

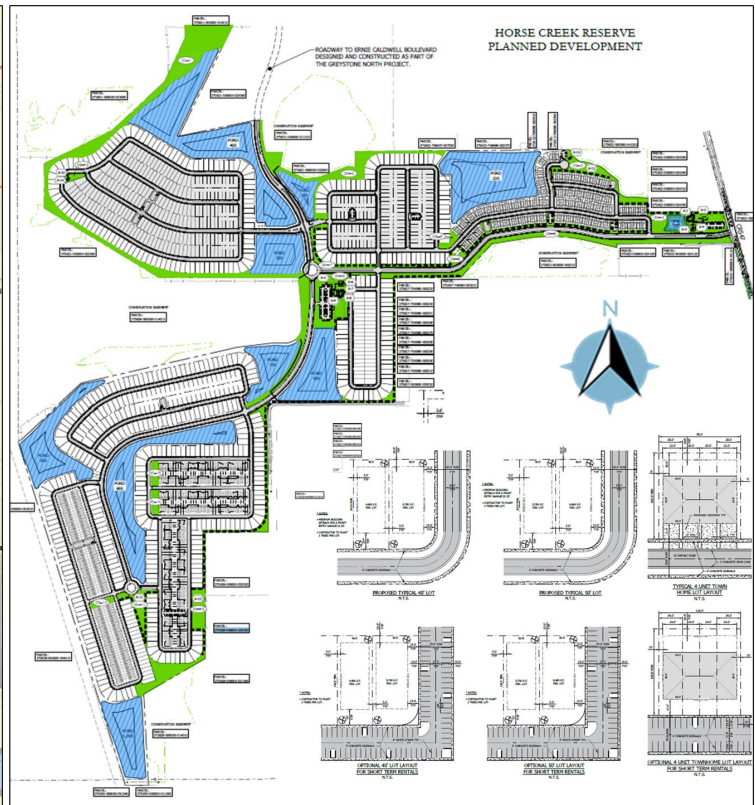
POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	March 27, 2025	Level of Review:	Level 3 Review
PC Date:	August 6, 2025	Type:	Planned Development
BoCC Date:	N/A	Case Numbers:	LDPD-2025-2
		Case Name:	Center State PD
Applicant:	Bart Allen, Peterson & Myers	Case Planner:	Ian Nance
Request:	Planned Development (PD) request for a combined 1,599 single-family and multi-family units. The purpose of this request is to allow 40-foot-wide single-family detached lots, reduced lots sizes, and short-term rental.		
Location:	West of County Road 547, south of Ernie Caldwell Boulevard, east of US 27, within the Ridgewood Lakes Development of Regional Impact (DRI), west of Davenport, in Sections 21, 22, 28, Township 26, Range 27.		
Property Owner:	Walton Acquisitions FL, LLC & Walton RL 274, LLC		
Parcel Number (Size):	272621-000000-022000; 272622-000000-042010; 272628-000000-014010 (±373.6 AC)		
Land Use District:	Residential Low-4X (RL-4X) & Convenience Center-X (CCX) North Ridge Selected Area Plan (SAP) Ridgewood Lakes Development of Regional Impact (DRI)		
Development Area/Overlays:	Urban Growth Area (UGA)		
Nearest Municipality/County:	City of Davenport		
DRC Recommendation:	Conditional Approval		
Planning Commission Vote:	Pending		

Location



Site Plan



Summary of Analysis:

The applicant is requesting a Planned Development (PD) pursuant to Land Development Code (LDC) Section 303 to permit a residential neighborhood consisting of 1,599 dwelling units on 373.6 developable acres (4.28 DU/AC) with an amenity center, parks, and other open spaces for use by the residents. There will be a mix of housing types, including attached townhomes (multi-family) and single-family detached dwelling units with 40 and 50-foot-wide lots. This site is located within multiple overlays which guide development.

Most of the project is in Phase 2 of the Ridgewood Lakes Development of Regional Impact (DRI). This project was initially reviewed and approved through the DRI process in 1984, and a substantial deviation occurred in 2015 which vested a residential unit count within this phase. Overall, Phase 2 was approved for up to 5,571 residential units comprised of a mix of single-family, townhome, and multi-family units; up to 381,388 square feet of “village center” uses; municipal facilities to include a neighborhood school; and interconnecting parks, lakes and pedestrian open space systems. The requested PD is essentially comprised of Villages E, F, G, H, I, J, K, and L as shown on Map H for Phase 2 of the DRI (Exhibit 3).

The site is also in the Urban Growth Area (UGA) and Residential Low-4X (RL-4X) future land use district within the North Ridge Selected Area Plan (SAP). While the DRI vests the number of lots and requires infrastructure improvements, the latter three overlays and the PD implement how these units develop. As this request pertains to density and lot dimensions, the reason for this PD is to reduce lot widths below 50 feet and reduce lot sizes from 5,000 to 4,600 sq. ft. 40-foot-wide lots have been approved within other development in Ridgewood Lakes Phase 2 as well as the neighboring Astoria developments. RL-4X allows multi-family uses through only administrative approval. Finally, the setbacks proposed meet the standards of the RL-4X district, except for rear setbacks being reduced to five (5) feet for roofed pool structures, a condition proposed by the County.

In addition to the reduction in lot widths and sizes, the request is also to allow short-term rental. While development-wide short-term rental approvals are commonplace in northeast Polk, portions of this project area are intended to develop for short-term rental use only. The applicant has proposed implementing a development option to allow short-term rental in “pods or villages” of the PD. These will be located within their own designated neighborhoods within the larger development to prevent vacation renters from being situated next door to a standard single-family home. While the proposed request for short-term rental is included in the PD, the developer may proceed with traditional neighborhood or age-restricted portions. The option for short-term rental is in place to allow flexibility to meet market demands at the time of development.

The project will include a new connection to CR 547/Lee Jackson Highway at the easterly boundary of the subject property. The proposed PD also recognizes and provides for the interconnectivity of the various villages by providing for a public collector road to connect Ernie Caldwell Boulevard and County Road 547, shown as “Road A” on Map H of the approved DRI. This road will be critical to the buildout of this entire development as a single entrance onto CR 547 will be insufficient for the proposed units. A proposed condition of approval will limit the number of units that can be constructed until this middle road is completed.

While the entirety of Phase 2 is undergoing an environmental review by the Army Corps of Engineers and other agencies to protect habitat along Horse Creek, the proposed PD will have minimal wetland impacts. The site plan includes stormwater ponds that will both treat stormwater from the proposed development as well as provide compensating storage for any impacts to the flood plain. Additional areas will be preserved in their natural condition. Utilities are available and will be constructed in conjunction with “Road A.” School capacity is an issue at this time but will be analyzed further during the Level 2 process for future phases of this development. Road improvements will be in accordance with LDC standards.

Staff recommends approval of the application. The proposed PD is consistent with the approved DRI development program and Map H, as well as conditions in LDC Section 303 and the North Ridge SAP. Overall, the need for a Level 3 Review is to approve short-term rental, reduce lot widths to 40 feet, and reduce the minimum lot sizes for the single-family component of this project to 4,600 sq. ft. In the North Ridge SAP, these lot sizes are a minor deviation from what could be attained without the Level 3 Review process in RL-4X land use districts. Developments in the area have been approved in the last several years with similarly sized lots, and compatibility measures such as enhanced landscaping will be enacted where any incompatibilities may exist. The proposed development is compatible with surrounding uses and meets the relevant policies of the Comprehensive Plan and standards of the LDC.

Findings of Fact

- *The applicant is requesting a Planned Development (PD) for a residential neighborhood consisting of 1,599 dwelling units on 373.6 developable acres (4.28 DU/AC). The request includes 40-foot-wide lots, a minimum lot size of 4,600 square feet, and short-term rental.*
- *The project is within the Ridgewood Lakes Development of Regional Impact in Phase II pursuant to Substantial Deviation Amendment approved by Development Order, Resolution No. 15-122.*
- *The setbacks for this PD request are as follows:*
 - *15' front yard*
 - *25' front garage*
 - *5' side yard*
 - *10' rear yard*
 - *15' street side*
 - *5' accessory*
 - *5' for hard-roofed pool enclosures (Staff proposed)*
- *The subject property has Future Land Use districts of Residential Low-4X (RL-4X) and Convenience Center-X (CCX) within the Urban Growth Areas (UGA) in the North Ridge Plan (SAP). No residential dwelling units will be constructed in the CCX (Exhibit 5).*
- *The zoned schools for the proposed project are Loughman Oaks Elementary, Shelly S. Boone Middle, and Ridge Community Senior High.*
- *The Polk County Sheriff's Office response will be provided from the Northeast District Command Office, located at 1100 Dunson Road, Davenport.*

- *Fire and EMS responses will be from Polk County Fire Rescue Station 20, 4611 U.S. Hwy 17-92 N, Davenport.*
- *This project is located within Polk County's Northeast Regional Service Area for potable water, wastewater, and reclaimed water.*
- *Direct ingress/egress to the development is proposed from CR 547 (Road No. 770804) and is a Rural Major Collector (RMC) with a paved surface width of approximately 22 feet. The right-of-way is 60 feet. A second connection will take place on a road within the DRI that connects CR 547 to Ernie Caldwell Boulevard.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of protected animal and plant species sighting.*
- *The general topography of the subject property slopes towards the west and Horse Creek, according to the Polk County GIS data viewer; however, elevations naturally slope from the uplands towards other wetland systems.*
- *The soils within Phases 2 & 3 of Ridgewood Lakes DRI include Apopka Fine Sand 0 to 5 Percent Slopes; Candler Sand 0 to 5 Percent Slopes; Samsula Muck; Sparr Sand 0 to 5 percent slopes; Tavares Fine Sand 0 to 5 Percent Slopes; Smyrna and Myakka Fine Sands; Fort Meade Sand 0 to 5 Percent Slopes; Pomello Fine Sand; Ona Fine Sand; Placid and Myakka Fine Sands, Depressional; Adamsville Fine Sand 0 to 2 percent slopes; Hontoon Muck; Basinger Mucky Fine Sand, Depressional; Astatula Sand 0 to 8 percent slopes; Zolfo Fine Sand; Narcoossee Sand; Millhopper Fine Sand, 0 to 5 Percent Slopes.*
- *There are no known historical or archeological resources onsite, according to the Secretary of State's Department of Historical Resources Florida Master Site File.*
- *Type "A" flood zones exist onsite, primarily in conjunction with the wetlands.*
- *The site is not located within any airport flight path or height notification zones.*
- *For Ridgewood Lakes Phase 2, the Master Development Plan is intended to generally depict the location of land uses and major features of the Development, including the primary transportation network, access points, amenities and recreational trails, subject to final permitting which shall determine the exact location and configuration of these features through Polk County's Level 2 site plan review process and/or platting process as appropriate. Final boundaries for conservation lands shall be determined through state and federal permitting process and in accordance with the conditions of this Development Order.*
- *According Polk County's Comprehensive Plan SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN, "this Selected Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in*

adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.”

- *These properties are in an Urban Growth Area (UGA). Per POLICY 2.105-A1 of the Comprehensive Plan, “Urban Growth Areas shall:*
 - a. complement the TSDA in guiding growth, while promoting orderly and compact development;*
 - b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas;*
 - c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon;*
 - d. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs;*
 - e. include development criteria that:*
 - 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;*
 - 2. improve access to employment areas, schools, shopping and recreational opportunities;*
 - 3. support the preservation of open space and natural areas;*
 - 4. reduce capital and operating cost for the provision of infrastructure and public services.”*
- *POLICY 2.105-A5: DEVELOPMENT CRITERIA FOR URBAN GROWTH AREAS states, “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 Policy 2.125-M of the Comprehensive Plan, the Planned Development process allows “for increasing densities and intensities that may be permitted under certain circumstances, or using innovative design techniques, or providing a mixture of land uses. Planned Development may also be used to gain project design flexibility and to attach conditions, where warranted. Planned Development shall comply with density bonus points as outlined in the Land Development Code.”*
 - *According to LDC Section 303, “Planned Developments may be established in appropriate locations, with respect to intended function; in conformance with the goals, objectives, and policies of the Comprehensive Plan; compatible with the surrounding land uses and future land use districts; where they will not adversely impact facilities and services of the County; where they will not set a precedent for the introduction of an inappropriate use into an area; and so as not to encourage non-residential strip development along streets.”*
 - *According to LDC Section 303, individual dwelling units within a subdivision or Planned Development may not be utilized for short-term rental purposes unless the entire subdivision or Planned Development, or the phase thereof in which the dwelling unit is located, has received approval for short-term rentals. The plat for the subdivision shall contain a conspicuous note that short-term rentals are allowed within the subdivision. If short-term rentals are allowed in less than the whole subdivision, the plat shall indicate the phase or phases in which short-term rentals are allowed.*
 - *According to LDC Section 303, Short-term rentals shall be operated in compliance with all applicable requirements for public lodging establishments under F.S. ch. 509 and all other applicable local, state and federal regulations. Short-term rentals shall be licensed*

under F.S. ch. 509 and a copy of said license shall be displayed on the back of the main entrance/exit door to the unit.

- *Per Table 4.18 of the LDC, the RL-4X district allows a residential density of 3 to 8 DU/AC. Densities are based on the base density for each district or subdistrict outlined in Table 4.21 and density bonuses outlined in Table 4.19. The purpose of the RL-4 district is to provide areas for the low-density residential needs of residents in urban areas who desire areas with smaller lots.*
- *According to Table 4.17 Density and Dimensional Regulations for Standard Districts of the LDC, RL-4X districts require setbacks of fifteen (15) feet from the right-of-way from local roads; a side setback of five (5) feet; rear setback of ten (10) feet; and a maximum structure height of 50 feet. Accessory structure setbacks are (5) five feet from the side and (5) five feet from the rear property line.*
- *According to LDC Table 4.16, Multi-Family is a “C2” use in RL-4X. Per North Ridge SAP conditions, multi-family buildings are permitted to have up to four units per building in the RL-3X and RL- 4X provided the overall density for the district is maintained.*
- *According to Section 620.A of the LDC, “It is the policy of Polk County to minimize the disturbance of wetlands in the County and to discourage their use except for purposes compatible with their natural functions and environmental benefits. This Section provides for the protection, maintenance, enhancement, and utilization of wetlands within Polk County in accordance with applicable Federal and State laws and regulations.”*
- *According to Section 822.B of the LDC, “Unless different standards are established by a Planned Development (PD), all new lots fronting on a local road shall have a minimum frontage of 50 feet.”*
- *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, 401.06, and 906 of the LDC.*

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 LDPD-2025-2**.

On August 6, 2025, at an advertised public hearing, the Planning Commission will vote on this application.

CONDITIONS OF APPROVAL

Based upon the findings of fact the Development Review Committee recommends APPROVAL of LDPD-2025-2 with the following Conditions:

1. This approval shall be a Planned Development (PD) for a residential neighborhood consisting of 1,599 dwelling units, including detached single-family and townhome units. The request includes 40-foot-wide lots, a minimum lot size of 4,600 square feet, and short-term rental. [PLG]
2. The setbacks for this PD request are as follows [PLG]:
 - 15' front yard
 - 25' front garage
 - 5' side yard
 - 10' rear yard
 - 15' street side
 - 5' accessory
3. The primary rear setback for attached pool enclosures constructed with a hard roof shall be reduced to five (5) feet. [PLG]
4. The primary access point for the PD shall be permitted from CR 547 as shown on the binding site plan. Notwithstanding foregoing, the collector road, Road "A" as identified on Map H of the DRI, shall be constructed between Ernie Caldwell Boulevard and CR 547 prior to achieving 67% of the development. [PLG/Applicant]
5. The primary rear setback for attached pool enclosures constructed with a hard roof shall be reduced to five (5) feet. [PLG]
6. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-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]
7. This approval includes the incorporation of an option for short-term rental phases within the PD. At the time of Level 2 review, the applicant shall identify on the plans each distinct development area that will be short-term rental units. To ensure compatibility with surrounding developments, the applicant shall provide design features such as alternative parking design, gated/private access for each phase, common check-in/check-out locations, enhanced landscaping, and buffering, etc. The applicant shall not mix full-time residential units with short-term rental within a single development area. [PLG/Applicant]

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: A/RRX Horse Creek DRI Conservation Area	North: RL-4X & RMX in TSDA Astonia & Greystone PDs LDPD-2019-22 & LDPD-2020-35 SFR 40 ft-wide lots/Townhomes	Northeast: Davenport CR 547/Vacant/SFR
West: A/RRX Horse Creek DRI Conservation Area	Subject Property: RL-4X/ DRI Phase 2 Vacant Land	East: Davenport CR 547/Vacant/SFR
Southwest: RL-4X/RHX Greystone PD & DRI Phase 1 SFR/Townhomes/Golf Course	South: RMX/RL-3X/A/RRX Large Acre SFR/Crescent Ridge (+/- 1-acre)/Pasture	Southeast: RMX/CR 547/Davenport Vacant/Former Peat Mine

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

Most of the project is in Phase 2 of the Ridgewood Lakes Development of Regional Impact (DRI). This project was initially reviewed and approved through the DRI process in 1984, and a substantial deviation occurred in 2015 which vested a residential unit count within this phase. Overall, Phase 2 was approved for up to 5,571 residential units comprised of a mix of single-family, townhome, and multi-family units; up to 381,388 square feet of mixed-use town center/mixed use village center; and municipal facilities to include a neighborhood school and interconnecting parks, lakes and pedestrian open space systems (Fig. 1).

Fig. 1

Phase II Land Use	Phase II Acres	Phase II Dwelling Units	Phase II Non-Residential Square Feet
Residential	976.8	5,571	-
- Single Family Detached*	784	2,435	-
- Single Family Attached	70.4	586	-
- Multifamily	122.4	2,550	-
Commercial/Office	35.8	-	381,388
Open Space	1,121.5	-	-
Phase II Total	2,134.1	5,571	381,388

The requested PD is essentially comprised of Villages E, F, G, H, I, J, K, and L, as shown on Map H for Phase 2 of the DRI and in Figure 2, to follow.

Fig. 2

Village	Acreage	Density	Total Units
E	39.6	8	317
F	47.9	5	247
G	42.5	5	214
H	32.8	5	170
I	10.1	8	81
J	39.0	5	195
K	60	4	240
L	41.0	4	164
Total Units Approved			1,628
Total Units Requested			1,599

Phase 1 of the Ridgewood Lakes DRI is located to the west with direct access onto US 27. This phase has been largely built-out, and consists of a variety of residential uses, including single-family detached units and townhomes. A golf course and Horse Creek buffers much of this development from the subject site.

On the east side of Horse Creek, development is underway. Various phases of Astonia – which features 40-foot-wide lots and townhomes - border the subject site to the north. Level 2 Reviews have been approved to allow the vertical construction of Phase 1 & 2 of the Greystone properties to the north, again featuring 40-foot-wide lots and townhomes.

The city of Davenport has recently annexed property to the east of the site and remains vacant. Wetlands and pits from former mining operations can be found here. South of the site are single-family homes within the Crescent Ridge subdivision. These lots are approximately one acre. Other larger properties are found at the end of Crescent Valley Road.

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:

Site Design & Consistency with Comprehensive Plan & LDC

The applicant is requesting a Planned Development (PD) pursuant to LDC Section 303 to permit a residential neighborhood consisting of 1,599 dwelling units on 373.6 developable acres (4.28 DU/AC) with an amenity center, parks, and other open spaces for use by the residents. There will be a mix of housing types, including attached townhomes (multi-family) and single-family detached dwelling units with 40 and 50-foot-wide lots, the number of each being non-binding as final engineering and marketing of the site might dictate changes to the numbers provided by the site plan.

The site is also in the Urban Growth Area (UGA) and Residential Low-4X (RL-4X) future land use district within the North Ridge Selected Area Plan (SAP). While the DRI vests the number of lots and requires infrastructure improvements, the latter three overlays and the PD implement how these units develop. As this request pertains to density and lot dimensions, the reason for this PD is to reduce lot widths below 50 feet and reduce lot sizes to 4,600 sq. ft. 40-foot-wide lots have been approved within other development in Ridgewood Lakes Phase 2 as well as the neighboring Astoria developments. RL-4X allows lot sizes from 4,000 sq. ft. to 6,000 sq. ft. Multi-family uses require only administrative approval in RL-4X.

The setbacks proposed meet the standards of the RL-4X district, except for rear setbacks being reduced to five (5) for roofed pool structures, a condition proposed by the County. Many times, a homebuilder will include pools with screen enclosures attached to the home that are allowed to be constructed to the rear accessory setback of five feet; however, if this screening is replaced with a hard-roof enclosure, the homeowner must request a variance as it then becomes part of the primary and is restricted to those setbacks without any real change in function to the property or structure. This reduction eliminates the need for these variances as future homeowners later seek to improve their investments.

LDC Section 303 requires residential PDs with lots less than 80 feet wide to devote at least 20 percent of the gross developable project area to Open Space. From the required Open Space acreage, all units shall provide a minimum 500 sq. ft. of park-and-recreation space per unit. In no case shall any individual recreation area be less than 10,000 square feet in area and shall be no farther than one-quarter of a mile walking distance from at least one recreation amenity.

The proposed site plan shows approximately 113.97 acres (30%) dedicated to Open Space. This will come in the form of the requisite recreation space; contoured and landscaped stormwater

ponds; wetland buffers; and compatibility buffers. This is in addition to the open space and conservation acreage set aside by Map H.

For recreation, the LDC requires one amenity point per unit (1,599 pts.). The Recreation Plan shows this is being exceeded through a combination of passive recreation, community pools, tot lots, dog parks, tot lots, and picnic pavilions (Total 1,625 pts.) over approximately 18.40 acres. Amenities tend to change during the Level 2 Review process as the needs of the homebuilders evolve, but the number of points required will remain. All amenity areas will be connected by sidewalks. Those planned adjacent to residential units will be landscaped in accordance with LDC standards.

In addition to needing two parking spaces per unit, exclusive of the garage and tandem parking arrangements, LDC Section 303 also requires additional parking for PDs with upland densities above three dwelling units per acre or lot widths less than 65 feet. This parking can be provided in the development through evenly distributed clustered parking lots or parallel parking on private roads or drive aisles. The site plan offers 284 additional parking spaces, accounting for the varying lot sizes and LDC requirements.

In summary, the applicant is meeting the higher PD standards prescribed by the LDC. The site plan maintains ample Open Space and provides recreational opportunity for future residents. A minimum of two (2) canopy trees shall be planted on each single-family residential lot. Tree placement is to be determined by the home builder.

In addition to the reduction in lot widths and sizes, the request is also to allow for a short-term rental. While development-wide short-term rental is commonplace in northeast Polk, portions of this project are intended to develop for short-term rental use only. The applicant has proposed implementing a development option to allow short-term rental in “pods or villages” of the PD. While the proposed request for short-term rental is included in the PD, the developer may proceed with traditional neighborhood or age-restricted portions. The option for short-term rental is in place just to allow flexibility to meet market demands at the time of development. These will be located within their own neighborhoods within the larger development to prevent vacation renters from being situated next door to a standard single-family home.

Compatibility Review

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

Few incompatibilities exist along the periphery of this project. The subject site abuts the Astonia subdivision to the north. This was approved by the Planning Commission on November 6, 2019, as a Residentially Based Mixed-Use Development consisting of 687 single-family lots with reduced setbacks and 40-foot-wide lots, in addition to a commercially designated area along Ernie Caldwell Boulevard (LDPD-2019-22). Another phase of townhomes within the greater

Astoria development have built under the RL-4X land use district, without requiring a PD approval.

Across the road to the northeast, LDPD-2020-4 was approved for 331 single-family units with 40-foot-wide lots, reduced setbacks, and short-term rental. LDPD-2020-35, Greystone North, was similarly approved for townhomes and a mixture of 40 and 50-foot-wide lots. Engineered plans have also been approved. In short, there have already been established approvals for 40-foot-wide lots in this area with lot sizes comparable to what is proposed by the application.

To the south of the site, single-family homes on properties exceeding an acre border the subject site. The use of open space tracts and landscaping will provide buffering between these uses. It is worth noting that Map H designates over 175 acres of open space south of these homes and north 3H Acres Road.

As for compatibility with short-term rental, the plan, as noted above, is to designate portions of this development solely to this use leaving other traditional neighborhoods intact. Platting will control this as the development proceeds in phases. The applicant has introduced a layout with single-family dwellings without a traditional driveway, opting for shared parking like what would be found in apartment complexes. Each home will still be owned fee-simple but with parking in a separate tract.

As a condition of approval, at the time of Level 2 review, the applicant shall identify on the plans each distinct development area that will be short-term rental units. To ensure compatibility with surrounding developments, the applicant shall provide design features such as alternative parking design, gated/private access for each phase, common check-in/check-out locations, enhanced landscaping, and buffering, etc. The applicant shall not mix full-time residential units with short-term rental within a single development area.

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.”

LDC Section 303 states that the intensity and timeliness of a PD shall be determined by the surrounding infrastructure needed to support the residents within that development. The minimum qualifications for residential density shall be based on achieving a locational score for the Future Land Use Map district and the proximity to existing or programed infrastructure and services (the "Locational Eligibility Score").

Through the UGA, RL-4X, and DRI approval, this property has long been planned for higher density than elsewhere within Polk County. Still, the overall density of the project area is 4.28 DU/AC. In the North Ridge SAP, the minimum density is RL-4X is 2 DU/AC with a maximum of 8 DU/AC. In that light, the proposed development is modest in what could otherwise be accomplished elsewhere within the North Ridge SAP with similar land use districts. The DRI sets forth, though, a defined number of residential units and densities within each village, which this PD will consume.

Though the site is vested for density, staff analyzed the development in relation to PD standards in LDC Section 303, as noted above. To reach the desired density, a site would need to achieve 19 eligibility points based on its location relative to supporting infrastructure. The project would attain this through roadway connectivity with surrounding developments; sidewalk connectivity; proximity to commercial districts; availability of utilities; and positive stormwater outfall.

Phase 2 of Ridgewood Lakes, though, has been the driver to bring utilities to the area and improve the roadways. This is the result of the decades-long DRI process.

Nearest Elementary, Middle, and High School

According to information from the Polk County School Board, the subject site is currently zoned for Loughman Oaks Elementary; Shelley S. Boone Middle & Citrus Ridge K-8; and Ridge Community Senior. The annual estimated demand is calculated by adding the rates for multi-family units (604) with the proposed number of single-family units (995) for each level of education.

Table 2

School	Annual Estimated Demand	Distance from Subject Site	School Capacity (including portables)
Loughman Oaks Elementary	217	3.6 miles	83%
Shelley Boone Middle Citrus Ridge K-8	120	7.98 miles 14 miles	82% 59%
Ridge Community Senior High	160	5.93 miles	92%

Source: Polk County School Board, GIS, Google Maps

When analyzing these numbers, it is important to consider how this project will develop. One, it will take multiple years and engineered phasing plans before full buildout when the impact on schools is fully realized. Two, the short-term rental units will not create a demand for student desks, though they are accounted for at this level of review. School Board staff will need to review, evaluate, and analyze the adjacent zoned schools for available capacity with the Level 2 Review application, and the applicant must apply for a binding letter of concurrency at that time.

Currently, however, the School Board has indicated through a non-binding capacity letter dated June 4, 2024, that there is no available capacity at the zoned or adjacent elementary and high school. There is also insufficient capacity at the zoned middle school; however, there is capacity at an adjacent middle school. On the Map H Master Development Plan for Phases 2 & 3 of the Ridgewood Lakes DRI, a school site was located on the eastern side of Phase 2. The Polk County School Board has the option of purchasing this site as described below.

Per the Conditions of Approval in the Development Order (Section III.G.30), no later than thirty (30) days after the occurrence of the sooner of the following events:

- 1. The issuance of certificates of occupancy for the project's 500th residential unit (excluding age restricted units) for which school impact fees are payable; or*
- 2. The passage of seventy-eight (78) months after the Effective Date of the Development Order (March 15, 2022).*

This option was evaluated during the reviews for the Greystone projects within Ridgewood

Lakes in 2020 and 2021. The School Board opted not to pursue a school site at that time.

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.

The most recent emergency response times are found in Table 3, below.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Polk County Sheriff's Northeast District 1100 Dunson Road, Davenport	±11.0 miles	P1: 12:25 P2: 21:57
Fire/EMS	Polk County Fire Rescue Station 20 4611 U.S. Hwy 17-92 N, Davenport	±3.8 miles	6 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.*

Typically, 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 an area of the County.

Priority 1 Calls are true emergencies such as 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. At any rate, response times are not as much a function of the distance to the nearest 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:

Development in the UGA is required to connect to available centralized water and sewer.

A. Estimated Demand and Service Provider:

This project is located within Polk County's Northeast Regional Service Area (NERUSA) for potable water, wastewater, and reclaimed water. The proposed development is working with adjacent developers to ensure the master infrastructure to serve the development with the approved DRI for Ridgewood Lakes is implemented. The proposed connection to potable water for the PD is a 20-inch watermain within the Ernie Caldwell Boulevard right-of-way. The applicant is designing, permitting, and constructing a quadplex lift station as part of the County's master planned improvements to serve this site and future development. The proposed connection to reclaim is a 20-inch reclaim main also located within the Ernie Caldwell Boulevard right-of-way parallel to the frontage of the project. Extensions to the site down the proposed spine road will be required and is essential to the success of this project. The proposed development is working with adjacent developers to ensure the master infrastructure to serve the development with the approved DRI for Ridgewood Lakes is implemented.

Single-family detached dwelling units utilize 360 gallons per day (GPD) of potable water and generate 270 GPD of wastewater, on average. Multi-family units typically consume 198 GPD and generate 180 GPD of wastewater. Table 4, to follow, compares generalized estimates of the anticipated water and wastewater demands between what could be built by-right without a PD approval; what would be the maximum allowed through a PD approval; and the proposed PD. Assuming other development standards could be met, the maximum density in RL-4X is 8 DU/AC. Since maximum RL-4X densities favor multi-family developments, this use will be utilized for comparison purposes.

Table 4

373.60± acres RL-4X	Demand as Currently Permitted RL-4X (4 DU/Acre)	Maximum Permitted RL-4X (8 DU/Acre)	Proposed Plan (1,599 DU)
Permitted Intensity	1,494 MF Units	2,988 MF Units	604 MF Units 995 SF Units
Potable Water Consumption (GPD)	295,812 GPD	591,624 GPD	477,792 GPD
Wastewater Generation (GPD)	268,920 GPD	537,840 GPD	377,370 GPD

Source: Polk County Concurrence Manual & Polk County Utilities

The proposed development would require approximately 80.1% of the utilities that one would that meet the density limits. These numbers, though, are an approximation and dictated by a formula provided by the LDC. Better studies on water usage and wastewater generation will require updating the Comprehensive Plan and LDC in the coming years.

B. Available Capacity:

The NERUSA is the fastest growing utility system in all of Polk County. Over the last year, the water system has been growing at 5.7 new connections per day. The wastewater system has been growing at 3.06 new connections per day. According to the Polk County Utilities, The NERUSA potable water system has a permitted capacity of 12,940,000 gallons per day (GPD). Current usage is approximately 10,654,000 GPD with 83,000 GPD of committed capacity. This leaves 2,286,000 GPD of remaining capacity which is enough to serve nearly 6,350 single-family residential units. There are approximately 57,211 customers being served. The system growth rate is 1,427 GPD which equates to over 2,000 new connections per year. At the current rate of growth, expansion of the system is needed in approximately four (4) years.

The NERUSA wastewater system has a permitted capacity of 6,000,000 gallons per day (GPD). Current usage is approximately 5,459,000 GPD. This leaves 541,000 GPD of remaining capacity which is enough to serve nearly 2,004 single-family residential units. The plant will be expanding to 7,000,000 GPD within a year and to 9,000,000 GPD by June of 2029. For both services, capacity should be available by the time the engineered site plans for the future phases of this development area approved.

C. Planned Improvements:

Ongoing improvements are underway to both the water and wastewater systems in this area. On October 1, 2024, Polk County purchased property near Ridgewood Lakes Boulevard west of the site from Walton Acquisitions, LLC for the purpose of a potable water interconnect facility to blend water acquired from the Polk Regional Water Cooperative (PRWC) facility east of Lake Wales with the water in the Northeast Utility Service Area potable water system. This facility will have multiple water pumps and ground storage tanks. This request is to expand the infrastructure capabilities of the NERUSA by infusing water from the Lower Floridan Aquifer supplied through the PRWC.

The facility planned for this site will bring in 410,000 GPD from the PRWC Southwest Lower Floridan Aquifer Wellfield east of Lake Wales, 1,200,000 from the Cypress Lakes Lower Floridan Aquifer system in Osceola County, and by June of 2033, a new Lower Floridan Aquifer well will be operational in the NERUSA Holly Hill Plant on Sand Mine Road.

The NERUSA wastewater treatment facility on Homerun Boulevard has been enabled to increase treatment to a permitted capacity of 7,000,000 GPD. The plant is undergoing an expansion that will raise the capacity to 9,000,000 GPD. This is to be completed by June of 2029. While under construction, the subject property may be utilized for storage of vehicles, materials, and equipment that would be located at the Homerun Boulevard facility were it not for the construction.

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:

Single Family Detached Housing generates 7.81 Average Annual Daily Trips (AADT) and 1.00 PM Peak Hour trips per unit (ITE Code 210). Multi-family units generate 6.74 AADT and 0.51 PM Peak Hour Trips (ITE Code 220/Multi-Family Housing 1-2 Floors), according to methodology employed by TPO.

Table 5, to follow, compares generalized estimates of traffic demands between what could be built by-right without a PD approval; what would be the maximum allowed through a PD approval; and the proposed PD. Since maximum RL-4X densities favor multi-family developments, this use will be utilized for comparison purposes.

Table 5

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted RL-4X (4 DU/Acre)	Maximum Permitted in the District RL-4X (8 DU/Acre)	Proposed Plan (1,599 DU)
373.60± acres RL-4X			
Permitted Intensity	1,494 MF Units	2,988 MF Units	604 MF Units 995 SF Units
Average Annual Daily Trips (AADT)	10,070	20,139	11,842
PM Peak Hour Trips	762	1,524	1,303

Source: Polk County Concurrency Manual

With the overall residential density of the proposal under what is allowed by-right in RL-4X districts in the North Ridge SAP, this development will, theoretically, create less of a burden than a development built to baseline standards.

As a condition of the approval of the DRI, a Bi-Annual Traffic Monitoring Report (BATMR) for the Ridgewood Lakes Development of Regional Impact (DRI), Phase II will be submitted to the County for review. Trip generation rates are calculated specifically for the development based upon the number of occupied units in place and number of trips generated by those units. These trip rates are then applied to the development proposed for the next year to determine an accurate forecast of the development's impact to the significantly impacted roadways. Currently, though, no vertical construction has occurred in Phase 2 of the DRI.

B. Available Capacity:

There is currently capacity to serve the proposed development, as proposed by the site plan. Table 6, to follow, displays the generalized capacity on the adjacent transportation links.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
6911E	Ernie Caldwell Boulevard	C	1,599	C

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
	Pine Tree Trail to US 17/92			
6911W	Ernie Caldwell Boulevard US 17/92 to Pine Tree Trail	C	1,549	C
4052N	CR 547 Bay Street to Ernie Caldwell Blvd.	C	287	C
4052S	CR 547 Ernie Caldwell Blvd. to Bay Street	C	267	C

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 17, 2025

During the Peak PM hours, the project is anticipated to generate approximately 1,303 trips. The primary impact will be to CR 547 (Links 4052 N/S). These are trips that will be entering the roadways during a two-hour span during the evening when traffic is generally considered the most intense. Of the Peak PM Trips calculated in Table 4, approximately 37% will be entering the roadway system during peak hours, with half (+/- 240) projected to travel north and half south. This will consume a substantial portion of the remaining Peak PM capacity on CR 547, to speak nothing of other developments that have been approved and proposed in the area.

The proposed PD also recognizes and provides for the interconnectivity of the various villages by providing for a public collector road to connect Ernie Caldwell Boulevard and County Road 547, shown as “Road A” on Map H of the approved DRI. While the DRI is vested, as a practical matter, staff and the applicant have proposed a condition of approval to this PD to not permit more than 67% of the development until this road is completed and access to Ernie Caldwell is available. The multiple entrances will alleviate the burdens placed on any one segment of roadway. Furthermore, LDC Section 821 requires a proposed development consisting of more than 2000 AADT to provide either a minimum of two points of access to public roads meeting County standards or a boulevard type entrance. In this case, both will apply.

C. Roadway Conditions:

According to Polk County’s Road Inventory, CR 547 (Road No. 770804) is a Rural Major Collector (RMC) with a paved surface width of approximately 22 feet. The right-of-way is 60 feet. Both standards are deficient to LDC standards.

LDC Section 705 requires that development sites accessing a collector or arterial roadway that is substandard due to pavement width shall increase the pavement width to 24 feet in both directions and equally on both sides of the road along the existing roadway right-of-way. Furthermore, land to be developed for residential purposes generating 27 or more new vehicle trips per day adjacent to an existing County road where right-of-way is deficient shall dedicate or deed additional right-of-way from the centerline of the existing County road along the entire frontage of the development site at a width of 40 feet from the centerline of two (2) lane collector roads. A minimum Type IV intersection is required for new development serving more than 1,499 AADT or 299 parking spaces. Access to CR 547 will be further evaluated during the Level 2 Review process.

Ernie Caldwell Boulevard (Road Number 671813) is a paved Urban Collector roadway with a 56-foot surface width and a PCI Rating of “9-10” describing it as “Excellent” through the PASER pavement surface evaluation and rating system devised by the University of Wisconsin-Madison. This roadway connects US 27 and US 17/92 with the anticipation of future residential and commercial development in this corridor.

D. Sidewalk Network

Sidewalks are not located along CR 547 near the subject site. The project will be required to provide sidewalks but lacks significant frontage to make much of an impact. Pedestrian lights will be required at the entrance, however. Ernie Caldwell Blvd. has sidewalks on each side of the road. Internal sidewalks will be provided to connect homes with recreation facilities. Sidewalks will be constructed along the proposed connector road between CR 547 and Ernie Caldwell Blvd.

E. Planned Improvements:

According to the County CIP Dataviewer, a sidewalk will be constructed north of the site on the south side of CR 547 from Redgrave Road to Pete's Lane.

F. Mass Transit

Mass transit is lacking in the area. The nearest Lynx route (427) and stop (corner of Posner Boulevard and Main View Drive) is located at Posner Park to the northwest. Sidewalks are available to reach this location, but this exceeds three miles. As development in this area increases and people move in, public transit will likely follow. Lynx is a bus system run by the Central Florida Regional Transportation Authority, serving the greater Orlando, Florida area in Orange, Seminole, and Osceola counties with limited service to Polk County. Mass transit has the opportunity, however, to reach the area with the completion of this development and others approved in the area.

Park Facilities and Environmental Lands:

The County's residential development standards require functional open space to be designed within a development that includes recreational amenities for the residents. Sidewalks are required on both sides of all residential streets connecting the residents to the open space and recreational amenities. The project site is within five miles of five small parks. Northeast Regional Park is located to the northwest. Environmental lands are within five miles.

A. Location:

The project site is within five miles of five small parks. Northeast Regional Park is located to the northwest. Environmental lands are within five miles. The site is located approximately three (3) miles southeast of Loughman Park, 2.5 miles southeast of Loma Linda Park, and less than four (4) miles from Davenport Park, Wilson Park, and Lake Play Park. The Northeast Regional Park is located to the northwest along U.S. Highway 27.

B. Services:

While there are five parks within four miles of the subject site, these are smaller neighborhood parks featuring limited options for users. Loughman Park, for instance, provides a soccer field and a basketball court with pavilions. Davenport, Wilson, and Lake Play parks are within the City of Davenport.

According to Central Florida's Polk County Sports Marketing, the Northeast Regional Park is an 83-acre park that includes six soccer/football fields, concession stand, a playground, tennis

courts, racquetball courts, basketball courts, a boat ramp, a pavilion for special events, picnic facilities and an exercise trail and a dog park. Fitness stations were added in FY 17/18. The boat ramp provides access to Old Lake Davenport.

C. Environmental Lands:

The Reedy Creek Mitigation Bank is found approximately four miles to the east and is a 3,520-acre mitigation bank located in Polk and Osceola County. The bank was permitted by both the South Florida Water Management District and the U.S. Army Corps of Engineers and can be utilized as mitigation for impacts within the service area. Restoration activities include the installation of low water crossings, culverts, and the cessation of logging activities on the property. This is not open to the public.

Hilochee Wildlife Management Area (WMA) is located approximately three miles to the west. According to the Florida Fish & Wildlife Conservation Commission, the acquisition of this property began in 1995. Funds for acquisition came from the Conservation and Recreation Lands (CARL) Program under the Green Swamp Carl Project, Preservation 2000 and the Florida Forever Program. The WMA falls within the Green Swamp Florida Forever Project (GSFFP), a larger area encompassing nearly 279,224 acres of cypress swamps, pine forests, citrus groves, mines and pastures. Activities on this property include hunting & fishing, hiking, wildlife viewing, biking, and horseback riding.

D. Planned Improvements:

Note noted in the CIP.

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:

Horse Creek is located to the west of this site. Horse Creek is a channelized surface water that runs north to south through the DRI. According to analysis of historic aerials, it was channelized around 1940. The stormwater management system will be designed to the Southwest Florida Water Management District (SWFWMD) regulations, which meet the applicable state water quality standards, and the Comprehensive Plan and LDC. The applicant/developer will consult with SWFWMD on the need for a water use permit for the dewatering activities proposed for the construction of project lakes, utilities, and/or road or building foundations.

B. Wetlands/Floodplains:

Wetlands and flood zones are found onsite. As part of the substantial deviation determination for Ridgewood Lakes, the subject property was part of a Habitat Management Plan that discusses the environmental features of the DRI. There is also an existing SWFWMD permit for the site that

includes an environmental assessment. A copy of the due Habitat Management Plan report dated December 3, 2014, has been provided to Polk County.

For this site plan, though, impacts to wetlands are anticipated to be minimal, and 25-foot-wide upland buffers are located around these areas, in accordance with LDC Section 620.

C. Soils:

The characteristics of most soils present within the Phases 2 & 3 of the Ridgewood DRI are common to those associated with wetlands and flood zones. Few are ideal for septic systems; however, this development will connect to centralized wastewater, negating the need for individual septic systems. Over half of the project site has soils that present limitations to dwellings; however, these challenges can be manipulated and mitigated through a sound lot grading plan. It is likely fill material will be brought to the site for this purpose. 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. Development is not permitted within wetlands. Table 7, to follow, lists the soils present within the entirety of Phases 2 & 3 of Ridgewood Lakes DRI and limitations to development inherent to them.

Table 7

Soil Name	Limitations to Local Roads and Streets	Limitations to Dwellings w/o Basements	% of Site (approximate)
Apopka Fine Sand 0 to 5 Percent Slopes	Slight	Slight	1.61%
Candler Sand 0 to 5 Percent Slopes	Slight	Slight	6.27%
Samsula Muck	Severe: Ponding, Low Strength	Severe: Ponding	44.22%
Sparr Sand 0 to 5 percent slopes	Moderate: Wetness	Moderate: Wetness	0.11%
Tavares Fine Sand 0 to 5 Percent Slopes	Slight	Slight	4.65%
Smyrna and Myakka Fine Sands	Severe: Wetness	Severe: Wetness	12.30%
Fort Meade Sand 0 to 5 Percent Slopes	Severe: Shrink-swell, Low Strength, Wetness	Severe: Flooding, Wetness, Shrink-swell	0.42%
Pomello Fine Sand	Moderate: Wetness	Moderate: Wetness	0.29%
Ona Fine Sand	Severe: Wetness	Severe: Wetness	2.89%
Placid and Myakka Fine Sands, Depressional	Severe: Ponding	Severe: Ponding	0.79%
Adamsville Fine Sand 0 to 2 percent slopes	Moderate: Wetness	Moderate: Wetness	0.11%
Hontoon Muck	Severe: Subsides, Ponding	Severe: Subsides, Ponding, Low Strength	13.13%
Basinger Mucky Fine Sand, Depressional	Severe: ponding	Severe: ponding	5.55%
Astatula Sand 0 to 8 percent slopes	Slight	Slight	0.11%
Zolfo Fine Sand	Moderate: Wetness	Moderate: Wetness	0.92%
Narcoossee Sand	Moderate: Wetness	Moderate: Wetness	6.12%
Millhopper Fine Sand, 0 to 5 Percent Slopes	Slight	Slight	0.31%
Udorthents, excavated	-	-	0.07%

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

The general topography of the subject property slopes towards the west and Horse Creek, according to the Polk County GIS data viewer; however, elevations naturally slope from the uplands towards other wetland systems. Elevations range from a high of 127 feet above sea level to 110’ near Horse Creek.

D. Protected Species & Habitats

Under the Conditions of Approval in the DRI Development Order (Section III.B), the applicant, prior to construction, shall conduct surveys for the following species in accordance with applicable survey protocols established by the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service:

- a. Gopher tortoises. Conducted prior to construction, staging or storage.
- b. Sherman's fox squirrels. Conducted between October and February, and again from April to August.
- c. Florida Sandhill cranes. Conducted during breeding season (January through August)
- d. Southeastern American Kestrels. Conducted during nesting season (April to August) within suitable habitat areas.
- e. Bald eagles. Conducted prior to construction.
- f. Imperiled wading birds. Conducted prior to construction.

Wildlife under-crossings or cost-effective roadway design elements (i.e. increased lighting, speed reduction measures, roadway signage) that facilitate safe wildlife movement shall be evaluated, particularly when adjacent to the proposed open space and design features. The applicant/developer shall coordinate with FWC regarding any proposed wildlife under-crossings plans or cost-effective roadway design elements.

Furthermore, the applicant/developer shall update the Habitat Management Plan based on the results of the listed species surveys referenced above. The plan shall include all conservation/preservation areas proposed by the applicant/developer and minimize impacts to identified listed species. The Habitat Management Plan shall include copies of "Outreach and Education" materials that will be provided to residents and visitors. The applicant/developer shall amend the Habitat Management Plan to include the Wetland Maintenance and Monitoring Plan upon final federal and state approval. The applicant/developer shall also submit the updated Habitat Management plan to the FWC for review and approval.

E. Historical & Archeological Resources:

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

F. Wells (Public/Private)

The property is not located within a Wellfield Protection District. No private wells were indicated by the applicant.

G. Airports:

The proposed planned development is not within any Airport Impact District.

Economic Factors:

Northeast Polk County is amid robust economic and residential development. The communities in this area cater to a wide range of individuals. Commuters, for example, take advantage of the proximity of the Orlando metro area, Disney and other attractions, and I-4 and US 27. The housing stock here has trouble matching the demand.

Similarly, short-term rental is a popular option for development in NE Polk with the proximity to the attractions. Vacation rentals allow homeowners to earn profit from their homes when out of state or otherwise when there is a vacancy. There are often concerns with these rental units, not only for the interference that can be created within a neighborhood, but maintaining single-family homes simply for short-term rentals diminishes the housing stock available to residents seeking a traditional single-family home.

The area around Ernie Caldwell Boulevard represents a substantial investment by state, local, and private interests in creating new residential areas to meet this demand. The roadway was extended from Posner Park to US 17/92 with a major intersection at Lee Jackson Highway. Sidewalks and street lighting are present on both sides of Ernie Caldwell which signifies the intention of this being a vital corridor of residential development. Utilities services were extended to Ernie Caldwell which allows redevelopment around it, including Phase II of the Ridgewood Lakes DRI.

Consistency with the Comprehensive Plan and Land Development Code:

Table 8, to follow, provides an analysis of the proposed request when compared to the typical policies of the Comprehensive Plan selected by staff for evaluation of development proposals. Based upon this analysis, the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Table 8

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.	Staff has found few instances of incompatibility. Recent development approvals mirror what is being proposed. A small community of single-family residences is located south of the site. Necessary landscaping and transition buffers will be employed at the time of the Level 2 Review.
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 site is in an area of rapid growth. To the west is US 27. Further to the west is the Green Swamp which prohibits development of this nature. Large communities – including Solterra and Phase I of Ridgewood Lakes – are located within proximity. This area has been planned for residential development.

Comprehensive Plan Policy	Consistency Analysis
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 development will take place in an area that has seen an investment by public and private sectors to bring utilities to the subject site and those surrounding it. This includes the extension of Ernie Caldwell Boulevard and public utilities. This property is in the UGA.
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.	This development and others around it will facilitate the extension of utilities to the area. Utilities and traffic capacity are acceptable. School capacity is an issue at the moment; however, new schools will be opening over the next several years as residential development increases. In this case, homes are being planned in conjunction with services.
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).	This site will have access to adequate public facilities. Capacity is available for all services. Emergency services are functioning at an acceptable level.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 9 in accordance with Section 906.D.7 of the Land Development Code.

Table 9

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;	<i>Yes, this request is consistent with the LDC, specifically Tables 4.16 and 4.17, which shows the allowable uses and dimensions for a RL-4X designated property. Furthermore, the applicant has addressed concerns regarding compatibility through the use of buffering strategies as allowed by the Comprehensive Plan.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<p><i>Yes, this request is consistent with the following Comprehensive Plan policies and sections:</i></p> <p><i>POLICY 2.102-A2 states, "Land shall be developed so that adjacent uses are compatible with each other." As detailed in the staff report, the applicant will adhere to buffering strategies to minimize the impact of this development on surrounding uses.</i></p> <p><i>Yes, the request is consistent with SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN.</i></p> <p><i>POLICY 2.125-M of the Comprehensive Plan, the Planned Development process</i></p>
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. See this staff report for data and analysis on surrounding uses and compatibility.</i>
How the concurrency requirements will be met if the development were built.	<i>The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See this staff report for data and analysis.</i>

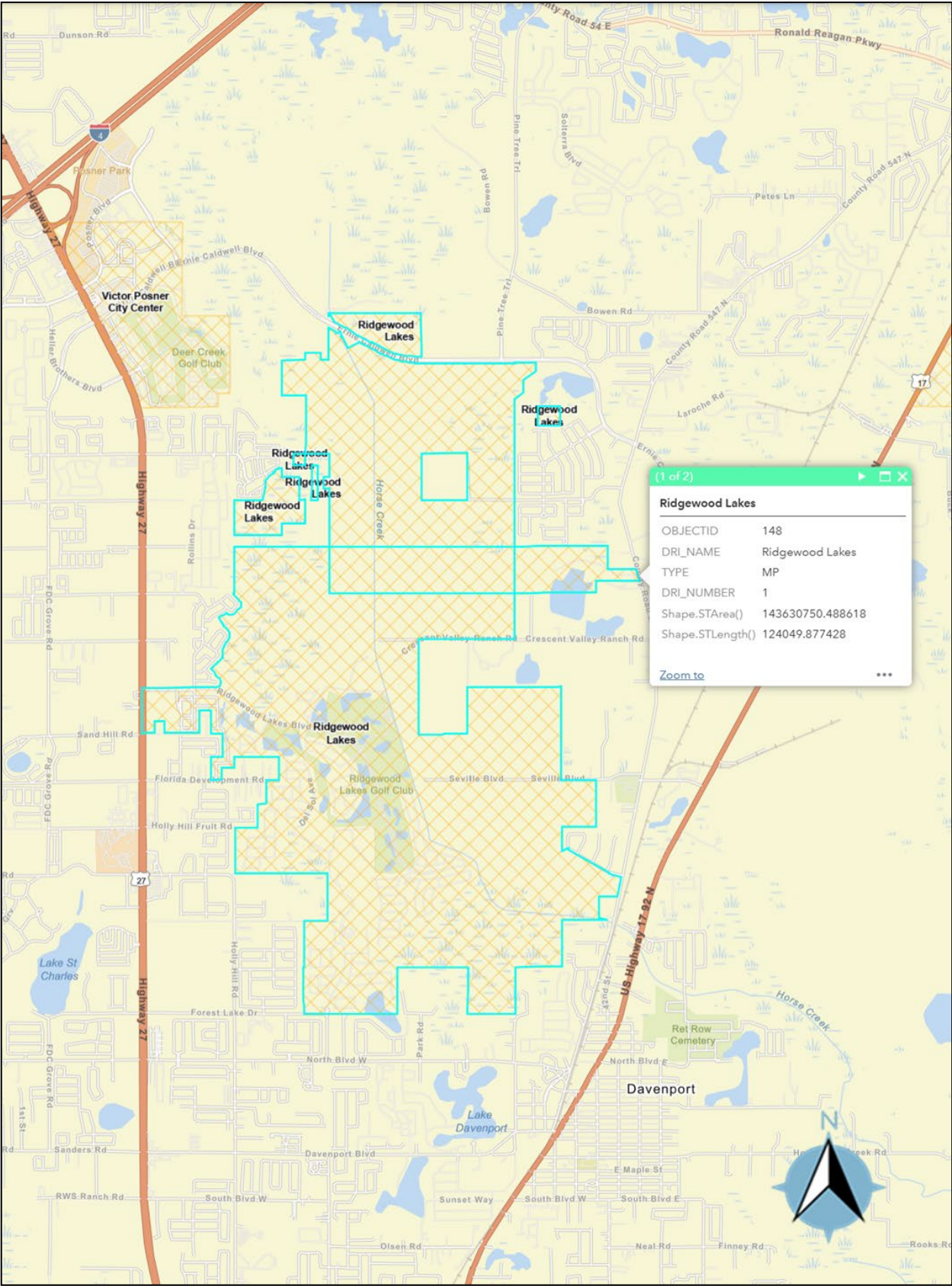
Comments from other Agencies: This Staff Report was produced with input from Engineering, Roads & Drainage, The Floodplain Manager, Polk County School Board, and Fire Marshal.

Exhibits:

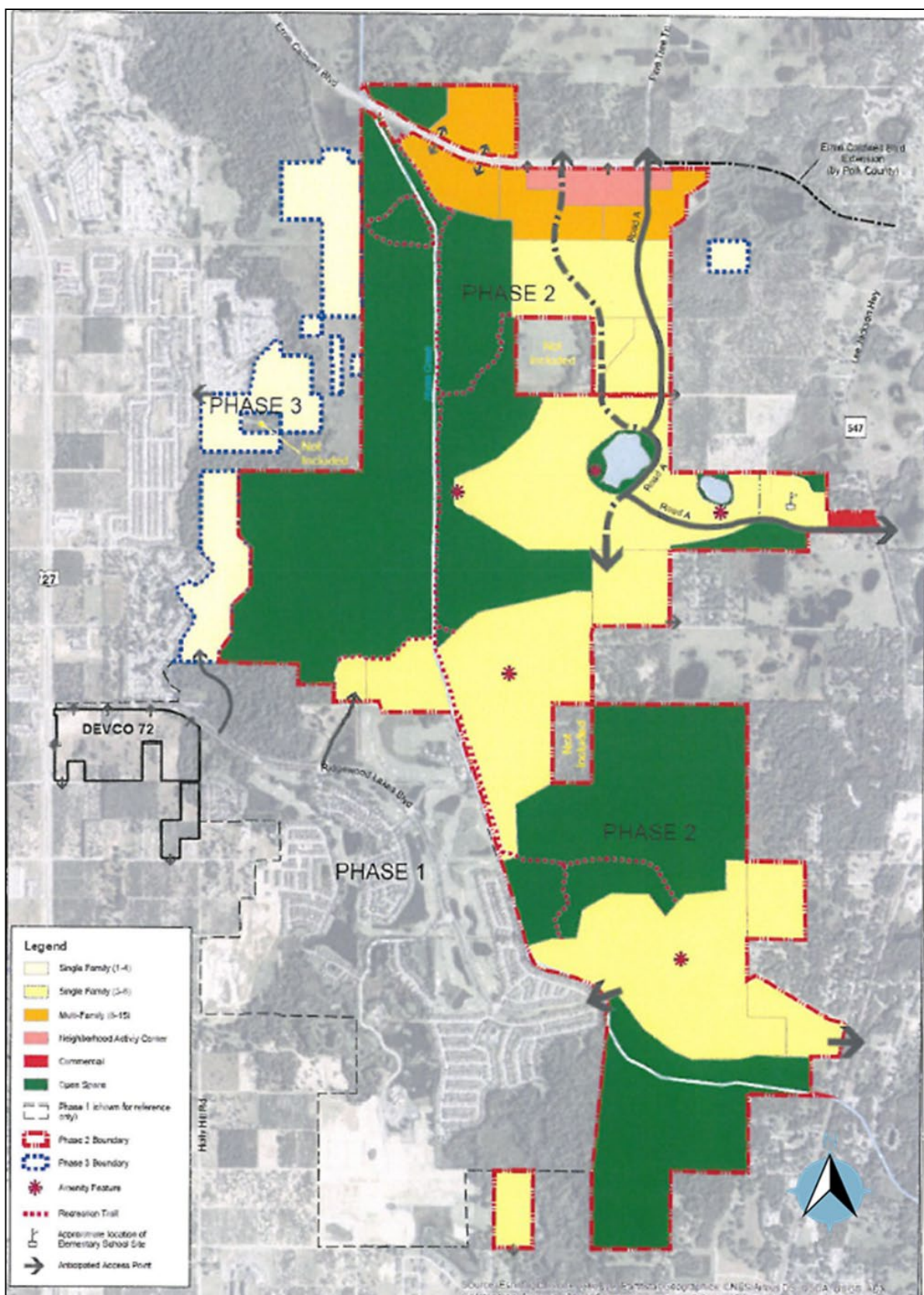
Exhibit 1	Location Map
Exhibit 2	Ridgewood Lakes DRI – All Phases
Exhibit 3	Ridgewood Lakes DRI Phase 2 Map H
Exhibit 4	Aerial Image (Context)
Exhibit 5	Future Land Use Map
Exhibit 6	Aerial Image (Close)
Exhibit 7	Site Plan
Exhibit 8	Site Plan Data
Exhibit 9	Open Space & Amenity Plan



Location Map

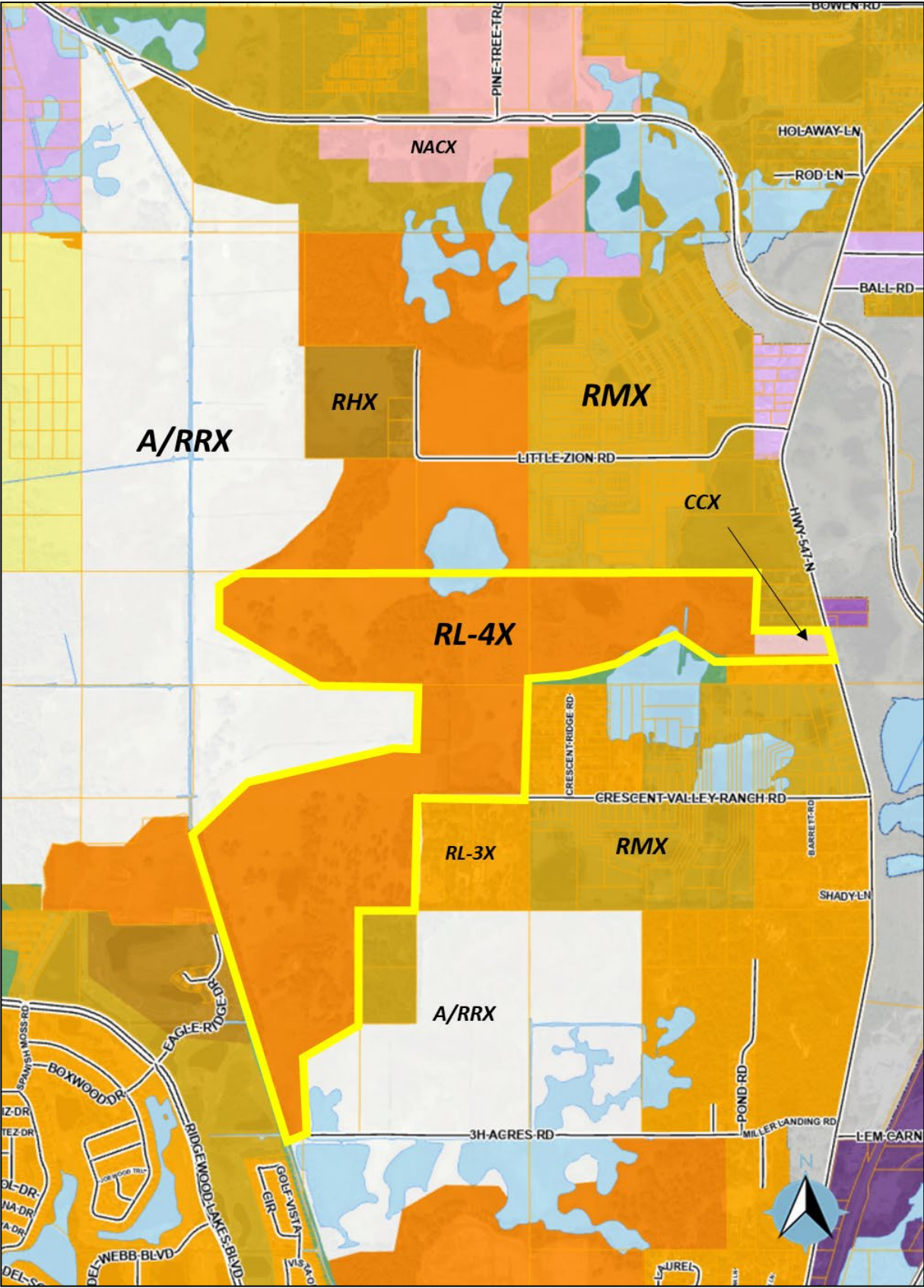


Ridgewood Lakes DRI – All Phases

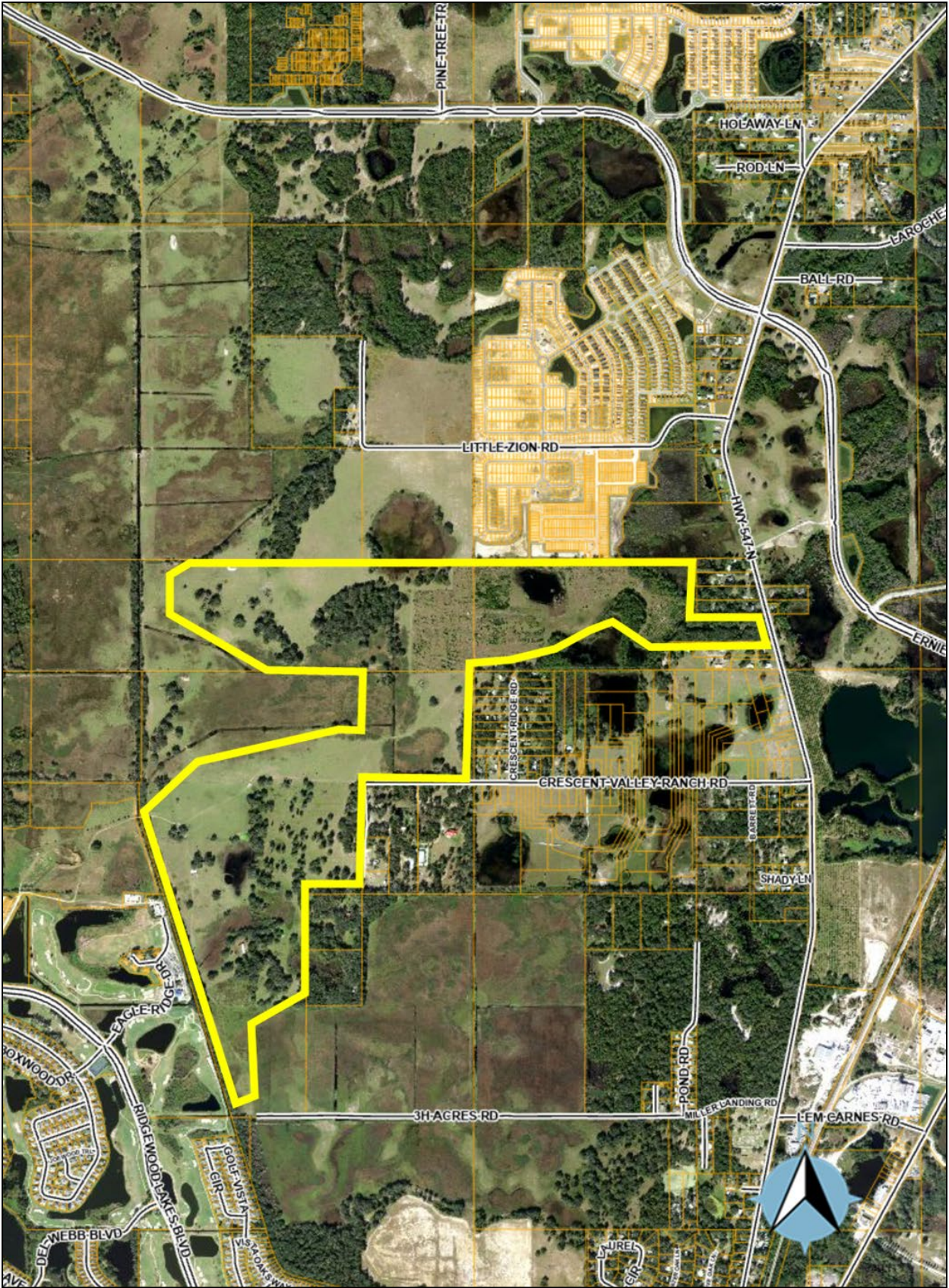


Ridgewood Lakes Phase 2 Map H

DRC Findings/Recommendation
Level 3/IAN 7/31/2025 10:50:59 AM



Future Land Use Map



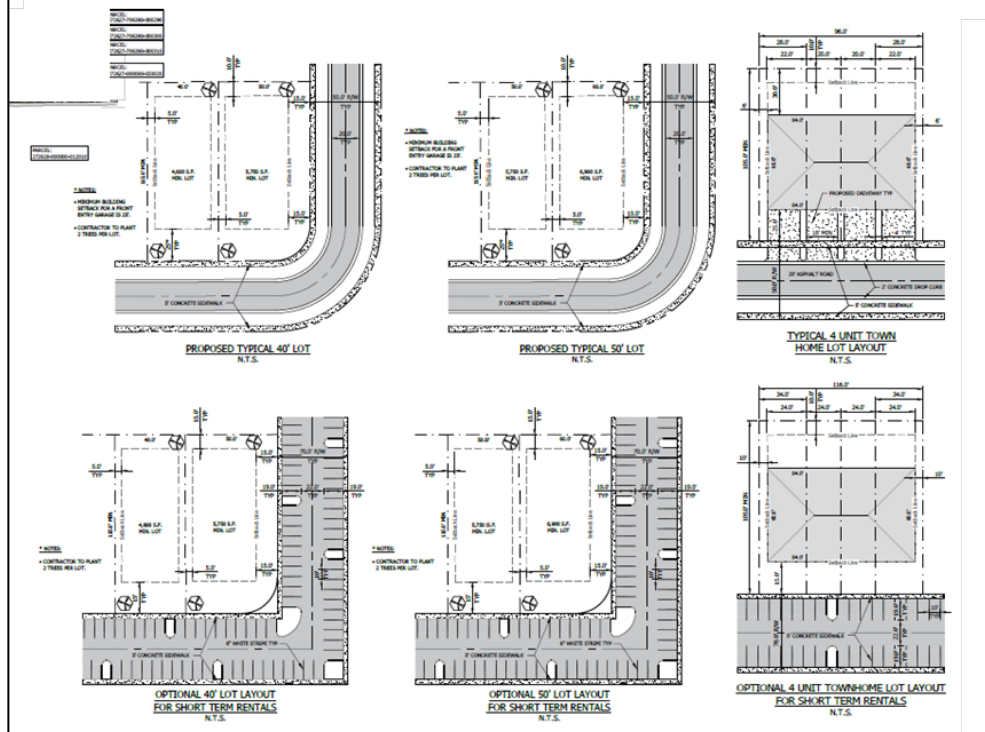
Aerial Image - Close

DRC Findings/Recommendation
Level 3/IAN 7/31/2025 10:50:59 AM

SITE DATA:

PARCEL INFORMATION:

PARCEL IDS:	PARCEL 1: 272621-000000-022000, PARCEL 2: 272622-000000-042010 PARCEL 3: 272628-000000-014010
TOTAL PROJECT AREA:	373.6± AC
PROPOSED USE:	RESIDENTIAL
PROPOSED TOTAL RESIDENTIAL DENSITY:	1,599 TOTAL UNITS (4.28 DU/AC)
PROPOSED SINGLE-FAMILY RESIDENTIAL LOTS:	995 UNITS
MINIMUM SINGLE-FAMILY RESIDENTIAL LOT SIZE:	4,600 S.F. 40's LOTS = 406 (41±% OF S.F. UNITS) 50's LOTS = 589 (59±% OF S.F. UNITS)
PROPOSED TOWNHOME RESIDENTIAL LOTS:	604 UNITS (38±% OF TOTAL UNITS)
MINIMUM TOWNHOME RESIDENTIAL LOT SIZE:	2,100 S.F.
MAXIMUM STRUCTURE HEIGHT:	50'
FLOOD ZONE:	"X" & "A"
FIRM PANEL:	12105C0230H
FIRM DATE:	DECEMBER 22, 2016
LAND USE:	RL-4X
SELECT AREA PLAN (SAP):	NORTH RIDGE
PARKING SPACES PROVIDED ON EACH LOT (2 PER LOT):	3,198
OFF-STREET PARKING SPACES:	284
TOTAL PARKING SPACES FOR RES. DEVELOPMENT:	3,482 (*DOES NOT INCLUDE PARKING AT RECREATION AREAS)
TOTAL DEVELOPABLE AREA (TDA):	373.57 ACRES
REQUIRED OPEN SPACE (20% OF TDA):	74.71 ACRES
OPEN SPACE PROVIDED:	113.97 ACRES (30% +/-)
REQUIRED RECREATIONAL SPACE (500 sq.ft / Lot):	18.35 ACRES
RECREATION SPACE PROVIDED:	18.40 ACRES



Site Plan Data

OPEN / RECREATION SPACE TABLE

OPEN SPACE ID	DESCRIPTION	AREA (ACRE)	MAINTENANCE ENTITY
OS-1	OPEN SPACE ONLY	12.32	CDD
OS-2	OPEN SPACE ONLY	3.56	CDD
OS-3	OPEN SPACE W/ RECREATION	2.24	CDD
OS-4	OPEN SPACE W/ RECREATION	3.95	CDD
OS-5	OPEN SPACE ONLY	0.31	CDD
OS-6	OPEN SPACE ONLY	3.09	CDD
OS-7	OPEN SPACE ONLY	0.96	CDD
OS-8	OPEN SPACE ONLY	5.57	CDD
OS-9	OPEN SPACE W/ RECREATION	4.66	CDD
OS-10	OPEN SPACE W/ RECREATION	5.66	CDD
OS-11	OPEN SPACE W/ RECREATION	1.58	CDD
OS-12	OPEN SPACE W/ RECREATION	0.31	CDD
OS-13	OPEN SPACE ONLY	0.34	CDD
OS-14	OPEN SPACE ONLY	0.43	CDD
OS-14	OPEN SPACE ONLY	0.43	CDD
-	PONDS	69.56	CDD
TOTAL OPEN SPACE		114.72	
TOTAL RECREATIONAL SPACE		18.40	

AMENITY TABLE

OPEN SPACE ID	DESCRIPTION	AMENITY TYPE	AMENITY POINTS	MAINTENANCE ENTITY
A-1	COMMUNITY POOL	IV	200	CDD
A-2	CLUBHOUSE	IV	200	CDD
A-3	PLAYGROUND	II	75	CDD
A-4	PICNIC PAVILION	II	75	CDD
A-5	TOT LOT	II	75	CDD
A-6	PICNIC PAVILION	II	75	CDD
A-7	PLAYGROUND	II	75	CDD
A-8	COMMUNITY POOL	IV	200	CDD
A-9	CLUBHOUSE	IV	200	CDD
A-10	DOG PARK	II	75	CDD
A-11	DOG PARK	II	75	CDD
A-12	DOG PARK	II	75	CDD
A-13	PICNIC PAVILION	II	75	CDD
A-14	PLAYGROUND	II	75	CDD
A-15	TOT LOT	II	75	CDD
TOTAL AMENITY POINTS			1,625	
TOTAL AMENITY POINTS REQUIRED			1,599	

Open Space & Amenity Plans