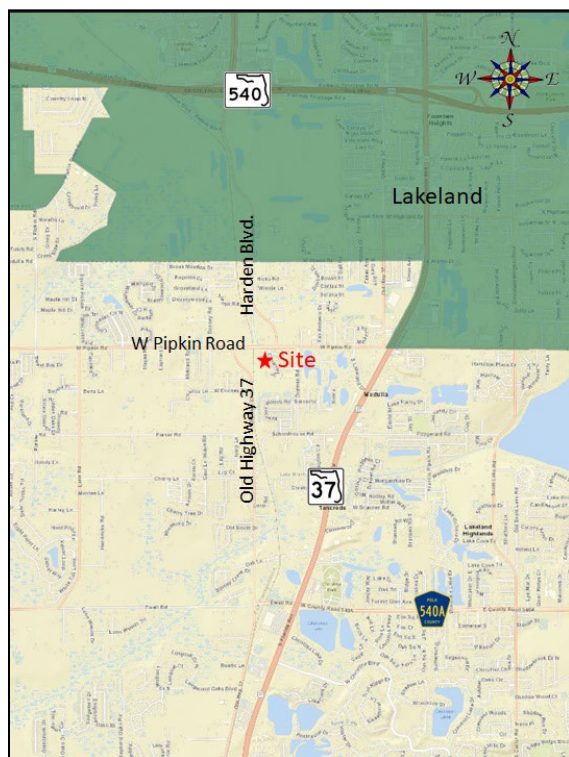


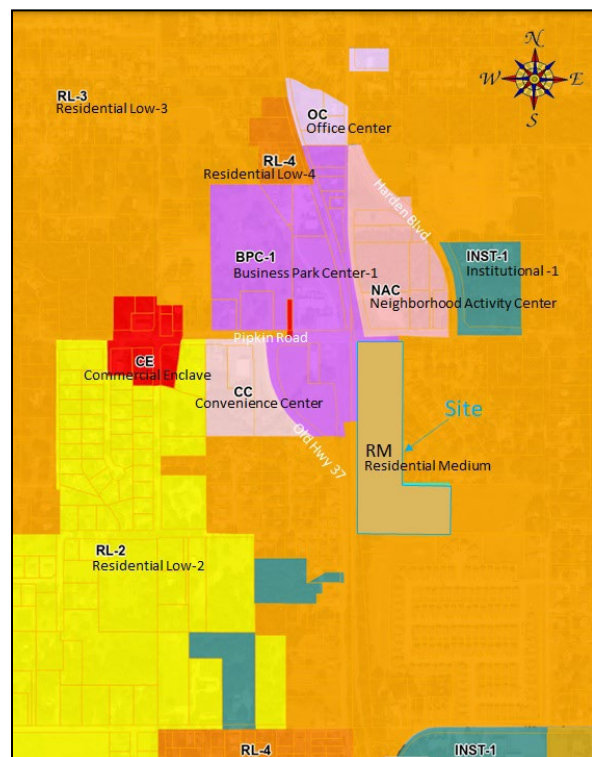
POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: November 10, 2022	Level of Review: 4
PC Date: February 1, 2023	Type: Comprehensive Plan Amendment
BoCC Date: March 21, 2023	Case Numbers: LDCPAS-2022-31
	Case Name: Pipkin Road CPA
Applicant: Daniel P. Kovacs, Terravest Global Engineering Services, LLC	Case Planner: Robert Bolton, Planner III

Request:	A Future Land Use designation change from Business Park Center (BPC) and Residential Low (RL) to Residential Medium (RM)
Location:	The subject property is located on the south side of Pipkin Road W, east of Old Highway 37, west of Cimarron Drive and north of Krenson Woods south of the city limits of Lakeland, in Section 12, Township 29 and Range 23.
Property Owner:	GG VI Investments LLC
Parcel Size (Number):	10.93 +/- acres (Parcel #(s) 232912-000000-043050)
Development Area/Overlays:	Transit Development Area (TSDA)
Nearest Municipality:	City of Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Approval (6:1)
Public Comment:	None
DEO Objections	N/A – Department of Economic Opportunity (DEO)



Location Map



Proposed Future Land Use

Summary of Analysis

This is an applicant request for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Designation from Business Park Center (BPC) and Residential Low (RL) in the Transit Supportive Development Area (TSDA) to Residential Medium (RM) on 10.93+/- acres. The northern 3.39+/- acres of the site having a Land Use designation of Business Park Center (BPC) and the southern 7.54+/- acres having a Land Use designation of Residential Low (RL). The site is located in the TSDA located on the south side of Pipkin Road W, east of Old Highway 37, west of Cimarron Drive and north of Krenson Woods south of the city limits of Lakeland, in Section 12, Township 29 and Range 23.

Compatibility Summary

The proposed land use change is compatible with the growth that has occurred in this area. The subject site is located within the Transit Supportive Development Area (TSDA), in which a mixture of uses is required and needed to support employment options. The subject currently has Land Use designations of BPC on the northern portion and RL on the southern portion. East of the site is an area of RL residential development, adjacent to the subject's BPC and RL Land Uses. The western boundary of the site is a CSX rail line. Pipkin Road West is currently undergoing a widening project that will four (4) lane Pipkin Road West from South Florida Avenue to County Line Road. The proposed Residential Medium (RM) would be a transitional use between the RL on the east to the BPC to the west and NAC to the northwest. The site has an electrical transmission line easement, approximately 100 feet in width, crossing the northern portion of the site from northwest to southeast.

Infrastructure and Urban Services Summary

The proposed CPA is not anticipated to degrade the Level-of-service (LOS) standard for transportation, the locally zoned schools, fire, EMS and sheriff public safety resources. The subject site will be connected to the City of Lakeland's water and Polk County Southwest Regional Utilities for wastewater. There are no wells on the subject site.

Environmental Conditions Summary

The proposed request is not anticipated to have a negative impact upon the environmental features present on site. However, the subject site is located within the one-mile radius of a protected animal and plant species sighting. The project site is located within an Airport Impact District as indicated in exhibits within this staff report. The subject site is not associated with any historical or archeological sites. The subject site has no surface water, wetlands or flood zones.

The subject site is not located within an airport height notification zone, there are no historical or archeological resources, and there are no indicated protected species. The subject site has no surface water, wetlands or flood zones, the soils are not of a problematic type.

Comprehensive Plan Policies Considered

- Section 2.102 – General Growth Management policies
- Section 2.104 – Transit Supportive Development Areas (TSDA) policies
- Section 2.119-A – Residential policies
- Section 2.120-D – Residential Medium policies
- Policy 3.204-D – Airport-Impact District

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request to change the Future Land Use (FLU) designation from Business Park Center (BPC) and Residential Low (RL) to Residential Medium (RM) in the Transit Supportive Development Area (TSDA).
- The subject site is located on the south side of Pipkin Road West with the BPC district fronting Pipkin Road West with a depth of 350+/- feet of depth, with the RL district comprising the southern portion of the site. The subject site is located in the TSDA.
- The proposed FLU change totals approximately 10.93+/- acres. The subject site is located on the south side of Pipkin Road W, east of Old Highway 37, west of Cimarron Drive and north of Krenson Woods south of the city limits of Lakeland, in Section 12, Township 29 and Range 23.

Compatibility

- The subject's surrounding uses are as follows:
 - North of the subject site is Neighborhood Activity Center (NAC) with a portion developed with a convenience store with gas, the remainder is vacant.
 - East of the subject site is Residential Low -3 (RL-3) is an attached housing residential development, Cimarron which was developed in the 1980's and a vacant parcel of RL land.
 - South of the subject site is Residential Low -3 (RL-3) with the Krenson Woods residential development which was developed in 2008.
 - West of the subject site is Residential Low-3 (RL-3) residential development which was developed starting in the 1950's and 1960's, and Business Park Center-1 (BPC-1) with retail and storage.
- A portion of the site is Business Park Center (BPC) with the remainder of the BPC west of the site on the north and south sides of Pipkin Road West. There is a Commercial Enclave (CE) about a quarter of a mile to the west at the Dossey Road and Pipkin Road West intersection. SR 37, South Florida Avenue, in this area is a Linear Commercial Corridor (LCC), is about a half a mile east of the subject site.
- The surrounding uses are predominantly residential uses with a recently approved Residential Medium development approximately a half mile to the west of the subject on the north side of Pipkin Road West.

Infrastructure

- The zoned schools for the site are Medulla Elementary, Southwest Middle School, and George Jenkins High School.
- First responder Fire/EMS response will be from Polk County Fire Rescue Station 2, 2523 Ewell Road, Lakeland with a travel distance of 2.9+/- miles.
- The subject site is within the Northwest District Commend Area for the Sheriff's office which is located at 1045 Wedgewood Estates Boulevard, Lakeland.

- The subject site is within the City of Lakeland’s Utility Service Area for potable water and Polk County Southwest Regional Utilities for wastewater.
- The site has an electrical transmission line easement, approximately 100 feet in width, crossing the northern portion of the site from northwest to southeast.
- Pipkin Road West from Pipkin Road South to Harden Boulevard (west of the subject) is a four (4)-lane divided urban collector, running east and west. It is monitored by the Polk County Transportation Planning Organization (TPO) with a Level of Service (LOS) of “C” and a standard of “D”. This section is being widened from Harden Boulevard to Medulla Road.
- Pipkin Road West from Harden Boulevard to South Florida Avenue (east of the subject) is a two (2)-lane, with center turn-lane, urban collector, running east and west. It is monitored by the Polk County Transportation Planning Organization (TPO) with a Level of Service (LOS) of “D” and a standard of “D”. This section is being widened from Harden Boulevard to South Florida Avenue. The eastbound lane of Pipkin Road West was closed for 17 months on January 24, 2022; the lane is scheduled to reopen in June 2023.
- Old Highway 37 from Pipkin Road West to Shepherd Road is a two (2)-lane urban collector, running north and south. It is monitored by the Polk County Transportation Planning Organization (TPO) with a Level of Service (LOS) of “C” and a standard of “D”.
- Harden Boulevard is a five two (2)-lane, with center turn-lane, undivided urban collector running east and west. It is monitored by the TPO with a Level of Service (LOS) of “D” and a standard of “D”. The LOS is primarily due to the high volume of PM peak hour traffic.
- The subject site currently has sidewalks along the south side of Pipkin Road West.
- Citrus Connection runs the Lime Flex line along Pipkin Road West with a stop at Pipkin Road and Cimarron Drive.
- Parks in the area include Christina Park which is located at 625 CR 540A, Lakeland and is approximately 2 miles south of the site.

Environmental

- The subject site is approximately 161 feet above sea level at the northern and southeastern sides of the site and slopes to the center to an elevation of approximately 145 feet..
- According to the soil survey by the United States Department of Agriculture the subject site is made up of Tavares fine sand, 0 to 5 percent slopes, and Smyrna and Myakka fine sands. Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual.

- According to Polk County Endangered Habitat Maps, the subject site is located within a one-mile radius of an observed a protected animal species siting (Source: Florida Department of Environmental Protection, 2015). The applicant will be required to submit a biological walk-over as part of the Level-2 review process.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The subject site is not within a Wellfield Protection district. The nearest public Wellfields are approximately 2 miles south of the site.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:
 - a. there have been provisions made which buffer incompatible uses from dissimilar uses;
 - b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;
 - c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.104-A5: Development Criteria -- Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:
 - a. provide access to transit facilities;
 - b. connect to centralized potable water and sanitary sewer systems;

- c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
 - d. implement “Complete Street” and “Conservation Development” principles as established under Section 2.1251, Community Design, of this element;
 - e. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;
 - f. provide access to civic space, parks, green areas, and open space and other amenities;
 - g. be supported by public safety (i.e., fire, EMS and law enforcement);
 - h. have access to public schools;
 - i. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.
 - j. encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.
- POLICY 2.119-A2: Location Criteria - Residential land use categories shall be established throughout the County with consideration being given to the following criteria:
 - a. Access to county-maintained roads or roads constructed to County standards.
 - b. Proximity to Activity Centers.
 - c. Adequacy of water and sewage disposal systems (public and private).
 - d. Adequacy and response time for public safety services - fire, police, and emergency medical service.
 - e. Adequacy of recreation facilities.
 - f. Proximity of incompatible land uses.
 - g. Development limitations, and,
 - h. Urban Sprawl Criteria set forth in POLICY 2.102-A10.
 - POLICY 2.120-D3: Location Criteria - Residential-Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEAs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.
 - POLICY 2.120-D4: Development Criteria - Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.

Development Review Committee (DRC) Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the DRC finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the DRC recommends **APPROVAL of LDCPAS-2022-31**

Planning Commission Decision: On February 1, 2023, in an advertised public hearing, the Planning Commission voted 6:1 to **recommend APPROVAL of LDLCPA-2022-31.**

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

NOTE: 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.

NOTE: Approval of this request is only for Level 4 Review and only for those development decisions within the Board of County Commissioners purview. A Level 2 Review (engineered plans) will be required for all site development and shall implement 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.

Surrounding Land Use Designations and Current Land Use Activity

Table 1: Surrounding Uses

NW BPC-1 Animal Clinic, self-storage, rail line	N NAC Convenience Store with Gas Circle K	NE NAC Vacant
W BPC-1, RL-3 Retail & Storage, Residential development, rail line	Subject Property BPC-1, RL-3 Vacant	E RL-3 Residential Development & Vacant Cimarron
SW RL-3 Residential Development Rail line	S RL-3 Residential Development Krenson Woods	SE RL-3 Vacant

Source: Site Visit and Polk County GIS Data Viewer

The land use to the north and northeast of the subject is Neighborhood Activity Center (NAC) which a portion has been developed with a convenience store with gas and the remainder of the NAC district is vacant land. To the east, southeast, south and southwest is a RL-3 district. To the east is the residential development Cimarron South, an attached housing development, built in the 1980's. A small tract of vacant RL land abuts the subject on the southeastern corner. To the south is the Krenson Woods Residential development which was constructed in 2008 and sat dormant for several years. Southwest is an older residential district that has experienced sporadic development from the 1960's to recent times. This area is approximately 75% developed. Along the western border of the subject site is a CSX rail line. To the west are areas of RL-3 and BPC-1. The residential area was developed in the early 1980's with the BPC predominantly vacant. The BPC development is an older warehouse structured originally constructed in the 1940's or 1950's and is currently operated as retail and flex type space. To the northwest is an area of BPC-1 which includes a veterinary clinic and a recently constructed self-storage facility. In 2010 the realignment of Harden Boulevard and Old Highway 37 occurred in the area, at this time a County initiated Land Use Amendment was put forward which created the BPC district on the subject parcel due to the rail line on the western border of the site.

Compatibility with the Surrounding Land Use:

According to *Policy 2.102-A2* of Polk County’s Comprehensive Plan, “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; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.” The adopted definition for compatibility states it is “a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”

The subject site is located within the Transit Supportive Development Area (TSDA) where a mixture of uses is required and needed to support employment options. The site is on the south side of Pipkin Road West and east of the CSX rail line and is comprised of 10.93+/- acres. The site has an electrical transmission line easement, approximately 100 feet in width, crossing the northern portion of the site from northwest to southeast. With the powerline easement the development on the subject site will tend to require clustering which is typical of the RM district. The northern 3.39+/- acres of the site having a Land Use designation of Business Park Center (BPC) and the southern 7.54+/- acres having a Land Use designation of Residential Low (RL). Table 1 displays the surrounding uses to the subject site. The site is located at the intersection of Pipkin Road West and Harden Boulevard to the north and Old Highway 37 to the south, with the CSX rail line on the western boundary of the site. The immediate intersection area is predominantly Neighborhood Activity Center (NAC) and Business Park Center (BPC) with an area of Residential Low to the east, south and southwest. East of the site is the Cimarron attached residential development developed in the 1980’s with a density of approximately 5.6 units per acre (72 units), to the east is the Towne and County Townhome community developed in the mid 1980’s with an approved density of approximately 10.4 units per acre. The proposed Residential Medium permits a density of ten (10) units per acre (109 units) with a Level 2 Review and up to ten (10) units per acre (109 units) with a Planned Development (PD). RM also allows for a mixture of housing types including attached housing and townhomes.

In summary, the subject site is located within the TSDA, on an Urban Collector road with full public services and in close proximity to Convenience Centers and transportation needs. The proposed RM will provide a transitional use between the RL to the east and the BPC and NAC to the west and northwest.

Nearest Elementary, Middle, and High School:

The schools zoned for the subject property, as shown in Table 2, include Medulla Elementary, Southwest Middle School, and George Jenkins Senior High. If approved, this request may result in permanent residential dwellings that will increase the demand on public schools. At the time, there is currently available capacity at the zoned schools. Developments are required to achieve school concurrency to ensure there is adequate support. School capacities will be reviewed again during the binding school concurrency determination process at Level 2.

Table 2: Schools

School	Distance	Estimated Demand	Enrolment	Capacity	Utilization
Medulla Elementary	0.9± miles	21 students	515	806	64%

Southwest Middle School	3.6± miles	5 students	800	1,093	73%
George Jenkins Senior High	4.7± miles	8 students	2,450	2,672	92%

Source: Polk County School Board

Nearest Sheriff, Fire, and EMS Station:

The nearest Sheriff District office is located approximately 11.5 miles from the subject site. Response times vary depending on where the nearest sheriff's deputy patrol car is located rather than the district office. The nearest Fire and EMS station is approximately 2.9 miles southwest of the subject site.

Table 3: Public Safety

	Name of Station	Distance/Response Time*
Sheriff	Northwest District Command (1045 Wedgewood Estates Blvd., Lakeland)	Priority 1 – 10:36 min Priority 2 – 19:47 min
Fire/EMS	Station 2 (2523 Ewell Road)	2.9 ± miles / 7 min
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 Sewer Capacity and Service Provider:

Table 4 below details the estimated impact to potable water and wastewater services based upon the buildout for the proposed FLU on the subject site. The subject property is within the City of Lakeland Service area for water and Polk County Southwest Regional Utilities for wastewater.

A. Available Capacity:

Table 4: Estimated Water and Sewer Impact Analysis

Permitted Density / Intensity	Maximum Permitted in Existing Land Use BPC and RL	Maximum Permitted in Proposed RM
3.39± acres BPC 74,052 sq. ft. 7.54± acres RL	3.39± acres (147,668 sf) X 0.75 FAR = 110,751 sf 7.54± acres RL X 7du = 52 du	10.93± acres X 10 du = 109 du
Potable Water Consumption	110,751 sf X 0.24 = 26,580 GPD 52 du X 360 gpd = 18,720 GPD	109 du X 360 gpd = 39,240 GPD
Wastewater Generation	26,580 GPD X 80% = 21,264 GPD 52 du X 270 gpd = 14,040 GPD	109 du X 270 gpd = 29,430 GPD

B. Service Provider:

The subject site is serviced by the City of Lakeland for water and Polk County Southwest Regional Utilities for wastewater. The potable connection point is an eight (8) inch main along Pipkin Road W. directly on the south side of the subject site. There is available capacity for wastewater and connection will be addressed at Level 2. Water is provided by the City of Lakeland who have stated that there is capacity available for the subject site.

C. Available Capacity:

There is available capacity for wastewater and connection will be addressed at Level 2. Water is provided by the City of Lakeland who have stated that there is capacity available for the subject site.

Roadways/Transportation Network:

A. Estimated Demand:

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed Future Land Use designation change to RM, at maximum density, will generate less than the current combination of BPC and RL land uses.

Table 5: Estimated Transportation Impact Analysis

Permitted Density / Intensity	Maximum Permitted in Existing Land Use BPC and RL	Maximum Permitted in Proposed RM
3.39± acres BPC 74,052 sq. ft. 7.54± acres RL	3.39± acres (147,668 sf) X 0.75 FAR = 110,751 sf 7.54± acres RL X 7du = 52 du	10.93± acres RL X 10du = 109 du
Average Annual Daily Trips (AADT)	110.751 X 1.71 AADT = 189 Trips 52 du X 7.81 AADT = 406 Trips Total = 595 Trips	109 du X 6.74 AADT = 735 Trips
PM Peak Hour Trips	110.751 X 0.18 AADT = 20 Trips 52 du X 1.00 AADT = 52 Trips Total = 72 Trips	109 du X 0.51 AADT = 56 Trips

Source: Concurrency Manual: BPC @ Warehouse 1.71 AADT per 1,000 sf, 0.18 AADT per 1,000 sf PM Peak Hour, Single-family @ 7.81 AADT per du and 1.00 AADT PM Peak Hour,

B. Available Capacity:

Table 6, following this paragraph, displays the available capacity for West Pipkin Road, Harden Boulevard, and Old Highway 37. There is available capacity in the PM Peak Hour for maximum buildout.

Table 6: Roadway Link Concurrency

Link #	Road Name	Lane Type*	Current LOS	Available Peak Hour Capacity	Minimum LOS Standard	Project 5 Year LOS
8338E 8338W	Pipkin Road West Pipkin Rd S to Harden Blvd.	4D UC	C	822 789	D	C
8339E 8339W	Pipkin Road West Harden Blvd. to S. Florida Ave.	3B UC	D	941 904	D	C
8013N 8013S	Harden Blvd. Pipkin Rd W to SR 570 (Polk Parkway)	3B UC	D	582 551	E	D
4127N 4127S	Old Highway 37 Shepard Road to Pipkin Rd W	2U UC	C	322 340	D	C

*Source: Polk County Transportation Planning Organization, 2022 Roadway Network Database April 2022. *4D means four-lane divided, 3B means two-lane center turn-lane, 2U means two lane undivided, UC means Urban Collector*

C. Roadway Conditions:

West Pipkin Road, Harden Boulevard, and Old Highway 37 are all urban collector roads which intersect at the location of the subject site. Both Harden and Old Highway 37 have signalized intersections with West Pipkin Road. West Pipkin Road is currently being widened between Medulla Road to the west and South Florida Avenue to the east. Old Highway 37 and Pipkin Road West between Harden Boulevard and Pipkin Road South have LOS of “C”. Pipkin Road West between Harden Boulevard and South Florida Avenue has a current LOS of “D” with a 5-year Projected LOS of “C” after the road widening project is completed. Harden Boulevard has a current

and projected LOS of “D” primarily due to the high volume of traffic during the PM peak hour.

D. Sidewalk Network:

Currently there is a sidewalk along the north side of the subject site, the south side of W. Pipkin Road.

E. Planned Improvements:

West Pipkin Road is currently being widened. The eastbound lane of West Pipkin Road between Harden Boulevard and South Florida Avenue closed for 17 months on January 24, 2022. The lane is scheduled to reopen in June 2023. Eastbound traffic on West Pipkin Road traveling toward South Florida Avenue is being detoured onto Old Highway 37 south to Ewell Road, then east to South Florida Avenue. Eastbound traffic can turn northbound onto Harden Boulevard, but the eastbound travel lane is blocked to traffic past Harden Boulevard. Commuters can expect slower traffic and congestion, particularly at peak hour times.

West Pipkin Road is being widened from two to four lanes from Medulla Road to Harden Boulevard, with one lane to be added from Harden Boulevard to South Florida Avenue. New signals, sidewalks, street lighting and utility improvements will also be constructed as part of the road widening.

F. Mass Transit:

Citrus Connection runs the Lime Flex line along West Pipkin Road with a stop located at W. Pipkin Road and Cimarron Drive adjacent to the east of the subject site.

Environmental Conditions:

Any impact to surface water, wetlands, and storm water management will be in accordance with the requirements of the Comprehensive Plan and Land Development Code.

A. Surface Water:

There are no wetlands on the subject site. The area is relatively flat with the highest points located near the northern side and southeastern sides of the site, at an elevation of approximately 161 feet, with the lowest parts of the property located near the center of the property with an elevation of approximately 145 feet with the downward trending toward the center of the property.

B. Wetlands/Floodplains:

According to the Polk County Data Viewer the subject site does not indicate any flood zones or wetlands.

C. On-Site Soils:

The subject site is comprised of two (2) different soil types: Tavares fine sand, 0 to 5 percent slopes, and Smyrna and Myakka fine sands. Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual. The reported soils are based on the United States Department of Agriculture (USDA) Soils Survey.

Table 7

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Tavares fine sand, 0 to 5 percent slopes	Slight	Moderate	86+/-%
Smyrna and Myakka fine sands	Severe	Severe	14+/-%
Source: Soil Survey of Polk County Florida 1990			

C. Wells (Public/Private):

The applicant did not indicate any wells located on the property. The subject property is not within a Wellfield Protection District. The closest Wellfield Protection District is approximately 2 miles south of the site.

D. Archeological Resources

There are no known historical or archeological resources onsite according to the Secretary of the State's Department of Historical Resources Florida Master File.

E. Protected Species

According to Polk County Protected Species Observation Map and the Florida Fish & Wildlife Conservation Commission (2015), the subject site is located within a one-mile radius of endangered animals. The applicant will submit a biological walk-over as part of the Level-2 review process.

F. Airports:

The subject site is located within the Lakeland Regional Airport Impact District (AID) and Airport Height Notification Zone. The Airport Height Notification Zone is established to regulate the height of structures and objects of natural growth in areas lying beneath the primary, approach, transitional, horizontal and conical surfaces around each public-use airport in Polk County. As the subject site is east of the Lakeland Regional Airport it is in the Conical Surface Limit boundary. The Conical Surface, according to the Polk County Airport Zoning Regulations (Adopted 09/06/2019), is a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. No height limitation is provided for Conical Surface in the Polk County Airport Zoning Regulations.

Park Facilities:

The nearest park is Christina Park. The closest environmental sites are Scott Lake Conservation Easement and Lakeland Highlands Scrub.

A. Location:

Christina Park, which is located at 625 CR 540A, Lakeland and is approximately 2 miles south of the site.

B. Services:

The park's current hours of operation are from 5 a.m. to 10 p.m. and offers Walking trails, baseball fields and leagues, softball fields, picnic shelters, and pavilions.

C. Multiuse Trails:

The closest free hiking trails are the Lakeland Highlands Scrub located southeast of the site.

D. Environmental Lands:

The Scott Lake Conservation Easement is located south of Lakeland and is comprised of 551 acres of natural Florida lands and wetland with walking trails, cycling, picnic areas, restrooms, and wildlife viewing.

E. Planned Improvements:

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

Consistency with the Comprehensive

The following policies in Table 8 have been included as being the most relevant policies to the proposed request. The policy is first stated and then an analysis of how the request may or may not be consistent with the County's Comprehensive Plan is provided.

Table 8 Comprehensive Plan Policy

Comprehensive Plan Policy	Consistency Analysis
Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The existing uses surrounding the site are mostly single family detached with attached housing to the east and non-residential uses along Pipkin Road West. Pipkin Road West is currently being widened and will have a larger pavement width and have an increased capacity for more traffic. Approval of this amendment will provide for more housing alternatives. This request is compatible with the surrounding area and infrastructure.
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 request is in an area with public water and sewer available and a soon to be four lane divided roadway. Therefore, the request is consistent with the policy.
Policy 2.102-A3: Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	
Policy 2.102-A4: Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	The request is for RM where all forms of infrastructure are available for residential development on the subject site. Therefore, the timing of development of the subject site is consistent with the Comprehensive Plan's growth management strategy.

Comprehensive Plan Policy	Consistency Analysis
<p>Policy 2.102-A10: Location Criteria - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable</p>	
<p>POLICY 2.119-A2: Location Criteria - Residential land use categories shall be established throughout the County with consideration being given to the following criteria:</p> <ul style="list-style-type: none"> a. Access to county-maintained roads or roads constructed to County standards. b. Proximity to Activity Centers. c. Adequacy of water and sewage disposal systems (public and private). d. Adequacy and response time for public safety services - fire, police, and emergency medical service. e. Adequacy of recreation facilities. f. Proximity of incompatible land uses. g. Development limitations, and, h. Urban Sprawl Criteria set forth in POLICY 2.102-A10. 	<p>The request is consistent with this policy as the subject site has access to a County maintained road, near a Commercial Enclave (CE) at the intersection of Dossey Road, as well as the Linear Commercial Corridor (LCC) along South Florida Avenue and is located on Pipkin Road West, capacity in the utilities and transportation systems, and is not urban sprawl.</p>
<p>POLICY 2.120-D3: Location Criteria - Residential-Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.</p>	<p>The request is in the TSDA and therefore consistent with the location criteria of this policy.</p>

Urban Sprawl Analysis

Polk County's Comprehensive Plan *Policy 2.102-A10* establishes review criteria intended to discourage the proliferation of urban sprawl. Specific characteristics of urban sprawl have been examined throughout this staff report and are summarized in Table 7 (below). Based on the

findings of fact and analysis conducted, the proposed request does not meet the criteria to be considered as urban sprawl.

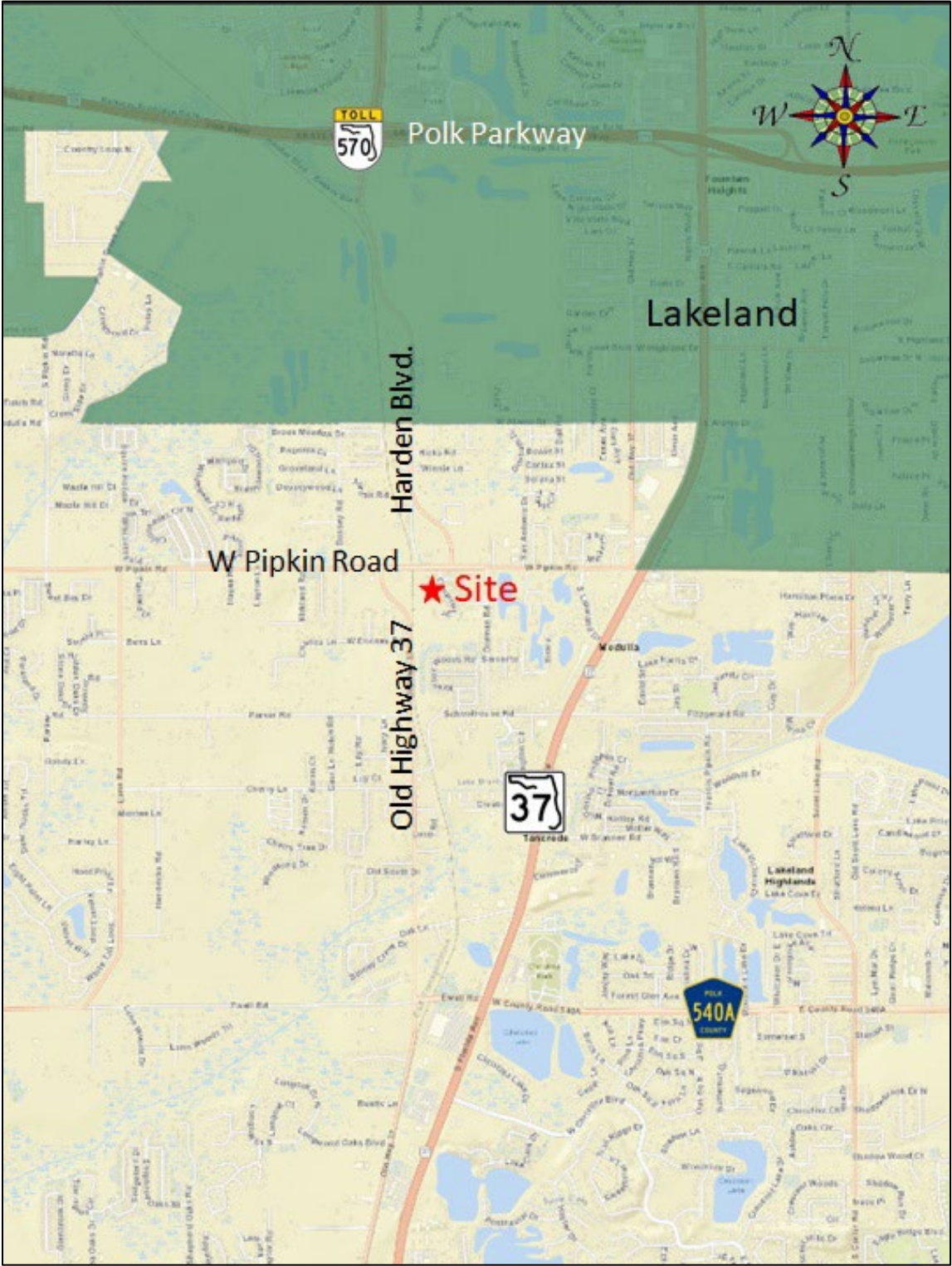
Table 7: Urban Sprawl Criteria

Rule 9J-5 Urban Sprawl Criteria	Page(s) within report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Surrounding Land Uses Section
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Surrounding Land Uses Section
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Surrounding Land Uses Section
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Environmental Conditions
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Surrounding Land Uses Section
f. <i>Fails to maximize existing public facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
g. <i>Fails to minimize the need for future facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Surrounding Land Uses Section
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Surrounding Land Uses Section
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Surrounding Land Uses Section
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Surrounding Land Uses Section
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Surrounding Land Uses Section
m. <i>Results in the loss of a significant amount of open space.</i>	Surrounding Land Uses and Environmental Conditions Sections
Source: The following criteria are the primary indicators of urban sprawl per Rule 9J-5 of the Florida Administrative Code.	

Comments from Other Agencies: None.

Attachments:

- Exhibit 1 – Location Map
- Exhibit 2 – Aerial Context Map
- Exhibit 3 – Aerial Map
- Exhibit 4 – Current Future Land Use Map
- Exhibit 5 – Proposed Future Land Use Map
- Exhibit 6 – Conceptual Site Plan
- Exhibit 7 – Current Permitted and Conditional Uses
- Exhibit 8 – Proposed Permitted and Conditional Uses



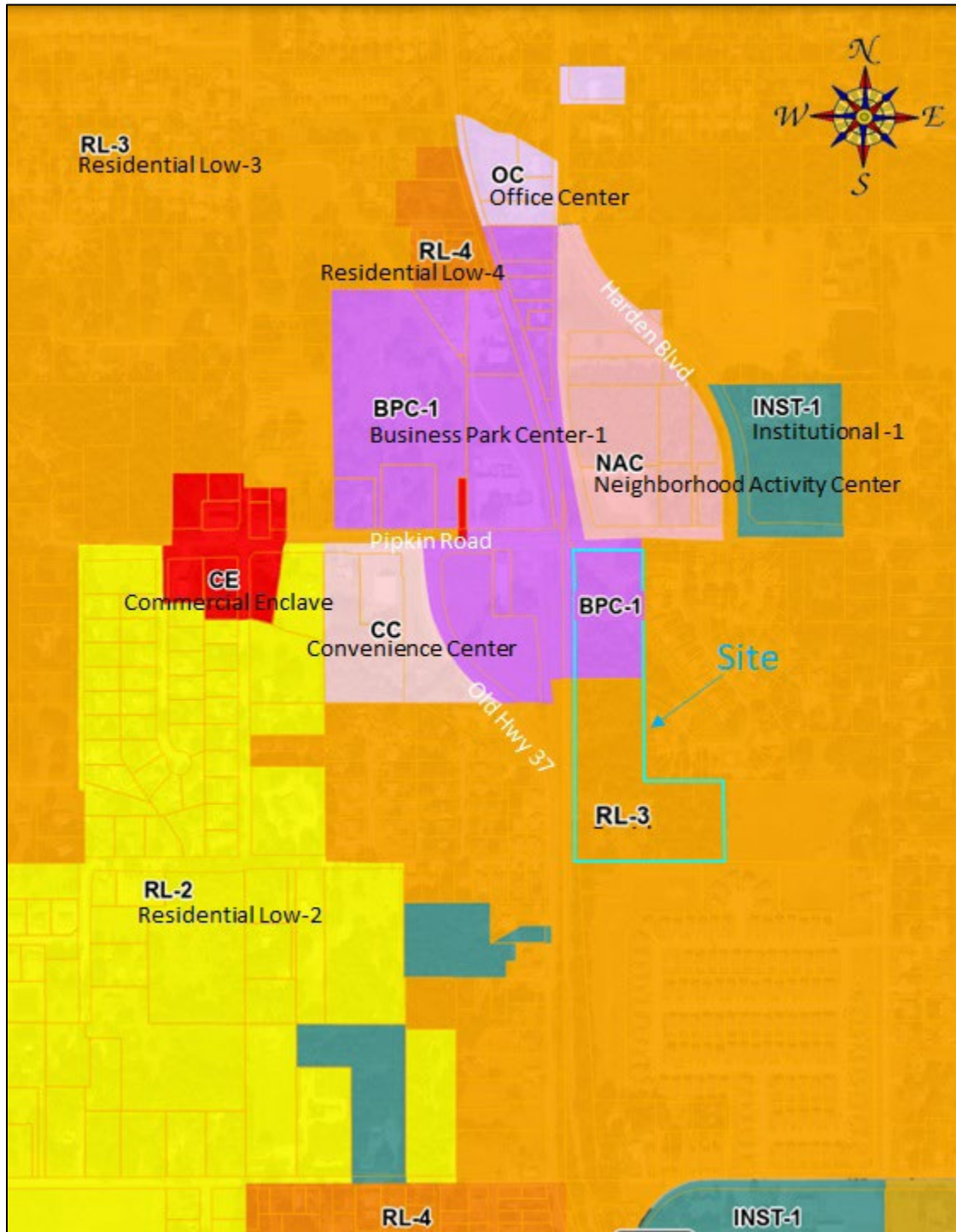
LOCATION MAP



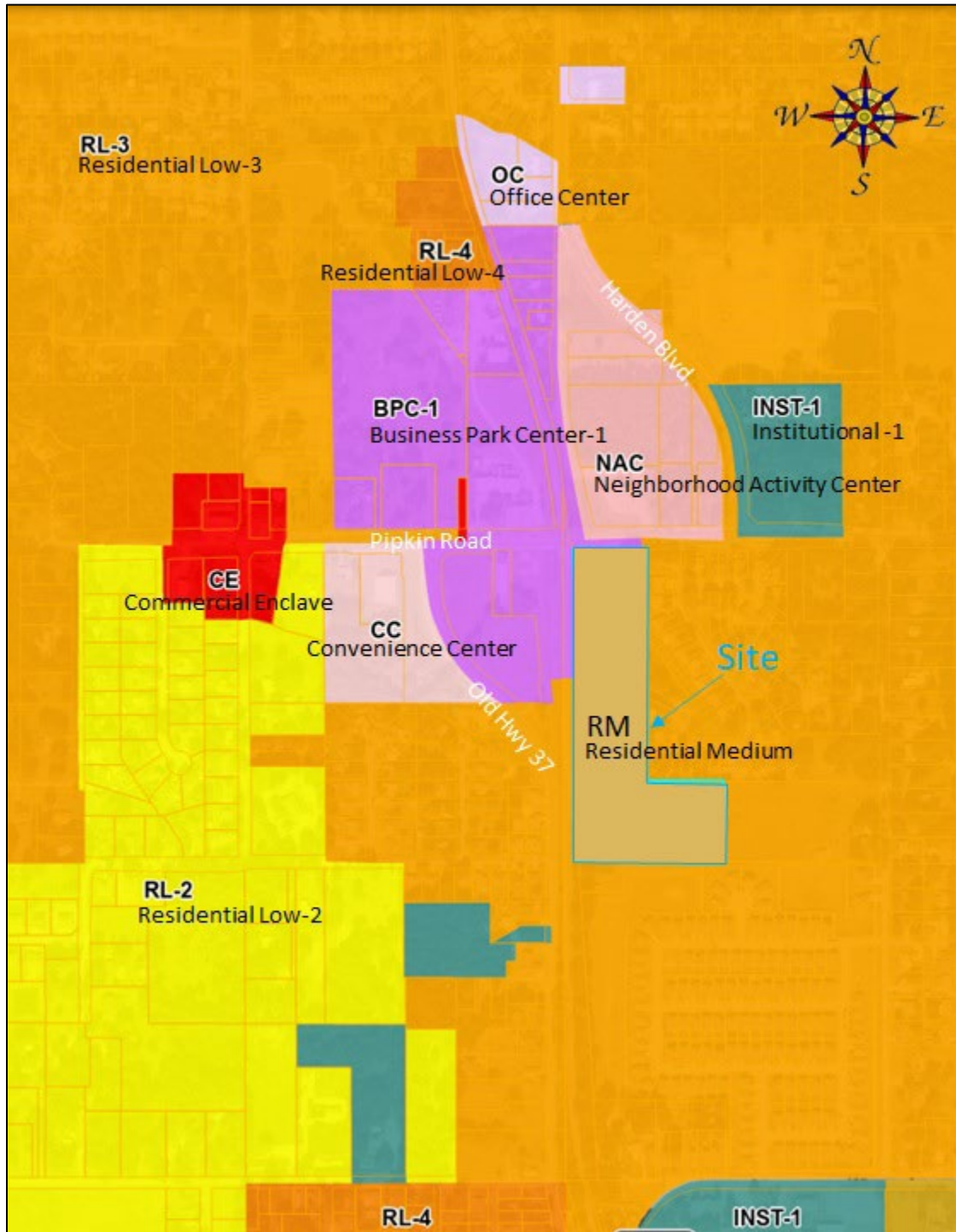
AERIAL CONTEXT MAP



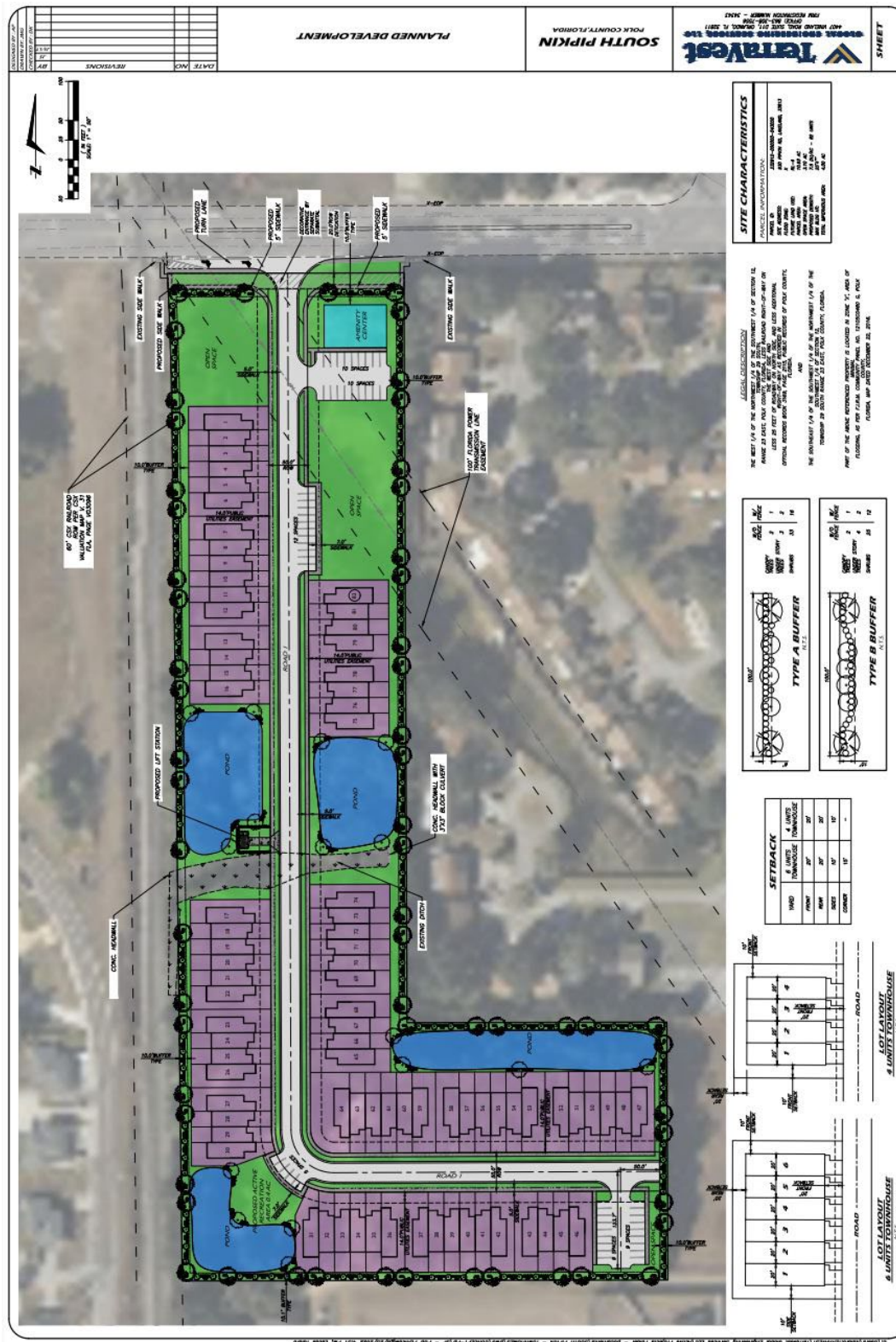
2020 AERIAL MAP



EXISTING FUTURE LAND USE BUSINESS PARK CENTER (BPC) RESIDENTIAL LOW (RL)



PROPOSED FUTURE LAND USE RESIDENTIAL MEDIUM (RM)



CONCEPTUAL SITE PLAN

Business Park Center-1 (BPC-1) in the Transit Supportive Development Area (TSDA)			
Technical Staff Review -Level 1& 2			Public Hearing (s) Required-Level 3 & 4
All Other Uses:	Alcohol Package Sales, C1 Bars, Lounges, and Taverns, C1 Commercial Vehicle Parking, C2 Communication Tower, Monopole, C2 Community Center, C2 Convenience Stores, Isolated, C2 Cultural Facility, C2 Farming General, P Financial Institution, C2 Financial Institution, Drive Through, C2 Gas Station, C2 Golf Courses, C1 Government Facility, P Heliports, C2 Helistops, C2 Hotels and Motels, C2 Manufacturing light, C2 Medical Marijuana Dispensaries, C3 Nurseries, Retail, C2 Nurseries and Greenhouses, P Office, P Office Park, P Personal Service, P Printing & Publishing, P Recreation Passive, C1 Religious Institution, C2 Research & Development, P Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, C2 Retail, 10,000-34,999 sq. ft., C2 Retail, 35,000-64,999 sq. ft., C2 Retail less than 10,000 sq. ft., C2 Schools, Leisure/Special Interest, C2 School, Technical/Vocational/ Trade & Training, C2 School, University/College, C2 Self-Storage Facility, C2 Studio, Production, P Solar Electric-Power Generation Facility, C2 Transit, Facility, P Utilities Class I, P Utilities Class II, P Warehousing/Distribution, P		Mixed Uses: Multi-family, C3 Planned Development, C3 Transitional Area Development, C3
			All Other Uses: Agricultural Support, Off-Site, C3 Airport, C4 Animal farm, Intensive, C3 Communication Towers, Guyed and Lattice, C3 Lime Stabilization Facility, C3 Mining, Non-phosphate, C3 Power Plants Non-Certified, Low, C4 Retail, more than 65,000 sq. ft., C3 Utilities Class III, C3 Water Ski Schools, C3

CURRENT PERMITTED AND CONDITIONAL USES BUSINESS PARK CENTER-1 (BPC-1)

Residential Low (RL-3)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
Residential Uses:	Group Home, Small (6 or less residents), C1	Residential Uses:	Duplex, Two-family Attached, C3 Group Living Facility (15 or more residents), C3 Mobile Home Park, C4 Mobile Home Subdivision, C4 Multi-family, C3 Short-Term Rental unit, C3
	Group Home, Small (6 or less residents), C1 Mobile Homes, Individual, C1 Residential Infill Development, C2 Single-family Detached Home & Subdivision, P		
		Mixed Uses:	Planned Development, C3 Residentially Based Mixed Development (RBMD), C3 Transitional Area Development, C3
All Other Uses:	Emergency Shelter, Small (6 or less residents), C1 Farming General, P Golf Course, C1 Recreation, Passive, C1 Recreation, Low Intensity, C2 School, Elementary, C2 Utilities, Class I, P Utilities, Class II, C1 Veterinary Service, C2	All Other Uses:	Adult Day Care Center (7 or more clients), C3 Bed and Breakfast, C3 Childcare Center, C3 Community Center, C3 Emergency Shelter, Large (15 or more residents), C3 Government Facility, C3 Helistops, C3 Mining, Non-phosphate, C3 Recreation, High Intensity, C3 Recreation, Vehicle Oriented, C3 Religious Institution, C3 School, High, C3 School, Leisure/special Interest, C3 Utilities, Class III, C3

CURRENT PERMITTED AND CONDITIONAL USES RESIDENTIAL LOW-3 (RL-3)

Residential Medium (RM) in the Transit Supportive Development Area (TSDA)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
All Other Uses:	Duplex, Two-family Attached, P Group Home, Small (6 or less residents), C1 Group Home, Large (7-14 residents), C1 Mobile Homes, Individual, C1 Multi-family, P Single-family Detached Home & Subdivision, P Bed and Breakfast, C2 Emergency Shelter, small (6 or less residents), C1 Emergency Shelter, Medium (7-14 residents), C1 Farming General, P Nursing Home, C2 Recreation, Passive, C1 Recreation, Low Intensity, C2 School, Elementary, C2 School, Middle, C2 School, High, C2 Utilities, Class I, P Utilities, Class II, C1		All Other Uses: Group Living Facility (15 or more residents), C3 Mobile Home Park & Subdivision, C3 Short-Term Rental Unit, C3 Planned Development, C3 Residentially Based Mixed Development (RBMD), C3 Transitional Area Development, C3 Adult Day Care Center (7 or more clients), C3 Childcare Center, C3 Community Center, C3 Cultural Facility, C3 Emergency Shelter, Large (15 or more residents), C3 Golf course, C3 Government Facility, C3 Helistops, C3 Mining, Non-phosphate, C3 Recreation, High Intensity, C3 Recreation, Vehicle Oriented, C3 Religious Institution, C3 School, Leisure/Special Interest, C3 School, University/College, C3 Utilities, Class III, C3

PROPOSED PERMITTED AND CONDITIONAL USES RESIDENTIAL MEDIUM (RM)