

Consistency Analysis

Contained below is an analysis of the consistency of the Proposed Request with provisions of the Polk County Comprehensive Plan that are germane at this stage of the development process.

SECTION 2.102 GROWTH MANAGEMENT.

OBJECTIVE 2.102-A: Development within unincorporated Polk County shall occur in accordance with the policies stated within this Future Land Use Element and all other Goals, Objectives and Policies incorporated within the Polk County 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.

ANALYSIS: *The proposed request aligns the historic use of the site with the surrounding development pattern, thereby promoting consistency with the intent of the Comprehensive Plan and compatibility with the Future Land Use designations of adjacent properties. In addition, the Proposed Request will allow for the potential of the Subject Property to develop in the future for commercial uses in a prime area off of U.S. 98.*

POLICY 2.102-A11: URBAN SPRAWL CRITERIA - In accordance with Rule 9J-5.006(5) of the Florida Administrative Code, Polk County will discourage the proliferation of urban sprawl by use of the following criteria when determining the appropriateness of establishing or expanding any land use or development area. The analysis must ask whether or not the proposed plan amendment . . .

ANALYSIS: *See Demonstration of Need and Justification for analysis on how the Proposed Request will discourage the proliferation of urban sprawl.*

SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA).

OBJECTIVE 2.104-A: The Polk County Plan shall provide areas for the development of urban-intensity growth through:

- a. the designation and mapping of Transit Supportive Development Area, and
- b. the establishment of policies to govern the development of land within the Transit Supportive Development Area.

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.

ANALYSIS: *The Proposed Request is for the Subject Property to be given a LCC Future Land Use Designation.*

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.

ANALYSIS: *The Subject Property is developed and has access to transit systems. The Subject Property is located adjacent to a LCC/LCCX district that is located along U.S. 98. Moreover, the property directly adjacent to the Subject Property is located at the intersection of U.S. 98 and Socrum Loop Road West.*

SECTION 2.111 LINEAR COMMERCIAL CORRIDORS (existing).

OBJECTIVE 2.111-A: Polk County shall recognize existing "Linear Commercial Corridors" (strip commercial areas) by their designation and mapping on the Future Land Use Map Series as Linear Commercial Corridors (LCC), and shall promote the infilling of such areas in the TSDA with multifamily and mixed use buildings through the establishment of criteria for the development of lands within Linear Commercial Corridors.

POLICY 2.111-A1: CHARACTERISTICS - Linear Commercial Corridors are characterized by linear concentrations of all types of commercial, office, and institutional uses along a roadway. Some Linear Commercial Corridors may contain existing industrial uses. For parcels with LCC land use designation in the TSDA and/or TCCO, development and redevelopment of areas may also include stand alone residential and mixed use structures.

ANALYSIS: *The Subject Property is located directly adjacent to an LCC/LCCX district. Its proximity to U.S. 98 provides convenient access and supports future commercial development. Additionally, the site's current and historical use for mobile homes is consistent with and supported by the LCC district.*

POLICY 2.111-A3: LOCATION CRITERIA - Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development. . . .

ANALYSIS: *The expansion of the existing LCC District to the Subject Property is supported by the depth of the LCC district west of U.S. 98, which extends inwards approximately +/-0.13 miles from the roadway. By comparison, the LCC/LCCX parcels immediately adjacent to the Subject Property on the eastern side of U.S. 98 extend only approximately +/-0.05 miles from the roadway. The Proposed Request would provide appropriate infill development by extending the LCC District on the eastern side of U.S. 98 to a depth consistent with its western counterpart.*

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

- a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to infilling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.
- b. New development or redevelopment of non-residential uses within a Linear Commercial Corridor shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development.
- c. Step-down uses shall be encouraged between different intensity uses as in-fill and shall be lower in intensity than the highest existing intensive use. Step-down uses shall be contiguous to an intensive use land use, and shall not be separated from that use by an arterial or collector road, or a natural or man-made barrier which makes the step-down use unnecessary.
- d. New development or redevelopment within a Linear Commercial Corridor shall incorporate the use of frontage roads wherever there is adequate public right-of-way or there is property available for the expansion of the right-of-way or the establishment of frontage-road easements to facilitate such roads in accordance with recognized highway safety standards. Whenever the placement of frontage roads is not practical, shared ingress/egress facilities shall be used.
- e. Adequate parking shall be provided to meet the demands of the uses, and interior traffic circulation shall facilitate safe bicycle and pedestrian movement.
- f. Where the LCC abuts residential areas, uses should be limited to a size, scale, and intensity necessary to provide the residents of the community and surrounding area with retail, personal, and community services. New development or redevelopment of non-residential development adjacent to residential areas shall be compatible with adjacent existing uses without allowing a higher intensity of development.

- g. Buffering shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities that may require special buffering provisions.
- h. The maximum floor area ratio shall not exceed 0.35 for non-residential development.

ANALYSIS: *The Subject Property is currently developed. Any new development or redevelopment of the Subject Property will be required to meet the development criteria of the Comprehensive Plan for Linear Commercial Corridor Districts.*

POLICY 2.111-A5: ADJACENT DEVELOPMENT - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to a LCC may include the following uses: Office, Residential, Institutional, or Open Space.

ANALYSIS: *The Proposed Request would result in the Subject Property being adjacent to RL-1X and RL-4.*

POLICY 2.111-A6: TRANSIT SUPPORTIVE DEVELOPMENT - For parcels with LCC land use designation in the TSDA or TCCO, development and redevelopment of these parcels may also include stand alone residential and residential development in mixed use projects according to the requirements of the Land Development Code. Stand alone residential development is limited to twenty-five (25) percent of the site.

The density and intensity shall be limited to the range provided in the Residential Medium (RM) land use designation described in Table 2.104.1 and Table 2.104.2 of this element. New development or redevelopment shall be encouraged to use energy-efficient building practices including site design and Florida friendly landscaping.

ANALYSIS: *The Subject Property is currently developed as a mobile home park consisting of seven (7) mobile homes. The Subject Property encompasses approximately +/-1.5 acres, resulting in a residential density of approximately 4.5 dwelling units per acre. This density is consistent with the Residential Medium land use category and supports consistency with the Comprehensive Plan.*

PLEASE SEE GREEN SWAMP ACSC IMPACT ASSESMENT STATEMENT FOR DISCUSSION ON CONSISTENCY WITH THE POLK COUNTY LAND DEVELOPMENT CODE PROVISIONS APPLICABLE TO THE GREEN SWAMP ACSC.