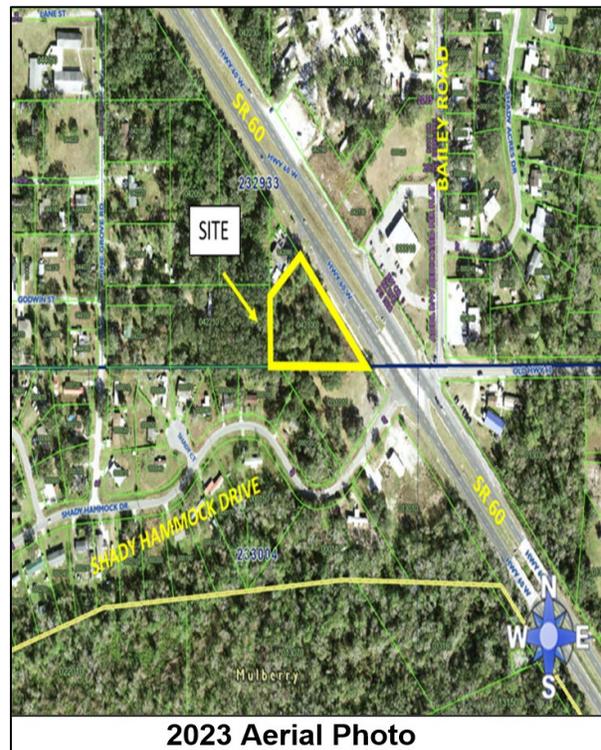
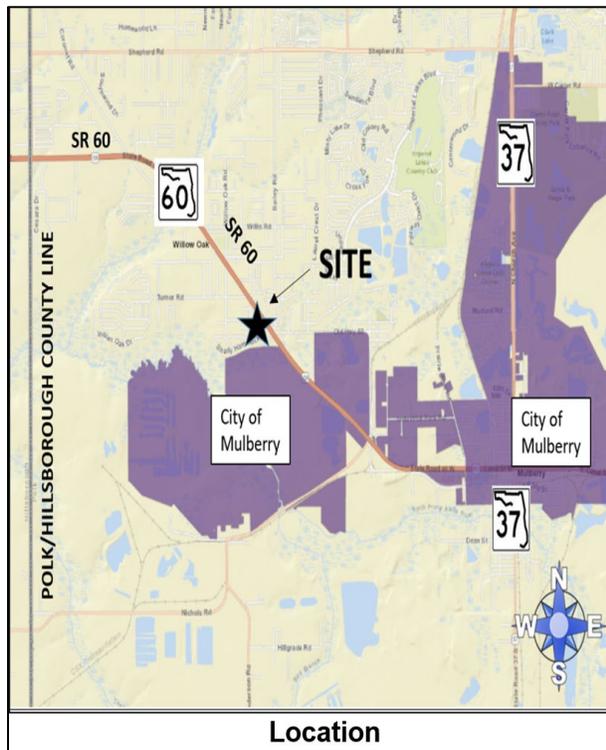


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	January 30, 2025
Planning Commission Date:	April 2, 2025
BoCC Dates:	May 20, 2025
Applicant:	Albert Baker
Level of Review:	Level 4 Review, Small-Scale Comprehensive Plan Amendment
Case Number and Name:	LDCPAS-2025-1 (Richard Munday CPA)
Request:	Change 1.47 acres from Residential Suburban (RS) to Linear Commercial Corridor (LCC).
Location:	West side of State Road 60, north of Shady Hammock Drive, in Section 33, Township 29, Range 23.
Property Owner:	Richard Munday
Parcel Size:	1.47 acres
Development Area:	Suburban Development Area (SDA)
Future Land Use:	Residential-Suburban (RS)
Nearest Municipality:	Mulberry
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce:	Not Applicable
Case Planner:	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner



Summary:

This is an applicant-initiated Comprehensive Plan map amendment to change 1.47 acres from Residential-Suburban (RS) to Linear Commercial Corridor (LCC) on the Future Land Use Map. The approval justification for this request is based on infilling of LCC based on the following:

- 1) LCC is adjacent to the subject site to the east at Shady Hammock Drive.
- 2) To the west of the subject site about 580 feet along SR 60 on the same side of the road is an Office Center (OC) at Pine Grove Road; and
- 3) Neighborhood Activity Center (NAC) is on the north side of SR 60 between Shady Hammock Drive and north of Pine Grove Road.

The OC and the NAC did not exist at the time of the Comprehensive Plan adoption. This request will further the infilling of property along SR 60 between Shady Hammock Drive and Pine Grove Road and the NAC.

Compatibility Summary

The primary concern with this request is consistency with the relevant provisions of the Comprehensive Plan. The requested application is for a Linear Commercial Corridor (LCCs). Policy 2.111-A1, Characteristics of LCCs, states that Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Policy 2.111-A3, Location Criteria (for LCCs), states that “The expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development.”

The site is considered infill. Property adjacent to the site is already designated as LCC, with Office Center (OC), Neighborhood Activity Center (NAC) and LCC designation on adjoining property. Adjacent property is used for retail commercial activities, with institutional uses (church) located close by. Because of the location of commercial/office land use designations and uses, designating the subject parcel as an LCC would be considered to be infill, and therefore consistent with these policies.

Infrastructure Summary

Polk County Utilities has adequate water capacity to serve this property. Because this amendment is for a non-residential use, schools will not be impacted. There is sufficient roadway capacity. Public safety facilities and services are available.

Environmental Summary

The site is not within the 100-year floodplain, does not contain wetlands or surface waters. No adverse environmental impacts are expected as a result of development of this site.

Comprehensive Plan

Listed below are the relevant sections of the Comprehensive Plan that are applicable to this request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.106(A1-A7) Suburban Development Areas (SDAs)
- Policy 2.111(A1-A6) Linear Commercial Corridors (LCCs)
- Policy 2.120(A1-A4): Residential-Suburban (RS)
- Section 2.124-B Airport-Impact Districts
- Section 2.124-F Redevelopment Districts

Findings of Fact

Request and Legal Status

- LDCPAS-2025-1 is an applicant-initiated request for a Comprehensive Plan Amendment (CPA) to designate approximately ± 1.47 acres from Residential Suburban (RS) to Linear Commercial Corridor (LCC).
- POLICY 2.106-A1 describes SDAs as those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.
- Policy 2.109-A26 describes the Residential-Suburban land use district as follows: “The purpose of the Residential-Suburban (RS) is to provide for suburban-density residential development to promote the proper transition of land from rural to urban uses. The RS land use permits single-family dwelling units, family care homes, agricultural support uses, and community facilities.”
- The property is used as vacant and contains woodlands.

Compatibility

- 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.”
- The proposed request is for a Linear Commercial Corridor (LCC) use.
- Surrounding uses include single-family residential and mobile home development at various densities, ranging from ¼ acre to 2+ acre tracts to the west and southwest, commercial uses (dollar store and retail convenience store) to the east, food truck and car sales to the southeast, and institutional uses (church) on the north side of SR 60.
- Policy 2.111-A1, Characteristics of LCCs, states that Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway.
- Policy 2.111-A3, Location Criteria (for LCCs), states that “The expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development.”

- LCC is adjacent to the site to the southeast and NAC on the north side of SR 60. The adjacent use to the northwest is a single-family home. The Office Center (OC) Future Land Use designation is further to the northwest of the site along and on the south side of SR 60 about 525 feet.
- The NAC on the north side of SR 60 runs the entire length from Shady Hammock Drive and north of the OC at Pine Grove Road.
- Property east and adjacent to the site is already designated as LCC.

Infrastructure

- The property is zoned for Willow Oak Elementary, Mulberry Middle, and Mulberry Senior High.
- Fire and ambulance response is from Polk County Polk County Fire Rescue Station 8, located at 4120 Willis Road, Mulberry, 33860. The estimated response time from this station is about four (4) minutes.
- Sheriff's response to the site is served by the Southwest District, located at 4120 US 98 South, Lakeland. The responses time are as follows: Priority One: 9:29 minutes; Priority Two: 26:04 minutes.
- The subject property is adjacent to State Road (SR) 60. SR 60 is an Urban Principal Arterial, according to the Polk County TPO Roadway Network Database.
- The site is located within the Polk County Utility Service Area for water service.

Environmental

- There are no wetlands or floodplains on the site.
- The site is comprised of Tavares fine sand, a moderately-well-drained soil, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey and a review of the Polk GIS Viewer.
- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within an area of documented endangered animal species sighting and eagles' nests.
- The PolkGreen Map displays this parcel as part of a potential connection of an overall natural network. However, the north side of SR 60 developed with uses that make a full connection or greenway impossible. Moreover, there are no conservation easements on this parcel or in the adjacent parcels.
- This property is within Height Notification Zone of South Lakeland Airpark Impact District.
- The site is not within a Wellfield-Protection District.
-

- Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location, states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility, states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:
 - a. there have been provisions made which buffer incompatible uses from dissimilar uses;
 - b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;
 - c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution, states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing, states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria, states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);
 - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:

1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 2. sanitary sewer and potable water service;
 3. storm-water management;
 4. solid waste collection and disposal;
 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 6. emergency medical service (EMS) provisions; and
 7. other public safety features such as law enforcement;
 8. schools and other educational facilities
 9. parks, open spaces, civic areas and other community facilities
- f. environmental factors, including, but not limited to:
1. environmental sensitivity of the property and adjacent property;
 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
 3. wetlands and primary aquifer recharge areas;
 4. soil characteristics;
 5. location of potable water supplies, private wells, public well fields; and
 6. climatic conditions, including prevailing winds, when applicable.
- **POLICY 2.106-A1: DESCRIPTION** - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.
 - **POLICY 2.106-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within the Suburban Development Areas:
 - a. **ACTIVITY CENTERS:** Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
 - b. **RESIDENTIAL:** Residential-Suburban.

c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

- POLICY 2.111-A1: CHARACTERISTICS - Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some Linear Commercial Corridors may contain existing industrial uses. For parcels with LCC land use designation in the TSDA and/or TCCO, development and redevelopment of areas may also include stand-alone residential and mixed use structures.
- POLICY 2.111-A3: Location Criteria - Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development. The extension (along the road) or establishment of new LCC strips shall not be permitted, except to recognized legitimate errors made during the original mapping process. Any such map-error corrections shall require that a Plan amendment be processed consistent with requirements of this policy and Chapter 163, FS. The following factors shall be taken into consideration when evaluating whether an error was made during the original mapping process:
 - a. USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991: The use of the land and existing development of the subject parcel and the surrounding area as of the adoption of the Plan would be taken into consideration when determining an error. Land that was vacant, or developed in some other manner than that of the claimed error, would be determined not to be an error.
 - b. ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991: The existing zoning of a parcel and surrounding area, as of the Plan's adoption date, would be considered in determining an error. However, the property's zoning would not be a factor, in and of itself, when the subject property is vacant.
 - c. EXISTING PROPERTY LINES AS OF APRIL 19, 1991: Parcels existing as of the adoption date of the Plan would be considered in determining an error. Lands added to a parcel, or parcels under one ownership, since the adoption would not be considered.
 - d. CONSISTENCY WITH THE PLAN: Was the subject property consistent with the Plan's criteria for the claimed land use category at the time of Plan adoption? Is the claimed designation consistent with the Plan's overall objective to control urban sprawl and to not degrade the County's overall growth management program? Isolated development and/or spot zonings would not be considered an error.

e. RECORDS OF THE COMPREHENSIVE PLAN CITIZENS' ADVISORY COMMITTEE (CAC) FUTURE LAND USE SUBCOMMITTEE AND THE BoCC PRIOR TO APRIL 19, 1991: Information contained in the minutes and other records indicating the intention of those bodies were different than what was actually adopted would be used in determining mapping errors.

f. REZONING ACTIONS APPROVED BY THE BoCC BETWEEN JANUARY 1, 1990, AND APRIL 19, 1991: Rezoning actions approved by the BoCC after the initial staff mapping effort and the adoption of the Plan, which were not included in the final Plan map, would be considered in determining an error, whether the land was vacant or not.

g. OTHER FACTORS: Environmental constraints, availability of infrastructure at acceptable levels of service, and the Plan's Capital Improvement Program (CIP) at the time of adoption would be considered.

- POLICY 2.111-A4: Development Criteria - Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:

a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to in-filling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.

b. New development or redevelopment of non-residential uses within a Linear Commercial Corridor shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development.

c. Step-down uses shall be encouraged between different intensity uses as in-fill and shall be lower in intensity than the highest existing intensive use. Step-down uses shall be contiguous to an intensive use land use, and shall not be separated from that use by an arterial or collector road, or a natural or man-made barrier which makes the step-down use unnecessary.

d. New development or redevelopment within a Linear Commercial Corridor shall incorporate the use of frontage roads wherever there is adequate public right-of-way or there is property available for the expansion of the right-of-way or the establishment of frontage-road easements to facilitate such roads in accordance with recognized highway safety standards. Whenever the placement of frontage roads is not practical, shared ingress/egress facilities shall be used.

e. Adequate parking shall be provided to meet the demands of the uses, and interior traffic circulation shall facilitate safe bicycle and pedestrian movement.

f. Where the LCC abuts residential areas, uses should be limited to a size, scale, and intensity necessary to provide the residents of the community and surrounding area with retail, personal, and community services. New development or redevelopment of non-residential development adjacent to residential areas shall be compatible with adjacent existing uses without allowing a higher intensity of development.

g. Buffering shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities that may require special buffering provisions.

h. The maximum floor area ratio shall not exceed 0.35 for non-residential development.

- OBJECTIVE 2.124-B (Airport Impact Districts): The Polk County Plan shall provide for aviation-compatible land uses around airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), consistent with the objectives and policies of the Transportation Element, Section 3.200.

- POLICY 2.124-F1: Designation and Purpose - Redevelopment Districts, and Redevelopment District Revitalization Plans, are intended to:

a. utilize a comprehensive, strategic approach to identify the special needs of unincorporated communities comprised of predominantly low and moderate income residents;

b. involve neighborhood residents in every phase of the planning process;

c. develop action plans to meet the identified needs including, but not limited to, social and community services, infrastructure, transportation, economic development, law enforcement, and affordable housing;

d. promote an enhanced living environment for the community, and a higher quality of life for community residents;

e. promote the economic vitality of the community through the development of employment and business opportunities for community residents;

f. encourage multi-modal transportation options, particularly pedestrian and bicycle travel; and

g. encourage community cohesion by promoting opportunities for the interaction of community residents, thereby engendering community pride, empowerment of residents, identification with, ownership of and participation in revitalization efforts, and a "sense of place."

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 (DRC) finds that the request **IS compatible** with the surrounding land uses and general character of the area and **IS consistent** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCPAS-2025-1**.

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: 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.

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."

A. Land Uses

The site is within a Suburban Development Area (SDA) and a Residential-Suburban (RS) Land Use designation. These designations recognize areas with limited public services and only allow residential development at a density greater than one unit per five acres unless a Suburban Planned Development approval is obtained.

The site is undeveloped and is vacant. Surrounding uses include single-family residential and mobile home development at various densities, ranging from ¼ acre to 2+ acre-sized tracts. Other uses of adjacent property include vacant commercial lands, retail commercial (food truck, dollar/convenience stores and car sales) and a church.

The primary concern with this request is consistency with the relevant provisions of the Comprehensive Plan. The requested application is for a Linear Commercial Corridor (LCCs). Generally, the Plan's intent is to recognize existing strip commercial areas, but limit their further growth and expansion, with the intent of directing this type of growth into activity centers instead. Policy 2.111-A1, Characteristics of LCCs, states that Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses

along a roadway. Given that this site is next to commercial and institutional uses and is adjacent to a linear concentration of strip commercial uses and property designated as LCC, this request is consistent with this policy.

Another applicable policy that is related to this request is Policy 2.111-A3, Location Criteria (for LCCs). This policy states that “The expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development.” Applied to this case, the request would be considered infill. Property adjacent to the site is already designated as LCC. There is an Office Center (OC) designation on property 525 feet northwest of the site, along SR 60. As previously mentioned, property across SR 60 from this site is designated commercial (Neighborhood Activity Center) and is used for retail commercial activities, with institutional uses (church) located close by. Because of the location of commercial/office land use designations and uses, designating the subject parcel as an LCC would be considered to be infill, and therefore consistent with this policy.

B. Infrastructure:

According to Comprehensive Plan POLICY 2.102-A1: DEVELOPMENT LOCATION, “Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.”

The site is currently located in the Suburban Development Area (SDA), where only the connection to water service for development at a density greater than one unit per five acres is required.

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1 Future Land Use Map Districts and Existing Uses

<p>Northwest Residential-Suburban (RS) Single-family</p>	<p>North Residential-Suburban (RS) Single-family w/ outdoor storage Neighborhood Activity Center (NAC) Vacant commercial</p>	<p>Northeast Neighborhood Activity Center (NAC) Vacant commercial, dollar store</p>
<p>West Residential-Suburban (RS) Mobile homes</p>	<p>Subject Site Residential-Suburban (RS) Vacant (Woodlands)</p>	<p>East Neighborhood Activity Center (NAC) Dollar store, convenience store</p>
<p>Southwest Residential-Suburban (RS) Mobile homes</p>	<p>South Linear Commercial Corridor (LCC) Food truck</p>	<p>Southeast Linear Commercial Corridor (LCC) Food truck, car sales Residential-Suburban (RS) Church</p>

Nearest and Zoned Elementary, Middle, and High School

The schools zoned for the subject property are listed in Table 2 below. Because the request is for a non-residential use, the request will not impact school concurrency.

Table 2: School Information

School	Annual Estimated Demand	Distance from Subject Site
Willow Oak Elementary	0	2.2 miles
Mulberry Middle	0	3.6 miles
Mulberry Senior High	0	4.0 miles

Source: Polk County School Board website

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

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

Table 3 provides a breakdown of response times and travel distances for emergency services.

Table 3 Public Safety Information

	Name of Station	Distance	Response Time*
Sheriff	Southwest District, located at 4120 US 98 South, Lakeland	±14 miles	P1: 9:29 minutes P2: 26:04 minutes
Fire/ EMS	Polk County Fire Rescue Station 8, located at 4120 Willis Road, Mulberry, 33860	± 1 mile	4 minutes

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

traffic congestion. Level-of-service (LOS) is measured on a scale of ‘A’ to ‘F’ with LOS ‘A’ being the best (free-flow traffic) and LOS ‘F’ being the worst (severe traffic congestion).

The proposed Comprehensive Plan Amendment is not anticipated to affect surrounding roadways or transportation network. The Amendment will not change the LOS below the minimum established standards. However, the majority of the road frontage of the subject site is within the turning lane for the Shady Hammock subdivision. This may be a safety issue for different uses allowed in LCC and may prevent the full realization of all allowable uses in LCC.

A. Estimated Demand

Table 5, following this paragraph, shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The analysis is based on a maximum permitted use of 22,411 square feet of retail commercial.

Table 5 Estimated Transportation Impact Analysis

Maximum Allowable Use: RS 1.47 acres * 3 DU/AC = 4.41 = 4 DUs LCC – 64,033 SF of site * .35 FAR = 22, 411 SF	Estimated Impact Analysis Residential-Suburban (RS) to Linear Commercial Corridor (LCC) Development Area: SDA	
	Current Land Use designation RS	Maximum Permitted Use in Proposed LCC
	RS – 1.47 acres/.02 DU/AC (1DU/5 AC) = 1 DU SPD – 1.47 acres/3 DU/AC = 4 DUs	22,411 Square Feet (SF)
Average Annual Daily Trips (AADT)	RS - 1 DU * 7.81 trips/DU = 8 AADT SPD - 4 DU * 7.81 trips/DU = 32 AADT	LCC - 22,411 SF * 35.87 trips/1,000 SF = 804 AADT
PM Peak Hour Trips	RS - 1 DU * 1 trip/DU = 1 PM Peak Hour Trip SPD - 4 DU * 1 trip/DU = 4 PM Peak Hour Trips	LCC – 22,411 SF * 4.33 trips/1,000 SF = 97 PM Peak Hour Trips

Source: Concurrency Manual and Table for Minor Traffic Study – Single family @ one house per five acres – 7.81 AADT per unit and 1 PM Peak Hour per unit 100% new trips; Free Standing Discount Store (ITE 815) – 35.87 AADT/1,000 SF, 4.33 peak-hour trips/1,000 SF

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, charts the generalized available capacity of the most-affected links.

Table 6 Available Capacity

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hour Projected LOS
5900E	State Road 60 From: Hillsborough County line To: CR 676 (Nichols Road)	C	1030	D	C
5900W	State Road 60 From: Hillsborough County Line To: CR 676 (Nichols Road)	C	990	D	C

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

As identified above, State Road 60 has sufficient PM peak hour capacity to support future development activity.

C. Roadway Conditions

State Road 60 is a State-maintained Urban Principal Arterial. Due to the location of the site next to a deceleration lane for Shady Hammock Road, special consideration will be necessary at the Level 2 (Site Plan) Review stage to ensure that project access does not interfere with the function of the deceleration lane.

D. Planned Improvements:

There are no known improvements for this portion of State Road 60 at this time.

E. Mass Transit

There is not a mass transit route along this portion of SR 60. However, Route 21X West traverses along Bailey Road, stopping (and turning around) at the Bailey Road and SR 60 intersection with a bus stop on the Family Dollar store property.

F. Sidewalks

There are no sidewalks in front of the subject property, nor along Shady Hammock Road, south of the site. There is a sidewalk on the east side of SR 60, in front of the Family Dollar store.

Park Facilities and Environmental Lands:

The closest park is Fuller Heights Park, 1.2 miles to the east of the site. Because the proposed amendment is for non-residential uses, it will not have an impact on this facility.

A. Location:

Fuller Heights Park is located at 2205 4th Street, Mulberry, 33860.

B. Services:

Fuller Heights Park is a community park featuring a playground and a basketball court.

C. Multi-use Trails:

There are no multi-use trails in the immediate area. According to the Polk GIS Viewer, the closest trails can be found at the Circle B Ranch.

Environmental Lands:

The site is located within a Potential Network Connection for Natural Areas and Parks. The closest conservation easement is .6 mile east of the site.

Environmental Conditions

There are no wetlands or floodplains on this site.

A. Surface Water:

There are no surface waters on the site. The North Prong of the Alafia River is about 850 feet southeast of the site.

B. Wetlands/Floodplains:

The site does not contain any wetlands or floodplains.

C. Soils:

The site is comprised of Tavares fine sand, a moderately well-drained soil, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.

Table 7, below, lists the soils associated with the subject site.

Table 7 Soils

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings Without Basements	% of Site (approximate)
Tavares fine sand	Moderate: wetness	Slight	100%

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

Any future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual.

D. Protected Species

According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within an area of documented endangered animal species sighting and eagles' nests. 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. The PolkGreen Map displays this parcel as part of a potential connection of an overall natural network. However, the north side of SR 60 developed with uses that make a full connection or greenway impossible. Moreover, there are no conservation easements on this parcel or in the adjacent parcels.

E. Archeological Resources:

Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

F. Wells (Public/Private)

The site is not within a Wellfield Protection District.

G. Airports:

This property is within the Height Notification Zone for the South Lakeland Airpark. Because of the distance of this site from the Airpark, development of the site should not impact airport operations.

Economic Factors:

Construction of buildings and site development activities create temporary jobs. Any new business activity that occurs at this site will need more goods and services, thereby generating more economic activity.

The close proximity of this site next to Willow Oak, a redevelopment area, also provides an opportunity for new jobs to support this community.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies 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** with the Comprehensive Plan is listed below:

Table 8 Comprehensive Plan

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;</p> <p>b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;</p> <p>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 subject property is across SR 60 from a commercial use. Property to the south is also designated as LCC.</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 by-passed in favor of development more distant from services and existing Communities.</p>	<p>The site is in a location that is recognized as a commercial node for the Willow Oak community.</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> <p>a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided,</p> <p>b. nearness to agriculture-production areas;</p> <p>c. distance from populated areas;</p> <p>d. economic issues, such as minimum population support and market-area radius (where applicable);</p> <p>e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:</p> <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, <p>f. environmental factors, including, but not limited to:</p> <ol style="list-style-type: none"> 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 	<p>Fire protection and EMS service is available up to 2.2 miles north of the site.</p> <p>The site does not have significant environmental constraints, such as wetlands, floodplains, or poor soils for development.</p> <p>This site is in an area of the County that has received more development activity. Also, the site is next to an existing commercial area.</p>

Comprehensive Plan Policy	Consistency Analysis
6. climatic conditions, including prevailing winds, when applicable.	
<p>POLICY 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas:</p> <p>a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.</p> <p>b. RESIDENTIAL: Residential-Suburban.</p> <p>c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.</p> <p>Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in <u>Section 2.109</u>.</p>	<p>Linear Commercial Corridors are permitted within Suburban Development Areas.</p>
<p>POLICY 2.111-A1: CHARACTERISTICS - Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some Linear Commercial Corridors may contain existing industrial uses. For parcels with LCC land use designation in the TSDA and/or TCCO, development and redevelopment of areas may also include stand-alone residential and mixed use structures.</p>	<p>There area is characterized by a linear concentration of commercial and institutional uses along a roadway (SR 60).</p>
<p>POLICY 2.111-A3: Location Criteria - Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development. The extension (along the road) or establishment of new LCC strips shall not be permitted, except to recognized legitimate errors made during the original mapping process. Any such map-error corrections shall require that a Plan amendment be processed consistent with requirements of this policy and Chapter 163, FS. The following factors shall be taken into consideration when evaluating whether an error was made during the original mapping process:</p> <p>a. USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991: The use of the land and existing development of the subject parcel and the surrounding area as of the adoption of the Plan would be taken into consideration when determining an error. Land that was vacant, or developed in some other manner than that of the claimed error, would be determined not to be an error.</p>	<p>This request is considered to be infill, due to: 1) the location of an existing LCC directly south of the site and OC to the northwest, 2) the location of commercial activity/uses east of the site, and 3) NAC exists across SR 60 between Shady Hammock Drive and Pine Grove Road, combined with the location of the existing LCC demonstrates that this request is considered, and therefore consistent with this policy.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>b. ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991: The existing zoning of a parcel and surrounding area, as of the Plan's adoption date, would be considered in determining an error. However, the property's zoning would not be a factor, in and of itself, when the subject property is vacant.</p> <p>c. EXISTING PROPERTY LINES AS OF APRIL 19, 1991: Parcels existing as of the adoption date of the Plan would be considered in determining an error. Lands added to a parcel, or parcels under one ownership, since the adoption would not be considered.</p> <p>d. CONSISTENCY WITH THE PLAN: Was the subject property consistent with the Plan's criteria for the claimed land use category at the time of Plan adoption? Is the claimed designation consistent with the Plan's overall objective to control urban sprawl and to not degrade the County's overall growth management program? Isolated development and/or spot zonings would not be considered an error.</p> <p>e. RECORDS OF THE COMPREHENSIVE PLAN CITIZENS' ADVISORY COMMITTEE (CAC) FUTURE LAND USE SUBCOMMITTEE AND THE BoCC PRIOR TO APRIL 19, 1991: Information contained in the minutes and other records indicating the intention of those bodies were different than what was actually adopted would be used in determining mapping errors.</p> <p>f. REZONING ACTIONS APPROVED BY THE BoCC BETWEEN JANUARY 1, 1990, AND APRIL 19, 1991: Rezoning actions approved by the BoCC after the initial staff mapping effort and the adoption of the Plan, which were not included in the final Plan map, would be considered in determining an error, whether the land was vacant or not.</p> <p>g. OTHER FACTORS: Environmental constraints, availability of infrastructure at acceptable levels of service, and the Plan's Capital Improvement Program (CIP) at the time of adoption would be considered.</p>	
<p>SECTION 2.124-B - AIRPORT-IMPACT DISTRICTS.</p> <p>OBJECTIVE 2.124-B: The Polk County Plan shall provide for aviation-compatible land uses around airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), consistent with the objectives and policies of the Transportation Element, Section 3.200.</p>	<p>The site is in the Height Notification Zone for the South Lakeland Airpark. Due to the distance of the subject property away from the airport, no adverse impacts upon airport operations are expected.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>POLICY 2.124-F1: Designation and Purpose - Redevelopment Districts, and Redevelopment District Revitalization Plans, are intended to:</p> <ul style="list-style-type: none"> a. utilize a comprehensive, strategic approach to identify the special needs of unincorporated communities comprised of predominantly low and moderate income residents; b. involve neighborhood residents in every phase of the planning process; c. develop action plans to meet the identified needs including, but not limited to, social and community services, infrastructure, transportation, economic development, law enforcement, and affordable housing; d. promote an enhanced living environment for the community, and a higher quality of life for community residents; e. promote the economic vitality of the community through the development of employment and business opportunities for community residents; f. encourage multi-modal transportation options, particularly pedestrian and bicycle travel; and g. encourage community cohesion by promoting opportunities for the interaction of community residents, thereby engendering community pride, empowerment of residents, identification with, ownership of and participation in revitalization efforts, and a "sense of place." 	<p>The subject parcel is adjacent to the Willow Oak Redevelopment District, located on the east side of State Road 60. Development of the site could create additional jobs, thereby promoting economic vitality.</p>

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, the proposed request is not considered to be urban sprawl.

Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

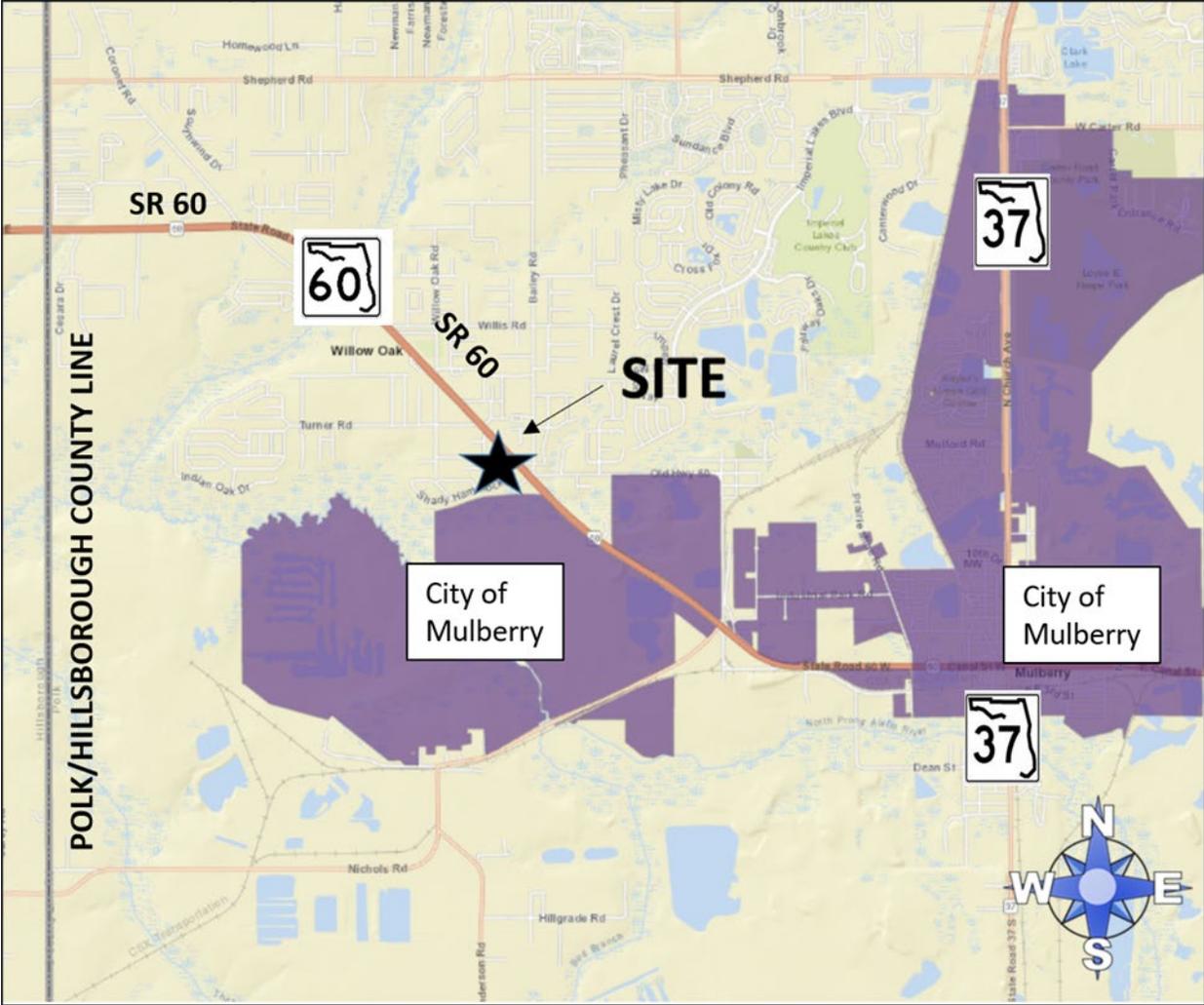
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>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

None

Exhibits:

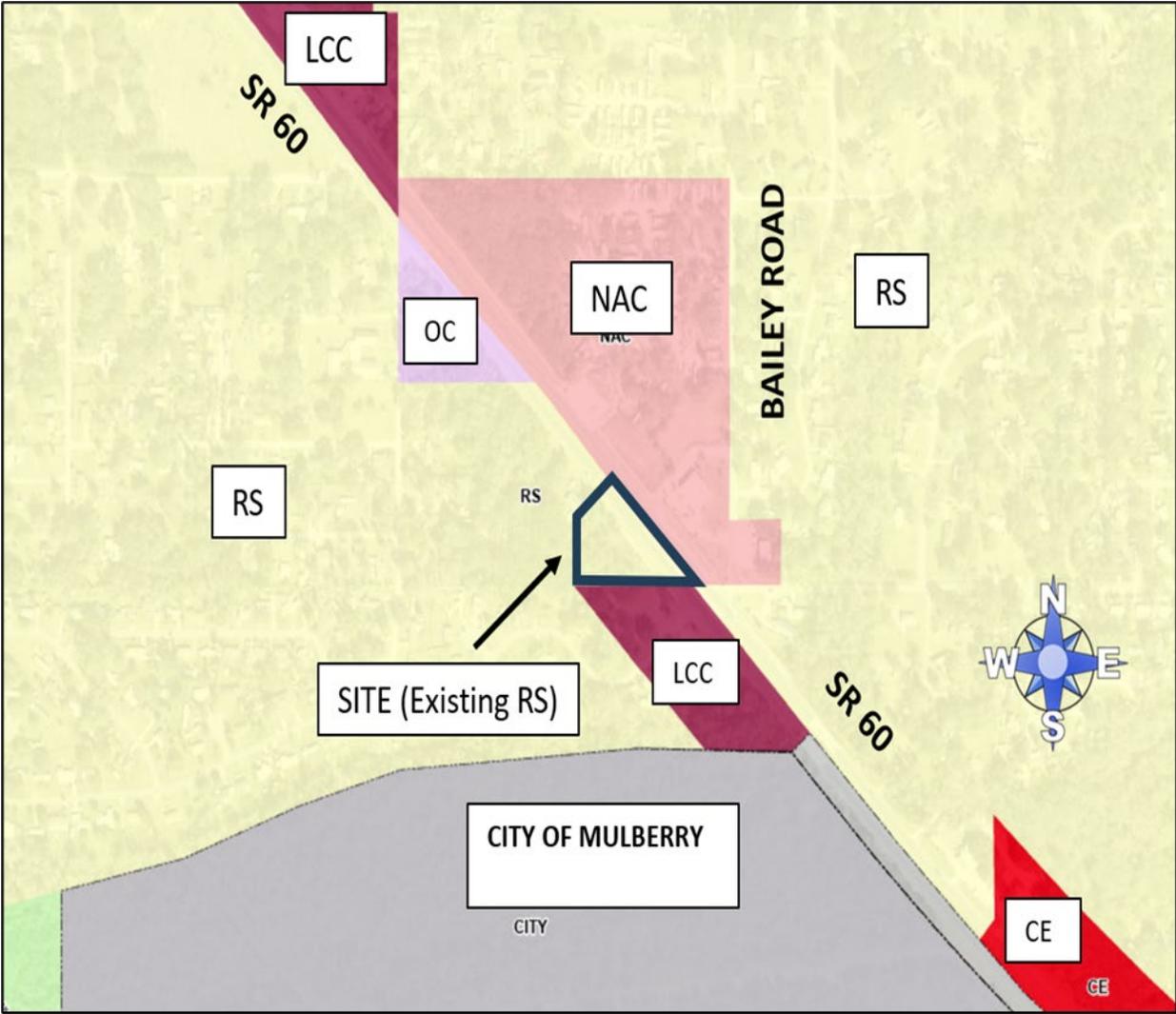
- Exhibit – 1 Location Map
- Exhibit – 2 2023 Aerial Photo
- Exhibit – 3 Current Future Land Use Map
- Exhibit – 4 Proposed Future Land Use Map



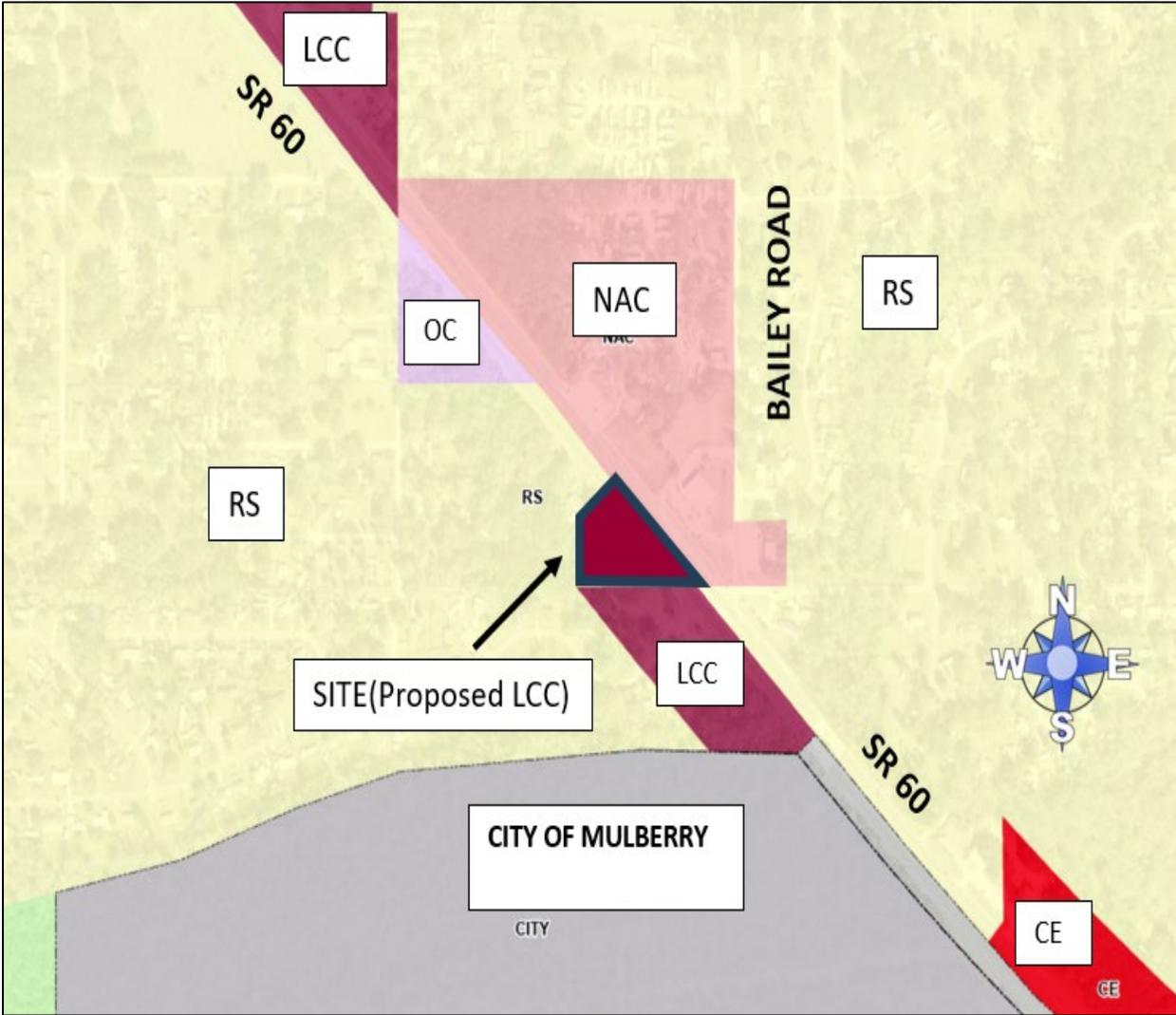
Location Map



2023 Aerial Photo



Current Future Land Use Map



Proposed Future Land Use Map