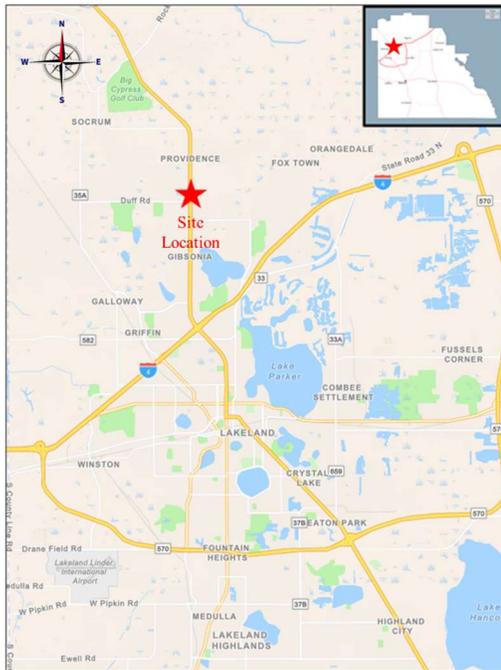


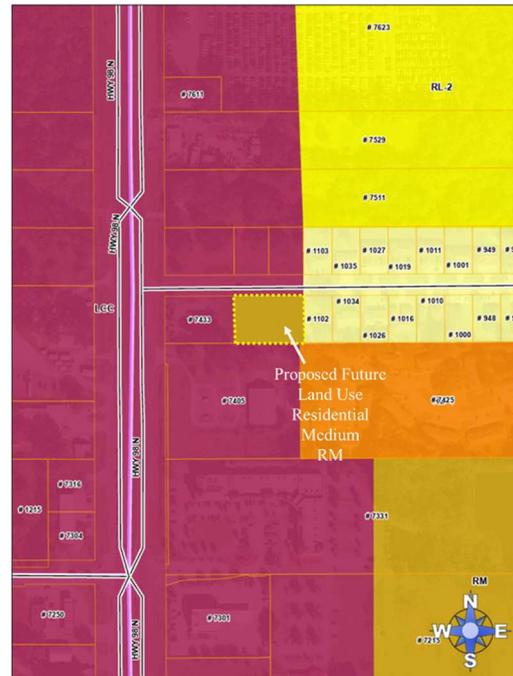
POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	December 7, 2023	Level of Review:	4
PC Date:	February 7, 2024	Type:	Small Scale CPA
BoCC Date:	March 19, 2024	Case Numbers:	LDCPAS-2023-31
Applicant:	Sarah Case	Case Name:	Fox Lake Dr FLU Change CPA
		Case Planner:	Amy Little, Senior Planner

Request:	A Future Land Use designation change from Linear Commercial Corridor (LCC) to Residential Medium (RM) in the Transit Supportive Development Area (TSDA)
Location:	The subject property is located south of Fox Lake Drive, east of Highway 98 North, west of Ranch Road, north of Bibby Lane, north of the City of Lakeland in Section 13, Township 27, and Range 23.
Property Owner:	Inspire Veterinary Alliance LLC
Parcel Size:	0.62 +/- acres (232713-000931-000960)
Development Area/SAP:	Transit Supportive Development Area (TSDA)
Nearest Municipality:	City of Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Pending Hearing
Public Comment:	Pending Hearing



Location Map



Proposed Future Land Use Map

Summary of Analysis

This is an applicant-initiated Small-Scale Comprehensive Plan Map Amendment (CPA) to change the Future Land Use (FLU) designation on 0.62 +/- acres from Linear Commercial Corridor (LCC) to Residential Medium (RM) in the Transit Supportive Development Area (TSDA). The subject property is located south of Fox Lake Drive, east of Highway 98 North, west of Ranch Road, north of Bibby Lane, north of the City of Lakeland in Section 13, Township 27, and Range 23. Staff has reviewed the request thoroughly and finds that it is consistent with the Comprehensive Plan policies and recommends approval.

Compatibility Summary

The request is compatible with the surrounding uses as it allows for a step down or transition from the intensive use of the Linear Commercial Corridor (LCC) to the west of the subject site. The applicant intends to develop the lot with two triplex units. To the west is a veterinary office, and to the east are existing duplexes that were developed in the early 2000s. The RM Future Land Use designation will provide a gradual step down in intensity from the LCC to the left and RL-1 Future Land Use designation to the east. The property to the southeast of the subject site is designated Residential Low-4 (RL-4) and is developed with higher density multi-family. Staff finds the request is compatible with surrounding uses.

Infrastructure Summary

The proposed CPA is not anticipated to degrade the Level-of-Service (LOS) standard for transportation, schools, utilities, and public safety facilities. The subject site will utilize the same public safety facilities as the surrounding properties. The subject site has already available water and wastewater by the Polk County Northwest Regional Service Area.

Environmental Summary

The subject site is not within a wellhead district or an Airport Impact District (AID) height notification zone. The property is not located in an area of endangered habitats. According to the National Wetlands Inventory there are no wetlands, and there are no flood hazard zones on the site. There are no private wells on the subject site per SWFWMD.

Findings of Fact

Request, Legal Designations, and Surrounding Uses

- The applicant is requesting a change of the Future Land Use (FLU) designation from Linear Commercial Corridor (LCC) to Residential Medium (RM) in the Transit Supportive Development Area (TSDA).
- The subject site is 0.62 +/- acres located south of Fox Lake Drive, east of Highway 98 North, west of Ranch Road, north of Bibby Lane, north of the City of Lakeland in Section 13, Township 27, and Range 23.

- The description of the existing uses surrounding the subject site are as follows:
 - North of the subject site is a 0.31 +/- acre parcel that is undeveloped with a LCC Future Land Use designation;
 - East, of the subject site is a 0.26 +/- acre parcel that is undeveloped with a RL-1 Future Land Use designation;
 - West of the subject site, within a LCC Future Land Use designation, is developed with a veterinary office; and
 - South of the subject site, within a LCC Future Land Use designation, is developed with a Childcare Center.
- The access to the subject site, Fox Lake Drive, is the same access to the Fox Lake Subdivision. The unit types include duplexes, triplexes, and quads in the western side of the subdivision. The eastern portion of the subdivision includes single family detached homes.
- LCC does permit multi-family uses up to 25 units to the acre in the TSDA but is limited to 25% of the site and must be in conjunction with a mixed-use project, according to Policy 2.111.A6.

Infrastructure

- The subject site located within the Polk County Northwest Regional service area for water and wastewater. There is a 8-inch diameter force main to the south of the site for wastewater and can treat an additional 79,000 GPD. On the north side of Fox Lake Drive there is a 6-inch main water (potable) line, with 1,355,000 GPD of available water.
- It is anticipated at the highest use wastewater would be 1,188 GPD and water 1,080 GPD.
- There is a fire hydrant located at the intersection of Fox Lake Drive and Highway 98 North, approximately 200 feet from the subject site.
- Fox Lake Drive is north of the subject site and is classified as a Local Residential roadway. Highway 98 North to the west of the site is monitored by the Polk County Transportation Planning Organization (TPO) under Links #5416 N/S. Link 5416N has a Level-of-Service (LOS) rating of C. Link 5416S has a LOS rating of D.
- The subject site is approximately 1.8 miles from the nearest fire and EMS station, Fire Station #6, located at 8936 US 98 N. in Lakeland.
- The nearest Sheriff's office is the Northwest District Office, 1045 Wedgewood Estates Boulevard in Lakeland and is approximately 3.2 miles from the subject site.

- The assigned schools for the proposed project are R. Clem Churchwell Elementary, Lake Gibson Middle and Lake Gibson Senior High School.

Environmental

- According to the soil survey by the United States Department of Agriculture the subject site is made up of two (2) different soils. Pomona fine sand, 64%, Wachula fine sand, 36%. 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 too implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual.
- The subject site is not located within an Airport height notification zone.
- The subject site is relatively flat that maintains a contour of 154 to 152 feet.
- There are no private wells on site per SWFWMD.
- There are no flood hazard zones or wetlands on the subject property.
- The subject site is not located within a one-mile radius of an endangered protected species according to the Florida Fish & Wildlife Conservation Commission.
- There are no known historical or archeological resources onsite according to the Secretary of State’s Department of Historical Resources Florida Master Site File.

Comprehensive Plan Policies

- 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.
- Policy 2.102-A-2 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 2.104-A1: Description – Transit Supportive Development Areas shall meet the following criteria:
 - a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;
 - b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;
 - c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;
 - d. include development criteria that:
 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
 2. improve access to employment areas, schools, shopping and recreational opportunities;

- 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-D2: Designation And Mapping - Residential-Medium districts shall be located throughout TSDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "RM."
 - 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.
 - The following are the relevant Comprehensive Plan policies for this case:
 - Section 2.102 (Policy 2.102-A1 thru 2.102.A-15) Growth Management policies
 - Section 104 Transit Supportive Development Area
 - Section 119 Residential
 - Section 120 Residential Medium

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAS-2023-31**.

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

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

Analysis

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

Surrounding Uses

Table 1 below lists the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1 Surrounding Uses

Northwest LCC Vacant	North LCC Vacant	Northeast RL Duplex
West LCC Veterinary Office	Subject Site RL Vacant	East RL Vacant
Southwest INST Religious Institution/School	South LCC Childcare Center	Southeast RL-4 Multi-family Development

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

Compatibility with the Surrounding Uses

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 “development criteria” and the “density and dimensional regulations” of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as “a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”

The subject site is 0.62 +/- acres located south of Fox Lake Drive, east of Highway 98 North, west of Ranch Road, north of Bibby Lane, north of the City of Lakeland in Section 13, Township 27, and Range 23. The request is to change the Future Land Use designation from LCC to RM.

A transitional use from Linear Commercial Corridor (LCC) shall be a step-down use as encouraged in the Comprehensive Plan (POLICY 2.111-A4.c) and shall be lower in intensity than the LCC. RM is a step-down from LCC and is contiguous to the less intensive use of duplexes to the east. If approved, the request will allow the site to develop with two triplex units or other similar dwelling types within the Fox Lakes Subdivision.

The subject site can connect to centralized potable water and sanitary sewer systems through Polk County. There are no sidewalks along Fox Lake Drive and there is fire, EMS and the Sheriff’s department services available along with schools and parks within close proximity. Mass transit

is available to the south of the subject site along US Highway 98 approximately 0.2 miles away along with the shopping center that contains a variety of retail and personal uses. This is an ideal location for multi-family. It demonstrates how multi-family is compatible to the surrounding uses, as it allows for a transition between LCC and RL with a RM as the step-down from LCC.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property, as shown in Table 2, include R. Clem Churchwell Elementary, Lake Gibson Middle and Lake Gibson Senior High School. The subject site is not anticipated to negatively impact school seats. Based on the provisions of the Polk County Land Development Code the applicant will be required to apply for a binding school capacity determination at the time of Level 2 Review.

Table 2: Schools

	Enrollment	Capacity	Distance
R. Clem Churchwell	708	746	2.2 miles east
Lake Gibson Middle	1218	1364	2.0 miles to the east
Lake Gibson Senior High	2086	2235	2.3 miles to the east

Source: Polk County School Board, November 17, 2021

Nearest Sheriff, Fire, and EMS Station

Table 3 below displays that the nearest Sheriff District office located approximately 3.2 miles south from the subject site. Response time varies depending on where the nearest sheriff’s deputy patrol car is located rather than the office. The fire station and Emergency Medical Services (EMS) are at Station #6, located only 1.8 miles to the north of the subject site. The distance is appropriate for an urban area.

Table 3 Public Safety Information

	Name of Station	Distance
Sheriff	Polk County Northwest District 1045 Wedgewood Estates Boulevard, Lakeland	3.2 +/- miles south
Fire/EMS	Polk County Fire Station #6 8936 US 98 N., Lakeland	1.8 +/- miles north

Source: Polk County Sheriff’s Office and Polk County Fire Rescue.

Water and Wastewater

A. Estimated Demand and Service Provider

The subject site is inside the Polk County Northwest Regional service area. The nearest water line is a 6-inch main for potable water on the north side of Fox Lake Drive. The highest water use would be 1,188 Gallons Per Day (GPD). The subject site will be serviced by the 8-inch diameter force main south of the subject site for wastewater with the highest use generating at 1,080 GPD. The proposed Future Land Use designation change will result in less of a demand for potable and wastewater compared to what could be developed on the site in a LCC Future Land Use designation.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity 0.62 +/- acres	Maximum Permitted in Existing Land Use LCC	Maximum Permitted in Proposed Land Use RM in TSDA
	27,007 sq. ft. x 0.35 FAR = 9,452 sq. ft.	10 du x 0.62 acres
Potable Water Consumption	9,452 sq. ft. x 0.60 = 5,671 GPD	6 x 198 = 1,188 GPD
Wastewater Generation	5,671 x 0.80 = 4,537 GPD	6 X 180 = 1,080 GPD

Source: Polk County Maximum Feasible Buildout Methodology; Medical Office – Potable water 0.60 GPD per square feet; wastewater 80% of potable water. Residential Medium (RM) in the TSDA density of 10 du/1 ac, 198 GPD water, 180 GPD wastewater.

B. Available Capacity

Table 4 provides a scenario of the maximum buildout of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the current land use designation LCC, and the proposed land use classification RM. Medical office was selected as the maximum permitted in LCC as LCC requires a similar or less intense use in relation to existing, developed LCC, according to Section 205.H of the LDC. The Polk County Northwest Regional service area has 1,355,000 GPD for potable water and 79,000 GPD for uncommitted wastewater capacity. Northwest Regional service area has enough capacity to service the property for water and wastewater as the densities in the TSDA can get higher.

C. Planned Improvements

The subject site is not located near any Utility Community Investment Projects.

Roadways/Transportation Network

The subject site has frontage on Fox Lake Drive which is classified as a Local Residential roadway. The closest monitored link is Highway 98 North. It is monitored by the Polk County Transportation Planning Organization (TPO). It is a divided six (6) lane road that has a median, and multiple turn lanes to the east and west. There is an existing deceleration lane that turns into Fox Lake Drive. Table 5 below, will show the estimated demand based on maximum buildout.

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 request to RM will generate less traffic than the current Future Land Use designation. Medical office was selected as the maximum permitted in LCC as LCC requires a similar or less intense use in relation to existing, developed LCC, according to Section 205.H of the LDC.

Table 5 Estimated Transportation Impact Analysis

Permitted Intensity 0.62 +/- acres	Maximum Permitted in current LCC	Maximum Permitted in Proposed RM with PD
	27,007 sq. ft. x 0.35 FAR = 9,452 sq. ft.	0.62 x 10 dua = 6
Average Annual Daily Trips (AADT)	9,452/1,000 x 34.80 = 329 Trips	6 x 6.74 41 Trips
PM Peak Hour Trip	9,452/1,000 x 3.46 33 Trips	6 x 0.56 4 Trips

Source: Polk County TPO August 4, 2022, Table 1: Medical Office Building ITE 720 – 34.80 AADT per 1,000 sq. ft. / PM Peak Hour 3.46 per 1,000 square feet. Multi-family ITE 220 – 6.74 AADT, 0.51 PM Peak Hour.

B. Available Capacity

The property has frontage on Fox Lake Drive and to the east is US Highway 98. Table 6 below displays the available capacity on each road. US Highway 98 both has available capacity to serve this site.

Table 6 Roadway Link Concurrency

Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr. Projected LOS
5416N	US 98 (Daughtery Road W. to Socrum Loop Road W.)	C	148	D	F
5416S	US 98 (Daughtery Road W. to Socrum Loop Road W.)	D	72	D	F

Source: Polk County Transportation Planning Organization Roadway Network Database October 2023

C. Roadway Conditions

US Highway 98 to the east of the subject site has a paved roadway of approximately 140 feet depending minus the median of 30 feet. The LOS for the link to the north is a C which is considered stable flow, at or near free flow. The LOS for southbound Highway 98 North is a D, which is considered approaching unstable flow where speeds slightly decrease as traffic volume decreases. Highway 98 North is a state-maintained roadway, and Polk County does not maintain the road. However, the proposed use will have minimal impact on the roadways. The current Future Land Use designation could be developed with a much higher intensity use generating much higher trips.

D. Sidewalk Network

There are no sidewalks on Fox Lake Drive, and the closest sidewalk system on Highway 98 North is approximately 0.20 miles to the south of the subject site.

E. Planned Improvements

There are currently no planned improvements within proximity to the subject site.

Park Facilities and Environmental Lands

Hunts Fountain Sports Complex is located approximately 1.3 miles to the southwest of the subject site. This complex has baseball fields, basketball courts, football fields, picnic shelters with tables, playgrounds, racquetball courts, soccer fields, tennis courts and restrooms. The nearest environmental facility is the Gator Creek Reserve which is approximately 3.1 miles from the subject site. The project site will not reduce the LOS for the park facilities or environmental lands.

Environmental Conditions

There are no wetlands or flood hazard zones on the subject site. The area is relatively flat with some vegetation of trees to the rear of the property.

A. Surface Water

The subject site is relatively flat across the majority of the property, although it is elevated slightly from the roadway. There is no significant surface water within a mile of the subject site. Any impact to surface water and storm water management will be in accordance with the requirements of the Comprehensive Plan and Land Development Code.

B. Wetlands/Floodplains

The subject site does not contain any wetlands or floodplains.

C. Soils

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.

Table 7 Soils

Soil Name	Septic Tank Absorption Field Limitations	Dwellings without basements	% of Site (approximate)
Pomona fine sand	Severe	Severe	64%
Wauchula fine sand	Severe	Severe	236%

Source: USDA Natural Resources Conservation Service 2024

D. Protected Species

According to Polk County Protected Species Observation Map, the subject site is not located within a one-mile radius of an endangered protected species and habitat according to the Florida Fish & Wildlife Conservation Commission.

E. Archeological Resources

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

F. Wells (Public/Private)

There are no private wells on the site per the Southwest Florida Water Management District. The subject site is not within a Wellfield Protection district.

G. Airports

The property is not within an Airport Impact District (AID) height notification zone.

Economic Factors

The County has made significant investments in infrastructure to support urban development in this area. Facilities such as water, wastewater, mass transit, fire protection, EMS and recreational facilities provide some capacity for growth. Such development growth as may occur by this request is now needed to contribute to the funding of these facilities. The subject site will generate more public safety calls (Fire/EMS/Sheriff) and traffic than what is currently under the current LCC. Allowing RM on the subject site increases the potential for housing diversity in this portion of the County which includes a majority of single-family detached homes.

Consistency with the Comprehensive Plan and Land Development Code

The following policies have been included as being the most relevant policies to the proposed request. The following are the relevant Polk County Comprehensive Plan Policies:

- POLICIES 2.102: Growth Management Policies
- POLICY 2.104 Transit Supportive Development Area (TSDA)
- POLICY 2.119 Residential
- POLICY 2.20 Residential Medium

Table 8 Consistency with the Comprehensive Plan

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.

Policy	Consistency
<p>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.</p>	<p>The proposed CPA is consistent with Policy 2.102-A1 as the subject site is close to Highway 98 North where resources are available. The proposed RM FLU designation is an example of step-down land use from LCC to the west and RL to the east. This is compact growth as services are already available on this site.</p>
<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>The proposed CPA is compatible to the adjacent uses of LCC and RL. It becomes a transition between the two uses and a buffer. It limits the intensity of the LCC from the RL.</p>
<ul style="list-style-type: none"> • Policy 2.104-A1: Description – Transit Supportive Development Areas shall meet the following criteria: <ul style="list-style-type: none"> a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development; b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon; c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded 	<p>The infrastructure is available for mass transit through Citrus Connection, Blue Line. There are utilities, public safety recreation and education facilities within appropriate urban service area. The development supports walkable communities with a variety of uses within the neighborhood. The proposed Future Land Use designation will include RM that will allow for a range of housing opportunities meeting the intent of the TSDA.</p>

Policy	Consistency
<p>transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;</p> <p>d. include development criteria that:</p> <ol style="list-style-type: none"> 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; 	
<ul style="list-style-type: none"> • 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: <ol style="list-style-type: none"> 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 	<p>The subject site meets the development criteria for Transit Supportive Development Area (TSDA) identified in Policy 2.104-A5. Access to transit facilities, connection to potable water and sanitary sewer, integrate pedestrian-oriented features including sidewalks, public parks and environmental lands, public safety, close access to schools, connectivity to other TSDA and other urban centers and encourage a variety of housing choices as requesting a FLU designation change to RM to allow for multi-family.</p>

Policy	Consistency
within designated areas as established in Policy 2.104-A7.	
<ul style="list-style-type: none"> • Policy 2.119-A2: Location Criteria - Residential land use categories shall be established throughout the County with consideration being given to the following criteria: <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 subject site meets the requirements for residential location criteria for Residential Medium Future Land Use designation change. It meets the criteria of having access to a County maintained road, in close proximity to an Activity Center, have water and sewage, close proximity with adequate response time for public safety, close to recreation facility, provides a buffer between higher intensity and lower intensity land uses and is not Urban Sprawl.</p>
<ul style="list-style-type: none"> • Policy 2.120-D2: Designation And Mapping - Residential-Medium districts shall be located throughout TSDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "RM." • 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. 	<p>The request for TSDA will meet the requirements for RM FLU. It will allow for greater density and multi-family. It meets the location and development criteria in accordance to the policies of this Comprehensive Plan.</p>

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes:

Table 9 Urban Sprawl Criteria

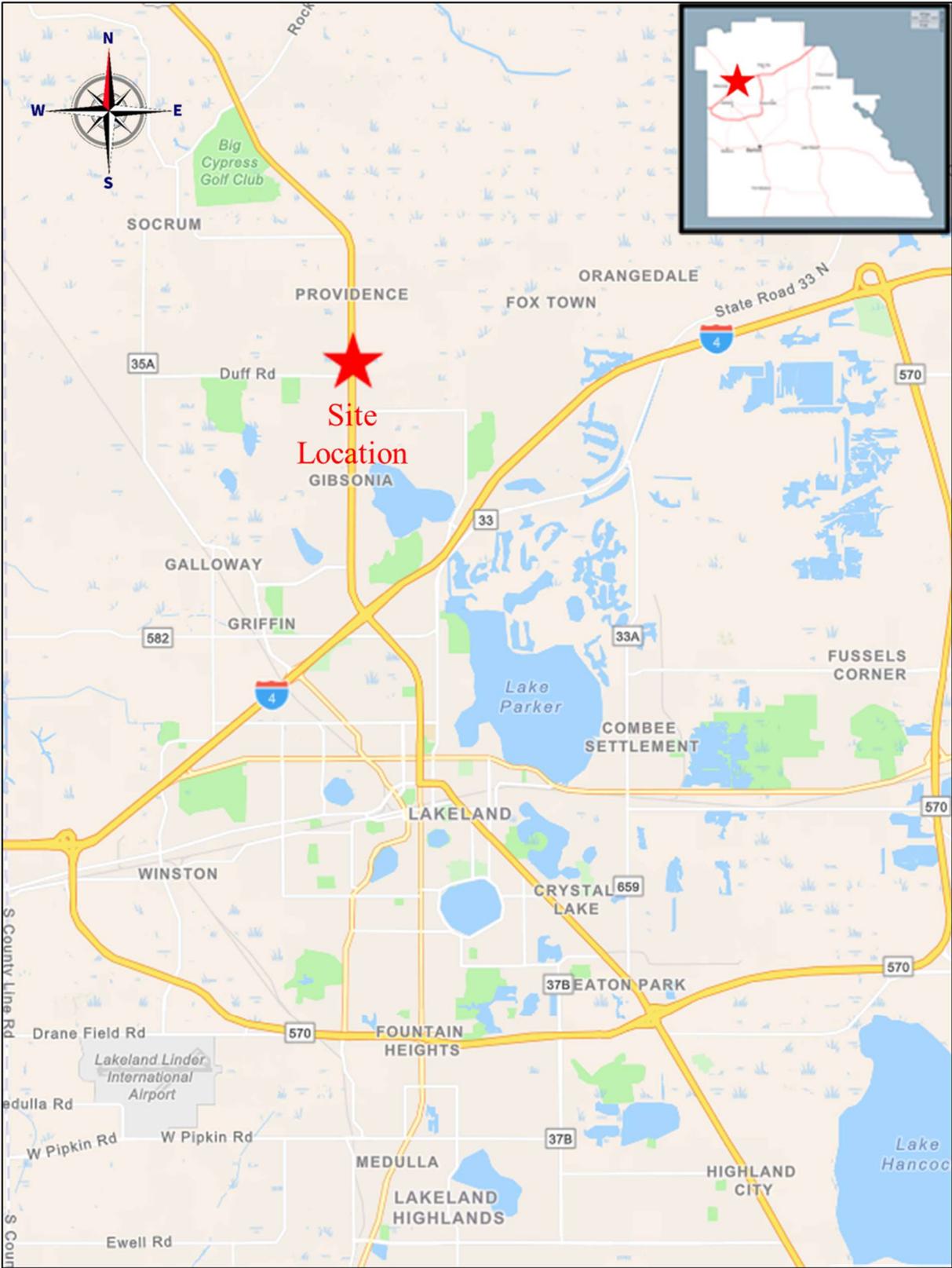
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Summary of analysis
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Summary of analysis
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Summary of analysis, surrounding Development, compatibility
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Summary of analysis, surrounding Development, compatibility
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Compatibility with Surrounding Land Uses
f. <i>Fails to maximize existing public facilities and services.</i>	Summary of Analysis, Infrastructure
g. <i>Fails to minimize the need for future facilities and services.</i>	Summary of Analysis, Infrastructure
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Summary of Analysis, Infrastructure
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
m. <i>Results in the loss of a significant amount of open space.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses

Comments from other agencies

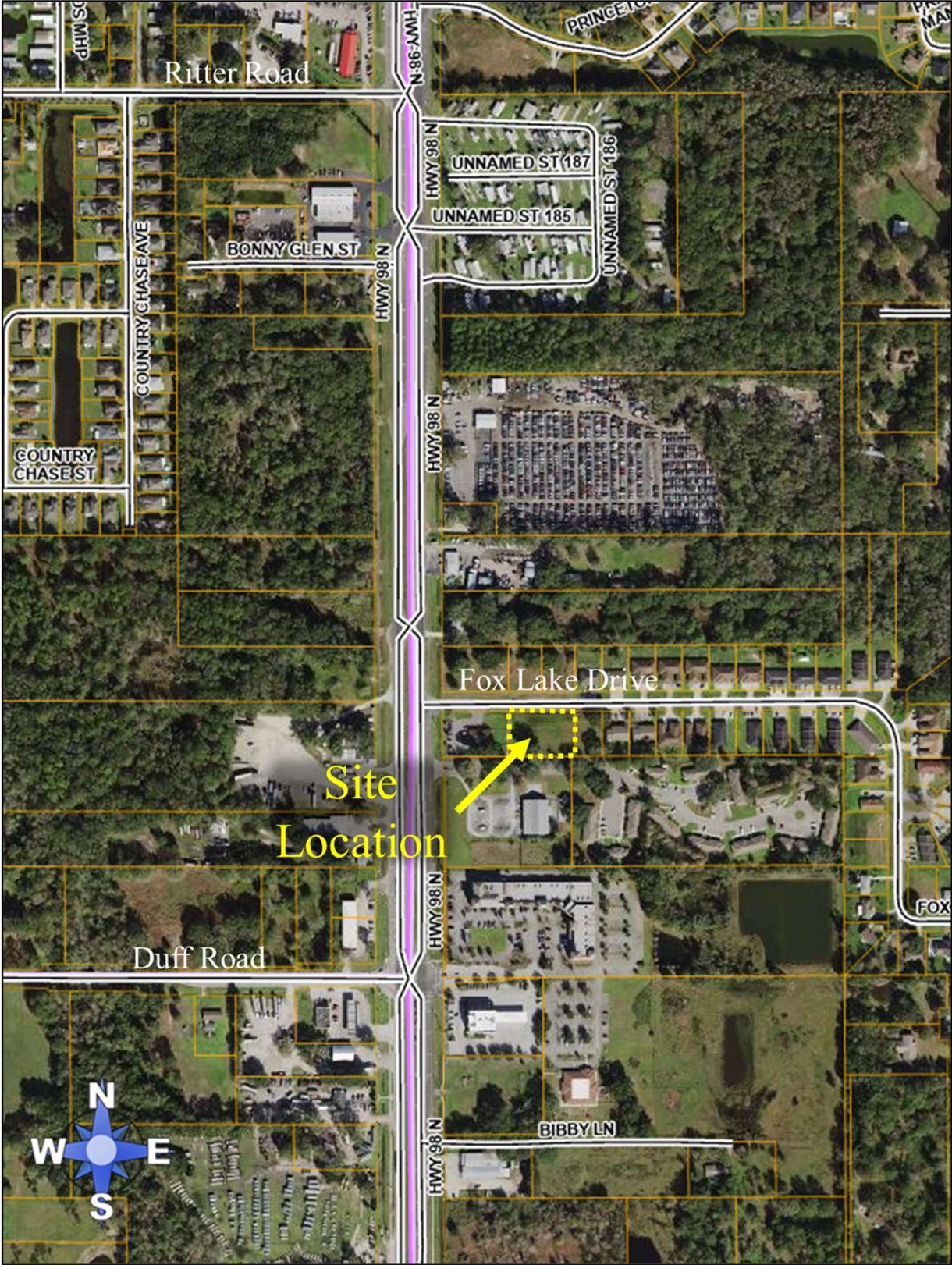
The nearest municipality is the city of Lakeland. The subject site is three quarters of a mile north of Lakeland. The proposed development is in unincorporated Polk County and is not anticipated to detrimentally affect nearby municipalities.

Exhibits

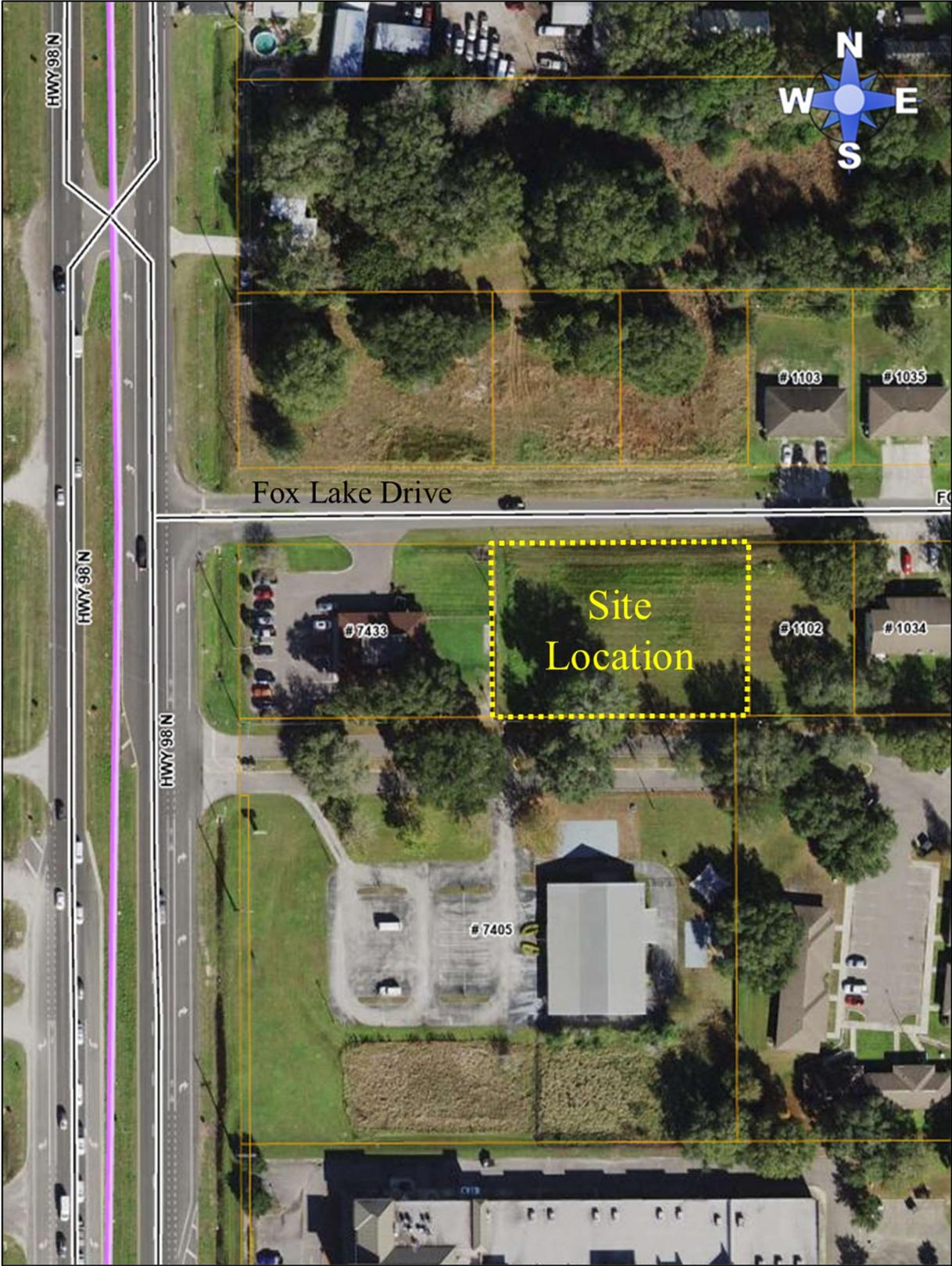
Exhibit 1	Location Map
Exhibit 2	Aerial Map – Context
Exhibit 3	Aerial Map – Close-up
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	Permitted and Conditional Use – Current Land Use LCC
Exhibit 7	Permitted and Conditional Use – Proposed Land Use RM



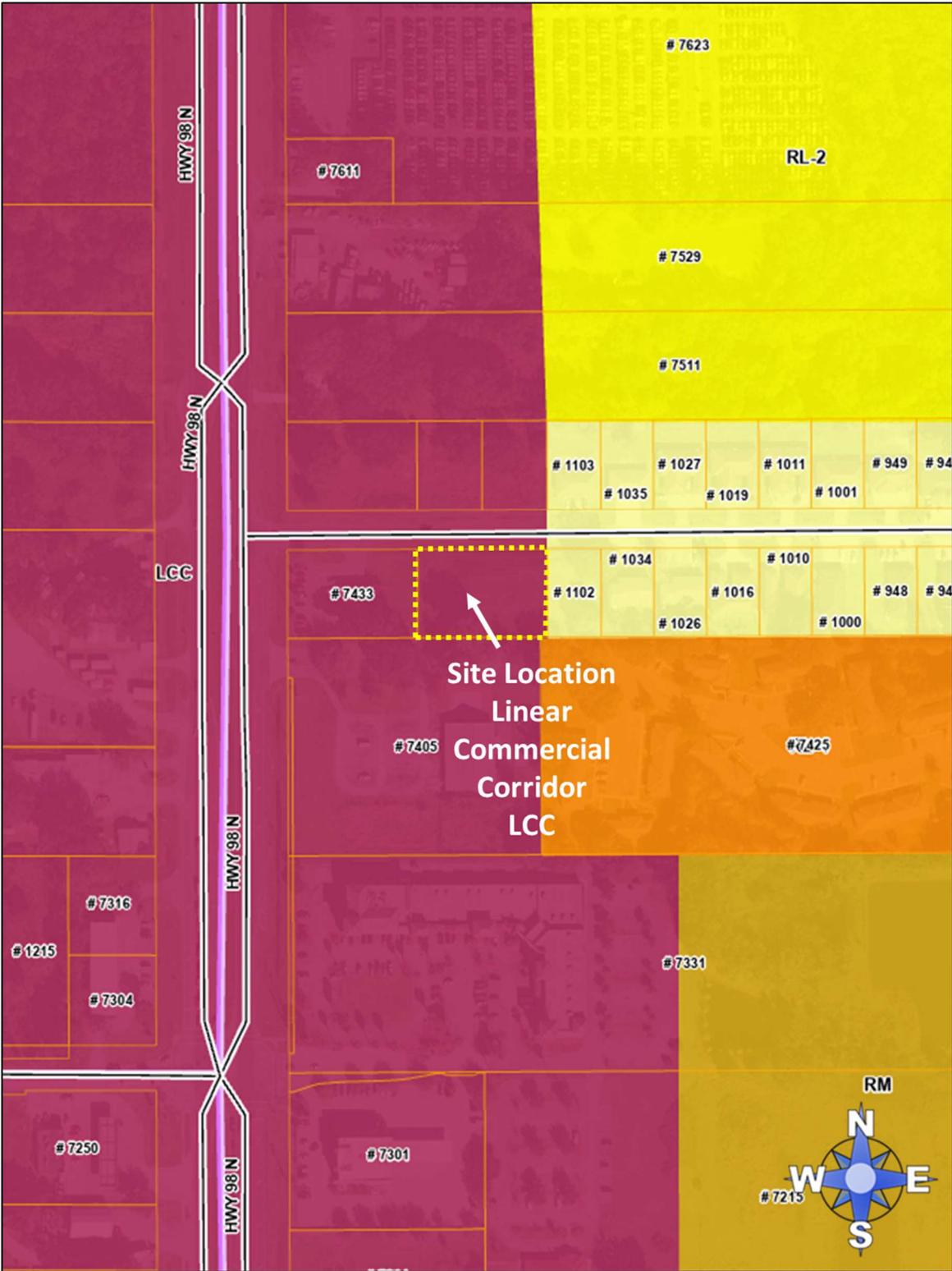
LOCATION MAP



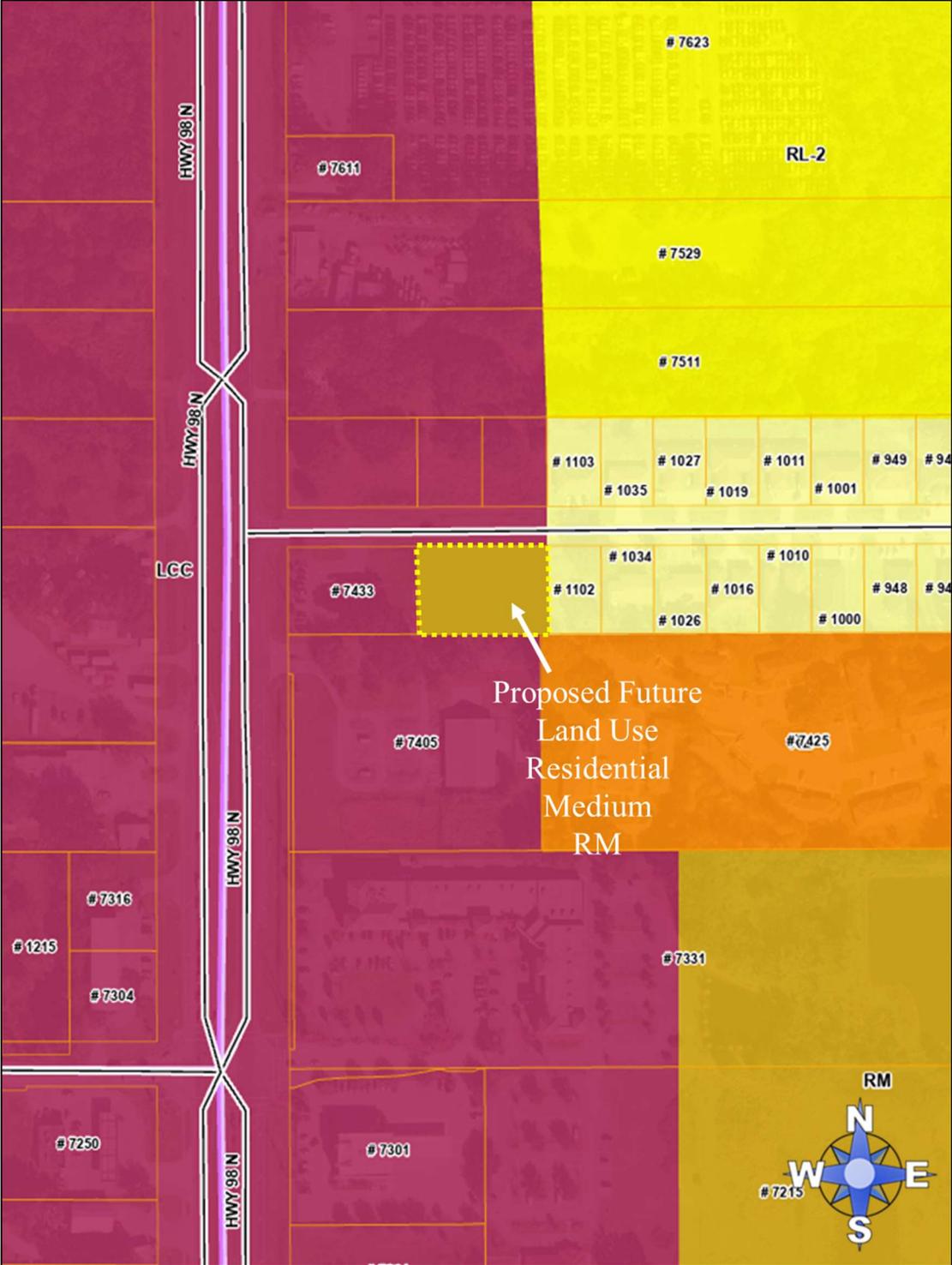
AERIAL MAP CONTEXT



AERIAL MAP – CLOSE Up



**CURRENT FUTURE LAND USE MAP
LINEAR COMMERCIAL CORRIDOR (LCC)**



**PROPOSED FUTURE LAND USE MAP
RESIDENTIAL MEDIUM (RM)**

FLU District	Technical Staff Review	Public Hearing(s) Required
<p style="text-align: center;">Linear Commercial Corridor (LCC)</p>	<p>Adult Use; Agricultural Support, Off-Site; Alcohol Package Sales; Car Wash, Full Service; Car Wash, Self Service; Childcare Center; Clinics & Medical Offices; Commercial Vehicle Parking; Community Center; Cultural Facility; Farming General; Financial Institution; Financial Institution, Drive Through; Funeral Home & Related Facilities; Gas Station; Government Facility; Heavy Machinery Equipment Sales and Services; helistops; Hotels and Motels; Kennels, Boarding and Breeding; Livestock Sale, Auction; Lodges and Retreats, Private; Manufacturing, General; Manufacturing, Light; Marinas and Related Facilities; Medical marijuana Dispensaries; Nurseries, Retail; Nurseries and Greenhouses; Office; Office, Park; Personal Service; Printing & Publishing; Recreation, Passive; Recreation & amusement General; Religious Institution; Research & Development; Restaurant, Drive-thru/Drive-in; Restaurant, Sit-down/Take-Out; Retail, 10,000-34,999 sq. ft.; Retail, 35,000-64,999 sq. ft.; Retail, Home Sales Offsite; Retail, Less than 10,000 sq. ft.; Retail, Outdoor Sales/Display; School, Leisure/Special Interest; School, university/College; Self-storage Facility; Studio, Production; Transit, Facility; Truck Stop; Utilities, Class I; Utilities, Class II; Vehicle Recovery Service/Agency; Vehicle Service, Mechanical; Vehicle Sales, Leasing; Veterinary Service; Warehousing/Distribution</p>	<p>Multi-Family; Planned Development; Transitional Area Development; Bars, Lounges, and Taverns; Cemetery; Communication Tower, Monopole; Heliports; Lime Stabilization Facility; Mining, Non-Phosphate; Motor Freight Terminal; Nightclubs and Dance Halls; Recreation & Amusement, Intensive; Residential Treatment Facility (C4); Retail, More than 65,000 sq. ft.; School, Technical/Vocational/Trade & Training; Transit, Commercial; Utilities, Class III; Vehicle Repair, Auto Body; Water Ski Schools</p>

PERMITTED AND CONDITIONAL USES LINEAR COMMERCIAL CORRIDOR (LCC)

Residential Medium (RM)			
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

**PERMITTED AND CONDITIONAL USES
RESIDENTIAL MEDIUM (RM)**