater quality within one-half of a mile from the site (the analysis must include a graphic illustration of any Class I surface waters as defined by the FDEP which occur within three thousand (3,000) feet of the edge of the subject property); and noting any areas within the subject property which occur within the 100-year flood zone.

(6) *Facility operations plan.* This plan shall address the type of solid waste management facility proposed, its method of operation, and other pertinent information. The plan shall include detailed drawings and specifications for the facility. The narrative shall describe the method of operation of the facility; the construction schedule; hours of operation ; haul routes to be utilized identifying the roads which will be used to haul the waste to the facility; qualifications of operators, including a statement relative to any state or federal employee certifications necessary ; sources of materials to be disposed; limitations on types of waste that may be disposed; volume of waste to be received,

expressed in cubic yards per day or tons per day; special waste areas; method of management of byproducts of any proposed waste processing; and emissions controls, including gas, leachate, and surface run-off. Narratives submitted as part of landfill applications shall include the sequence of filling and areas to be landfilled.

(7) *Principal and accessory uses.* A detailed , binding description of the proposed principal use for the facility, as defined in the Polk County Land Development Code, and a detailed, binding description of all accessory uses to the principal use, as defined in the Polk County Land Development Code. Written and oral representations of the applicant to Polk County staff or the Board regarding identification of principal and accessory uses shall be binding on the applicant and incorporated into the permit by reference.

Section 8. - Standards.

The following standards shall be applied to all solid waste management facilities subject to this Ordinance:

(1) *Buffering.* At a minimum, all such facilities shall provide a buffer zone consistent with the requirements of the Polk County Land Development Code. The applicant shall propose an appropriate buffer, landscape type and planting requirements as part of the application submitted to the Board for approval. Additional buffering may be recommended at any stage of the application review process, or by the Board if it deems necessary to meet the intent of this Ordinance; including, without limitation, an increased landscaped buffer zone, spatial separations, lakes , berms or a combination thereof as the Board shall determine.

(2) *Performance standards.* All such facilities shall comply with applicable performance standards specified in the Polk County Land Development Code.

(3) *Minimum distance requirements.* No new facility shall be constructed in closer proximity to specified land uses or designated areas than the minimum distances as follows:

A. Within one-half mile of lands which are, at the time of initial application, in residential use at a density in excess of two (2) units per acre;

B. Within one-half mile of any school or hospital;

C. Within 200 feet of any body of water (except canals used to lower on-site water tables, borrow pits and other bodies of water contained completely within the site); and

D. Within 1500 feet of any wellhead supplying a public water system of a public or private utility company.

(4) *Excluded areas.* No such facility shall be constructed in any Selected Area Plan (SAP) district identified in the Polk County Land Development Code, unless the SAP district identifies solid waste management facilities as a permitted or conditional use in the district.

(5) *Setbacks.* Placement of structures and operating areas shall at a minimum conform to applicable setbacks provided in the Polk County Land Development Code. Additional setbacks may be required by the Board if it deems necessary to meet the intent of this Ordinance.

(6) *Other standards.* All such facilities must be located within 5 miles of a full-service fire station. The provision of on-site fire/rescue capability acceptable to the county fire marshal may exempt a proposed facility from this requirement.

(7) *Financial Responsibility.* The owner and the operator, as a prerequisite to the operation of a solid waste management facility in Polk County, shall be bonded or insured to guarantee the financial responsibility of both the owner and operator for any liability which may be incurred in the operation of the facility and to provide that, upon closure, abandonment , or interruption of operation of the facility for any reason, all appropriate measures are taken to prevent or remediate damage to human health, safety, and welfare; the environment; and private and public property. To the extent that these financial responsibilities are addressed through the state and federal permitting requirements, the applicable portion of the financial responsibility requirement may be satisfied through the financial requirements of the state and federal programs; however, in granting approval to a facility pursuant to this Ordinance, the Board may require additional, reasonable bonding or environmental impairment insurance as deemed necessary to protect the public health, safety, and welfare.

Cash, surety bonds, environmental impairment insurance, or casualty insurance, or a combination thereof, acceptable to the Board, may be used to satisfy the financial responsibility requirement. Any bond or insurance obtained to satisfy this requirement shall be maintained in the amount established by the Board, with Polk County listed as an additional insured, and shall be maintained until the Board determines that the owner and operator have satisfactorily closed the facility, any contamination has been remediated to the point that FDEP requires no further action and until the Board authorizes cancellation, modification, or liquidation of the bond or insurance.

(8) Construction and commencement of operation of any facilities approved pursuant to this Ordinance shall be begin within 5 years , unless an alternative time period is approved by the Board, which in no case shall exceed 7 years from the date of approval.

(9) A solid waste management facility shall be approved only when the Board is satisfied that the proposed facility is appropriately sited and necessary as determined through review of the factors, standards, requirements, and analysis contained in this Ordinance.

(10) The Board may attach such reasonable conditions as it deems necessary to protect the public health, safety and welfare and further the purposes of this Ordinance, the Comprehensive Plan, and the Land Development Code.

Section 9. - Approval Process.

Applications for solid waste management facility siting permits shall be filed with the County's Planning and Development division and shall be accompanied by the applicable fee to be established by resolution of the Board. Application fees shall be based on the estimated cost of providing an effective review to assure compliance with this Ordinance. The Board may approve, approve with conditions, or deny any permit application filed pursuant to this Ordinance. The steps involved in the approval process are as follows:

(1) A pre-application meeting is optional, but recommended.

(2) Applicant submits an application for a solid waste management facility siting permit consistent with this Ordinance.

(3) The Land Development Director shall send a copy of the application to each member of the Development Review Committee and shall place the application on the agenda of the next committee meeting that allows for 15 working days for review. The application for a solid waste management facility siting permit shall be processed concurrently with any related Polk County Comprehensive Plan and Land Development Regulation applications for development approval filed by the applicant.

(4) Each committee member shall submit written comments as to the proposed development's compatibility with land uses and conditions in relative proximity to the proposal, the probable effect on the public facilities and services and whether the proposal is in compliance with the Comprehensive Plan, Land Development Code and this Ordinance. Development Review Committee members shall provide proposed written conditions of approval for the Board's consideration to memorialize representations made by the applicant, attempt to mitigate the impacts of development and address compatibility concerns. In the event the development area contained within the application for a solid waste management facility siting permit exceeds ten acres in size, the Land Development Director may engage third party professionals to assist the Land Development Director in reviewing the application for a solid waste management facility siting permit for consistency with the Comprehensive Plan, Land Development Code and this Ordinance. The fee for such review shall be the obligation of the applicant and the methodology for assessing the fee shall be established by resolution of the Board.

(5) The Land Development Director shall prepare a written report, propose conditions of approval, and provide a recommendation that the application be approved, approved with conditions, or denied for both the Planning Commission's public hearing and the Board's public hearing. The Land Development Director shall incorporate the

recommendations of the Development Review Committee, the third party professionals (if applicable) and the Planning Commission. The Land Development Director shall provide proposed written conditions of approval proposed by the Development Review Committee, the Planning Commission, and the third party professionals, for the Board's consideration to memorialize representations made by the applicant, attempt to address the impacts of development and address compatibility concerns.

(6) The Land Development Director shall schedule a public hearing before the Board on the application, and notice shall be provided as set forth the Polk County Land Development Code.

(7) The Board, in the review of the development application shall consider the following:

A. Whether there is a local need in Polk County for a new solid waste management facility, or for the modification or expansion of an existing solid waste management facility;

B. The written report of the Land Development Director containing the recommendations of the Development Review Committee, the third party professional (if applicable), and the recommendation of the Planning Commission;

C. The evidence and testimony presented during the hearing;

D. Whether the proposed development is consistent with all relevant requirements of the Comprehensive Plan, Land Development Code and this Ordinance;

E. Whether the proposed use is compatible with land uses and conditions in relative proximity to the proposal and the general character of the area, including such factors as density, height, bulk, scale, scope, intensity, traffic, odor, setbacks, topography , and noise appearance;

F. The factors listed in Section 907D.9 and 907D.10 of the Land Development Code; and

G. Any other matter which the Board may deem appropriate and relevant to the specific development proposal.

(8) The Board may prescribe appropriate conditions of approval and safeguards in conformity with the intent and provisions of this Ordinance, including the following:

A. Limit the manner and extent to which an activity is conducted to minimize such environmental effects as noise, vibration, air pollution, glare, and odor;

B. Limit the height, size, or location of a building, drainage facility, storage area, disposal area or other improvements, fixtures , features (including signs) , or other on-site uses to attempt to minimize incompatibilities between a proposed development and land uses and conditions in relative proximity to the proposal;

C. Designate the size, number and location of vehicle access points to minimize hazards for vehicular or bicycle/pedestrian traffic and to minimize congestion on public roads;

D. Limit the location and intensity of outdoor lighting, including sign lighting, or require its shielding to protect adjacent or nearby properties and public roadways from glare;

E. Require modified or increased berming, screening , separations , setbacks, or landscaping to lessen visual and sound impacts which may adversely affect adjacent or nearby property;

F. Memorialize representations made by the applicant; and

G. Specify other conditions in conformity with the intent and purpose of the Comprehensive Plan, Land Development Code and this Ordinance.

(9) The Board shall render a final decision to approve, approve with conditions, or deny the development application.

Section 10. - Operating License and Fee.

(1) In addition to any other fee, license, or permit, the Board shall require an annual operating license to assure compliance with this Ordinance and the solid waste management facility siting permit. An annual operating license fee based on the estimated cost of providing an effective inspection program shall be established by subsequent resolution of the Board. No facility subject to this Ordinance shall operate without a current operating license. The fee hereunder will be due and payable on or before January 1st of each year. The license fee shall be accompanied by a certification from an appropriate professional (PE or PG) that the facility is currently operating in accordance with all applicable federal , state, and local laws, rules, regulations, and permits.

(2) No license issued under this section shall be transferable without the approval of the Board. The Board shall not unreasonably withhold approval but may

impose other or different financial responsibility requirements. A transfer not authorized by the Board shall constitute grounds for revocation of an operating license.

Section 11. - Enforcement and Penalties.

(1) The Polk County Building and Codes shall, no less than once per year, inspect all facilities subject to this Ordinance within unincorporated Polk County for compliance with the provisions contained herein. Such inspections will, at a minimum, verify that required landscape buffers are being maintained, and that all materials found at the subject facility are allowed under the conditions of the permits and approvals issued for the facility. Inspections pursuant to this Ordinance shall be conducted without prior notice to the facilities' operators during regular business hours.

(2) Representatives of the Polk County Building and Codes Division or Sheriff's Department shall, upon identification, be admitted to the premises during regular business hours to conduct inspections and shall be given full and immediate access to the premises and all records required by this Ordinance. Failure to admit a county official onto a facility shall constitute a violation of these regulations.

(3) If, at any time during the operational life of the facility, it is determined that the facility is being operated in violation of the conditions of the permits, licenses or approvals which pose an immediate threat to the health, safety or welfare of the general public or surrounding properties, the Building & Codes division may issue a stop work order which shall remain in force and effect until the facility is brought into compliance with such conditions and damage to surrounding properties, if any, is remedied. For purposes of enforcement , each violation shall be considered a separate offense.

SECTION 12. SEVERABILITY. It is declared to be the intent of the Board that if any section, subsection, sentence, clause or provision of this Ordinance be held invalid by a court of competent jurisdiction, it shall in no way affect the validity of the remaining portions of this Ordinance.

SECTION 13. EFFECTIVE DATE. This Ordinance shall be effective upon filing with the Florida Department of State. Immediately upon passage, the Clerk is directed to so file this Ordinance.

PASSED AND DULY ADOPTED this 18th day of March, 2014.

BOARD OF COUNTY COMMISS IONERS
OF POLK COUNTY, FLORIDA

By: _____
R. TODD DANTZLER, Chairman

ATTEST:

_____
Stacy M. Butterfield, Ex Officio
Clerk to the Board

APPROVED AS TO FORM AND LEGALITY:

_____
Michael Craig, Esq.
County Attorney

STATE OF FLORIDA)
)
COUNTY OF POLK)

I Stacy M. Butterfield, County Clerk and Comptroller for Polk County, Florida, hereby certify that the foregoing is a true and correct copy of Ordinance No.14-014 adopted by the Board on March 18th, 2014.

WITNESS my hand and official seal on this 20th day of March, 2014.

STACY M. BUTTERFIELD, CLERK

By: Alison Prevatt
Alison Prevatt
Deputy Clerk

FLORIDA DEPARTMENT of STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

March 20, 2014

Ms. Alison Prevatt
Deputy Clerk
Finance and Accounting
Post Office Box 988
Bartow, Florida 33831-0988

Dear Ms. Prevatt:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Polk County Ordinance No. 2014-014, which was filed in this office on March 20, 2014.

Sincerely,

Liz Cloud
Program Administrator

LC/elr

R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250
Telephone: (850) 245-6270 • Facsimile: (850) 488-9879
www.dos.state.fl.us

Agenda Item 6. 1/7/2026

SUBJECT

LDPD-2025-5 (Osprey Creek PD Modification)

DESCRIPTION

Major Modification to LDPD-2023-29 and Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) to increase the unit count from 909 to 949 single-family units within Poinciana Village 6, Neighborhood 3 West-North. The request includes 40-foot-wide lots and establishes setbacks.

RECOMMENDATION

Approval with companion development order

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

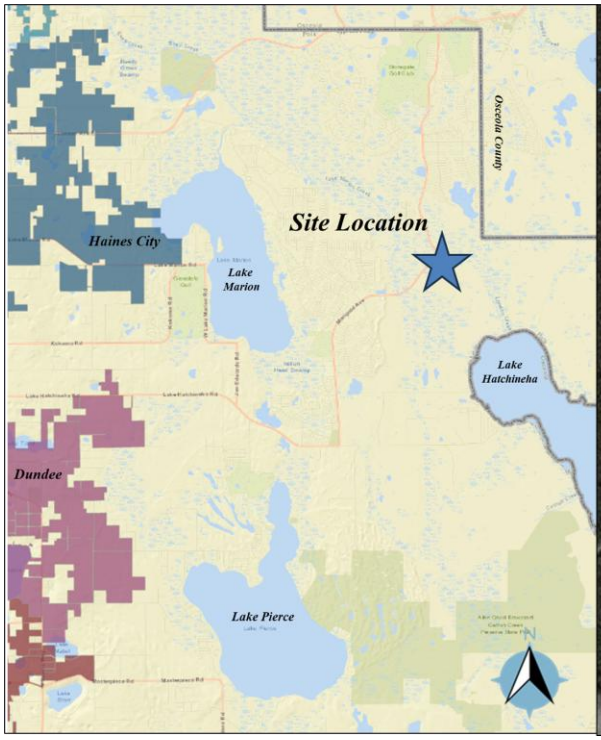
Ian Nance
Land Development
(863) 534-7621
ivannance@polkfl.gov

POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT

DRC Date:	August 14, 2025	**Level of Review:**	3
PC Date:	January 7, 2026	**Type:**	Planned Development Mod.
BoCC Date:	N/A	**Case Number:**	LDPD-2025-5
		Case Name:	Osprey Creek PD Mod.
Applicant:	John Adams, RJ and Whidden Associates, Inc.	**Case Planner:**	Ian Nance

Request:	Major Modification to LDPD-2023-29 and Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) to increase the unit count from 909 to 949 single-family units within Poinciana Village 6, Neighborhood 3 West-North. The request includes 40-foot-wide lots and establishes setbacks.
Location:	The subject property is located east of Marigold Avenue, north of Lake Hatchineha Road, south of Palmetto Street, southwest of the Osceola County Line, east of Haines City in Section 01, Township 28, Range 28.
Property Owners:	Osprey Creek LP
Parcel Number:	282801-934670-000001 282801-934670-000002
Future Land Use:	Development of Regional Impact (DRI) PUD 71-10 Residential Low-1 (RL-1)
Development Area:	Urban Enclave Area (UEA)
Nearest Municipality:	City of Haines City
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Hearing

Site Location



Site Plan



Summary of Analysis:

LDPD-2025-5 is a Major Modification to LDPD-2023-29 and Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) to increase the unit count from 909 to 949 single-family units within Poinciana Village 6, Neighborhood 3 West-North. As previously approved, the request includes 40 and 50-foot-wide lot widths with minimum lot sizes of 4,800 sq. ft. These lots sizes are intended to cluster the development on uplands to preserve the wetlands onsite and maximize previously approved entitlements. A plat for 967 single-family lots on the subject site was recorded on September 12, 1973, and further modifications, as described on Pages 7 & 8 of this report, were vested by the state through the 1981 Poinciana Master Plan (Exhibit 2) and a Binding Letter of Vested Rights (BLIVR).

The proposed site plan will have two access points onto Marigold Avenue, an Urban Collector roadway with available capacity and plans for future expansions. The site will receive utilities from the Toho Water Authority. Service lines are available to the site. School capacity has been vested through the DRI process, but a new high school is planned to the southwest of the property. Emergency services are also available to the area with a new fire station and Polk County Sheriff's Office command center located to the south near a County regional park.

While public services are widely available and improving, the Poinciana area lacks many of the private daily living needs an area with dense residential development requires such as grocery, retail, employment, entertainment, and personal services. Residents must commute significant distances to reach such things, which amplifies traffic burden on the roadways. The site is also within the Florida Wildlife Corridor, a network of contiguous wilderness and working lands critical to the state's wildlife. State-owned preservation lands are located adjacent to the site (Exhibit 4).

With Planned Developments, there is an element of give-and-take, and that is true with this situation. To avoid the wetlands, which is a practical development matter as well as an environmental one, the applicant has reduced the lot counts from the original plat while reducing the lot sizes. Modern development standards are now applicable, and increased open space, recreation areas, internal sidewalks, additional parking facilities, and landscaped stormwater ponds improve the interior design of the site.

This section of Poinciana has been vested for a large unit count. Realizing that count, as currently platted, would place financial burdens on the applicant while further compromising the wetlands onsite. Clustering the units on the uplands and holding the overall project to higher development standards are preferable strategies to the staff as well as the applicant. While there are current commercial and non-residential shortcomings in the area, this region of the County is quickly growing, and residential demand is expected to drive commercial development. The site plan impacts no other residential properties, and sufficient buffering has provided transition from the lots to the offsite preservation property. For these reasons, staff recommends approval, finding this request is consistent with the Comprehensive Plan and LDC, and compatible with surrounding uses.

Findings of Fact

- *LDPD-2025-5 is a Major Modification to LDPD-2023-29 and Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) to increase the unit count from 909 to 949 single-family units within Poinciana Village 6, Neighborhood 3 West-North. The request includes establishing setbacks, 40 and 50-foot-wide lot widths, and minimum lot sizes of 4,800 sq. ft.*

- *Proposed setbacks are as follows:*

  - *5' Interior Side*
  - *10' Rear*
  - *25' RW Garage*
  - *15' RW Primary Structure*
  - *15' RW Sides on Corner Lots*
  - *5' Accessory Side and Rear*

- *LDPD-2023-29 was a Major Modification to Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) for 909 single-family units within Poinciana Village 6, Neighborhood 3 West-North. The site is within the Utility Enclave Area (UEA). The site plan also maintained previously platted commercial and institutional acreage. The request included 40-foot-wide lot widths and minimum lot sizes of 4,800 sq. ft. It was approved by the Planning Commission on December 6, 2023, by a 5-1 vote.*

- *LDRES-2024-18 was approved by the Development Review Committee (DRC) on October 21, 2024, for 885 single-family lots with the lot sizes and setbacks as set with LDPD-2023-29.*

- *LDCDD-2024-3 was approved by the BoCC (5-0) on September 17, 2024, to adopt an ordinance establishing a Community Development District (CDD) for approximately 885 residential units on the subject site; describing the external boundaries of the district; describing the functions and powers of the district; designating the initial members of the district's Board of Supervisors; providing a severability clause; and providing an effective date.*

- *LDCPAS-2025-16 was a Small-Scale Comprehensive Plan Map Amendment for change Future Land Use and Development Area designation from Development of Regional Impact (DRI) in the Rural Development Area (RDA) to Residential Low (RL) in the Utility Enclave Area (UEA) on 17.48 +/- acres within the subject site. These sites were formally designated as Commercial and Institutional. This case was approved by the BoCC on December 2, 2025, 5-0. Through RL-1, residential densities can reach 5 DU/AC through the PD process.*

- *According to SECTION 2.130-A: POINCIANA (PRE-DRI #1) of the Comprehensive Plan, "The Poinciana development contains approximately 47,000 acres located in Polk and Osceola counties. The project is a multi-use development proposed to contain single-family, multi-family, commercial, industrial, institutional, and open space/recreation uses within 8 villages, 9 estate areas, and 6 office/industrial parks. Located in Polk County are Villages 3, 4, 6, 7, and 8. The Poinciana development received approval by Polk County in 1971 as a Planned Unit Development (PUD 71- 10)."*

- *The subject site is located within Poinciana Village 6, Neighborhood 3 West North. It was designated for Single Family Residential, Commercial, and School in the 1981 Poinciana Master Plan.*

- *A plat for 967 single-family lots on the subject site was recorded on September 12, 1973 (Plat Book 60 Pages 13-22). Minimum lot widths were approved for 70 feet. Principal side setbacks are 7.5 feet; rear setbacks are 20 feet; front setbacks are 25 feet; and garage setbacks are 25 feet. The commercial and school acreage was designated on the plat.*

- *On February 1, 1991, the Department of Community Affairs issued a Binding Letter of Modification (File No. BLIM 691-004) to a Development with Vested Rights for Poinciana Village 6, Neighborhoods 3 West North for 760 SF units, 330 MF units, and 460,238 sq. ft. of commercial uses. By order, this binding letter determination does not remove the applicant's need to comply with all other applicable federal, state, or local permitting procedures, including consistency with the Comprehensive Plan.*

- *According to LDC Section 402.B, the Poinciana Master Plan serves as the Planned Development (PD) binding site plan but does not include development standards such setbacks, building locations, parking and retention areas, Floor Area Ratio (FAR), and Impervious Surface Ratio (ISR). Therefore, as development has occurred, the approved PD 71-10 has been modified or new PDs created to approve binding site plans consistent with the BLIVR or Binding Letters of Modifications to Vested Rights (BLIM). Approved development standards may be amended through a PD modification.*

- *The site is within a Utility Enclave Area (UEA). According to SECTION 2.107-A1 of the Comprehensive Plan, "UEAs shall be those areas within the County which have developed at urban or suburban densities with County-owned, municipal or County-franchised potable-water systems, and centralized public sewer facilities, or private sewer system in excess of 400,000 GPD. UEAs are typically lacking the full complement of other urban services typically found in the Transit Supportive Development, Urban Growth, or Suburban Areas."*

- *The subject site is served by the Toho Water Authority for potable water and wastewater.*

- *The subject property is not located within an Airport Impact Zone.*

- *The property is comprised of Immokalee Sand; Felda Fine Sand; Malabar Fine Sand; Floridana Mucky Fine Sand; and Kaliga Muck.*

- *Direct ingress/egress to the development is proposed from Marigold Avenue, listed as a 22-foot-wide paved Rural Major Collector (RMC) in Polk County's Road Inventory with a PCI Rating of "9."*

- *Fire and ambulance responses are from Fire Station 46, located at 9500 Marigold Avenue.*

- *Sheriff's response to the site has been served by the Northeast District, located at 1100 Dunson Road. In the future, PCSO response will be served from the Ridge District Office located at 9630 Marigold Avenue.*

- *The zoned schools for the site are Laurel Elementary, Lake Marion Creek Middle, and Haines City Senior High schools.*

- *The Poinciana Community Park is located to the south at the intersection of Marigold Avenue and Lake Hatchineha Road.*

- *Wetlands are found within the project area Per LDC Section 620, no disturbance of wetlands covered by this Section shall be allowed unless authorized or exempted from regulation by the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers, and the applicable Water Management District. An undisturbed vegetative buffer adjacent to surface waters with an average width of 25 feet and a minimum width of 15 feet shall be maintained for stormwater treatment and wildlife utilization measured perpendicularly from the jurisdictional wetland line, whichever is greater.*

- *LDC Section 620.C states, "All development within areas covered by this Section shall comply with the following:*

  1. Wetland impacts shall be avoided to the maximum extent possible.

  2. Wetland impacts, where unavoidable and where properly mitigated as determined by agencies having jurisdiction, shall be permitted for:

    a. Access to the site;

    b. Internal traffic circulation, where other alternatives do not exist, or for purposes of public safety;

    c. Utility transmission and collection lines;

    d. Pre-treatment storm water management facilities;

    e. Mining uses which meet State and Federal regulations; or

    f. The purpose of avoiding cases where all beneficial use of the property is denied as provided by the Polk County Comprehensive Plan.

- *Flood zones are found within the project area. LDC Section 630 applies to all portions of a project proposed for development within Special Flood Hazard Areas. Floodplain impacts shall be avoided to the maximum extent possible.*

- *No surface waters or well-field protection districts are located at this location.*

- *This site is identified as an Opportunity Area within the Florida Wildlife Corridor.*

- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion*

over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

- *This request has been reviewed for consistency with LDC Sections 303, 402, and 906.*

- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.107 UTILITY ENCLAVE AREAS (UEA); and SECTION 2.130-A POINCIANA (PRE-DRI #1).*

Development Review Committee Recommendation: Based on the information provided by the findings of fact, information provided by the applicant, a recent site visit, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDPD-2025-5.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the Development Review Committee recommends APPROVAL of LDPD-2025-5 with the following Conditions:

1. Previous conditions of approval from LDPD-2023-29 are null and void. [PLG]

2. This Planned Development (PD) modification approval shall be for 949 single-family detached units, as depicted on the site plan. The residential setbacks shall be as follows [PLG]:

   - 5' Interior Side
   - 10' Rear
   - 25' RW Garage
   - 15' RW Primary Structure
   - 15' RW Sides on Corner Lots
   - 5' Accessory Side and Rear

3. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-2025-5, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]

4. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law. [PLG]

5. No residential lots shall be approved wholly or partially within wetlands or the wetland buffers. [PLG]

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: DRI Marigold Ave., Vacant Uplands, Wetlands, N6 South Vil 3	**North: DRI & PRESVX** Vacant Uplands, Wetlands & Water Management District Lands	**Northeast: DRI & PRESVX** Vacant Uplands, Wetlands & Water Management District Lands
West: DRI Marigold Ave., Vacant Uplands, Wetlands, N6 South Vil 3	**Subject Property: DRI** Vacant Uplands, Wetlands N3 West-North Vil 6	**East: DRI** Vacant Uplands, Wetlands N3 West-South Vil 6
Southwest: DRI & PRESVX Vacant Uplands, Wetlands & Water Management District Lands	**South: DRI & PRESVX** Vacant Uplands, Wetlands Poinciana N3 West-South Vil 6	**Southeast: DRI** Vacant Uplands, Wetlands N3 West-South Vil 6

According to SECTION 2.130-A: POINCIANA (PRE-DRI #1) of the Comprehensive Plan, "The Poinciana development contains approximately 47,000 acres located in Polk and Osceola counties. The project is a multi-use development proposed to contain single-family, multi-family, commercial, industrial, institutional, and open space/recreation uses within 8 villages, 9 estate areas, and 6 office/industrial parks. Located in Polk County are Villages 3, 4, 6, 7, and 8. The Poinciana development received approval by Polk County in 1971 as a Planned Unit Development (PUD 71-10)." In 1983, Poinciana received vested rights status under Section 830.06 and 120.57, F.S.

According to LDC Section 402.B, the Poinciana Master Plan serves as the Planned Development (PD) binding site plan but does not include development standards such setbacks, building locations, parking and retention areas, Floor Area Ratio (FAR), and Impervious Surface Ratio (ISR). Since not all parcels within Poinciana have binding site plans, as development has occurred, the approved PD 71-10 has been modified or new PDs created to approve binding site plans consistent with the BLIVR or Binding Letters of Modifications to Vested Rights (BLIM). Approved development standards may be amended through a PD modification, which has been needed in the past due to wetland impacts or soil and floodplain limitations.

The subject site is located within Poinciana Village 6, Neighborhood 3 West North. It was designated for Single Family Residential, Commercial, and School in the 1981 Poinciana Master Plan. A plat for 967 single-family lots on the subject site was recorded on September 12, 1973

(Plat Book 60 Pages 13-22). Minimum lot widths were approved for 70 feet. Principal side setbacks are 7.5 feet; rear setbacks are 20 feet; front setbacks are 25 feet; and garage setbacks are 25 feet. The commercial and school acreages were designated on the plat.

On February 1, 1991, the Department of Community Affairs issued BLIM 691-004 to Poinciana Village 6, Neighborhoods 3 West North for 633 SF units, 415 MF units, and 102,275 sq. ft. of commercial uses. This modification was never realized, however. BLIMs are no longer issued by the state, and as noted above, the PD modification tool is used for changing development entitlements and establishing standards (setbacks, FAR, etc.).

Another alternative to a PD modification for developing the site is through a Comprehensive Plan Amendment (CPA). Poinciana does not have a designated land use district on the County's Future Land Use Map (FLUM) or through LDC Tables 2.1 and 2.2. By completing a CPA, it would be assigned a land use district – likely Residential Low (RL) – which could attain up to 5 DU/AC through a Planned Development. The benefit to a CPA on this site is that it would erase the commercial and institutional entitlements that were installed with Master Plan, allowing for more residential units. This was accomplished by LDCPAS-2025-16, a Small-Scale Comprehensive Plan Map Amendment for change Future Land Use and Development Area designation from Development of Regional Impact (DRI) in the Rural Development Area (RDA) to Residential Low (RL) in the Utility Enclave Area (UEA) on 17.48 +/- acres within the subject site that were formally designated as Commercial and Institutional. This case was approved by the BoCC on December 2, 2025, 5-0.

Prior to this, LDPD-2023-29 was a Major Modification to Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) for 909 single-family units within Poinciana Village 6, Neighborhood 3 West-North. The site is within the Utility Enclave Area (UEA). That site plan maintained previously platted commercial and institutional acreage. The request included 40-foot-wide lot widths and minimum lot sizes of 4,800 sq. ft. It was approved by the Planning Commission on December 6, 2023, by a 5-1 vote.

Subsequently, LDRES-2024-18 was approved by the Development Review Committee (DRC) on October 21, 2024, for 885 single-family lots with the lot sizes and setbacks as set with LDPD-2023-29. LDCDD-2024-3 was approved by the BoCC (5-0) on September 17, 2024, to adopt an ordinance establishing a Community Development District (CDD) for approximately 885 residential units on the subject site; describing the external boundaries of the district; describing the functions and powers of the district; designating the initial members of the district's Board of Supervisors; providing a severability clause; and providing an effective date.

A significant number of buildable lots in the Poinciana area have come onto the market since 2015 and have been developing at a rapid pace. The County Commission is aware of this rate of growth and has directed staff to focus on capital improvement plans in this area.

Compatibility with the Surrounding Land Uses and Infrastructure:

The Comprehensive Plan defines Compatibility in Section 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion."

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit,

parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

A. Land Uses:

The proposed PD modification will increase the approved number of single-family units from LDPD-2023-29 (909) to 949. This is still less than what was originally platted (967) through the original DRI approval and subsequent modifications (633 SF units, 415 MF units). In theory, a developer could build to the lot sizes and setbacks as currently approved, but environmental constraints have hindered the ability to develop to the number of platted units. When the plat for this phase of Poinciana was approved in 1973, it was done so with no deference to the wetlands and flood plain onsite. Lots, open space, roadways, and non-residential portions of the plat were overlaid on wetlands. At that time, modern Comprehensive Plan and LDC standards were not in effect. GIS analysis shows that of the platted lots and tracts within the subject site, 312 – or just under 1/3 – are impacted by wetlands.

Broader environmental impacts aside, developing within wetlands is problematic, as the soils are not suitable for the long-term sustainability of homes, roads, and infrastructure. So, to realize the vested rights within this phase and keep development within the uplands, the applicant is proposing to reduce the unit count, decrease the lot widths to 40 and 50 feet, and establish the setbacks as follows:

- 5’ Interior Side
- 10’ Rear
- 25’ RW Garage
- 15’ RW Primary Structure
- 15’ RW Side on Corner Lots
- 5’ Accessory Side and Rear

The site plan calls out a Gross Total Area of 404.48 acres. Of this, 139.18 acres are wetlands. The County calculates density based on upland area (265.3 acres), so the density for this request is approximately 3.58 DU/AC. Another 5.65 acres will be dedicated for road right-of-way dedication along the northern property line. Proposed minimum lot sizes are 4,800 sq. ft. with a mixture of 40-foot and 50-foot-wide lots.

The internal design and layout meet or exceed LDC standards and those approved through the prior plat. Exclusive of the wetlands, approximately 84.24 acres or 31% of the uplands are dedicated to Open Space. Open Space will include landscaped, curvilinear stormwater ponds; 25-foot-wide wetland buffers; and recreation areas. The development will provide a range of recreational amenities in accordance with Polk County’s PD requirements. These will include Recreation Types I, II, and IV, as identified in Exhibit E of the application packet. The proposed amenities will be integrated within each phase and accessible to all residents via an established Homeowners' Association (HOA). The HOA will also be responsible for the operation and maintenance of Recreation Type IV facilities, serving the overall community.

Furthermore, the lots are arranged to maximize scenic views of the preserved wetlands within the development. No lots are planned within the wetlands. The site plan provides 136 additional parking spots to accommodate visitor parking. Two parking spaces per lot is the standard, with no tandem parking arrangements allowed. Type “A” landscaping is required along Marigold Avenue, and a minimum of one tree shall be planted on each lot. Internal sidewalks will be

required along both sides of interior roadways with streetlighting and pedestrian lighting at the entrance. All lighting must be shielded or recessed to prevent light trespass.

Outside of the development, the question of compatibility is difficult to gauge in this instance, as what is proposed is essentially an island of relatively intense residential development among designated preservation and conservation areas and undevelopable wetlands on the east side of Marigold Avenue. It is not connected with other developments in Poinciana as is typical of this area. A close comparable in layout, though, is Neighborhood 6 South Village 3, recorded in April 1971, to the northwest of the site (PB 54 PGS 43-49). Itself an island, the total area of this Poinciana subdivision is approximately 850 acres; however, the platted development took place on approximately 165 acres, and lots have developed outside of the wetlands. Minimum typical lot widths are 70 feet, though flag lots were used to create frontage for many of the developable parcels here. The Property Appraiser lists 489 residential lots within this development for a density of +/- 2.96 DU/AC.

For a lot-width comparable, Solivita is located to the north and was approved through a modification (PD 98-12) to allow for a variety of lot widths, including 40-foot-wide lots, and reduced setbacks from the norm found in Poinciana. Solivita was also designed around pervasive wetlands, which clustered smaller lots on the uplands. Lake Deer Estates, to the south, also has 40 and 50-foot-wide lots. So, the requested lot widths are found in the general area.

As for the impacts immediately adjacent to the site, the Preservation land use districts to the north, east, and south are mostly buffered by the wetlands internal to the site which help transition the impacts of the single-family uses from the off-site wetlands and conservation areas. This land, though, will not be developed. There is limited opportunity to develop along the eastern property lines. Poinciana Neighborhood 3 West-South Village 6 (PB 60 PGS 23-31) is platted for 132 single-family lots, though development will require interconnectivity with this site, which will not be possible with this approval, or for the dedicated right-of-way to be developed along the north side of the subject site. Much like the subject site, wetlands compromise the ability to develop this subdivision.

One final consideration is the support this development will have from employment opportunities, availability of retail and grocery, entertainment, restaurants, personal supports, and public services. The southern half of Poinciana is in a unique situation – urban-level densities and services with rural-level supports in other factors of life. Public services are improving rapidly, as described in the next section. Dollar store retail exists, but residents must travel to Kissimmee to the north for larger retail, grocery, and produce chains. Few restaurants or entertainment venues are found in the area. Access to personal services is severely limited.

While this area is rapidly developing, staff has recognized a need for better planning to preserve areas for commercial development. In summary, while many supports might not be available at this time, they are anticipated to arrive as this development and others build-out over time and the market is better realized. Staff finds the request compatible with surrounding uses and area at-large. The proposed development is similar in use and intensity as others in the area. The layout avoids wetlands to the maximum extent possible, while providing a thoughtful layout to future residents.

B. Timing & Infrastructure:

According to Comprehensive Plan POLICY 2.102-A1: DEVELOPMENT LOCATION, “Polk County shall promote contiguous and compact growth patterns through the development process

to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities."

Infrastructure in this area is currently being consumed by multiple phases of the Poinciana Development. One newer phase has recently been constructed and platted to the south (Lake Deer Estates, 567 lots). The southern portion of the Poinciana development has nine active phases under development ranging from 7% to 84% developed. As of the end of 2022, approximately 60% of the 9,941 lots contained within these phases were developed with homes. There are three phases, including the subject site, that are platted without roads, drainage, and utilities constructed. While Poinciana has been developing since 1971, almost one fourth of the available residential lots in this area have been developed over the last ten years. The current population residing south of the bend in Marigold Avenue exceeds the population of Lake Wales. Therefore, there are going to be some infrastructure weaknesses anticipated in the future. Just the growth alone since 2015 exceeds the total population of 10 out of the 17 municipalities in the County.

This property is in the UEA where Toho Water Authority provides utilities. Connection to centralized potable water and wastewater is required. Reclaimed services are available. The proposed development will have direct ingress and egress to Marigold Avenue. No traffic from this project will directly traverse nearby subdivisions. Public safety services in this area are ahead of the growth curve. There are two fire stations that currently serve the Polk County portion of Poinciana. The Sheriff's Office is constructing a new command center to the south of the subject property. The School Board is actively planning new facilities to serve the south end of Poinciana and will soon add a high school to the two elementary and one middle school that currently serves the area. Transportation facilities are currently funded for improvements, and Roads and Drainage Division staff are actively planning for more to follow as the growth in this area continues. There is a regional park south of the site as well as recreational amenities planned within the development.

Though this site is vested for residential lots, staff has still reviewed this request against the Code's PD requirements for locational eligibility required to attain the proposed density. To reach 3.58 DU/AC requires 13-16 density points, according to LDC Table 3.4. This is achieved by the proximity to utilities, access to a collector road, nearby schools and general mercantile, and positive drainage and outfall.

Nearest Elementary, Middle, and High School

Table 2, to follow, shows the generalized capacity of the zoned schools, and the driving distance to these schools from the project. These figures are a snapshot based on 2024-25 school capacity.

Table 2

Name of School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
Laurel Elementary	137	78%	±1.5 miles driving distance
Lake Marion Creek Middle	79	85%	±2.6 miles driving distance
Haines City Senior High	111	95%	±15.2 miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance

The higher capacity numbers are a reality of any area that is experiencing rapid residential growth like this area of Polk County. What is most important to this school capacity assessment are the plans to address the capacity deficit. School boards in Florida do not have the liberty of carrying excess capacity in the system or building another school before capacities are exhausted. School boards must wait until schools exceed capacity before they can pursue development of a new school. However, the Polk County School Board staff is always monitoring development and actively plans for where new schools are needed in advance of Florida Department of Education (FDOE) allowances for new school construction. As a note, the Polk County School Board has purchased property for a new high school less than two miles southwest of the subject site off Bayberry Street.

If approved, this development will not build-out at once, but the School Board has noted through the DRC process that while this project has been vested by the state, it is anticipated to have an increased demand on schools that will result in additional capacity needs. On September 13, 2024, a binding school concurrency determination was issued by the School Board for LDRES-2024-18 noting that this project is a part of a "pre-vested DRI where school concurrency was already approved by the state." As such, the letter found adequate capacity to serve this development.

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to unincorporated Polk County and the municipalities of Eagle Lake, Polk City, Mulberry, Lake Hamilton, and Hillcrest Heights. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Fire and ambulance responses to this project are from Polk County Fire Rescue Station 46 located at 9500 Marigold Avenue, Poinciana. The travel distance is approximately 3.6 miles. Response times average six minutes.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Polk County Sheriff's Northeast District Office 1100 Dunson Road	±22.8 miles	P1 Calls: 9:58 P2 Calls: 30:57
	Polk County Sheriff's Ridge District Office 9630 Marigold Avenue	±3.6 miles	N/A
Fire/EMS	Polk County Fire Rescue Station 46 9500 Marigold Avenue, Poinciana	±3.6 miles	6 Minutes

Source: Polk County Sheriff's Office and Public Safety
**Response times are based from when the station receives the call, not from when the call is made to 911.*

Sheriff's response to the site has been served by the Northeast District, located at 1100 Dunson Road. In the future, PCSO response will be served from the Ridge District Office located at 9630 Marigold Avenue. Sheriff response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that

occurred while the homeowner was on vacation and had just been discovered. Sheriff's response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County.

The PCSO improves response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

Patrol staff in each district also monitors the response times for their areas and tries to manage their shifts according to manpower, hotspots, traffic obstructions/construction sites, etc. Areas that are more spread out tend to have slightly longer response times because of the vast land mass of their district and time of travel. Since patrol deputies are not sitting in the office waiting on a call, it is easier for patrol staff to assign them to certain sectors or beats based on areas with higher call volume to reduce response time; however, this cannot be predicted precisely.

The Association of Poinciana Villages (APV) has provided the Polk County Sheriff's Office with office space within the master development to assist in patrols, investigation, and administration. The Polk County Sheriff's Office has begun construction on a new regional command center adjacent to Fire Rescue Station #46 to the south.

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

The proposed development is for 949 single-family detached units (SFR) on approximately 265.30 upland acres. The property is currently platted for 967 SFR. Per single-family unit, Polk County recognizes a demand for 360 gallons-per-day (GPD) for potable water and 270 GPD for wastewater capacity.

Table 4, to follow, provides generalized estimates of the anticipated water and wastewater demands based on the residential entitlements already in place for this property and those proposed with the application. This table will also contemplate the impact that could occur if a Comprehensive Plan Amendment to change the underlying land use district to Residential Low (RL) was requested. This could ultimately allow up to 5 DU/AC through a PD approval.

Table 4

Subject Property			
265.30 ± Upland Acres	**Currently Platted**	**Max in RL (5 DU/AC)**	**Proposed Plan**
Permitted Intensity	967 SFR	1,326 SFR	949 SFR
Potable Water Consumption (GPD)	348,120 GPD	477,360 GPD	341,640 GPD
Wastewater Generation (GPD)	261,090 GPD	358,020 GPD	256,230 GPD

For each phase of this development, the applicant must submit for a binding concurrency determination at the time of the Level 2 Review. In a letter dated September 27, 2023, and submitted with the LDPD-2023-29 application, the Toho Water Authority Toho staff determined

that potable water, reuse, and sewer capacities were available through existing facilities and expansions as part of planned improvements contained in its Capital Improvement Plan to serve the referenced project.

With the approval of LDRES-2024-18, concurrency was issued for 885 single-family units. The applicant will need to resubmit capacity information from the provider prior to a subsequent Level 2 Review approval.

B. Available Capacity:

Through TOHO, Poinciana is served by three water production facilities that have a permitted capacity of 11,743,000 gallons per day (GPD). For their future water needs, TOHO is developing the Cypress Lake Lower Floridan aquifer water supply project that will provide 30 million gallons per day (MGD) of water to meet future projected water supply needs and ensure a sustainable water supply for the region. Polk County is also participating in funding this facility. The Cypress Lake project includes three Lower Floridan aquifer water supply wells, a reverse osmosis water treatment plant, a concentrate disposal well, and associated monitoring wells.

The TOHO wastewater system for the Poinciana area has a permitted capacity of 6,350,000 GPD. Their average daily flow is 5,290,000 GPD in 2020. The remaining capacity is 1,060,000 GPD (16.7%) according to their published annual report. A large wastewater treatment plant was developed on a large tract nearby that was originally planned for community commercial. As a result, there is plenty of capacity in the wastewater infrastructure.

C. Planned Improvements:

TOHO has multiple plans for short-term system improvements underway, including additional raw water wells and expansion of their wastewater plants, according to information found on their website. The Poinciana system has three water production facilities and three wastewater treatment plants. One water production facility and two water treatment plants have expansion capabilities. Their long-term water supply plan is the aforementioned Cypress Lake project. Water generated through that facility will be mixed into the Poinciana water system and connected to the Polk County Utilities network in the future.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of ‘A’ to ‘F’ with LOS ‘A’ being the best (free-flow traffic) and LOS ‘F’ being the worst (severe traffic congestion).

A. Estimated Demand:

The proposed development is for 949 single-family detached units (SFR) on approximately 265.30 upland acres. Single Family Detached Housing generates 7.81 Average Annual Daily Trips (AADT) and 1.00 PM Peak Hours Trips per unit (ITE Code 210).

Table 5, to follow, provides generalized estimates of the AADT and Peak Hour demands based on different levels of approval. The table shows the maximum trips that would be generated through the current entitlements; the proposed plan; and what the maximum could be if the land use district was changed to Residential Low (RL) through a Comprehensive Plan Amendment.

Table 5

Subject Property			
265.30 ± Upland Acres	**Currently Permitted**	**Max in RL (5 DU/AC)**	**Proposed Plan**
Permitted Intensity	967 SFR	1,326 SFR	949 SFR
Average Annual Daily Trips (AADT)	7,552 AADT	10,360 AADT	7,412 AADT
PM Peak Hour Trips	967 PM PH	1,326 PM PH	949 PM PH

Of the projected 949 PM Peak Hour trips, 37% - 351 vehicles - are anticipated to enter the roadway system during peak hours. Since the AADT is estimated to be above 750 and Poinciana is not vested for traffic capacity, a Major Traffic Study will be required during the Level 2 Review process to provide a detailed analysis of the potential transportation impacts that may result from this development. Census data shows that Poinciana residents travel greater distances to work than County, state, and national averages, given the lack of significant employment, retail, and entertainment centers in the surrounding area.

B. Available Capacity:

Marigold Avenue is tracked by TPO for capacity. This roadway has the capacity to assimilate all PM Peak Hour trips and not fall below the Level of Service standard set by the Board. Table 6, to follow, displays the generalized capacity on the affected transportation links.

Table 6

Link #	**Road Name**	**Current Level of Service (LOS)**	**Available PM Peak Hour Capacity**	**Minimum LOS Standard**
8100 N	Marigold Avenue South From: Lake Hatchineha Road To: Marigold Avenue North	C	452	D
8100 S	Marigold Avenue South From: Marigold Avenue North To: Lake Hatchineha Road	C	437	D
8101 N	Marigold Avenue North From: Palmetto St. To: S. Cypress Parkway	C	897	D
8101 S	Marigold Avenue North From: Cypress Parkway To: Palmetto St.	C	852	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 17, 2025

Utilizing methodology provided by TPO and as noted above, approximately 351 trips will exit the site during Peak PM hours. Roughly half of this traffic (175 vehicles) will utilize the northern link, and the other half will utilize the southbound link. This will consume over 30% of the available capacity on each link, and a Major Traffic Study will be required.

With the approval of LDRES-2024-18, concurrency was issued for 885 single-family units. The trips count for Link 8100N was 227 Peak PM trips and Link 8100S was 145 Peak PM Trips The

applicant will need to resubmit an amended Major Traffic Study prior to a Level 2 Review approval.

C. Roadway Conditions:

Direct ingress/egress to the development is proposed from Marigold Avenue (Road Number 882201). Marigold Avenue is listed as a 22-foot-wide paved Rural Major Collector (RMC) in Polk County's Road Inventory with a PCI Rating of "9." A rating of "9" classifies the roadway's conditions as "Excellent."

The applicant shows Type IV intersections at the two primary entrances to the residential portion development. This is a requirement of Section 705.C because the predicted volume at each of the entrances will exceed 1,500 AADT. Two entrances also permit effective access to the site for emergency services. The right-of-way and pavement widths are standard for Collector roadways; however, any improvements to the roadway required by the development of this project will be reviewed during the Level 2 Review process.

D. Sidewalk Network

The expansion and widening of Marigold Avenue should include a Complete Streets design and provision of sidewalk along the subject site. Should the timing of these projects not align the construction of sidewalks along Marigold Avenue will be required pursuant to LDC Section 707. Sidewalks are lacking throughout most of Poinciana except for a few areas near schools and residential neighborhoods.

E. Planned Improvements:

Table 7, to follow, shows planned improvements to the surrounding roadway network in the County's 5-year Community Investment Program (CIP).

Table 7

Road	Fiscal Year CIP (estimated cost)	Project Description
Hemlock Avenue at Marigold Avenue traffic signal installation	Completed	Install traffic signal. Final modification approved by the Board on 02/18/25. Construction is complete as on 04/22/25 with final invoice received on 06/03/25
Lake Marion Creek Drive at Marigold Avenue traffic signal installation	Completed	Install traffic signal. Final modification approved by the Board on 02/18/25. Construction is complete as of 04/22/25 with final invoice pending.
Marigold Avenue Widening	$28,650,000	Widen Marigold Avenue from CR 580/Cypress Parkway to Palmetto Street from two-lanes to four-lanes (about 2.2 miles). Marigold Avenue widening is a priority due to population and employment growth in the Poinciana area. Under permitting review with SWFWMD. Some additional right-of-way needed for floodplain compensation. Tentatively scheduled to be constructed concurrently with Cypress Parkway widening project in Fall 2024. Planned end date of 12/1/27.
Cypress Parkway Widening	$22,000,000	Widen Cypress Parkway from two-lanes to four-lanes from Poinciana Pkwy. to Solivita Blvd. (about 1.65 miles). Cypress Parkway widening is a priority due to population and employment growth in the Poinciana area. Intersection analysis is completed and under review. Tentatively scheduled to be constructed concurrently with the Marigold Avenue widening project in Fall 2024. Planned end date of 12/1/27.

The subject site is south of the approved widening of Marigold Avenue. It is located along a separate phase of this roadway project that is anticipated to be widened in the future. The timing and funding of these improvements have not yet been approved.

F. Mass Transit

The Poinciana development to the west and north is served by two transit routes by two separate transit providers, Citrus Connection (Polk County Transit) and LYNX (Orlando Metro Area Transit). However, the closest mass transit stop is currently approximately six miles travel distance from the site entrance at the intersection of Coyote Road and Marigold Avenue just a block north of the Palmetto intersection.

The LYNX system has served as far south as Allegehny Road and Cedar Drive in the past, but due to cuts in federal funding the system reduced its routes in 2009. Both the LYNX and Citrus Connection have been growing. It is anticipated that eventually they will return to their previous coverage and will be adding new routes and extending existing ones to serve areas of higher population concentration. Given the recent development in this area and potential buildout of this project, a route may one day be extended to serve this portion of Poincianna in the near future. However, the LYNX Transit Development Plan 2023 Major Update shows no new services projected in the area for the next 10 years.

Park Facilities and Environmental Lands:

Poinciana lacks a substantial public park system or recreational amenities near the property, though Poinciana Community Park is located to the southwest at the end of Marigold Avenue. The headwaters of the Kissimmee/Okeechobee/Everglades watershed are located nearby.

A. Location:

Poinciana Community Park is located at 5109 Allegheny Road (intersection of Lake Hatchineha Road and Marigold Avenue). Its current hours of operations are from 5 a.m. to 10 p.m.

B. Services:

There are three lighted soccer/football fields, four lighted baseball/softball fields with concession facilities, two basketball courts, restrooms, as well as playground facilities for children and a dog park.

C. Multi-use Trails:

No multi-use trails are located near the subject site.

D. Environmental Lands:

Environmental and conservation lands supporting the Kissimmee Chain of Lakes on the northwest shore of Lake Hatchineha border the subject site. This area is managed by the South Florida Water Management District. This property was acquired to manage lake levels to provide year-round flow to the Kissimmee River. These are the headwaters of the Lake Okeechobee and the Everglades.

This site is located within what is termed an Opportunity Area of the Florida Wildlife Corridor, a statewide network of approximately 18 million acres of connected lands and waters supporting

wildlife. In 2021, the Florida Wildlife Corridor Act formally recognized the geography of the Florida Wildlife Corridor, and the legislature has budgeted nearly $2 billion for protecting these lands since that time. Corridor Opportunity Areas are identified lands within the Florida Wildlife Corridor that have not been designated for environmental protection and conservation.

No conservation easements border the subject property, though there is one recorded less than one mile to the east (OR 9714-2092 & OR 10047-1380).

E. Planned Improvements:

There are no further recreation improvements scheduled for this area by the County in the five-year Capital Investment Plan.

Environmental Conditions

The layout and development of this site is dictated by the pervasive wetlands, flood zones, and poor endemic soils. Minimum impacts to wetlands are anticipated for access and internal circulation, but lots will remain out of these areas.

A. Surface Water:

There is no surface water on this property, though Lake Marion Creek flows south of the site. The southeastern-most property line is approximately one mile from the shore of Lake Hatchineha. Lake Marion is located approximately 2.3 miles to the west. There will be no significant alterations to the natural drainage features. A total of seven stormwater management ponds will be distributed throughout the project site, ensuring adequate water quality treatment and flood protection per Southwest Florida Water Management District (SWFWMD) criteria. These ponds will be landscaped to enhance aesthetics, and three of them will be dual-purposed as Recreation Type I facilities, providing passive recreational opportunities for residents. If this modification is approved, further analysis to drainage patterns, basin characteristics, and flood hazards will be completed with the submission of engineering plans with the Level 2 Review.

B. Wetlands/Floodplains:

Wetlands are found throughout this property, mostly along Marigold Avenue and along the southern and eastern property lines. These wetlands have a significant influence on how this site develops. Minimal impacts will be limited to access and internal circulation, in accordance with LDC Section 620. All wetland impacts will require mitigation with the appropriate water management agency. Approximately 139.18 acres of wetlands will be preserved onsite, along with 25-foot-wide open space buffers along the wetlands. These will serve not only environmental benefits but will provide scenic vistas for residents of the development. Types of wetlands include Freshwater Emergent and Freshwater Forested/Shrub wetlands, among the most common types of swamp in Florida. These are regularly inundated wetlands found along large rivers, creeks, and lakes, or occurring in depressions such as circular domes or linear strands.

On the County's DataViewer, an "AE" Flood Zone with an undetermined Base Flood Elevation is mapped in association with the wetlands. This flood zone is an area inundated by 100-yr flooding. This is a statistical concept referring to a 1% chance that the area floods in any given year. According to the U.S Geological Survey, the accuracy of the 1% AE flood zone "varies depending on the amount of data available, the accuracy of those data, land-use changes in the

river drainage area, climate cycles, and how well the data fits the statistical probability distribution."

Section 630.L.3 of the LDC states, "All new subdivision proposals and other proposed developments (including proposals for manufactured home parks and subdivisions) greater than 50 lots or five acres, whichever is the lesser, are required to provide base flood and floodway data, developed through a FEMA accepted methodology. The current applicable FEMA publications shall be used as a guide. The results of this study shall be submitted to FEMA with all applicable fees and additional information requested. The applicant shall submit as-built certification information in support of a Letter of Map Revision (LOMR) upon completion of every significant phase of construction." Any impacts to the flood zone will require "cup-for-cup" onsite compensation.

C. Soils:

The property is comprised of Immokalee Sand; Felda Fine Sand; Malabar Fine Sand; Floridana Mucky Fine Sand; and Kaliga Muck. Development will take place on the sands, as muck is not conducive to residential development, though none of the soils are ideal for development. The Immokalee, Felda, Malabar, and Floridana series consists of very deep, very poorly, and poorly drained soils that formed in sandy marine sediments and depressional areas. These are common soil types around wetlands and flood zones, contributing greatly to flooding. With fill and a sound grading plan, many of these challenges can be overcome. All future development is required by the LDC to implement best management practices for erosion-control, and the soils are not of such that would limit compliance with applicable LDC regulations for the proposed use.

The project will connect to public wastewater services negating the need for individual septic systems. None of these soils are ideal of septic. The table below indicates the limitations of each soil type within the developable area.

Table 8

Soil Name	**Septic Tank Absorption Field Limitations**	**Limitations to Dwellings w/o Basements**	**% of Site** *(approximate)*
Immokalee Sand	Severe: Wetness	Severe: Wetness	40%
Felda Fine Sand	Severe: Wetness	Severe: Wetness	20%
Malabar Fine Sand	Severe: Wetness	Severe: Wetness	20%
Floridana Fine Sand	Severe: Ponding	Severe: Ponding	10%
Kaliga Muck	Severe: Subsides, Ponding	Severe: Subsides, Ponding	10%

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service

Connection to centralized wastewater is critical for this development. Even with the lot sizes approved with the plat (7,000 sq. ft.), development of this site with individual septic systems would be impractical given the poorly drained soil types. Without expensive systems with advanced treatment methods, it is unlikely the Health Department would permit them on smaller lot sizes.

D. Protected Species:

According to the Florida Natural Areas Inventory's Biodiversity Matrix, this site is not located within a recent documented sighting of an endangered species, though approximately 60 species have the potential for living in this area. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or

endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state and local law.

E. Archeological Resources:

There are no known historical or archeological resources onsite, according to the Secretary of State's Department of Historical Resources Florida Site File.

F. Wells (Public/Private):

The subject site is not located in a Wellfield-Protection District.

G. Airports:

This property is not within an Airport Impact Zone.

Economic Factors:

In cases where central services for water and wastewater are provided, there are opportunities for intense development. This site is in an area that has experienced rapid growth due to the demand for housing brought on by improvements to the transportation network in this area of the County and the market desire for suburban living. For the last ten years, it has become increasingly attractive to investors, builders, and potential homebuyers because of the sudden ease of travel in south Kissimmee with the completion of the Poinciana Parkway. The site also lies in between several large state and federal preservation lands, which gives it an element of exclusivity and separation from urban areas. The area has an improved amount of accessibility while at the same time a bit of seclusion. There are more transportation improvements programmed and others being planned in the area that will continue to stimulate this phenomenon.

None the less, the area has potential detractors emerging from a residential marketing perspective. The growth has come primarily in housing development. There is little else provided in the area to accommodate the needs of quality habitation. While the County has invested in the development of infrastructure to support urban levels of residential development, such as recreation facilities and public safety services, there is very little in the way of private investment into commerce. The surrounding residents have a high-quality recreation facility nearby at the 28-acre regional park. There are improving EMS and fire rescue services. The School Board has built several schools to support the area and plans for others in the future. These public improvements continue to improve the livability and value of housing in the area. However, there are few retail options and fewer employment opportunities. This south end of Poinciana, approximately three miles in diameter, currently has the population of the city of Lake Wales but not one grocery store or pharmacy. The lack of commerce and employment in the immediate area results in longer travel time for residents and contributes to greater traffic impacts. More residential growth without the needed commerce and employment opportunities will lead to more costly transportation system improvements.

One reason for the lack of daily and weekly commerce may be that the commercial real estate market has not recognized the economic potential for the area because the growth has come so fast that the data has not reached the attention of investors. The other is that so much land has been dedicated to housing and there is very little space remaining for other land use activities. Too much residential development and not enough commerce may drive away home buyers or

cause existing dwellers to move out of the area. In the long run, this will reduce the demand for housing development and could adversely affect existing housing values.

Consistency with the Comprehensive Plan and Land Development Code:

This request is consistent with the Comprehensive Plan and Land Development Code. All development will be reviewed again during the Level 2 process. There are no indications that this development will be premature in the area.

In addition, this project is consistent with the Comprehensive Plan. Table 9, to follow, outlines the pertinent Compressive Plan policies.

Table 9

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The proposed use is located within a previously approved planned development. The proposed site plan meets the minimum applicable standards of the Code. The proposed use is deemed compatible with surrounding development and uses, as detailed in this report.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The subject property is in an area of the County that contains adequate urban services and public services. The proposed request promotes contiguous development and a compact growth pattern.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	The development is being proposed in an area of the County that contains public utilities and community services which are typically found in an UEA.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	There are existing services and physical infrastructure in place to accommodate such development therefore reducing the financial burden of the County. The development is in a location where adequate services are available and therefore reduces the impact on the environment.
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).	The subject property is located within an area of the County that has adequate public safety services as identified in the Staff Report.

Table 10, to follow, addresses the Planning Commission's role, per Section 906.D.7 of the LDC, in the Level 3 Review process.

Table 10

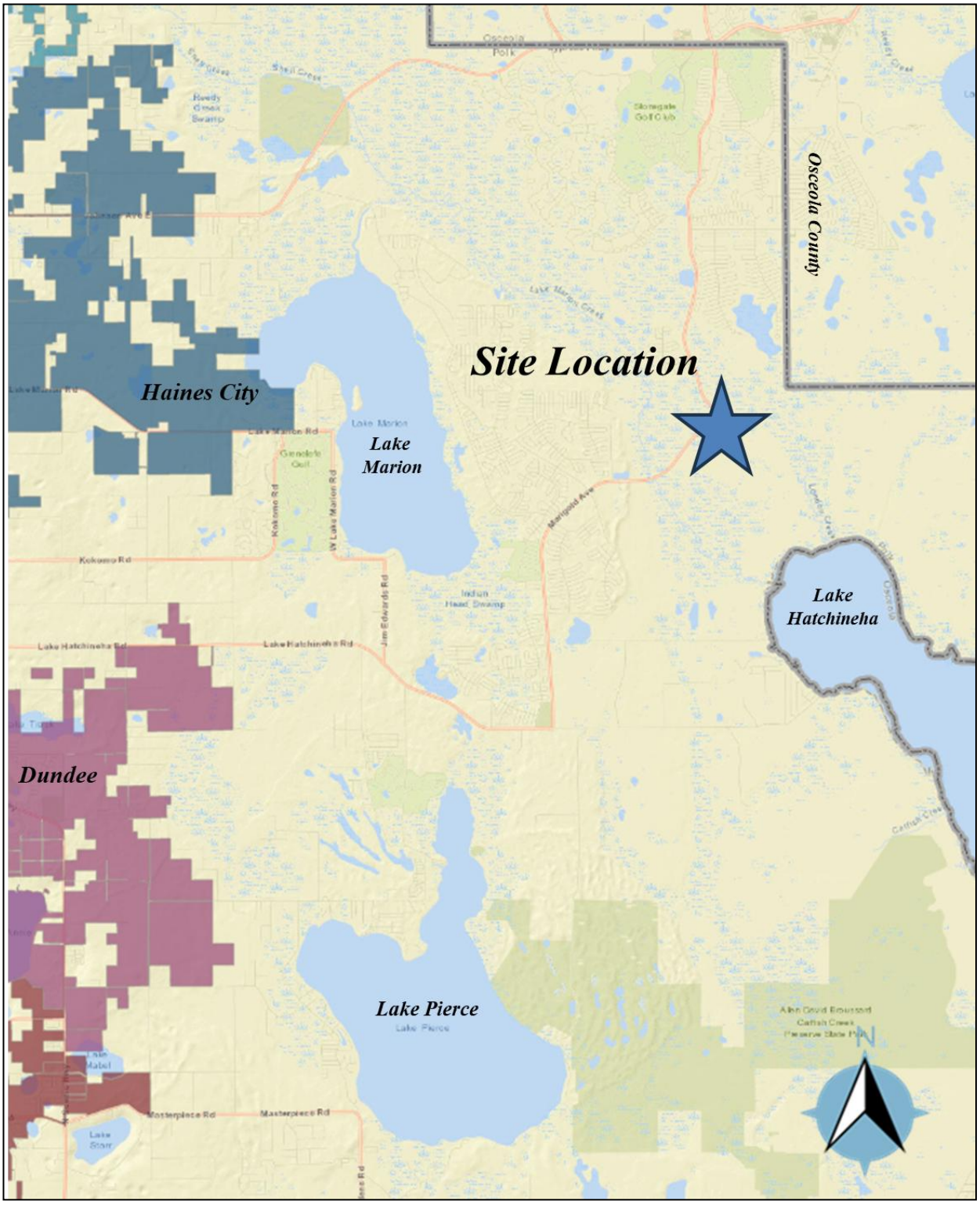
The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	Yes, this request is consistent with the LDC, specifically Section 402, as detailed throughout the Staff Report.
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes, this request is consistent with the Comprehensive Plan, specifically SECTION 2.102 GROWTH MANAGEMENT as described in Table 9. The request meets the required standards of the UEA as described in SECTION 2.107-A.
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	Yes, the request is compatible with surrounding uses and the general character of the area.
How the concurrency requirements will be met, if the development were built.	The request is capable of meeting concurrency requirements.

Comments from other Agencies:

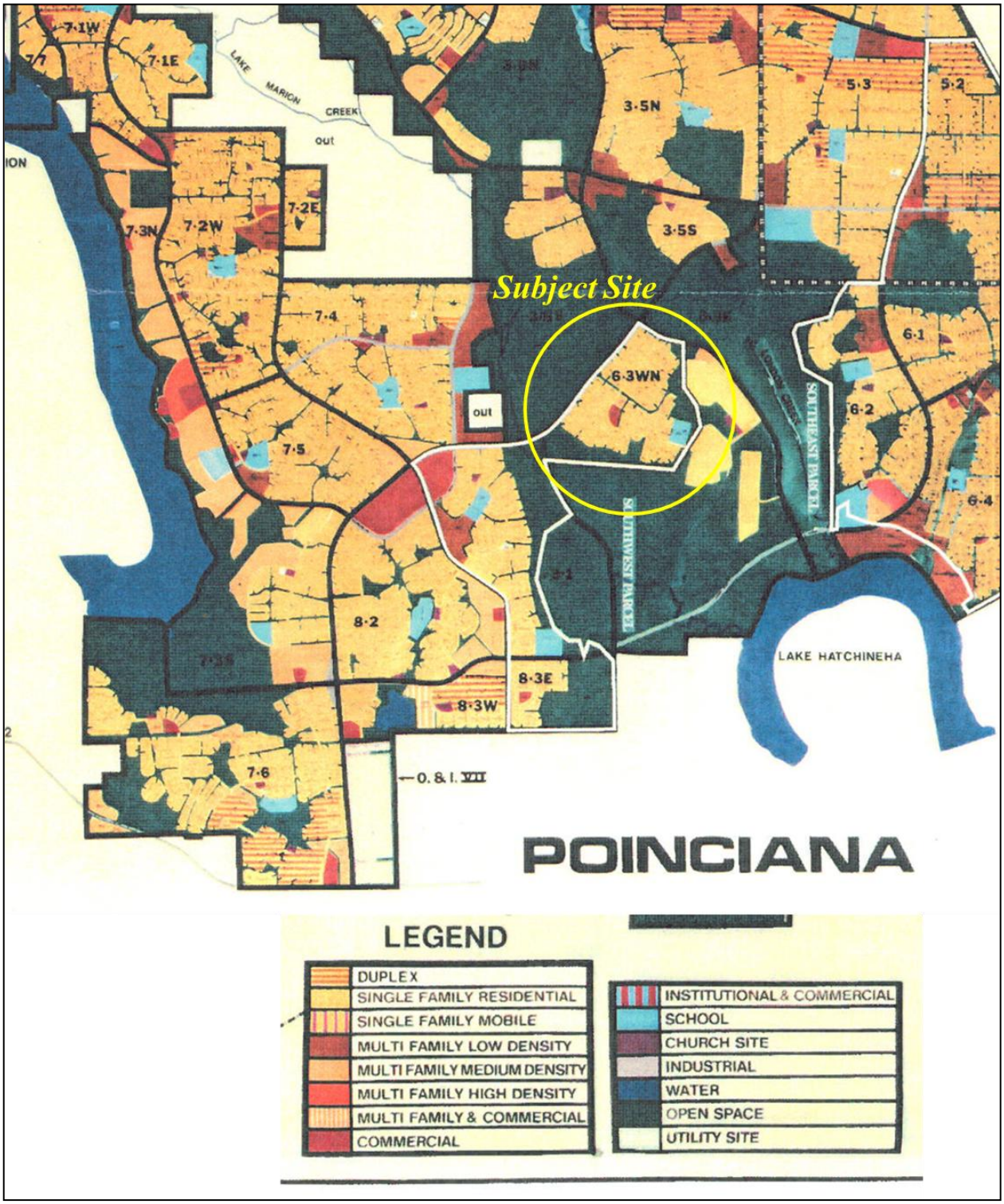
Polk County School Board – *"This project will result in a demand for additional school student stations. If the request is approved, the development will need to apply for a binding school capacity determination letter prior to receiving Level 2 approval."*

Exhibits:

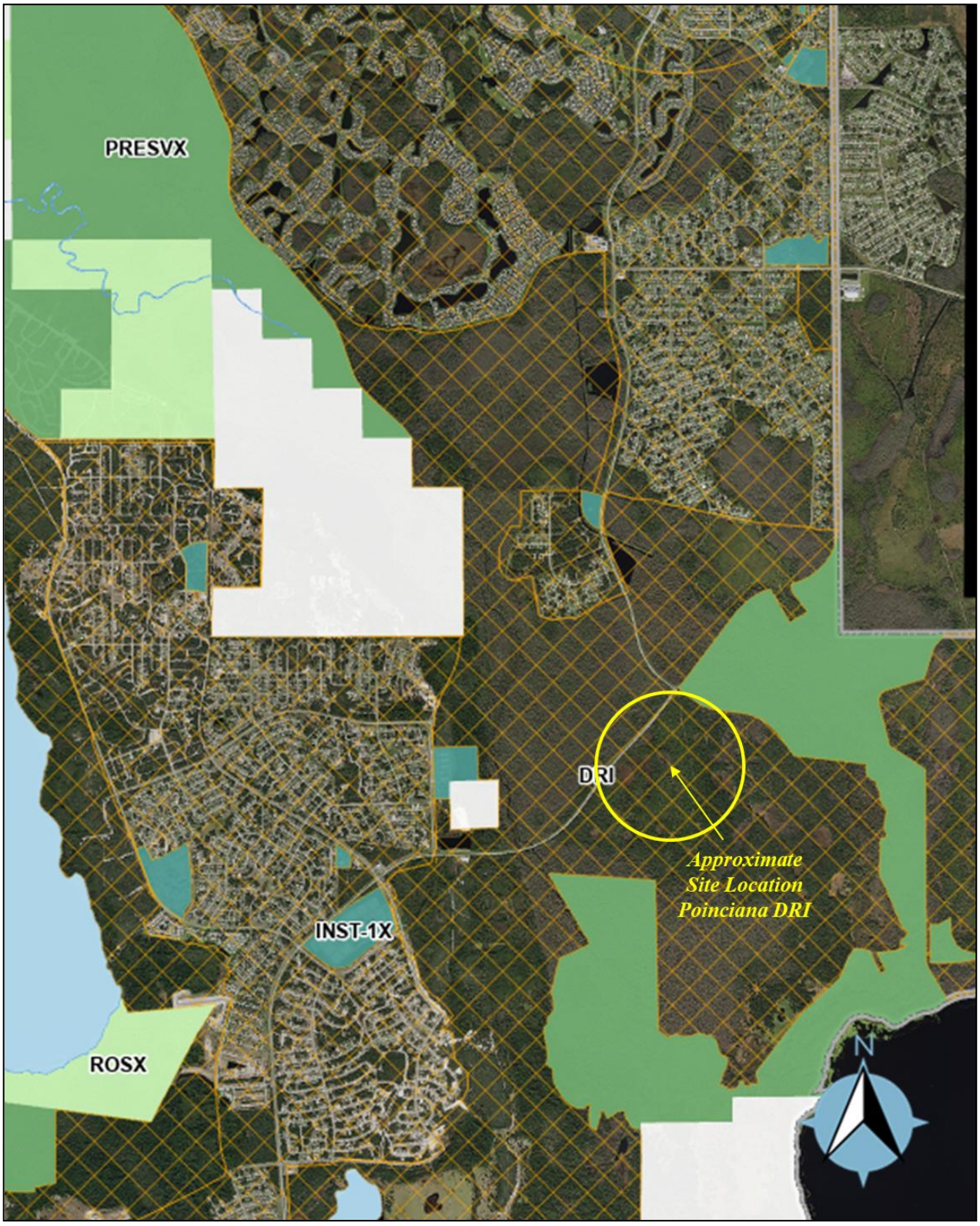
Exhibit 1 Location Map
Exhibit 2 1981 Poinciana Master Plan
Exhibit 3 Future Land Use Map
Exhibit 4 Aerial Image (Context)
Exhibit 5 Aerial Image (Close)
Exhibit 6 Site Plan
Exhibit 7 Site Info
Exhibit 8 Onsite Wetlands
Exhibit 9 Planned Roadway Improvements



Location Map



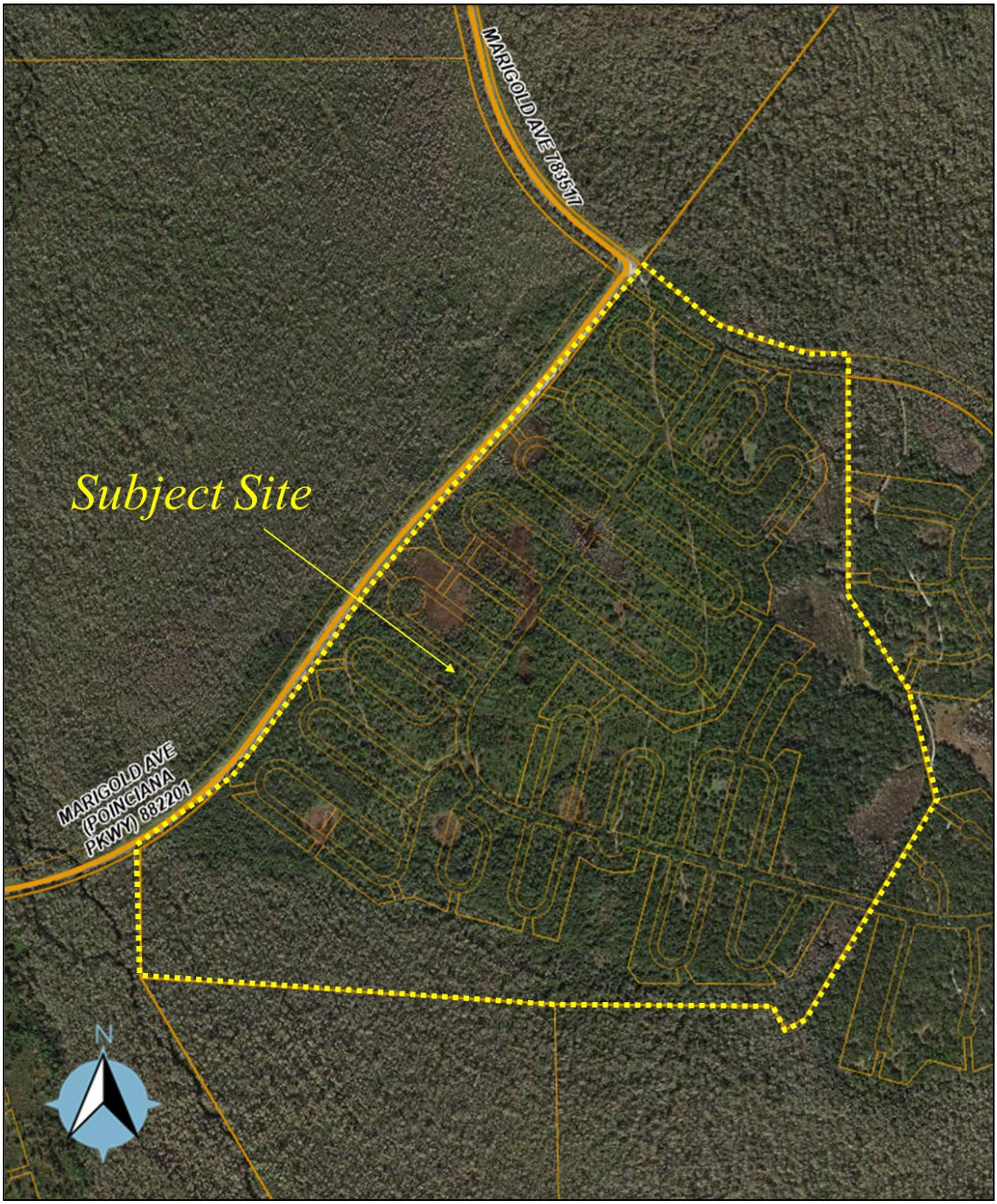
Poinciana 1981 Master Plan



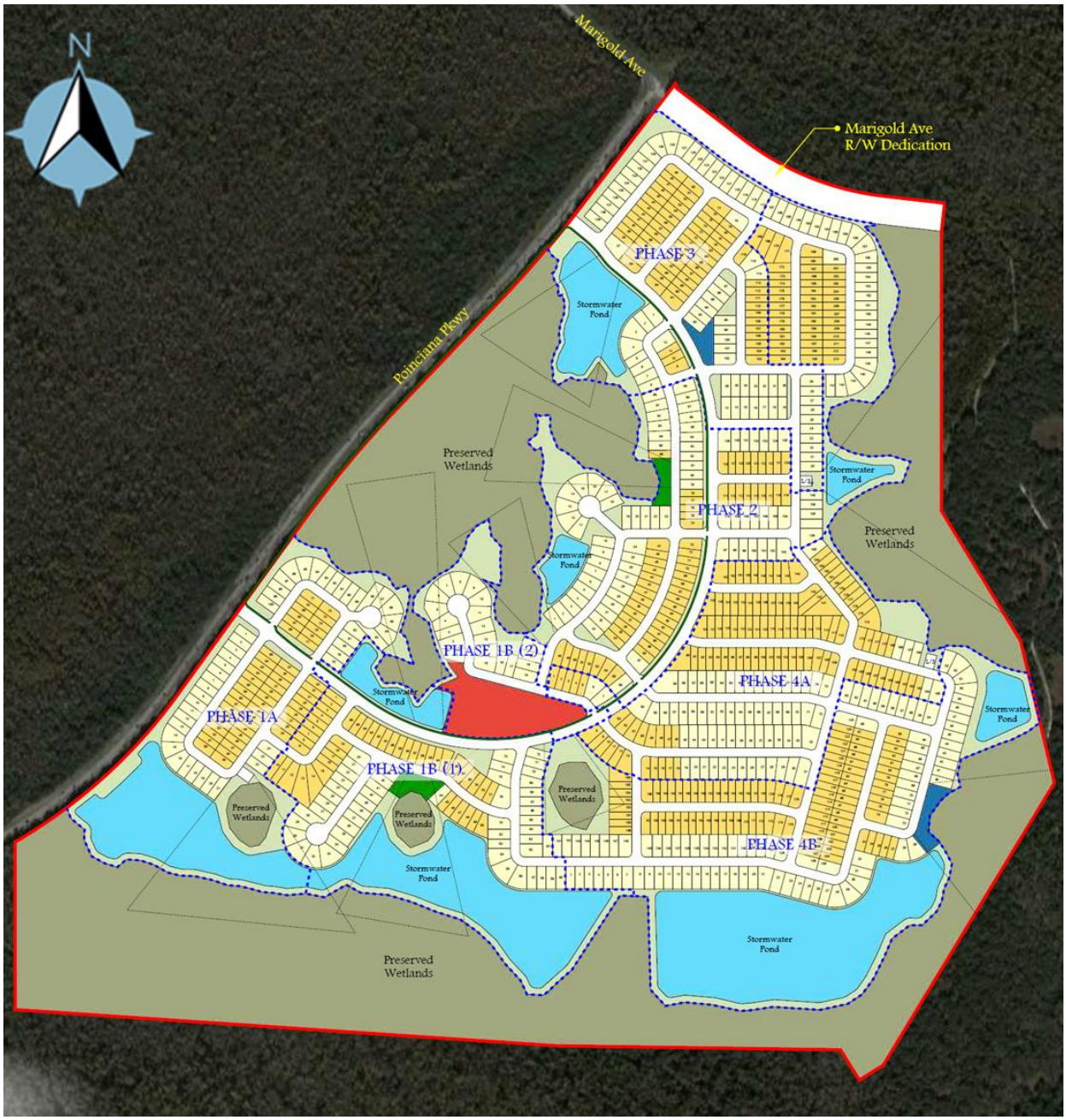
Future Land Use Map



Aerial Image (Context)



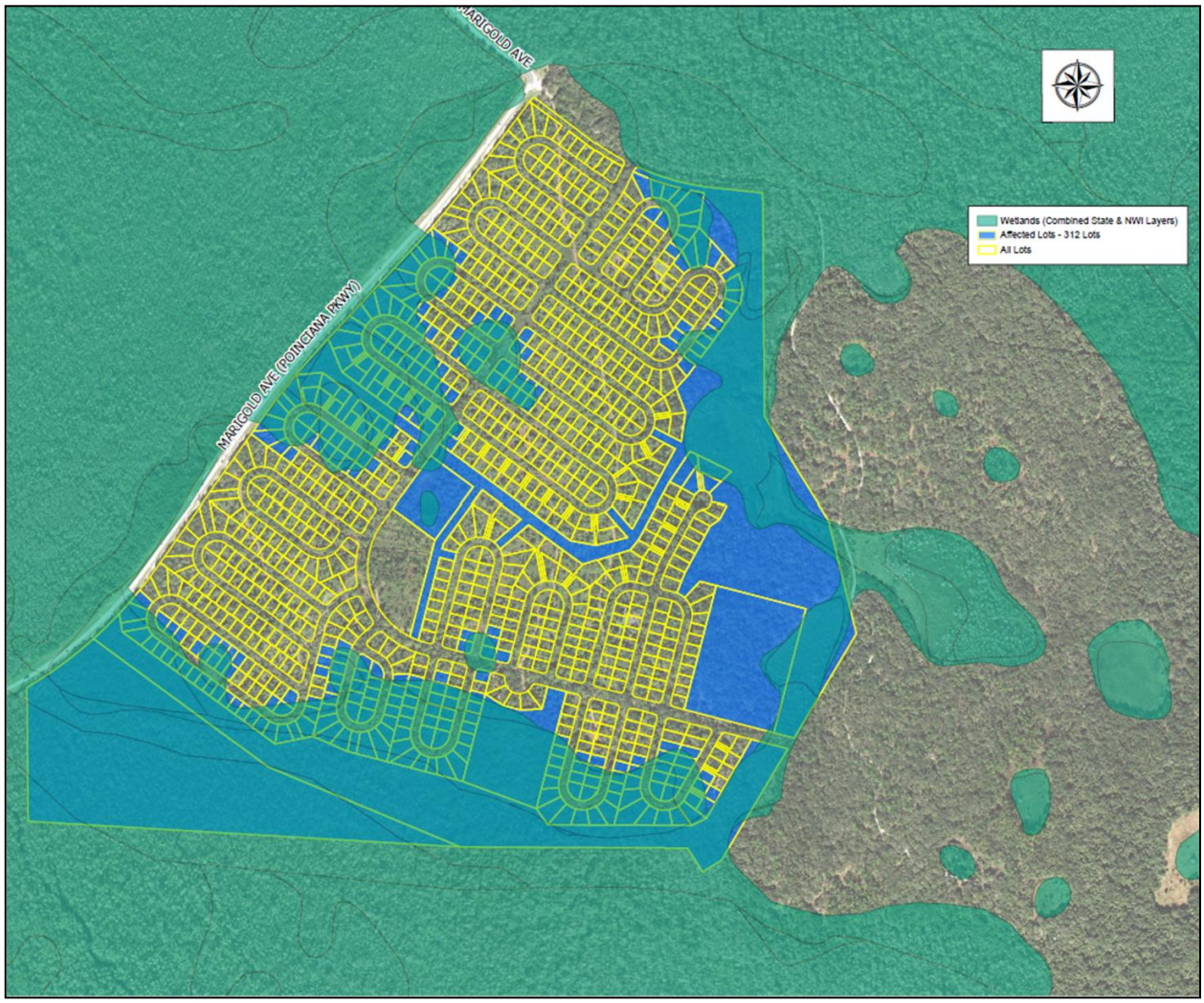
Aerial Image (Close)


N
Marigold Ave
Marigold Ave
R/W Dedication
Poinciana Pkwy
PHASE 3
Stormwater
Pond
Preserved
Wetlands
PHASE 2
Stormwater
Pond
Preserved
Wetlands
PHASE 1B (2)
Stormwater
Pond
PHASE 4A
PHASE 1A
Stormwater
Pond
PHASE 1B (1)
Preserved
Wetlands
Preserved
Wetlands
Preserved
Wetlands
PHASE 4B
Stormwater
Pond
Stormwater
Pond
Preserved
Wetlands

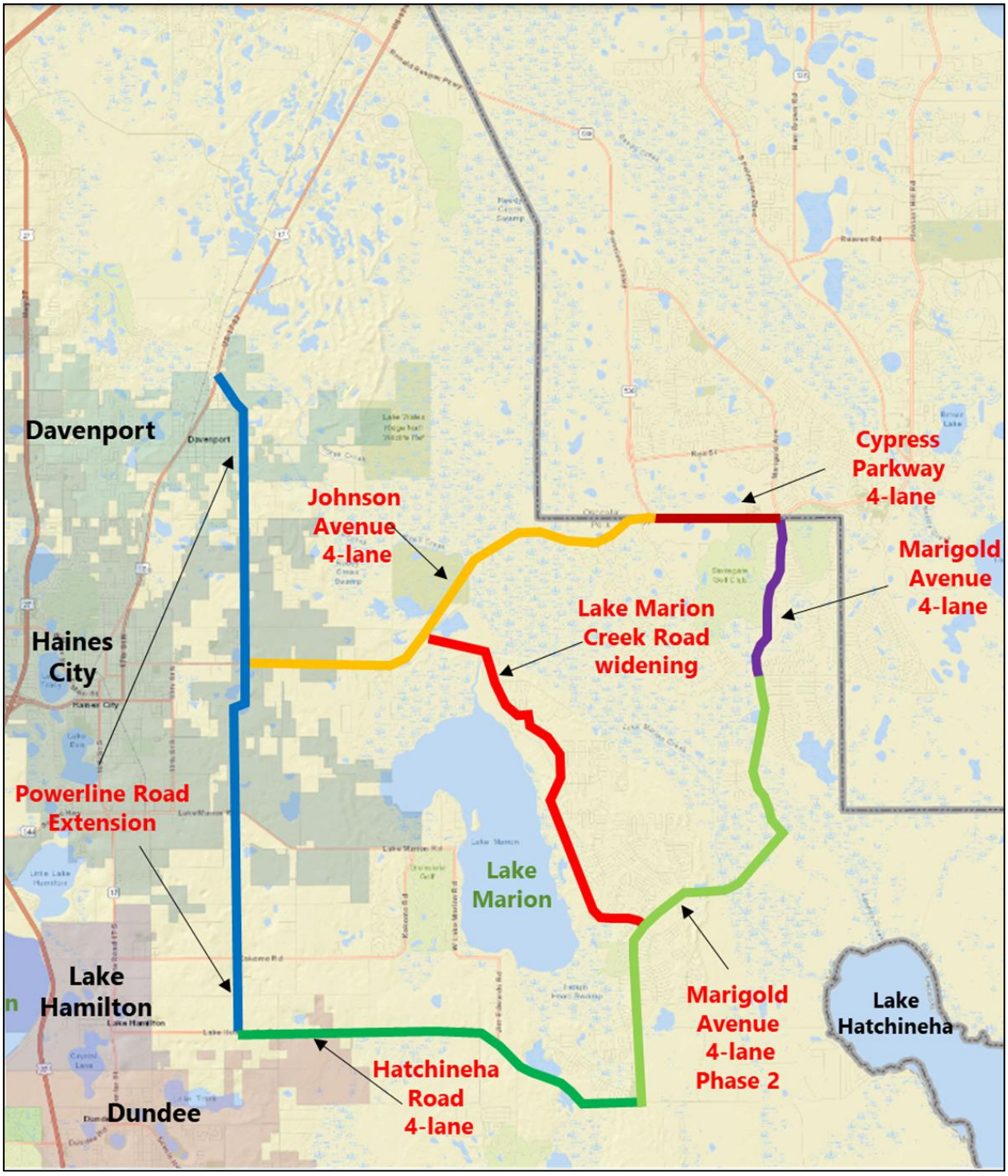
Site Plan

Summary		
Description	*Value*	*Unit*
Gross Total Area	404.48	ac
Total Preserved Wetlands	139.18	ac
Marigold Ave R/W Dedication	5.65	ac
Net Total Area	259.65	ac
Stormwater Management	47.55	ac
(Calculations Exclusive of Preserved Wetlands)	18.3%	percent
Central Recreation Parcel	4.07	ac
Open Space	84.24	ac
(Inclusive of Recreation Areas & Landscaped Stormwater Ponds)	32.4%	Percent
Phase 1A		
	Value	*%*
40' x 120' Detached	53	53%
50' x 120' Detached	47	47%
Sub Total	100	du
Phase 1B (1)		
40' x 120' Detached	45	47%
50' x 120' Detached	51	53%
Sub Total	96	du
Phase 1B (2)		
40' x 120' Detached	0	0%
50' x 120' Detached	21	100%
Sub Total	21	du
Phase 2		
40' x 120' Detached	107	50%
50' x 120' Detached	106	50%
Sub Total	213	du
Phase 3		
40' x 120' Detached	68	49%
50' x 120' Detached	71	51%
Sub Total	139	du
Phase 4A		
40' x 120' Detached	114	62%
50' x 120' Detached	71	38%
Sub Total	185	du
Phase 4B		
40' x 120' Detached	100	51%
50' x 120' Detached	95	49%
Sub Total	195	du
All Phases		
40' x 120' Detached	487	51%
50' x 120' Detached	462	49%
Grand Total	**949**	**du**
Density	3.65	du/ac
Additional Parking Required (@1 per 7 units)	136	Spaces

Site Data



Approximate Onsite Wetlands



Planned Roadway Improvements

Poinciana Parkway - Structure Development
Request for Planned Unit Development (PUD) Amendment

LDPD-2025-5

1. Property Overview

The subject property consists of approximately 404.48 acres located within the Poinciana Village 6 Neighborhood 3NW subdivision, as illustrated in Exhibit M. The site is currently situated within the Development of Regional Impact (DRI) land use/zoning district and is subject to a previously approved Planned Unit Development (PUD).

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2. Vesting Status

The subject property holds two levels of entitlement:

1. Development of Regional Impact (DRI) Vesting:
   The property is vested under BLIM 691-004, issued by the State of Florida Department of Community Affairs, Division of Local Resource Management. The vested rights include:
   - 633 Single-Family Detached units
   - 415 Multi-Family Attached units
   - 102,275 square feet of Commercial use
   - 113.5 acres designated as Open Space
   - 6.5 acres designated as Greenway
   - 30.5 acres designated as Institutional
   - 48.7 acres for Roads
   - 2.0 acres for Services
2. Approved Planned Unit Development – LDPD-2023-29:
   In addition to the DRI vesting, the property is currently governed by LDPD-2023-29, an approved Planned Unit Development (PUD) establishing development rights for a two-phase residential community totaling 909 Single-Family Detached units.
   - Phase 1: 459 Single-Family Detached Units
   - Phase 2: 450 Single-Family Detached Units

These phases are interconnected and designed with multiple access points to Poinciana Parkway. As per the approved narrative, the Commercial and Institutional parcels remain reserved for future development.

This PUD Amendment builds upon these approved entitlements and proposes modifications as outlined in Section 3 of this narrative.

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3. Proposed PUD Amendment

The applicant is requesting a Planned Unit Development (PUD) Amendment to revise the previously approved LDPD-2023-29 by redistributing units across four development phases and incorporating land recently redesignated as Residential-Low (RL) pursuant to Small-Scale Comprehensive Plan Amendment LDCPAS-2025-16.

The amendment proposes a total of 949 Single-Family Detached dwelling units, allocated as follows (see Exhibit C):

- Phase 1: 217 Single-Family Detached Units
- Phase 2: 213 Single-Family Detached Units
- Phase 3: 139 Single-Family Detached Units
- Phase 4: 380 Single-Family Detached Units

Each phase is internally connected and will be accessed via multiple entrances along Poinciana Parkway, maintaining a cohesive, well-integrated street network.

The Commercial and Institutional parcels identified in the original PUD approval (LDPD-2023-29) have been eliminated from the plan and were officially redesignated to Residential-Low (RL) through the adoption of LDCPAS-2025-16. These areas have now been integrated into the single-family residential and recreational structure of the amended PUD.

This amendment is intended to reflect and implement the updated land use designations and provide for a more consistent and feasible development pattern, while remaining within the overall density and entitlement framework established by the DRI and approved PUD.

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4. Density and Unit Configuration

The residential product type across all phases will consist of a blend of 40-foot by 120-foot and 50-foot by 120-foot Single-Family Detached lots. This configuration results in an overall gross density of 3.65 dwelling units per acre, consistent with the site's Future Land Use designation and surrounding development context.

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5. Development Standards

The following residential development standards will apply to all single-family lots within Phases 1 through 4:

- Interior Side Setbacks: 5 feet
- Garage Setback (from Right-of-Way): 25 feet
- Primary Structure Setback (Front): 15 feet
- Rear Setback: 10 feet
- Corner Lot Setback (Side facing Right-of-Way): 15 feet
- Accessory Structures (Side/Rear): 5 feet

These standards align with the intent and purpose of the Polk County Land Development Code and ensure compatibility with surrounding residential development.

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6. Stormwater Management

A total of seven stormwater management ponds will be distributed throughout the project site, ensuring adequate water quality treatment and flood protection per Southwest Florida Water Management District (SWFWMD) criteria. These ponds will be landscaped to enhance aesthetics, and three of them will be dual-purposed as Recreation Type I facilities, providing passive recreational opportunities for residents (see Exhibits C and E).

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7. Recreational Amenities

The development will provide a range of recreational amenities in accordance with Polk County's PUD requirements. These will include Recreation Types I, II, and IV, as identified in Exhibit E. The proposed amenities will be integrated within each phase and accessible to all residents via an established Homeowners' Association (HOA). The HOA will also be responsible for the operation and maintenance of Recreation Type IV facilities, serving the overall community.

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8. Scenic Vistas and Visual Enhancements

To promote visual interest and preserve open view corridors, **scenic vistas** have been incorporated throughout the site design, particularly at key entry points and along the internal circulation network. These features are illustrated in **Exhibit C** and contribute to the quality-of-life experience for future residents.

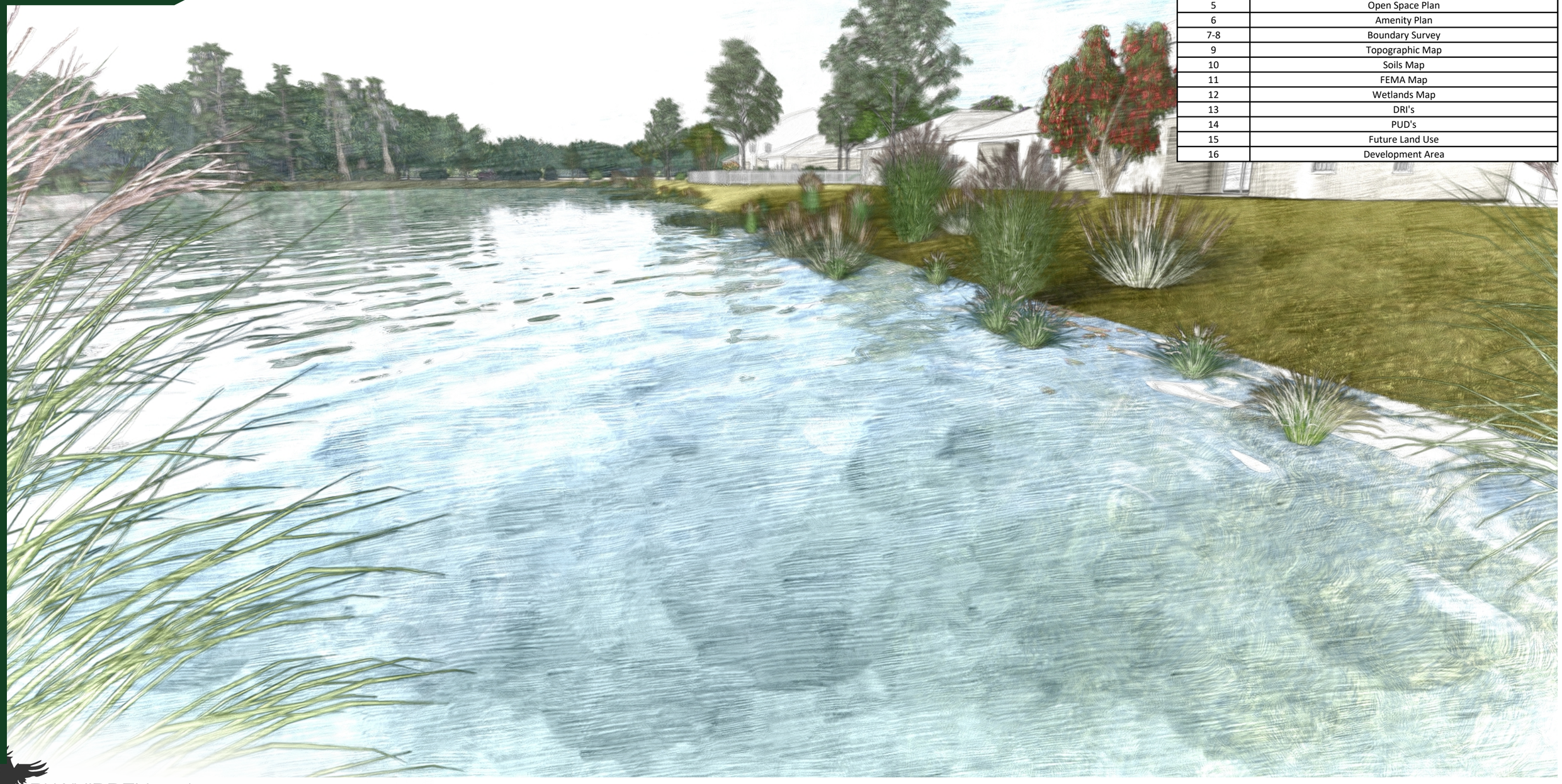
Conclusion

This PUD Amendment respectfully requests the redistribution of existing vested entitlements to establish a cohesive, four-phase single-family residential community. The proposed layout, density, amenities, and open space integration meet or exceed the County's Land Development Code requirements and are consistent with the long-term vision for the Poinciana area. Approval of this amendment will allow for a logical and sustainable continuation of growth in this area of Polk County.

Structure Development

May 21, 2025

SHEET INDEX	
1	Cover Page
2	Location Map
3	Aerial Photograph
4	Site Plan
5	Open Space Plan
6	Amenity Plan
7-8	Boundary Survey
9	Topographic Map
10	Soils Map
11	FEMA Map
12	Wetlands Map
13	DRI's
14	PUD's
15	Future Land Use
16	Development Area



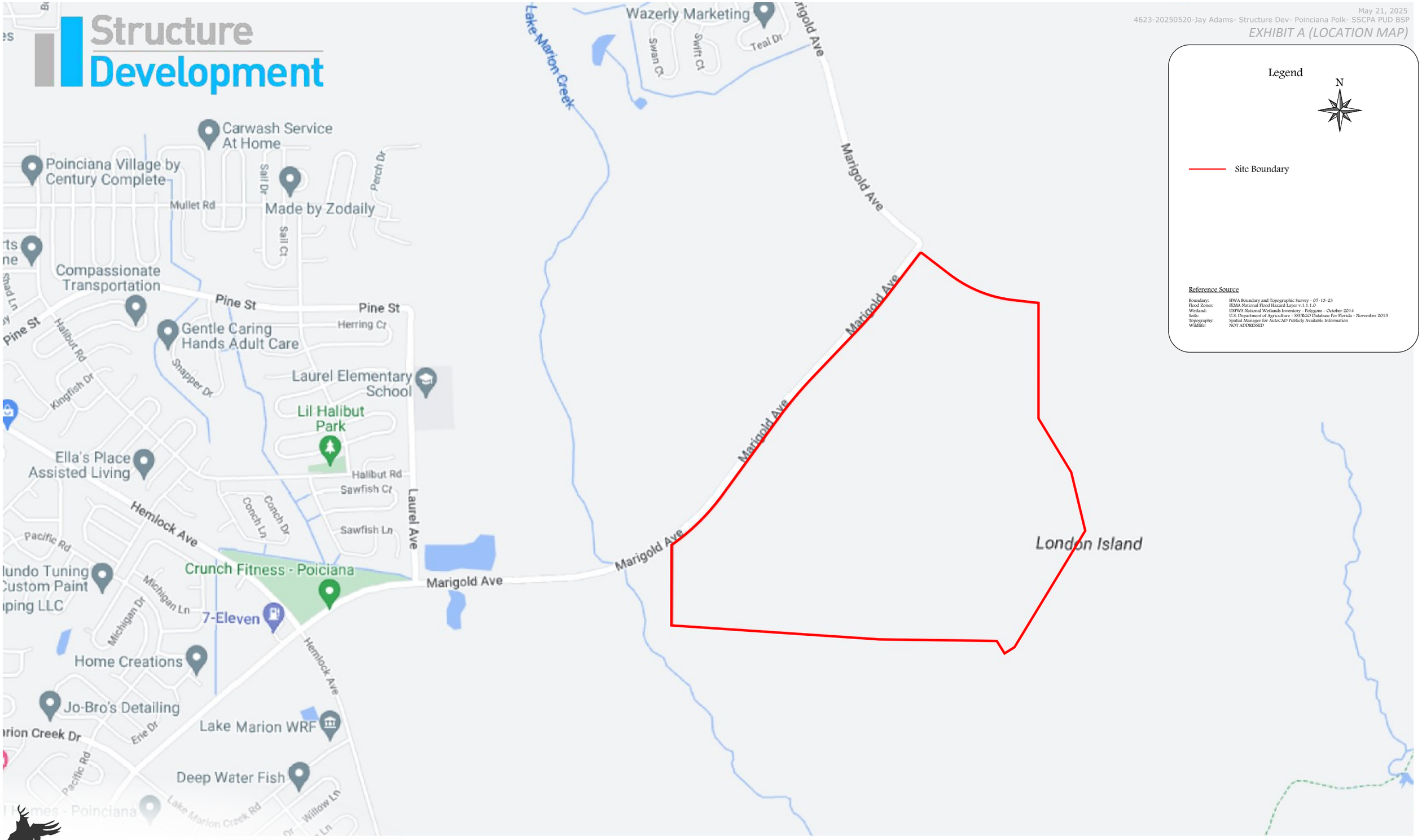
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316 Church St. Kissimmee, FL. 34741 - 407 846 1880

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EXHIBIT A (LOCATION MAP)

Structure Development



Legend

N

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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Structure Development

May 21, 2025
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EXHIBIT B (AERIAL PHOTOGRAPH)

Marigold Ave

Poinciana Pkwy

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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EXHIBIT C (SITE PLAN)

Summary		
Description	*Value*	*Unit*
Gross Total Area	404.48	ac
Total Preserved Wetlands	139.18	ac
Marigold Ave R/W Dedication	5.65	ac
Net Total Area	259.65	ac
Stormwater Management (Calculations Exclusive of Preserved Wetlands)	47.55	ac
	18.3%	percent
Central Recreation Parcel	4.07	ac
Open Space (Inclusive of Recreation Areas & Landscaped Stormwater Ponds)	84.24	ac
	32.4%	Percent
Phase 1A		
	Value	*%*
40' x 120' Detached	53	53%
50' x 120' Detached	47	47%
Sub Total	100	du
Phase 1B (1)		
40' x 120' Detached	45	47%
50' x 120' Detached	51	53%
Sub Total	96	du
Phase 1B (2)		
40' x 120' Detached	0	0%
50' x 120' Detached	21	100%
Sub Total	21	du
Phase 2		
40' x 120' Detached	107	50%
50' x 120' Detached	106	50%
Sub Total	213	du
Phase 3		
40' x 120' Detached	68	49%
50' x 120' Detached	71	51%
Sub Total	139	du
Phase 4A		
40' x 120' Detached	114	62%
50' x 120' Detached	71	38%
Sub Total	185	du
Phase 4B		
40' x 120' Detached	100	51%
50' x 120' Detached	95	49%
Sub Total	195	du
All Phases		
40' x 120' Detached	487	51%
50' x 120' Detached	462	49%
Grand Total	**949**	**du**
Density	3.65	du/ac
Additional Parking Required (@1 per 7 units)	136	Spaces



Legend

N

0" 1"

1" - 600'

- Site Boundary
- Phase Line
- Scenic Vistas
- Preserved Wetlands
- Landscaped Retention Ponds
- Buffers and Misc. Open Space
- Recreation Type I
- Recreation Type II
- Recreation Type III (NONE SHOWN)
- Recreation Type IV

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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Structure Development

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EXHIBIT D (OPEN SPACE PLAN)



Legend

N

0" 1"

1" - 600'

- Site Boundary
- Phase Line
- Scenic Vistas
- Open Space

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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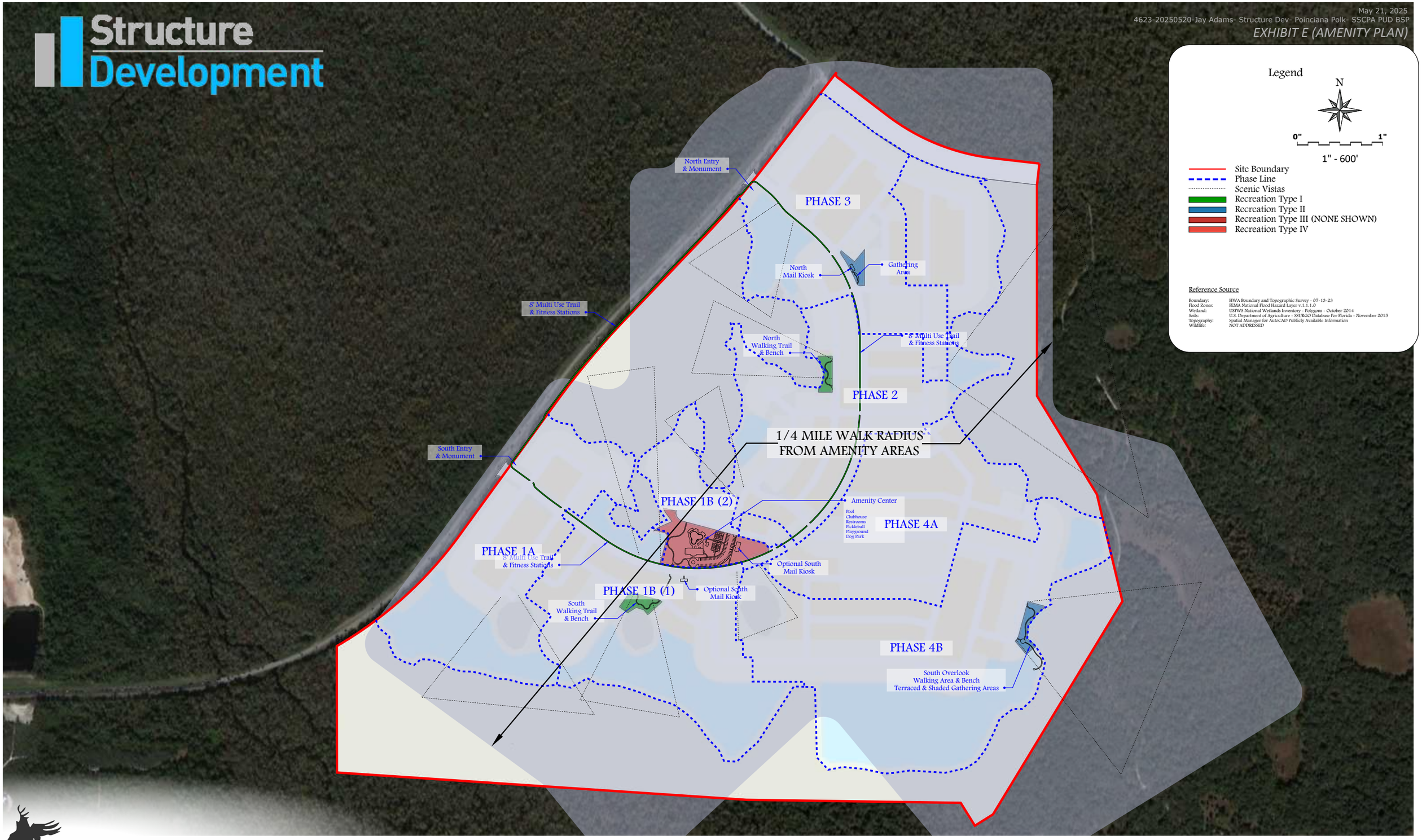
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Structure Development

May 21, 2025
4623-20250520-Jay Adams- Structure Dev- Poinciana Polk- SSCPA PUD BSP

EXHIBIT E (AMENITY PLAN)



Legend

N

0" 1"

1" - 600'

- Site Boundary
- Phase Line
- Scenic Vistas
- Recreation Type I
- Recreation Type II
- Recreation Type III (NONE SHOWN)
- Recreation Type IV

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

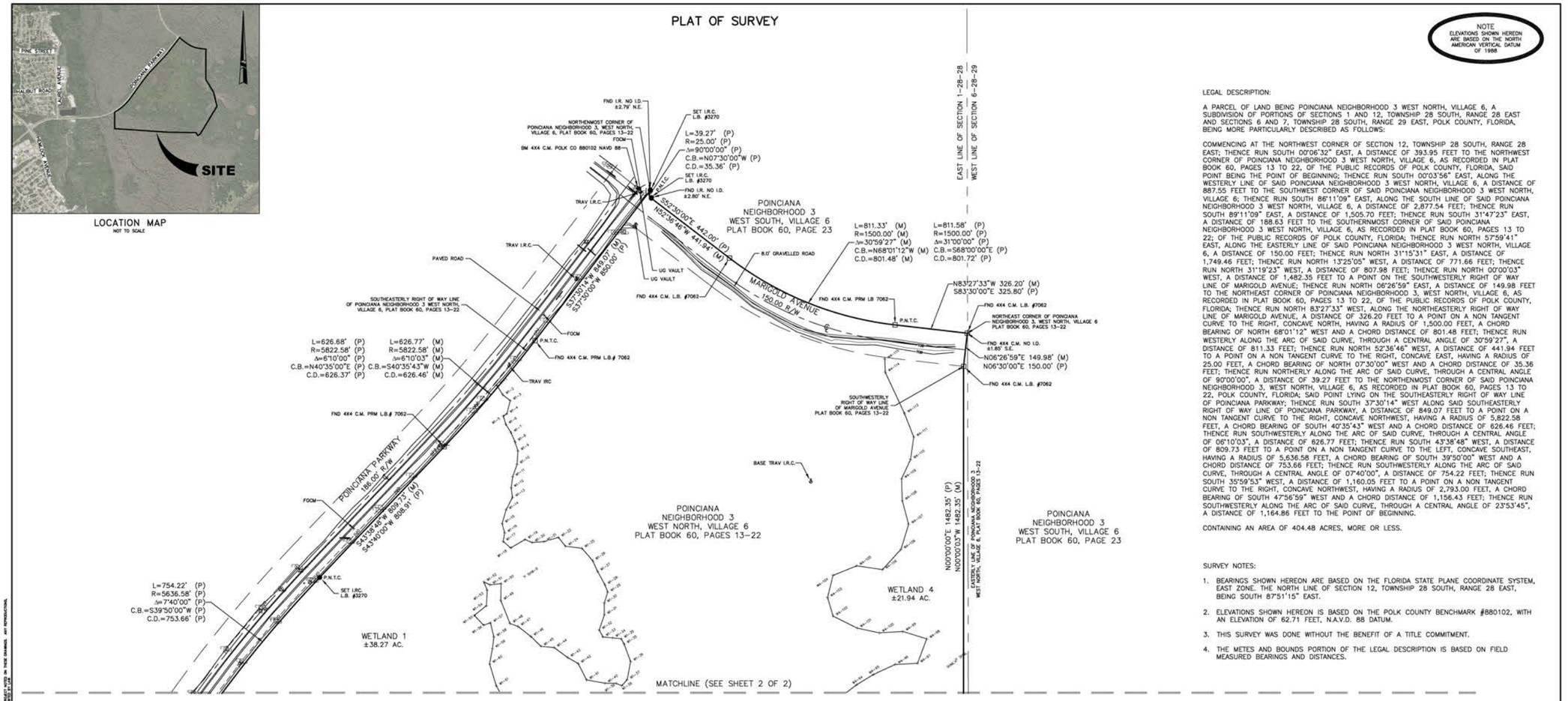
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LOCATION MAP
NOT TO SCALE

PLAT OF SURVEY



NOTE
ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988

LEGAL DESCRIPTION:

A PARCEL OF LAND BEING POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, A SUBDIVISION OF PORTIONS OF SECTIONS 1 AND 12, TOWNSHIP 28 SOUTH, RANGE 28 EAST AND SECTIONS 6 AND 7, TOWNSHIP 28 SOUTH, RANGE 29 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 12, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN SOUTH 00°06'32" EAST, A DISTANCE OF 393.95 FEET TO THE NORTHWEST CORNER OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, AS RECORDED IN PLAT BOOK 60, PAGES 13 TO 22, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING; THENCE RUN SOUTH 00°03'56" EAST, ALONG THE WESTERLY LINE OF SAID POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, A DISTANCE OF 887.55 FEET TO THE SOUTHWEST CORNER OF SAID POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6; THENCE RUN SOUTH 86°11'09" EAST, ALONG THE SOUTH LINE OF SAID POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, A DISTANCE OF 2,877.54 FEET; THENCE RUN SOUTH 89°11'09" EAST, A DISTANCE OF 1,505.70 FEET; THENCE RUN SOUTH 31°47'23" EAST, A DISTANCE OF 188.63 FEET TO THE SOUTHERNMOST CORNER OF SAID POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, AS RECORDED IN PLAT BOOK 60, PAGES 13 TO 22; OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN NORTH 57°59'41" EAST, ALONG THE EASTERLY LINE OF SAID POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, A DISTANCE OF 150.00 FEET; THENCE RUN NORTH 31°15'31" EAST, A DISTANCE OF 1,749.46 FEET; THENCE RUN NORTH 13°25'05" WEST, A DISTANCE OF 771.66 FEET; THENCE RUN NORTH 31°19'23" WEST, A DISTANCE OF 807.98 FEET; THENCE RUN NORTH 00°00'03" WEST, A DISTANCE OF 1,482.35 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF MARIGOLD AVENUE; THENCE RUN NORTH 06°26'59" EAST, A DISTANCE OF 149.98 FEET TO THE NORTHEAST CORNER OF POINCIANA NEIGHBORHOOD 3, WEST NORTH, VILLAGE 6, AS RECORDED IN PLAT BOOK 60, PAGES 13 TO 22, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN NORTH 83°27'33" WEST, ALONG THE NORTHEASTERLY RIGHT OF WAY LINE OF MARIGOLD AVENUE, A DISTANCE OF 326.20 FEET TO A POINT ON A NON TANGENT CURVE TO THE RIGHT, CONCAVE NORTH, HAVING A RADIUS OF 1,500.00 FEET, A CHORD BEARING OF NORTH 68°01'12" WEST AND A CHORD DISTANCE OF 801.48 FEET; THENCE RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°59'27", A DISTANCE OF 811.33 FEET; THENCE RUN NORTH 52°36'46" WEST, A DISTANCE OF 441.94 FEET TO A POINT ON A NON TANGENT CURVE TO THE RIGHT, CONCAVE EAST, HAVING A RADIUS OF 25.00 FEET, A CHORD BEARING OF NORTH 07°30'00" WEST AND A CHORD DISTANCE OF 35.36 FEET; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90°00'00", A DISTANCE OF 39.27 FEET TO THE NORTHENMOST CORNER OF SAID POINCIANA NEIGHBORHOOD 3, WEST NORTH, VILLAGE 6, AS RECORDED IN PLAT BOOK 60, PAGES 13 TO 22, POLK COUNTY, FLORIDA; SAID POINT LYING ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF POINCIANA PARKWAY; THENCE RUN SOUTH 37°30'14" WEST ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE OF POINCIANA PARKWAY, A DISTANCE OF 849.07 FEET TO A POINT ON A NON TANGENT CURVE TO THE RIGHT, CONCAVE NORTHWEST, HAVING A RADIUS OF 5,822.58 FEET, A CHORD BEARING OF SOUTH 40°35'43" WEST AND A CHORD DISTANCE OF 626.46 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°10'03", A DISTANCE OF 626.77 FEET; THENCE RUN SOUTH 43°38'48" WEST, A DISTANCE OF 809.73 FEET TO A POINT ON A NON TANGENT CURVE TO THE LEFT, CONCAVE SOUTHEAST, HAVING A RADIUS OF 5,636.58 FEET, A CHORD BEARING OF SOUTH 39°50'00" WEST AND A CHORD DISTANCE OF 753.66 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°40'00", A DISTANCE OF 754.22 FEET; THENCE RUN SOUTH 35°59'53" WEST, A DISTANCE OF 1,160.05 FEET TO A POINT ON A NON TANGENT CURVE TO THE RIGHT, CONCAVE NORTHWEST, HAVING A RADIUS OF 2,793.00 FEET, A CHORD BEARING OF SOUTH 47°56'59" WEST AND A CHORD DISTANCE OF 1,156.43 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°53'45", A DISTANCE OF 1,164.86 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 404.48 ACRES, MORE OR LESS.

SURVEY NOTES:

1. BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE. THE NORTH LINE OF SECTION 12, TOWNSHIP 28 SOUTH, RANGE 28 EAST, BEING SOUTH 87°51'15" EAST.
2. ELEVATIONS SHOWN HEREON IS BASED ON THE POLK COUNTY BENCHMARK #880102, WITH AN ELEVATION OF 62.71 FEET, N.A.V.D. 88 DATUM.
3. THIS SURVEY WAS DONE WITHOUT THE BENEFIT OF A TITLE COMMITMENT.
4. THE METES AND BOUNDS PORTION OF THE LEGAL DESCRIPTION IS BASED ON FIELD MEASURED BEARINGS AND DISTANCES.

AC = AIR CONDITIONER	CLP = CONCRETE LIGHT POLE	FND = FOUND	L.B. = LICENSED SURVEYING BUSINESS	P.O.B. = POINT OF BEGINNING	SEC = SECTION	WM = WATER METER	BUILDING SETBACK LINE
BFP = BACK FLOW PREVENTER	CPP = CONCRETE POWER POLE	FOC = FACE OF CURB	L.C.E. = LIMITED COMMON ELEMENT	P.O.C. = POINT OF COMMENCEMENT	SS = SANITARY SEWER	WPP = WOOD POWER POLE	OE — OVERHEAD ELECTRIC LINE
BK = BOOK	CR = CABLE RISER	FOCM = FIBER OPTIC CABLE MARKER	L.S. = LICENSED SURVEYOR	P.R.C. = POINT OF REVERSE CURVE	SV = SEWER VALVE	WV = WATER VALVE	OHW — OVERHEAD WIRE
BLDG. = BUILDING	C.S. = CONTROL STRUCTURE	FOCV = FIBER OPTIC CABLE VAULT	MB = MAIL BOX	PP = POWER POLE	SW = SIDEWALK	W/ = WITH	G — GAS LINE
BM = BENCHMARK	D = DRAINAGE	G = GAS	MES. = METERED END SECTION	PR = PHONE RISER	T = TANGENT LENGTH OF CURVE	W = WATER LINE
BOC = BACK OF CURB	DBH = DIAMETER AT BREAST HEIGHT	GA = GUY ANCHOR	MTL = METAL	PRM = PERMANENT REFERENCE MONUMENT	TBM = TEMPORARY BENCHMARK	Δ = DELTA (CENTRAL ANGLE)	UTILITY/POWER POLE
BOL = BOLLARD	DCO = DRAINAGE CLEAN OUT	GM = GAS MARKER	MKR = MARKER	PSM = PROFESSIONAL SURVEYOR & MAPPER	TEL = TELEPHONE	(C) = CALCULATED DATA	GUY WIRE
BWF = BARB WIRE FENCE	DIA. = DIAMETER	GPST = GATE POST	N.T.S. = NOT TO SCALE	P.T. = POINT OF TANGENCY	TOB = TOP OF BANK	(D) = DEED DATA	TELEPHONE BOX
BX = BOX	DMH = DRAIN MANHOLE	GR = GUARD RAIL	N.R. = NON-RADIAL	PVC = POLY VINYL CHLORIDE	TOG = TOP OF GRATE	(L) = LEGAL DATA	ELECTRIC BOX
C.H. = CHORD BEARING	E = ELECTRIC	GW = GUY WIRE	N&D = NAIL AND DISC	R = RADIUS	TOS = TOE OF SLOPE	(M) = MEASURED DATA	LIGHT POLE
CB. = CATCH BASIN	EB = ELECTRIC BOX	GV = GAS VALVE	OE = OVERHEAD ELECTRIC	RCP = REINFORCED CONCRETE PIPE	TRAV = TRAVERSE	(P) = PLAT DATA	CLEANOUT
C.B.S. = CONCRETE BLOCK STRUCTURE	EL. = ELEVATION	HC = HANDICAP	O/S = OFFSET	RCW = RECLAIM WATER	TRAN = TRANSFORMER	△ = PK NAIL	SANITARY SEWER MANHOLE
C.D. = CHORD DISTANCE	EMH = ELECTRIC MAN HOLE	HWA = HANSON, WALTER & ASSOCIATES	O.R.B. = OFFICIAL RECORD BOOK	RCWV = RECLAIM WATER VALVE	TWP = TOWNSHIP	□ = CONCRETE MONUMENT	STORM DRAINAGE MANHOLE
C.E. = COMMON ELEMENT	EOP = EDGE OF PAVEMENT	HWF = HOG WIRE FENCE	P.B. = PLAT BOOK	REC. = RESIDENCE	U = UTILITY	◉ = NAIL & DISC	TREE
CLF. = CHAIN LINK FENCE	EOW = EDGE OF WATER	HYD = FIRE HYDRANT	P.C. = POINT OF CURVATURE	RGE = RANGE	UG = UNDERGROUND	○ = IRON PIPE	CABLE BOX
C.M. = CONCRETE MONUMENT	ERCP= ECUPTAL REINFORCED CONC. PIPE	I.C.V. = IRRIGATION CONTROL VALVE	PG = PAGE	R.L.S. = REGISTERED LAND SURVEYOR	W = WATER	● = SET 5/8" IRON ROD & CAP L.B. #3270 (UNLESS NOTED OTHERWISE)	VALVE(W/NOTE)
CMP = CORRUGATED METAL PIPE	ESM'T = EASEMENT	I.D. = IDENTIFICATION	P.I. = POINT OF INTERSECTION	RIO = ROOF OVERHANG	WDF = WOOD FENCE	(S) PARKING SPACES
C.O. = CLEAN OUT	FDC = FIRE DEPARTMENT CONNECTION	IE. = INVERT	P.L.S. = PROFESSIONAL LAND SURVEYOR	RU = RE-USE LINE	WF = WIRE FENCE	⊄ = FIRE HYDRANT	SIGN
COM. = COMMUNICATION	F.F.E. = FINISH FLOOR ELEVATION	I.P. = IRON PIPE	P.O.C. = POINT OF COMPOUND CURVE	R/W = RIGHT OF WAY	WG = WATER GATE
CONC. = CONCRETE	F.M. = FORCED MAIN	I.R. = IRON ROD	P.N.T.C. = POINT OF NON TANGENT CURVE	SCO = SEWER CLEAN OUT	WK = WALK
		I.R.C. = IRON ROD & CAP			WLF = WETLAND FLAG
		L = LENGTH			

GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.

I hereby certify that the survey represented hereon has been prepared in accordance with the Standards of Practice as set forth in Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

John M. Hughes, P.S.M. #6367 — Date Signed

DESIGN		FB#	DC	SEC	1 & 2
DRAWN	DT	PAGE	DC	TWP	28 S
CK'D	JH	SCALE	1" = 200'	RGE	28 E
CAD#	SEE STAMP	DATE OF SURVEY	07-13-23		

DATE	BY	REVISIONS

8 BROADWAY, SUITE 104, KISSIMMEE, FLORIDA 34741
PHONE (407) 847-9433 FAX (407) 847-2499
ENGINEERING, SURVEYING AND PLANNING
Hanson, Walter & Associates, Inc.

PREPARED FOR:
POINCIANA RESIDENTIAL DEVELOPMENT

BOUNDARY AND TOPOGRAPHIC SURVEY

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO. 1 of 2
Job# 9322

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Structure Development

PLAT OF SURVEY



LOCATION MAP
NOT TO SCALE

MATCHLINE (SEE SHEET 1 OF 2)

WETLAND 1 ±38.27 AC.

WETLAND 4 ±21.94 AC.

POINCIANA NEIGHBORHOOD 3 WEST SOUTH, VILLAGE 6 PLAT BOOK 60, PAGE 23

POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6 PLAT BOOK 60, PAGES 13-22

WETLAND 5 ±1.49 AC.

WETLAND 3 ±1.12 AC.

WETLAND 2 ±1.65 AC.

WETLAND 6 ±71.01 AC.

WEST LINE OF SECTION 1-28-28

EAST LINE OF SECTION 1-28-28

WEST LINE OF SECTION 6-28-29

EAST LINE OF SECTION 12-28-28

WEST LINE OF SECTION 7-28-29

SOUTH LINE OF SECTION 1-28-28

NORTH LINE OF SECTION 12-28-28

SOUTH LINE OF SECTION 6-28-29

SOUTH LINE OF SECTION 7-28-29

PAVED ROAD

L=1165.00' (P)
R=2793.00' (P)
Δ=23°53'56" (P)
C.B.=N47°56'58"E (P)
C.D.=1156.57' (P)

L=1164.86' (M)
R=2793.00' (M)
Δ=23°53'45" (M)
C.B.=S47°56'59"W (M)
C.D.=1156.43' (M)

S35°09'53"W 1160.05' (M)
S36°00'00"W 1160.17' (P)

FOCM

P.N.T.C.

FND 4X4 C.M. NO I.D.

FND I.R.C. L.B.#7062

SET I.R.C. L.B. #3270

P.O.C. NORTHWEST CORNER OF SECTION 12, TOWNSHIP 28 SOUTH, RANGE 28 EAST

S00°06'32"E 393.95' (M)

P.O.B NORTHWEST CORNER OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, PLAT BOOK 60, PAGES 13-22

S87°51'15"E 4941.63' (BEARING BASE)

S00°04'44"E 887.38' (P)
S00°04'45"E 887.25' (M)

WESTERLY LINE OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, PLAT BOOK 60, PAGES 13-22

SOUTHWEST CORNER OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6 PLAT BOOK 60, PAGES 13-22

S86°11'09"E 2877.54' (M)
S86°09'05"E 2877.58' (P)

SOUTH LINE OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, PLAT BOOK 60, PAGES 13-22

FND 1.0" ALUMINUM PIPE WITH CAP ILLEGIBLE

S89°11'09"E 1505.70' (M)
S89°14'19"E 1505.13' (P)

FND 4X4 C.M. NO I.D.

N31°19'45"W 807.77' (P)
N31°19'23"W 807.98' (M)

FND 4X4 C.M. NO I.D.

EASTERLY LINE OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6 PLAT BOOK 60, PAGES 13-22

N13°29'45"W 771.30' (P)
N13°25'05"W 771.66' (M)

FND 4X4 C.M. NO I.D. ±0.44' N.W.

FND 6X6 C.M. NO I.D.

SET I.R.C. L.B. #3270

N31°35'31"E 1749.46' (P)

EASTERLY LINE OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6, PLAT BOOK 60, PAGES 13-22

FND 4X4 C.M. NO I.D.

FND I.R.C. ILLEGIBLE ±2.82' N.W.

FND 4X4 C.M. L.B.# 7062 ±3.72' N.E.

SET I.R.C. L.B. #3270

S31°47'23"E 188.63' (M)
N32°00'19"W 188.68' (P)

N57°59'41"E 150.00' (P)

SET I.R.C. L.B. #3270

FND I.R.C. ILLEGIBLE ±2.46' N.W.

FND 4X4 C.M. NO I.D. ±2.88' S.W.

SOUTHERNMOST CORNER OF POINCIANA NEIGHBORHOOD 3 WEST NORTH, VILLAGE 6 PLAT BOOK 60, PAGES 13-22

NOTE
ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988

GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.

I hereby certify that the survey represented hereon has been prepared in accordance with the Standards of Practice as set forth in Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

John M. Hughes, P.S.M. #6367 — Date Signed

AC = AIR CONDITIONER
BFP = BACK FLOW PREVENTER
BK. = BOOK
BLDG. = BUILDING
BM. = BENCHMARK
BOC = BACK OF CURB
BOL = BOLLARD
BWF = BARB WIRE FENCE
BX = BOX
C.H. = CHORD BEARING
CB = CATCH BASIN
C.B.S. = CONCRETE BLOCK STRUCTURE
C.D. = CHORD DISTANCE
C.E. = COMMON ELEMENT
C.L.F. = CHAIN LINK FENCE
C.M. = CONCRETE MONUMENT
CMP = CORRUGATED METAL PIPE
C.O. = CLEAN OUT
COM. = COMMUNICATION
CONC. = CONCRETE
CLP = CONCRETE LIGHT POLE
CPP = CONCRETE POWER POLE
CR = CABLE RISER
C.S. = CONTROL STRUCTURE
D = DRAINAGE
DBH = DIAMETER AT BREAST HEIGHT
DCO = DRAINAGE CLEAN OUT
DIA. = DIAMETER
DMH = DRAIN MANHOLE
E = ELECTRIC
EB = ELECTRIC BOX
EL. = ELEVATION
EMH = ELECTRIC MAN HOLE
EOP = EDGE OF PAVEMENT
EOW = EDGE OF WATER
ERCP = ECLIPTAL REINFORCED CONC. PIPE
ESMT = EASEMENT
FDC = FIRE DEPARTMENT CONNECTION
F.F.E. = FINISH FLOOR ELEVATION
F.M. = FORCED MAIN
FND = FOUND
FOC = FACE OF CURB
FOCM = FIBER OPTIC CABLE MARKER
FOCV = FIBER OPTIC CABLE VAULT
G = GAS
GA = GUY ANCHOR
GM = GAS MARKER
GPST = GATE POST
GR = GUARD RAIL
GW = GUY WIRE
GV = GAS VALVE
HC = HANDICAP
HWA = HANSON, WALTER & ASSOCIATES
HW = HOG WIRE FENCE
HYD = FIRE HYDRANT
I.C.V. = IRRIGATION CONTROL VALVE
I.D. = IDENTIFICATION
IE = INVERT
I.P. = IRON PIPE
I.R. = IRON ROD
I.R.C. = IRON ROD & CAP
L = LENGTH
L.B. = LICENSED SURVEYING BUSINESS
L.C.E. = LIMITED COMMON ELEMENT
L.S. = LICENSED SURVEYOR
MB = MAIL BOX
MES. = MITERED END SECTION
MH = MANHOLE
MTL = METAL
MKR. = MARKER
N.T.S. = NOT TO SCALE
N.R. = NON-RADIAL
N&D = NAIL AND DISC
OE = OVERHEAD ELECTRIC
O/S = OFFSET
O.R.B. = OFFICIAL RECORD BOOK
P.B. = PLAT BOOK
P.C. = POINT OF CURVATURE
PG = PAGE
P.I. = POINT OF INTERSECTION
P.L.S. = PROFESSIONAL LAND SURVEYOR
P.C.C. = POINT OF COMPOUND CURVE
P.O.B. = POINT OF BEGINNING
P.O.C. = POINT OF COMMENCEMENT
P.R.C. = POINT OF REVERSE CURVE
PP = POWER POLE
PR = PHONE RISER
PRM = PERMANENT REFERENCE MONUMENT
PSM = PROFESSIONAL SURVEYOR & MAPPER
P.T. = POINT OF TANGENCY
PVC = POLY VINYL CHLORIDE
R = RADIUS
RCP = REINFORCED CONCRETE PIPE
RCW = RECLAIM WATER
RCWV = RECLAIM WATER VALVE
RES. = RESIDENCE
RGE = RANGE
R.L.S. = REGISTERED LAND SURVEYOR
RO = ROOF OVERHANG
RU = RE-USE LINE
R/W = RIGHT OF WAY
SCO = SEWER CLEAN OUT
SEC = SECTION
SS = SANITARY SEWER
SV = SEWER VALVE
SW = SIDEWALK
T = TANGENT LENGTH OF CURVE
TBM = TEMPORARY BENCHMARK
TEL = TELEPHONE
TOB = TOP OF BANK
TOG = TOP OF GRATE
TOS = TOE OF SLOPE
TR = TRAFFIC
TRAN = TRANSFORMER
TWP = TOWNSHIP
U = UTILITY
UG = UNDERGROUND
W = WATER
WDF = WOOD FENCE
WF = WIRE FENCE
WG = WATER GATE
WK = WALK
WLF = WETLAND FLAG
WM = WATER METER
WPP = WOOD POWER POLE
WV = WATER VALVE
W/ = WITH
℄ = CENTERLINE
Δ = DELTA (CENTRAL ANGLE)
(C) = CALCULATED DATA
(D) = DEED DATA
(L) = LEGAL DATA
(M) = MEASURED DATA
(P) = PLAT DATA
○ = PK NAIL
□ = CONCRETE MONUMENT
◉ = NAIL & DISC
○ = IRON PIPE
● = SET 5/8" IRON ROD & CAP L.B. #3270 (UNLESS NOTED OTHERWISE)
FIRE HYDRANT
OE OVERHEAD ELECTRIC LINE
OHW OVERHEAD WIRE
G GAS LINE
W WATER LINE
UTILITY/POWER POLE
GUY WIRE
TELEPHONE BOX
ELECTRIC BOX
LIGHT POLE
CLEANOUT
SANITARY SEWER MANHOLE
STORM DRAINAGE MANHOLE
TREE
CABLE BOX
VALVE(W/NOTE)
(6) PARKING SPACES
SIGN
BUILDING SETBACK LINE

DESIGN		FB#	DC	SEC	1 & 2		
DRAWN	DT	PAGE	DC	TWP	28 S		
CK'D	JH	SCALE	1" = 200'	RGE	28 E		
CAD#	SEE STAMP	DATE OF SURVEY	07-13-23				

DATE	BY	REVISIONS

8 BROADWAY, SUITE 104, KISSIMMEE, FLORIDA 34741
PHONE (407) 847-9433 FAX (407) 847-2499
ENGINEERING, SURVEYING AND PLANNING
Hanson, Walter & Associates, Inc.

PREPARED FOR:
POINCIANA RESIDENTIAL DEVELOPMENT

BOUNDARY AND TOPOGRAPHIC SURVEY

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO. 2 of 2
JOB# 9322

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Structure Development

May 21, 2025
4623-20250520-Jay Adams- Structure Dev- Poinciana Polk- SSCPA PUD BSP

EXHIBIT G (TOPOGTAPHIC MAP)

Marigold Ave

Poinciana Pkwy

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

Rj WHIDDEN and ASSOCIATES, INC.
LAND PLANNERS AND DEVELOPMENT CONSULTANTS
316 Church St. Kissimmee, FL. 34741 - 407 846 1880

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EXHIBIT H (SOILS MAP)

Structure Development

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

Marigold Ave

Poinciana Pkwy

Lake Marion Creek

Floridana mucky fine sand, frequently ponded, 0 to 1 percent slopes

Malabar fine sand, 0 to 2 percent slopes

Felda fine sand, frequently ponded, 0 to 1 percent slopes

Immokalee sand

Kaliga muck, frequently ponded, 0 to 1 percent slopes

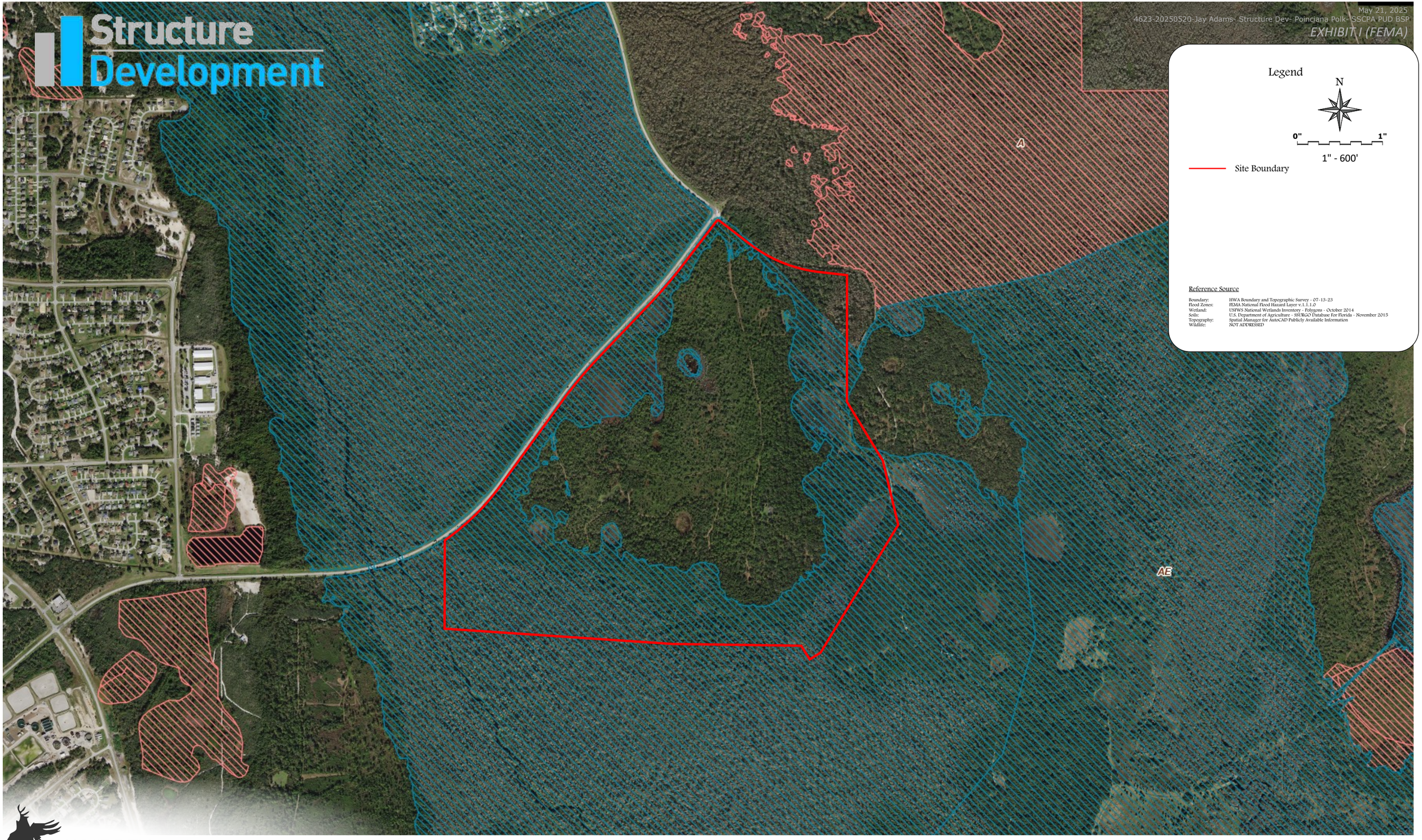
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EXHIBIT I (FEMA)

Structure Development



Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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Structure Development

May 21, 2025
4623-20250520-Jay Adams- Structure Dev- Poinciana Polk- SSCPA PUD BSP
EXHIBIT J (WETLANDS)

Marigold Ave

Poinciana Pkwy

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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Structure Development

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

Pre DRI # 1Poinciana

Pre DRI # 1Poinciana
OBJECTID 147
DRI_NAME Pre DRI # 1Poinciana
TYPE MP-PreDRI
DRI_NUMBER P1
Shape.STArea() 1036688915.156302
Shape.STLength() 361870.443670

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Structure Development

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

POINCIANA

PUD 71-10

POINCIANA
OBJECTID 1231
NAME POINCIANA
STATUS VAR PHASES FINAL
NUM 10
STR T27-R28, T28-R28, T28-R29
DESC_ NEW PUD (98-12) INC. 7200 DU on 3900 AC and GOLF COURSE
YEAR 71
ACRES 19503.380559
PUDNAME PUD 71-10
Shape.STArea() 849437474.527072
Shape.STLength() 328505.155829

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EXHIBIT M (FUTURE LAND USE)

Structure Development

DRI
OBJECTID 1130
DEV_AREA RDA
FLUPAR_ID 100.000000
FLUNAME DRI
CITY_NAME
LAKES
SAP_NAME
DEV_AREA_DESC Rural Development Area
CPA_NUMBER
CPADATE 0
Acres 4151.887662
SPA_NAME
FLU_X
FLU_CP DRI
FLU_LDC DRI
Shape.STArea() 180855503.115703
Shape.STLength() 144146.325351

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

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Structure Development

May 21, 2025
4623-20250520-Jay Adams- Structure Dev- Poinciana Polk- SSCPA PUD BSP
EXHIBIT N (DEVELOPMENT AREA)

Legend

N

0" 1"

1" - 600'

Site Boundary

Reference Source

Boundary:	HWA Boundary and Topographic Survey - 07-13-23
Flood Zones:	FEMA National Flood Hazard Layer v.1.1.1.0
Wetland:	USFWS National Wetlands Inventory - Polygons - October 2014
Soils:	U.S. Department of Agriculture - SSURGO Database For Florida - November 2015
Topography:	Spatial Manager for AutoCAD Publicly Available Information
Wildlife:	NOT ADDRESSED

UEA

RDA

RDA
OBJECTID 9090
DEV_AREA RDA
DEV_AREA_DESC Rural Development Area
Acres 891490
Shape.STArea() 38833312711.995410
Shape.STLength() 4902119.752156

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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;

   The ±404.48-acre property is located within the Poinciana Village 6 Neighborhood 3NW subdivision and is vested under DRI BLIM 691-004. The site is already approved for development under PUD LDPD-2023-29 and is served by centralized utilities and roadway infrastructure, making it highly suitable for the proposed residential expansion.

2. Provide a site plan showing each type of existing and proposed land use;

   The site plan consists of 949 single-family detached units (487 40' lots and 462 50' lots), supported by existing entitlements. Commercial and Institutional parcels are retained for future development. Recreation and stormwater features are strategically distributed throughout.

3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;

   No incompatibility is expected. The proposed use is consistent with surrounding development patterns and the adopted PUD. All transitions are managed internally via site design, setbacks, landscaping, and roadway buffers

4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped; and

   The amendment continues to reinforce compact, phased, and vested development. It does not alter or induce sprawl, as the entire PUD is within a utility-served area and consistent with the Utility-Enclave Area (UEA) policies.

5. Describe each of the uses proposed in a Planned Development and identify the following:

   a. The density and types of residential dwelling units;

      949 single-family detached units (487 40' x 120' and 462 50' x 120')

   b. The type of commercial and industrial uses;

      None proposed with this amendment.

   c. The approximate customer service area for commercial uses; and

      N/A

   d. The total area proposed for each type of use, including open space and recreation.
      - ***Residential: 125.79 acres (Including ROW)***
      - ***Open Space: 82.24 acres***
      - ***Preserved Wetlands: 139.18 acres***
      - ***Water Management: 47.55 acres***
      - ***Marigold Ave ROW Dedication: 5.65 acres***
      - ***Central Recreation: 4.07 acres***

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;

   949 single-family units × 9.44 trips/day = ~8,959 daily trips
   PM Peak Hour (0.99 trips/unit) = ~940 PM peak hour trips
   Source: ITE Trip Generation Manual, 11th Edition, LUC 210

2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;

   All transportation improvements will be evaluated during the Site Development Plan (SDP) process in coordination with Polk County. Any turn lanes, access management treatments, or intersection upgrades will be identified and addressed at that time based on final engineering and traffic analysis, if required.

3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

   Each single-family lot will provide a minimum of 4 off-street parking spaces, consistent with the Polk County Land Development Code and PUD requirements. Additional On-Street Parking Required @ 1 space per 7 units.

4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and

   The project will connect to Marigold Avenue twice, a public collector roadway, via internal PUD streets. This collector roadway provides direct access to the larger Poinciana network and regional corridors such as Cypress Parkway and Poinciana Parkway.

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.

   The PUD integrates sidewalks, trails, and passive open space, encouraging pedestrian and bicycle circulation. While fixed-route transit is limited in the immediate area, the project supports future transit readiness by maintaining internal connectivity and walkability standards.

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;

   949 units × 276 GPD = ~261,924 gallons per day

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;

   All wastewater will be conveyed to existing centralized sewer systems; no 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;

Consistent with UEA and Nutrient Restoration Plan Overlay requirements.

4. Identify the service provider; and

   Toho Water Authority

5. Indicate the current provider's capacity and anticipated date of connection.

   TBD at future date with engineering plans.

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;

   Potable water will be supplied from the existing centralized Toho Water Authority public water system serving the broader Poinciana area. Water will be treated through standard municipal processes consistent with federal and state public health regulations.

2. Identify the service provider;

   Toho Water Authority

3. Calculate the estimated volume of consumption in gallons per day (GPD); and

   Based on an estimated 300 gpd per single-family unit × 949 units = ~284,700 gallons per day (GPD).

4. Indicate the current provider's capacity and anticipated date of connection.

   While TWA currently serves portions of the surrounding Poinciana community, the subject site lies outside the current water service boundary. As part of this development, the applicant will coordinate with TWA to extend water infrastructure and expand the coverage area to include the subject parcels.

   The anticipated date of connection will coincide with site development and utility permitting during the Site Development Plan (SDP) phase. Capacity is expected to be available once line extensions are completed and approved by TWA.

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;

   The proposed development will implement a stormwater management system designed to comply with the regulations of the South Florida Water Management District (SFWMD) and the Polk County Land Development Code. Surface water quality will be protected through the use of on-site retention and treatment facilities that reduce pollutant loads and prevent adverse impacts to receiving waters.

2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;

   The site has been previously disturbed as part of the broader master-planned development and does not contain significant natural drainage features or jurisdictional wetlands. Minor grading will occur to facilitate positive drainage, and new conveyance and retention systems will be integrated with the existing PUD drainage infrastructure. No impacts to protected natural hydrologic features are anticipated.

3. Describe the impact of such alterations on the fish and wildlife resources of the site; and

The site is not located within a conservation area or known habitat for listed species. As the land is already within a vested PUD and has been previously cleared, impacts to fish and wildlife resources will be minimal. Habitat disruption will be limited and localized to infrastructure installation areas.

4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

   On-site stormwater retention ponds will promote infiltration and support aquifer recharge, consistent with SFWMD regulations. The development will retain post-development runoff on-site, reducing discharge to off-site systems and maintaining groundwater quality. No adverse impact to regional groundwater levels or recharge function is expected as a result of the project.

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;

   949units × 2.5 persons/unit = ~2,373 new residents

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;

   This project does not include commercial or industrial development. No new permanent employment positions will be generated as part of this application.

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and

   The proposed units are market-rate homes, not age-restricted, and are expected to serve a diverse mix of households. The anticipated demographic composition includes:

   - ***Working families and professionals employed in the greater Poinciana/Kissimmee region***
   - ***First-time homebuyers and local residents seeking attainable single-family housing***
   - ***Moderate-income households attracted by suburban location, infrastructure, and proximity to employment centers***

   Age composition is expected to reflect a typical suburban family community with a blend of children, adults, and retirees, though not specifically targeted to any one age group.

4. Describe the proposed service area and the current population thereof.

   The homes will be located within the existing Poinciana Village 6 – Neighborhood 3NW community, a fully vested and partially developed ±404.48-acre Planned Unit Development. This area is part of the broader Poinciana community, which is home to approximately 50,000+ residents.

   The development will tie into established infrastructure, utilities, roadways, and community services currently serving the Poinciana area, minimizing the need for any offsite expansion or new service areas.

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

    - ***Central ±4.07-acre recreational amenity***
    - ***Integrated trails and sidewalks***
    - ***Passive open space and shaded gathering areas***
    - ***Pedestrian connectivity to adjacent phases***
    - ***Unified streetscape and neighborhood design***
    - ***Recreation features that serve both new and existing residents***

2. Discuss the demand on the provision for the following services:

    a. Parks and Recreation;

    In the proposed development various recreation sites are provided that include Type I, II, III, and IV recreation.

    b. Educational Facilities (preschool/elementary/middle school/high school);

    ABC Einstein's Preschool: 6.8 +/- miles
    Laurel Elementary School: 1.4 +/- miles
    Laurel Middle School: 2.3 +/- miles
    Haines City High School: 11.8 +/- miles

    c. Health Care (emergency/hospital); d Fire Protection;

    HCA Florida Poinciana Hospital: 5.9 +/- miles

    e. Police Protection and Security; and

    Haines City Police Department: 18.1 +/- miles

    f. Electrical Power Supply.

    Duke Energy

H. **Exhibit Maps**

Exhibit A- Location Map
Exhibit B- Aerial Existing Use
Exhibit C- Site Plan
Exhibit D- Open Space Plan
Exhibit E-Amenity Plan
Exhibit F- Boundary Survey
Exhibit G- Topographic Map
Exhibit H- Soils Map
Exhibit I- FEMA
Exhibit J- Wetlands
Exhibit K- DRI’s
Exhibit L- Polk County Underlying Zoning Map
Exhibit M- Polk County Future Land Use Map
Exhibit N- Development Area

POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDPD-2025-5 (Osprey Creek PD Modification)

Applicant: John Adams, RJ and Whidden Associates, Inc.

Property Owner: Osprey Creek LP

Hearing Date: January 7, 2026

I. Request:

Major Modification to LDPD-2023-29 and Planned Unit Development (PUD) 71-10 (Poinciana Master Plan) to increase the unit count from 909 to 949 single-family units within Poinciana Village 6, Neighborhood 3 West-North. The request includes 40-foot-wide lots and establishes setbacks.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:

    a. Whether the proposed development is consistent with all relevant requirements of this Code;
    b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
    c. Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and
    d. How the concurrency requirements will be met if the development was built.

2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.

3. The Application is consistent with all applicable policies of the Comprehensive Plan.

4. The Application is compatible with surrounding uses and the general character of the area.

5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 7th day of January **2026**, by the Polk County Planning Commission.

Polk County Planning Commission **ATTEST:**

By: _____ By: _____
Merle Bishop, Chair Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order
Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File
Erin Valle, Clerk of Court (under separate cover)

Agenda Item 7. 1/7/2026

SUBJECT

LDCPAS-2025-34 (CR 546 Map Correction)

DESCRIPTION

A County-initiated request for a Future Land Use Map change from Agricultural/Residential Rural (A/RR) in the Rural Development Area (RDA) to Residential Suburban (RS) in the Suburban Development Area (SDA) on ±9.7 acres to correct an error in the Future Land Use Map. The property is located between CR 546 and Old Dixie Highway, east of Tenoroc High School, west of Tower Manor Drive, east of the City of Lakeland, west of the City of Auburndale in Section 6, Township 28, Range 25.

RECOMMENDATION

Approval

FISCAL IMPACT

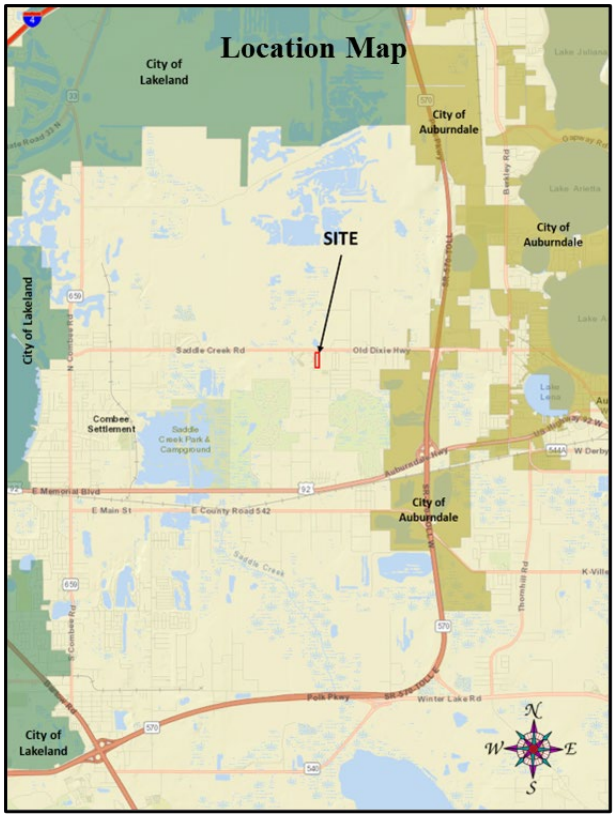
No Fiscal Impact

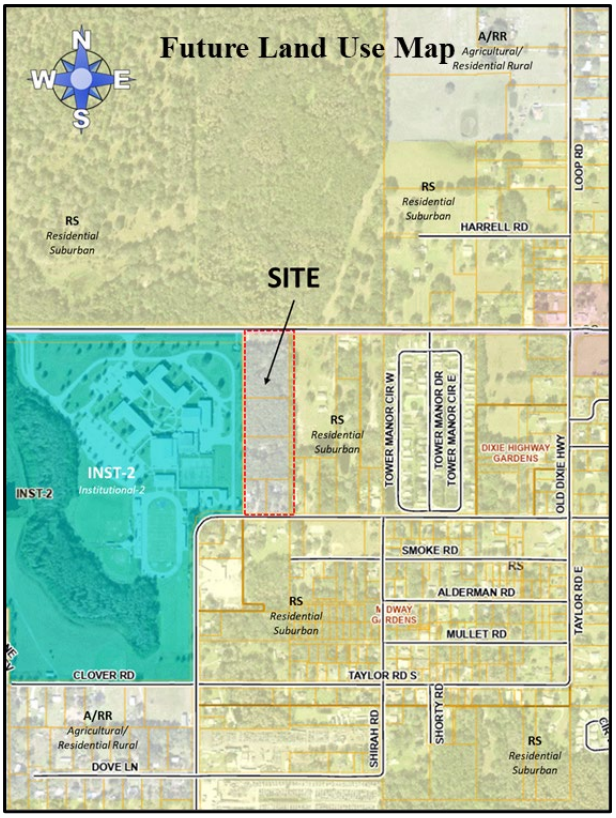
CONTACT INFORMATION

Erik Peterson, AICP
Planning Administrator
Land Development Division
(863) 534-6470
erikpeterson@polkfl.gov <mailto:erikpeterson@polkfl.gov>

POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT

DRC Date:	November 6, 2025
Planning Commission Date:	January 7, 2026
BoCC Dates:	February 17, 2026
Applicant:	Polk County, Land Development Division
Level of Review:	Small-scale Comprehensive Plan Amendment
Case Number and Name:	LDCPAS-2025-34 CR 546 Map Correction
Request:	Future Land Use Map change from Agricultural/Residential Rural (A/RR) in the Rural Development Area (RDA) to Residential Suburban (RS) in the Suburban Development Area (SDA)on ±9.7 acres to correct an error in the Future Land Use Map.
Location:	Between CR 546 and Old Dixie Highway, east of Tenoroc High School, west of Tower Manor Drive, east of the city of Lakeland, west of the city of Auburndale in Section 6, Township 28, Range 25.
Property Owner:	James Mock, Richard Edwards, Tasha Gabany, and Michael Wells
Parcel Number (Size):	252806-000000-044140, 044160,044090, & 044100 (±9.7 acres)
Development Area:	Rural Development Area (RDA)
Future Land Use:	Agricultural/Residential Rural (A/RR)
Case Planner:	Erik Peterson, AICP





Summary:

This approximately 9.7-acre collection of five properties is surrounded by Residential Suburban (RS) on three sides and INST-2 on the other side (see Exhibit 2). It is also hole of Rural Development Area (RDA) surrounded by Suburban Development Area (SDA). One of the property owners purchased approximately seven (7) acres on Saddle Creek Road in the spring of 2000. The maps at the time indicated that the property was Residential Suburban (see Exhibit 6). This was before the Geographical Information System (GIS) Data Viewers, and the Polk PA cadastral maps were utilized to display the Future Land Use Map and Development Area Map boundaries. Between the parcel map books and the Quadrangle Future Land Use Maps, the property appeared to be within the district lines. When the Future Land Use Map was attached to specific parcel boundaries, approximately 10 acres were not included in the RS district.

The property has potable water lines abutting three sides and a master lift station adjacent to the northwest corner, urban collector road frontages with a comprehensive sidewalk network, and a neighborhood park on the opposite side of Old Dixie Highway (see Exhibit 4). The INST-2 and SDA mapping of Tenoroc High School made the subject property an isolated district (spot zoning). Staff are requesting that this property be officially recognized as Residential Suburban (RS) in the Suburban Development Area (SDA).

Compatibility Summary

This Future Land Use Map and Development Area Map change request is primarily recognizing the existing development. It will enable the same capability for future growth as is currently allowed on neighboring properties. It is suspected that when the County transitioned from a more generalized Future Land Use Map to a more precise cadastral map, these properties were inadvertently placed in the wrong district on both maps (see Exhibits 2 and 6). Having the same development rights as all abutting properties is clearly meeting the Comprehensive Plan's definition of compatibility.

Infrastructure Summary

The site has ample water service, hydrants nearby, an excellent sidewalk network, and good access to major roadways. Wastewater connections are available but will probably never be needed for the most likely level of future development that may occur on this site. It is close to general mercantile stores, abuts a high school, and is across the street from a community park. There are also a number of different types of recreation available within close proximity.

Environmental Summary

The site has no significant environmental limitations. But the soil conditions are a limitation to an intense amount of development. There are no floodplains and only a small amount of wetlands onsite. The site is in an open drainage basin that feeds into Tenoroc State Preserve that forms the headwaters of Saddle Creek which flows to the Peace River. The area to the east and south is well developed with residences and there is a high school abutting the west boundary, so it is not likely that endangered species exist, especially on such a small site. The distances from airports and well sites are suitable. There are four dwellings within the area requested and only likely to be a few more as a result of this amendment.

Comprehensive Plan
The relevant sections of the Comprehensive Plan that are applicable to the project request:

- Policy 2.102(A1-A15) – Growth Management Policies
- Section 2.106 – Suburban Development Area (SDA) policies

Staff have reviewed each policy statement and addressed them in Tables 9 through 11 of this report. This site meets and exceeds the Comprehensive Plan criteria for a Residential Suburban district and Suburban Development Area (SDA) designation.

Findings of Fact

Request and Legal Status

- *On October 23, 2025, the proposed Comprehensive Plan Future Land Use Map change request was presented to the Development Review Committee (DRC) in a pre-application meeting under case# LDDRC-2025-256.*

- *This is a county-initiated request for a Small-Scale Future Land Use designation change from Agricultural/Residential Rural (A/RR) in the Rural Development Area (RDA) to Residential Suburban (RS) in the Suburban Development Area (SDA) on ±9.7 acres to correct an error in the Future Land Use Map.*

Compatibility

- *The property abuts Residential Suburban (RS) on three sides and Suburban Development Area (SDA on all four sides.*

- *The surrounding Future Land Uses are Residential Suburban (RS) on three sides, but Institutional (INST-2) on the west side where a high school is currently located.*

- *This request will afford the subject properties the same development rights as all abutting properties.*

Infrastructure

- *The property is zoned for the closest schools, which are Lena Vista elementary, Stambaugh middle school, and Tenoroc High School which is abutting the property.*

- *The current fire closest response to this project is from is from Fire Station 39, the East Main Station in between the cities of Lakeland and Auburndale. The travel distance is approximately 4 miles and response times should average six (6) minutes.*
- *There is a fire hydrant within 800 feet of the north side of the site on Saddle Creek Road (CR 546) and a hydrant within 100 feet of the south side of the site on Old Dixie Highway.*

- *The site is served by the Polk County Sheriff's Office Southeast District Command 4120 US Highway 98, approximately 8½ miles driving distance from the site.*

- *The city of Auburndale provides potable water and wastewater to the area. There is a 12-inch water line on three sides of the property and the north side of the property abuts a wastewater lift station.*

- *The subject property has ±330 feet of frontage on Saddle Creek Road (CR 546) which is a two-lane urban collector road twenty-four (24) feet in width.*

- *The subject property has ±330 feet of frontage on Old Dixie highway which is a two-lane urban collector road twenty (20) feet in width.*

- *According to the Transportation Planning Organization, there is adequate capacity on Saddle Creek Road (CR 546) as well as other roads such as Combee Road and Berkley Road, and U.S. Highway 92 within the area transportation network to support the development currently. Old Dixie Road does not have enough traffic on it to track at this time.*

- *There are sidewalks on Saddle Creek Road (CR 546) and Old Dixie Highway that connect to recreation facilities, commerce and schools.*

- *The nearest park is immediately across the street on Old Dixie Highway.*

Environmental

- *The closest surface water is Lost Lake within Saddle Creek Park over 6,000 feet to the west of the site.*

- *There are no 100-year-flood hazard areas on the site. There is a small wetland area in the northeast corner of the property that drains via a 24" culvert to the north under Saddle Creek Road.*

- *The site is comprised of soil that is considered to have "severe limitations" for septic tank absorption fields and dwellings without basements, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.*

- *According to Polk County Endangered Habitat Maps, the property is not located within a one-mile radius of a past endangered species sighting. (Source: Florida Fish and Wildlife Conservation Commission, 2021).*

- *The site is not shown as a potential network connection or existing natural area on the Polk Green District Map but is a quarter mile south on an existing natural area (Tenoroc State Preserve).*

- *There are no conservation easements within a mile of the site.*

Comprehensive Plan Policies

- *POLICY 2.102-A1 Development Location states that "Polk County shall promote contiguous and compact growth patterns through the development process to minimize*

energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities."

- *POLICY 2.102-A2 Compatibility states that "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development."*

- *POLICY 2.102-A3 Distribution states that "development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available."*

- *POLICY 2.102-A4 Timing states that "development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system."*

- *POLICY 2.102-A10 Location Criteria states "the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:*
  - *a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;*
  - *b. nearness to agriculture-production areas;*
  - *c. distance from populated areas;*
  - *d. economic issues, such as minimum population support and market-area radius (where applicable);*
  - *e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:*
    - *1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;*
    - *2. sanitary sewer and potable water service;*
    - *3. storm-water management;*
    - *4. solid waste collection and disposal;*
    - *5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;*
    - *6. emergency medical service (EMS) provisions; and*
    - *7. other public safety features such as law enforcement;*
    - *8. schools and other educational facilities*
    - *9. parks, open spaces, civic areas and other community facilities*
  - *f. environmental factors, including, but not limited to:*
    - *1. environmental sensitivity of the property and adjacent property;*

2. *surface water features, including drainage patterns, basin characteristics, and flood hazards;*
3. *wetlands and primary aquifer recharge areas;*
4. *soil characteristics;*
5. *location of potable water supplies, private wells, public well fields; and*
6. *climatic conditions, including prevailing winds, when applicable."*

- *The Comprehensive Plan defines Compatibility in Division 4.400 as "A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."*

- *Policy 2.106-A5 of the Comprehensive Plan states "in order to achieve higher densities and intensities allowed by each land use, development in the SDA shall be required to connect to centralized water system,"*

- *Policy 2.106-A7 of the Comprehensive Plan states that "When evaluating non-residential projects within the Suburban Development Area the relative timeliness of the proposal shall be considered. The following factors shall indicate whether a project is premature:*
  a. *there is not functional and proximate relationship between the proposed development and other development;*
  b. *there is considerable displacement of ongoing economically viable agricultural activities;*
  c. *there is a lack of urban services, including but not limited to police, fire, and EMS; and*
  d. *the condition and adequacy of the collector and arterial road network is deficient.*

  If a project is determined to be premature it shall not be approved."

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAS 2025-34.**

NOTE: *This staff report was prepared without the benefit of testimony and evidence submitted by the public and other interested parties at a public hearing.*

NOTE: *All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.*

NOTE: *Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.*

Analysis

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

Surrounding Uses

Table 1 to follow lists the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1

Northwest: Residential Suburban (RS) vacant	**North:** Residential Suburban (RS) vacant	**Northeast:** Residential Suburban (RS) Single-family detached homes
West: Institutional-2 (INST-2) Tenoroc High School	**Subject Property:** Agricultural/Residential Rural (A/RR) four dwelling units and five lots on 9.7 acres	**East:** Residential Suburban (RS) Single-family detached homes Tower Manor Mobile Home Park
Southwest: Residential Suburban (RS) Single-family detached homes	**South:** Residential Suburban (RS) Single-family detached homes	**Southeast:** Residential Suburban (RS) Single-family detached homes Midway Gardens Park

Source: Polk County Geographical Information System and site visit by County staff

The subject property is a 9.7-acre island of Rural Development Area (RDA) and A/RR future land use surrounded by a sea of Suburban Development Area (SDA) and RS future land use (See Exhibit 2). There are some other areas nearby that are also mis-mapped that will be corrected in future County-initiated amendment requests based upon development priorities. The surrounding area is mostly developed with the exception of the RS district to the north whose owner is waiting for wastewater capacity improvements to Auburndale's service so that a more intense development can be permitted there.

Compatibility with the Surrounding Land Uses, Environment, and Infrastructure:

While this request will triple the potential amount of development allowed on the property, it is merely recognizing existing uses and becoming more consistent with the surrounding uses and map designations. This request will correct what appears to be an error in mapping between generalized and more specific mapping systems. All of the urban services and more are available to justify Suburban Development Area (SDA) and the Residential Suburban (RS) designations.

A. Land Uses:

The Comprehensive Plan defines compatibility as "*A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

This Future Land Use Map and Development Area Map change request is primarily recognizing the existing development. It will enable the same capability for future growth as is currently allowed on neighboring properties. It is suspected that when the County transitioned from a more generalized Future Land Use Map to a more precise cadastral map, these properties were inadvertently placed in the wrong district on both maps (see Exhibits 2 and 6). Having the same development rights as all abutting properties is clearly meeting the Comprehensive Plan's definition of compatibility.

B. Infrastructure:

The site has ample water service, hydrants nearby, an excellent sidewalk network, and good access to major roadways. Wastewater connections are available but will probably never be needed for the most likely level of future development that may occur on this site. It is close to general mercantile stores, abuts a high school, and is across the street from a community park. There are also a number of different types of recreation available within close proximity. This checks all boxes for the Suburban Development Area.

C. Environmental:

The site has no apparent environmental limitations. But the soils are only good for the level of most likely development (2-3 more dwellings). There are no floodplains and only a small amount of wetlands onsite. The site is in an open drainage basin that feeds into Tenoroc Preserve and Saddle Creek. The area is well developed with residences, so it is not likely that endangered species exist, especially on such a small site. The distances from airports and well sites are suitable.

Nearest Schools

The property is zoned for the closest schools, which are Lena Vista Elementary, Stambaugh Middle School, and Tenoroc High School which is abutting the property. The student estimates for both the maximum possible buildout and the more likely case are listed in Table 2, to follow.

Table 2

Name of School	Annual Estimated Demand	Distance from subject site	School Capacity
Lena Vista Elementary	1-4 students	±2½ miles driving distance	79%
Jere L Stambaugh Middle	1-3 students	±4½ miles driving distance	85%
Tenoroc Senior High School	1-4 students	Next door	62%

Source: Polk County School Board, Duncan Associates Educational Facility Impact Fee Study, GIS

The numbers shown include temporary classroom capacity (portables). Lena Vista Elementary currently has 25 portable classrooms while improvements are underway to upgrade existing classrooms and add more permanent capacity. Neither Stambaugh nor Tenoroc utilize portable classrooms at this time.

Nearest Sheriff, Fire, and EMS Station

Fire response to this project is from Fire Station 39, the East Main Station in between the cities of Lakeland and Auburndale. The travel distance is approximately four (4) miles and response times should average six (6) minutes. Ambulance response is from the same location. The Four Corners Station is staffed 24/7 with career personnel and augmented by response from other similarly staffed fire stations in the two cities. Response times can vary significantly based on many factors. The site has access to a 12-inch water line from the city of Auburndale and there is an existing fire hydrant meeting current fire flow requirements on Old Dixie Road within 100 feet of the property and a hydrant within the non-fenced portion of the school grounds near Saddle Creek Road.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Southwest District Command (4120 US 98N, Lakeland)	±8½ miles	7 minutes
Fire	Station #39 East Main (3325 E Main Street near Lakeland)	±4 miles	6 minutes
EMS	Station #39 East Main (3325 E Main Street near Lakeland)	±4 miles	6 minutes

Source: Polk County Sheriff's Office and Public Safety
**Response times are based on when the station receives the call and not from when the call is made to 911.*

The responding Sheriff's substation will be out of the Southwest District located at 4120 US Highway 98 near Polk State College and is over eight miles from the site. Sheriff response times are not as much a function of the distance to the nearest sheriff's substation, but more a function of the overall number of patrol officers within the district. The Southwest District has the second highest staffing level of the five District Stations in the County.

Water and Wastewater

The city of Auburndale has provided potable water service to this area since before the adoption of the Comprehensive Plan. That is why it is suspected that this was a mapping error. It's difficult to tell because the Future Land Use Map at the time was very generalized (see Exhibit 6). Wastewater service has been available since 2008 that serves the high school and the Saddle Creek Preserve residential development.

A. Estimated Demand:

If you look at the absolute worst-case scenario of what can be constructed in the RS district you will see an outrageous discrepancy between the current permitted demand and proposed district demand for services. Table 4a, to follow, provides generalized estimates of the anticipated water and wastewater demands in the maximum scenario. However, it is not likely that the maximum will occur on this site.

Table 4a

Subject Property	Estimated Impact Analysis		
±9.7 acres *A/RR*	**Demand as Currently Permitted** *A/RR*	**Maximum Permitted on the property** *RS (SPD)*	**Percentage increase**
Permitted Use	1 unit	29 dwelling units	
Potable Water Consumption (GPD)	360	10,440	2,800%
Wastewater Generation (GPD)	270	7,830	2,800%

Source: Polk County Concurrency Manual & Polk County Utilities estimates

In reality, the existing four units may increase to seven units in the future most likely. One dwelling unit is estimated to consume an average of 360 gallons of potable water per day and 270 gallons of wastewater according to current Comprehensive Plan estimates. Table 4b, to follow, provides generalized estimates of the anticipated water and wastewater demands of the planned government facilities on the site. This more realistic comparison shows that the demand for water and wastewater will be marginal and well within the city's ability to serve in the future.

Table 4b

Subject Property	Estimated Impact Analysis		
±9.7 acres *A/RR*	**Demand as Currently Permitted** *A/RR*	**Maximum Permitted on the property** *RS (SPD)*	**Future Plan**
Permitted Intensity	4 dwelling units (existing)	29 dwelling units	2-3 more additional homes
Potable Water Consumption (GPD)*	1,440	10,440	*2,250 GPD* *75%*
Wastewater Generation (GPD)*	1,080	7,830	*1,890 GPD* *75%*

Source: Polk County Concurrency Manual & Polk County Utilities estimates, Single-family 360 gpd water, 270 wastewater,

B. Available Capacity:

There is a 12-inch potable water line along the property frontage on Saddle Creek Road (CR 546) and it loops along the western property line of this request within the high school property. It then runs east along the north side right-of-way on Old Dixie highway. Connection to this service enables further development within the request.

Three treatment plants are utilized to provide potable water the entire utility service area of Auburndale that derive the raw water from seven (7) different wells. These facilities distribute more than 1.6 billion gallons of water to our customers annually. The city is also a contributing member to the Polk Regional Water Commission (PRWC) which assures that there will be capacity for future growth of the system.

Wastewater service has been provided to the area since 2006 when the city extended service to serve the future high school which began construction that year. The lift station abutting the northwest corner of this land use request was operational in mid-2008. The city has two wastewater treatment plants that combine to provide 6.4 million gallons per day (MGD) of capacity to the service area. The high school is served by a plant located west of the Polk Parkway just north of Braddock Road. It is not likely that these properties will connect to wastewater service in the future.

C. Planned Improvements:

The city is actively pursuing improvements to existing lines and lift stations to connect more future growth to the existing wastewater treatment plants. The city is coordinating with the PRWC for an interconnect and mixing facility off of Derby Road. This will begin construction in late 2026 once approval is completed.

Roadways/Transportation Network

There are more than adequate transportation facilities to accommodate an RS district on this approximately 9.7 acres. The traffic generated by such a facility is low even if the development potential is maximized. The surrounding roadway network has ample capacity remaining. There is a complete sidewalk network for nearly the entire length of Saddle Creek (CR 546) that reaches schools, recreation facilities, and commerce.

A. Estimated Demand

Looking at the maximum buildout of the highest intensity use possible provides the analysis in Table 5 to follow:

Table 5

Subject Property	**Estimated Impact Analysis**		
±9.7 acres *A/RR*	**Demand as Currently Permitted** *A/RR*	**Maximum Permitted on the property** *RS (SPD)*	**Percentage increase**
Permitted Use	1 unit	29 dwelling units	
Average Annual Daily Trips (AADT)	8	227	*2,800%*
PM Peak Hour Trips	1	29	*2,800%*

Source: Polk County Concurrency Manual rate of Single-family = 100% new trips 7.81 AADT, 1 PM Peak Hour

In reality, the proposed development will be a few homes. It is highly unlikely that it will develop at the maximum of three units per acre because of unfavorable soil conditions. The table to follow provides a more accurate comparison of the current entitlements to the intended use of the property.

Table 5a

Subject Property	**Estimated Impact Analysis**		
±9.7 acres *A/RR*	**Demand as Currently Permitted** *A/RR*	**Maximum Permitted on the property** *RS (SPD)*	**Future Plan**
Permitted Intensity	4 dwelling units (existing)	29 dwelling units	2-3 more homes
Average Annual Daily Trips (AADT)	31	227	55
PM Peak Hour Trips	4	29	7

Source: Polk County Concurrency Manual rate of Single-family = 100% new trips 7.81 AADT, 1 PM Peak Hour

B. Available Capacity

There is available traffic capacity in the network to support more development at this location Table 6 provides a gauge of the area traffic at its peak hour, peak season level. In this location the major roads have ample capacity to support a few more homes easily and the maximum possible which would be 25 additional.

Table 6

Link #	**Road Name**	**Current Level of Service (LOS)**	**Available PM Peak Hour Capacity**	**Minimum LOS Standard**
4050E	CR 546 (Saddle Creek Road) From: Combee Road To: Ariana Boulevard	B	755	D
4050W	CR 546 (Saddle Creek Road) From: Ariana Boulevard To: Combee Road	B	736	D
7301N	SR 659 (Combee Road) From: U.S. 92 To: CR 546 (Saddle Creek Road)	C	159	D
7301S	SR 659 (Combee Road) From: CR 546 (Saddle Creek Road) To: U.S. 92	C	271	D
4072N	SR 559 (Berkley Road) From: U.S. 92 To: CR 546 (Old Dixie Highway)	C	882	E
4072N	SR 559 (Berkley Road) From: CR 546 (Old Dixie Highway) To: U.S. 92	C	844	E

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January, 2025
** Indicates capacity after programmed improvements*

C. Roadway Conditions

Saddle Creek Road (CR 546) is an urban collector road but is substandard in right-of-way width by 10 feet. The pavement is 28 feet wide, but the right-of-way is 70 feet wide when 80 feet is needed. Old Dixie Highway is also an urban collector, but it is substandard in both right-of-way and pavement width. The right-of-way is only 50 feet wide, and the pavement width is only 20 feet. Both roads are in above average condition having been resurfaced in the last 10 years.

D. Planned Improvements:

There are no major roadway improvements in this area of the County. The closest major roadway improvement planned in the five-year Community Investment Program in this area is listed to follow.

Table 7

Location	Fiscal Year CIP (construction cost)	Project Description
CR 557 Widening	2026-2027 ($150,000,000)	Widening of the existing two-lane CR 557 corridor to four lanes from US 17/92 (Shinn Blvd) to the I-4 Interchange, an approximate length of six (6) miles.

E. Mass Transit

The closest mass transit stop is approximately nearly four (4) miles walking distance from the site at the intersection of Combee Road and Idlewild Street. Even though the entire route has sidewalks, such a distance is impracticle for most individuals to use. This is no a transit oriented area.

F. Sidewalks

For what has been mapped as a rural area, there is quite an extensive sidewalk network in this area that connects this site to parks, schools, and commerce. All of Saddle Creek Road has sidewalks on at least one side. All of Old Dixie Highway has sidewalks to U.S. Highway 92.

Park Facilities and Environmental Lands

There are a number of recreational resources serving this area. Just across the street is a very good neighborhood park that serves multiple recreation needs for the community. There are many walking and hiking opportunities in the immediate area as well.

A. Location:

- Midway Gardens Park, 2487 Smoke Road (100 feet from the property)
- Saddle Creek Park, 3716 Morgan Combee Road, (3 miles driving distance from the property)
- Lake Myrtle Sports Complex (4 miles driving distance from the property)
- Tenoroc State Preserve, 3829 Tenoroc Mine Road (7 miles driving distance from the property)

B. Services:

- Midway Gardens Park - playground, picnic tables and shelters, baseball/softball field. There are also a basketball court and an athletic field.
- Saddle Creek Park – playground, picnic tables and shelters, baseball/softball field, walking paths/trails, campground, boat ramps, firearms range.
- Lake Myrtle Sports Complex – Nine (9) baseball fields, eight (8) batting cages, football stadium, 15 athletic fields, meeting facilities
- Tenoroc State Preserve – Archery range, firearms ranges, boat ramps, fishing dock, walking/hiking trails.

C. Environmental Lands:

Tenoroc State Preserve is the closest public environmental land holding. There is public access to Lost Lake just 1¼ miles to the west. This is good for a short day-hike or daily exercise. There is a sidewalk from the north of the property to the access. The Florida Trail passes through Tenoroc. There are many hiking trails throughout the state preserve. However, public access requires permits and is strictly regulated by the Florida Division of Forestry.

D. Planned Improvements:

There are no major projects planned in this area in the 2024-2028 Community Investment Program.

Environmental Conditions

The site has no significant environmental limitations to future development. But the soil conditions are a limitation to maximizing the amount of development enabled by approving this request. There are no floodplains and only a small amount of wetlands onsite. The site is in an open drainage basin that feeds into Tenoroc State Preserve that forms the headwaters of Saddle Creek which flows to the Peace River. The area to the east and south is well developed with residences and there is a high school abutting the west boundary, so it is not likely that endangered species exist, especially on such a small site. The distances from airports and well sites are suitable. There are four dwellings within the area requested and only likely to be a few more as a result of this amendment.

A. Surface Water

The highest elevation on the property is 127 feet above sea level on the south end. The lowest is 119’ on the northeast corner. There is a drainage culvert that moves site runoff under Saddle Creek Road to an elevation of 117 feet. From there it enters what appears to be a closed wetlands system that slowly drains to a broader area within the Tenoroc State Preserve. This amendment request will not result in an amount of impervious surface coverage that could overburden this system. The most likely development scenario is a few more residences and a paved driveway. There is not enough undeveloped land to result in an intensity to the level of the Saddle Creek Preserve subdivision to the immediate west of the high school.

B. Wetlands/Floodplains

There are no areas within the 100-year floodplain on site, but there are flood hazard areas on the properties to the west abutting Tower Manor Mobile Home Park. There is a small wetland area in the northeast corner of the property that drains via a 24-inch culvert to the north under Saddle Creek Road. That area of the property can be easily avoided by any future development under the RS Future Land Use Map designation. This amendment will enable up to three dwelling units per acre. However, the most likely buildout is two or three more house lots through Residential Infill Development with access via easement. Such low-scale development will have very little impact on wetlands or floodplains.

C. Soils:

The site has severe soil conditions for development. The water table is often just below 18 inches of the surface in Pamona soils. Septic tanks usually are mounded. This will prevent the site from reaching its maximum density of three units to an acre under the proposed district.

Table 8

Soil Name	**Septic Tank Absorption Field Limitations**	**Limitations to small commercial buildings**	**% of Site** *(approximate)*
Pamona Fine Sand	Severe: wetness, perc slowly	Severe: wetness	97%
Kaliga Muck	Severe: ponding, poor filter	Severe: subsides, ponding, low strength	3%

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service

A small portion of the northeast corner has some wetland conditions and mucky soils. This accounts for an insignificant amount of the property and can be easily avoided. There is a 24-inch culvert that drains this area under Saddle Creek Road into a larger wetland system on the north side of the street.

D. Protected Species

According to Polk County Endangered Habitat Maps, the property is not located within a one-mile radius of any known endangered species sightings. (Source: Florida Fish and Wildlife Conservation Commission, 2021). Most of the area is built out and there are four residences on the five properties. There is a high school abutting the west side and major roadways on the north and south ends of the request. It is not likely that endangered species dwell onsite.

There are no conservation easements nearby. However, Tenoroc State Preserve is within 3,000 feet. Parts of Tenoroc State Reserve are identified as “Existing Network Connections” and “Potential Network Connections” on the Polk Green Map.

E. Historic and Archeological Resources

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File for the property. However, there have been historical resources discovered in the area to the north where phosphate mining occurred. The Midway Gardens Subdivision was platted in 1926. George Mason sold 16 of the lots in the plat to the County for a park in 1983. It has no historical significance.

F. Wells (Public/Private)

City of Auburndale Utilities provides potable water and wastewater service to the area. The closest public wellfield is located in the city at their main water treatment plant on Atlantic Avenue which is over four miles away from the amendment site.

G. Airports

There are no airports near this area. Winter Haven Regional Airport is approximately seven (7) miles away and Lakeland-Linder International is over 11 miles away.

H. Conservation Lands

To the west, just past the High School and north of CR 546 is a portion of the Tenoroc State Reserve. There are no conservation easements nearby. Tenoroc State Reserve is a publicly funded effort to reverse the extensive environmental damage that was cause by the Coronet Phosphate Mine that operated on it in the 1950s and 1960s. The native and endangered plant and animal species that exist within the state reserve today are there as a result of the clean-up efforts.

Economic Factors:

This area is a pocket of unincorporated lands that are partially served by Polk County utilities and the cities of Lakeland and Auburndale. The County, cities, and the School Board have made substantial investments into promoting future growth in the area. This property has direct access to potable water and wastewater services; nearby schools and parks, abutting sidewalks, storm drainage network, and efficient delivery of public safety services. Such an area should have been designated Urban Growth Area by the plan given the amount of public expenditure. However, it was overlooked under the original mapping which continues today. This amendment request is one of many in the future to rectify the budgetary actions of the Community Investment Program (CIP) and the Future Land Use Map.

Consistency with the Comprehensive Plan

There has been a significant amount of public investment in this area since before the adoption of the Comprehensive Plan. However, the Future Land Use Map has not captured all of it. This amendment is one of many that will correct this shortcoming by accurately documenting the infrastructure and past development approvals.

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent or inconsistent** with the Comprehensive Plan is listed below:

- Section 2.102 – General Growth Management policies
- Section 2.106 – Suburban Development Area (SDA) policies
- Section 2.120 – Residential Suburban

The table to follow provides a brief breakdown of Section 2.102 policies that are most pertinent to this request.

Table 9

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	This amendment will promote contiguous and compact growth patterns by eliminating an isolated A/RR district surrounded by RS and INST.
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The RS land use designation is compatible with the abutting RS land use designation and does not conflict with the abutting INST-2 designation of Tenoroc High School.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	This amendment will contribute to a better distribution of land uses that recognize the investment in infrastructure.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	The time has passed for these properties to be within the SDA and RS district. It should be UGA. There is water, wastewater, nearby schools, public safety facilities, and multimodal transportation.
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).	The nearest Fire Rescue Station is within four miles. It is backed up by the cities of Lakeland and Auburndale Fire departments.

The table to follow provides a brief breakdown of Section 2.106 Suburban Development Area (SDA) policies that are most pertinent to this request.

Table 10

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.106-A1: DESCRIPTION – SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.	This property is surrounded by SDA. It is in between the city limits of Lakeland and Auburndale. It has direct access to public water and wastewater services. It has sidewalk connections to the abutting High School. The area has many parks; both within short walking and driving distances.
POLICY 2.106-A5: DEVELOPMENT CRITERIA -- Development within the Suburban Development Areas shall conform to the following criteria as further specified in the Land Development Code:	
a. support continued agricultural activities by requiring the implementation of compatibility techniques to limit land use conflicts;	This area has very few bona fide agricultural uses, if there are any at all.
b. protect and preserve open space, agricultural and environmentally sensitive lands by implementing clustering and other conservation development strategies as established in Section 2.1251 of this element;	Tenoroc State Reserve is to the two tracts to the west and one tract to the north.
c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;	This is recognizing existing development.
d. provide access to civic space, parks, green areas, and open space and other amenities;	Midway Gardens Park is across the street on Old Dixie Highway and Saddle Creek Park is 3½ miles driving distance.
e. be supported by public safety (i.e., fire, EMS and law enforcement);	The closest Fire Rescue Station is four miles away on County Rad 542 west of Reynolds Road.
f. have access to elementary schools;	The properties have direct sidewalk connections to Tenoroc High School. The closest elementary school is Lena Vista Elementary on Berkley Road over 2½ miles away, but it is connected by a sidewalk most of the way.
g. encourage connectivity between uses within the SDA, and between the SDA and other urban centers and the rural development areas; and	Three properties are connected via easement to CR 546. The two fronting Old Dixie Highway are not.
h. in order to achieve higher densities and intensities allowed by each land use, development in the SDA shall be required to connect to centralized water system and incorporate clustering and other low impact design criteria as established under the Residential Suburban (RS) land use criteria, the Conservation Development Section (Section 2.1251), the Residential Rural Development (RRD) or the Rural Mixed Used Development (RMD) sections (Section 2.1251) of this element.	There is a 12-inch potable city of Auburndale water line along the south side of County Road 546 that loops through the High School property and runs along the north side of Old Dixie Highway providing the availability of connection to these properties in the future.

The table to follow provides a brief breakdown of Section 2.120 Residential Suburban policies that are most pertinent to this request.

Table 11 – Residential Suburban Policies

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.120-A1: CHARACTERISTICS - Densities up to, and including, 1 DU/5 AC, unless permitted through SPD, RRD, RMD or the criteria established within the SR 17 Ridge Scenic Highway Provision of Section 2.124-H. The Residential-Suburban classification is characterized by single-family dwelling units and duplex units.	There are four single-family dwelling units on five lots.
POLICY 2.120-A3: LOCATION CRITERIA - Residential-Suburban areas shall be located only within the SDA and new Residential-Suburban development shall not be located within Activity Centers.	The amendment proposal includes a change in the Development Area designation from an isolated RDA to a more consistent SDA.
POLICY 2.120-A4: DEVELOPMENT CRITERIA - Development within designated RS areas shall be limited to: a. Residential development containing single-family dwelling units, duplex units, and family-care homes, at a density of up to, and including, one dwelling unit per five acres (1 DU/5 AC). Density may be adjusted based on the actual size of the section. A property outside of the Green Swamp Area of Critical State of Concern, may be considered five acres if it is one one-hundred and twenty-eighth (1/128) the section size for sections less than six hundred forty acres (640 acres). This includes counting to the centerline of local and collector roads. b. The "permitted uses" of Suburban Planned Development (SPD), Rural-Residential Development (RRD), or Rural Mixed-Use Development (RMD). (See Sections 2.120-B, 2.121-B, and 2.121-C.) c. Properties adjacent to SR 17 shall be allowed densities and/or intensities up to the maximum allowed in this land use category (3 dwelling units per acre) as a permitted use without requiring a public hearing provided the development meets all the criteria established in Section 2.124-H for Scenic Highways and the Scenic Highway development regulations within the Land Development Code. At a minimum, all development shall: 1. Connect to a centralized potable water supply, and 2. Provide no less than 30% open space throughout the development with at least 70% of that open space dedicated to scenic vista preservation, either along the highway or through the property to a distant view beyond the property boundary. This open space shall be set aside as conservation in perpetuity via a binding legal instrument which prohibits future development within the established boundaries.	There are four dwellings and five residential lots within approximately 9.7 acres. Under the Residential Infill Development policies, one of the properties can be split into 0.93-acre properties.

Table 11 – Residential Suburban Policies

Comprehensive Plan Policy	Consistency Analysis
d. Community Facilities, in accordance with policies of this Plan and the provisions of the Land Development Code. e. Residential Infill Development (RID) that contains single-family or duplex-style development and is located amongst an existing residential community (See Section 2.125-N). f. Farmworker housing under specific design parameters listed in the Land Development Code not to exceed an intensity of sixteen (16) workers per acres.	

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria as this is a mapping error of a land use, and it is permitted in the designated area. Table 10 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Urban Sprawl Criteria: The following table lists the criteria are the primary indicators of urban sprawl per Florida Statutes Policy 2.102-A11.

Table 12 Urban Sprawl Criteria

Urban Sprawl Criteria	Sections referenced in this report
a. *Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.*	Summary of analysis
b. *Allows a significant amount of urban development to occur in rural areas.*	Summary of analysis
c. *Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.*	Summary of analysis, surrounding Development, compatibility
d. *Fails to adequately protect and conserve natural resources and other significant natural systems.*	Summary of analysis, surrounding Development, compatibility
e. *Fails to adequately protect adjacent agricultural areas.*	Compatibility with Surrounding Land Uses
f. *Fails to maximize existing public facilities and services.*	Summary of Analysis, Infrastructure
g. *Fails to minimize the need for future facilities and services.*	Summary of Analysis, Infrastructure
h. *Allows development patterns that will disproportionately increase the cost of providing public facilities and services.*	Summary of Analysis, Infrastructure
i. *Fails to provide a clear separation between urban and rural uses.*	Summary of Analysis, Compatibility with Surrounding Land Uses
j. *Discourages infill development or redevelopment of existing neighborhoods.*	Summary of Analysis, Compatibility with Surrounding Land Uses
k. *Fails to encourage an attractive and functional mixture of land uses.*	Summary of Analysis, Compatibility with Surrounding Land Uses
l. *Will result in poor accessibility among linked or related land uses.*	Summary of Analysis, Compatibility with Surrounding Land Uses

Urban Sprawl Criteria: The following table lists the criteria are the primary indicators of urban sprawl per Florida Statutes Policy 2.102-A11.

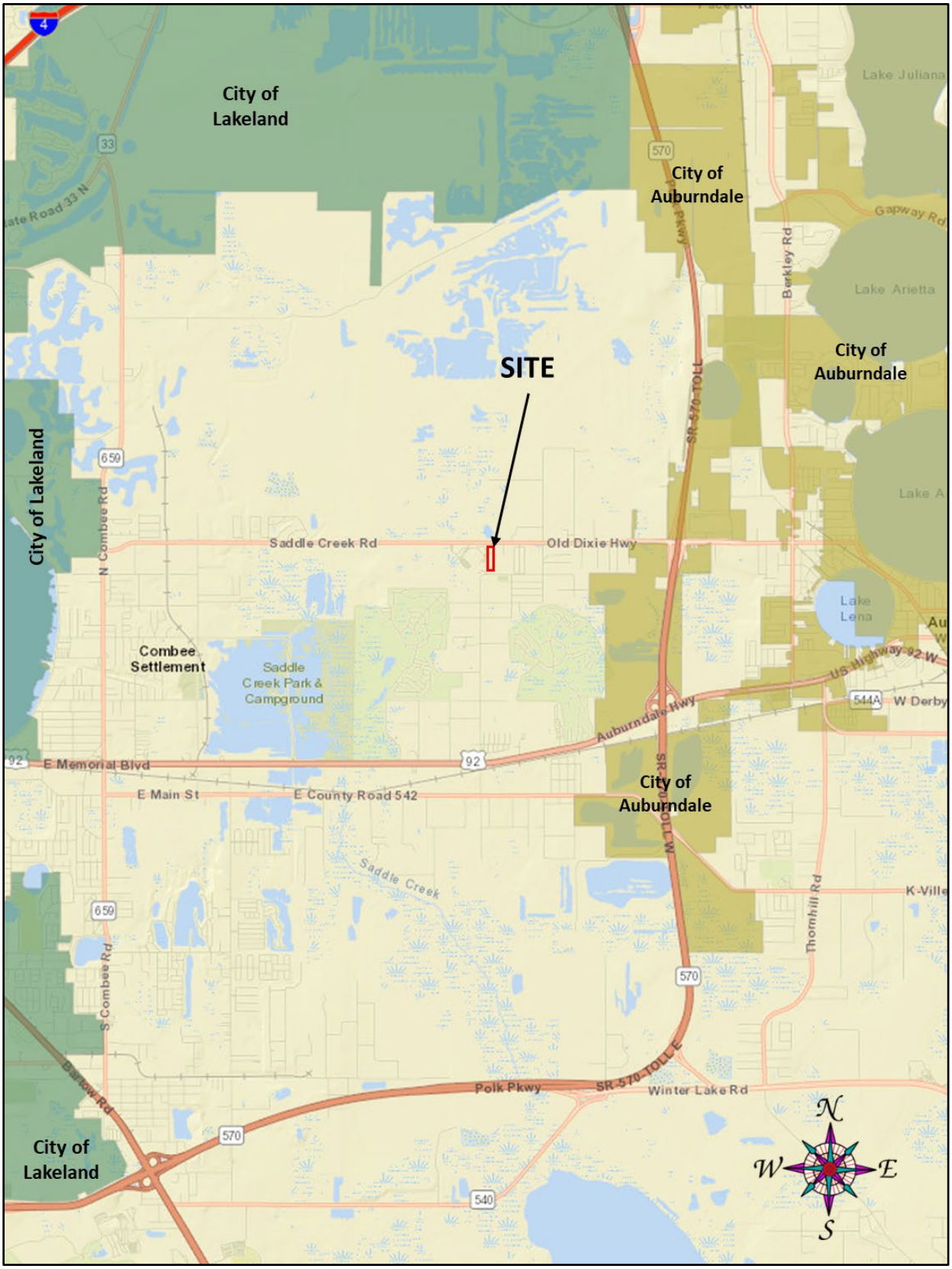
Table 12 Urban Sprawl Criteria

Urban Sprawl Criteria	Sections referenced in this report
m. *Results in the loss of a significant amount of open space.*	Summary of Analysis, Compatibility with Surrounding Land Uses

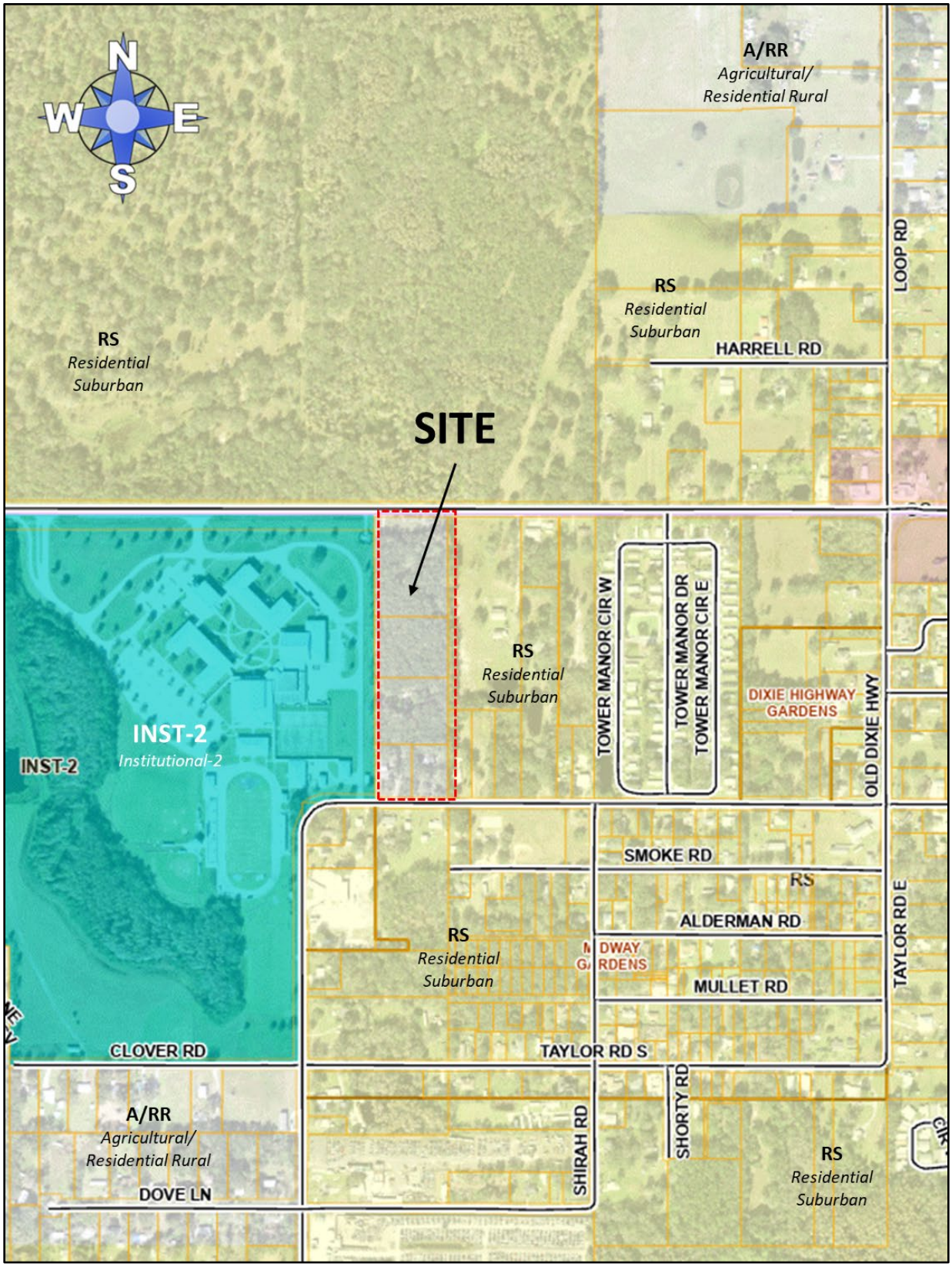
Comments from other Agencies: None.

Exhibits:

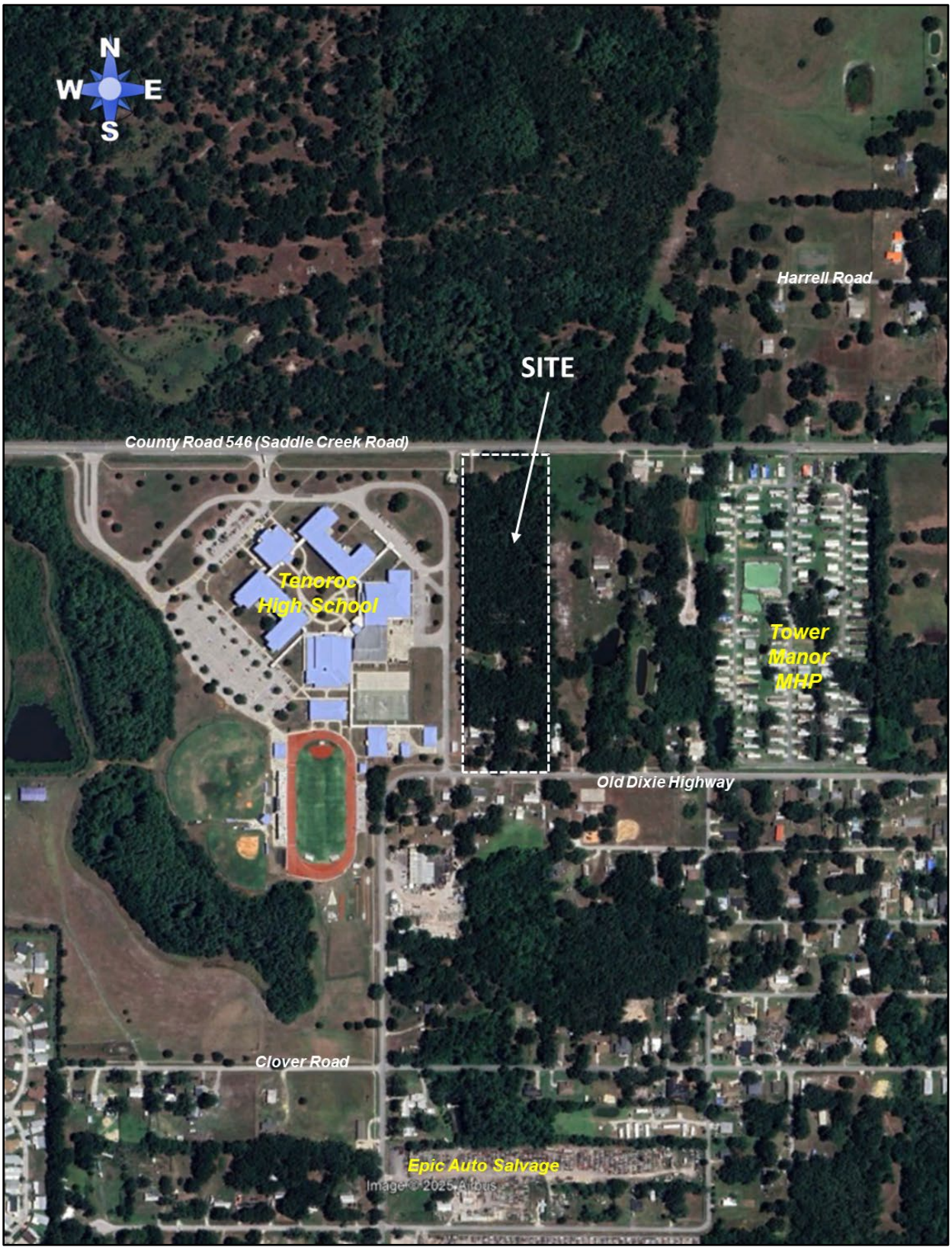
Exhibit – 1 Location Map
Exhibit – 2 Future Land Use Map
Exhibit – 3 2025 Satellite Photo (Context)
Exhibit – 4 2025 Satellite Photo (Close-up)
Exhibit – 5 District Use Comparison Table
Exhibit – 6 1992 Future Land Use Map



Location Map



Future Land Use Map



2025 Satellite Photo (Context)



2022 Satellite Close-up

Exhibit 5

Comparison of Permitted and Conditional Uses*

District	Permitted Uses	Administrative Review	Public Hearing(s) Required
A/RR *Agricultural/ Residential Rural*	Single-family Residential Kennels, Boarding and Breeding Livestock Sale, Auction Nurseries and Greenhouses Veterinary Service	Group Living Facility (<7 clients) Adult Day Care Center (<7 clients) Cemetery Communication Towers Convenience Stores, Isolated Emergency Shelter Farm Worker Apartment Golf Course Heliports & Helistops Mobile Home Recreation, Passive Recreation, Low Intensity Riding Academies Solar Electric-Power Facilities	Fly-in Community, C3 Group Home, (>6), C3 Farm Worker Dorm, Barrack Style, C3 Mobile Home Park & subdivision, C3 Rural Mixed Development (RMD), C3 Airport, C4 Bed and Breakfast, C3 Breeding, Boarding, and Rehabilitation Facility Wild or Exotic, C3 Childcare Center, C3 Community Center, C3 Correctional Facility, C4 Cultural Facility, C3 Emergency Shelter, Medium (7-14 residents), C3 Emergency Shelter, (>6), C3 Event Facility, C3 Institutional Campground, C3 Lime Stabilization Facility, C3 Lodges and Retreats, Private, C3 Outdoor Concert Venue, C3 High Intensity Recreation, C3 Vehicle Oriented Recreation, C3 Religious Institution, C3 Residential Treatment Facility, C4 School, Elementary, C3 School, Leisure/Special Interest C3 School Technical/Vocational/Trade & Training, C3 Seaplane Base, C3
RS *Residential Suburban*	Single-family Residential Class I Utilities	Family Farm Small Group Homes (≤6 patients) Mobile Homes Residential Infill Development Golf Course Emergency Shelter (≤6 patients) Passive Recreation Low Intensity Recreation Elementary Schools Middle Schools Riding Academies Class II Utilities	Duplex Fly-in Community Group Living Facility (≥15 patients) Mobile Home Park Mobile Home Subdivision Rural Residential Development Suburban Planned Development Rural Mixed-Use Dev. Transitional Area Development Adult Day Care (≤6 patients) Bed and Breakfast Cemetery Childcare Center Communication Towers Community Center Cultural Facility Emergency Shelter (7-14 patients) Event Facility Helistop Kennels Lodges and Retreats Outdoor Concert Venue High Intensity Recreation Vehicle Oriented Recreation Religious Institution High School Leisure/Special Interest School

**Uses with the same level of review in both categories such as mining or agricultural uses which is preempted by State Law.*



1992 Future Land Use Map

ORDINANCE NO. 26 -_____

AN ORDINANCE OF POLK COUNTY, FLORIDA ADOPTING **LDCPAS-2025-34**, AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, MODIFYING THE FUTURE LAND USE MAP AND DEVELOPMENT AREA MAP DESIGNATION ON 9.7± ACRES FROM AGRICULTURAL/RESIDENTIAL RURAL (A/RR) IN THE RURAL DEVELOPMENT AREA (RDA) TO RESIDENTIAL SUBURBAN (RS) IN THE SUBURBAN DEVELOPMENT AREA (SDA), LOCATED BETWEEN COUNTY ROAD 546 AND OLD DIXIE HIGHWAY, EAST OF TENOROC HIGH SCHOOL, WEST OF TOWER MANOR DRIVE, EAST OF THE CITY OF LAKELAND, WEST OF THE CITY OF AUBURNDALE IN SECTION 6, TOWNSHIP 28, RANGE 25; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on January 7, 2026; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on February 17, 2026 ; and

WHEREAS, the Board of County Commissioners reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on an approximately 9.7-acre site from Agricultural/Residential Rural (A/RR) in Rural Development Area (RDA) to Residential Suburban (RS) in a Suburban Development Area (SDA) on the parcel listed below and graphically depicted on the parcel map in Attachment "A".

The east ½ of the west ½ of the southwest ¼ of the southwest ¼ of Section 6, Township 28 South, Range 25 East, Polk County, Florida.

Parcels 252806-000000-044140, 044160, 044090, and 044100 (±9.7 acres)

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on March 20, 2026 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE:

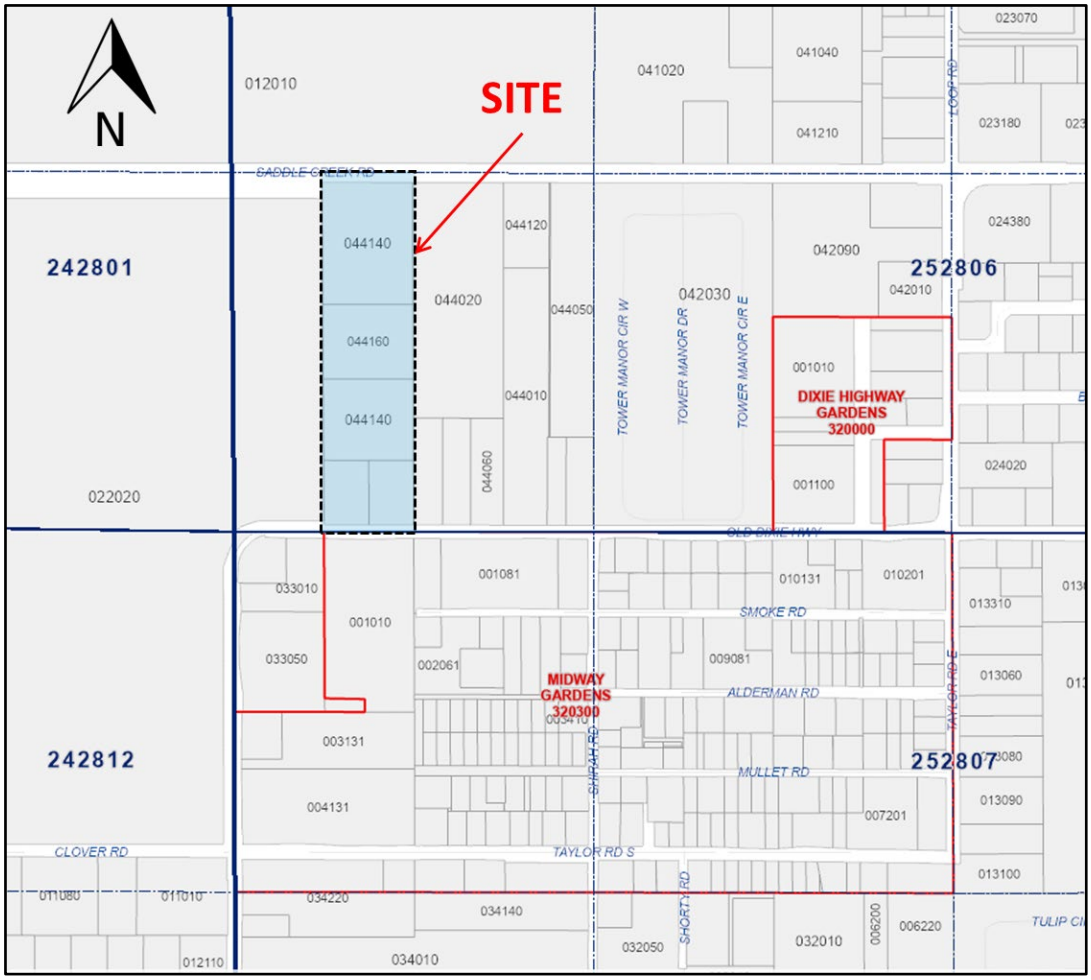
The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 17th day of February 2026.

LDCPAS 2025-34

Location: Between CR 546 and Old Dixie Highway, east of Tenoroc High School, west of Tower Manor Drive, east of the city of Lakeland, west of the city of Auburndale

Section-06 Township-28 Range-25



PARCEL DETAIL

Note: Not to Scale

POLK COUNTY
www.polk-county.net

LEVEL 4
LAND DEVELOPMENT CODE
COMPREHENSIVE PLAN
AMENDMENT APPLICATION

Office of Planning and Development
Land Development Division
330 W. Church St.
P.O. Box 9005, Drawer GM03
Bartow, FL 33831-9005
Phone (863)534-6792
FAX (863) 534-6407

TYPE OF AMENDMENT

Land Development Code **( ) Text** **( ) Sub-district**

Comprehensive Plan **( ) Text** **( ) Large Scale Map** **(✓) Small Scale Map**

Is property in a Selected Area Plan (SAP) **( ) Yes** **(✓) No**

SAP Name _____

Pre Application Project # LDDRC-2025-256 **(Required)**

	Owner	Applicant	Contact Person
Name	James Mock, et. al	Polk County	Erik Peterson
Work Number			863-534-6470
Fax Number			
Mailing Address	5011 SADDLE CREEK RD AUBURNDALE FL 33823-9533	330 W. Chruch St. Bartow	
Email			erikpeterson@polk-county.net

If additional contacts, please list on a separate sheet and submit with application.

Brief Description Request *(No more than 250 characters)*:

Recognize four parcels that did not get mapped RS with the change from the old FLU maps to the new parcel based ones.

Request **From:** A/RR RDA Land Use/Sub-District

To: RS SDA Land Use/Sub-District

Acreage: +/-10.3

	Range -	Township -	Section	Subdivision #	-	Parcel #
Parcel ID Number(s):	R 25	T 28	S 06	000000	-	044104 .
	(Include others on a separate attachment)					
	R 25	T 28	S 06	000000	-	044160 .
	R 25	T 28	S 06	000000	-	044090 .
	R 25	T 28	S 06	000000	-	044100 .

Address and Location of Property:

5011 Saddle Creek Road
3342 & 3310 Old Dixie Highway

Water Provider Name and Phone Number: Auburndale 863-965-5500 .

Sewer Provider Name and Phone Number: Auburndale 863-965-5500 .

( ) Yes (✓) No Is the property located in the Green Swamp Area of Critical State Concern? *(If yes, a Green Swamp Impact Assessment Statement must be submitted with this application.)*

Identify existing uses and structures on subject and surrounding properties (e.g. vacant, residential # du/ac, commercial approx. square feet, etc.):

RS **NW**	RS **N**	RS **NE**
INST-2 **W**	A/RR **Subject Property**	RS Mobile Home Park **E**
INST-2 **SW**	RS **S**	RS **SE**

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

I, _____ (print name), the owner of the property which is the subject of this application, or the authorized representative of owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

_____. _____.

Property owner or property owner's authorized representative. Date:

5011 Saddle Creek Road Narrative

James Mock purchased approximately 7 acres on Saddle Creek Road in the spring of 2000. The maps at the time indicated that the property was Residential Suburban. This was before the Data Viewers and the Polk PA cadastral maps were utilized. Between the parcel map books and the Quadrangle Future Land Use Maps, the property appeared to be within the lines (See Exhibit D). There are two other properties that need to be included on Old Dixie Highway. When the Future Land Use Map was attached to specific parcel boundaries, these 10 acres were not included in the RS rather than in the A/RR designation.

The property has potable water lines abutting three sides and a master lift station adjacent to the northwest corner. It abuts RS on three sides and INST-2 on the other. The INST-2 mapping of Tenoroc High School made this property an isolated district (spot zoning). Staff are requesting that this property be officially recognized as Residential Suburban in the Suburban Development Area (SDA). Oddly, the Development Area designation is Urban Growth Area (UGA). Perhaps that should be corrected too.

CR546 Map Error Correction CPA

Demonstration of Need

An **Analysis of Economic Issues** *[Minimum population support and market area radius (where applicable)]* is required when requesting a Land Use amendment from Residential to a Non-Residential Land Use designation.

James Mock purchased approximately 7 acres on Saddle Creek Road in the spring of 2000. The maps at the time indicated that the property was Residential Suburban. This was before the Data Viewers and the Polk PA cadastral maps were utilized. Between the parcel map books and the Quadrangle Future Land Use Maps, the property appeared to be within the lines (See Exhibit D). When the Future Land Use Map was attached to specific parcel boundaries, these 7 acres were not included in the RS rather than in the A/RR designation.

Urban Sprawl Analysis

1. Could the proposed amendment promote substantial amounts of low-density, low intensity, or single use development in excess of demonstrated need?

No. Why do you ask?

2. Will passage of the proposed amendment allow a significant amount of urban development to occur in rural areas?

When you look at all the development surrounding the site you quickly see that it is not rural.

3. Does the proposed amendment create or encourage urban development in radial, strip, isolated, or ribbon patterns emanating from existing urban development?

Isn't everything either radial, strip, isolated, or ribbon in pattern? This is a rectagle property. Will that help?

4. Does the proposed amendment fail to adequately protect adjacent agriculture areas?

No, this area has not been agricultural since the Nixon administration.

5. Could the proposed amendment fail to maximize existing public facilities and services?

Not likely. There is water service to the site.

6. Could the proposed amendment fail to minimize the need for future public facilities and services?

Probably not.

7. Will the proposed amendment allow development patterns that will disproportionately increase the cost of providing public facilities and services?

No. It will enable more return on the existing public investments.

8. Does the proposed amendment fail to provide clear separation between urban and rural uses?

Nope. It's surrounded by urban uses.

9. Will the proposed amendment discourage infill development or redevelopment of existing neighborhoods?

No, but it will enable more development.

10. Does the proposed amendment fail to encourage an attractive and functional mixture of land uses?

No, it's the same as next door.

11. Could the proposed amendment result in poor accessibility among linked or related land uses?

Doubt it.

12. As a result of approval of this amendment, how much open space will be lost?

Not much.

CR546 Map Error Correction IAS

Land and Neighborhood Characteristics

1. How and why is the location suitable for the proposed uses?

This is an area of suburban development on the verge of being more urban. The subject property has direct access on two collector roads, potable water lines on two sides, a wastewater lift station and a high school abutting the site. Within walking distance there is a Convenience Center (CC) Activity Center.

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

The site is A/RR and the surrounding land uses are Residential Suburban (RS). The request is for the same as the abutting residential districts. The site is a small hole in a big donut.

3. How will the request influence future development of the area?

It's a drop in the bucket compared to all the development around it.

Access to Roads and Highways

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed[1] methodology and calculations.

Table 5

Subject Property	**Estimated Impact Analysis**		
10.3 ± acres	**Demand as Currently Permitted**	**Maximum Permitted**	**Proposed Plan**
Permitted Density	A/RR 2 units (but there are 3)	10	RS 5 lots
Average Annual Daily Trips (AADT)	23	79	40
PM Peak Hour Trips	3	10	5

Source: Polk County Concurrency Manual

2. What modifications to the present transportation system will be required as a result of the proposed development?

None.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

10

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

The 3 existing residential driveways.

Sewage

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development?

Table 4

Subject Property	Estimated Impact Analysis		
10.3 ± acres	**Demand as Currently Permitted**	**Maximum Permitted**	**Proposed Plan**
Permitted Density	A/RR 2 units (but there are 3)	10	RS 5 lots
Potable Water Consumption (GPD)	1,080	3,600	1,800
Wastewater Generation (GPD)	810	2,700	1,350

Source: Polk County Concurrency Manual

2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?

Septic Tank

3. If offsite treatment, who is the service provider?

n/a

4. Where is the nearest sewer line (in feet) to the proposed development?

Abutting the north end with a lift station. City of Auburndale.

5. What is the provider's general capacity at the time of application?

Anyone's guess

6. What is the anticipated date of connection?

Not likely.

7. What improvements to the providers system are necessary to support the proposed request

Mounded system because of low water table.

Water Supply

1. What is the proposed source of water supply and/or who is the service provider? **City of Auburndale.**

2. What is the estimated volume of consumption in gallons per day (GPD)? **1,800 GPD**

3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

Abutting

4. Who is the service provider?

Auburndale.

5. What is the anticipated date of connection?

When a new home gets built.

6. What is the provider's general capacity at the time of application?

Not sure. Neither are they.

7. Is there an existing well on the property(ies)?

Yes.

Surface Water Management and Drainage

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

Pamona fine sands. Water table is close to the surface, but it was ok for the high school next door.

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

Not too much.

Environmental Analysis

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.

Groundwater table is high. Soils are not too bad.

2. What are the wetland and floodplain conditions?

Not in either.

3. Discuss location of potable water supplies, private wells, public well fields*?*

Not near them.

4. Discuss the location of Airport Buffer Zones (if any)

Over 10 miles away

5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development.

Pamona Fine Sand.

Infrastructure Impact Information

1. Parks and Recreation – Saddle Creek **down the street**

2. Educational Facilities – **Combee Elementary, Westwood Middle, and Tenoroc High School**

3. Health Care – **Lakeland**

4. Fire Protection – **Fire Rescue Station 39 3325 E Main St**

5. Police Protection and Security – **Polk State College**

6. Emergency Medical Services (EMS) – **3325 E Main St**

7. Solid Waste (collection and waste generation) – **County picks it up.**

8. How may this request contribute to neighborhood needs? – **Recognize proper land use and allow for a few more residences.**