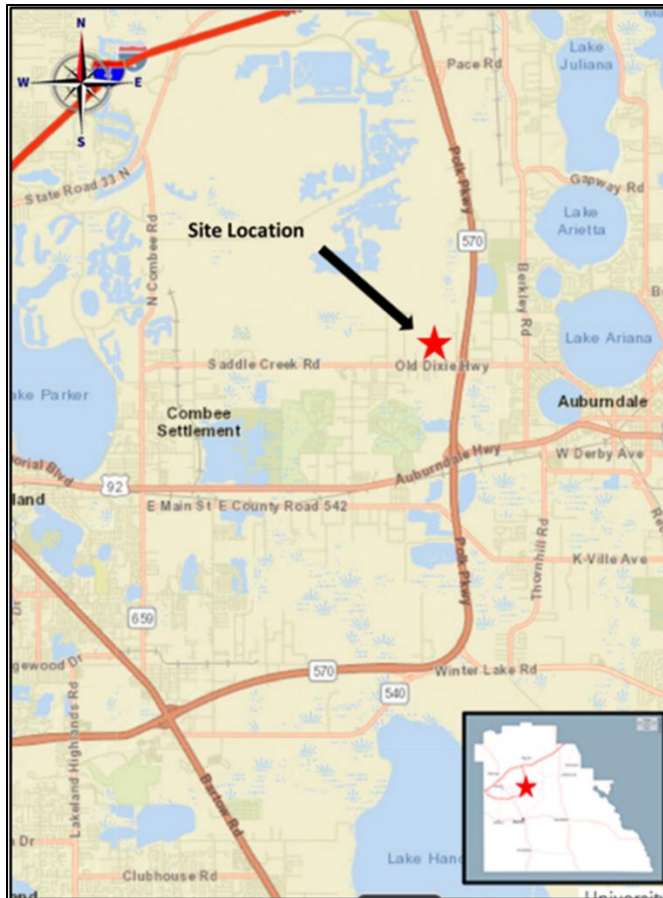


**POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT**

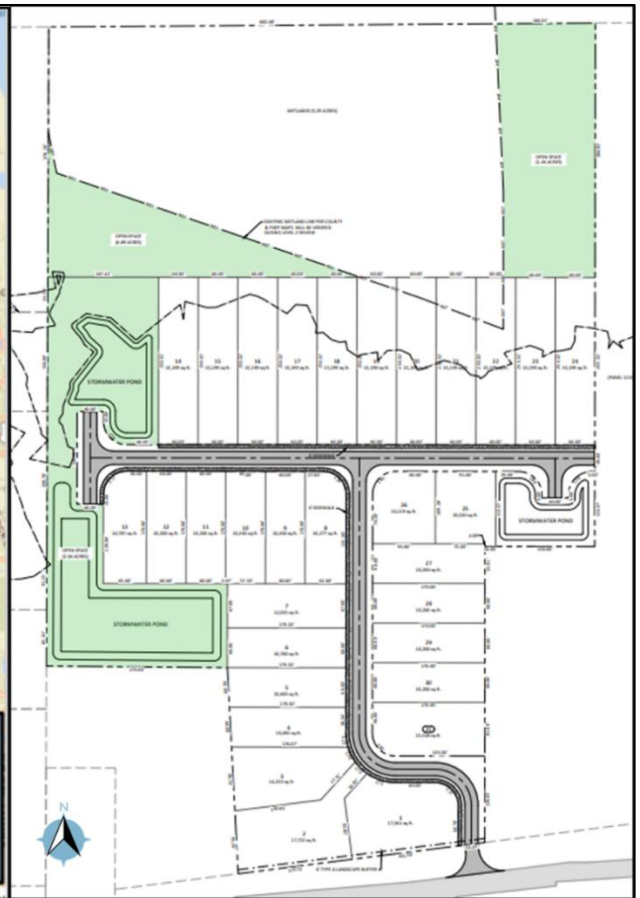
DRC Date:	January 29, 2026	Level of Review:	3
PC Date:	April 1, 2026	Type:	Suburban Planned Development
BoCC Date:	June 2, 2026 (De Novo)	Case Number:	LDSPD-2025-2
Applicant:	Charles Brooker, Traditions Engineering	Case Name:	Old Dixie Highway SPD
		Case Planner:	Ian Nance Aleya Inglima

Request:	The applicant is requesting a Suburban Planned Development to develop thirty-one single family lots on approximately 20.29 acres.
Location:	The subject property is located at 1994 Old Dixie Highway, west of the Polk Parkway, east of Delon Court, west of the city of Auburndale in Section 05, Township 28, Range 25.
Property Owners:	HB & CT LLC
Parcel Number:	252805-000000-043010; 252805-000000-043050; 252805-000000-043060 (+/- 20.29 acres)
Future Land Use:	Residential Suburban (RS), Residential Medium-X (RMX), I-4 SAP
Development Area:	Suburban Development Area (SDA) & Transit Supportive Development Area (TSDA)
Nearest Municipality:	City of Auburndale
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	6-1 Approve

Site Location



Site Plan



Summary of Analysis:

****On April 1, 2026, the Planning Commission voted 6-1 to approve this application. It was subsequently appealed by a member of the public.****

The applicant is requesting approval of a Suburban Planned Development (SPD) to develop thirty-one single family lots on approximately 20.29 acres within a Residential Suburban (RS) land use district. According to Land Development Code (LDC) Table 2.1, SPDs require Level 3 Reviews in RS and can reach up to 3 DU/AC by meeting locational criteria benchmarks found in LDC Section 303. Of the total property, an estimated 15 acres are upland with the balance of wetlands located to the northern end of the site. With calculations based on the upland acreage, the proposed density is 2.07 DU/AC. The minimum lot size is 10,010 sq. ft. (+/- 0.23 acres), though the majority of lots will exceed this. Standard lot widths are 60 feet. Setbacks will meet RS standards (10' sides; 15' rear; 25' garage). A small portion of the site is within Residential Medium and the Transit Supportive Development Area in the I-4 Selected Area Plan (SAP), but this has no practical bearing on the requested SPD.

The surrounding uses are single-family homes on varying lot sizes and unit types, many of which were developed prior to the adoption of the Comprehensive Code and LDC. Though single-family uses are considered compatible with one another, disparate densities are evident. The applicant has used open space and stormwater ponds to mitigate the impact on neighboring properties. Additionally, landscaping will be planted along the eastern and western property lines, as well as along the frontage of Old Dixie Highway. Lot trees, shielded lighting, and sidewalks – both external and internal to the site – will be required. Open space and recreation area standards are met (min. 20% of upland acreage).

Though well-located in relation to the Polk Parkway, Tenoroc High School, parks, utilities, and higher density land use districts - and the project exceeds the locational points required by the LDC to reach the requested density - the practical development potential of this site is limited by wetlands and flood zones, access, and current unavailability of centralized wastewater within this region of Auburndale's utility service area. The proposed lots will connect to municipal water but utilize individual septic tanks. As a note, wastewater connection is not required in the Suburban Development Area (SDA). A flood study and wetland delineation will be required during the Level 2 Review process.

Access to the site is from Old Dixie Highway, a Rural Major Collector roadway, and will result in future homeowners traveling eastbound to make a U-Turn into the subdivision, as this roadway splits in front of the site into two lanes with an undivided median that prevents a left-hand turn into the property. This roadway configuration is to provide access to the Polk Parkway. The amount of traffic produced by the project will require a Minor Traffic Study and minimal roadway or intersection improvements.

Given these limitations, the requested number of lots is likely the maximum this site will support without upgrades to capacity within the city's wastewater infrastructure and the roadway to accommodate new turn lanes or an improved intersection, which is unlikely given the proximity to the Polk Parkway. The final wetland delineation could have an impact on the final number of lots that can be derived from this property. The applicant has addressed compatibility measures as provided by the Comprehensive Plan and Land Development Code where adjacent to different degrees of intensity; the surrounding uses are single-family residential; and the application meets

relevant standards for SPDs. Staff recommends approval, finding the request compatible with surrounding uses and consistent with the LDC and Comprehensive Plan.

Findings of Fact

- *LDSPD-2025-2 is a Suburban Planned Development (SPD) to develop thirty-one single family lots on Parcel No. 252805-000000-043010, 252805-000000-043050, and 252805-000000-043060 (+/- 20.29 acres) within a Residential Suburban (RS) land use district in the Suburban Development Area (SDA). Upland acreage is approximately 15 acres with a density of 2.07 DU/AC.*
- *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.”*
- *According to Comprehensive Plan Policy 2.106-A1, “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.”*
- *Per LDC Section 303, SPDs may contain single-family detached and duplex units at a gross density of up to, and including, three dwelling units per acre based upon a Locational Eligibility Score as determined by Tables 3.3 and 3.4 under Planned Developments. SPDs must meet conditional use criteria provided for Planned Developments within this Section.*
- *Table 3.4 SPD, Density Conversion Table of the LDC, states that 24 points can achieve a density up to 2.5 (DU/AC).*
- *According to LDC Table 2.2, Minimum lot sizes in RS are five acres. The proposed minimum lot size is 10,010 sq. ft. (+/- 0.23 acres). Standard lot widths are 60 feet.*
- *The proposed development will meet RS setback standards as follows: Minimum principal structure setbacks will be ten (10) feet from the sides and fifteen (15) feet from the rear. Minimum accessory structure setbacks will be five (5) feet from the sides and ten (10) feet at the rear. Front yard setback will be 20 feet from the right of way and 40 feet from centerline. Garage setbacks are twenty-five (25) feet.*
- *According to Table 2.1 of the LDC, “Suburban Planned Development” is a “C3” conditional use in RS land use districts requiring a Level 3 Review from Polk County’s Development Review Committee and a public hearing before the Planning Commission.*

- *Direct ingress/egress to the development is proposed from Old Dixie Highway. Old Dixie Highway (Road Number 12590) is an Rural Major Collector roadway with a paved surface width of 20 feet.*
- *Fire and EMS Response is from Polk County Fire Rescue Station 16, located at 310 3rd Street, Auburndale.*
- *The subject property is served by the Polk County Sheriff's Southwest District, located at 4120 US 98 South, Lakeland.*
- *The development is zoned for Lena Vista Elementary, Jere L. Stambaugh Middle, and Tenoroc High..*
- *The site is within the city of Auburndale's utility service area.*
- *The subject parcel is not located within one of the County's Wellhead-Protection Areas.*
- *The property is composed of Pomona Sand, Kaliga Muck, and Zolfo fine sand.*
- *The property has Flood Hazard "A" zone and wetlands. The site is within the Saddle Creek Basin.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of endangered species.*
- *This site is not located within the Florida Wildlife Corridor or listed as an existing natural area within the Polk Green District Map.*
- *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.*
- *There are no Citrus Connection mass transit stops located nearby.*
- *The site is not within an Airport Impact District.*
- *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 Sections 303 and 906 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, the findings of fact, 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 LDSPD-2025-2**.

CONDITIONS OF APPROVAL

Based upon the findings of fact, the DRC recommends APPROVAL of LDSPD-2025-2 with the following Conditions:

1. LDSPD-2025-2 is approved for thirty-one single family lots on Parcel # 252805-000000-043010, 252805-000000-043050, and 252805-000000-043060 as indicated in the site plan and staff report. [PLG]
2. The site plan included herein together with the conditions of approval shall be considered the “Binding Site Plan.” Any modifications to LDSPD-2025-2, 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]
3. The open space shown on the site plan is binding. Open space and recreation requirements may be reduced through a minor modification commensurate with a reduction in the number of lots. All open space requirements from LDC Section 303 and 750 remain in effect. [PLG]
4. Minimum principal structure setbacks shall be ten (10) feet from the sides and fifteen (15) feet from the rear. Minimum accessory structure setbacks shall be five (5) feet from the sides and ten (10) feet at the rear. Front yard setback shall be 20 feet from the right of way and 40 feet from centerline. Garage setbacks are twenty feet (25) feet. [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

<p>Northwest: Single family homes Residential Suburban (RS)</p>	<p>North: Vacant Agriculture/Residential Rural (A/RR)</p>	<p>Northeast: Vacant Residential Medium-X (RMX)</p>
<p>West: Single family homes Residential Suburban (RS)</p>	<p>Subject Property: Multiple Residential structures Residential Suburban (RS)</p>	<p>East: Single Family homes Residential Medium-X (RMX)</p>
<p>Southwest: Single family homes Residential Suburban (RS)</p>	<p>South: Single Family homes Residential Suburban (RS)</p>	<p>Southeast: Single Family homes Residential Medium-X (RMX)</p>

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

This property is in a transition area between Residential Medium land use districts surrounding the Polk Parkway and Auburndale to the east, and less-intense residential development to the west that was created prior to the adoption of the Comprehensive Plan and LDC, some before the adoption of any zoning ordinances. The opening of the Polk Parkway has spurred development along its corridor, mostly within the city, but this interchange with Old Dixie Highway continues to be limited by natural features, existing residential development, and the state ownership of the former mining 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 applicant is requesting approval of a Suburban Planned Development (SPD) to develop thirty-one single family lots on approximately 20.29 acres within a Residential Suburban (RS) land use district. According to Land Development Code (LDC) Table 2.1, SPDs require Level 3 Reviews in RS and can attain 3 DU/AC by meeting locational criteria benchmarks found in LDC Section 303. Of the total property, an estimated 15 acres are upland with the balance of wetlands located to the northern end of the site. With calculations based on the upland acreage, the proposed density is 2.07 DU/AC. The minimum lot size is 10,010 sq. ft. (+/- 0.23 acres), though the majority of lots will exceed this. Standard lot widths are 60 feet. Setbacks will meet RS standards (10’ sides; 15’ rear; 25’ garage). A portion of the site (approximately three acres) is within Residential Medium and the Transit Supportive Development Area in the I-4 Selected Area Plan (SAP), but this has no

bearing on the evaluation of this application as an SPD since most of the project area is within the RS. This area will consist mostly of open space, stormwater retention, and two proposed lots.

Though surrounded by single-family uses which are considered compatible with one another, disparate densities are evident. Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to ameliorate incompatibilities.

The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering
- Limiting Scale & Intensity
- Transition using innovative techniques

The applicant has clustered the lots south of the wetlands and has used open space and stormwater ponds to mitigate and buffer the impact on neighboring properties. Ponds intended for Open Space and recreation must be curvilinear and planted with a modified Type “C” landscaping buffer. Additionally, landscaping will be planted along the eastern and western property lines, as well as along the frontage of Old Dixie Highway. Property to the east is within the Residential Medium-X (RMX) future land use district within the I-4 Selected Area Plan. Densities here can reach 7-10 DU/AC, if the property owner chose to redevelop this site.

Within the project area, lot trees, shielded lighting, and sidewalks – both along Old Dixie Highway and internal to the site – will be required. Open space requirements are shown to be met (min. 20% of upland acreage) to include passive recreation opportunities, connecting to the internal sidewalks. The site will have direct access to Old Dixie Highway and will not cause traffic to pass through nearby local residential roads.

B. Timing & Infrastructure

POLICY 2.102-A1 of the Comprehensive Plan states, “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.”

Given Auburndale’s utilities in the area, proximity to the Polk Parkway and the city, and Tenoroc High School, this site is nominally within the SDA and RS. These designations speak more to the existing surrounding, un-platted residential lots and were mapped prior to the extension of wastewater to the school. With this infrastructure, a Residential Low designation within the Urban Growth Area (UGA) or Transit Supportive Development Area (TSDA) is more appropriate.

This speaks to the appropriate timing of this development. The provision of wastewater could increase the density onsite; however, access and physical features such as access and the need to accommodate flood zones and wetlands limit development potential. To reach the proposed density (2.07 DU/AC), a Locational Eligibility Score of 22 points is required by LDC Section 303. The application shows this site could attain 25 points based on location near arterial and collector roadways; availability of a potable water line; proximity to emergency medical care and schools;

proximity to commercial districts, employment opportunities, and parks; and its location within an open basin with a positive outfall. This will be reviewed again at the time of the Level 2 Review.

Nearest Elementary, Middle, and High School

According to information from the Polk County School Board’s website, the zoned schools are Lena Vista Elementary (± 1.6 miles), Jere L. Stambaugh Middle (± 3.7 miles), and Tenoroc High (± 1.0 miles). These zoned schools have the capacity to accommodate the proposed development.

Table 2, to follow, illustrates the driving distances from the site to the zoned schools, in addition to the annual estimated student demand generated by 31 single-family homes and available capacity for each school based on the 2025-2026 utilization projections.

Table 2

Name of School	Annual Estimated Demand	% Capacity 2025-2026 School Year	Average driving distance from subject site
Lena Vista Elementary	6 students	79%	± 1.6 miles
Jere L. Stambaugh Middle	3 students	85%	± 3.7 miles
Tenoroc High	4 students	62%	± 1.0 miles

Source: Polk County School Board, GIS, Google Maps

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 Response is from Auburndale Fire Department, located at 310 3rd St, Auburndale. This is located approximately 3.3 miles from the subject site with a response time of nine (9) minutes. Auburndale is under an automatic aid interlocal agreement. EMS Response is from Polk County Fire Rescue Station 16, located at 310 3rd Street, Auburndale. This is located approximately 5.3 from the subject site with a response time of eleven (11) minutes.

This property is served by the Polk County Sheriff’s Office’s Southwest District substation, located at 4120 US 98 S, Lakeland. The response times for the Central District for March 2026 were: Priority 1 – 9:56 & Priority 2 – 23:35. Priority 1 Calls are considered to be 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.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	PCSO Southwest District Substation 4120 US 98 S, Lakeland	±7 miles	P1: 9:56 P2: 23:35
Fire & EMS	Fire: Auburndale Fire Department 100 Ariana Ave, Auburndale EMS: Polk County Fire Station 16 310 3rd St, Auburndale	±3.3 miles ±5.3 miles	9 minutes 11 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.*

Water and Wastewater Demand and Capacity:

A. Estimated Demand:

Table 4, to follow, provides generalized estimates of the anticipated water and wastewater demands. Assuming other development standards could be met, the maximum density for SPDs in Residential Suburban land use districts is 3 DU/AC.

Table 4

Subject Property	Maximum Permitted (SPD) (3 DU/AC + 1 Wetland Transfer)	Proposed Plan (2.07 DU/AC)
±20.29 acres – RS (1 DU/ 5AC) ±15 acres upland ±5.29 acres wetlands		
Permitted Intensity	46 Single Family Home	31 Single Family Homes
Potable Water Consumption	16,560 GPD	11,160 GPD
Wastewater	12,420 GPD	8,370 GPD

B. Available Capacity:

The site will be using the City of Auburndale for utilities. Potable water will be provided by the city. The applicant will need to demonstrate capacity at Level 2 Review. Wastewater lines are present, but the applicant is not required to connect in the SDA. The development will utilize septic tanks for each of the lots. Given the endemic soils, future lots will likely require mounded septic tanks.

C. Planned Improvements:

Polk County Utilities has no potable water or wastewater infrastructure in this area as this is in the city of Auburndale’s utility service area and is within connection distance to wastewater and potable water lines. Any line extensions, infrastructure upgrades, and/or lift station installations are all upon the cost of the developer.

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:

Single family housing generates 7.81 Average Annual Daily Trips (AADT) and 1.00 Peak PM Hour Trips per unit (ITE Code 210). The proposed thirty-one single family homes will equate to 242 AADT and 31 PM Trips (ITE Code 210). Table 5 shows the traffic that is projected for the proposed thirty-one single family homes versus what the maximum could be with a Planned Development, according to LDC Section 303.

Table 5

Subject Property	Maximum Permitted (SPD) (3 DU/AC +1 DU Wetland Transfer)	Proposed Plan (2.07 DU/AC)
±20.29 acres – RS (1 DU/ 5AC) ±15 acres upland ±5.29 acres wetlands		
Permitted Intensity	46 Single-Family Homes	31 Single-Family Homes
Average Annual Daily Trips (AADT)	359	242
PM Peak Hour Trips	46	31

Generally, there will be 11 vehicles exiting the site during the peak hours and 20 entering. The addition of thirty-one single family homes to the subject site will require a Minor Traffic Study during the Level 2 Review process because the AADT is estimated to be more than 50 trips, but less than 750.

B. Available Capacity:

There is currently adequate capacity to serve the proposed development. Table 6, to follow, displays the generalized capacity on the adjacent transportation links. Direct ingress/egress is from Old Dixie Highway.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4050E	CR 546 (Saddle Creek Rd/Old Dixie Hwy) From Combee Road to Lake Ariana Blvd.	B	727	D
4050W	CR 546 (Saddle Creek Rd/Old Dixie Hwy) From Lake Ariana Blvd. to Combee Road	B	746	D

Peak PM Trips are those that will be entering the roadways during a two-hour span during the evening when traffic is generally considered the most intense. These roadways have the capacity to assimilate all the peak hour traffic generation from this project and not fall below the Level of Service standard set by the Board.

C. Roadway Conditions:

The subject property has access on Old Dixie Highway near the point where the roadway transitions from two westbound lanes to one. Old Dixie Highway is a County-maintained Rural Major Collector roadway. Given the projected amount of traffic, a Type I intersection will be required by LDC Section 705.C. Coordination with the County Engineer during the Level 2 Review will determine what roadway improvements are required for this development, if any. Eastbound traffic into the development will need to make a U-Turn into the subdivision, as this roadway splits in front of the site into two lanes with an undivided median that prevents a left-hand turn into the property. This roadway configuration is to provide access to the Polk Parkway. The amount of traffic produced by the project will require a Minor Traffic Study and minimal roadway or intersection improvements.

D. Sidewalk Network

Sidewalks will be required along the frontage and internal on both sides of the road. The closest sidewalk existing near the development is at the intersection of Saddle Creek Road and Old Dixie Highway half a mile away.

E. Planned Improvements:

This proposed development will not depend upon any upcoming transportation system improvements, and none are currently found in the area.

F. Mass Transit

The site has no Citrus Connection transit routes nearby.

Park Facilities and Environmental Lands:

Parks, environmental lands, and multi-use trails are located within a reasonable distance of the property.

A. Location:

Saddle Creek Park is southwest of the subject site. The Lake Myrtle Sports Park is approximately three miles to the northeast and is a shared effort between Polk County and the city of Auburndale. Midway Gardens is a small neighborhood park owned by the County located to the west of the project site.

B. Services:

Saddle Creek Park features a playground, picnic tables and picnic shelters, softball field, walking trails and a gun range. In addition, it also offers a campground with water, electricity and restrooms, there are also boat launch sites and bank/pier fishing. This park is owned by Polk County.

The Lake Myrtle Sports Park is a multi-purpose sports complex consisting of nine collegiate-size baseball fields, and 11 lighted soccer fields. Midway Gardens has a baseball field, basketball court, tot lot, and pavilions. Saddle Creek Park offers camping, hiking, fishing, boating, and shooting opportunities.

C. Multi-use Trails:

The TECO-Auburndale Trail is located approximately two (2) miles to the east. An unpaved hiking trail managed by the Florida Department of Environmental Protection winds through Saddle Creek Park and Tenoroc State Reserve to the west of the subject site.

D. Environmental Lands:

Environmental and conservation lands of Saddle Creek are near the subject site. Saddle Creek Park is a 740-acre park located between Winter Haven and Lakeland in Polk County, Florida. It is on the site of three main lakes and other abandoned phosphate pits, providing a large area of fishable shoreline.

Tenoroc Public Use Area is located to the west of the subject site. Tenoroc is reclaimed phosphate mining land, consisting of a series of lakes managed primarily for recreational fishing. Other recreational activities include birdwatching, shooting sports, equestrian trail riding, picnicking, hunting, and primitive camping. It is owned by the State of Florida's Trustees of the Internal Improvement Trust Fund and managed by the Florida Department of Environmental Protection and the Florida Fish & Wildlife Conservation Commission.

E. Planned Improvements:

There is no further recreation improvements scheduled for this area by the County in the five-year Capital Investment Plan.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan states, “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.”

A. Surface Water:

There are manmade surface water ponds north on the subject property. This area of development will remain undisturbed.

The site is within the Saddle Creek Basin. According to the Polk County Water Atlas, this watershed spans 146.2 square miles, contains 79 named lakes/ponds, and seven named rivers/streams/canals. As of 2020, 160,286 residents live within this drainage.

B. Wetlands/Floodplains:

Of the total 20.29 acres within the project area, 15 acres are upland while the other 5.29 acres to the north are wetlands, though this remains generalized information. A wetland delineation will be required prior to a Level 2 Review approval. Impacts to the wetlands are not anticipated, as homes and lots will remain within the uplands. In the event wetlands intrude into the planned residential lots, a reduced lot count will be required. Upland buffers that average 25 feet in width will be required around mapped wetlands.

All development must adhere to LDC Section 620. Wetlands can only be impacted in limited scenarios. Access to the site and internal traffic circulation, where other alternatives do not exist, or for purposes of public safety, are permitted when properly mitigated with the agency having jurisdiction. Utility transmission and collection lines are also allowed as are pre-treatment stormwater management facilities.

A Type “A” flood hazard zone is in approximately the same area as the wetlands. This is an area with no determined Base Flood Elevation. 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 composed mostly of Pomona Sand soils which provide some limitations for drainage. Pomona has a high-water table within 12 inches of the surface, according to the USDA soil conservation service. None of these soils are ideal for septic absorption. Mounded septic and advanced treatment systems will likely be required.

Furthermore, these soils present moderate to severe challenges to construction of any dwellings. However, these challenges can be manipulated and mitigated through a sound lot grading plan. 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 regulations for the proposed use.

Table 7, below, indicates the limitations of each soil type within the developable area.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Pomona fine sand	Severe: wetness	Severe: wetness	65.5%
Kaliga muck	Severe: subsides, ponding	Severe: subsides, ponding	26.0%
Zolfo fine sand	Severe: wetness	Moderate: wetness	8.5%

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

The subject property is generally level with a slight slope from 127-126 feet to 123-124 feet above sea level at the northern end of the property where the wetlands and flood areas are located.

D. Protected Species

According to the Florida Natural Area Inventory (FNAI) Biodiversity Matrix, this site is not within one mile of a documented endangered species sighting.

This site is not located within the Florida Wildlife Corridor or listed as an existing natural area within the Polk Green District Map. No conservation easements are located adjacent to the subject site, according to the Polk County Property Appraiser.

The Polk Green District overlay was established to guide planning for, and the acquisition or conservation of, an interconnected network of open spaces, natural areas and agricultural lands.

The overlay provides a framework for land use policies and community investments that provide:

- a. protection of natural resources and wildlife habitat;
- b. habitat corridors through linked open spaces;
- c. protection of historic and cultural resources;
- d. recreational opportunities;
- e. community health benefits;
- f. economic development opportunities; and
- g. multi-use trails connecting population centers to natural areas.

The Florida Wildlife Corridor is a statewide network of nearly 18 million acres of connected lands and waters supporting wildlife and people. It is not incorporated in the Comprehensive Plan or LDC at this time.

E. Archeological Resources:

The property has no recorded archaeological resources or historical sites, according to the Florida Department of State's Division of Historical Resources.

F. Wells (Public/Private)

The property is not located within the Wellfield Protection District.

G. Airports:

The proposed SPD is not within any Airport Impact District.

Economic Factors:

New home development has lagged in this area in comparison to other unincorporated neighborhoods around Lakeland and Auburndale. The establishment of Tenoroc High School and extension of water and wastewater utilities would normally be a boon; however, the development potential off CR 546 and Saddle Creek Road is limited by previous development and natural features. The state owns a large swath of land for preservation purposes which limits expansion to the west. Prevalent wetlands and floodplains prohibit development on other parcels. Intensifying existing development to take advantage of the investment in public infrastructure will likely arrive similar to this project – properties ranging 5-20 acres increasing densities to RL levels.

For Tenoroc High School, development would be a slight shot-in-the-arm. The school is relatively new and lacks the sense of community older Polk County high schools rely on for sports, booster and sponsorship activities, and various clubs. This development will not completely change that phenomenon but would be positive change for this institution. The location of the site near the Polk Parkway will be attractive to commuters as well as those who will be working in this area as the corridor on either side of the Parkway develops with manufacturing, warehousing, education, and research and technology uses.

During the construction of housing, the local economy benefits from the funds spent on material and labor. The effect is three-fold: jobs created and supported by the construction; jobs supported by spending locally earned wages; and jobs supported by households occupying new homes. The close proximity to nature preserves as well as the amount of open space this project affords softens the lack of this amenity. Finally, adding a variety of housing options and lot sizes to an area helps maintain economic stability, especially in a place such as Polk County that is reliant on commuters to nearby Tampa and Orlando.

Consistency with the Comprehensive Plan:

This project is consistent with the Comprehensive Plan. Table 8, to follow, outlines the pertinent Comprehensive Plan policies.

Table 8

Comprehensive Plan Policy	Consistency Analysis
<p><i>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.</i></p>	<p>The proposed development is compatible with neighboring properties. The proposed development is located near Tenoroc High. The dominant surrounding use is single-family homes. Single family homes are interspersed east and west of the property.</p>
<p><i>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.</i></p>	<p>The site is in an area planned for suburban development. There are no floodplains or wetlands expected to be impacted as part of this development.</p>
<p><i>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.</i></p>	<p>Services are available such as parks and schools for the subject site. The proposal is along Old Dixie Highway.</p>
<p><i>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.</i></p>	<p>The site is located within an area that has capacity with potable water, traffic, and public schools. Emergency services are within a reasonable time and distance.</p>
<p><i>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).</i></p>	<p>The subject property is located within an area of the County that has adequate public safety services as identified in the staff report.</p>

Consistency with the LDC:

This request is consistent with the LDC, as detailed within this staff report. The BoCC, in the review of development plans, shall consider the following factors listed in Table 9 in accordance with Section 907.D.6 of the Land Development Code.

Table 9

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;	<i>Yes, this request is consistent with The LDC, specifically Sections 906.D and 303.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, this development is consistent with the Comprehensive Plan because it meets the density requirements in RS and the SDA.</i>
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	<i>Yes, the request is compatible with surrounding uses and the general character of the area, as demonstrated within the staff report.</i>
Any other matter which the BoCC may deem appropriate and relevant to the specific development proposal.	<i>The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed.</i>

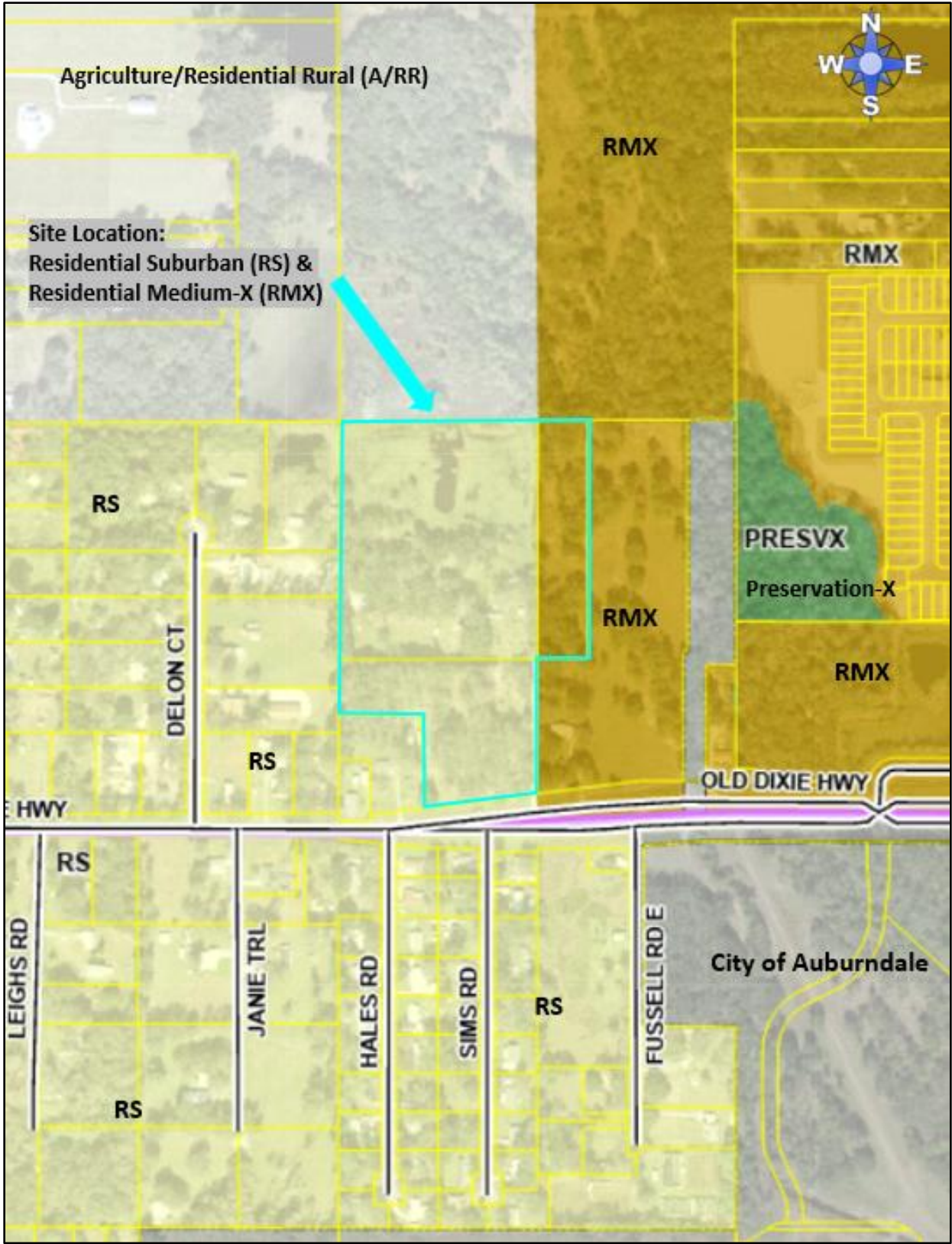
Comments from Auburndale: The development is within connection distance to City of Auburndale wastewater/water. Any line extensions, infrastructure upgrades, life station installations are all upon the cost of the developer.

Exhibits:

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial (context)
Exhibit 4	Aerial (close-up)
Exhibit 5	Site Plan
Exhibit 6	Site Data



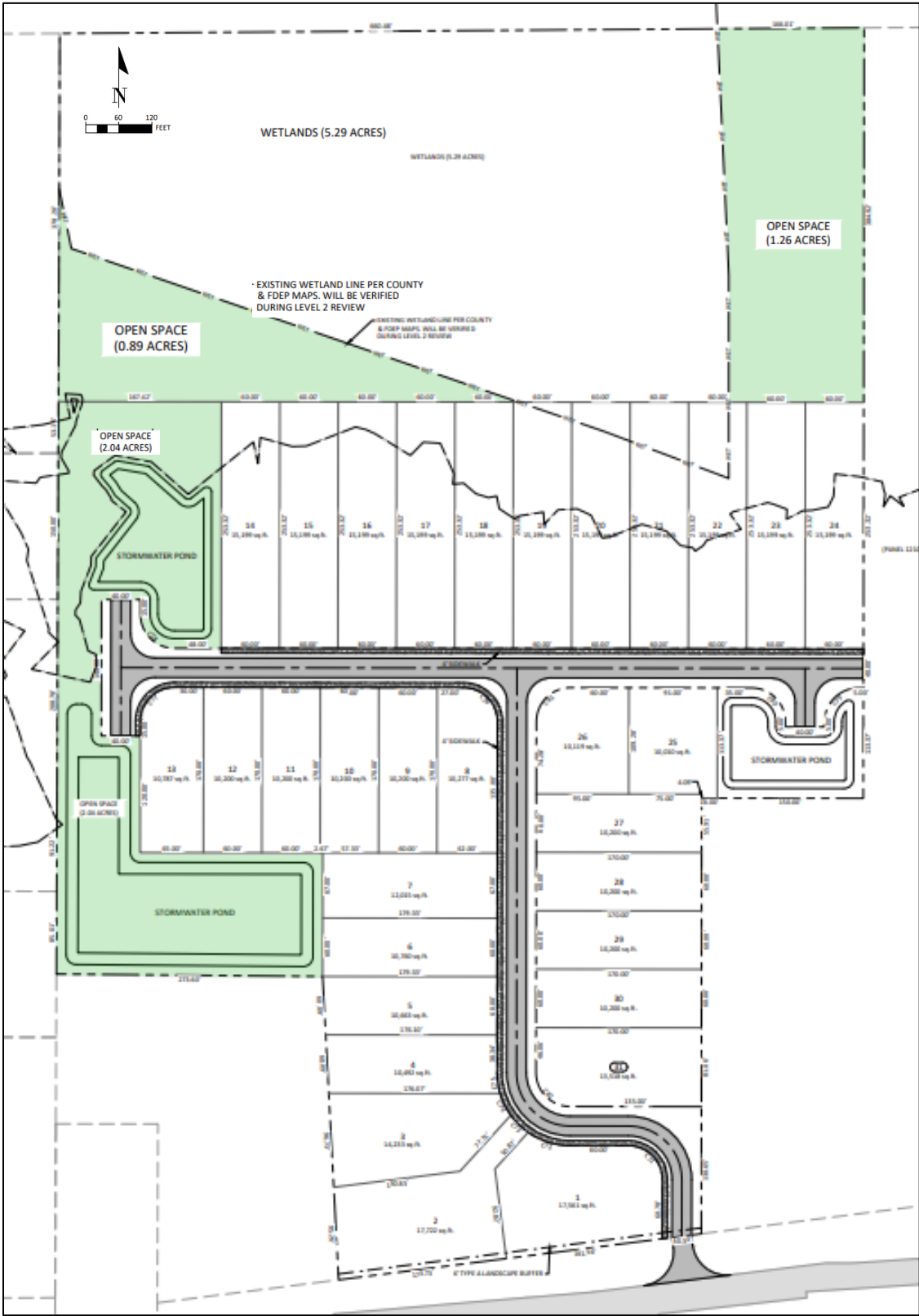
Location Map



Future Land Use Map



Aerial Image (Close)



Site Plan

SITE CHARACTERISTICS	
PARCEL INFORMATION:	
PARCEL ID:	25-28-05-000000-043010, 043050, & 043060
PROPOSED USE:	SPD (RS) - 31 SINGLE FAMILY LOTS
FLOOD AREA:	ZONE A & ZONE X
ZONING / LAND USE:	RS
PARCEL AREA:	20.29 AC
BUILDING SETBACKS:	
FRONT:	20'
SIDE:	10'
REAR:	15'
OPEN SPACE (SPD CALCS):	
REQUIRED (20%):	$20.29 \text{ AC} \times 0.2 = 4.058 \text{ AC}$
PROVIDED:	4.19 AC (20.65%)
LOCATION ELIGIBILITY SCORE:	
PROPOSED DENSITY:	2.07 DU/AC
POINTS REQUIRED (RS):	20
POINTS PROPOSED:	25 (SEE BELOW)
INFRASTRUCTURE ITEM:	POINTS ACHIEVED:
ARTERIAL ROAD (1/2 MILE)	2
COLLECTOR ROAD (1/4 MILE)	3
≥6" WATERLINE	1
EMERGENCY MEDICAL CARE (2 MILES)	2
ELEMENTARY SCHOOL (2 MILES)	1
HIGH SCHOOL (2 MILES)	2
CC DISTRICT > 50% DEV (1 MILE)	2
NAC DISTRICT (1 MILE)	1
REGIONAL PARK - TENEROC (3 MILES)	1
COMMUNITY PARK (2 MILES)	1
CITY PARK (2 MILES)	1
GENERAL MERCANTILE (1 MILE)	2
EMPLOYER (1 MILE)	3
OPEN DRAINAGE BASIN	1
POSITIVE OUTFALL	1
NO WETLAND DISTURBANCE	1

Site Location