

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: July 27, 2023	Level of Review: Level 4 Review
PC Date: October 4, 2023	Type: Small-Scale Comprehensive Plan Amendment
BoCC Date: November 21, 2023	Case Numbers: LDCPAS-2023-16
Applicant: Tom Wodrich, AICP, TDW Land Planning	Case Name: NE Avenue Y CPA
	Case Planner: Mark J. Bennett, AICP, FRA-RA, Senior Planner

Request:	Change the Future Land Use designation from Residential-Low (RL) to Residential High (RH).
Location:	Southwest corner of Avenue Y Northeast and Cedic Street Northeast, and south and west of the City of Winter Haven in Section 16, Township 28, Range 26
Property Owners:	CMTG Real Estate Enterprises, Inc.
Parcel Size (Number):	0.22 acre (262816-537500-000010, 262816-537500-000021)
Future Land Use:	Residential-Low (RL)
Development Area:	Transit Supportive Development Area (TSDA)
Nearest Municipality:	Winter Haven
DRC Recommendation:	Approval
Planning Commission Vote:	5:1 Approval
Public Comment:	Pending
Florida Commerce:	N/A

Location Map



Current Future Land Use Map



Summary:

The applicant seeks a change to the Comprehensive Plan Future Land Use Map from Residential-Low (RL) to Residential-High (RH) on approximately 0.22 acre.

Compatibility Summary

The proposed request is for Residential-High (RH). If approved, this means that a RH designation will be placed on the property. Based on the small size, it is expected that only four residential units will be allowed on the property. Because the site is surrounded by properties platted for residential use and is partially developed with a mixture of single-family residences and duplexes, the requested change is compatible with the surrounding area.

Infrastructure Summary

The subject site has access to public utilities. The site is within the City of Winter Haven Utility Service Area for centralized potable water and sanitary sewer service. Roadway and utility capacity is available. Public safety facilities and services are available, and the public schools in this area have capacity.

Environmental Summary

The subject site is in an Airport Notification Zone, but development of the site is not expected to impact aviation activities. There are no wetlands or floodplains on the site and the soils are good for development.

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 2.104(A1-A9): Transit-Supportive Development Area
- Policy 2.120(E1-E4): Residential-High (RH)
- Policy 2.124(F1-F5): Redevelopment Districts

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for a Small-Scale Map Amendment to change 0.22 acre (9,583 square feet) from Residential-Low (RL) to Residential-High (RH).
- The current Land Development Code land use district is RL-4.

- The subject site is within the Transit Supportive Development Area (TSDA).
- The Residential-Low (RL) Future Land Use designation in the TSDA permits a maximum density of seven (7) units per acre, and the Residential-High (RH) District in the TSDA permits a maximum density of 15 units per acre.
- The Residential-Low-4 (RL-4) land use district permits a density of four (4) units to the acre.
- Policy 2.119-A3f., Density Computations, permits gross density to include one-half of the right-of-way area for perimeter “local” streets.
- This request from RL to RH will change the maximum allowed density for the subject site.
- The subject property is located within the Florence Villa Redevelopment Overlay District. As outlined in Objective 2.124-F, Redevelopment Districts are “areas in need of revitalization within the County.”

Compatibility

- The existing uses surrounding the site are:
 - North – A mixture of single—family residences, duplexes, and vacant lots
 - West – A mixture of single—family residences, and vacant lots
 - East – A mixture of single—family residences vacant lots, and a convenience store
 - South – Vacant lots

Infrastructure

- The zoned schools for the site are Clarence Boswell Elementary, Denison Middle, and Lake Region Senior High.
- Fire response to the subject property is provided by a joint inter-local agreement between the County and the City of Winter Haven. The nearest fire station is the Winter Haven Fire Department, located at 4700 Lucerne Park Road, Winter Haven. The estimated travel time is four (4) minutes.
- Ambulance response is from Polk County Fire Rescue Station 29; located at 229 Avenue D NW, Winter Haven. The estimated travel time is six (6) minutes.
- The subject site is within the Sheriff Department’s Central District. The Central District Office is located at 3635 Avenue G NW, Winter Haven.
- The site is within the City of Winter Haven Utility Service Area for centralized potable water and sanitary sewer service.
- The site accesses Avenue Y NE and Cedic Street NE. Avenue Y NE (Road No. 861610) is categorized as a paved local roadway with a 20-foot surface width. Cedic Street NE (Road No. 861611) is a local commercial road with a 20-foot surface width.

- The nearest monitored link is State Road 544. This principal arterial has a standard Level of Service (LOS) of “D” and a current LOS of “C”. There is available capacity.
- The Citrus Connection has a transit stop for Route 60 (Winter Haven Northeast) located at the Wilfred Smith Resource Center, located 400 feet west of the site on Avenue Y NE. There is a sidewalk on the southside of Avenue Y from the site to the stop.
- The closest park facility to the property is Sportsman’s Park located approximately a half mile to the southwest of the subject property. Inman Park is located approximately three quarters of a mile to the southwest. Chain of Lakes Trail runs north to south approximately a third of a mile to the west. Mackay Gardens and Lakeside Preserve is located approximately two (2) miles north in Lake Alfred.

Environmental

- The site is flat, with only a one-foot difference in topography (139 to 140 feet).
- The South Lake Conine Stormwater Treatment project is located 300 feet north of the site. It is currently in the construction phase, pending a bid award.
- There are no wetlands and floodplains on the site.
- The soil type for the site is Adamsville-Urban land complex.
- According to the Protected Species Observations Data (Source: Florida Fish & Wildlife Conservation Commission), the site is within a one-mile buffer zone for observations of Animals and Eagle Nests.
- According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File.
- The subject site is not located on or near a Wellfield-Protection District and does not have any wells on site.
- The site is in 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.

Transit Supportive Development Areas (TSDAs)

- **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).

Table 2.104.1

DENSITY SCHEDULE	Residential Low	Residential Medium	Residential High	Mixed Use
Transit Supportive Development Area (TSDA)	3 du/ac min 7 du/ac max	5 du/ac min 10 du/ac max	7 du/ac min 15 du/ac max	
Transit Corridor	4 du/ac min 10 du/ac max	7 du/ac min 12 du/ac max	10 du/ac min 17 du/ac max	
Transit Center	6 du/ac min 12 du/ac max	10 du/ac min 15 du/ac max	12 du/ac min 18 du/ac max	10 du/ac min 18 du/ac max

Transit Corridor w/in Transit Center	8 du/ac min 15 du/ac max	12 du/ac min 18 du/ac max	15 du/ac min 20 du/ac max	10 du/ac min 20 du/ac max
Transit Center Core	10 du/ac min 25 du/ac max	15 du/ac min 30 du/ac max	20 du/ac min 40 du/ac max	15 du/ac min 40 du/ac max

Within the TSDA and Transit Corridors and Centers Overlay portion of the TSDA, non-residential uses may be approved at the listed intensities. The Floor Area Ratios (FAR) listed in Table 2.104.2 exceed those listed in Policy 2.109-A1 and Policy 2.119-A1 and policies that include the description for each of the referenced land use category as provided for within this Element. The FARs listed in Table 2.104.2 for RL, RM and RH are for non-residential uses when permitted per this Comprehensive Plan. The Mixed Use category within Table 2.104.2 is for those land use categories that permit non-residential and residential uses as provided for in this Element or the Appendices for the Selected Area Plans (SAP). The listed maximum FARs 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 2.104.2 includes recommended minimum FARs to support future investments in public transportation. These recommended minimum FARs may be required under the Land Development Code to coincide with planned public or private sector transit investments. Projects with less than the recommended minimum FAR 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).

Table 2.104.2

INTENSITY SCHEDULE	Residential Low	Residential Medium	Residential High and non-residential districts	Mixed Use
Transit Supportive Development Area (TSDA)	0.25 FAR min 0.5 FAR max	0.35 FAR min 0.75 FAR	0.5 FAR min 1.5 FAR max	
Transit Corridor (TCO)	0.3 FAR min 1.0 FAR max	0.5 FAR min 1.5 FAR max	0.7 FAR min 2.0 FAR max	
Transit Center (TCE)	0.5 FAR min 1.5 FAR max	0.7 FAR min 2.0 FAR max	1.0 FAR min 2.5 FAR max	1.0 FAR min 3.0 FAR max
Transit Corridor w/in Transit Center	0.5 FAR min 1.5 FAR max	0.7 FAR min 2.0 FAR max	1.0 FAR min 2.5 FAR max	1.0 FAR min 3.0 FAR max
Transit Center Core (TCEC)	1.0 FAR min 3.0 FAR max	1.0 FAR min 3.0 FAR max	1.0 FAR min 3.0 FAR max	1.0 FAR min 3.0 FAR max

To support the development of compact, mixed land uses and to ensure mobility within the Transit Corridors and Centers Overlay, Polk County shall implement the development incentives and standards enumerated in Policy 2.124-A6.

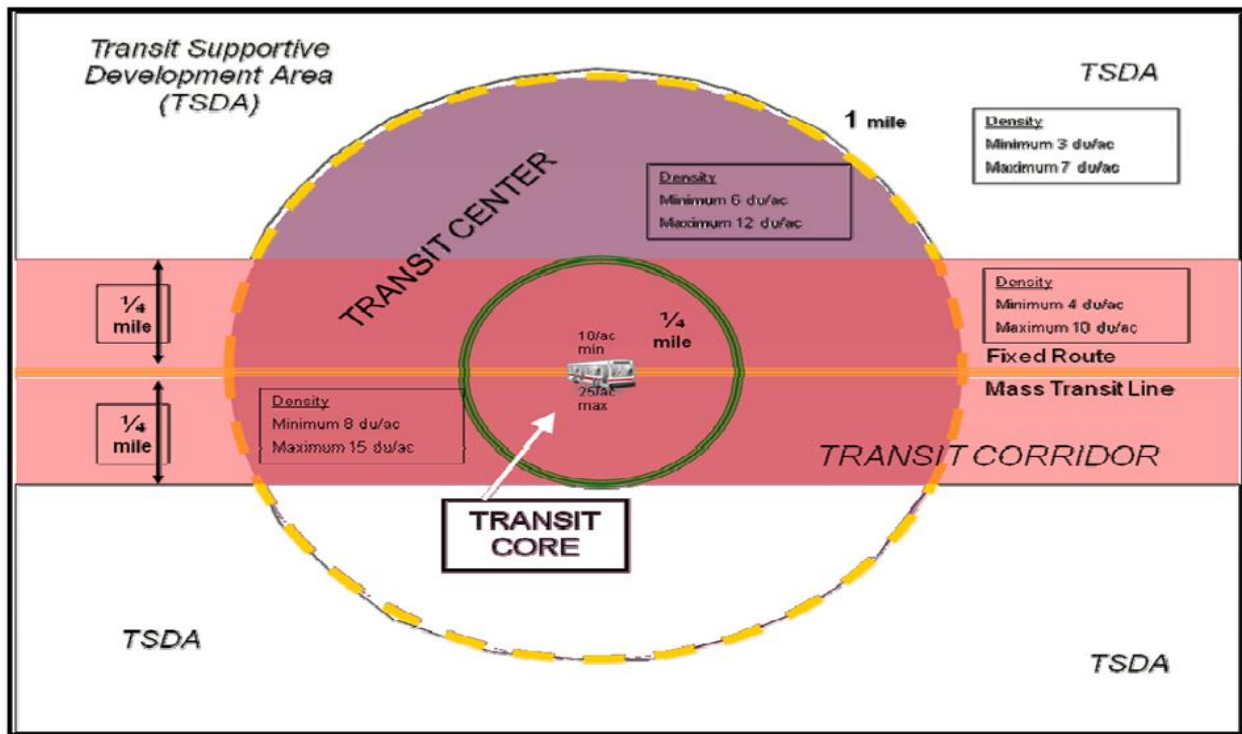


Figure 1 Residential Low (RL) densities within the TSDA and its Overlay Districts

- **POLICY 2.104-A8: URBAN SERVICE BOUNDARY** - The Transit Supportive Development Area shall serve as an urban service boundary pursuant to Section 163.3177(14), F.S. to promote compact, contiguous urban development within a 10-year timeframe. This designation does not prevent or discourage development in other Development Areas, but rather serves as a focal point for the provision of community infrastructure and services needed to support compact, mixed-use development and energy efficient land use patterns.
- **POLICY 2.104-A9: TSDA ALLOCATION** - The Transit Supportive Development Area should contain developable land having capacity to sustain a projected population and resident demand for a period of ten years.

Residential-High

- **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.

Redevelopment Districts

- **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-model 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."
- **POLICY 2.124-F2: DESIGNATION AND MAPPING** - The Future Land Use Map Series shall designate and map as "Redevelopment District" overlay those areas with a revitalization plan as approved or accepted by the Board. These areas are identified as being low to moderate income as defined by the United States Department of Housing and Urban Development income standards and the County. The non-prioritized "Redevelopment District" overlays include but are not limited to the following:

Adams Grove
Babson Park/Highland Park
Bradley Junction
Crystal Lake
Davenport
Eaton Park
Echo Terrace

Eloise
Florence Villa
Fuller Heights
Fussells Corner (Carters)
Griffin Quarters
Highland City
Highland Park Manor
Inwood
Jamestown
K-Ville
Kathleen
Lakeview Park
Lakewood Park
Mammoth Grove
Maxi-Quarters
Medulla
Mullinsville
Nichols
North Florida Heights
Old Polk City Road
Loughman
Lynchburg
Rolling Hills
Wabash
Wahneta
Washington Park
Waverly
Winston

The "Redevelopment District" overlay shall be reviewed, at least annually, and amended, if necessary, to include any additional predominantly low and moderate income areas determined by the United States Department of Housing and Urban Development income standards and the County to be disproportionately in need of social and/or community services, infrastructure, transportation, economic development assistance, law enforcement, and/or affordable housing, based on an analysis of demographics, land use, crime, housing, infrastructure, and other physical and social conditions.

- **POLICY 2.124-F3: REDEVELOPMENT DISTRICT REVITALIZATION PLANS** - The County shall develop a "Redevelopment District Revitalization Plan" in accordance with the goals and objectives of the programs described the Polk County Consolidated Plan and Five-Year Strategy Plan, for designated "Redevelopment District," to guide implementation of the Community Development Block Grant, HOME Investment Partnership Program and the Emergency Shelter Grant. The Redevelopment Plans will be prioritized based on a variety of factors that include but are not limited: funding availability, need, physical and economic conditions, level of neighborhood district revitalization plans will be coordinated with other planning initiatives.

The Redevelopment District Revitalization Plans shall contain strategies developed with public input from those areas affected to preserve, rehabilitate, revitalize, and/or redevelop those areas. These strategies shall include, but not be limited to:

- a. targeting housing rehabilitation and code enforcement activities within designated Redevelopment Districts;
 - b. removing dilapidated structures to create space for infill development;
 - c. coordinating infrastructure improvements with rehabilitation and redevelopment activities;
 - d. providing economic opportunities and neighborhood support services to encourage economic independence and self-sufficiency of residents;
 - e. implementing programs to facilitate the development of affordable housing;
 - f. developing special incentives, provisions, restrictions, or requirements in order to ensure that redevelopment and revitalization activities occur in accordance with sound planning principles and local community objectives;
 - g. encouraging design features which promote public safety, create inviting streetscapes along public roadways, and emphasize a pedestrian-oriented environment;
 - h. developing or providing incentives for development of needed community facilities such as neighborhood centers, day care centers, churches, schools, and community-oriented policing substations; and
 - i. most importantly, empowering residents so as to rekindle community pride and developing lasting partnerships between government and the community.
- **POLICY 2.124-F4: REDEVELOPMENT ACTIVITIES** - Redevelopment District Revitalization Plans shall implement the purpose and intent of Policy 2.124-F1 and shall conform to the following requirements:
 - a. **PERMITTED USES:** In keeping with the purpose and intent of this section, the following uses may be permitted within a Redevelopment District Revitalization Plan:
 1. Residential (single-family and multi-family)
 2. Commercial
 3. Institutional
 4. Recreation and Open Space
 5. Preservation
 6. Specialized Uses, subject to the provisions of Section 2.125
 7. Housing for workers (agricultural, industrial, construction and hospitality trades)

b. DEVELOPMENT CRITERIA:

1. Non-residential 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. Where permitted by the Redevelopment District Revitalization Plan, non-residential uses may include, but are not limited to, grocery stores, personal service shops, gas stations, restaurants, specialized and general retail, medical and professional offices, and community facilities such as neighborhood centers, churches, schools, community-oriented policing substations, and day care centers.

2. Non-residential uses should be centrally located within the community and within comfortable walking distance for a majority of the area's residents.

3. Non-residential uses shall have direct access to a collector or arterial roadway.

4. Appropriate mixes of housing types shall be permitted where such mixes will be compatible with immediate adjacent existing residential development. Development incentives shall be provided to encourage and stimulate workforce housing, affordable housing and housing for special needs groups. Such incentives shall include, but not be limited to:

(a) Density and intensity increases up to 150% of the district standards,

(b) Expedited permitting; and

(c) Design flexibility, additionally

(d) May include special impact fee consideration in such circumstances as adopted and codified by the BoCC.

Such incentives shall be linked directly to the provision of affordable, workforce or special needs housing on a case-by-case basis, and require that the housing remain dedicated to the particular housing type for which the incentive was awarded for a minimum of twenty years through a deed restriction or similar measure. Furthermore, no increase in density or intensity can occur unless adequate water, sewer, roadway and public school capacity exists or are planned to be available to meet the need of the additional development.

5. Commercial and office uses shall be permitted in Redevelopment District Revitalization Plans. Redevelopment District Revitalization Plans may include up to 10% of the total area of redevelopment district for commercial and office uses. Designation of an area exceeding the additional 10% shall require a Comprehensive Plan amendment.

6. It is fundamental to all revitalization plans that commercial uses, if included in the land use design, shall be oriented toward the historically established town center, main street, or placed in isolated neighborhood market sites that are restricted to a very limited scale of commercial activity and located only at the intersection of major collector roads. Linear commercial development shall not be allowed, unless it is clearly evident that it is consistent with the traditional development pattern of the community.

7. Appropriate buffering shall be provided between non-residential uses and residential uses.

- **POLICY 2.124-F5: ADOPTION OF REDEVELOPMENT DISTRICT REVITALIZATION PLANS** - Upon completion of a "Redevelopment District Revitalization Plan," as defined in Policy 2.124-F3, and upon its approval by the Board of County Commissioners, such plan shall become the official revitalization plan for the designated Redevelopment District.

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 2023-16**.

***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: RL-4 Duplexes	North: RL-4 Single-family residential, Vacant	Northeast: RL-4 Single-family residential, Vacant
West: RL-4 Single-family residential	Subject Property: RL-4 Vacant	East: RL-4 Vacant
Southwest: RL-4 Vacant	South: RL-4 Vacant	Southeast: RL-4 Convenience Store
<i>Source: Polk County Property Appraiser, GIS Data Viewer and Staff Site Visit</i>		

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

Transit Supportive Development Areas (TSDAs) shall be those areas with 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.

The proposed request is for Residential-High (RH). This designation permits a maximum of 15 units per acre. It is expected that two duplexes will be constructed on the property. Because the site is surrounded by properties platted for residential use and is partially developed with a single-family residences and duplexes, the requested change would be compatible with the surrounding area.

There have been other duplexes that have been approved in this area. In 2018, a duplex was approved at 313 Avenue Y NE through Conditional Use request LDCU-2018-33. A duplex was approved for property directly across the street (identified by parcel number 262816-541000-001130) from the site by Conditional Use request LDCU 2022-25. These two sites are the approximately the same size as the subject property proposed for the change. However, because the applicant wishes to construct two duplexes, as opposed to only one duplex that was constructed on the other sites, the change from RL to RH is necessary.

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.”

This property is surrounded by residential development. It is in the TSDA, where the City of Winter Haven provides utilities. Connection to centralized potable water and wastewater is required. The proposed development will have direct ingress and egress to both Avenue Y NE and Cedie Street.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below. Because of the small size of the request, and the anticipated development of the site for two duplexes totaling four units, the request is not expected to negatively impact concurrency.

Table 2: School Information

School	Enrollment	Annual Estimated Demand	Utilization	Average driving distance from subject site
Clarence Boswell Elementary	636	1	92%	8.6 miles to the west
Denison Middle	739	1	61%	2.5 miles to the south
Lake Region Senior High	1,545	1	62%	6 miles to the south

Source: Polk County School Board, August 10, 2023

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 that 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. The distance of the fire

station is just under three (3) miles which ensures a reasonable response time. The Sheriff’s office response time is less than 11 minutes for emergency calls.

Table 3 Public Safety Information

	Name of Station	Distance Response Time*
Sheriff	Central District-3635 Avenue G NW, Winter Haven	Priority 1 – 10:52 Priority 2 – 20:47
Fire	Winter Haven Fire Department, located at 4700 Lucerne Park Road, Winter Haven	2.6 miles, 4 minutes.
EMS	Polk County Fire Rescue Station 29; located at 229 Avenue D NW, Winter Haven	2.1 miles, 6 minutes.

Source: Polk County Sheriff’s Office & Polk County Fire Rescue. Response times for August 2023.

Fire response to the subject property is provided by a joint inter-local agreement between the County and the City of Winter Haven. The nearest fire station is the Winter Haven Fire Department, located at 4700 Lucerne Park Road, Winter Haven, FL. The estimated travel time is four (4) minutes.

Ambulance response is from Polk County Fire Rescue Station 29; located at 229 Avenue D NW, Winter Haven, FL. The estimated travel time is six (6) minutes.

There is a fire hydrant on the site, next to Cedic Street NE, just south of the intersection with Avenue Y NE.

Water and Wastewater

The proposed Comprehensive Plan Amendment will have an impact on potable water and sanitary sewer systems but will be limited due to the amount of development that will occur on the small site. The property is within the City of Winter Haven service area for centralized potable water and sanitary sewer service, and will be required to connect to those services.

A. Estimated Demand

It is not anticipated that development on the property under the proposed land use designation will negatively impact the minimum LOS for the existing facilities. At the time of site plan approval or building permit, the project will be required to connect to public utility services available as per the County’s Land Development Code. The Impact Analysis is based on a maximum buildout of two duplexes (4 units).

Table 4 Estimated Water and Sewer Impact Analysis

Proposed Use: Two Duplexes – Four units	Estimated Impact Analysis Development Area: TSDA	
	Current Land Use designation RL-4	Proposed Land Use Designation RH
Permitted Density/Maximum Number of DU, Maximum Use	2 single-family residences (DU)	2 Duplexes – 4 DUs
Potable Water Consumption	360 GPD/DU * 2 DU = 720 GPD	198 GPD/DU * 4 DUs = 792 GPD
Wastewater Generation	270 GPD/DU * 2 DU = 540 GPD	180 GPD/DU * 4 DUs = 720 GPD
<i>GPD – Gallons Per Day; DDU – Duplex Dwelling Unit Wastewater Generation rate for seats is 80% of water consumption rate. Source: Polk County Concurrency Manual and Polk County Utilities</i>		

B. Available Capacity:

The subject site will be served by the City of Winter Haven for water and wastewater services. The development will be required to connect to both services.

C. Planned Improvements:

No information is known at this time for planned improvements to the local utilities.

Roadways/Transportation Network

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.

The site accesses Avenue Y NE and Cedie Street NE. Avenue Y NE (Road No. 861610) is categorized as a paved local roadway with a 20-foot surface width. Cedie Street NE (Road No. 861611) is a local commercial road with a 20-foot surface width.

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 two duplexes, with a total of four units, to be constructed.

Table 5 Estimated Transportation Impact Analysis

Proposed Use: Two Duplexes – Four units	Estimated Impact Analysis (Residential Low/Residential-High) <i>Development Area: TSDA</i>	
	Current Land Use designation RL	Maximum Permitted in Proposed RH
	two single-family units (DU)	2 Duplexes (four units) (DU)
Average Annual Daily Trips (AADT)	2 DU * 7.60 trips/unit = 16 AADT	4 DU @ 6.74 AADT/unit = 26.96 = 27 AADT
PM Peak Hour Trips	2 DU * 1 peak hour trip = 2 Peak Hour Trips	4 DU @ .51 peak hour trip/DU = 2.04 = 3 PM Peak Hour Trips

Source: Table 1, For Minor Traffic Study, Polk County Minor Traffic Study Application ITE Code 210/Local Data (Single-Family Detached Housing) – Daily Trip Rate of 7.60 trips and a peak hour trip rate of 1 trip; ITE 220 (Multi-Family Housing (Low-Rise)) – One or two levels (floors)) 6.74 trips and a peak hour trip rate of .51 trips

B. Available Capacity

The roads surrounding the subject site all have sufficient capacity available for full build out of the subject 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.

The property is accessed via Avenue Y NE and Cedic Street NE. These roads intersect with State Road (SR) 544, which is a Principal Arterial, and is monitored for concurrency. This portion of SR 544 (from 1st Street to US 27) has an adopted Level of Service (LOS) standard of “D” and a current LOS of “C”. The table following this paragraph demonstrates that 472 vehicle trips are available in the eastbound direction and 443 trips in the westbound direction.

Table 6 Road Capacity

Link #	Direction	Road Name	Current LOS	Available Capacity	Minimum LOS Standard	5-Year Projected LOS
6503	East	SR 544 (Lucerne Park Rd) From 1 st Street No to US 27.	C	472	D	C
6503	West		C	443	D	C

Source: 2022 Polk County Roadway Network Database

C. Roadway Conditions

Both Avenue Y NE and Cedic Street NE have a Pavement Condition Index (PCI) rating of “Fair”. These roads have Miami-type curbs.

D. Sidewalk Network

There is a sidewalk next to the site, along both Cedic Street and Avenue Y.

E. Planned Improvements:

There are no planned improvements with the general area of the site.

F. Mass Transit

The Citrus Connection has a transit stop for Route 60 (Winter Haven Northeast) located at the Wilfred Smith Resource Center, located 400 feet west of the site on Avenue Y NE. There is a sidewalk on the southside of Avenue Y from the site to the stop.

Park Facilities and Environmental Lands:

The closest park facility to the property is Sportsman’s Park located approximately a half mile to the southwest of the subject property. Inman Park is located approximately three quarters of a mile to the southwest. Chain of Lakes Trail runs north to south approximately a third of a mile to the west. Mackay Gardens and Lakeside Preserve is located approximately two (2) miles north in Lake Alfred.

A. Location:

Sportsman’s Park is located at 112 Avenue O NW in Winter Haven and is maintained by the city of Winter Haven. Inman Park is located at 600 Avenue S SE in Winter Haven, and it is a city park. The Chain of Lakes Trail is a 4.7-mile paved multi-use path that runs from Lake Alfred to Winter Haven in Florida, past many of the lakes that compose the Winter Haven Chain of Lakes. Mackay Gardens and Lakeside Preserve is located at 945 Mackay Boulevard in Lake Alfred.

B. Services:

Both parks are small community parks where city events are held. There are no community sports fields within a reasonable distance of the property.

C. Multi-use Trails:

The Chain of Lakes Trail is a 4.7-mile paved multi-use path that runs from Lake Alfred to Winter Haven in Florida, past many of the lakes that compose the Winter Haven Chain of Lakes. The trail runs along the abandoned route of the South Florida Railroad's Bartow Branch.

D. Environmental Lands:

Mackay Gardens and Lakeside Preserve provides a park, nature and fitness trails along Mackay Boulevard, a playground, dock, restrooms, and the historic Mackay Estate providing facilities for weddings and other special events.

Environmental Conditions

The site has good soil, and no known archeological or historical artifacts or structures. There are no wetlands or floodplains on the site.

A. Surface Water:

There are no surface waters on or near the site. The property is flat, with elevations of 139 and 140 feet. The South Lake Conine Stormwater Treatment project is located 300 feet north of the site. It is currently in the construction phase, pending a bid award. The purpose of this project is

to provide water quality treatment and ecologically restore an area that has been degraded by channelization and invasive exotic vegetation. The City of Winter Haven and the County will fully fund design and permitting. The Southwest Florida Water Management District (SWFWMD) and the Florida Department of Environmental Protection (FDEP) will contribute to construction costs, with the City and County equally sharing the remaining costs.

B. Wetlands/Floodplains:

There are no wetlands and floodplains on the site.

C. Soils:

The subject site consists of the Adamsville-Urban land complex, as listed in Table 7 following this paragraph.

Table 7 Soils

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Adamsville-Urban land complex	Severe; wetness	Moderate, wetness	100%
<i>Source: 1985 Soil Survey of Polk County, Florida</i>			

According to the Soil Survey of Polk County, Tavares fine sand has” moderate” limitations for dwellings due to wetness, and “severe” limitations for septic tank drains due to wetness. The addition of suitable topsoil or some form of surfacing can reduce or overcome this limitation. This soil consists of a mixture of somewhat poorly drained Adamsville soil and urban land.

D. Protected Species

According to the Protected Species Observations Data (Source: Florida Fish & Wildlife Conservation Commission), this site is within a one-mile buffer radius zone for observations of Animals and Eagle Nests. No protected species or habitats were observed during the site visit.

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 any known wells on site. The nearest Wellhead Protection Zone is part of the City of Winter Haven Fairfax Water Treatment Plant. The Plant is one mile south of the site and is located at the southeast corner of Fairfax Drive and Avenue O NE, next to the Polk State College Softball Complex.

G. Airports:

The site is within the Height Notification Zone and In-flight Visual Interference Zone for the Winter Haven Municipal Airport and Jack Brown’s Seaplane Base. Although the maximum structure height in the proposed Residential-High land use designation is 75 feet, the small size of

the site will limit the ability of any future buildings to achieve a significant height. Therefore, this amendment should not have an adverse impact upon aviation activities.

Economic Factors:

Construction of buildings in either land use creates temporary jobs. The additional density allowed because of this amendment will also result in additional population residing in the area. The additional population will need more goods and services, thereby generating more economic activity.

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:</p> <ul style="list-style-type: none"> a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development. 	<p>Adjacent properties are either undeveloped, developed with single-family residences or duplexes, and are designated as residential.</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>POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.</p>	<p>Most of the surrounding properties are developed, and public services and facilities are available. This site is also in a Transit Supportive Development Area, where existing utilities are available.</p>
<p>POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration</p>	<p>There is ample connectivity to water and sewer. Fire and Sheriff services are close by with low response times. Schools that are</p>

Comprehensive Plan Policy	Consistency Analysis
<p>when determining the appropriateness of establishing or expanding any land use or development area:</p> <ul style="list-style-type: none"> a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: <ul style="list-style-type: none"> 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: <ul 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 6. climatic conditions, including prevailing winds, when applicable. 	<p>zoned for the site are near capacity. The subject site does not contain wetlands or floodplains. The subject site has access from Avenue Y NE and Cedie Street NE.</p>
<p>POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria:</p> <ul style="list-style-type: none"> 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; 	<p>The proposed request for a Residential-High land use designation is within an existing TSDA.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;</p> <p>d. include development criteria that:</p> <ol style="list-style-type: none"> 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities; 2. improve access to employment areas, schools, shopping and recreational opportunities; 	
<p>POLICY 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p>The proposed Residential-High Future Land Use designation is permitted in the TSDA. Therefore, this request is consistent with the TSDA policies. The applicant will have to show consistency with the Development Criteria at time of the Level 2 Review and/or a building permit.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>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:</p> <ul style="list-style-type: none"> 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. 	
<p>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.</p>	<p>This request is for a Residential-High (RH) designation.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	<p>The proposed RH designation is in a Transit Supportive Development Area (TSDA).</p>
<p>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.</p>	<p>According to the Impact Statement, the intended use of the property is for two duplexes.</p>
<p>POLICY 2.124-F4: REDEVELOPMENT ACTIVITIES - Redevelopment District Revitalization Plans shall implement the purpose and intent of Policy 2.124-F1 and shall conform to the following requirements:</p> <p>a. PERMITTED USES: In keeping with the purpose and intent of this section, the following uses may be permitted within a Redevelopment District Revitalization Plan:</p> <ol style="list-style-type: none"> 1. Residential (single-family and multi-family) 2. Commercial 3. Institutional 4. Recreation and Open Space 5. Preservation 6. Specialized Uses, subject to the provisions of Section 2.125 7. Housing for workers (agricultural, industrial, construction and hospitality trades). 	<p>The proposed amendment is for multi-family uses.</p>
<p>b. DEVELOPMENT CRITERIA:</p> <ol style="list-style-type: none"> 1. Non-residential 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. Where permitted by the Redevelopment District Revitalization Plan, non-residential uses may include, but are not limited to, grocery stores, personal service shops, gas stations, restaurants, specialized 	<p>The requested amendment will provide for an appropriate mix of housing types.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>and general retail, medical and professional offices, and community facilities such as neighborhood centers, churches, schools, community-oriented policing substations, and day care centers.</p> <p>2. Non-residential uses should be centrally located within the community and within comfortable walking distance for a majority of the area's residents.</p> <p>3. Non-residential uses shall have direct access to a collector or arterial roadway.</p> <p>4. Appropriate mixes of housing types shall be permitted where such mixes will be compatible with immediate adjacent existing residential development. Development incentives shall be provided to encourage and stimulate workforce housing, affordable housing and housing for special needs groups. Such incentives shall include, but not be limited to:</p> <p>(a) Density and intensity increases up to 150% of the district standards,</p> <p>(b) Expedited permitting; and</p> <p>(c) Design flexibility, additionally</p> <p>(d) May include special impact fee consideration in such circumstances as adopted and codified by the BoCC.</p> <p>Such incentives shall be linked directly to the provision of affordable, workforce or special needs housing on a case-by-case basis, and require that the housing remain dedicated to the particular housing type for which the incentive was awarded for a minimum of twenty years through a deed restriction or similar measure. Furthermore, no increase in density or intensity can occur unless adequate water, sewer, roadway and public school capacity exists or are planned to be available to meet the need of the additional development.</p> <p>5. Commercial and office uses shall be permitted in Redevelopment District Revitalization Plans. Redevelopment District Revitalization Plans may include up to 10% of the total area of redevelopment district for</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>commercial and office uses. Designation of an area exceeding the additional 10% shall require a Comprehensive Plan amendment.</p> <p>6. It is fundamental to all revitalization plans that commercial uses, if included in the land use design, shall be oriented toward the historically established town center, main street, or placed in isolated neighborhood market sites that are restricted to a very limited scale of commercial activity and located only at the intersection of major collector roads. Linear commercial development shall not be allowed, unless it is clearly evident that it is consistent with the traditional development pattern of the community.</p> <p>7. Appropriate buffering shall be provided between non-residential uses and residential uses.</p>	

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria 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

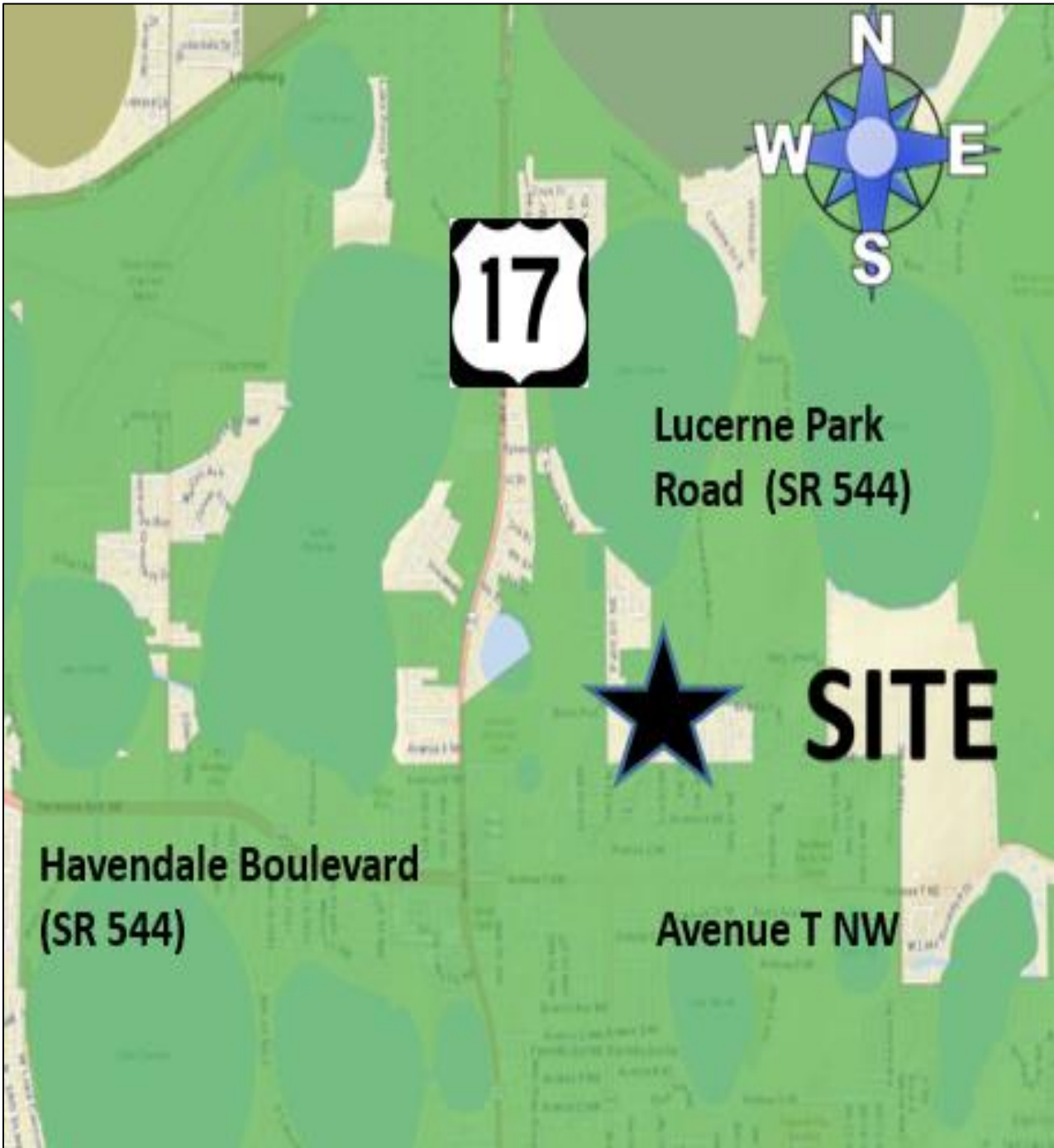
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes	
Urban Sprawl Criteria	Sections where referenced in this report
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	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 Location Map (Detailed)
- Exhibit – 3 2020 Aerial Photo
- Exhibit – 4 Current Future Land Use Map
- Exhibit – 5 Proposed Future Land Use Map



Location Map



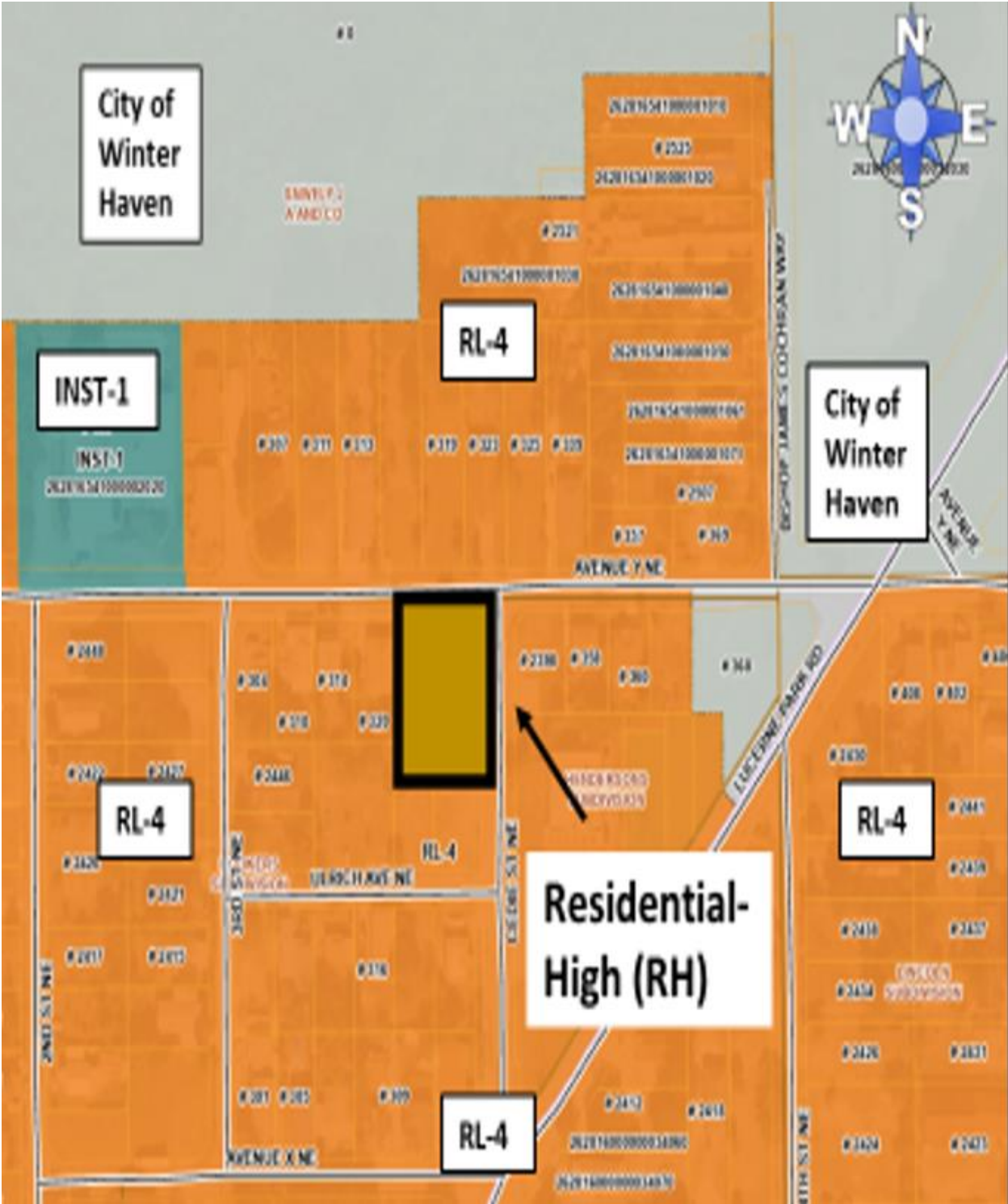
Location Map (Detailed)



2020 Aerial



Current Future Land Use Map



Proposed Future Land Use Map