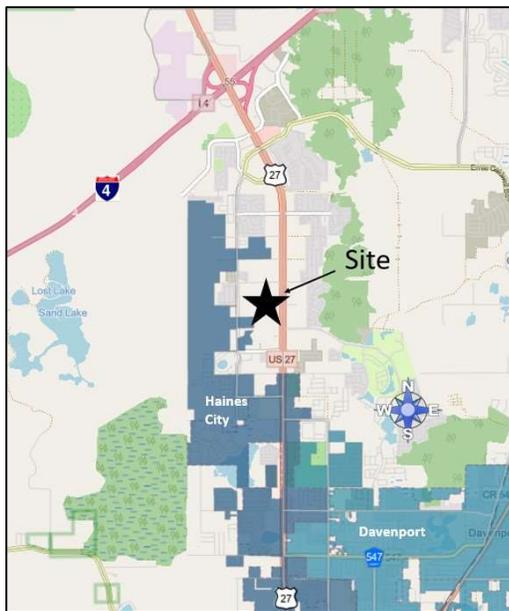


**POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
Staff Report**

DRC Date: January 11, 2024	Level of Review: Level 4 Review
PC Date: March 5, 2024	Type: Large-Scale Comprehensive Plan Amendment
BoCC Date: May 7, 2024 September 3, 2024	Case Numbers: LDCPAL-2023-11
Applicant: Josh Lockhart, CPH	Case Name: US 27 NR SAP ECX
	Case Planner: Chanda Bennett, AICP

Request:	Large Scale Comprehensive Plan map amendment from Professional Institutional-X (PIX) to Employment Center-X (ECX) and amend Policy 2.131-Q4, M, c, (a) to delete the new driveway access prohibition to US 27.
Location:	Located south of Holy Hill Grove Road 1, west of US 27, north of Sand Hill Road and east of FDC Grove Road and east and north of the City of Haines City and north of Davenport, in Section 30, Township 26, Range 27.
Property Owners:	Circus Inn, Inc
Parcel Number:	29.69 +/- acres – 272630-000000-012010
Future Land Use:	Professional Institutional-X (PIX)
Development Area:	Transit Supportive Development Area (TSDA), Transit Corridor and Transit Center of the Transit Centers and Corridors Overlay
Nearest Municipality:	Haines City and Davenport
DRC Recommendation:	Approval
Planning Commission:	6:0 Approval
Florida Commerce	Pending Transmittal



Location Map



Current Future Land Use

Summary of Analysis:

The applicant requests a Large-Scale Comprehensive Plan map amendment from Professional Institutional-X (PIX) to Employment Center-X (ECX) on approximately 29.69 +/- acres and amend Policy 2.131-Q4, M, c, (a) to delete the new driveway access prohibition to US 27. The subject site is part of a larger development site that is about 51.52 +/- acres. The property is located within the North Ridge Selected Area Plan, the Transit Supportive Development Area (TSDA) and the Transit Center and Transit Corridor of the Transit Centers and Corridors Overlay (TCCO).

Policy 2.131-Q4, M, c Development Criteria for Employment Center, (a) states “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.” The applicant is requesting “No new individual driveways shall be permitted to access US 27.” to be deleted from the policy. This policy is mirrored in the Land Development Code and is being addressed through LDCT-2023-22.

Staff recommends approval of the request. The ECX is basically an expansion of the ECX from the north. The differences in uses between ECX and PIX are not significant. The ECX was increased in 2006 with a County initiated request to implement an Economic Development Action Plan. However, since the housing market crash in 2008, ECX has been decreased and replaced with residential uses. In fact, the PIX to the west of the subject site is developed with single family homes that existed prior to the PIX being approved in this area. The new driveway access to US 27 prohibition in ECX does not exist for any other land uses in the North Ridge SAP as identified by the applicant (see applicant’s separate analysis). The removal of this prohibition will allow the access to US 27 to be all based on FDOT access management standards.

Compatibility Summary

The property to the north in the ECX is vacant with a religious institution in the PIX to the east and a self-storage facility to the south. There are single family detached uses to the west on the north and south side of Holly Hill Grove Road 1. Designating the subject site ECX does not change the compatibility relationship with surrounding uses. The intersection of Holly Hill Grove Road 1 and US 27 is still non-residential. The request is compatible with the surrounding uses.

Infrastructure Summary

The proposed CPA is not anticipated to degrade the Level of Service (LOS) standard for transportation, water, sewer, and school facilities. There is no transportation capacity available in the adjacent US 27 link. However, state law prevents local governments from denying development due to roadway failure that is due to previously approved and existing development. Improvements to US 27 will be the responsibility of the Florida Department of Transportation. Other roadway improvements are necessary whether the land use is PIX or ECX. Therefore, this request does not modify any capacity issues for the surrounding infrastructure. Water and wastewater service is available to the site. Appropriate parks and public safety services are nearby.

Environmental Summary

The subject site does not have any significant environmental limitation. There are no wetlands or floodplains currently. The applicant will be required to provide a buffer on the western property line and adhere to Section 220 Compatibility of the Land Development Code which includes a 50 foot zone.

Comprehensive Plan and Land Development Code

The relevant sections of the Comprehensive Plan and Land Development Code that are applicable to the project request:

- Section 2.102 – General Growth Management policies
- Policy 2.108-A1 TSDA Description
- Policy 2.124-A3 TCCO Design Principles
- Policy 2.124-A7: TCCO Development Standards
- Section 2.131-Q – Vision Basic Principles
- Policy 2.131-Q4., M b Modified Land Use Categories – Employment Centers Characteristics
- Policy 2.131-Q4., M c. Modified Land Use Categories – Employment Centers Development Criteria

Request and Legal Status

- This is an applicant-initiated request for a Large-Scale Comprehensive Plan map amendment from Professional Institutional-X (PIX) to Employment Center-X (ECX) on approximately 29.69 +/- acres and amend Policy 2.131-Q4, M, c, (a) to delete the new driveway access prohibition to US 27. The subject site is part of a larger development site that is about 51.52 +/- acres.
- The property is located within the North Ridge Selected Area Plan, the Transit Supportive Development Area (TSDA) and the Transit Center and Transit Corridor of the Transit Centers and Corridors Overlay (TCCO).
- Policy 2.131-Q4, M Development Criteria for Employment Center, c (a) states “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.” The applicant is requesting “No new individual driveways shall be permitted to access US 27.” to be deleted from the policy.
- The subject site is part of a larger site that includes the vacant property north of Holly Hill grove Road 2 and south of Holly Hill Grove Road 1.
- The applicant has submitted a request to close the right-of-way of Holly Hill Grove Road 2 extending the entire property frontage of Holly Hill Grove Road 2.
- Professional Institutional-X (PIX) is characterized by generally containing medical and other professional offices and support facilities.
- Employment Center-X (ECX) is characterized by accommodating the employment and functional needs of the urbanizing northeast area of the County and generally contain office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses.

Compatibility

- The existing uses surrounding the site are

- North – Holly Hill Grove Road 2, ECX, and vacant
 - Northwest – ECX; residential and vacant
 - East – US 27, PIX and NACX; Religious Institution and vacant
 - West – PIX; residential and self-storage (outside storage of RVs and boats.
 - South – PIX, self-storage buildings
- The subject site is vacant.
 - The property along Holly Hill Grove Road 2, west of the subject site on the north and south side of Holly Hill Grove Road 2, was designed ECX (northside) and PIX (southside) with the adoption of the North Ridge SAP update. This update was part of the Economic Development Action Plan in 2006 (CPA 06B-01).
 - The policies for the TSDA and the TCCO require a variety of transit-oriented development standards.
 - The contiguous PIX district that includes the subject site is developed with residential uses and a self-storage facility. There are currently no medical uses in the PIX.
 - The properties to the west and south of the subject site are developed.
 - There are no other Development Criteria policies in the North Ridge SAP for any other Future Land Use designation in the SAP that prohibit new access to US 27.

Infrastructure

- The zoned schools for the site are Bella Cita Elementary, Citrus Ridge K-8 Middle School, and Ridge Community Senior High School.
- The Sheriff’s Regional Command that serves the area is the Polk County Sheriff Office’s Northeast District located at 1100 Dunson Road, Davenport.
- Fire and EMS response to this project is from Polk County Fire Rescue Station 38 located at 126 Cottonwood Drive, Davenport less than one mile away.
- The subject site is within the Northeast Regional Utility Service Area (CRUSA). There is available capacity for potable water and wastewater with appropriately sized pipes nearby for connection.
- The subject site fronts on Holly Hill Grove Road 1 on the north and US 27 on the east. Holly Hill Grove Road 1 is designated as an unpaved Local Residential and US 27 is a four six lane divided roadway.
- There is one mass transit route within walking distance which is Route 20X the Haines City/Davenport Express which travels to the Posner City Center and downtown Haines City and along US 17/92. However, this is an express route and does not have any stops nearby.

- The closest regional park is the Northeast Regional Park and the nearest environmental lands is the Hilochee Reserve (Osprey Unit) within the Green Swamp Area of Critical State Concern to the northwest.

Environmental

- There are no wetlands or floodplains on the subject property.
- There are no surface waters on the subject site. The site’s highest elevation is near the southeast corner at 162 feet and slopes to the very southeast corner at 147 feet while the on the northwest corner is at 176 feet.
- The soil type is 100 percent (%) Candler Sand at 0 to 5 % slopes.
- There has not been an endangered species sighting within one mile of the subject site, according to the Endangered Habitats map for Polk County based on 2015 data. If any species discovered, the applicant will be required to address any required mitigation with the appropriate agency with jurisdiction.
- There are no known archeological or historical resources on the subject site.
- The applicant has indicated there are no potable wells on the subject site. The closest Wellfield is on Cottonwood to the east of the subject site. The other Wellfields are by the County’s utility property north of the subject site.
- The subject site is not within an Airport Impact District.
- The applicant has indicated there are no potable wells on the subject site. The closest Wellfield is on Cottonwood to the east of the subject site. The other Wellfields are by the County’s utility property north of the subject site.

Comprehensive Plan Policies

- Policies 2.102-A1 through A15 address Growth Management in unincorporated Polk County relating to location, compatibility, distribution, timing, development policies and standards, topography considerations, soils, public facilities and utilities, location criteria, urban sprawl, redevelopment, and community vision.
- POLICY 2.102-A9: PUBLIC FACILITIES AND UTILITIES - Public facilities and utilities shall be located to:
 - a. maximize the efficiency of services provided,
 - b. minimize their cost, and
 - c. minimize their impacts on the natural environment.
- Policies 2.102-A1 through A15 address Growth Management in unincorporated Polk County relating to location, compatibility, distribution, timing, development policies and standards, topography considerations, soils, public facilities and utilities, location criteria, urban sprawl, redevelopment, and community vision.

- 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 2.124-A3: DESIGN PRINCIPLES - Polk County shall implement site design principles in the form of development incentives and standards. These design principles shall address:
 - a. Convenient, direct and safe pedestrian connections to building entrances, existing and planned transit stops, parking facilities, mixed land uses and public spaces;
 - b. Pedestrian-scale blocks and interconnected street networks to promote pedestrian mobility;
 - c. Architecture and streetscape features, such as awnings, articulated facades, pedestrian lighting, sidewalk furniture, street trees and store front display windows to create a human-scale or pedestrian focused environment;
 - d. Orientation of buildings and entrances towards streets or public spaces to encourage and support pedestrian activity;
 - e. Discouragement of auto-dependent uses in close proximity to transit hubs;
 - f. Provision of complete streets to increase mobility for transportation system users;
 - g. Provision of parks, plazas and greenways to create community gathering places;
 - h. Provision of bicycle parking;
 - i. Incorporation of transit facilities and amenities into site design, e.g., shelters, benches, and lighting;
 - j. Provision of structured parking as part of mixed land uses; and
 - k. Reduced or shared parking.

- POLICY 2.124-A7: DEVELOPMENT STANDARDS - Polk County shall require, through the Land Development Code, transit-supportive standards to be applied to development within the Transit Corridors and Centers Overlay. These standards may include, but will not be limited to:
 - a. Provision of pedestrian infrastructure;
 - b. Provision of transit facilities and passenger amenities;
 - c. Building orientation, e.g. orientation towards a street or public space; and
 - d. Maximum parking requirements.

- VISION BASIC PRINCIPLES - The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:
 1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.
 2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.
 3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.
 4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.
 5. The existing medical facilities will serve as attractors for other medical services and office centers.
 6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.
 7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.
 8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.
 9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.
 10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.
 11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.
 12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.
 13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.
 14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.
 15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.
- Policy 2.131-Q4. Modified Land Use Categories – M, b., Employment Centers CHARACTERISTICS - The ECX in this SAP is intended to accommodate the employment

and functional needs of the urbanizing northeast area of the County. The ECX will generally contain office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:

- (a) Minimum Population Support: 20,000,
 - (b) Market Area Radius: 3+ miles,
 - (c) Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.
- 2.131-Q4, M. c. Employment Centers 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 as 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.

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 LDCPAL 2023-11**.

Planning Commission: On March 6, 2024, in an advertised public hearing, the Planning Commission voted 6:0 to recommend **APPROVAL** of LDCPAL-2023-11.

***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 this sentence lists the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1 Surrounding Uses

Northwest ECX; vacant and residential – single family detached	North ECX; vacant	Northeast PIX; vacant
West PIX; residential – single family detached	Subject Site PIX, vacant	East PIX; religious institution
Southwest PIX; residential – single family detached and self-storage facility – outdoor storage of RVs and boats	South ECX; self-storage facility	Southeast PIX; vacant and Ridgewood Lakes

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

The subject site is located at the southwest corner of Holly Hill Grove Road 1 and US 27 which is a directional median opening. Based on conversations with the Florida Department of Transportation, the directional median opening is expected to remain based on the applicant’s proposed development. In addition, the applicant is proposing the closure of Holly Hill Grove Road 2. North of the site is vacant property including to the northeast. To the west is residential, and property to the east of US 27 includes a religious institution.

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 property to the north in the ECX is vacant with a religious institution in the PIX to the east and a self-storage facility to the south. There are single family detached uses to the west, on the north, and south side of Holly Hill Grove Road 1. Designating the subject site ECX does not change the compatibility relationship with surrounding uses. The intersection of Holly Hill Grove Road 1 and US 27 is still non-residential. The request is compatible with the surrounding uses.

The request for the land use change is an expansion of the ECX. The PIX is intended for more medical uses while the ECX is intended for office and commercial uses. There are no medical uses in the PIX currently and it is not immediately adjacent to any medical facilities. The residential in the PIX to the west should be changed to residential no later than during the Comprehensive Plan update (adoption scheduled for December 2025). There are appropriate access points off of US 27.

Policy 2.131-Q4, M. c. Employment Centers Development Criteria require access to parcels from an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. The policy also prohibits new driveways onto US 27. The applicant has provide appropriate justification to amend this policy to remove the following statement:

“No new individual driveways shall be permitted to access US 27.”

There is no other Future Land Use designation in the SAP that has this prohibition. The ECX in the North Ridge has been significantly reduced since the North Ridge Update in 2006. Therefore, this prohibition is not relevant anymore and is appropriate to be deleted.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below. ECX does permit multifamily development in different percentage categories depending on how the site is designed.

Table 2

Name of School	Average driving distance from subject site
Bella Cita Elementary (Zoned)	6 ± miles driving distance
Citrus Ridge K-8 Middle School (Zoned)	8.5 ± miles driving distance
Ridge Community Senior High School (Zoned)	4 ± miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance, GIS and School Board Zone Finder GIS

Nearest Sheriff, Fire, and EMS Station

Table 3 below displays the public safety response times. The responding Sheriff’s substation will be out of the NE District off of Dunson Road. The first responding station for Fire and EMS services is nearby on Cottonwood.

Table 3 Public Safety Information

	Name of Station	Distance
Sheriff	Polk County Sheriff Office’s Northeast District 1100 Dunson Road, Davenport	Priority 1 – 12:29 Priority 2 – 26:00 4 +/- miles
Fire/ EMS	Station 38 (1 st Response) 126 Cottonwood Drive, Davenport Station 5 (2 nd Response) 6525 Ronald Reagan Parkway, Davenport	Less 1 +/- miles 4.4 +/- miles

Source: Polk County Sheriff’s Office for January 2024 and Polk County Fire Rescue.

Water and Wastewater

The applicant is planning on a larger retail center that includes the subject site and the property on the north side of Holly Hill Grove Road 1 for a total of 57 +/- acres. However, the subject site of 29.67 acres is the focus of the analysis below.

A. Estimated Demand and Service Provider

Table 4 below provides the generalized estimates of anticipated water and wastewater demands. The subject site is in the Northeast Regional Utility Service Area and can be served by public water and sewer. There is an 8” waterline adjacent to the site within the ROW of Holly Hill Grove Road 1 and US 27. In addition, there is a 6” wastewater line along Holly Hill Grove Road 1 and US 27. There is also an 8” reuse line along US 27 adjacent to the site and a 6” reuse line on the north side of Holly Hill Grove Road 1.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Demand as permitted in Existing Land Use*	Maximum Permitted in Proposed Land Use*
29.69 acres / 1,293,296.4 sq ft	PIX @ 0.70 to 1.25 FAR = 905 sf to 1,616,621 sf TCCO @ 2.0 FAR = 2,586,593 sf	ECX @ 0.70 to 2.00 FAR = 905,307 to 2,586,593 sq. ft. TCCO @ 2.0 FAR = 2,586,593 sf
Potable Water Consumption	905,307 to 2,586,593 * 0.24 = 217,274 to 620,782 GPD	905,307 to 2,586,593 sq. ft. x 0.22 GPD 199,168 to 569,050 GPD
Wastewater Generation	217,274 to 620,782 *80% = 173,819 To 496,626 GPD	199,168 to 569,050 GPD x 80% 159,334 to 455,240 GPD

Source: Polk County Concurrency Manual and Service Provider data *Gallons per Day (GPD), Office in INST 0.24 GPD per sq. ft. water, wastewater is 80% and a Department store is 0,22 GPD per sq ft.

B. Available Capacity

The current working permit for water service is 18.58 million gallons per day (MGPD) with a current flow of 12.1159 MGPD. Considering committed capacity, there is 2.047 MGPD of available capacity. The current working permit for wastewater is 11.832 MGPD with a current flow of 8.1176 MGPD. Considering committed capacity, there is 13.082 MGPD of available capacity. There is enough capacity in the system to provide water for a retail use at 2.0 FAR.

C. Planned Improvements

There are system improvements that include a NERUSA Master Plan Update and other capital upgrades to the Ernie Caldwell Water Main improvements, Holly Hill WM Upgrade, and the Cottonwood Drive WM upgrade.

The major planned improvements are for the long-term water supply needs beyond 2025. The year 2025 is significant because the water management districts will not permit additional withdrawals from the Floridan Aquifer. The Polk Regional Water Cooperative (PRWC) is a non-profit, special district of the State of Florida created to plan, develop, and deliver a future high-quality drinking water supply. The PRWC was created by interlocal agreement among member governments and is a regional utility funded by contributions from the member governments and State agency grants. The 16 member governments have equal voting rights and share the cost of developing new water supplies and environmental stewardship. Policies are established by a 16-member board of directors that includes one representative from Polk County and one representative from each of the 15 member cities: Auburndale, Bartow, Davenport, Dundee, Eagle Lake, Fort Meade, Frostproof, Haines City, Lake Alfred, Lake Hamilton, Lake Wales, Lakeland, Mulberry, Polk City, and Winter Haven.

The Southeast Wellfield and Water Supply Facility is to utilize the brackish, Lower Floridan Aquifer (LFA) in Southeast Polk County as a “non-traditional” water supply. The Southeast Wellfield is a permitted supply, and after treatment via reverse osmosis, will deliver up to 12.5 million gallons per day (MGD) of high-quality drinking water to the member governments for the next 30 to 40 years.

Desalination removes dissolved substances in groundwater, seawater and municipal wastewaters to make water fit for human consumption, irrigation, industrial and other uses. Desalination is usually accomplished through a process called reverse osmosis, which purifies salt or brackish water by forcing it through semi-permeable membranes. These membranes act as filters that collect heavy metals and other compounds while the water passes through. This technology is already used throughout Florida.

Roadways/Transportation Network

The applicant completed a Major Traffic Study for the entirety of their project outlined in red in the Exhibits includes the subject site and the property on the north side of Holly Hill Grove Road 1. The applicant has submitted a request to close the Right-of-Way of Holly Hill Grove Road 1 from the projects western edge to US 27. This will leave Holly Hill Grove Road 1 open between the western edge of the subject site and FDC Grove Road. The merits of this ROW closure are not relevant to this request. This request is to determine if ECX on the subject site is consistent with the Comprehensive Plan and compatible with the surrounding land uses. The applicant is planning on submitting a Level 3 Conditional Use for retail over 64,000 square feet. The Holly Hill Grove Road 2 request will be a focus of that request.

The applicant used the Florida Standard Urban Transportation Model (FSUTMS) model to determine which intersections their full project (57.61 acres) will consume five percent (5%) or more the Level of Service standard (i.e. passing grade of the link) capacity. This includes the following roadways:

- US 27 (between CR 17 [Polk City Road] to Ronald Reagan Parkway) (50% to 16% of capacity)
 - Intersection of US 27 with
 - Holly Hill Grove Road 1
 - Holly Hill Grove Road 2
 - Ridgewood Lake Boulevard
 - County Road (CR) 547 and
 - Bates Road
- Ronald Reagan Parkway (12% of capacity)
- US Highway 17/92 (8% of capacity)
- CR 547 (9% of capacity)
- Bates Road (6% of capacity)

The traffic study is attached as a separate document. The estimates below are based on the subject site only (29.69 acres). It is expected that there will be more adjustments to the traffic study as this case moves through the Comprehensive Plan Amendment process and no later than when the Level 3 Conditional Use or ROW vacation request is before the Board of County Commissioners. In addition, other policy amendments need to be made to the North Ridge Selected Area Plan to make the ROW closure consistent, and the final analysis of the traffic study will be necessary for those requests.

A. Estimated Demand

The subject site fronts US 27 with approximately 1,042 feet on the east and Holly Hill Grove Road 1 with approximately 1,241 feet on the north. Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate.

The PIX Future Land Use designation was created to support more medical and institutional uses but certainly permits multifamily and retail as does ECX. ECX is more prevalent along the US 27 corridor and has been developing more as retail and multifamily. Therefore, retail uses were used in ECX as the comparison to the current PIX.

Both Future Land Use designations have the same base Floor Area Ratios at 70% and depending on if within the Corridor of the TCCO or the Corridor and Center of the TCCO, the FAR may extend to a top range of 2.5 FAR. However, a top range of 2.0 FAR was chosen for consistency purposes and an FAR of 1.0 is not even being achieved in this part of the County as of yet. In addition, the lowest FAR range of 70% in ECX for a supermarket will generate more traffic than the highest FAR of 2.0 for an office use in PIX. It is important to note that an office use in PIX at the lowest FAR range of 70% is well above the available PM Peak Hour Trips for any of the impacted roadway links except there is 977 available PM Peak hour trips in the northbound direction of US 27 north of I-4.

Table 5 Estimated Transportation Impact Analysis

Permitted Intensity	Demand as permitted in Existing Land Use*	Maximum Permitted in Proposed Land Use*
29.69 acres / 1,293,296.4 sq ft	PIX @ 0.70 to 1.25/1,000 FAR = 905 sf to 1,453 sf TCCO @ 2.0 FAR = 2,325 sf	ECX @ 0.70 to 2.00/1,000 FAR = 905 to 2,325 sq. ft. TCCO @ 2.0 FAR = 2,325 sf
Average Annual Daily Trips (AADT)	905 to 2,325 * 11.07 * 92% = 9,217 to 23,679 AADT	905 to 2,325 * 68.34 * 76% = 47,005 to 120,757 AADT
PM Peak Hour Trip	905 to 2,325 * 1.07 * 92% = 891 to 2,289 PM Peak	905 to 2,325 * 9.24 * 76% = 6,356 to 16,328 PM Peak

Source: ITE Code 750 office park @ 11.07 AADT per 1,000 sf; 1.07 PM Peak Hour Trips per 1,000 sf and 92% new trips; Supermarket per 1,000 sf is 68.34 AADT and 9.24 PM Peak Hour trips with 76% new trips.

B. Available Capacity

Table 6 below displays the available capacity only for US 27 rather than all the impacted roadways for the larger project. There is available capacity in the PM Peak Hour for a minimum of 356,000 square foot office or a 41,234 square foot shopping store. This is based on the available PM Peak Hour capacity of 381 trips in the north bound direction on US 27 between CR 17 – Polk City Road – and Bates Road. For comparison, all the retail at the southwest corner of Lakeland Highlands and CR 540-A is 44,768 square feet.

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
5109N	US 27 (CR 17 Polk City Road to Bates Road)	C	381	D	C
5109S		C	484	D	C
5114N	US 27 (Bates Road to CR 547)	C	473	D	C
5114S		C	572	D	C
5110N	US 27 (CR 547 to I-4)	F	-312	D	F
5110S		F	-182	D	F
5111N	US 27 (I-4 to Ronald Regan Parkway)	C	1,058	D	C
5111S		C	977	D	C

Source: Polk County Transportation Planning Organization Roadway Network Database 2023

US 27 along the subject site frontage is in a failing condition. Traffic concurrency is not required to be available at the time of a Comprehensive Plan amendment as this is not a development permit. Population and transportation growth based on maximum Future Land Use buildout is only one way of estimating capacity needs. However, all of the County’s Future Land Use designations are far from reaching their maximum buildout. Therefore, population growth is a more accurate estimation of transportation impact. Using population growth provides a more consistent method as the land use intensities of Davenport, Haines City, Dundee, Lake Hamilton, and Winter Haven are different from each other and Polk County. The Polk Transportation Planning Organization’s Long Range Transportation Plan (LRTP) captures a larger growth scale for roadway improvements.

The growth in Northeast Polk County is now more a factor of market forces rather than being impacted by government controls. Therefore, the more important item to focus on is access management rather than on a new land use designation (ECX) that includes much of the same uses as PIX. The more important planning item that Polk County can have on growth in the northeast is the planning for roadways, cross access, alternative transportation routes such as the Central Polk Parkway and mass transit improvements.

C. Roadway Conditions

US 27 is part of the Strategic Intermodal System of roadways that move people and goods throughout the state. It is a six-lane divided arterial. Holly Hill Grove Road 1 is an unpaved local residential road.

D. Sidewalk Network

There are no sidewalks in the area. A sidewalk will be required along the subject site’s frontage on Holly Hill Grove Road 1 and US 27. Other bike/ped improvements will also be required at the Level 3 Conditional Use Review and the Level 2 Site Plan Review per the development standards of the TSDA and the TCCO.

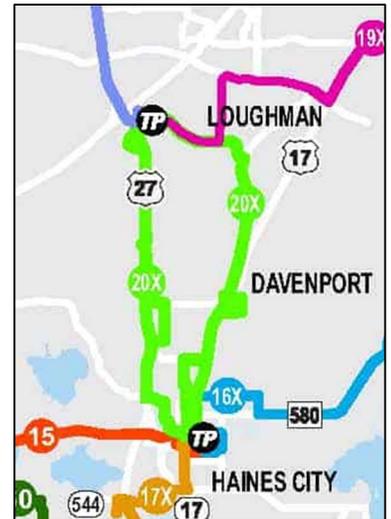
E. Planned Improvements

The closet County roadway project includes an alignment study for FDC Grove Road from Minute Maid Ramp Road 2 over I-4 to connect to the North Ridge Trail on the west side of US 27. Other

improvements in the larger area include intersection improvements near CR 547 on a variety of County roads.

F. Mass Transit

There is one mass transit within walking distance which is Route 20X the Haines City/Davenport Express which travels to the Posner City Center and downtown Haines City and along US 17/92. However, this is an express route and does not have any stops nearby.



Park Facilities:

The closest regional park is the Northeast Regional Park and the nearest environmental lands is the Hilochee Reserve (Osprey Unit) within the Green Swamp Area of Critical State Concern to the west.

A. Location:

The Northeast Regional Park is about 10 miles to the north on the east side of US 27.

B. Services:

The Northeast Regional Park includes six artificial turf multipurpose fields for soccer, football and lacrosse, four artificial turf baseball/softball fields, league play, a concession stand, playground, tennis courts, racquetball courts, basketball courts, a screened-in pavilion (which is available to rent), picnic shelters, an exercise trail and a dog park. It also features a boat launching site and bank and pier fishing.

C. Multi-use Trails:

The closest trails are within the Osprey Unit owned by the Southwest Florida Water Management District. Access is from Polk City Road near CR 557.

D. Environmental Lands:

There closest Polk County Environmental Land is the east shore of Lake Marion. There about a 36 acre area of the over 300 acre property recently purchased that will be tuned into an interpretive center much like the Circle B Bar Reserve. It will have some hiking and a boat ramp along with buildings for an interpretive center. The Hilochee Reserve (Osprey Unit) within the Green Swamp Area of Critical State Concern to the west has a trail head on Polk City Road about 11.4 miles to the southwest using I-4.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area by the County in the five-year Capital Investment Plan for the immediate area around the subject site.

Environmental Conditions

There are few environmental limitations for development of this property.

A. Surface Water:

There are no surface waters on the subject site. The site's highest elevation is near the southeast corner at 162 feet and slopes to the very southeast corner at 147 feet while on the northwest corner is at 176 feet.

B. Wetlands/Floodplains:

There are no wetlands or floodplains on the subject property.

C. Soils:

The soil types and limitations, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, are listed in Table 8. The subject site is 100% Candler Sands (0-5% slope). Candler sands drain well and are supportive of dwellings and septic tanks. The site will be required to connect to public water and sewer.

Table 8

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Candler Sands (0 to 5% slope)	Slight	Slight	75%

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

D. Protected Species

There has not been an endangered species sighting within one mile of the subject site according to the Endangered Habitats map for Polk County based on 2015 data. If any species discovered, the applicant will be required to address any required mitigation with the appropriate agency with jurisdiction.

E. Archeological Resources:

There are no identified sites on the subject property per the Florida Department of State, Division of Historical Resources.

F. Wells (Public/Private)

The applicant has indicated there are no potable wells on the subject site. The closest Wellfield is on Cottonwood to the east of the subject site. The other Wellfields are by the County's utility property north of the subject site.

G. Airports:

The subject site is not within an Airport Impact District.

Economic Factors:

The economic factors are in large part not changed or impacted by this request. However, having the same Future Land Use designation can help in acquiring development funding and financing.

Consistency with the Comprehensive Plan and Land Development Code

Many policies within the Comprehensive Plan are reviewed for consistency with an application including all Elements of the Comprehensive Plan. The most relevant policies from the Comprehensive Plan and the Land Development Code for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent or inconsistent** with the Comprehensive Plan is listed below:

- Section 2.102 – General Growth Management policies
- Policy 2.108-A1 TSDA Description
- Policy 2.124-A3 TCCO Design Principles
- Policy 2.124-A7: TCCO Development Standards
- Section 2.131-Q – Vision Basic Principles
- Policy 2.131-Q4., M b Modified Land Use Categories – Employment Centers Characteristics
- Policy 2.131-Q4., M c. Modified Land Use Categories – Employment Centers Development Criteria

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
<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>The requested land use change is from one non-residential land use designation to another one with not too many differences in uses. The removal off the US 27 driveway access from the Development Criteria of ECX will make ECX equivalent to other non-residential land uses along the corridor. The requested land use change and policy amendment is consistent with this policy.</p>
<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</p>	<p>The subject site is within the TSDA. The TSDA is the urban development area designation. Therefore, non-residential Future Land Use designation are consistent with these policies in the North Ridge SAP.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>by-passed in favor of development more distant from services and existing Communities.</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>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>POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:</p> <ul style="list-style-type: none"> a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable);e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: <ol style="list-style-type: none"> 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well 	<p>The subject site is in the TSDA which is the urban development area. The timing of te land use and the policy amendment are consistent with these two policies.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>fields; and 6. climatic conditions, including prevailing winds, when applicable.</p>	
<p>POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria:</p> <p>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;</p> <p>b.be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;</p> <p>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;</p> <p>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;</p>	<p>The subject site is in the TSDA. This report provides data that the site is well supported by urban levels of infrastructure.</p>
<p>POLICY 2.124-A3: DESIGN PRINCIPLES - Polk County shall implement site design principles in the form of development incentives and standards. These design principles shall address:</p> <p>a. Convenient, direct and safe pedestrian connections to building entrances, existing and planned transit stops, parking facilities, mixed land uses and public spaces;</p> <p>b. Pedestrian-scale blocks and interconnected street networks to promote pedestrian mobility;</p> <p>c. Architecture and streetscape features, such as awnings, articulated facades, pedestrian lighting, sidewalk furniture, street trees and store front display windows to create a human-scale or pedestrian focused environment;</p> <p>d. Orientation of buildings and entrances towards streets or public spaces to encourage and support pedestrian activity;</p> <p>e. Discouragement of auto-dependent uses in close proximity to transit hubs;</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>f. Provision of complete streets to increase mobility for transportation system users;</p> <p>g. Provision of parks, plazas and greenways to create community gathering places;</p> <p>h. Provision of bicycle parking;</p> <p>i. Incorporation of transit facilities and amenities into site design, e.g., shelters, benches, and lighting;</p> <p>j. Provision of structured parking as part of mixed land uses; and</p> <p>k. Reduced or shared parking.</p>	
<p>POLICY 2.124-A7: DEVELOPMENT STANDARDS</p> <p>- Polk County shall require, through the Land Development Code, transit-supportive standards to be applied to development within the Transit Corridors and Centers Overlay. These standards may include, but will not be limited to:</p> <p>a. Provision of pedestrian infrastructure;</p> <p>b. Provision of transit facilities and passenger amenities;</p> <p>c. Building orientation, e.g. orientation towards a street or public space; and</p> <p>d. Maximum parking requirements.</p>	
<p>VISION BASIC PRINCIPLES</p> <p>The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:</p> <ol style="list-style-type: none"> 1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping. 2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers. 3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods. 4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area. 5. The existing medical facilities will serve as attractors for other medical services and office centers. 	<p>The requested land use change is from one non-residential land use designation to another. The differences in uses are not significant and both are compatible with the Vision Basic Principles of the Comprehensive Plan. The removal of the US 27 driveway access from the Development Criteria of ECX will make ECX equivalent to other non-residential land uses along the corridor. The requested land use change and policy amendment is consistent with this policy.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.</p> <p>7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.</p> <p>8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.</p> <p>9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.</p> <p>10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.</p> <p>11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.</p> <p>12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.</p> <p>13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.</p> <p>14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.</p> <p>15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.</p>	
<p>Policy 2.131-Q4. Modified Land Use Categories – M, b., Employment Centers CHARACTERISTICS - The ECX in this SAP is intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:</p>	<p>The requested ECX is an expansion of the ECX to the north. Overall, ECX has been reduced by land use changes to higher density Future Land Use changes. The requested land use change is consistent with this policy.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>(a)Minimum Population Support: 20,000, (b)Market Area Radius: 3+ miles, (c)Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.</p>	
<p>2.131-Q4, M. c. Employment Centers 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.</p> <p>No new individual driveways shall be permitted to access US 27. <i>(This is to be removed with this amendment)</i></p> <p>(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</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p> <p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(j) All development, when it is feasible, shall take advantage of any mass-transit facilities.</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 as this is a mapping error of a land use and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

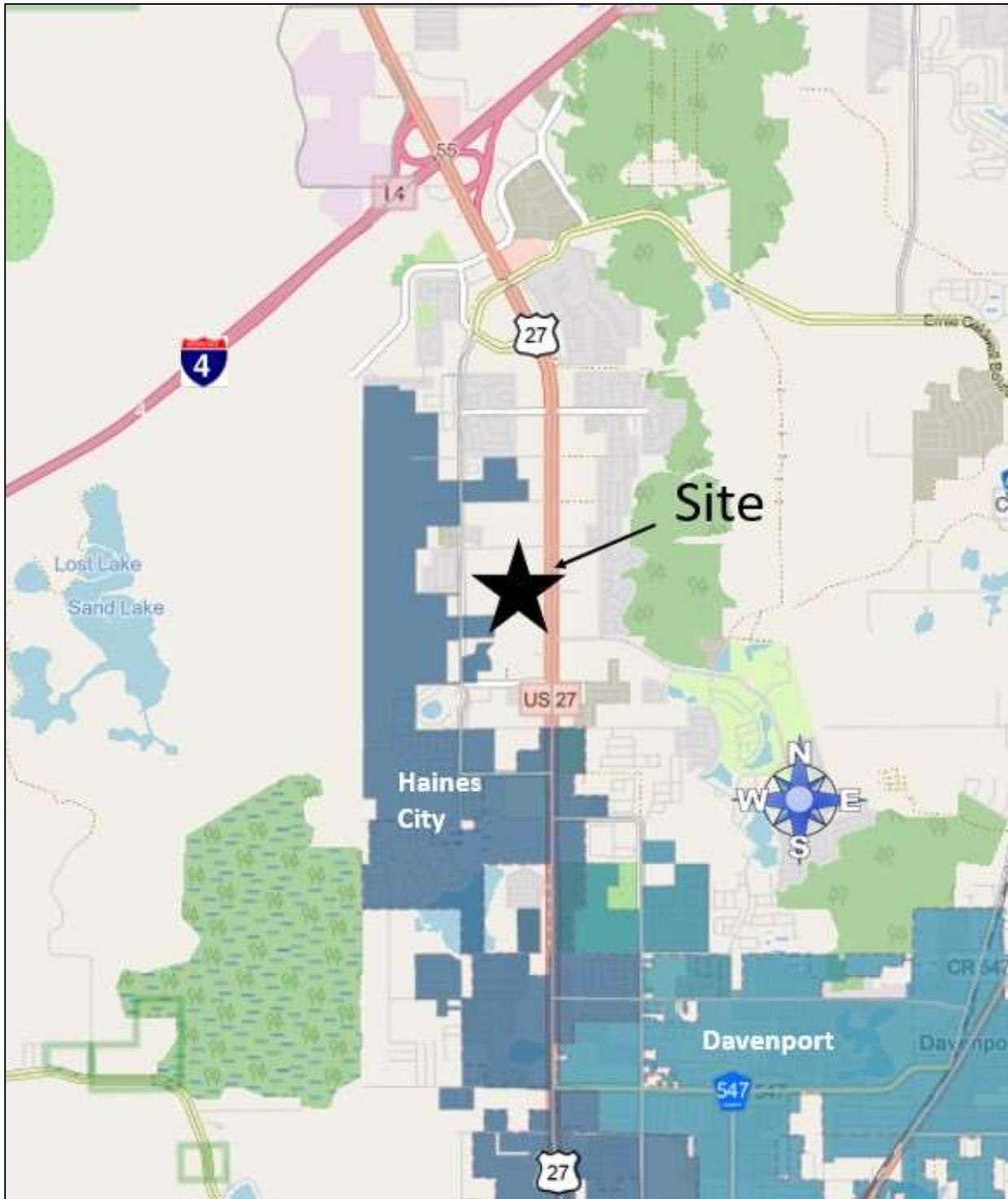
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	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

No comments

Exhibits:

- Exhibit 1 Location Map
- Exhibit 2 2023 Aerial Context Map
- Exhibit 3 2023 Aerial Close Up
- Exhibit 4 Current Future Land Use Map
- Exhibit 5 Proposed Future Land Use Map
- Exhibit 6a and b PIX and ECX Permitted and Conditional Uses



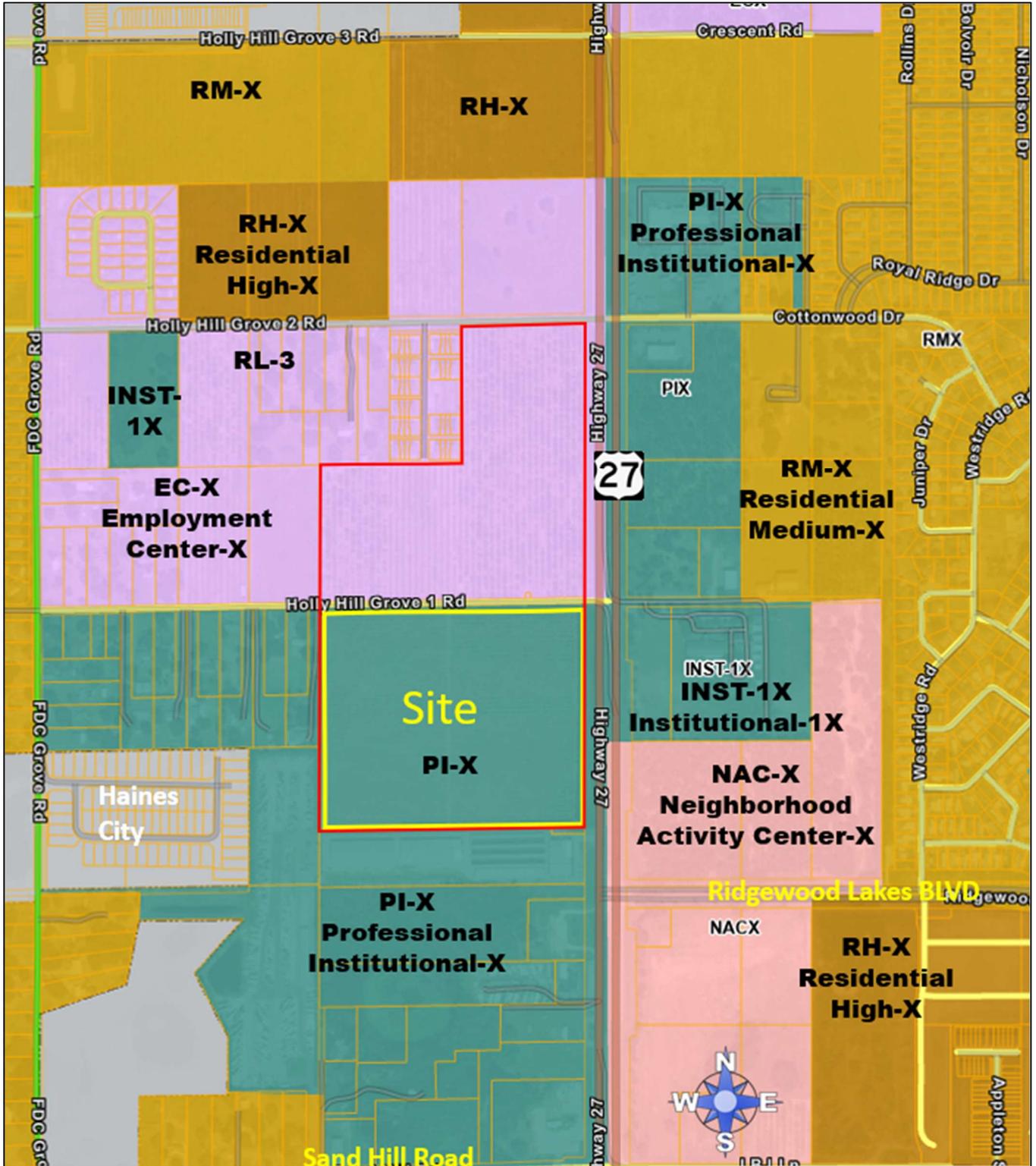
Location Map



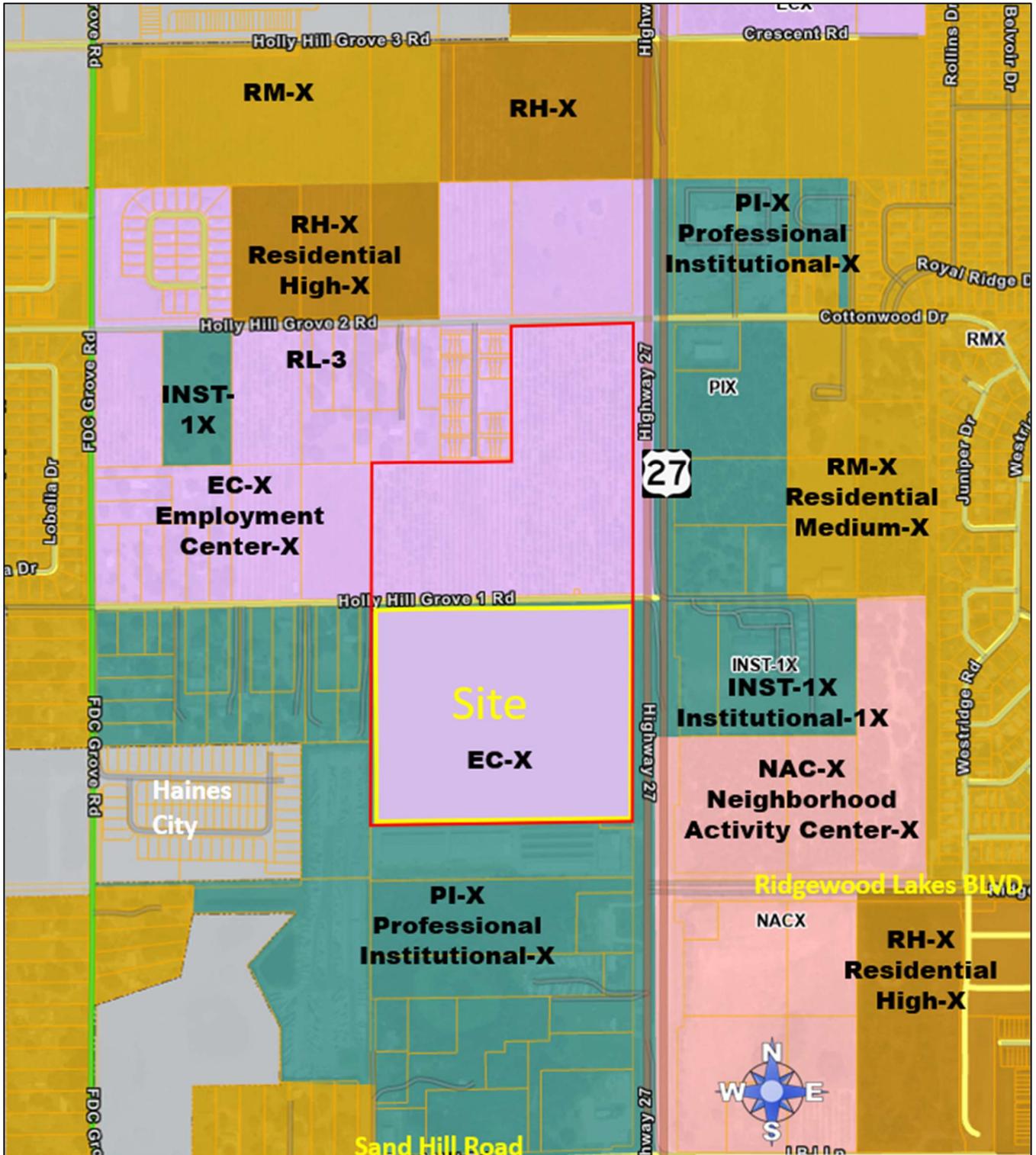
Aerial 2023 Context



Aerial 2023 Close Up



Current Future Land Use Professional Institutional-X (PI-X)



Proposed Future Land Use Employment Center-X (EC-X)

PIX in the North Ridge SAP

	Technical Staff Review – Level 1 & 2	Public Hearing (s) Required – Level 3 & 4
Mixed Uses		Planned Development, C3
All Other Uses	Group Living Facility (15 or more residents), C2; Multifamily, C2; Adult Day Care (7 or more clients), C2; Alcohol Packaged Sales, C1; Assembly, light, P; Car Wash, Incidental, C2; Childcare Center, C2; Clinics and Medical Offices, P; Communication Tower, Monopole, C3; Cultural Facility, P; Emergency Shelter, Large (15 or more residents), C2; Financial Institution, C2; Funeral Home, C2; Gas Station, C2; Golf Course, C1; Heliports, C2; Helistops, C2; Hospitals, P; Hotels and Motels, P; Lodges and Retreats, P; Medical Marijuana Dispensaries, C2; Nursing Home, C2; Office, C2; Office Park, C2; Personal Service, C2; Recreation Passive, C1; Recreation, High Intensity, C1; Recreation, Low Intensity, C1; Recreational Camping, C2; Research & Development, P; Restaurant, drive-thru/Drive-in, C2; Restaurant, sit-down/Take-out, C2; Retail, Less than 5,000 sq. ft., C2; Retail, 5,000-34,999 sq. ft., C2; Retail, 35,000-64,999 sq. ft., C2; Schools, Leisure/Special Interest, C2; School, Technical/Vocational/ Trade & Training, C2;; Self-Storage, C2; Studio, Production, P; Transit Facility; C2; Utilities Class I, P; Utilities Class II, P; Veterinary Service, C2;	Mobile Home Park, C3; Governmental Facility, C3; Mining, Non-phosphate, C4; Religious Institution, C3; Retail more than 65,000 sq.ft. C3; Schools, High, C3; School, university/college, C3; Self-storage facility, C3; Utilities, Class III, C3;

**PERMITTED AND CONDITIONAL USES
Professional Institutional-X (PIX)**

ECX in the North Ridge SAP

	Technical Staff Review – Level 1 & 2	Public Hearing (s) Required – Level 3 & 4
Mixed Uses		Planned Development, C3
All Other Uses	Multifamily, C2; Agricultural Support, On site P; Alcohol Packaged Sales, C1; Assembly, light P; Car Wash, Full Service, C2; Car Wash, Incidental, C2; Childcare Center, C2; Clinics and Medical Offices, C2; Community Center, P; Cultural Facility, P; Financial Institution, P; Financial Institution, Drive Through, P; Golf Course, C1; Helistops, C2; Hospitals, C2; Hotels and Motels, C2; Lodges and Retreats, P; Medical Marijuana Dispensaries, C2; Office, C2; Office Park, P; Personal Service, P; Printing and Publishing P; Recreation Passive, C1; Recreation, High Intensity, C1; Recreation, Low Intensity, C1; Research & Development, P; Restaurant, drive-thru/Drive-in, C2; Restaurant, sit-down/Take-out, P; Retail, Less than 5,000 sq. ft., P; Retail, 5,000-34,999 sq. ft., C2; Retail, 35,000-64,999 sq. ft., C2;; Schools, Leisure/Special Interest, C2; School, Technical/Vocational/ Trade & Training, C2; School, university/college, C2; Self-Storage, C2; Studio, Production, P; Transit Facility; C2; Utilities Class I, P; Utilities Class II, P; Vehicle, Sales and Leasing, C2	Cemeteries, C3; Airport, C4; Communication Tower, C3; Gas Station, C3; Governmental Facility, C3; Heliports, C3; Hospitals, C3; Mining, Non-phosphate, C4; Religious Institution, C3; Retail more than 65,000 sq.ft. C3; Schools, High, C3; Utilities, Class III, C3;

**PERMITTED AND CONDITIONAL USES
Employment Center-X (ECX)**