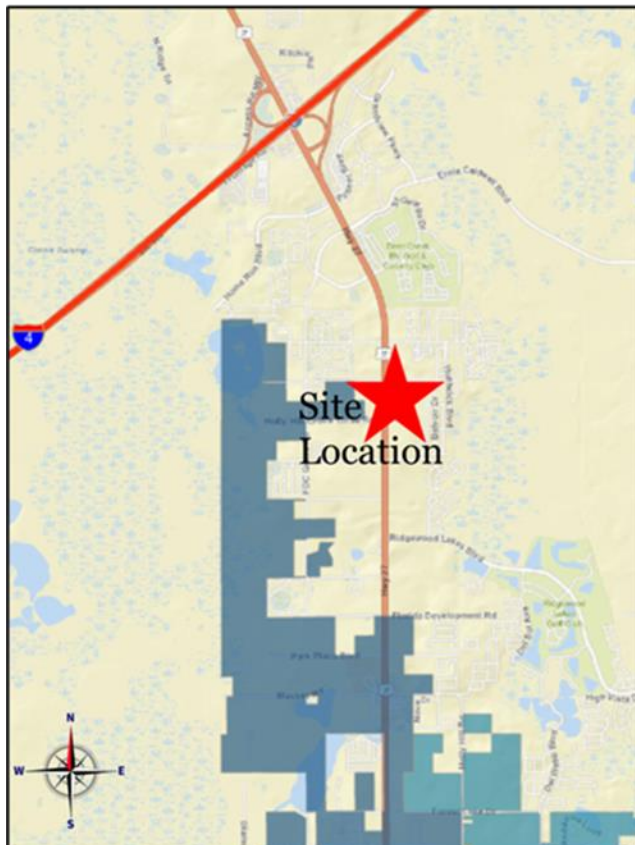


**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

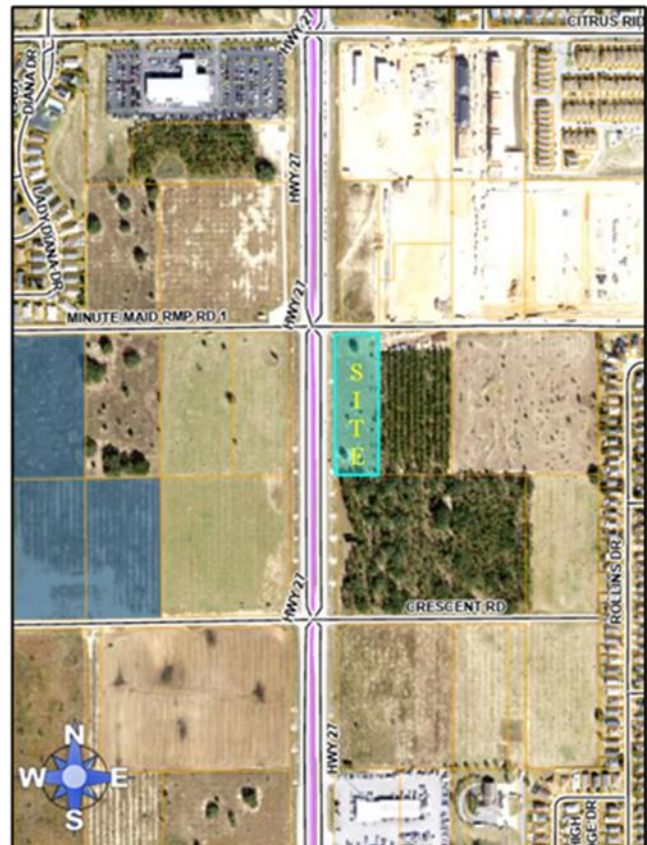
<b>DRC Date:</b> April 25, 2024	<b>Level of Review:</b> Level 3 Review
<b>PC Date:</b> July 10, 2024	<b>Type:</b> Planned Development
<b>BoCC Date:</b> N/A	<b>Case Number:</b> <b>LDPD-2024-6</b>
<b>Applicant:</b> Tim Campbell	<b>Case Name:</b> Plumblin (HWY 27) Discount Tire Store
	<b>Case Planner:</b> Malissa Celestine, Planner II

<b>Request:</b>	The applicant is requesting a Planned Development to increase the retail and commercial use in excess of thirty (30) percent within an Employment Center-X (ECX) land use district in the North Ridge Selected Area Plan (SAP) for the construction of a discount tire store.
<b>Location:</b>	The subject site is located east of US Highway 27, north of Minute Maid Ramp Road 1, south of Citrus Ridge Drive, west of Belvoir Drive, west of the City of Haines City in Section 20, Township 26, and Range 27.
<b>Property Owners:</b>	Plumblin Investors LLC
<b>Parcel Number (Size):</b>	± 2.91 acres (272620-705500-040010)
<b>Future Land Use:</b>	Employment Center-X (ECX) North Ridge SAP
<b>Development Area:</b>	Transit Supportive Development Area (TSDA)
<b>Nearest Municipality:</b>	Haines City
<b>DRC Recommendation:</b>	Conditional Approval
<b>Planning Commission Vote:</b>	Pending Hearing

**Site Location**



**Aerial Image**



## Summary:

The applicant wishes to construct a ±7,020 square foot discount tire store on the northern portion of a ±2.91-acre site. The subject property is located in the Employment Center-X (ECX) land use district within the North Ridge Selected Area Plan (SAP). The Land Development Code (LDC) identifies the proposed use as Vehicle Service, Mechanical which is a “C2” Conditional Use per LDC Table 4.16. The request necessitates Planning Commission approval because the North Ridge SAP limits commercial and retail development within contiguous ECX districts to 30% of the overall area of ECX.

The ECX was intended to promote a land use for larger employers such as office centers, medical facilities, universities, and colleges. However, that has not been the case for the North Ridge. The contiguous ECX land use is approximately 88.92 acres, and over thirty (30) percent have been developed with commercial and retail uses. An approved Planned Development (PD) is the only relief from the 30% cap.

The Planned Development process allows staff the ability to review the proposed retail and commercial use for compatibility with surrounding uses and to ensure the use is appropriate as a support service for nearby residents and tourists to the area. According to Chapter 3, Section 303 of the LDC, the Planned Development process is a mechanism for allowing project design flexibility and attaching conditions when warranted.

Routine maintenance and service repairs are crucial to a vehicle’s life term. Regular maintenance can help prevent otherwise expensive car repairs. The services provided at the proposed Discount Tire Store plays a significant role in vehicle maintenance because without proper tires and the services associated with them, it poses a safety hazard not only to the driver but those sharing the roadway. US 27 has become a hub for tourist and residence alike, given its proximity to Orlando attractions. Adding vehicle services to the area will be a benefit to those utilizing the rooftops and traversing through the area.

The Transit Supportive Development Area (TSDA) requires connection to centralized potable water and wastewater when sanitary sewer is available. Centralized potable water, wastewater, and reclaimed water are available to the site. The Northeast Regional Utility Service Area (NERUSA) serves the proposed development. No wetlands or flood zones are found onsite, and no other environmental constraints are present that would hinder development. The site has frontage along US Highway 27 and Minute Maid Ramp Road 1, which will be required to be constructed to County standards prior to final approval of the proposed request. All surrounding roadways have insufficient capacity to assimilate the amount of traffic that will be generated from this development, but projects cannot be denied upon traffic concurrency. The submitted site plan will be evaluated further for compliance during the Level 2 review.

Staff has found this request consistent with the Comprehensive Plan and LDC. The site will meet all other standards including setbacks, FAR, ISR, lighting, and landscaping. Staff finds this request is compatible with the surrounding area and adjacent uses and recommends approval.

## Findings of Fact

- *LDPD-2024-6 is a Planned Development request to increase the retail and commercial use in excess of thirty (30) percent within an Employment Center-X (ECX) land use district in the North Ridge Selected Area Plan (SAP) for a retail tire store. The site is ± 2.91 acres.*
- *The proposed use is considered Vehicle Service, Mechanical. Per Chapter 4, Section 401.06, Table 4.16 of the LDC, Vehicle Service, Mechanical is a Conditional Use (C2).*
- *The subject site has frontage on State Road 25/US 27 (Road No. 009040) and Minute Maid Ramp Road 1 (Road No. 671904). US 27 is a state-maintained, six-lane divided roadway classified as a Principal Arterial roadway. Minute Maid Ramp Road 1 is an unpaved, Local Residential roadway. **Access is proposed from Minute Maid Ramp Road 1, which will need to be paved to non-residential County standards prior to development of the subject parcel.***
- *Per LDC Table 4.17, setbacks from Principal Arterial rights-of-way are 65 feet. Setbacks from Local Road rights-of-way are 30 feet. Side and rear setbacks are 20 feet. The maximum height is 75 feet.*
- *The subject site is served by Polk County Utilities for potable water, wastewater, and reclaimed water services. These services are available, and the development will be required to connect to each. A 24-inch potable water main is located in the eastern right-of-way of Highway 27. A 16-inch pressurized force wastewater main is located in the western right-of-way of Highway 27. A 16-inch pressurized transmission reclaimed water main is located in the western right-of-way of Highway 27.*
- *POLICY 2.131-Q4.M of the Comprehensive Plan states, “The Employment Center is an Activity Center designated only within the County’s Selected Area Plans (SAP). It is designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County.”*
- *POLICY 2.131-Q4.M.C: DEVELOPMENT CRITERIA - Development within an ECX shall conform to the following criteria:*
  - (a) *Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. No new individual driveways shall be permitted to access US 27.*
  - (b) *Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.*
  - (c) *Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such shared parking and permeable surface parking design.*
  - (d) *Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.*
  - (e) *Buffering that meets the County development standards as set forth in the adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.*

- (f) *Residential development, as a primary use will be permitted in up to 15% of the ECX designation at Medium and High Densities. Location of residential units above non-residential shall be encouraged by not considering such units against the maximum residential densities. Residential development in excess of the 15% ECX designation may be permitted through a Planned Development. Alternatively, residential development may exceed the 15% ECX designation and be permitted a maximum density of 25 dwelling units per acre through a technical review performed by the Development Review Committee if the development provides parallel connector(s) between two or more roads intersecting with US 27 that connect residential and commercial development along the US 27 corridor, consistent with Policy 2.131-W4.*
- (g) *Industrial uses which include at least fifty percent (50%) office space, assemble products, and conduct research and development, but do not manufacture any products.*
- (h) *The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 2.0.*
- (i) ***Retail and commercial uses are limited to 30 percent of the ECX district. A higher percentage of the limited 30 percent of retail and commercial uses shall be permitted through a Planned Development. The maximum floor area ratio for commercial uses shall be 1.0.***
- (j) *All development, when it is feasible, shall take advantage of any mass-transit facilities.*
- *POLICY 2.104-A1 of the Comprehensive Plan states, “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;*
- *“Planned Development” is defined in Chapter 10 of the LDC as “A land use or uses prepared, constructed, and maintained according to a binding plan as a single entity containing one or more structures and accessory uses. Strict adherence to land use district standards may be relaxed for the purpose of accomplishing a greater objective such as*

*increased internal vehicle trip capture, resource protection, further compatibility with adjacent uses, and more efficient use of public infrastructure. Multiple land uses contained within Planned Development shall have a functional relationship with each other as well as consistency with the land use district.” Development criteria for Planned Developments is found in Section 303 of the LDC.*

- *POLICY 2.104-A7: DENSITIES AND INTENSITIES of the Comprehensive Plan states, “To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development. The maximum densities and intensities listed in Table 2.104.1 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and the policies that include the description for each of the referenced land use category as provided for within this Element.” The minimum FAR suggested for the TSDA is 0.50; the maximum is 1.5.*
- *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.”*
- *There are no wetlands or floodplains located in the subject site.*
- *The property is served by the Polk County Sheriff’s Office Northeast District, located at 100 Dunson Rd in Davenport. For May 2024, the average response time for Priority 1 Calls was 11:19 and Priority 2 Calls was 27:13.*
- *For the 2022-23 school year, the property is zoned for Loughman Oaks Elementary, Citrus Ridge Middle, and Ridge Community High School.*
- *Fire and EMS will be provided via Polk County Fire Rescue Station 38, 126 Cottonwood Dr, Davenport, FL 33837. The response time is six (6) minutes.*
- *There are no known archeological or historical resources on the subject site, per data from the Florida State Historical Commission.*
- *The property is not located within a Wellfield-Protection District. The closest public wellfield is located to the southeast of the site, on Cottonwood Drive.*
- *The subject site consists of 100 % Candler Sand, 0 to 5 percent slopes.*
- *According to the Florida Natural Areas Biodiversity Matrix, the subject site is not located within a one-mile radius of an endangered habitat community.*
- *The general topography of the subject site has a contour of 183 feet at the northern boundary to 185 feet at the southern property boundary.*
- *The subject site is not located within an airport impact district. Heart of Florida Hospital Heliport is the closest landing site for aircraft located approximately 2.9 miles to the south of the subject site.*
- *Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other.” To achieve this, three options are provided:*

- a. 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/or*
- c. Uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques.*

- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and SECTION 2.104 Transit Supportive Development Area (TSDA) of the Comprehensive Plan.*

**Development Review Committee Recommendation:** Based on the information provided by the findings of fact, information provided by the applicant, a recent site visit, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDPD-2024-6**.

### **CONDITIONS OF APPROVAL**

Based on the findings of fact the Development Review Committee recommends **APPROVAL of LDPD-2024-6** with the following conditions:

1. Approval of LDPD-2024-6 shall be for the development of a retail tire store (Vehicle Service, Mechanical) to exceed the 30% cap for commercial and retail development within the Employment Center-X (ECX) land use district in the North Ridge Selected Area Plan (SAP).
2. The applicant shall construct sidewalks to County standards along both frontages of the site.
3. The site plan included herein together with the conditions of approval shall be considered the “Binding Site Plan.” Any modifications to LDPD-2024-6, 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.

### **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 uses upon them.

**Table 1**

<b>Northwest:</b> Tourism Commercial Centers-X (TCC-X) Vacant	<b>North:</b> Employment Center-X (ECX) Future Carwash	<b>Northeast:</b> Employment Center-X (ECX) Future Self Storage/ Hotel
<b>West:</b> Tourism Commercial Centers-X (TCC-X) Vacant	<b>Subject Property:</b> Employment Center-X (ECX) Vacant	<b>East:</b> Employment Center-X (ECX) Future Citrus Ridge Multi-Family
<b>Southwest:</b> Tourism Commercial Centers-X (TCC-X) Vacant	<b>South:</b> Employment Center-X (ECX) Future Citrus Ridge Multi-Family	<b>Southeast:</b> Employment Center-X (ECX) Future Citrus Ridge Multi-Family

Source: Polk County GIS Data-Viewer and Staff Site Visit

The applicant is requesting a 7,020 square foot Retail Tire Store on the northern portion of the subject site. Ingress and egress are proposed from Minute Maid Ramp Road 1. The request triggered a Level 3 review because of the 30 percent retail/commercial cap within the ECX of the North Ridge Selected Area Plan (SAP). The subject property is bordered by future developments that are currently in Level 2 Reviews. This includes a multifamily development, a carwash, a self-storage facility, a hotel, and a four-lane divided roadway identified for vacant commercial land to the west.

### Compatibility with the Surrounding Land Uses and Infrastructure:

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.

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

#### A. Land Uses:

This area of the County has seen exponential growth in the last decade due to its proximity to Orlando attractions. Within approximately a one (1) mile radius, there are over 1,000 apartment and townhome units that have been recently approved and are under construction. There are several detached single-family subdivisions dating back to the late 1990s within this radius as well. The proposed development is compatible with the surrounding area as the construction of a retail tire store will provide the surrounding residents and tourists with a much-needed service.

Policy 2.102.A2 of the Comprehensive Plan states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to address incompatibilities. The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering



- Limiting Scale & Intensity
- Transition through the use of innovative techniques

Developments with frontage along US Highway 27 are generally commercial in nature, given the large number of travelers along the throughfare. The proposed retail tire store provides a much-needed service in an area that is seeing rapid development. Staff finds the proposed location to be ideal for such a use. The use is also similar in intensity to the retail/commercial uses currently under construction to the immediate north of the site, which includes a car wash, a self-storage facility, and a hotel.

LDC Section 720, requires the appropriate landscape buffers along property boundaries. At minimum, a Type “A” landscaping buffer will be required along the frontages of US Highway 27 and Minute Maid Ramp Road 1 in accordance with LDC Section 720. The applicant’s site plan will be required to show further compliance with this section of the Code during the Level 2 Review for all property boundaries.

According to the submitted site plan, the applicant meets or exceeds the building setbacks for development in the ECX district. LDC Section 708 requires 4 spaces per service bay for Vehicle Service, Mechanical. The applicant is proposing six (6) repair bays with a total of 39 parking spaces exceeding the requirements. Additionally, two streetlights shall be installed at the entrances of the proposed development for pedestrian safety as outlined in Section 707 of the LDC. During the Level 2 Review, the site will also need to provide lighting in the parking and loading areas designated or intended for public use after dark.

The applicant is also proposing a sidewalk along US 27. Per the conditions of this request, the applicant shall also construct sidewalks to County standards along Minute Maid Ramp Road 1. Although the LDC does not typically require sidewalks along Local Roads, staff finds that the installation of the sidewalk will aid in pedestrian safety for individuals; and to complete the sidewalk network, especially those in the multi-family development directly to the east of the site. The TSDA also requires connectivity and pedestrian options. This request is compatible with surrounding land uses and infrastructure. Staff finds no practical incompatibilities with the plan as presented.

#### B. Infrastructure:

The subject site lies within the Transit Supportive Development Area (TSDA). As such, this parcel is located within an area that has a significant amount of urban infrastructure and services. For this site, all emergency services (fire and ambulance) are located within approximately 3 miles, and response times are within reasonable levels for urban areas. Potable water, wastewater, and reclaimed water are available to the site.

#### **Nearest Elementary, Middle, and High School**

The closest schools are Loughman Oaks Elementary  $\pm 7.5$  miles, Citrus Ridge Middle  $\pm 7.8$  miles, and Ridge Community High  $\pm 5.3$ . The applicant does not need to address School Board capacity for the anticipated project. The proposed discount tire store is not expected to have any impact on school concurrency as the use will not generate the need for children to attend school.

#### **Nearest Sheriff, Fire, and EMS Station**

Fire and EMS response to this project will be from Polk County Fire Rescue Station 38, located at

126 Cottonwood Dr, Davenport. The travel distance is approximately one (1) mile with an estimated six (6) minute response.

The site is served by the Polk County Sheriff’s Northeast District Substation located at 1100 Dunson Road, Davenport. Sheriff response times are not as dependent on the distance to the nearest Sheriff’s substation but more determined by the overall number of patrol officers within the County. As of May 2024, the average response times for a Priority 1 call within this district was 11:19 minutes. The response time for Priority 2 calls was 27:13 minutes.

Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered.

Table 2, to follow, provides a breakdown of these services, response times, and distances from the subject site.

**Table 2** Public Safety Information

	<b>Name of Station</b>	<b>Distance</b>	<b>Response Time*</b>
<b>Sherriff</b>	Northeast District Command 1100 Dunson Road, Davenport	±3 miles	Priority 1: 11:19 Priority 2: 27:13
<b>Fire/EMS</b>	Fire Rescue Station 38 126 Cottonwood Dr, Davenport	±1 miles	6 mins

*Source: Polk County Sheriff’s Office & Polk County Fire Rescue. Response times for May 2024.*

**Water and Wastewater Demand and Capacity:**

This property is within Polk County’s Northeast Utility Service Area for potable water, wastewater, and reclaimed water.

**A. Estimated Demand and Service Provider:**

The site is located within the Transit Supportive Development Area (TSDA) where centralized water and sewer services typically exist, and connection to these services are required. The service provider in this area is Polk County Utilities.

In terms of existing infrastructure, a 24-inch potable water main is located in the eastern right-of-way of Highway 27. A 16-inch pressurized force wastewater main is located in the western right-of-way of Highway 27. A 16-inch pressurized transmission reclaimed water main is located in the western right-of-way of Highway 27. This project will be required to connect to said utilities.

Per the Polk County Concurrency Manual- service, filling and gas stations generate 0.30 Gallons Per Day (GPD) per square foot of total roof area, which is 7, 020 square feet for the proposed discount tire store. This calculates to 2,106 GPD for water, and 80% of that for wastewater which comes to 1,685 GPD.

**B. Available Capacity:**

The applicant is required to discuss their specific needs and necessary improvements with Polk County Utilities staff prior to any development on the property. The Northeast Utility Service Area is permitted for 13,940,400 GPD of potable water. Current flow is at approximately 8,917,000 GPD. There is approximately 794,000 GPD in uncommitted capacity. The system growth rate is such that it will take 2.3 years before capacity is reached. This system is located in the Central Florida Water Initiative (CFWI) area, an area with on-going impacts to water resources. If the

Southwest Florida Water Management District determines that adverse impacts to water resources or existing legal users are occurring or are projected to occur because of the authorized withdrawals, the District may reduce permitted quantities.

The Northeast Utility Service Area wastewater system will be permitted to treat up to 9,000,000 GPD. Current flow is at approximately 4,388,000 GPD. There will be plenty capacity to serve the proposed development with the expansion. Concurrency will be addressed at the Level 2 Review.

C. Planned Improvements:

According to the Polk County Community Investment Program (CIP) database, there is a pending project to add clarifiers to the Northeast Regional Wastewater Treatment Facility. The project is currently in the design stage, and upon completion, the clarifier addition will provide redundancy to the plant and allow for future expansion. There is anticipated improvement of 1,250,000 GPD to be added upon completion which will be able to service the incoming developments.

### **Roadways/ Transportation Network**

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (850 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) - the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 - 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

The proposed project will be accessed from Minute Maid Ramp Road 1. This road is classified as a Local Residential, County-maintained, unpaved roadway. As such, the road will be required to be constructed to County standards prior to final approval of the proposed project.

A. Estimated Demand:

The applicant is proposing a 7,020 square foot discount tire store. According to methodology utilized by the Polk County Transportation Planning Organization (TPO), a tire store (ITE Code 848) generates 19.94 Annual Average Daily Trips (AADT)/ 1,000 sq. ft. and 3.75/1,000 sq. ft. Peak PM Hour Trips. For the proposed tire store is projected to generate 140 total daily trips and 27 PM peak hour trips. Based on these calculations, the applicant will be required to submit a Minor Traffic Study during the Level 2 Review process.

To further analyze the traffic that could be created from this site, staff has compared the demand on the roadways that would be generated if a multi-family use was built at the subject site under the ECX land use district.

The ECX allows up to 15 DU/AC through an approved Planned Development (PD). Utilizing the CPA Concurrency Manual, for Low-Rise Multi-family Housing (one or two floors), each dwelling

unit generates 6.74 Average Annual Daily Trips (AADT) and 0.51 Peak PM Trips. If a residential PD was requested and approved, the site would be able to achieve 43 units resulting in 290 AADT and 22 Peak PM Trips. While this would typically require a minor traffic study, the AADT is greater for a multifamily development than the proposed retail tire store.

**B. Available Capacity:**

The submitted site plan proposes access from Minute Maid Ramp Road 1 (Road No. 671904). Per the Roadway Inventory Database, it is classified as a County maintained unpaved Local Residential Roadway. It is not tracked by the Polk County Traffic and Planning Organization (TPO). The nearest monitored link is US 27, a State maintained roadway. Table 3, to follow, displays the generalized capacity on the two most affected transportation links.

**Table 3** Roadway Link Concurrency

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Projected LOS in 5 Years
5110N	US 27 From CR 547 to Interstate-4	F	0	F
5110S	US 27 From CR 547 to Interstate-4	F	0	F

*Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database October 13, 2023*

A Level of Service (LOS) designation represents free-flowing conditions on a roadway. The scores are based on the highest congestion level on a roadway, even if it only occurs a few minutes a day. According to TPO projections, the US 27 road link is currently rated “F” for failing, but traffic concurrency is not a justified cause for denial of a project at this location. TPO’s analyzation is based on generalized capacity and is typically the first indicator that there are constraints on the roadway.

Since the roadway LOS is “F”, the applicant will be required to submit a major traffic study in accordance with LDC Section 703 during the Level 2 Review process. This Section states if there is not adequate capacity of any public facility or service within the impacted service area, the applicant will be required to mitigate off-site transportation improvements, to achieve available capacity and site improvements recommended in the traffic study. Typically, once a major traffic study is submitted, TPO verifies that the study methodology is accurate, then Planning and Engineering staff evaluates the roadway improvement opportunities and subsequent requirements for the development.

**C. Roadway Conditions:**

The subject site has frontage on US Highway 27, a State-maintained, six-lane divided principal arterial roadway, and Minute Maid Ramp Road 1 (Road No. 671904), an unpaved Local Residential Roadway. The applicant will be required to bring the roadway up to County standards before final approval of the project.

**D. Sidewalk Network**

There are no sidewalks located in the vicinity of the subject parcel. The applicant will be required to construct sidewalks along both frontages of the site.

E. Planned Improvements:

Minute Maid Ramp Road 1 is currently an unpaved County-maintained Road. The road will be required to be constructed prior to approval of the proposed retail tire store. There are no improvements within the County's CIP plans.

F. Mass Transit

The subject property has no access to public transit. The closest bus stop is located at the corner of Highway 17/92 and C Street in Haines City and is serviced by Line 15 through Citrus Connection. The bus stop is approximately 7.4 miles from the subject site. Route 20X- the Haines City to Davenport Express, runs along US 27 with stops only at Posner Park and Downtown Haines City. If there is higher density, there will be increased demand for transit to reach surrounding non-residential uses. The addition of new stops is likely given the ongoing development of adjacent lots.

**Park Facilities and Environmental Lands:**

The proposed discount tire store is located within proximity to a number of parks and environmental lands, including Loughman Park and Hilochee Wildlife Management Area - Osprey Unit. The proposed use is not likely to have an impact on any park facilities or environmental lands.

A. Location:

Loughman Park is located approximately 9.8 miles to the northeast of the subject property off Ronald Reagan Parkway at 6302 Old Kissimmee Road, Davenport.

B. Services:

Loughman Park provides a number of amenities for surrounding residents including soccer and multi-purpose fields, basketball courts, a playground, pavilions, and picnic tables. The hours of operation is from 5 a.m. to 10 p.m.

C. Multi-use Trails:

There are no multi-use trails within a reasonable distance to the subject site.

D. Environmental Lands:

Hilochee Wildlife Management Area - Osprey Unit was previously utilized for citrus, cattle ranching, sod farming, and sand and clay mining. The Florida Fish and Wildlife Conservation Commission began acquiring the land in 1995, with the Osprey Unit purchased in 2000. A mosaic of wetland and upland habitats, Hilochee Wildlife Management Area is part of a network of conservation lands comprising the Green Swamp ecosystem. The habitat helps to preserve and protect regional groundwater and surface water supplies, to provide a home for wildlife populations, and offers recreational opportunities including hunting, fishing, and wildlife viewing. The subject site is located approximately 1 mile from Hilochee Wildlife Management Area and the proposed use is not anticipated to have any negative impacts on environmental lands.

## Environmental Conditions

No flood zones or wetlands are noted on the site per the Polk County's DataViewer. No surface water is present. No endangered animal species have been documented. The site is comprised of Candler Sand that is suitable for non-residential development.

### A. Surface Water:

There are no surface water bodies within the project area. The subject site has a contour of 183 feet at the northern boundary to 185 feet at the southern property boundary. The stormwater management system for the proposed PD site shall be designed to meet regulatory requirements.

### B. Wetlands/Floodplains:

According to Polk County's DataViewer, there are no flood zones or wetlands on the subject site. The nearest flood zones and wetlands are approximately 0.5 miles to the east of the subject site.

### C. Soils:

The subject site consists of 100 % Candler Sand, 0 to 5 percent slopes. The soil types and limitations, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, are listed in Table 4, below.

**Table 4**

Soil Name	Limitations to Dwellings w/o Basements	Septic Tank Limitations	% of Site (approximate)
Candler Sand 0 to 5 percent slopes	Slight	Slight	100 %

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

Candler Sand consists of well-drained soils found in upland areas. It presents few limitations to building construction or septic tanks, though this project will connect to centralized wastewater.

All future development is required by the LDC to implement best management practices for erosion-control, and the soils are not of such that would limit compliance with applicable LDC regulations for the proposed use.

### D. Protected Species:

According to the Florida Natural Areas Inventory's Biodiversity Matrix, this site is not located within a mile of a recent sighting of an endangered species. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

### E. Archeological Resources:

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

F. Wells (Public/Private):

The property is not located within a Wellfield-Protection District. The closest public wellfield is located to the southeast of the site, on Cottonwood Drive.

G. Airports:

According to the 2030 Comprehensive Plan Map Series Airport Impact District Map, the site is not within a Height Notification zone. Heart of Florida Hospital Heliport is the closest landing site for aircraft located 2.9 miles to the south of the subject site.

**Economic Factors:**

This area of the County has seen exponential growth in the last few years. To the east, Citrus Ridge Multi-Family for 358 units is currently in review. The car wash that was previously approved to the north is currently under construction. There is also a self-storage and hotel development in review to the northeast. At a wider view, Town Grove at Citrus Ridge apartments have been approved and are under construction for 222 units. A mixed-use non-residential development is under construction to include a convenience store, restaurants, and a retail plaza. elf-storage, and a retail plaza.

This non-residential development is largely the impetus for this Planned Development application, as the Comprehensive Plan limits retail and commercial uses within ECX land use districts to 30% of the ECX district. Retail tire stores offer a support service to surrounding residents and tourist visiting the area, and the location is ideal for such a use.

## Consistency with the Comprehensive Plan and Land Development Code:

Table 5, to follow, provides an analysis of the proposed request when compared to 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 5 Comprehensive Plan**

Comprehensive Plan Policy	Consistency Analysis
<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 site is located in an area planned for urban development. There has been a significant amount of development in this area, and other non-residential and residential projects have been developed on neighboring parcels.</p>
<p>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.</p>	<p>The proposed development is consistent with services available in the Transit Supportive Development Area (TSDA).</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: 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>	<p>As proposed and conditioned, the request is compatible with the surrounding land uses. The applicant has worked to soften any impacts presented by the proposed development from the adjacent uses through buffering strategies and structural design.</p>
<p>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.</p>	<p>The site is located within an area that has a significant amount of urban infrastructure and services with potentially ample capacity to serve it.</p>
<p>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).</p>	<p>The subject site is located within an area of the County that has adequate public safety services as identified in the staff report.</p>



This request is consistent with the Land Development Code and will be further reviewed during the level 2 review. Table 6, to follow, outlines relevant components of Section 303 and how the project addresses them.

**Table 6**

<b>The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 303 of the LDC:</b>	
<i>The timing of a proposed development relative to intensity based on the proximity to necessary infrastructure and services available, (Where is it)</i>	The site is located at the intersection of Minute Maid Ramp Road 1 and US 27. According to the site plan the project will have direct ingress/egress to Minute Maid Ramp Road 1, which the applicant will be required to bring to County standards prior to final approval. The proximity to US Highway 27 is ideal, as individuals utilizing the throughfare will have direct access to a support service vital to their commute.
<i>The internal design of a project for how well it meets the needs of its future residents, and (What's in it)</i>	The site plan meets the setback and parking requirements outlined in the LDC. Sidewalks will also be installed along the road frontage of the site, as conditioned for pedestrian safety. The site plan will be further evaluated for compliance during the Level 2 Review.
<i>The relationship between a project and the community around it in terms of transition to less intense neighboring properties, use of green infrastructure, and location and type of vehicle access. (How it fits)</i>	The site plan identifies landscape buffers to aid in the transition from the proposed retail development and the abutting multifamily development that is currently being reviewed. Sidewalks shall be installed along both road frontages as conditioned in the staff report. Retail tire stores offer a support service to surrounding residents and tourist visiting the area, and the location is ideal for such a use.

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

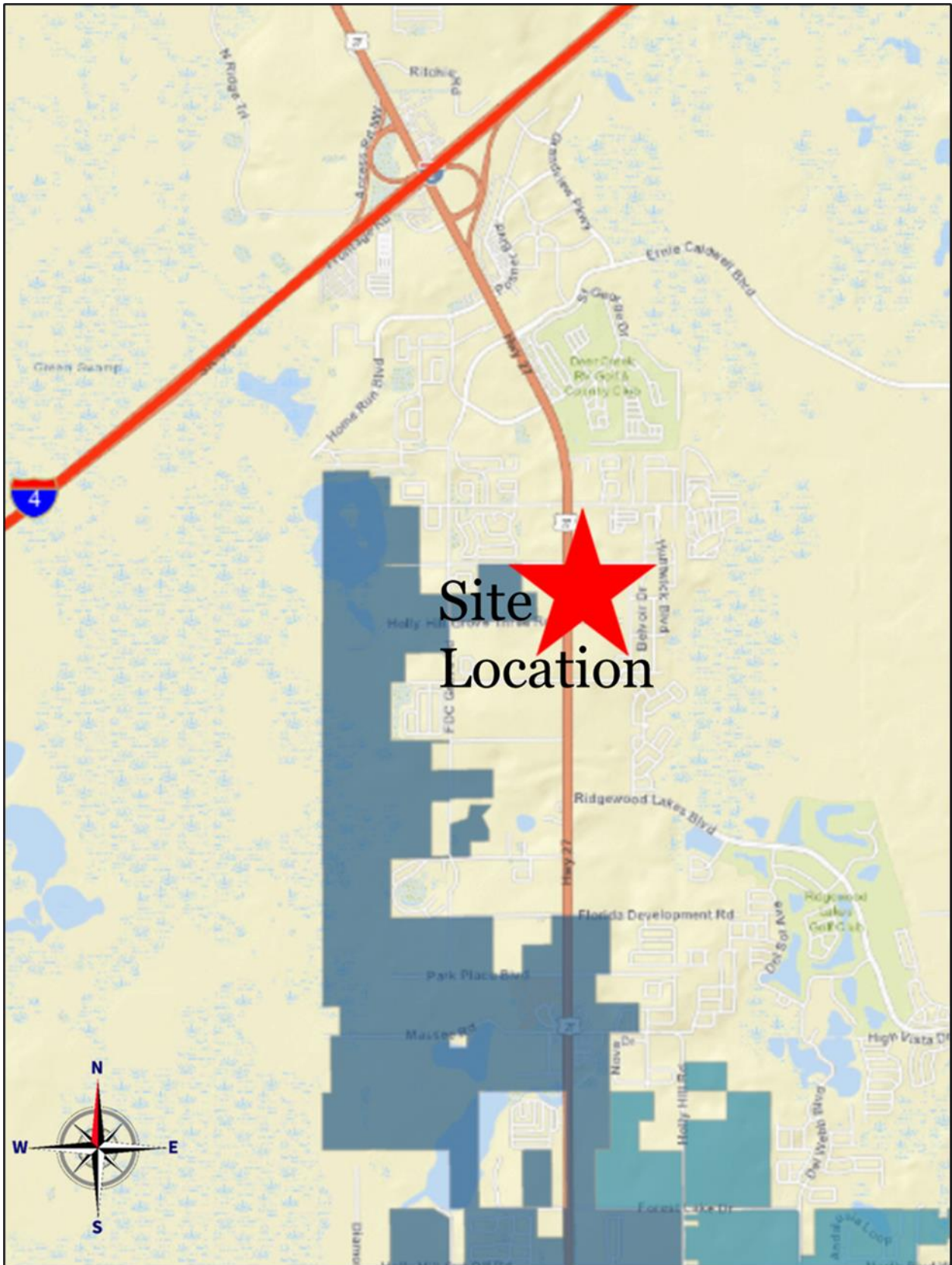
**Table 7**

<b>The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:</b>	
<i>Whether the proposed development is consistent with all relevant requirements of this Code;</i>	Yes, this request is consistent with the LDC, specifically Table 4.16 which shows the allowable uses for an ECX designated property. Vehicle Service, Mechanical requires a C2 (engineered site plan) for the proposed use. Furthermore, the applicant has addressed concerns regarding compatibility through the use of buffering strategies identified on the submitted site plan.
<i>Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;</i>	Yes, this request is consistent with the Comprehensive Plan, specifically POLICY 2.109-A1 of the Comprehensive Plan states, "For properties within the Transit Supportive Development Areas (TSDA), higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7."  Additionally, POLICY 2.102-A2 states "Land shall be developed so that adjacent uses are compatible with each other."
<i>Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and</i>	Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 7-8 of 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 but will be reviewed further during the Level 2 review. See pages 9-10 of this staff report for data and analysis.

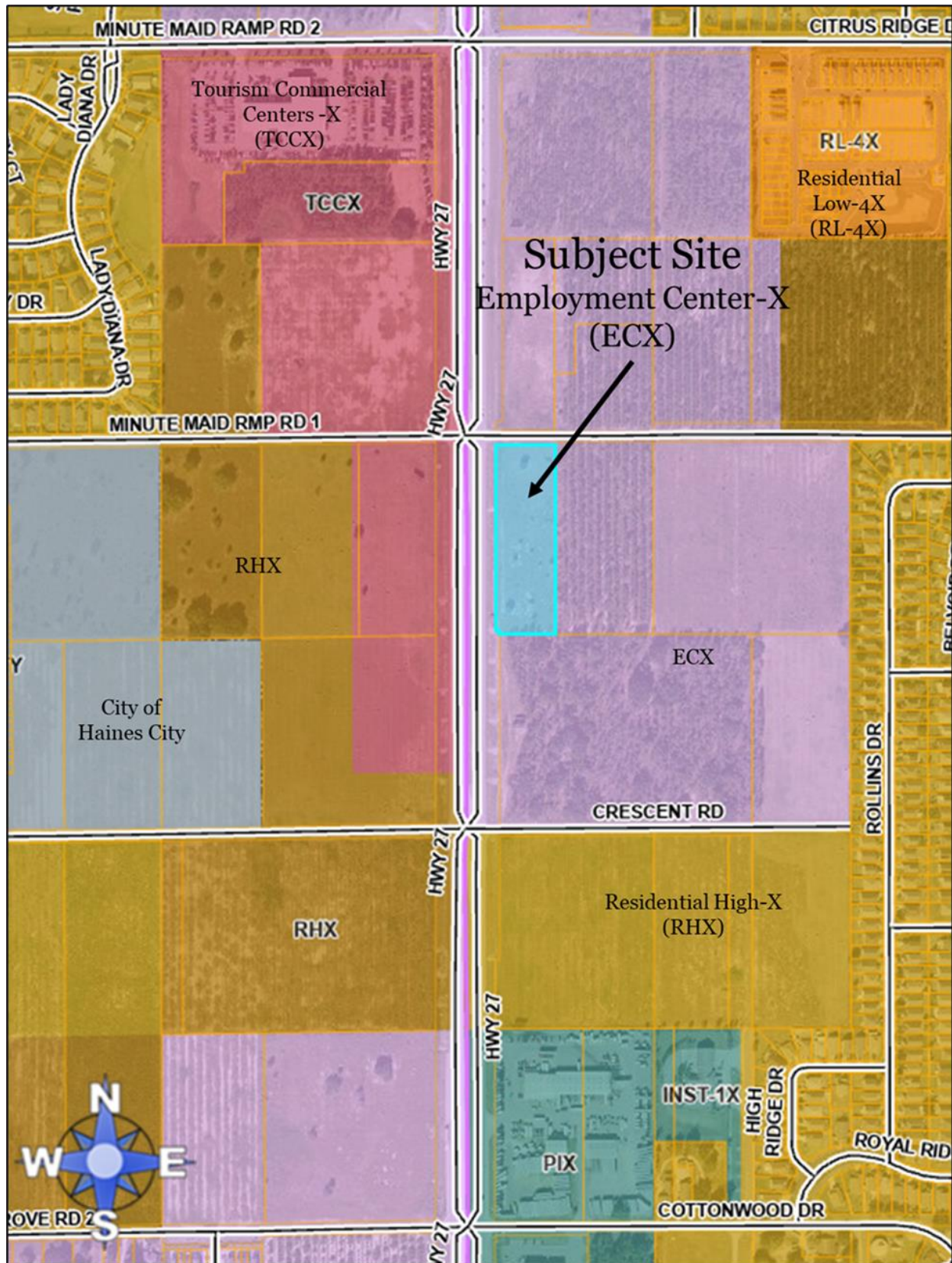
**Comments from other Agencies: None**

**Exhibits:**

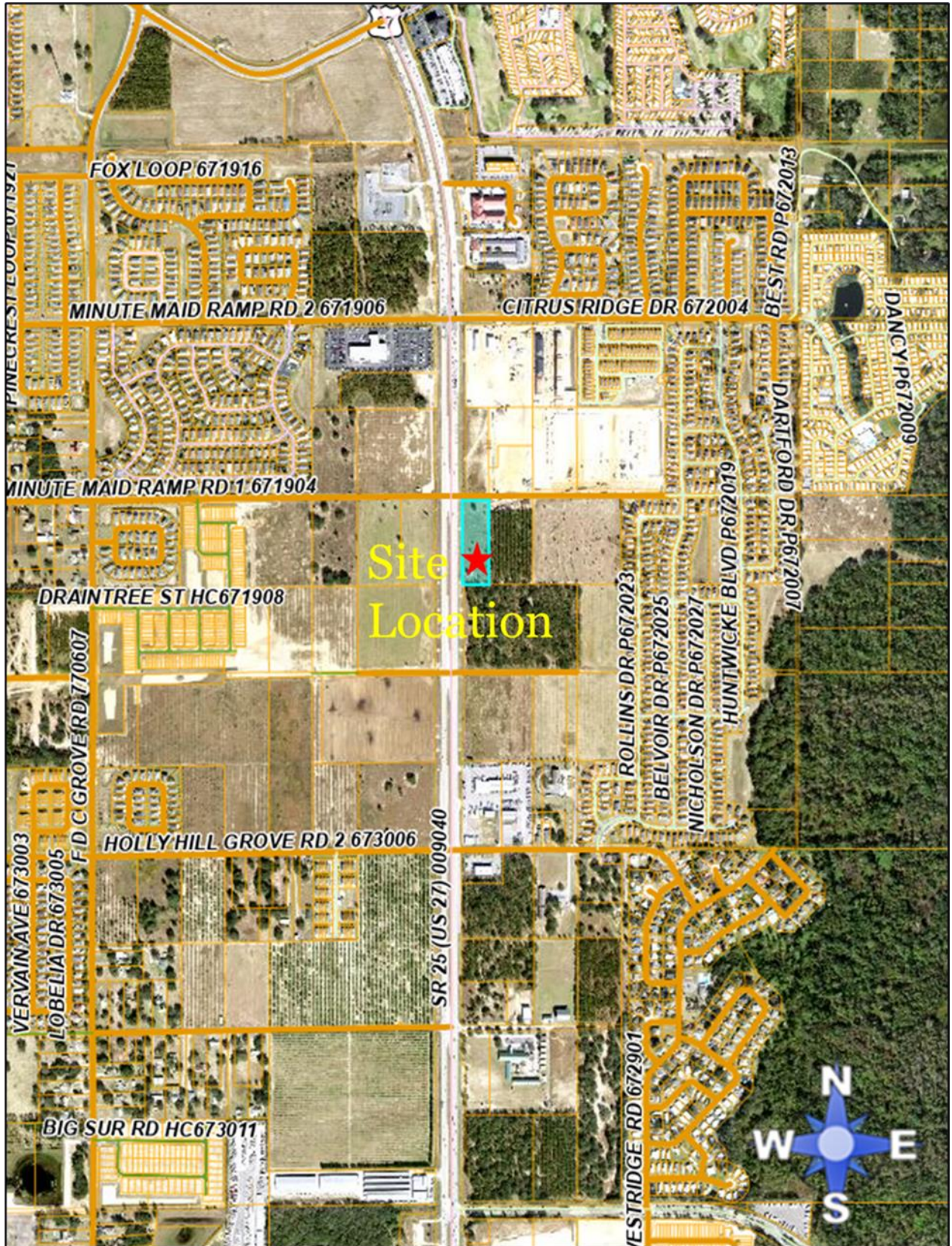
- Exhibit 1 Location Map
- Exhibit 2 Future Land Use Map
- Exhibit 3 2023 Aerial Photo (Context)
- Exhibit 4 2023 Aerial Photo (New Developments)
- Exhibit 5 2023 Aerial Photo (Close Up)
- Exhibit 6 Site Plan



Location Map



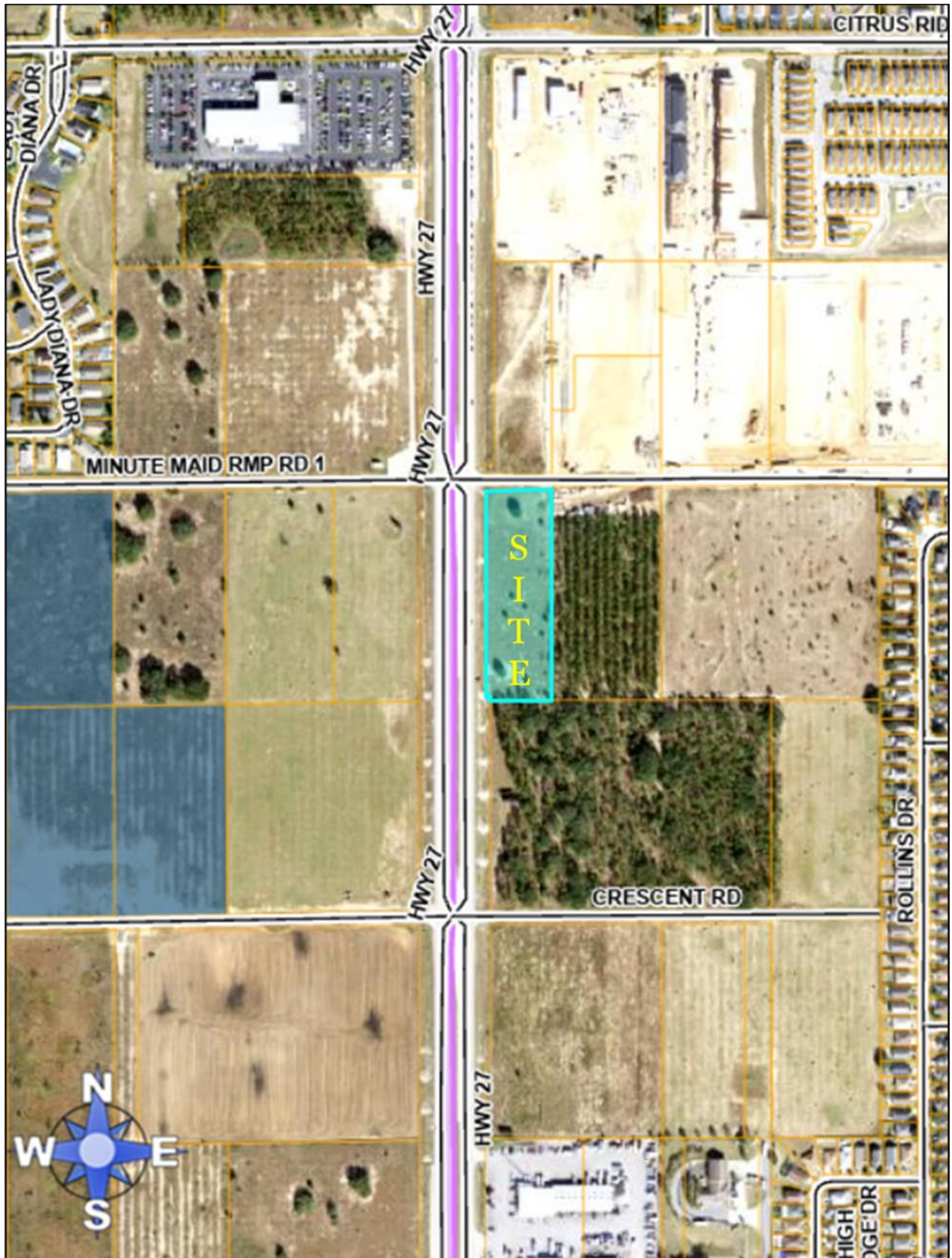
Future Land Use Map



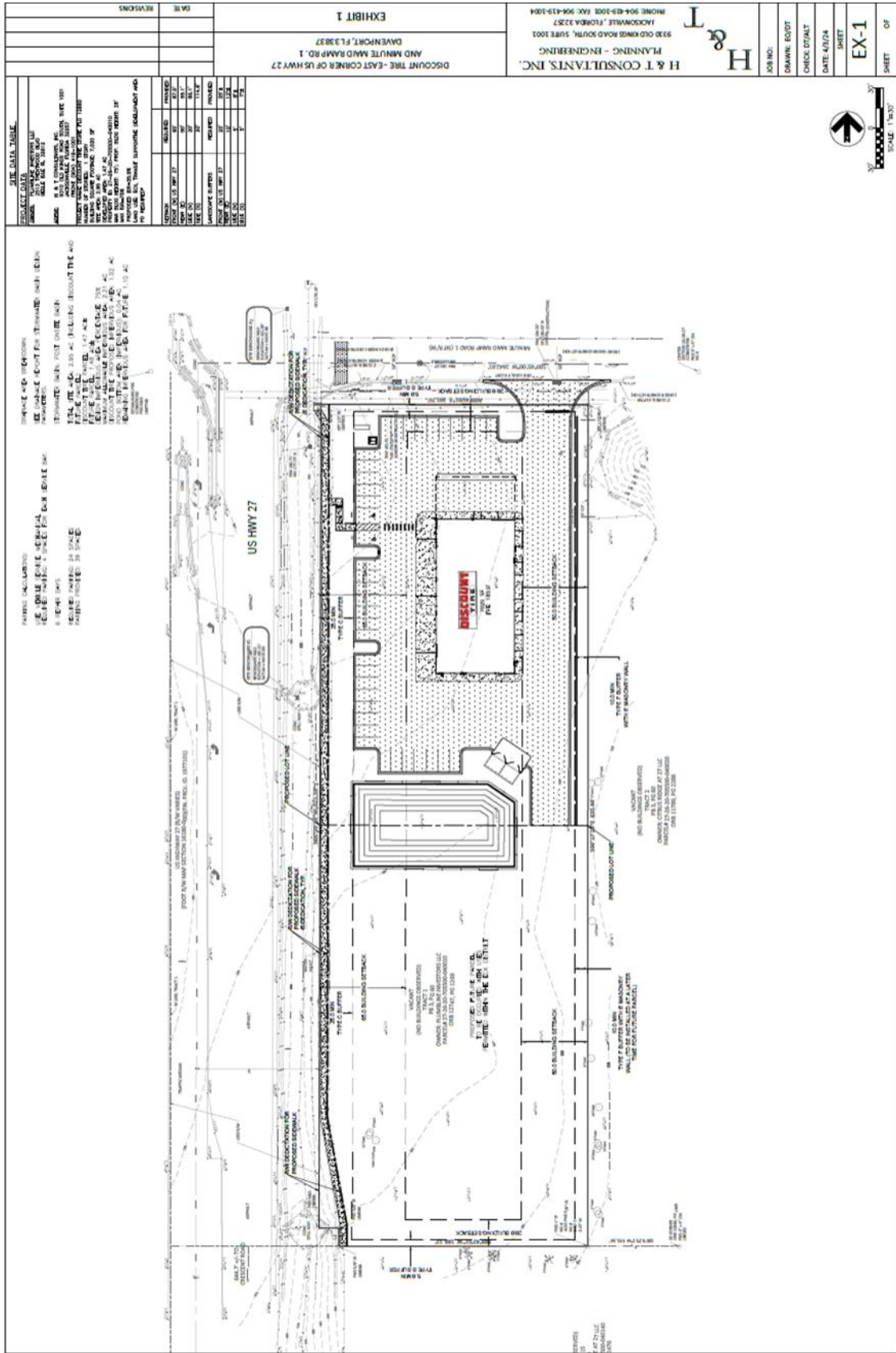
2023 Aerial Photo (Context)



2023 Aerial Photo (New Developments)



2023 Aerial Photo (Close up)



**SITE DATA TABLE**

NO.	DESCRIPTION	DATE	REVISIONS
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2	REVISED PER COMMENTS	02/15/24	
3	REVISED PER COMMENTS	03/10/24	
4	REVISED PER COMMENTS	04/05/24	
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99	REVISED PER COMMENTS	03/01/32	
100	REVISED PER COMMENTS	04/01/32	

**EXHIBIT 1**  
 DISCOUNT STORE - EAST CORNER OF US HWY 27  
 AND HWY 27 AND HWY 27  
 DAVENPORT, FL 33827

**H & T CONSULTANTS, INC.**  
 PLANNING - ENGINEERING  
 930 OLD KINGS ROAD SOUTH, SUITE 1003  
 JACKSONVILLE, FLORIDA 32217  
 PHONE 904-819-1008 FAX 904-819-1004

JOB NO.:  
 DRAWN: EGYOT  
 CHECK: DJANT  
 DATE: 4/1/24  
**EX-1**  
 SHEET OF

SCALE: 1" = 50'

Site Plan