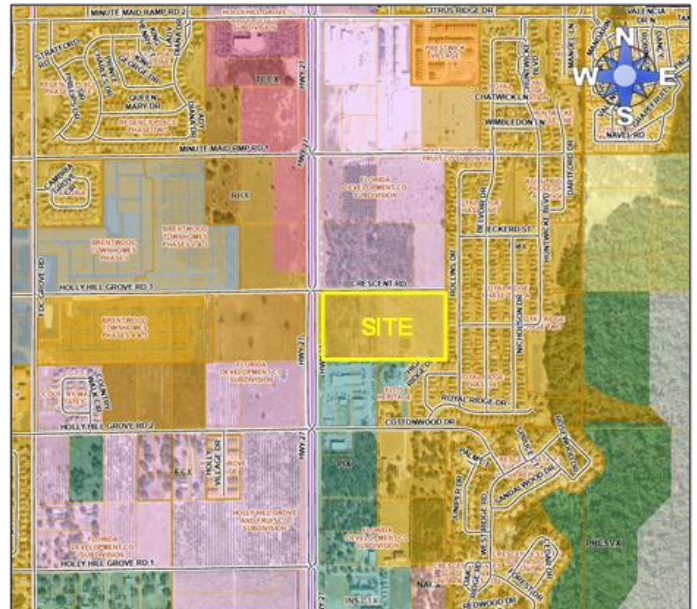


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

ID #:	103
DRC Date:	June 26 th , 2025
Planning Commission Date:	September 10 th , 2025
BoCC Dates:	October 21 st , 2025
Applicant:	William Maki
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2025-15 Crescent Road CPA
Request:	Small Scale Comprehensive Plan map amendment from Residential Medium (RMX) to Employment Center (ECX) in the North Ridge Selected Area Plan (SAP) and TCCO Corridor on 17.42 +/- acres.
Location:	South of Minute Maid Ramp Road, west of Rollins Drive, north of Cottonwood Drive, east of US Highway 27, and east of Haines City, in Section 20, Township 26, Range 27.
Property Owner:	GPk LIC II LLC
Parcels Size:	± 17.42 acres (272620-705500-040170, 040191, 040192 and 040200)
Development Area/Overlays:	Transit Supportive Development Area (TSDA)
Future Land Use:	Residential Medium (RMX)
Nearest Municipality	Haines City
DRC Recommendation:	Approval
Planning Commission Vote:	Approval (7-0)
Case Planner:	Johnathan (JP) Sims, Planner II



Location



Current Land Use Map

Summary

Applicant-Initiated Small-Scale Future Land Use designation change from Residential Medium (RMX) to Employment Center (ECX), in the Transit Supportive Development Area (TSDA) and North Ridge Selected Area Plan (SAP). All development within the North Ridge SAP shall be designed to protect the upland habitats, native plant communities, wetlands and other natural resources.

Compatibility Summary

The subject site is bordered by already existing Residential Medium (RMX) and Professional Institution (PIX) to the south and Residential Medium (RMX) designation to the east. To the north is more Employment Center (ECX), and to the west will be Residential High (RHX) across US Highway 27. Changing the subject site from RMX to ECX would not be out of context for this area.

Infrastructure Summary

The subject site would be abutted to Highway 27 which is designed for high density traffic. Exits from the development would occur on Crescent Road and Cottonwood Drive according to the Concept Site Plan submitted by the applicant. Changing the designations around the site would likely generate the same amount of traffic as it would if left unchanged. The subject site is within a Polk County Utilities Service Area in the Northeast. There is already water, wastewater, and reclaimed lines that run along US Highway 27 west of the site. Duke Energy will be providing electricity to the subject site.

Environmental Summary

The nearest lake to the parcel is Lake St Charles to the southwest at 1.97 miles away. There are no nearby floodplains or basins. The soil available in this area is 98% Candler Sand and 2% Urban Land per the USDA NRSC soil survey completed August 27th, 2021. The closest park to the site is Loughman Park 5.15 miles to the northeast. The subject site is not in a flood zone or wetland. The subject site does not reside within the Green Swamp.

Comprehensive Plan

The relevant sections of the Comprehensive Plan that are applicable to the project request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10: Location Criteria
- Policy 2.104(A1-A9): Transit Supportive Development Area (TSDA)
- Policy 2.109-A9: Employment Center
- Policy 2.120(D1-D4): Residential Medium
- Policy 2.131-Q: North Ridge Selected Area Plan

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for a Small-Scale Future Land Use designation change.
- The subject site is within the Transit Supportive Development Area (TSDA) and North Ridge Selected Area Plan (SAP) and within the Corridor of the TCCO Overlay.
- Planned Development 05-17 (PD-05-17), expired, was approved on the site to allow for 110 resort residential units, multifamily attached residential lots.
- Parcel # 272620-705500-040192 is currently owned by Polk County but is being given to the applicant as part of this project. The Right-of-way (ROW) is being vacated for the purpose of creating a direct access point onto the site for emergencies. It was originally intended to allow for an alternative roadway to US 27.

Compatibility

- The existing uses surrounding the site are
 - North – ECX; Undeveloped land
 - West – RHX; Brightly Apartments.
 - East – RMX; Royal Ridge single family housing development
 - South – PIX; Fire Station, Sun State International
- The subject site is bordered by a combination of residential and nonresidential land that has been developed to the west and the north. East of the subject site already has residential usage. South of the site is a fire station and a trucking company. To the east is a Residential Medium home site called Royal Ridge. The northern side of the subject site is Employment Center that is currently being developed. The PIX land use to the south houses Fire Station 39 and Sun State International Trucking. To the west is an apartment complex called Brightly.

Infrastructure

- The zoned schools for the site are Loughman Oaks Elementary, Citrus Ridge K-8 for Middle, and Ridge Community Senior High School.
- Polk County Fire Rescue station 38 will be the response unit for this site. It is located at 126 Cottonwood Drive, Davenport, FL 33837 approximately 0.1 mile from the site.
- The subject site is within the Sheriff Department's Northeast District. NE District is located at 1100 Dunson Rd in Davenport.

- Access is gained via a proposed entrance on Crescent Road and another on Cottonwood to the south of the subject site.
- The road condition of Crescent Road is unpaved, so no information is collected for that segment. Cottonwood Drive is in Poor condition.
- The subject site will be serviced by Polk County's Northeast Utility Service Area for potable water and wastewater.
- The closest sidewalk connection to the site is to the south. On Cottonwood Drive, there is sidewalk that runs west to east in front of the Sun State International trucking company.
- The closest mass transit stop is 6.84 miles away on US HWY 17/92 and US 27 intersection to the south of the subject site. It is serviced by Citrus Connection on Line 15.
- The nearest park is the Loughman Park 5.15 miles to the northeast of the subject site. The subject site is located east of the Green Swamp.
- Applicant has requested that pending approval, Polk County vacate the Right-of-way (ROW) that is currently the entrance to Fire Station #38 off Cottonwood Drive. The ROW in question was originally part of the Holly Hill Grove Road SAP Proposed Road.

Environmental

- The subject site elevations begin at 182 feet along Crescent Road and slopes downward slightly to lower elevations to the southeast. The high point of the site is 186 feet close to the south side of the site and the low point is near US Highway 27 at 171 feet. Overall, the site is relatively flat with some minor elevation changes along the edges of the property.
- The site is not located in a wetland or floodplain.
- The soil type for the subject site includes 98% Candler Sand 0 to 5 percent, and 2% Urban Land 0 to 2 percent slopes.
- Per the Polk Species Observation Map (2015), there are no protected species such as eagles at the subject site.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- There are no wells on the subject site and it is not located in a wellfield. The closest wellfield is to the south at 0.03 miles on Cottonwood in the Royal Ridge subdivision.
- This site falls within a Possible Network Connection area on the Polk Green Overlay. However, everything around it has been developed so is no longer a viable option.

- The site is not within an Airport Impact District.

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 2.104-A1: DESCRIPTION** - Transit Supportive Development Areas shall meet the following criteria:
 - a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;
 - b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;
 - c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;
 - d. include development criteria that:
 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
 2. improve access to employment areas, schools, shopping and recreational opportunities;
 - **POLICY 2.104-A2: DESIGNATION AND MAPPING** - The Future Land Use Map Series shall designate and map TSDAs for those areas of the County meeting the general characteristics of this Section 2.104.
 - **POLICY 2.104-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria
 - a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.
 - b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts.

- c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.
- Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in the definitions in Section 2.109.
- POLICY 2.104-A4: OVERLAY DISTRICTS - All overlay Districts shall be permitted within TSDAs and UGAs in accordance with applicable criteria.
- POLICY 2.104-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:
 - a. provide access to transit facilities;
 - b. connect to centralized potable water and sanitary sewer systems;
 - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
 - d. implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;
 - e. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;
 - f. provide access to civic space, parks, green areas, and open space and other amenities;
 - g. be supported by public safety (i.e., fire, EMS and law enforcement);
 - h. have access to public schools;
 - i. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.
 - j. encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.
- POLICY 2.104-A6: GENERAL INCENTIVES - Polk County shall encourage and promote compact, mixed-use by allowing:
 - a. increased densities and intensities within the Transit Corridors and Centers Overlay District subject to Policy 2.104-A7; and
 - b. increased densities for affordable or workforce housing subject to Policy 2.104-A7.
- POLICY 2.104-A7: DENSITIES AND INTENSITIES - To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development. The maximum densities and intensities listed in Table 2.104.1 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and the policies that include the description for each of the referenced land use category as provided for within this Element. The Mixed-Use category within Tables 2.104.1 and 2.104.2 is for those non-residential land use categories that permit residential as provided for in this Element or the Appendices for the Selected Area Plans (SAP). The Transit Corridors and Centers Overlay includes three separate components that expand the residential density of selected Future Land Use Districts. These three components as depicted in Figure 1. include:

- a. Transit Corridor - an area within ¼ mile of fixed route transit service;
 - b. Transit Center - an area within a one mile radius of the point of access for transit services; and
 - c. Transit Center Core - an area within ¼ mile of the point of access for transit services.
- Maximum densities are established within the TSDA and the respective components of the Transit Corridors and Centers Overlay as listed in Table 2.104.1. The maximum densities are not guaranteed within the respective land use categories and shall only be permitted subject to the requirements established in Policy 2.104-A5 Development Criteria and Policy 2.124-A3 Design Principles. Table 2.104.1 also includes recommended minimum densities to support future investments in public transportation. These recommended minimum densities may be required under the Land Development Code to coincide with planned public or private sector transit investments. Residential projects with less than the recommended minimum density will be encouraged to include a site design that allows for project phasing in order to preserve the maximum development potential of the subject parcel(s).
 - POLICY 2.109-A9: The purpose of the Employment Center (EC) land use district is to allow for the development of activity centers to facilitate light assembly, office and research parks, low impact commercial and other businesses. This land use classification may be available in areas that serve the post-secondary education campuses of Polk County. The EC land use is only available in the adopted Selected Area Plans.
 - POLICY 2.120-D1: CHARACTERISTICS - Densities up to, and including, 10.00 DU/AC. The Residential-Medium classification is characterized by single-family dwelling units, duplex units, and multi-family units.
 - POLICY 2.120-D2: DESIGNATION AND MAPPING - Residential-Medium districts shall be located throughout TSDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "RM."
 - POLICY 2.120-D3: LOCATION CRITERIA - Residential-Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEAs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.
 - POLICY 2.120-D4: DEVELOPMENT CRITERIA - Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.
 - POLICY 2.131-Q1: DESIGNATION AND MAPPING - The North Ridge Selected Area Plan is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map Series and the North Ridge Selected Area Plan Map which is included as part of the Future Land Use Map Series.

- POLICY 2.131-Q2: LAND USE CATEGORIES ESTABLISHED - The following land use categories shall apply:
 - A. Activity Centers
 - 1.Tourist Commercial Center (TCCX);
 - 2.Regional Activity Center (RACX);
 - 3.Community Activity Center (CACX);
 - 4.Neighborhood Activity Center (NACX);
 - 5.Convenience Center (CCX);
 - 6.Employment Center (ECX); and
 - 7.Professional Institutional (PIX)
 - B. Non-Residential
 - 1.Linear Commercial Corridor (LCCX);
 - 2.Recreation and Open Space (ROSX);
 - 3.Preservation (PRESVX);
 - 4.Business Park Center (BPCX);
 - 5.Leisure Recreation (L/RX);
 - 6.Industrial (INDX);
 - 7.Institutional (INSTX);
 - 8.Commercial Enclave (CEX)
 - C. Residential
 - 1.Agricultural/Rural Residential (A/RRX);
 - 2.Residential Suburban (RSX);
 - 3.Residential Low (RLX)
 - 4.Residential Medium (RMX); and
 - 5.Residential High (RHX).

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAS 2025-15**.

Planning Commission Recommendation: On September 10th, 2025, in an advertised public hearing, the Planning Commission voted (7:0) to recommend **APPROVAL of LDCPAS-2025-15**.

***NOTE:** This staff report was prepared without the benefit of testimony and evidence submitted by the public and other interested parties at a public hearing.*

***NOTE:** All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not*

at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

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

Analysis

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

Surrounding Uses

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

Table 1 Surrounding Uses

Northwest ECX; undeveloped	North ECX; undeveloped	Northeast RMX; Royal Ridge subdivision
West RHX; LDRES-2022-92 Brentwood Townhomes Multi-family	Subject Site RMX/ECX; undeveloped	East RMX; Royal Ridge subdivision
Southwest ECX; undeveloped	South PIX; Fire Station 39 and Sun State International Trucking	Southeast RMX; Royal Ridge subdivision

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

Compatibility with the Surrounding Uses

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

A. Land Uses

The purpose of TSDA's is to serve as a foundation from which a future urban pattern is established, and to provide areas for development at urban densities and intensities. TSDA's are areas within the County that, at a minimum, are currently served, or are programmed within the applicable Comprehensive Plan Capital Improvement Program to be served within the next ten years by County owned, municipal, or County franchised central sanitary sewage and potable water systems. TSDA's are also supported by, or programmed to be supported by, other services typically found to accompany urban development such as public safety services, an urban road network, and developed parks. The surrounding land uses of RMX to the east, RHX to the west across US 27, ECX to the north, and PIX to the south lend itself to the fact that moving from RMX to ECX to be adjacent to US 27 would not seem out of context. This maintains places of employment, as well as provides a diversity of housing to choose from.

B. Infrastructure

The site is located within an area that has a significant amount of urban infrastructure and services with capacity to serve it. Polk County Northeast Service Utilities Area will supply water, wastewater, and reclaimed water lines to the site. It is also adjacent to a major arterial road with US Highway 27 that has available capacity. There are adequate public safety facilities nearby, with the Fire station being at the southern edge of the subject site. However, since Crescent Road is currently unpaved, it will need to be brought up to County standards in order to be used as an ingress/egress into the development site. Schools will also be near or at capacity which will impact future developments.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
Loughman Oaks Elementary	34 students	98%	8.9 ± miles driving distance
Citrus Ridge Middle School	8 students	86%	8.6 ± miles driving distance
Ridge Community Senior High	11 students	111%	4.6 ± miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance, GIS

There is capacity in two of the zoned schools for the subject site. The zoned high school is currently over capacity. However, final concurrency is determined at Level 2 Review approval and not at Comprehensive Plan amendment or Planned Development approvals. If at Level 2 Review, the Level of Service (LOS) will be exceeded by the development or there is no capacity, County and School Board staff will discuss the mitigation options to ensure available space for new students and develop a plan with the applicant.

Nearest Sheriff, Fire, and EMS Station

Table 3 below displays the nearest Sheriff District office and Fire/EMS stations. 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 the County.

Table 3 Public Safety Information

	Name of Station	Distance Response Time*
Sheriff	Northeast District Command Unit (1100 Dunson Rd in Davenport)	3.4 +/- miles Priority 1 – 9:58 Priority 2 – 30:57
Fire/ EMS	Station #38 (126 Cottonwood Drive, Davenport, FL 33837)	0.6 +/- miles

Source: Polk County Sheriff's Office & Polk County Fire Rescue. Response times for July 2025.

Water and Wastewater

A. Estimated Demand and Service Provider

The subject site is within the Northeast Polk County's Utility Service Area for potable water, reclaimed water, and wastewater.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RMX	Maximum Permitted in Proposed ECX
17.42 acres	17.42 ac X 15 du/ac = 261 du	17.42 ac X 0.7 FAR = 531,170 sf 758,815 sf
Potable Water Consumption	261 du X 198 = 51,678 GPD	531,170 X 0.24 = 127,481 GPD
Wastewater Generation	261 du X 180 = 46,980 GPD	531,170 X 80% = 101,985 GPD

Source: Concurrency Manual: RMX uses 198 GPD in Potable Water and 180 in Wastewater GPD. ECX uses 0.24 GPD per sq ft for water and 80% for wastewater.

B. Available Capacity

Since water and wastewater are going to be provided by the Northeast District for Polk County Utilities, there is sufficient capacity.

System Status								
	Current Working Permit Limit (MGD)	Current Flow (MGD)	Percent of Current Limit Used Today (%)	Available Flow-Capacity Today (MGD)	Firm Commitments (MGD)	Uncommitted Capacity (MGD)	System Growth Rate (MGD/year)	Time Until Flow Exceeds Limit (Years)
Northeast PWS	13.940	8.116	58%	5.824	4.754	1.071	0.249	4.3

C. Planned Improvements

There is a reclaimed water main improvement taking place on FDC Grove Road 0.56 miles to the west.

Roadways/Transportation Network

A. Estimated Demand

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed request will generate less traffic than the current Future Land Use designation.

Table 5 Estimated Transportation Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RMX			Maximum Permitted in Proposed ECX		
17.42 Acres 758,815 sq ft	17.42 ac	X	15 du/ac = 261 du	758,815 sf X 0.70 FAR = 531,171 sf		
				531,171 sf / 1000 sf = 531 sf		
Average Annual Daily Trips (AADT)	261 du	X	4.54 AADT = 1,185 Trips	531 sf X 4.54 AADT = 5,878 Trips		
PM Peak Hour Trip	261 du	X	0.39 AADT = 102 Trips	75 du X 0.39 AADT = 690 Trips		

Source: Table 1 for Minor Traffic Study – 08/11/2025. ECX has a maximum FAR in the North Ridge SAP of 0.70, and using Office Park as LDA, 11.07 AADT and 1.3 PM Peak Hour. RMX uses 4.54 AADT and 0.39 PM Peak Hour for Multifamily Multi-story.

B. Available Capacity

The roads surrounding the subject site all have insufficient capacity availability. US HWY 27 to the west is a principal arterial road with a F level of service. Crescent Road is a Local Road which is unpaved, and Cottonwood Drive to the south of the subject site is also Local Road, so they are not included in the major traffic studies. Applicant has requested that pending approval, Polk County vacate the Right-of-way (ROW) that is currently the entrance to Fire Station #38 off Cottonwood Drive. The ROW in question was originally part of the Holly Hill Grove Road SAP Proposed Road but is no longer needed. Table 6 below shows the relevant road links;

Table 6					
Link #	Road Name	Current LOS	Available Capacity	Minimum LOS Standard	Projected Five Year LOS
5110N	US 27 (I-4 to CR 547)	F	0	D	F
5110S		F	0	D	F

Source: Polk Transportation Planning Organization, Roadway network Database 2023

C. Roadway Conditions

Crescent Road is considered unpaved in our pavement management system due to having a substandard base. As a result, I have no pavement condition data on it as it's maintained under the Dust Control operation and not Pavement Management. US Highway 27 is in Good condition in the link including the subject site. It should be included as a condition for development that Crescent Road be paved up to modern Level Of Service (LOS) standards. Cottonwood Drive is in Poor condition and would also need to be improved to meet county standards.

D. Sidewalk Network

The closest sidewalk connection is on Cottonwood Drive 0.2 miles to the south of the subject site.

E. Planned Improvements:

There are currently no planned County improvements along any of the traffic links.

F. Mass Transit

The closest bus stop can be located along the corner of Highway 17/92 and C Street in Haines City and is serviced by Line 15 through Citrus Connection. The bus stop is 6.84 miles away from the subject site.

Park Facilities:

The nearest park is Loughman Park at 5.15 miles to the northeast of the subject site. The subject site is situated outside of the Green Swamp and is not in a floodplain or wetland.

A. Location:

Loughman Park is 5.15 miles northeast of the subject site off Ronald Reagan Parkway.

B. Services:

This park has a tot lot, a soccer field, basketball court, and open pavilion space.

C. Multi-use Trails:

The closest free hiking trail is in the Hilochee Wildlife Management Area which is 5 miles to the southwest of the subject site.

D. Environmental Lands:

The subject site is located on the eastern edge of the Green Swamp. The subject site does not reside in a floodplain or wetland. This site falls within a Possible Network Connection area on the Polk Green Overlay. However, everything around it has been developed so is no longer a viable option.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area of the County at this time.

Environmental Conditions

The subject site elevations begin at 182 feet along Crescent Road and slopes downward slightly to lower elevations to the southeast. The high point of the site is 186 feet close to the south side of the site and the low point is near US Highway 27 at 171 feet. Overall, the site is relatively flat with some minor elevation changes along the edges of the property.

A. Surface Water:

There are no surface waters on the subject site.

B. Wetlands/Floodplains:

There are no wetlands or floodplains on the subject site.

C. Soils:

The subject site is comprised of 98% Candler Sand 0 to 5 percent slopes, and 2% Urban Land. According to the soil survey of Polk County, the site is almost entirely comprised of Candler Sand.

While site grading and preparation will be necessary to support site development, these soils are generally suitable for development.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Candler Sand, 0 to 5 percent slopes	Slight	Slight	98%
Urban Land, 0 to 2 percent slopes	Severe	Severe	2%

*Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service *Because of poor filtration, ground water contamination is a hazard in many areas that have a concentration of homes with septic tanks.*

The subject site has acceptable soils for septic tanks. This will not be an issue though as the site will be hooked up to wastewater and water from Polk County Utilities.

D. Protected Species

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

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

F. Wells (Public/Private)

The subject site is not located on a wellfield and does not have a well on site. The closest wellfield is 0.2 miles to the southeast of the subject site on Cottonwood Drive. The site will be connecting to water from Polk County Utilities.

G. Airports:

The site is not within an Airport Impact District.

Economic Factors:

The site, if switched to Employment Center, would provide a diversity of commercial and housing in the area that is currently in high demand. Directly adjacent to the site to the east is Royal Ridge, which is a large community of single-family homes that were just constructed.

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 and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
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.	The Comprehensive Plan permits Residential High to be designated in urban areas and contribute to a combination of residential buildings. There is a diversity in the area of townhomes, apartments, and single family dwellings.
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 lands surrounding the subject site are already a combination of high density residential, professional institutions, commercial, and single-family homes. Polk County Utilities are readily available in this area.
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. 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: 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,	The timing is consistent with the growth in the area as the surrounding sites are already designated for a variety of uses. There is ample connectivity to water, wastewater, reclaimed water, and electricity. Fire and Sheriff are close by with low response times. Two of the schools that are zoned for the site are not at capacity. Mitigation efforts will need to be made for the high school. The subject site is not in a wetlands or floodplain, and has readily available access to a main arterial road with US HWY 27.

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

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria a. ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers. b. RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.	
POLICY 2.104-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code: a. provide access to transit facilities; b. connect to centralized potable water and sanitary sewer systems; c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element; d. implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element; e. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings; f. provide access to civic space, parks, green areas, and open space and other amenities; g. be supported by public safety (i.e., fire, EMS and law enforcement); h. have access to public schools; i. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas; j. encourage the inclusion of a variety of	Employment Centers are allowed and encouraged to be built in TSDA since that is where development is supposed to occur. There is ample access to utilities, mass transit is not far from the site, sidewalks are already placed in adjacent developments, there is access to public schools, and there is a variety of homes available ranging in different densities.

Comprehensive Plan Policy	Consistency Analysis
housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.	
<u>POLICY 2.109-A9:</u> The purpose of the Employment Center (EC) land use district is to allow for the development of activity centers to facilitate light assembly, office and research parks, low impact commercial and other businesses. This land use classification may be available in areas that serve the post-secondary education campuses of Polk County. The EC land use is only available in the adopted Selected Area Plans.	North Ridge SAP allows Employment Center (ECX)
<u>POLICY 2.120-D1: CHARACTERISTICS -</u> Densities up to, and including, 10.00 DU/AC. The Residential-Medium classification is characterized by single-family dwelling units, duplex units, and multi-family units. <u>POLICY 2.120-D2: DESIGNATION AND MAPPING -</u> Residential-Medium districts shall be located throughout TSDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "RM." <u>POLICY 2.120-D3: LOCATION CRITERIA -</u> Residential-Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEAs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2. <u>POLICY 2.120-D4: DEVELOPMENT CRITERIA -</u> Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.	The subject site is within the TSDA, it is bordering ECX, and it will include a variety of housing types with some retail facing US 27.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.120-E1: CHARACTERISTICS - Densities up to, and including, 15.00 DU/AC. The Residential-High classification is characterized by multi-story, multi-family units. POLICY 2.120-E2: DESIGNATION AND MAPPING - Residential-High districts shall be located within TSDAs, UGAs, and UEAs as designated on the Future Land Use Map Series as "RH." POLICY 2.120-E3: LOCATION CRITERIA - Residential-High areas shall be located only within TSDAs, UGAs, and UEAs and may be located within Activity Centers. The placement of Residential-High shall be evaluated based on the general criteria listed in Policy 2.119-A2. POLICY 2.120-E4: DEVELOPMENT CRITERIA - Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 15 DU/AC. Multi-family structures may contain non-residential uses to provide support retail and personal services for the residents. Additionally, educational facilities are permitted in accordance with policies of this Plan.	
POLICY 2.131-Q - NORTH RIDGE SELECTED AREA PLAN. This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.	The subject site does sit within the North Ridge SAP and is specially designated for TSDA, ECX, RMX, and RHX. This allows control over the development rate and flow since there are numerous external factors expediting the growth in this area. In the North Ridge SAP, ECX has a maximum density of 10 du/ac, with RM maximum being 15 du/ac.

Comprehensive Plan Policy	Consistency Analysis
VISION BASIC PRINCIPLES The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows: 1.An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.2.The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.3.The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.4.The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.5.The existing medical facilities will serve as attractors for other medical services and office centers.6.Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.7.Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.8.Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.10.Multi-use transportation corridors and access management are key implementation tools to providing a safe and	

Comprehensive Plan Policy	Consistency Analysis
efficient movement of vehicular traffic.11.This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.12.Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.13.Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.14.Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.15.This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.	

Urban Sprawl Analysis

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

Table 9 Urban Sprawl Criteria

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

Comments from other agencies

No comments

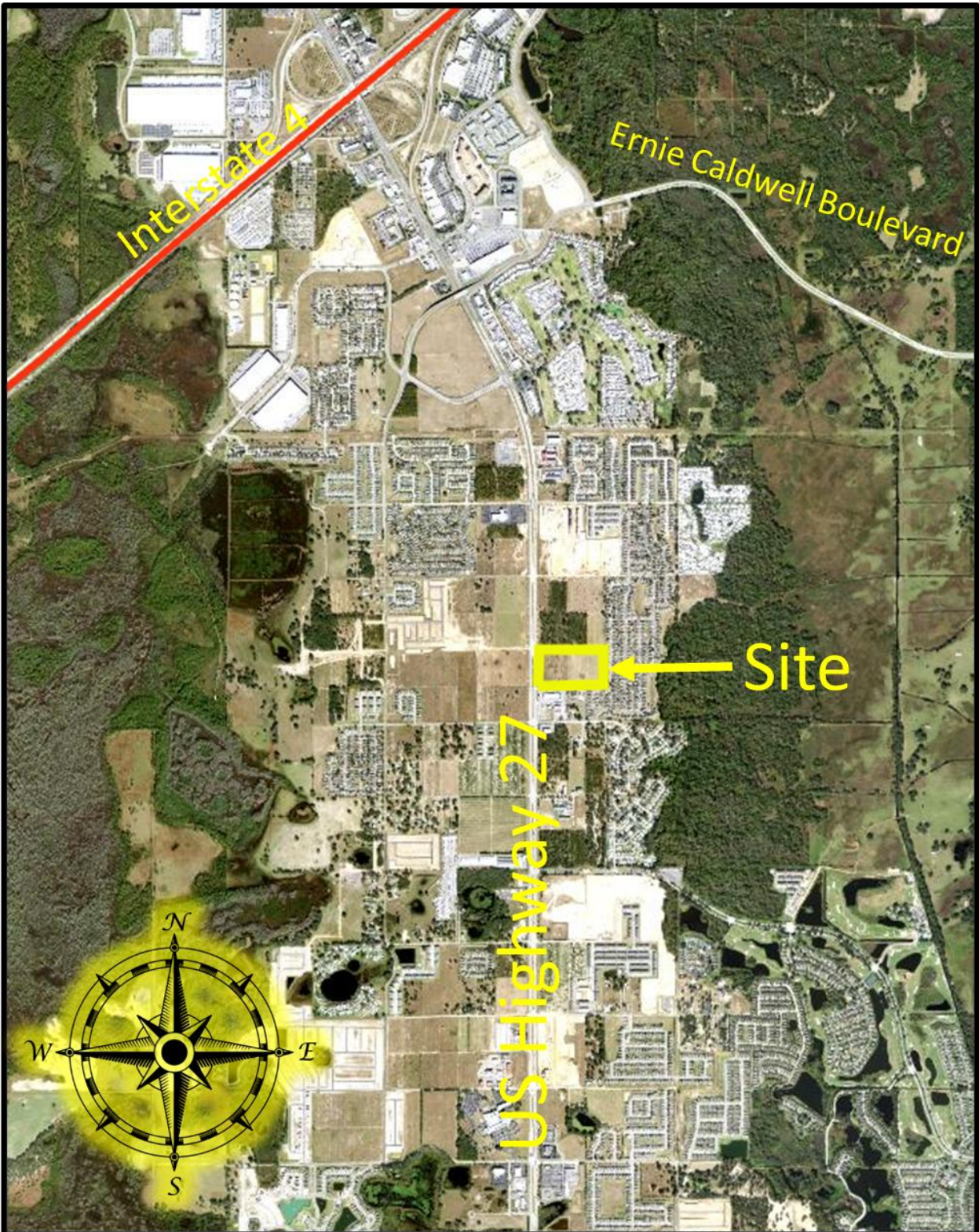
Exhibits:

Exhibit 1	Location Map
Exhibit 2	2023 Aerial Context Map
Exhibit 3	2023 Aerial Close Up
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	ECX Conditional Uses
Exhibit 7	RMX Conditional Uses

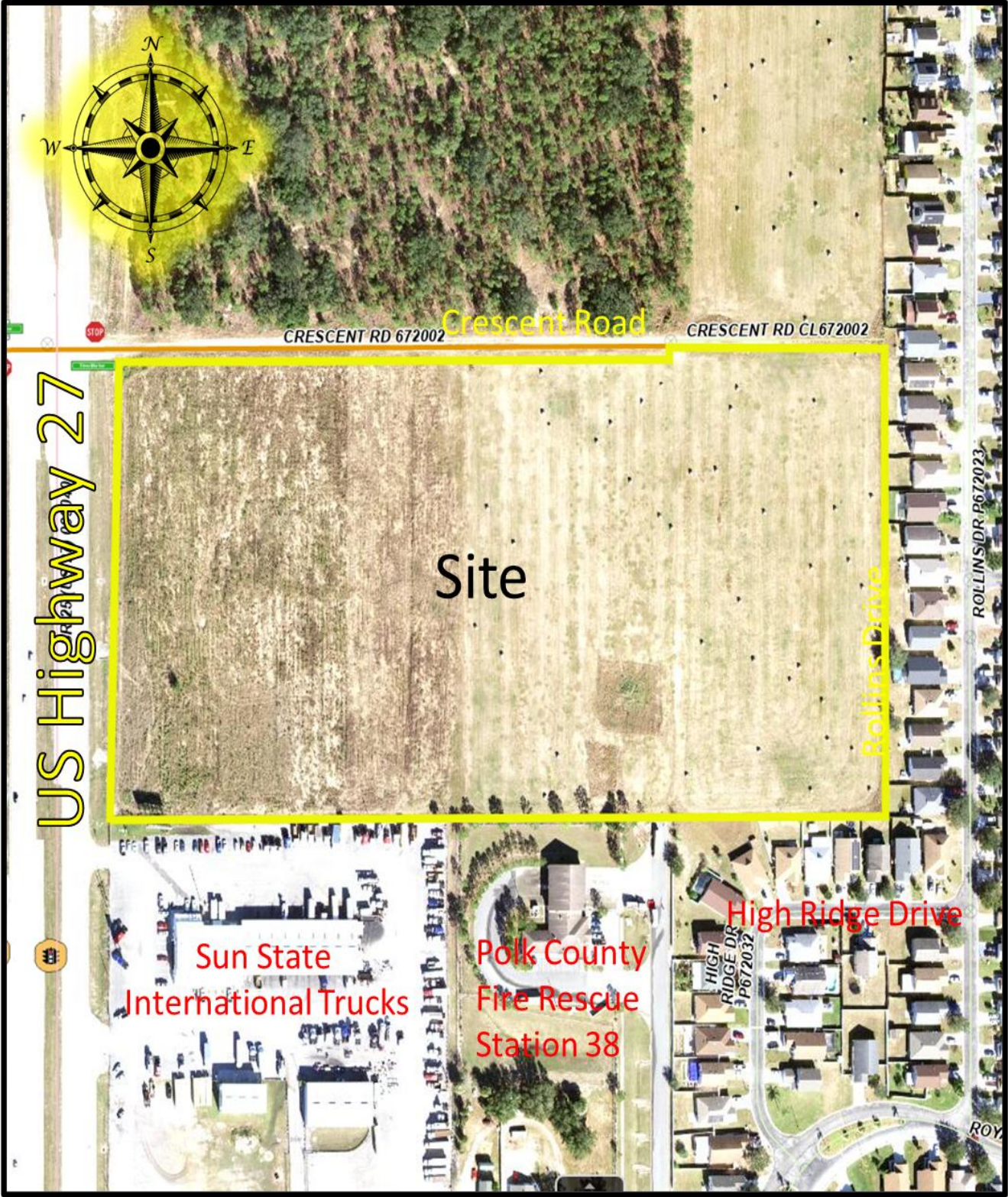
Applicant's submitted documents and ordinance as separate files



LOCATION MAP



2023 AERIAL PHOTO CONTEXT



2023 AERIAL PHOTO CLOSE UP

CURRENT FLUM

BoCC Staff Report
Level 4/JPS

Employment Center (ECX) in the Transit Supportive Development Area (TSDA)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
Conditional Uses:	Multifamily Alcohol Packaged Sales Car Wash, Incidental Childcare Center Clinics & Medical Offices Golf Course Helistops Hotels and Motels Medical Marijuana Dispensaries Office Recreation, Passive Restaurant, Drive-thru/Drive-In Retail, 5,000 – 34,999 sq.ft. Retail, 35,000 – 64,999 sq. ft. School, Leisure/Special Interest School, Technical/Vocational Trade & Training School, University/College Self-Storage Facility Transit Facility Vehicle Service, Mechanical Vehicle Sales, Leasing	Conditional Uses:	Planned Development Communication Tower, Monopole Gas Station Government Facility Heliports Hospitals Mining, Non-Phosphate Religious Institution Retail, more than 65,000 sq. ft. School, High

ECX CONDITIONAL USES

FLU	PERMITTED (By Right)	CONDITIONAL USE Level 1 or 2 Review (Technical Staff Review)	CONDITIONAL USE Level 3 or 4 Review (Public Hearing)
RM	Duplex- Two-family Attached, Multi-family, Single-family Detached Home & Subdivision, Farming General, Utilities- Class I	Group Home- Large (7-14 residents), Group Home- Small (6 or less residents), Mobile Homes- Individual, Emergency Shelter- Medium (7-14 residents), Emergency Shelter- Small (6 or less residents), Recreation- Passive, Utilities- Class II, Bed and Breakfast, Nursing Home, Recreation- Low Intensity, School- Elementary, School- High, School- Middle	Group Living Facility (15 or more residents), Mobile Home Park, Mobile Home Subdivision, Short-Term Rental Unit, Planned Development, Residentially Based Mixed Development (RBMD), Transitional Area Development, Adult Day Care Center (7 or more clients), Childcare Center, Communication Tower- Monopole, Communication Towers- Guyed and Lattice, Community Center, Cultural Facility, Emergency Shelter- Large (15 or more residents), Golf Course, Government Facility, Helistops, Mining- Non-phosphate, Recreation- High Intensity, Recreation- Vehicle Oriented, Religious Institution, School- Leisure/Special Interest, School- University/College, Utilities- Class III

RMX Conditional Uses