

**POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT**

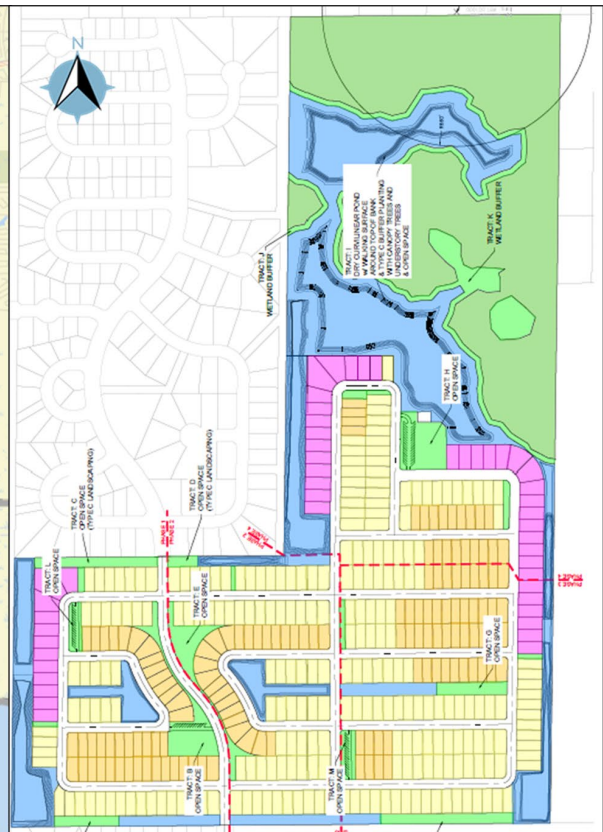
DRC Date:	February 27, 2025	Level of Review:	Level 3
PC Date:	August 6, 2025	Type:	Planned Development
BoCC Date:	N/A	Case Numbers:	LDPD-2025-1
Applicant:	Bart Allen, Peterson & Myers	Case Name:	Poinciana PD
		Case Planner:	Ian Nance

Request:	Planned Development for a 430-unit single-family subdivision. This request includes an increase in density, decreased lot sizes, lot widths below 50 feet, and reduced setbacks.
Location:	South of Chinook Road, north of Halibut Road, east of Caspian Road, and east of the city of Haines City, in Section 34, Township 27, Range 28.
Property Owner:	Peter George Kalogridis II
Parcel Number (Size):	282734-000000-044010; 282734-000000-041010; 282734-000000-032010 (±160.27 acres)
Future Land Use:	Residential Low-1 (RL-1)
Development Area:	Urban Enclave Area (UEA)
Nearest Municipality:	Haines City
DRC Recommendation:	Approval
Planning Commission Vote:	Pending Hearing

Site Location



Site Plan



Summary

The applicant is requesting Planned Development (PD) approval for a 430-unit single-family subdivision. This request includes an increase in density, decreased lot sizes, lot widths below 50 feet, and reduced setbacks in the Residential Low-1 (RL-1) future land use designation. The subject property is adjacent to the Poinciana Development of Regional Impact (DRI) and was recently within an Agricultural/Residential Rural (A/RR) future land use designation before the BoCC changed it to RL-1, reflecting the nature of the surrounding development.

According to the site plan, the minimum lot size will be reduced from 40,000 square feet to 5,400 sq. ft. with a minimum lot width of 45 feet, though a mixture of lot sizes will be located throughout the development. The proposed gross density on the uplands (+/- 127.05) will increase from one (1) dwelling unit per unit (DU/AC) to approximately 3.38 DU/AC. Substantial wetlands onsite encourage the clustering of lots to the southern portions of the project area adjacent to existing single-family development within the various subdivisions of Poinciana.

While the Poinciana plats are over 50 years old, only in recent years have lots here been built with homes. The lot sizes proposed with this PD will be very similar but held to higher development standards than those within the DRI. The applicant has demonstrated compliance with development criteria adopted by the Board, including internal sidewalks; landscaped and contoured stormwater ponds; recessed and shielded lighting; and additional parking. Open space and recreation amenities exceed Land Development Code (LDC) standards, and the applicant has taken advantage of these provisions to provide wetland buffering and increased landscaping along residential property lines.

For infrastructure, the applicant is proposing a through-road to connect local roadways within Poinciana to help complete the roadway network, which has capacity. Utilities are available from the Toho Water Authority, and emergency services are operating at expected levels. One possible deficiency is with school capacity at the zoned facilities, though adjacent schools have been shown to have capacity. A sidewalk connection along Halibut Road to the south will connect the development to the local school and neighborhood park.

In summary, staff recommends approval of this application. The request is consistent with the goals of the Comprehensive Plan, and the site plan meets the relevant LDC standards for PDs. To achieve the requested density requires a locational eligibility score of 16 which is easily achieved (< 22 pts.), which speaks to the appropriate timing of this development. The site benefits from its proximity to utilities, collector roadways, emergency services, schools, and parks. The proposed single-family lots are compatible with those in the neighboring Poinciana subdivisions, and the applicant has proposed a layout to mitigate any remaining perceived incompatibilities.

Findings of Fact

- *The applicant is requesting a Planned Development approval for 430 single-family detached lots within a Residential Low-1 (RL-1) future land use designation and the Urban Enclave Area.*
- *The project area is approximately 160.27 acres. The applicant has indicated +/- 33.22 acres of wetlands. Footnote 1 in Land Development Code (LDC) Table 2.2 states, “Residential density is the average number of dwelling units per acre of land. Gross density is calculated by dividing the total number of dwelling units on a site by the gross site area, exclusive of existing waterbodies.”*
- *The proposed gross density will be increased from one (1) dwelling unit per acre (DU/AC) to 3.38 DU/AC. Minimum lot sizes will be reduced from 40,000 sq. ft. to 5,400 sq. ft. with a minimum lot width of 45 feet.*
- *The proposed setbacks are as follows (**bold indicates changes from RL-1 standard**):*
 - ***Side: Reduce from 10’ to 5’***
 - ***Side Corner: Reduce from 15’ to 10’***
 - ***Rear: Reduce from 15’ to 10’***
 - ***Accessory Structures: 5’ (Reduce from 10’ in rear)***
 - *Right-of-way: 15’*
 - *Garage: 25’*
- *LDCPAL-2024-14 was approved on July 1, 2025, by the Board of County Commissioners (5-0) to adopt an ordinance enabling the subject site to change its Development Area from Rural Development Area (RDA) to Urban Enclave Area (UEA). The Future Land Use Map was changed from Agricultural/Residential Rural (A/RR) to Residential Low (RL).*
- *Polk County Comprehensive Plan Policy 2.102-A3 states, “Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.”*
- *Polk County Comprehensive Plan Policy 2.102-A4 states, “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.”*
- *Per Comprehensive Plan Policy 2.107-A1, “UEAs shall be those areas within the County which have developed at urban or suburban densities with County-owned, municipal or County-franchised potable-water systems, and centralized public sewer facilities, or private sewer system in excess of 400,000 GPD. UEAs are typically lacking the full complement of other urban services typically found in the Transit Supportive Development, Urban Growth, or Suburban Areas.”*

- *Per Comprehensive Plan Policy 2.107-A5, “Development within UEAs shall conform to the following criteria as further specified by the Land Development Code:*
 - a. *All uses developed after adoption of the Polk County Comprehensive Plan shall be required to connect to the existing centralized water and sewer system and may receive a development order provided all other provisions of this Plan are met.*
 - b. *Incorporate design features that promote healthy communities, green building practices, mixed use development, transit-oriented design, variety in housing choices and other initiatives consistent with Section 2.1251 - Community Design, of this element.*
 - c. *Provide access to parks, green areas, and open space and other amenities.*
 - d. *Be designed to facilitate the provision of public safety services (i.e., fire, EMS and law enforcement). In order to achieve higher densities and intensities allowed by each land use, development in the UEA shall be required to connect to centralized water and sewer system and incorporate clustering and other low impact design criteria as established under the Conservation Development Section.”*
- *Per Comprehensive Plan Policy 2.120-C4, “Outside the TSDA, RL may contain single-family dwelling units, duplex units, small-scale multi-family units, and family-care homes, and shall be permitted, with County approval, **at a density of up to, and including, 5 DU/AC.**”*
- *According to LDC Section 204.A.4, “The purpose of the RL-1 district is to provide areas for the low-density residential needs of residents in urban areas who desire areas with larger sized lots, a minimum of 40,000 square feet.”*
- *According to LDC Table 2.1, a Planned Development is a “C3” conditional use in RL-1.*
- *LDC Section 303 provides standards for Planned Developments and states, “the PD process is intended to reach a higher development standard than what is prescribed through the LDC by right. PDs may be required for various reasons, such as **increases in density, reduced setbacks, reduced lot sizes**, short-term rental, Transitional Area Developments (TADs), and relief from specialized design standards found within the LDC.*
- *According to LDC Section 822.B, unless different standards are established by a PD, all new lots fronting on a local road shall have a minimum frontage of 50 feet.*
- *Chapter 10 of the LDC defines “Planned Development” 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.”*

- *All PDs shall adhere to higher development standards and correspond to locational eligibility based on proximity to water and wastewater services along with other infrastructure and environmental conditions according to the requested density. According to LDC Table 3.4, to reach the density of 3.38 DU/AC, the project must have 16 density eligibility points.*
- *LDC Section 303 requires residential PDs with lots less than 80 feet wide to devote at least 20 percent of the gross developable project area to Open Space. From the required Open Space acreage, all units shall provide a minimum 500 sq. ft. of park-and-recreation space per unit. In no case shall any individual recreation area be less than 10,000 square feet in area and shall be no farther than one-quarter of a mile walking distance from at least one recreation amenity.*
- *LDC Section 303 requires additional parking is required for developments with upland densities above three dwelling units per acre or lot widths less than 65 feet in width. This parking can be provided in the development through evenly distributed clustered parking lots or parallel parking on private roads or drive aisles.*
- *The subject property is adjacent to Chinook Road and Halibut Road.*
- *The property is zoned for Laurel Elementary, Lake Marion Creek Middle, and Haines City Senior High*
- *Sheriff's response to the site is served by the Northeast District, located at 1100 Dunson Road, Davenport.*
- *Fire and ambulance responses are from Polk County Fire Rescue Station 46, located at 9500 Marigold Avenue, Poinciana.*
- *According to the Secretary of State's Department of Historical Resources, the Florida Master Site File lists no historical resources at this location.*
- *The subject site is not located within any of the County's Wellhead Protection Districts.*
- *The property is located within the Toho Water Authority Service Area.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is located within one mile of an eagle's nest. The subject property is identified as being within a potential network connection on the Polk Green Districts Map.*
- *The site is comprised of Adamsville Fine Sand (10%); Astatula Sand (43%); Basinger Fine Sand (4%); Hontoon Muck (8%); Narcoossee Sand (3%); Satellite Sand (2%), and Tavares Fine Sand (30%), according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.*
- *Wetlands and flood hazard areas are found onsite.*
- *The site is not within a Height Notification Zone and In-Flight Visual/Electronic Interference Zone.*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”*
- *This request has been reviewed for consistency with Sections 303 and 906 of the LDC.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, recent site visits, and the staff report, the Development Review Committee (DRC) finds that the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan; therefore, the DRC recommends **APPROVAL of LDPD-2025-1**.

On August 6, 2025, the Planning Commission will vote on this application.

CONDITIONS OF APPROVAL

Based upon the Findings of Fact, the DRC recommends APPROVAL of LDPD-2025-1 with the following Conditions:

1. LDPD-2025-1 is approved for 430 single-family units, as described in the staff report and site plan. The minimum lot size shall be 5,400 square feet with a minimum lot width of 45 feet. [PLG]
2. This PD is approved for the following setbacks [PLG]:
 - *Side: Reduce from 10' to 5'*
 - *Side Corner: Reduce from 15' to 10'*
 - *Rear: Reduce from 15' to 10'*
 - *Accessory Structure: 5' (Reduce from 10' in rear)*
 - *Right-of-way: 15'*
 - *Garage: 25'*
3. The site plan included herein together with the conditions of approval shall be considered the “Binding Site Plan.” Any modifications to LDPD-2025-1, except for those listed in Section 906.E of the LDC and within these conditions shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]
4. Prior to site clearing or grubbing, the applicant shall provide a report from 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 species or mitigate any impacts consistent with federal, state and local law. [PLG]
5. The applicant shall provide a minimum of 68 additional off-street parking spaces, as demonstrated by the site plan and required by LDC Section 303. [PLG]

GENERAL NOTES

- NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.*
- NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.*
- NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.*
- NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.*
- NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.*

Surrounding Land Use Designations and Current Land Use Activity

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them. All references are from the boundary of the mining area as shown on the site plan.

Table 1

Northwest DRI & A/RR Single-family residential & Vacant	North A/RR Vacant	Northeast A/RR Vacant
West DRI & INST-1 Single-family Residential & Vacant	Subject Site RL-1 Vacant	East A/RR Vacant, pasture, residential
Southwest DRI Single-family residential	South DRI Single-family residential	Southeast DRI Single-family residential

The project area is approximately 160.27 acres. The applicant has indicated +/- 33.22 acres of wetlands, leaving 127.05 acres of uplands. The property was omitted from the bordering Poinciana Development of Regional Impact (DRI) (PUD 71-10) and was previously under the Agricultural/Residential Rural (A/RR) land use designation. LDCPAL-2024-14 was approved on July 1, 2025, by the BoCC (5-0) to adopt an ordinance enabling the subject site to change its Development Area from Rural Development Area (RDA) to Urban Enclave Area (UEA), given the availability of centralized potable water and wastewater. The Future Land Use Map was also changed from A/RR to Residential Low (RL). Since no subsequent sub-district changes were filed, the property defaulted to Residential Low-1 (RL-1).

To the east are vacant lands and inaccessible tracts, but the primary surrounding uses are single-family detached lots platted between 1970 and 1971 under various phases of Poinciana. These established the pattern of development in the area, which enables this application. Lot sizes range from approximately 0.21 to 0.62 acres and within a range of densities typically found in RL-2 and RL-3 sub-districts (2 & 3 DU/AC, respectively).

Though these lots have been entitled for over 50 years, development of them – and Poinciana at large – has experienced stops and starts in accordance to market fluctuations and availability of utilities.

Compatibility with the Surrounding Land Uses and Infrastructure:

The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion.”

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

A. Land Uses:

Site Design & Consistency with Comprehensive Plan & LDC

The applicant is requesting PD approval for 430 single-family detached lots within a RL-1 future land use designation and the UEA. The proposed gross density will be increased from one (1) dwelling unit per acre (DU/AC) to 3.38 DU/AC. Minimum lot sizes will be reduced from 40,000 sq. ft. to 5,400 sq. ft. with a minimum lot width of 45 feet. According to LDC Section 822.B, unless different standards are established by a PD, all new lots facing a local road shall have a minimum frontage of 50 feet.

The proposed setbacks are as follows (bold indicates changes from RL-1 standard):

- **Side: Reduce from 10' to 5'**
- **Side Corner: Reduce from 15' to 10'**
- **Rear: Reduce from 15' to 10'**
- **Accessory Structures: 5' (Reduce from 10' in rear)**
- Right-of-way: 15'
- Garage: 25'

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

The applicant has submitted an Open Space and Recreation Plan that demonstrates compliance with these requirements. Over 42 acres will consist of dry, curvilinear ponds with walking paths and Type “C” landscaping. Some of these ponds will be used to provide separation between adjacent neighborhoods as well as the wetlands onsite. Other open space tracts will be used to provide further buffering and screening from adjacent residential development with Type “C” landscaping, exceeding LDC standards. A 25-foot-wide upland wetland buffer (+/- 3.94 acres) will be established around those wetlands.

In summary, the site plan easily meets the 20% requirement, providing nearly 40%, to speak nothing of the 33.22 acres of wetlands which do not count towards open space standards. Total, this accounts for half of the subject parcels. The Open Space is binding, though minor deviations less than 5% are allowed through a Minor Modification, pursuant to LDC Section 906.E.2.

For recreation, the LDC requires one amenity point per unit (430 pts.). This is being achieved through a combination of passive recreation, a proposed pool and cabana, tot lots, dog park, and picnic pavilions. Amenities tend to change during the Level 2 Review process as the needs of the homebuilders evolve, but the number of points required will remain. All amenity areas will be connected by sidewalks. Those planned adjacent to residential units will be landscaped in accordance with LDC standards.

In addition to needing two parking spaces per unit, exclusive of the garage and tandem parking arrangements, LDC Section 303 also requires additional parking for PDs with upland densities above three dwelling units per acre or lot widths less than 65 feet in width. This parking can be provided in the development through evenly distributed clustered parking lots or parallel parking on private roads or drive aisles. The site plan proposes 68 additional off-street parking spaces, accounting for the varying lot sizes and LDC requirements.

In summary, the applicant is meeting the higher PD standards prescribed by the LDC. The site plan maintains a large natural area to the north of the property and provides recreational opportunity for future residents. Open space is well-used for this purpose as well as for providing buffering and screening from adjacent property.

Compatibility Review

Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to ameliorate incompatibilities.

The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering
- Limiting Scale & Intensity
- Transition using innovative techniques

As discussed above, the dominant surrounding uses are single-family homes, the same as proposed here. Typical lot widths in the adjacent Poinciana subdivisions range from 70 to 75 feet, which was standard for that time. Since the conception of Poinciana, there has been a decrease in lot sizes to account for market demand as well as increased development standards, such as the open space, stormwater management, etc.

When reviewing lots under 80-feet-wide, and especially those under 50, staff compares the proposed lot widths with those surrounding the site and establishes a “lot width ratio.” It has been generally accepted that when this ratio exceeds two new lots abutting one old lot, additional buffering and landscaping are required to mitigate the intensities, and below that no further transition strategy is needed.

With this site plan, the applicant has placed 50-foot-wide lots along the southern property line adjacent to typical lot widths of 70-foot-wide existing lots. Similarly, 60-foot-wide lots are proposed along the western property line adjacent to 75-foot-wide lots. In both cases, the lot width ratio is under 2:1. Still, as discussed above the site plan calls out enhanced buffering by placing ponds and landscaping between existing and proposed lots. It is worth mentioning that the ongoing development in Poinciana is not held to these standards.

Staff finds no reasonable incompatibilities between the proposed site plan and surrounding uses. Larger lots are located around the periphery of the site with smaller 45-foot-wide lots located towards the interior.

B. Available Infrastructure & Timeliness of the Development:

Polk County Comprehensive Plan Policy 2.102-A3 states, “Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.”

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

To achieve the requested 3.38 DU/AC requires a locational eligibility score of 16, based on LDC Tables 3.3 and 3.4, and is easily achieved (< 22 pts.). The site benefits from its proximity to utilities, collector roadways, emergency services, schools, and parks, as will be further detailed below.

The applicant is proposing a through-road with sidewalks will connect Chinook Road to the north to Halibut Road to the south, helping to complete the roadway grid. The site plan represents a natural expansion of the Poinciana development and meets the goals established by the Comprehensive Plan for development in the UEA.

Nearest Elementary, Middle, and High School

The zoned schools for this development are Laurel Elementary; Lake Marion Creek Middle; and Haines City Senior High.

Table 2, to follow, provides a breakdown of the estimated demand for student seats for each level of schooling at the requested number of lots, in addition to the current school capacity. For this table, staff utilized rates for single-family detached units.

Table 2

School	Annual Estimated Demand	Distance from Subject Site	School Capacity (including portables)
Laurel Elementary	63	1.2 miles	78%
Lake Marion Creek Middle	37	1.4 miles	85%
Haines City Senior High	51	6.4 miles	95%

Source: Polk County School Board, GIS, Google Maps

A non-binding letter of concurrency was submitted by the applicant dated March 12, 2025, showing capacity in the elementary school but not the middle or high school levels; however, there was adequate capacity in the adjacent zoned schools. No seats are being reserved for the

proposed project now, however. The development will need to apply for a binding letter later in the development process to receive school concurrency.

This development will not be built overnight and could span as much as 10 years, based on historical growth in the area. Families will not be occupying the units until later than the 2026-27 school year, at the earliest.

On Sept. 17, 2024, the Board of County Commissioners adopted a new Impact Fee Ordinance (Ord 2024-62). The new rates went into effect on Jan. 1, 2025. Depending on when build-out begins, this project could generate between \$4,783,320 and \$5,240,410 in educational impact fees.

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to all unincorporated Polk County and the municipalities of Eagle Lake, Polk City, Mulberry, Lake Hamilton, and Hillcrest Heights. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Polk County Fire Rescue Station 46, located at 9500 Marigold Avenue, Poinciana. Table 3, below, provides locations and response times from May 2025.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Northeast District, located at 1100 Dunson Road, Davenport	± 20 miles	P1: 12:25 minutes P2: 30:00 minutes
Fire/ EMS	Polk County Fire Rescue Station 46, located at 9500 Marigold Avenue, Poinciana	±3.8 miles	10-12 minutes

*Source: Polk County Sheriff's Office and Public Safety *Response times are based from when the station receives the call, not from when the call is made to 911.*

The nearest Sheriff's station is the Northeast District, located at 1100 Dunson Road, Davenport, but a new facility is planned off Marigold Avenue near where the Fire/Rescue Station is located. Typically, Sheriff response times are not as much a function of the distance to the nearest sheriff's substation, but more a function of the overall number of patrol officers within an area of the County.

Priority 1 Calls are true emergencies such as in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. At any rate, response times are not as much a function of the distance to the nearest substation but more a function of the overall number of patrol officers within the County.

The PCSO is always trying to improve response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-

dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

Patrol staff in each district also monitors the response times for their areas and tries to manage their shifts according to manpower, hotspots, traffic obstructions/construction sites, etc. Areas that are spread out tend to have slightly longer response times because of the vast land mass of their district and time of travel. Since patrol deputies are not sitting in the office waiting on a call, it is easier for patrol staff to assign them to certain sectors or beats based on areas with higher call volume to reduce response time; however, this cannot be predicted precisely.

Water and Wastewater Demand and Capacity:

Development in the UEA is required to connect to public water and sewer facilities.

A. Estimated Demand and Service Provider:

The proposed development is for 430 single-family detached units. Single-family detached units are estimated to generate 360 gallons per day (GPD) of demand for water and 270 GPD for wastewater.

Table 4, to follow, provides generalized comparison estimates of the anticipated water and wastewater demands between a development at the base density for RL-1; the highest that could be accomplished through a PD; and the application.

Table 4

Subject Property	RL-1 (1 DU/AC)	Max. Density 5 DU/AC	Proposed Plan
±127.05 ac. RL-1			
Permitted Intensity	127 SF Units	635 SF Units	430 Units
Potable Water Consumption (GPD)	45,720 GPD	228,600 GPD	154,800 GPD
Wastewater Generation (GPD)	34,290 GPD	171,450 GPD	116,100 GPD

It is important to note that this is a preliminary review. Further analysis and binding capacity determinations for potable water and wastewater will be required during the Level 2 Review process.

B. Available Capacity:

The Toho Water Authority is the public water or wastewater service provider in this area, Listed below are the Permitted, Maximum Treatment, and Excess Capacity data from the applicant:

Water Treatment Plant: – Toho Water Authority – Poinciana Water System PWS 349-4429

Permitted Capacity: 4,810,000 GPD

Max Treated: 3,236,800 GPD

Excess Capacity: 1,573,200 GPD

Wastewater Treatment Plant: TWA – Lake Marion – WRF A010979

Permitted Capacity: 3,000,000 GPD

Average Treated: 2,220,000 GPD

Excess Capacity: 780,000 GPD

According to documentation submitted with the application, Toho staff has determined that it has potable water, reuse and sewer capacity with existing facilities and expansions as part of planned improvements contained in its Capital Improvement Plan to serve the project. A 10" potable water main is located south of property and will require a tap. Another 8" water main is approximately 145' north of property and will require extension. A 10" wastewater gravity main is approximately 135' south of property and will also require an extension. A reuse main is found approximately 13,000 feet from the site. Fire hydrants are located north and south of the property, but new ones will need to be installed within the development.

C. Planned Improvements:

TOHO has multiple plans for short-term system improvements underway, including additional raw water wells and expansion of their wastewater plants, according to information found on their website. The Poinciana system has three water production facilities and three wastewater treatment plants. One water production facility and two water treatment plants have expansion capabilities. Their long-term water supply plan is the Cypress Lake project. Water generated through that facility will be mixed into the Poinciana water system and connected to the Polk County Utilities network in the future.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The RND contains over 26 fields of transportation data for over 1,300 miles of state, County, and city roads in Polk County – one of the largest road networks in the State of Florida.

Much of the transportation data contained in the updated RND is based on traffic counts taken recently by the TPO and Florida Department of Transportation (FDOT) and is used to calculate the level of service and how much capacity is available on a given road based on the road's level of service (LOS) standard. Also included are several safety and multi-modal indicators that help us track some of the TPO's performance measures and targets. This includes a calculation of crash rates, as well as if there is a presence of transit services, sidewalks and bicycle facilities for each road segment.

The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

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

A. Estimated Demand:

It is estimated that there will be 7.81 vehicle trips per unit each day on average and approximately one (1.0) vehicle trip per unit either coming or going during the peak hour for the

430 single-family detached dwellings proposed.

Table 5, to follow, provides generalized comparison estimates of the traffic demands between a development at the base density for RL-1; the highest that could be accomplished through a PD; and the application.

Table 5

Subject Property			
±127.05 ac. RL-1	RL-1 1 DU/AC	Max. Density 5 DU/AC	Proposed Plan
Permitted Intensity	127 SF Units	635 SF Units	430 SF
Average Annual Daily Trips (AADT)	992 AADT	4,960 AADT	3,358 AADT
Peak PM Hour Trips	127 Peak PM	635 Peak PM	430 Peak PM

With 430 units, a Major Traffic Study is required during the Level 2 Review process because the average annual daily trip rate (AADT) exceeds 750.

The most crucial time to judge a project's traffic influence is during the PM peak hour because that is the "worst case scenario." The Institute of Transportation Engineers (ITE) has conducted numerous studies on how much traffic residential developments place on the roadway system at all times of the day. The highest impacts to the roadway system's capacity are traffic leaving the development and entering the system. ITE estimates that approximately 37% (159 vehicles) will be leaving the development during this three-hour period.

The primary access to the site will be from a connection with Halibut Road to the south and Chinook Road to the north. A cross-connection between the two will be constructed. Halibut intersects with Pine Street to the south, which leads to Lake Marion Creek Drive, Hemlock Avenue, and Marigold Avenue, all Urban Collector roadways.

B. Available Capacity:

The roads surrounding the subject site should have sufficient capacity available, depending on the eventual use and full build out of the site. The Polk Transportation Planning Organization (TPO) monitors certain roadways based on maximum approved traffic in comparison to current vehicle trips to determine what capacity is available.

Table 6, below, provided a generalized estimate of the available capacity on nearby roadway links.

Table 6

Link #	Road Name	Current LOS	Available PM Peak Hour Capacity	Minimum LOS Standard	5-YR PM LOS
8214E	Lake Marion Creek Drive From: Poinciana Parkway to CR 580 (Cypress Parkway)	C	469	D	C
8214W	Lake Marion Creek Drive From: Poinciana Parkway to CR 580 (Cypress Parkway)	C	458	D	C

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

As identified above, Lake Marion Creek Drive has sufficient PM peak hour capacity to support future development activity.

C. Roadway Conditions:

Lake Marion Creek Drive is a County-maintained Urban Collector roadway with a surface width of 20 feet and a Pavement Condition Index of “Fair.”

The two closest roads to the site are Chinook Road and Halibut Road. They are both Local Residential roads that are 20 feet wide. The Pavement Condition Index for Chinook Road is “Very Good.” For Halibut Road, while the immediate link next to the subject property is rated as “Good,” subsequent portions of this road are also classified as “Fair.”

D. Sidewalk Network

There is a sidewalk along the east side of Halibut Road next to the site’s southern boundary and connection with internal sidewalks is anticipated. This sidewalk connects with sidewalks along Pine Street.

E. Planned Improvements

Table 7, to follow, shows planned improvements to the surrounding roadway network in the County’s 5-year Community Investment Program (CIP).

Table 7

Road	Fiscal Year CIP (estimated cost)	Project Description
Hemlock Avenue at Marigold Avenue traffic signal installation	Under Design	Install traffic signal. Conditional NTP sent to Montoya Electric on 2/27. S&S Roadway Plans are pending EOR Signature.
Lake Marion Creek Drive at Marigold Avenue traffic signal installation	Design Completed	Install traffic signal. Final submittal received on 01/27/23 and plans sent to Contractor with a request for proposal and anticipated start date. Long lead time impacting construction sch.
Marigold Avenue Widening	\$28,650,000	Widen Marigold Avenue from CR 580/Cypress Parkway to Palmetto Street from two-lanes to four-lanes (about 2.2 miles). Marigold Avenue widening is a priority due to population and employment growth in the Poinciana area. Under permitting review with SWFWMD. Some additional right-of-way needed for floodplain compensation. Tentatively scheduled to be constructed concurrently with Cypress Parkway widening project in Fall 2024 .
Cypress Parkway Widening	\$22,000,000	Widen Cypress Parkway from two-lanes to four-lanes from Poinciana Pkwy. to Solivita Blvd. (about 1.65 miles). Cypress Parkway widening is a priority due to population and employment growth in the Poinciana area. Intersection analysis is completed and under review. Tentatively scheduled to be constructed concurrently with the Marigold Avenue widening project in Fall 2024 .

The subject site is west of the approved widening of Marigold Avenue. It is located along a separate phase of this roadway project that is anticipated to be widened in the future. The timing and funding of these improvements have not yet been approved.

F. Mass Transit

There is no transit within a reasonable distance of the site. The closest route is Route 16X – Haines City/Poinciana Express. This route travels on Cypress Parkway, about 4 miles north of the site.

Park Facilities and Environmental Lands:

The County's residential development standards require functional open space to be designed within a development that includes recreational amenities for the residents. Sidewalks are required on both sides of all residential streets connecting the residents to the open space and recreational amenities.

A. Location:

The Lil Halibut Park is located one mile southeast of the site, and the Poinciana Community Park is four miles south. The proposed use could impact these facilities, due to greater usage because of more residential development in proximity to these facilities. The Lil Halibut Park is located at 1681 Halibut Road, Poinciana. The Poinciana Community Park is at 5109 Allegheny Road, Poinciana 34759.

B. Services:

The Poinciana Community Park has a 0.75-mile paved walking path, a playground, baseball fields, a cricket pitch and basketball parks. There are also multipurpose fields, a pavilion that can be rented and league play. Additionally, a dog park features separate areas for large and small dogs, agility equipment, water fountains and shaded areas for humans. The Lil Halibut Park is a small neighborhood playground. It features an accessible, gated playground for children ages 4 through 12.

C. Environmental Lands:

The subject site is south of the Lake Marion Creek Wildlife Management Area, which is owned by the South Florida Water Management District. There are also lands +/- 0.75 mile northeast of the site that have conservation easements. The Bellini Preserve, which was recently acquired by Polk County, is located between Lake Marion Creek Road and Lake Marion. This property is approximately 0.8 miles west of the site.

D. Planned Improvements:

The County purchased Bellini Preserve, 600± acres of land on the eastern coast of Lake Marion for preservation, education, and recreation. Future development includes a 16,000 sq. ft. building, a boat ramp, and a parking lot for up to 40 vehicles.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, "The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur." There should be no serious environmental conditions that need to be addressed with this subject site.

A. Surface Water:

No surface water features are located on this site. Lake Marion is approximately one mile to the west. It is a 3,021-acre public lake. This waterbody is impaired due to mercury and heightened

levels of nutrients, including nitrogen and phosphorus, according to the Florida Department of Environmental Protection's (FDEP) implementation of the Impaired Waters Rule (IWR). According to the Polk County Water Atlas, the FDEP evaluates whether waters meet their designated uses, which include aquatic life use support, primary contact and recreation use support, fish and shellfish consumption use support, and drinking water use support.

Still, the lake is considered healthy through the Lake Vegetation Index (LVI) report on August 11, 2023. The LVI is a bioassessment tool created by the FDEP and monitored by the Polk County Water Atlas to assess the biological condition of aquatic plant communities in Florida lakes. According to the Polk County Water Atlas, "It utilizes a multi-metric index that evaluates how closely a lake's plant community compares to a lake containing minimal human disturbance (known as a reference lake) and is based on a field assessment of aquatic and wetland plants. Plants respond to disturbances such as the introduction of invasive exotic species (hydrilla as an example), lakeshore alterations such as creating beaches, and introduction of excess nutrients received by the surrounding watershed (use of fertilizers)."

No impacts from the proposed development are anticipated, however. The elevation of the site is varied but generally slopes to the north. Elevations range from a high of 109 feet in the southwest corner of the site, and 77 feet at the northern property line. The site plan shows dry stormwater ponds onsite to account for the increase of impervious surface on the subject property. These will be designed in accordance with water management district and County standards and reviewed during the engineered site plan review process.

B. Wetlands/Floodplains:

The site plan accounts for approximately 33.22 acres of wetlands on the northern end of the property. The National Wetland Inventory (NWI) lists these as Freshwater Forested/Shrub Wetlands. LDC Section 620 provides standards for development around wetlands, prohibiting lots in these areas. As such, no development is proposed in this area, and a 25-foot-wide upland buffer will be provided around the wetland boundaries.

Flood hazard areas are also described in the same general areas as the wetlands. These do not have a determined base flood elevation at this time, but a flood study will be required in accordance with LDC Section 630. Any impacts to flood zones requires "cup for cup" compensation to account for the lost flood storage.

C. Soils:

The site is comprised of soils within varying limitations for development, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.

Table 8, below, lists the soils associated with the subject site.

Table 8

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings without Basements	% of Site (approximate)
Adamsville fine sand	Severe: wetness, poor filter	Moderate: wetness	10%
Astatula sand, 0 to 8 percent slopes	Slight	Slight	43%
Basinger fine sand	Severe: ponding, poor filter	Severe: ponding	4%
Hontoon Muck	Severe: subsides,	Severe: subsides, ponding,	8%

	ponding, low strength	low strength	
Narcoossee sand	Severe: wetness, poor filter	Moderate: wetness	3%
Satellite sand	Severe: wetness, poor filter	Severe: wetness	2%
Tavares fine sand 0 to 5 percent slopes	Moderate: wetness	Slight	30%

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

Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the LDC) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual. 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 regulations for the proposed use. This project will utilize centralized wastewater. Without these services, it would not be possible to develop this site at the intensity proposed.

D. Protected Species & Habitats

According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is located within a mile of an eagle’s nest. 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.

This site is listed as a potential connection area with preserved properties within the Polk Green District Map. No conservation easements are located adjacent to the subject site, according to the Polk County Property Appraiser.

The Polk Green District overlay was established to guide planning for, and the acquisition or conservation of, an interconnected network of open spaces, natural areas and agricultural lands. The overlay will provide a framework for land use policies and community investments that provide:

- a. protection of natural resources and wildlife habitat;
- b. habitat corridors through linked open spaces;
- c. protection of historic and cultural resources;
- d. recreational opportunities;
- e. community health benefits;
- f. economic development opportunities; and
- g. multi-use trails connecting population centers to natural areas.

This site is located within what is termed an Opportunity Area of the Florida Wildlife Corridor, a statewide network of approximately 18 million acres of connected lands and waters supporting wildlife. In 2021, the Florida Wildlife Corridor Act formally recognized the geography of the Florida Wildlife Corridor, and the legislature has budgeted nearly \$2 billion for protecting these lands since that time. Corridor Opportunity Areas are identified lands within the Florida Wildlife Corridor that have not been designated for environmental protection and conservation.

E. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File for the property.

F. Wells (Public/Private)

The site is not within a Wellfield Protection District. No private wells are indicated onsite.

G. Airports:

This property is not within an Airport Impact District.

Economic Factors:

This site is in an area that has been growing due to the demand for housing brought on by improvements to utilities and the transportation network and the market desire for affordable suburban living. The site lies between several large state and federal preservation lands, which gives it an element of exclusivity and separation from urban areas. The area has an improved amount of accessibility while at the same time a bit of seclusion.

While the County has invested in the development of infrastructure to support urban levels of residential development, such as recreation facilities and public safety services, there has been little private investment into supporting commerce. The surrounding residents have a high-quality recreation facility nearby at the 28-acre regional park and improved EMS and fire rescue services; however, there are few nearby retail options and fewer employment opportunities resulting in longer travel time for residents and greater traffic impacts. More residential growth without these private supports leads to costly transportation system improvements.

One reason that the commercial real estate market has not recognized the economic potential for the area is because the growth has come so fast that the data has not reached the attention of investors. The other is that so much land has been dedicated to housing, and there is very little space remaining for other land use activities. Too much residential development and not enough commerce may drive away home buyers or cause existing dwellers to move out of the area. In the long run, this will reduce the demand for housing development and could adversely affect existing housing values.

For this particular property, though, commercial development is not ideal. It is situated at the ends of local residential roadways on the outskirts of Poinciana. It would not meet the Comprehensive Plan policies for changing it to a commercial land use district and would not appeal to commercial investors as it lacks access along a major thoroughfare.

Consistency with the LDC & Comprehensive Plan:

As noted, this request is consistent with development criteria for PDs as detailed under LDC Section 303. Open Space requirements are shown to have been met and will be analyzed again at the Level 2 Review. There are no indications that this development would be premature in the area.

In addition, this project is consistent with the Comprehensive Plan. Table 9, to follow, outlines the pertinent Comprehensive Plan policies.

Table 9

Comprehensive Plan Policy	Consistency Analysis
<i>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.</i>	The proposed PD is surrounded by residential land use districts. There are residential subdivisions, and the layout has provided buffering and transitions for existing uses.
<i>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.</i>	The applicant has demonstrated that this development is not premature. The project will connect to available centralized potable water and wastewater. Cluster design promotes compact growth and contiguous growth.
<i>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.</i>	The PD is being proposed in an area of the County that contains public utilities and community services in the UEA.
<i>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.</i>	There are existing services and physical infrastructure in place to accommodate such development. The development is in a location where adequate services are available.
<i>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).</i>	The subject property is located within an area of the County that has adequate public safety services as identified in the Staff Report.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 10, in accordance with Section 906.D.7 of the LDC.

Table 10

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC, specifically Section 906 which permits this use upon completion of a Level 3 Review. Many of the conditions required in Section 303 will be enforced after a Level 3 Review.</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, as reviewed above.</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.</i>
How the concurrency requirements will be met if the development were built.	<i>This request will require concurrency determinations from utilities, the School Board, and TPO. The impact on public services can be found in the analysis found in the staff report.</i>

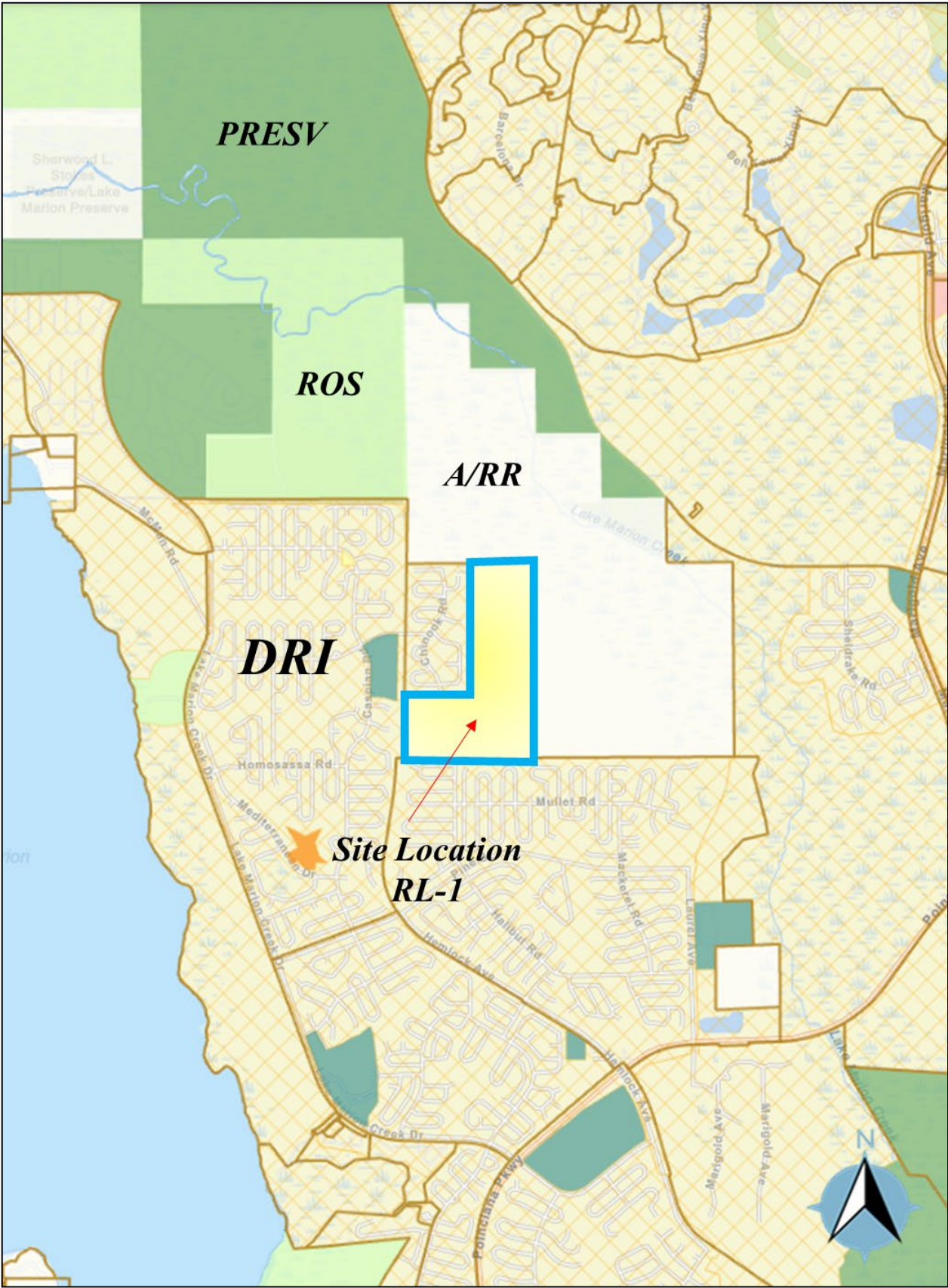
Comments from other Agencies: None

Exhibits:

- Exhibit 1 Location Map
- Exhibit 2 Future Land Use Map
- Exhibit 3 Aerial Image (Context)
- Exhibit 4 Aerial Image (Close)
- Exhibit 5 Site Plan
- Exhibit 6 Site Plan Data



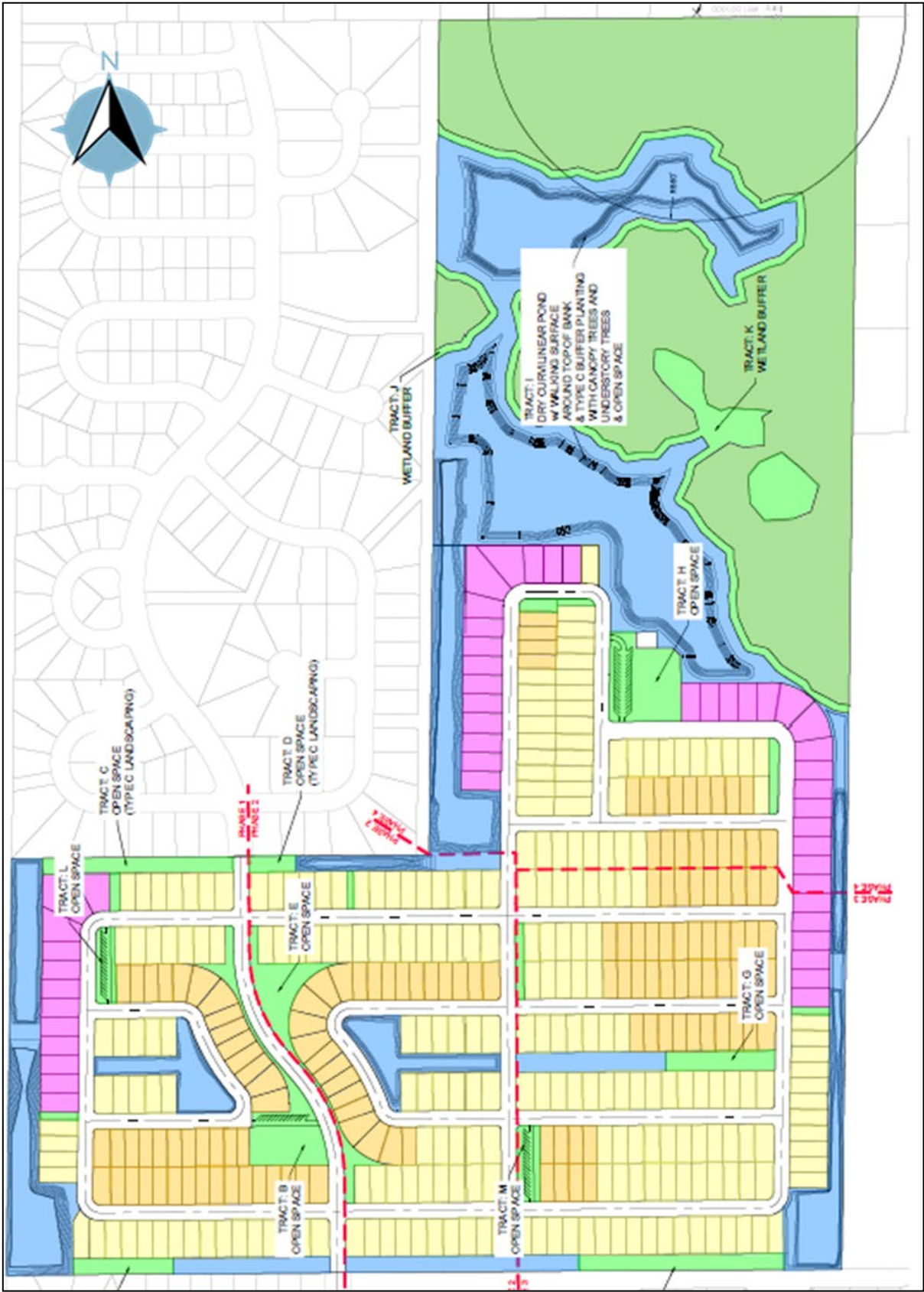
Location Map



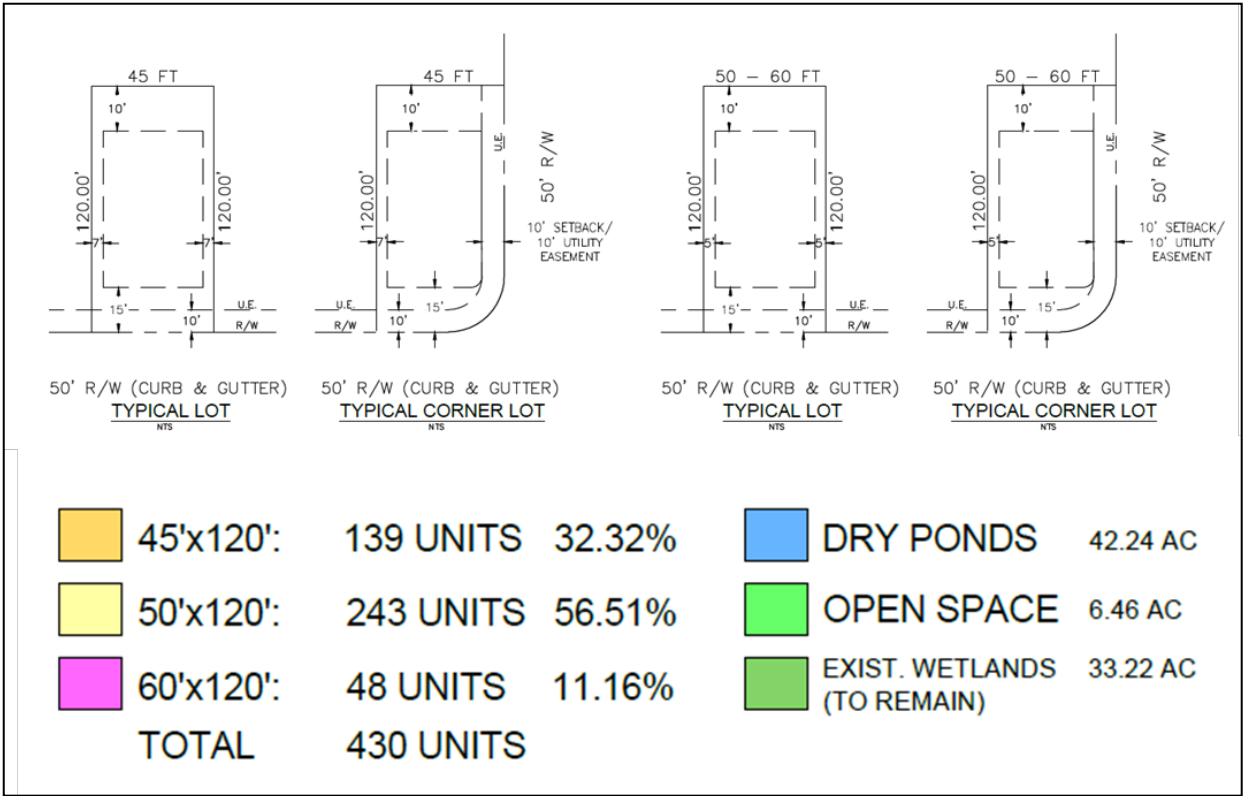
Future Land Use Map

DRC Findings/Recommendation
Level 3/IAN 7/22/2025 12:36:08 PM

DRC Findings/Recommendation
Level 3/IAN 7/22/2025 12:36:08 PM



Site Plan



Site Plan Data