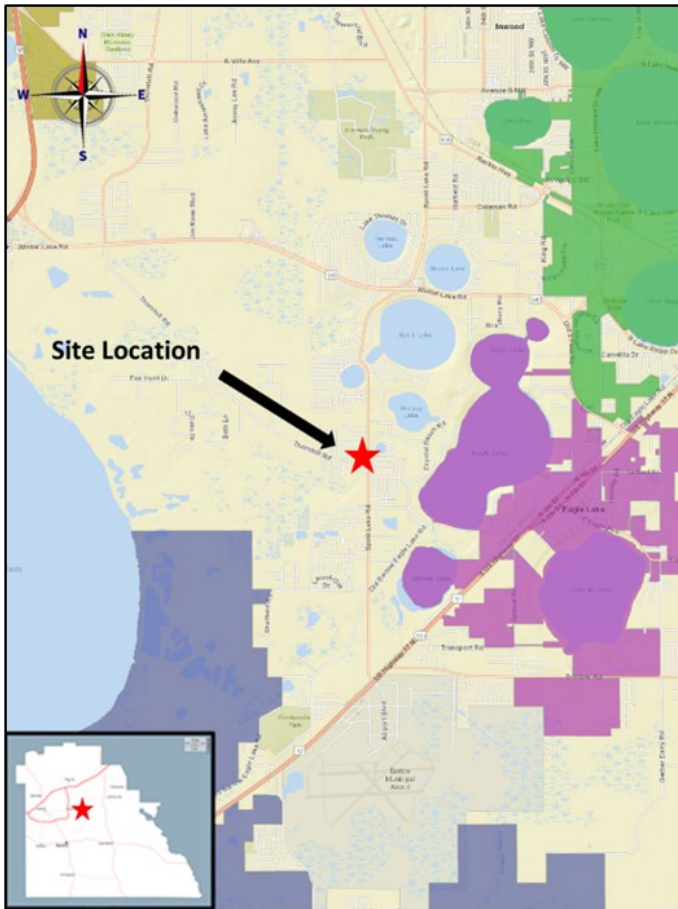


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

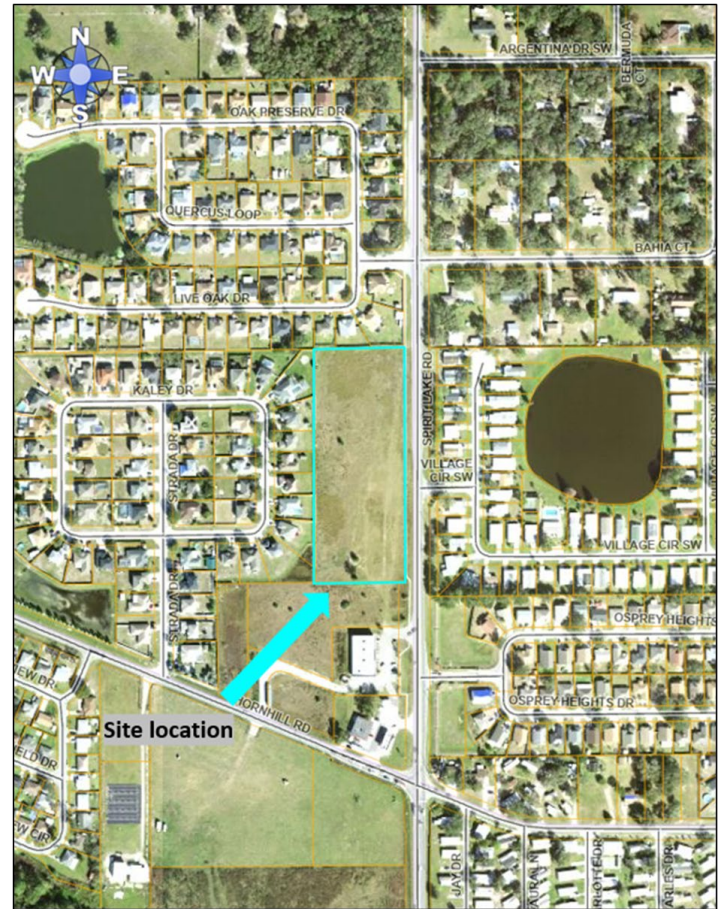
DRC Date: April 27, 2024	Level of Review: Level 3 Review
PC Date: July 10, 2024	Type: Conditional Use
BoCC Date: n/a	Case Numbers: LDCU-2024-12
Applicant: Charles Brooker	Case Name: Spirit Lake Rd CU
	Case Planner: Aleya Inglima, Planner II

Request:	The applicant requests Conditional use (CU) approval for 35 townhomes units.
Location:	The subject site is located west of Spirit Lake Road, east of Kaley Drive, north of Thornhill Road, south of Live Oak Drive, north and east of the city of Bartow in Section 02, Township 29, Range 25.
Property Owners:	Spirit Lake Land Trust 2022
Parcel Size (Number):	5+/- acres (252902-000000-042030)
Future Land Use:	Residential Low-4 (RL-4)
Development Area:	Transit Supportive Development Area (TSDA)
Nearest Municipality:	City of Bartow
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Hearing

Site Location



2023 Aerial



Summary:

The applicant is requesting Conditional Use (CU) approval to locate 35 townhome units (9 buildings) on an approximately 5-acre lot within a Residential Low-4 (RL-4) Future Land Use District (See Exhibit 2). Chapter 2, Table 2.1 (Use Table for Standard Land Use District) of the Land Development Code indicates the placement of multi-family within a RL-4 land use district requires Conditional Use approval via a Level 3 Review (Planning Commission). In order to meet current development approval conditions, multi-family requests are subject to the standards found in Section 303 of the LDC. The Planning Commission will determine compatibility with surrounding uses.

Since this site is located in a Transit Supportive Development Area (TSDA), the density is allowed by right up to 7 du/ac. The site has available 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. No environmental issues are located on the site which would hinder development.

Staff recommends approval. The townhomes are aesthetically similar to single family homes. There are no perceivable compatibility issues inherent to this request. The subject site is surrounded by single-family homes within a Residential Low-4 (RL-4) land use district. 35 townhomes will not have adverse effects on public infrastructure. This development adds a bit more housing diversity to the area and should fit seamlessly into the surrounding community. The request is consistent with the Comprehensive Plan and Land Development Code. Staff recommends approval.

Findings of Fact

- *LDCU-2024-12 is a Conditional Use (CU) request to thirty-five (35) townhomes on Parcel No. 252902-000000-042030 (+/- 5 acres) within a Residential Low-4 (RL-4) land use district in the Transit Supportive Development Area (TSDA).*
- *Chapter 2, Section 205, Table 2.1 requires a Level 3 Review for “Multi-family” in the RL-4 District.*
- *According to Section 204.A.7 of the Land Development Code (LDC), “The purpose of the RL-4 district is to provide areas for the low-density residential needs of residents in urban areas who desire areas with smaller lots, a minimum of 6,000 square feet.”*
- *According to Table 2.2 of the LDC, the residential density in RL-4 is four dwelling units per acre (4 DU/AC.) Side setbacks are seven (7) feet; rear setbacks are ten (10) feet; accessory setbacks are five (5) feet; the right-of-way setback from Spirit Lake Road is 35 feet.*
- *According to Table 2.104.1 of the Comprehensive Plan, residential densities in Residential Low districts should be at a minimum of 3 DU/AC and reach 7 DU/AC.*
- *The site is located in the Transit Supportive Development Area (TSDA), which is the area “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”, according to POLICY 2.104-A1 of the Comprehensive Plan.*

- *According to Comprehensive Plan POLICY 2.119-A2: LOCATION CRITERIA, “Residential land use categories shall be established throughout the County with consideration being given to the following criteria:*
 - a. Access to county-maintained roads or roads constructed to County standards.*
 - b. Proximity to Activity Centers.*
 - c. Adequacy of water and sewage disposal systems (public and private).*
 - d. Adequacy and response time for public safety services - fire, police, and emergency medical service.*
 - e. Adequacy of recreation facilities.*
 - f. Proximity of incompatible land uses.*
 - g. Development limitations, and,*
 - h. Urban Sprawl Criteria set forth in POLICY 2.102-A10.”*

- *According to Section 303 Multi-Family Development:*

In addition to all applicable regulations the following standards shall apply:

 - 1. Open space shall be provided at a minimum ratio of 500 square feet per dwelling unit. Open space areas may be used for recreation facilities, environmental preservation, drainage areas if they are approved by the County as usable recreation areas, and general open space (open space requirements are further provided in Section 750). At a minimum, 30 percent of the required open space shall be comprised of recreational open space.*

 - 5. Multi-family development within residential low-density districts (RCC-R, RL-1, RL-2, RL-3, and RL-4) shall:*
 - a. consist of structures comprised of no greater than four dwelling units attached,*
 - b. consist of structures with two above ground level floors or less,*
 - c. place all non-residential accessory structures in center of the development and separated from property boundaries by residential structures within the development,*
 - d. position the doorways of at least 50% of the units towards the street,*
 - e. resemble single-family style development to the greatest extent possible,*
 - f. limit fencing within the front setback to no greater than four feet in height,*
 - g. limit signage to no greater than one 20 square foot sign of less than 4 feet in height, and*
 - h. the items above may be varied by the Planning Commission or the Board through the approval of a Conditional Use or Planned Development within the Transit Supportive Development Area.*

- *The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”*

- *The property is designated Residential Low-4 (RL-4) on the Future Land Use Map.*
- *The surrounding Future Land Use and LDC Sub-district Map districts are RM to the west, and east, RL-1 to the north, and NAC to the south.*
- *The existing land uses are single-family homes in the area. Mobile homes are to the east.*

- *The property is zoned for the closest schools, which are Eagle Lake Elementary, Westwood Middle, and Lake Region High School.*
- *Fire and ambulance responses to this project are from Fire Station 7, located at 185 S 3rd St, Eagle Lake. The travel distance is approximately 2.5 miles.*
- *There is a fire hydrant within 15 feet of the farthest reach on the property.*
- *The site is served by the Polk County Sheriff's Office Central District Command Center, located at 3635 Ave G NW, Winter Haven, approximately 3.7 miles driving distance from the site.*
- *Polk County Utilities will provide potable water and wastewater service to the site. A sixteen-inch line abuts the property.*
- *The site is located within the County's Central Regional service area.*
- *The subject site has frontage on Spirit Lake Road (Road No. 951403). This is an Urban Collector roadway with a paved surface width of 36 feet and a right-of-way width of 80 feet.*
- *There are no wetlands or floodplains on or near the site.*
- *There are no surface water features on or immediately abutting the subject property.*
- *The site is comprised of St. Lucie Fine Sand and Tavares Fine Sand according to the USDA Natural Resources Conservation Service GIS Database.*
- *There are no known historical or archeological resources onsite, according to the Secretary of State's Department of Historical Resources Florida Master Site File.*
- *According to the Polk County Endangered Habitat Map, the site is not located within a one-mile radius of an endangered animal species sighting (Source: Florida Natural Areas Inventory)*
- *The site is within the Bartow Municipal Airport zone and is located within the height notification zone and in-flight visual interference zone.*
- *The Chain of Lakes Complex is located to the northeast. The Circle B Bar Preserve is located to the west.*
- *This request has been reviewed for consistency with Section 907 of the LDC.*
- *This request has been reviewed for consistency with Comprehensive Plan SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA); POLICY 2.119-A2; and SECTION 2.120-C –RESIDENTIAL LOW.*

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 request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCU-2024-12.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the Development Review Committee recommends APPROVAL of LDCU-2024-12 with the following conditions:

1. LDCU-2024-12 is approved for 35 townhomes on Parcel # 252902-000000-042030 as indicated in the site plan and using RL-4 standards. [PLG]

GENERAL NOTES

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

Surrounding Land Use Designations and Current Land Use Activity

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

Northwest: RM Single-family Residences Sunridge Village East	North: RL-1 Single-family Residences Oak Preserve Phase One	Northeast: RL-1 Single-family Residences
West: RM Single-family Residences Sunridge Village East	Subject Property: RL-4 Vacant Residential	East: RM Mobile homes Village Park
Southwest: RM Single-family Residences Sunridge Village East	South: NAC Vacant Commercial	Southeast: RM Mobile homes Village Park

The subject property abuts residential land use districts and uses to the north and west. To the south is vacant commercial property, retail, and a gas station. To the east is Spirit Lake Road, single family homes on one-acre or larger properties, a mobile home subdivision, and a subdivision comprised of site-built homes.

Compatibility with the Surrounding Land Uses and Infrastructure:

This request is compatible with surrounding land use districts and the uses found upon them. The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion.”

A. Land Uses:

This request is only for unit type and is compatible with surrounding land uses and available infrastructure. This area is a mixture of single-family and commercial uses. Site built homes are interspersed west and north of the property, as are mobile homes to the east. To the north are two phases of the Oak Preserve subdivision. This development was approved by the Planning Commission on April 10, 2002 for 91 single-family lots on +/- 25 acres (3.64 DU/AC). The smallest lots are approximately 0.19 acres or 8,000 sq. ft. Though this neighborhood is within a RL-1 land use district, these lots sizes and density are within the RL-4 standards. To the west is a RM land use district and the Sunridge Village subdivision. Minimum lot sizes are approximately 0.21 acres or 8,900 sq. ft. The plat was recorded on August 21, 2003. Lot sizes here are also within the RL-4 standards. Directly to the east is the Village Park mobile home subdivision. Minimum lot sizes are approximately 0.14 acres or 6,100 sq. ft. The plat was approved by the BoCC on January 24, 1985. Again, these lots sizes are within the RL-4 standards. The applicant is proposing open space abutting the single family homes to the west. A Type B buffer will be required to the west, north, and south. The impact from 35 townhomes is minimal. The development will have direct access to Spirit lake Road. Townhomes are similar to single family structures and are limited to two stories. Adding the townhomes to the site will provide housing diversity in the area.

The LDC defines compatibility 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.”

B. Infrastructure:

The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it. Water and wastewater are abundant and connectable to the site. There are sidewalks, a fire hydrant nearby, mass transit, and all public safety services are within four miles or less. Schools have adequate capacity, and there are community and regional parks nearby.

Nearest and Zoned Elementary, Middle, and High School

The property is zoned for mostly the closest schools, which are Eagle Lake Elementary, Westwood Middle and Lake Region High School. The student estimates in Table 2, to follow, assume typical residential habitation for 35 townhomes. All schools are operating at or below a level of 87% capacity.

Table 2

Name of School	Annual Estimated Demand	Distance from subject site	School Capacity
Eagle Lake Elementary	7 students	±2 miles driving distance from entrance to entrance	87%
Westwood Middle School	2 students	±4.1 miles driving distance from entrance to entrance	59%
Lake Region High School	2 students	±3.3 miles driving distance from entrance to entrance	61%

Source: Polk County School Board, Tischler & Associates Study, GIS

Last year, Eagle Lake Elementary had 800 student stations of permanent capacity with an enrollment of 699 students (101 available). Westwood Middle had 1,402 permanent stations and an enrollment of 830 students (572 available). Lake Region High has 2,530 stations and 1,555 students (975).

Nearest Sheriff, Fire, and EMS Station

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

Fire response to this project is from Fire Station 7, located at 185 S 3rd St, Eagle Lake. The travel distance is approximately 2.5 miles, and response times are estimated to average seven (7) minutes. Response times can vary significantly based on many factors. A fire hydrant is located at the northeast corner of the site.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Central District (3635 Ave G NW, Winter Haven)	3.7 ± miles	P1 – 9:51 P2 – 20:13
Fire	Station 7 (185 S 3rd St, Eagle Lake)	2.5 ± miles	7 minutes
EMS	Station 7 (185 S 3rd St, Eagle Lake)	2.5 ± miles	7 minutes

Source: Polk County Sheriff's Office and Public Safety

*Response times are based from when the station receives the call and not from when the call is made to 911.

The nearest Sheriff's substation is the Central District located at 3635 Ave G NW, Winter Haven approximately 3.7 miles driving distance from the site. Sheriff response times are not as much a function of the distance to the nearest sheriff's substation rather more a function of the overall number of patrol officers within the County.

Priority 1 Calls – 9:51

Priority 2 Calls – 20:13

Priority 1 Calls are considered to be true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. At any rate, Sheriff's 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 PCSO is always trying to improve response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response

time to emergency situations.

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

Water and Wastewater Demand and Capacity:

The subject property is located within the Central Regional Utility Service Area for water and wastewater services. Both services are available to the site. Connection is required in the TSDA.

A. Estimated Demand and Service Provider:

The site is located within a Transit Supportive Development Area (TSDA) where centralized water and sewer services typically exist and connection to these services is required. The service provider in this area is Polk County Utilities.

The proposed development is for 35 multi-family units. Multi-family developments create a demand of 198 GPD/Unit of potable water and 180 GPD/Unit of wastewater. Table 4, to follow, provides generalized estimates of the anticipated water and wastewater impacts. The impacts on the system are insignificant.

Table 4

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted RL-4	Maximum Permitted in the District RL-4	Proposed Plan
5± acres RL-4			
Permitted Intensity	20 single-family homes	35 multi-family Townhome units	35 multi-family Townhome units
Potable Water Consumption (GPD)	7,200 GPD	6,930 GPD	6,930 GPD
Wastewater Generation (GPD)	5,400 GPD	6,330 GPD	6,330 GPD

Source: Polk County Concurrency Manual & Polk County Utilities

The site is located in the County’s service area and will be connecting to water and wastewater service. The closest County wastewater line is off Spirit Lake Road approximately 70 feet. The County has adequate capacity of water to serve the site.

B. Available Capacity:

Potable water from the County is in close proximity to the property, and there is ample capacity for 35 townhomes. A 10-inch potable water main is located in the western right-of-way of Spirit Lake Road. A 16-inch A 16-inch main is also located here. The Central Regional Utility Service Area is permitted for 1,919,200 GPD of potable water. Current flow is at approximately 1,204,000 GPD (63%) for 715,000 GPD of available flow capacity today. Of this, there are approximately 116,000 GPD allocated to projects with entitlements leaving 599,000 GPD in uncommitted capacity. The system growth rate (28 GPD/day) is such that it will take over 20 years before capacity is reached.

C. Planned Improvements:

According to the Polk County Community Investment Program (CIP) database, no nearby improvements are projected that will directly impact this property.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

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

A. Estimated Demand:

Table 5, below, shows the minimal impacts this approval will potentially have on traffic. Multi-family developments (ITE Code 220) create 6.74 AADT and 0.51 Peak PM Trips per unit. The proposed development of 35 multi-family townhome units will not result in a significant loss of transportation capacity on Spirit Lake Road (see tables 5 & 6).

Table 5

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted RL-4	Maximum Permitted in the District RL-4	Proposed Plan
5± acres RL-4			
Permitted Intensity	20 single family homes	35 multi-family townhome units	35 multi-family townhome units
Average Annual Daily Trips (AADT)	156	236	236
PM Peak Hour Trips	20	18	18

Source: Polk County Concurrency Manual

This request will require a major traffic study since the average annual daily trip rate (AADT) will be more than 50 trips per day. This proposed development will have no significant effect on the roadway system. The surrounding roadway network is more than adequate to serve 35 townhomes. Of the 18 Peak PM Hour Trips that could be created at the highest density, 37% (approximately 7 trips) are anticipated to leave the site during these peak hours, with half travelling north and half travelling south.

B. Available Capacity:

Spirit Lake Road (4149 N/S) is tracked for concurrency by Polk County’s Transportation Planning Organization (TPO). Table 6, below, summarizes the generalized capacity on the most affected transportation links. Ample capacity is available on this roadway.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4149N	Spirit Lake Road From: US 17 To: SR 540	C	249	D
4149S	Spirit Lake Road From: US 17 To: SR 540	C	224	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database October 13, 2023

There is currently more than adequate capacity to serve 35 townhomes. Table 6 to follow displays the generalized capacity on the most affected transportation link. Spirit Lake Road currently has the capacity to assimilate all townhomes and not fall below the Level of Service standard set by the Board. Spirit Lake Road is operating at a “C” Level of Service, the minimum standard is “D”. It is estimated that an additional 249 more vehicles can travel northbound and 224 can travel southbound before the roadway exceeds its generalized level of service standard.

C. Roadway Conditions:

Spirit Lake Road is classified as an Urban Collector Road in the Polk County Roadway Inventory and is tracked for traffic counts or concurrency on the Polk County Transportation Organization’s Roadway Network Database. According to the Transportation Planning Organization’s Roadway Network Database, there is adequate capacity on Spirit Lake Road as well as other roads within the area transportation network to support the development at this time.

D. Planned Improvements:

The County does not currently have any planned improvements in the area that will impact this development.

E. Mass Transit

The subject property has no direct access to public transit. The nearest Citrus Connection stop is found at Spirit Lake Road and Country Place near the Spirit Lake Community Church, less than a mile to the north. A partial sidewalk network is available to the location. This stop is for the 40/44 Winter Haven Southside route and provides a ride to the Winter Haven Downtown terminal for connections to seven other routes throughout Polk County.

F. Sidewalks

Sidewalks abut the subject site. The sidewalk network is incomplete along Spirit Lake Road, especially where un-platted single-family homes are located along this roadway towards SR 540 to the north. The sidewalk network is also incomplete to the south of the Thornhill Road intersection, found only where relatively recent developments have required them. The existing sidewalks are found on the western side of the road.

Park Facilities:

The closest public park facility is located in Winter Haven at the Chain of Lakes Complex. Numerous boat ramps are located in the areas as are little community parks. Environmental lands with public access include Circle B Bar Preserve and Marshal Hampton to the west.

A. Location:

Chain of Lakes Complex is located at 210 Cypress Gardens Blvd. SW, Winter Haven, FL 33880. It is approximately 4.9 miles by vehicle from the subject site.

B. Services:

In addition to a Major League-sized field, there are four other fields, a practice infield, batting cages with dirt mounds, and bullpen mounds. This site is also home to the Advent Health Field House and Conference Center which provides a multi-purpose building featuring a 58,400 square foot multi-use gymnasium space as well as a second-floor observation area. Other areas include a blackbox theater, classroom space, renovated lockers, and a workout area.

C. Multi-use Trails:

Circle B Bar Reserve consists of multiple hiking trails along Lake Hancock.

D. Environmental Lands:

Circle B Bar Reserve, approximately five (5) miles to the west and is located on the northwest shore of Lake Hancock. This former cattle ranch is popular area attraction featuring a wide variety of plants and animals in several distinct ecosystems in this reserve of 1,267 acres. Lake Hancock is considered the headwaters of the Peace River, which flows more than 100 miles from Polk County southwest to the Gulf of Mexico. Polk County and the Southwest Florida Water Management District acquired Circle B Bar Reserve in December 2000 to protect the valuable water and wildlife resources and to restore the Banana Creek marsh system.

E. Planned Improvements

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

Environmental Conditions

There are no wetlands or floodplains on the property, according to the Polk County Data Viewer. No threatened or endangered species are found onsite. The site presents few limitations to residential development.

A. Surface Water

There are no surface water bodies on the subject parcel. Grassy Lake is located to the northeast. Eagle Lake is located to the east.

B. Wetlands/Floodplains:

There are no wetlands or floodplains on the property, according to the Polk County Data Viewer.

C. Soils:

The site is comprised of St. Lucie Fine Sand and Tavares Fine Sand according to the USDA Natural Resources Conservation Service GIS Database. Both soil types present few limitations for

a single-family residence and slight to moderate limitations for septic tank absorption fields.

Table 8

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Tavares Fine Sand	Moderate: wetness	Slight	12.7%
St. Lucie Fine Sand	Slight	Slight	87.3%

Source: Soil Survey of Polk County, Florida, GIS

D. Protected Species

According to the Florida Biodiversity Matrix, the site is not located within a one-mile radius of an endangered animal species sighting. (Source: Florida Natural Areas Inventory)

E. Archeological Resources:

There are no protected archeological resources according to the Florida Department of State, Division of Historical Resources.

F. Wells (Public/Private)

This project is not within a Wellfield Protection District. No private wells are noted onsite.

G. Airports:

The proposed townhomes are within the Bartow Municipal Airport height notification zone and in-flight visual interference zone. The development will not exceed the district height limits. The site is surrounded by single family dwellings and proximity to the airport has not affected their construction, so it should not affect the development of this site.

Economic Factors:

The Board of County Commissioners has consistently emphasized the need for more affordable housing and the utilization of existing infrastructure. Infill development and Workforce Housing incentives are incentivized throughout the Comprehensive Plan and LDC. In addition to housing price affordability, this area also provides living affordability. There are alternative forms of travel available. It is in close proximity to many retail goods and services including grocery and childcare. There are many employment opportunities nearby.

Consistency with the Comprehensive Plan and Land Development Code:

The site is located in the Transit Supportive Development Area (TSDA), which is the area “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” according to POLICY 2.104-A1 of the Comprehensive Plan. There are public water and wastewater services available to the proposed development. There is a mass transit facility within less than ½ mile and sidewalks connecting the site to them. There is adequate traffic capacity on the affected roadways. The applicant proposes some onsite recreational amenities, but there are also public facilities within less than three miles. Public safety facilities are at urban service levels and within close proximity.

This request is not a given or it would not require Level 3 Review. The Planning Commission must still evaluate the proposal for compatibility with neighboring land uses, infrastructure, and surrounding environmental resources. Table 9, to follow, provides an analysis of the proposed request when compared to typical policies of the Comprehensive Plan selected by staff for evaluation of development proposals. Based upon this analysis, the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Table 9

Comprehensive Plan Policy	Consistency Analysis
<p>POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; 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>	<p>Staff finds the proposed townhome development is compatible with neighboring properties and there is adequate infrastructure to support it as well.</p>
<p>POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.</p>	<p>The site is located in close proximity to transit, retail goods and services, and there is exiting infrastructure such as fire hydrants and a local roadway.</p>
<p>POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.</p>	<p>The proposed development is consistent with services available in the Transit Supportive Development Area (TSDA).</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>The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it. Most of the area is developed. This request is filling in one of the few vacant properties in the area.</p>
<p>POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).</p>	<p>The subject property is located within an area of the County that has adequate public safety services as identified in the staff report. There is also a fire hydrant within 15 feet of the furthest most reach of the property.</p>

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 4 in accordance with Section 906.D.7 of the LDC.

Table 4

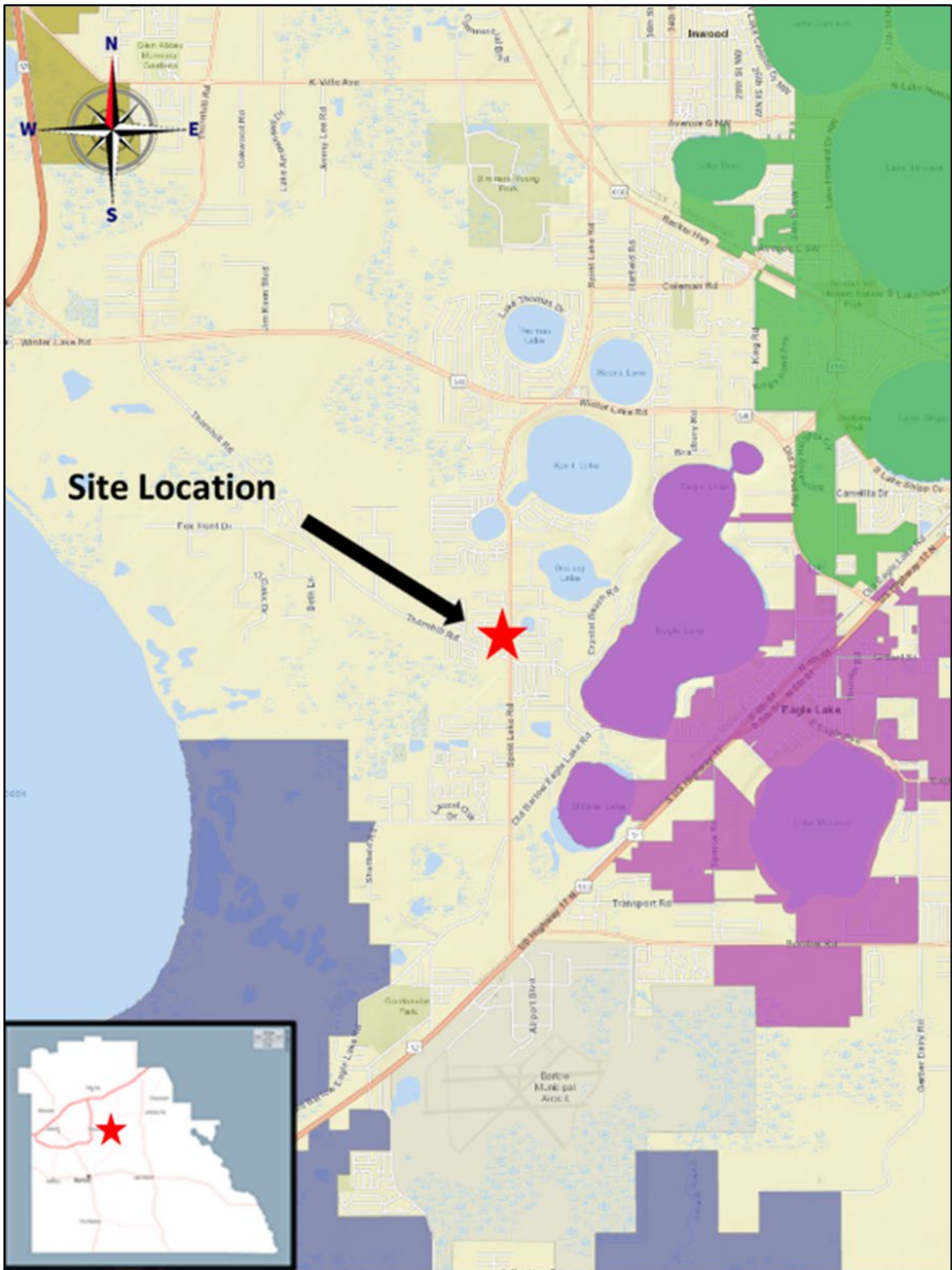
The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC, specifically Section 303 which permits this use upon completion of a Level 3 Review. These can be found in the Findings of Fact on Pages 2-3 of the staff report.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, this request is consistent with the Comprehensive Plan, as reviewed above.</i>
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	<i>Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 4 & 5 of this staff report for data and analysis on surrounding uses and compatibility.</i>
How the concurrency requirements will be met if the development were built.	<i>This request will not require concurrency determinations from utilities, the School Board, or TPO. The impact on public services can be found in the analysis found on Pages 5-7 of the staff report.</i>

Comments from other Agencies: None

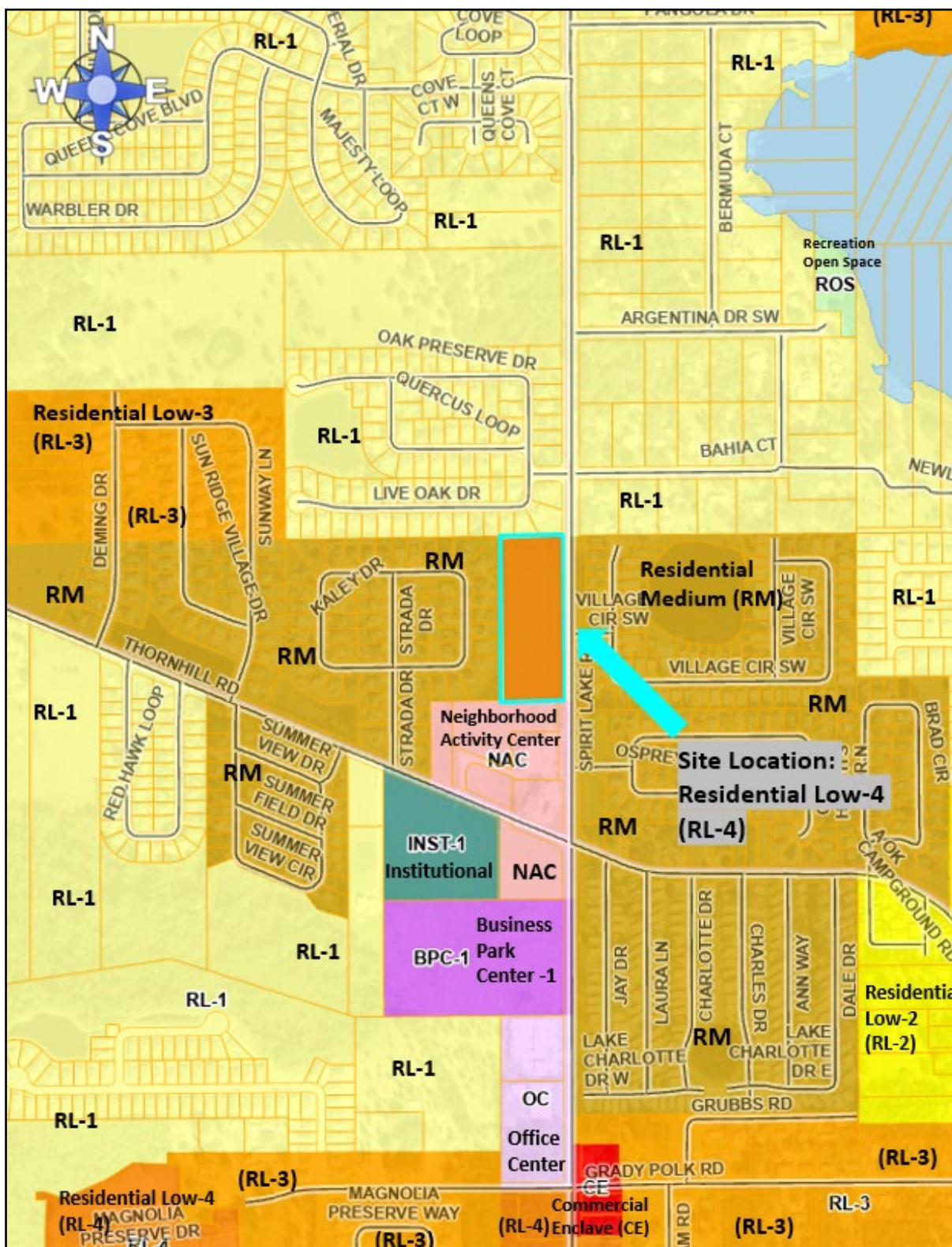
Exhibits

- Exhibit – 1 Location Map
- Exhibit – 2 Future Land Uses
- Exhibit – 3 2023 Satellite Photo (Context)
- Exhibit – 4 2023 Satellite Photo (Close-up)
- Exhibit – 5 Site Plan
- Exhibit – 6 Site Characteristics
- Exhibit – 7 Typical Lot

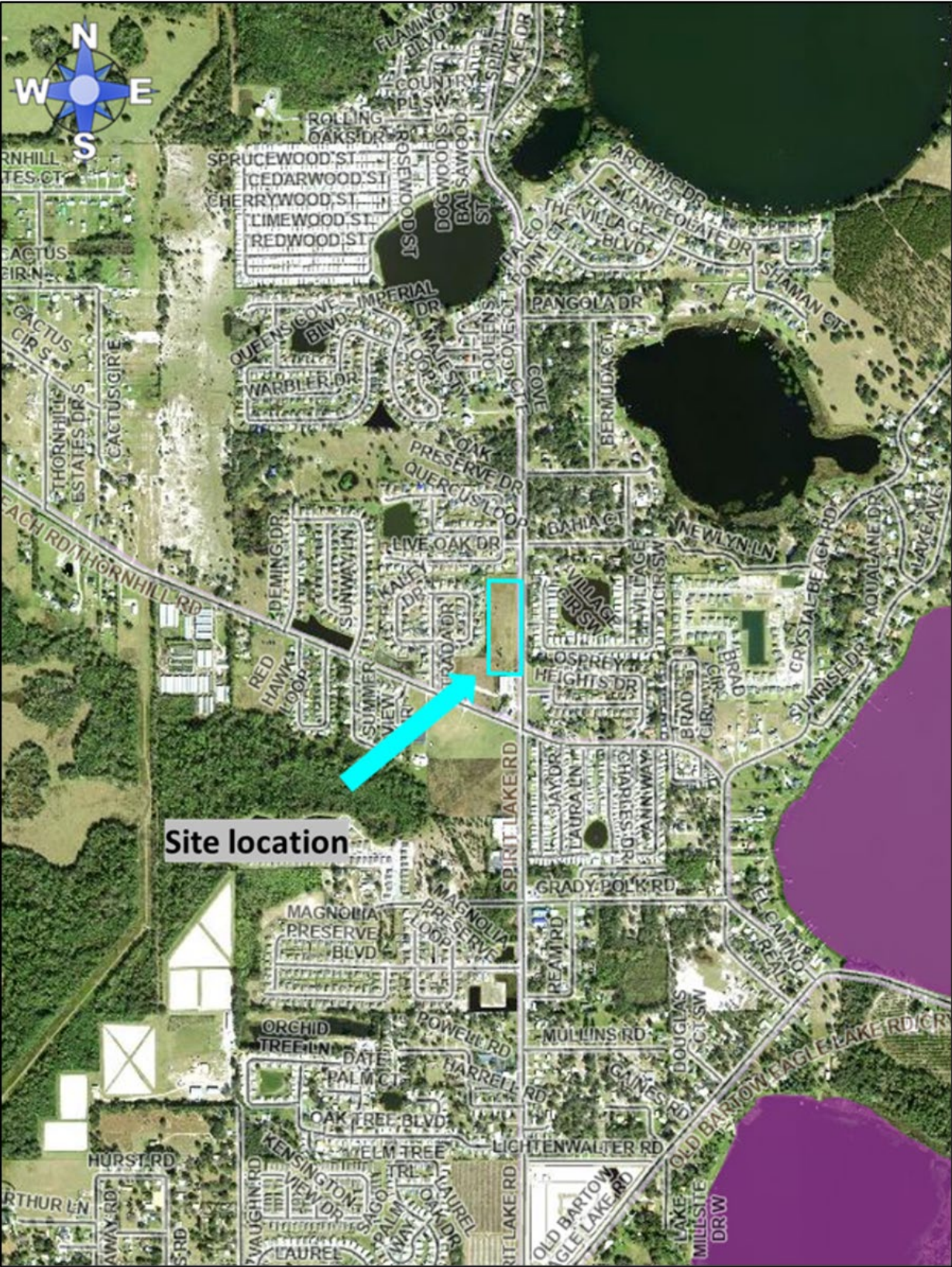
Exhibit 1



LOCATION MAP



FUTURE LAND USES



2023 SATELLITE PHOTO (Context)



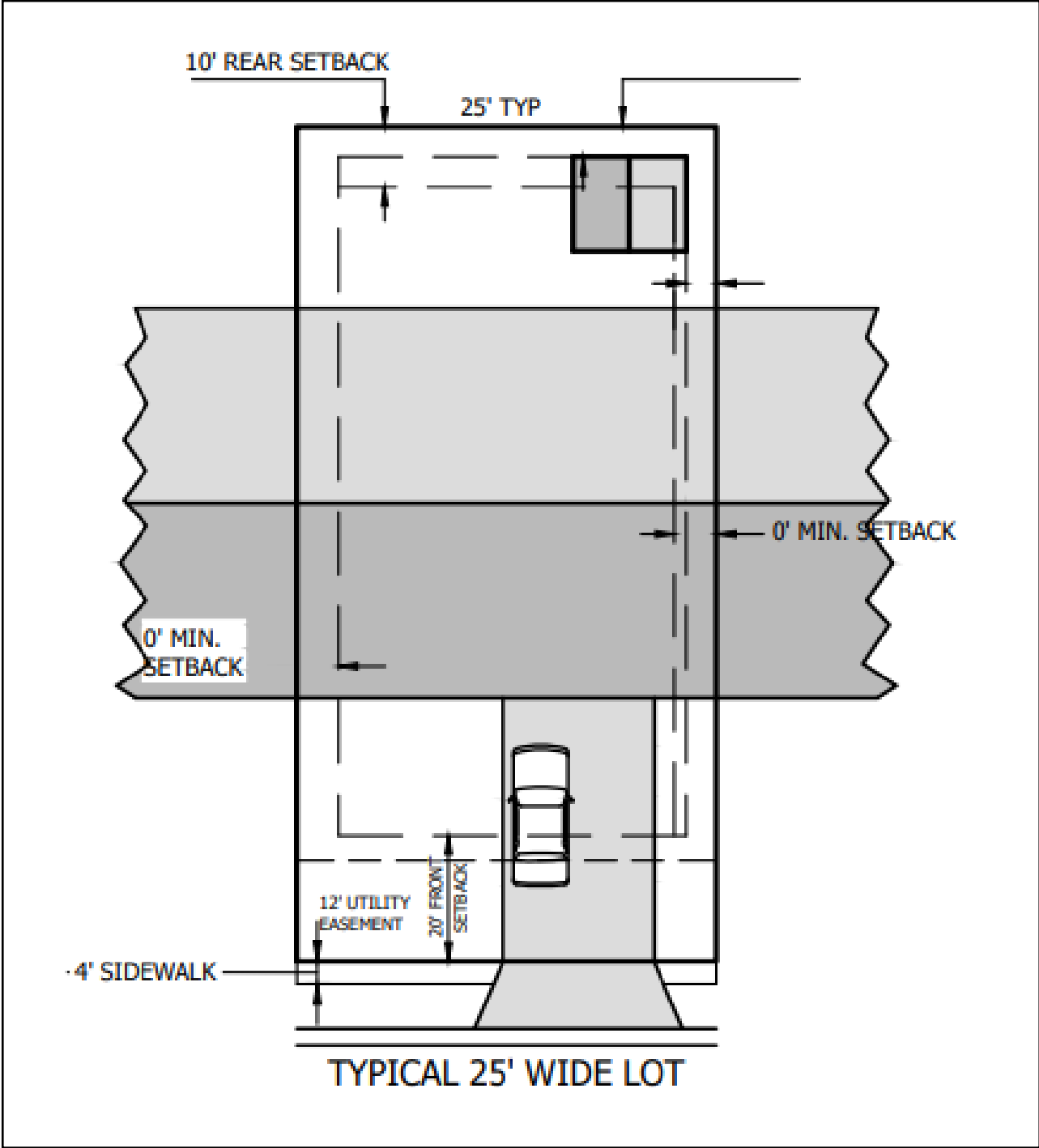
2023 AERIAL PHOTO (Close-up)



SITE PLAN

SITE CHARACTERISTICS	
DEVELOPMENT STATISTICS:	
PARCEL ID:	25-29-02-000000-042030
PROPOSED USE:	MULTI-FAMILY TOWNHOMES
FLOOD AREA:	ZONE X
EXISTING LAND USE:	RL-4
PROPOSED LAND USE:	RL-4 (CU)
PARCEL AREA:	5.0 AC
PROPOSED UNIT COUNT:	35 UNITS
PROPOSED DENSITY:	7.0 DU/ACRE
PROPOSED MIN LOT AREA:	2,500 SQ FT
OPEN SPACE:	1.01 AC (20.2%)
RECREATION SPACE:	8,902 sq ft (0.204 AC)
BUILDING SETBACKS	
FRONT:	20'
SIDE:	0'
SIDE STREET:	15'
REAR:	10'
ESTIMATED TRIP GENERATION	
AVERAGE DAILY TRIPS	203 TRIPS
PEAK HOUR TRIPS	18 TRIPS
ESTIMATED DAILY UTILITY DEMAND	
POTABLE WATER	12,600 GPD
WASTEWATER	9,450 GPD
PARKING STATISTICS	
REQUIRED PARKING:	
2 SPACES PER UNITS = 70 SPACES	
TOTAL PARKING PROVIDED: 70 SPACES (2-CAR DRIVEWAYS)	

SITE CHARACTERISTICS



TYPICAL LOT