

Meeting Agenda

October 02, 2024 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

A. Planning Commission (PC) will discuss agenda items and consider additions, deferments, withdrawals to published agenda. Planning Commission will discuss any particular agenda items of concern with any Planning Commission member.

B. Planning Commission will consider and review with staff any upcoming ordinance revisions, comprehensive plan recommendations or other matters of concern to the Planning Commission.

Note: This first part of the monthly Planning Commission agenda is a workshop. No official action on any item will be taken at the workshop. While the public is invited to attend, no public comment will be solicited during the workshop.

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Roll Call / Attendance

Pledge of Allegiance

Approve Minutes

September 4, 2024, Minutes

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.

1) Reorder Agenda

a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.

2) Considerations of items to be withdrawn, deferred, or continued.

LDCT-2024-18 (Section 220 and Chap 3 Warehouse separation Text Amendment) - Continuance requested to the November Planning Commission.

Explanation of General Procedures

Voir Dire of Expert Witnesses

Staff Resumes

Explanation of Quasi-Judicial Proceedings

Agenda Item

New Business

- 1. LDCU-2024-27 (PRWC Southeast Water Treatment Plant and Water Well Network)
- 2. LDCU-2023-53 (Dove Meadow Event Facility)
- 3. LDCU-2024-23 (Outdoor Shed Sales CU)
- 4. LDCPAS-2024-16 (Dinaco LLC CPA)
- 5. LDCU-2024-24 (Non-Phosphate Borrow Pit North Prong Mine CU)
- 6. LDPD-2024-11 (Watersong PD Modification)
- 7. LDCU-2024-25 (U.S. Hwy 27 Big Box Retail Center)
- 8. LDCPAS-2024-19 (Lakeland Highlands OC CPA)
- 9. LDCPAS-2024-22 (Lake Blue Park CPA)
- 10. LDCPAS-2024-23 (Lake Cannon Park CPA)
- 11. LDCPAS-2024-24 (Lake Rosalie Park CPA)
- 12. LDCPAL-2024-6 (Grenelefe UEA Comprehensive Plan Text changes)
- 13. LDCT-2024-10 (Grenelefe UEA LDC Text changes)
- 14. LDCPAL-2024-5 (Grenelefe DRI CPA)

Elect Officers

Adjournment



Polk County

Planning Commission

Agenda Item

10/2/2024

SUBJECT

September 4, 2024, Minutes

3



Meeting Minutes - Final

September 04, 2024 Regular Planning Meeting

Call Agenda Workshop to Order 8:50 a.m.

Minutes: The workshop of the Polk County Planning Commission was called to order at 8:50 a.m. acting Chair, Robert Beltran, on Wednesday, September 4, 2024, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Tommy Addison, Brooke Agnini, Angel Sims, David Dalton, and Mike Hickman. Also, present were Randall Vogel, Assistant County Attorney, Chanda Bennett, Ian Nance, Mark Bennett, and Malissa Celestine of Land Development, and Lyndsay Yannone recording secretary.

Present	Secretary David Dalton, Brooke Agnini, Angelic Sims, Mike
	Hickman, Mike Schmidt, and Vice Chair Robert Beltran
Excused	Chair Rennie Heath, Linda Schultz, and Adam Bass

Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

Minutes: The Polk County Planning Commission was called to order at 9:00 a.m. by acting Chair, Robert Beltran, on Wednesday, September 4, 2024, in the County Commission Boardroom, Administration Building. In attendance were the following members: Michael Schmidt, Tommy Addison, Brooke Agnini, Angel Sims, David Dalton, and Mike Hickman. Also, present were Randall Vogel, Assistant County Attorney, Chanda Bennett, Ian Nance, Mark Bennett, and Malissa Celestine of Land Development, and Lyndsay Yannone recording secretary.

Roll Call / Attendance

Pledge of Allegiance

Approve Minutes

August 7, 2024, Minutes

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.

1) Reorder Agenda

a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.

2) Considerations of items to be withdrawn, deferred, or continued.

Approved

Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.

1) Reorder Agenda

a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.

2) Considerations of items to be withdrawn, deferred, or continued.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

LDCPAS-2024-15 (Highland City Field ROS) WITHDRAWN

Explanation of General Procedures

Explanation of Quasi-Judicial Proceedings

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

Explanation of Quasi-Judicial Proceedings

Voir Dire of Expert Witnesses

Staff Resumes

Agenda Item

New Business

1. LDCU-2024-13 (Ave 1340 NW MH CU)

Minutes: Reynaldo Rivera, applicant and owner, is requesting a Conditional Use approval for a mobile home to be located in a subdivision where fewer than 50% of developed lots have mobile homes on .31 +/- acres in an Urban Growth Area (UGA) and Residential Medium (RM) Future Land Use designation. The subject property is located north of Avenue M NW, south of Avenue O NW, east of 42nd St NW, west of Avenue N NW and west of the City of Winter Haven Florida in Section 13, Township

28, Range 25.

Ian Nance, Land Development, introduced the case and reported 61 mailers sent to area property owners on August 15, 2024, one (1) sign was posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Malissa Celestine, Land Development, presented a Power Point presentation with a recommendation of approval.

Krystal Morales was sworn in to translate the applicant.

Ms. Rivera, applicant agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	Tommy Addison
SECONDER:	Mike Hickman
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

2. LDCT-2024-14 (US 27 SAP Full-Service Car Wash Text Amendment)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2024-14**, amending ordinance no. 00-09, as amended, the Polk County Land Development Code; amending Chapter 4, Section 401.03, Table 4.8, to add Full-service Car Washes as conditional uses in the Town Center-X (TCX) land use district in the US 27 Selected Area Plan (SAP); providing for severability; and providing for an effective date.

Ian Nance, Land Development, introduced the case, a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Malissa Celestine, Land Development, presented a Power Point presentation with a recommendation of approval.

Ms. Rivera, applicant agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2024-14**, amending ordinance no. 00-09, as amended, the Polk County Land Development Code; amending Chapter 4, Section 401.03, Table 4.8, to add Full-service Car Washes as conditional uses in the Town Center-X (TCX) land use district in the US 27 Selected Area Plan (SAP); providing for severability; and providing for an effective date.

Ian Nance, Land Development, introduced the case, a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Malissa Celestine, Land Development, presented a Power Point presentation with a recommendation of approval.

Ms. Rivera, applicant agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT: MOVER:	APPROVED
SECONDER: AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

3. LDCPAS-2024-3 (Spirit Lake OC CPA)

Minutes: An Ordinance of the Polk County Board of County Commissioners Regarding the adoption of **LDCPAS-2024-3**; an amendment to the Polk County Comprehensive Plan; Ordinance 92-36, as amended to change the Future Land Use Map designation on .44 +/- Acre from Residential-Low 4 (RI-4) to Office Center (OC) in the Transit Supportive Development Area (TSDA), located on the east side of Spirit Lake Road, south of Grady Polk Road, west of the City of Eagle Lake in Section 11, Township 29, Range 25, providing for severability; and providing for an effective date.

Chanda Bennett, Land Development, introduced the case and reported 36 mailers sent to area property owners on August 15, 2024, one (1) sign was posted on the property on August 20, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Mark Bennett, Land Development, presented a Power Point presentation with a

recommendation of approval.

Mike Gerr, applicant, spoke and agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

4. LDCPAL-2024-4 (Spirit Lake Text CPA)

Minutes: An Ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCPAL-2024-4**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, for a text amendment To Policy 2.113-A3 Regarding Location Criteria for Office Centers; providing for severability; and providing for an effective date.

Chanda Bennett, Land Development, introduced the case, a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public..

Mark Bennett, Land Development, presented a Power Point presentation with a recommendation of approval.

Mike Gerr, applicant, spoke and agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

5. LDCPAS-2024-13 (5955 South Florida Avenue South CPA)

Minutes: An Ordinance of the Polk County Board of County Commissioners regarding the adoption of amendment **LDCPAS-2024-13**; an amendment to the Polk County Comprehensive Plan; Ordinance 92-36, as amended to change the Future Land Use Map Designation on 11.8 Acres from Business Park Center-2 (BPC-2) to Institutional (INST) in the Transit Supportive Development Area (TSDA), located on the west side of South Florida Avenue (State Road 37), north of County Road 540A, south of the City of Lakeland in Section 13, Township 29, Range 23, providing for severability; and providing for an effective date.

Chanda Bennett, Land Development, introduced the case and reported 35 mailers sent to area property owners on August 15, 2024, one (1) sign was posted on the property on August 20, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Mark Bennett, Land Development, presented a Power Point presentation with a recommendation of approval.

Logan, a representative of the applicant spoke and agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT: MOVER:	APPROVED
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

6. LDCPAS-2024-6 (Copales Market CPA)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCPAS-2024-6**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use Map designation on 1.58 +/- acres from Leisure/Recreational (L/R) to Linear Commercial Corridor (LCC), located south of Old Haines City/Lake Alfred Road, west of Lake Lowery Road, east of Experiment Station Road and north of US Highway 17/92, east of the city limits of Lake Alfred, in Section 27, Township 27 Range 26; providing for severability; and providing for an effective date.

Chanda Bennett, Land Development, introduced the case and reported 35 mailers sent to area property owners on August 15, 2024, one (1) sign was posted on the property on August 20, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Chanda Bennett, Land Development, presented a Power Point presentation with a

recommendation of approval.

Dean Myers, applicant spoke and agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

7. LDCPAS-2024-11 (US 98 Ft Meade ARR CPA)

Minutes: An Ordinance of the Polk County Board of County Commissioners regarding the adoption of amendment **LDCPAS-2024-11**; an amendment to the Polk County Comprehensive Plan; ordinance 92-36, as amended to change the Future Land Use Designation on 40.59± acres from Phosphate Mining (PM) To Agricultural/Residential Rural (A/RR). The subject site is located on the south side of US Highway 98 E, west of Pool Branch Road, north of Dishong Road, east of Edgewood Drive, and east of the City of Fort Meade, in Section 25, Township 31, Range 25; Providing for Severability; and Providing for an Effective Date.

Chanda Bennett, Land Development, introduced the case and reported 13 mailers sent to area property owners on August 15, 2024, four (4) sign was posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Chanda Bennett, Land Development, presented a Power Point presentation with a recommendation of approval.

Sarah Case, applicant spoke and agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

8. LDCPAS-2024-12 (Hall Communications IND CPA)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCPAS-2024-12**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use Map designation on 49.38 +/- acres from Phosphate Mining (PM) to Industrial (IND), located south and east of County Road 555, west of Noralyn Mine Road, and north of County Road 640, west of the city limits of Bartow, in Section 24, Township 30 Range 24; providing for severability; and providing for an effective date.

Chanda Bennett, Land Development, introduced the case and reported 16 mailers sent to area property owners on August 15, 2024, three (3) sign was posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Chanda Bennett, Land Development, presented a Power Point presentation with a recommendation of approval.

Sarah Case, applicant spoke and agreed with staff.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

9. LDCPAL-2024-11 (US 98 Nichols Mosaic PM CPA)

Minutes: An Ordinance of the Polk County Board of County Commissioners regarding the adoption of amendment **LDCPAL-2024-11**; an amendment to the Polk County Comprehensive Plan; ordinance 92-36, as amended to change the Future Land Use Designation on 420± acres from Agricultural/Residential Rural (A/RR) to Phosphate Mining (PM). The subject site is located on the North and south sides of Nichols Road (CR 676), west of Anderson Road, east of Polk / Hillsborough County Line, and south of the City of Mulberry, in Sections 08, 17, 18, Township 30, Range 23; Providing for Severability; and Providing for an Effective Date.

Chanda Bennett, Land Development, introduced the case and reported 13 mailers sent to area property owners on August 15, 2024, nine (9) sign was posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Chanda Bennett, Land Development, presented a Power Point presentation with a recommendation of approval.

Shelly Thorton, Senior Management for Mosiac, presented a slideshow.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

10. LDCPAS-2024-14 (Peace River ROS)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding Land Development Code amendment **LDCT-2024-14**, amending ordinance no. 00-09, as amended, the Polk County Land Development Code; amending Chapter 4, Section 401.03, Table 4.8, to add Full-service Car Washes as conditional uses in the Town Center-X (TCX) land use district in the US 27 Selected Area Plan (SAP); providing for severability; and providing for an effective date.

Chanda Bennett, Land Development, introduced the case and reported 13 mailers sent to area property owners on August 15, 2024, one (1) sign was posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

Chanda Bennett, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair opened the public hearing.

Kendall Thomas spoke and asked if this was going to affect the boat ramp. Chanda replied not at all.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED Tommy Addison
SECONDER:	Angelic Sims
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

11. LDCPAS-2024-17 (Homeland Park CPA)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCPAS-2024-17**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use Map from Rural Cluster Center-Residential (RCC-R) to Leisure/Recreation (L/R) on ±5.71 acres, located at 249 Church Avenue, south of 2nd Street, east of Old Bartow Road, north of 4th Street, west of US 17 in Homeland, south and east of Bartow in Section 04, Township 31, Range 25; providing for severability; and providing for an effective date.

Ian Nance, Land Development, introduced the case and reported 13 mailers sent to area property owners on August 15, 2024, three (3) signs were posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

lan Nance, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair opened the public hearing.

John M. spoke and asked to hear the case again, due to hard hearing.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Angelic Sims
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

12. LDCPAS-2024-18 (Crystal Lake Park CPA)

Minutes: An ordinance of the Polk County Board of County Commissioners regarding the adoption of **LDCPAS-2024-18**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, to change the Future Land Use Map from Residential Low-1 (RL-1) to Recreation/Open Space (ROS) on ±2.32 acres, located at 2500 North Crystal Lake Drive, west of Combee Road, northwest of Skyview Drive, southwest of Mount Airy Avenue, east of Lakeland in Section 21, Township 28, Range 24; providing for severability; and providing for an effective date.

Ian Nance, Land Development, introduced the case and reported 31 mailers sent to area property owners on August 15, 2024, three (3) signs were posted on the property on August 16, 2024, and a legal advertisement was published in the Polk Sun on August 21, 2024. No responses were received from the public.

lan Nance, Land Development, presented a Power Point presentation with a recommendation of approval.

Mr. Chair opened the public hearing.

No responses received.

Mr. Chair closed the public hearing.

Approved

RESULT:	APPROVED
MOVER:	David Dalton
SECONDER:	Tommy Addison
AYE:	Dalton, Agnini, Sims, Hickman, Schmidt, Beltran, and Addison

Adjournment



Polk County

Planning Commission

Agenda Item

SUBJECT

LDCT-2024-18 (Section 220 and Chap 3 Warehouse separation Text Amendment) - Continuance requested to the November Planning Commission.

DESCRIPTION

County-initiated Land Development Code text amendment to amend Section 220, Compatibility to add non-residential between all and development, add Agricultural/Residential Rural (A/RR) and Rural Cluster Center-R (RCC-R) for applicability of the 50-foot compatibility zone, and add additional requirements for warehouse, distribution and commercial vehicle parking uses.

RECOMMENDATION

Approval

FISCAL IMPACT

None

CONTACT INFORMATION

Chanda Bennett, ACIP, Comprehensive Planning Administrator

Land Development Division

863.534.6484

chandabennett@polk-county.net

10/2/2024

LDCT-2024-18

(Warehouse distribution separation Section 220 LDC text change)

This is a county-initiated case and is requested to be continued until the November Planning Commission.



Polk County

Planning Commission

Agenda Item

10/2/2024

SUBJECT Staff Resumes



Polk County

Planning Commission

Agenda Item 1.

10/2/2024

<u>SUBJECT</u>

LDCU-2024-27 (PRWC Southeast Water Treatment Plant and Water Well Network)

DESCRIPTION

The Polk Regional Water Cooperative requests conditional use approval of a 30 MGD potable water production facility, four ground storage tanks and five Lower Floridan Aquifer raw water wells in Institutional-1 (INST-1) and Agricultural/Residential Rural (A/RR) districts. The water treatment facility is located at 630 Boy Scout Road, north of State Road 60, in Section 8, Township 30, Range 29. Two wells are located on the north side of County Road 630, west of Walk-in-Water Road, in Section 20 and 21, Township 31, Range 29. One Well is on the east side of Walk-in-Water Road, north of Dixie Street in Section 32, Township 30, Range 29. Another well is on the west side of Lake Walk-in-Water Road, south of Wakeford Road in Section 32, Township 30, Range 29. One will be located on the east side of Lake Walk-in-Water Road, either north or south of Cypresswood Drive in Section 29, Township 30, Range 29.

RECOMMENDATION

Approval

FISCAL IMPACT

No fiscal impact.

CONTACT INFORMATION

Erik Peterson, AICP Planning Administrator Land Development Division (863) 534-6470 <u>erikpeterson@polk-county.net <</u>mailto:erikpeterson@polk-county.net<u>></u>

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	August 15, 202	24	Level of Review:	Level 3 Review	
PC Date:	October 2, 2024		Туре:	Conditional Use	
			Case Numbers:	LDCU-2024-27	
BoCC Date:	n/a		Case Name:	PRWC Southeast Water Treatment Plant and	
				Water Well Network	
Applicant:	Polk Regional	Water	Case Planner:	Erik Peterson, AICP	
	Cooperative				
		Condition four grou	nal use approval of nd storage tanks and	a 30 MGD potable water production facility, d five Lower Floridan Aquifer raw water wells.	
The fac Towns Road 6Locations of Treatment Facility and raw water 		The facili Township Road 630 Range 29 Dixie Str west side 32, Town Walk-in- ¹ 29, Town	ity is at 630 Boy Sc o 30, Range 29. Tw o, west of Walk-in-V o. One Well is on eet in Section 32, T of Lake Walk-in-V hship 30, Range 29. Water Road, either ship 30, Range 29.	out Road, north of State Road 60, in Section 8, o wells are located on the north side of County Vater Road, in Section 20 and 21, Township 31, the east side of Walk-in-Water Road, north of Township 30, Range 29. Another well is on the Vater Road, south of Wakeford Road in Section One will be located on the east side of Lake north or south of Cypresswood Drive in Section	
Property Ov	wners:	Polk Reg	ional Water Cooper	ative	
+30 ±30 ±6 ± ±0.1 ±0.1 ±0.2		± 30 acres ± 6 acres (± 0.5 acres ± 0.77 acr ± 0.97 acr	±30 acres (293008-000000-033020 & 033010) Treatment Facility ±6 acres (293121-000000-041010 & 293120-000000-021010) ±0.5 acres (293032-993000-000181) ±0.77 acres (293032000000032080) ±0.97 acres (293029-992880-011010, 011020, 012010, & 012020)		
Future Lar	nd Use:	Institution	nal-1 (INST-1), Agr	icultural/Residential Rural (A/RR)	
Developme	nt Area:	Rural Dev	velopment Area (RI	DA)	
Nearest Mu	unicipality:	Lake Wal	les 5 miles, Frostpro	oof 1.2 Miles	
DRC Reco	mmendation:	Approval			
Planning C	commission:	Pending I	Public Hearing		



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Summary:

Water is vital to any form of property development and the need for it will increase as the population increases. It is estimated that by 2045, the County and its cities will need at least 103.5 million gallons of water per day to serve the population projections. There is also a limited supply available from our current source, the Upper Floridan Aquifer. Drawdowns in aquifer levels in some areas of central Florida have exceeded 50 feet. Within approximately 5,100 square miles, including all of DeSoto, Hardee, Manatee and Sarasota counties, and parts of Charlotte, Highlands, Hillsborough and Polk counties scientists are documenting reduced flows in its river systems, reduced lake levels, and saltwater intrusion into the Upper Floridan aquifer along the southwest coast of the state. Concurrently, similar environmental declines were being witnessed on the eastern coast of central Florida. After much data gathering and analysis into the causes of these

declines, the Florida Department of environmental Environmental Protection developed a program called the Central Florida Water Initiative (CFWI). The CFWI Planning Area covers five counties, including Orange, Osceola, Polk, Seminole and southern Lake County. The boundaries of the St. Johns River. South Florida and Southwest Florida water management districts (Districts) meet in this area. In 2020, rules were adopted to limit water users in the CFWI area to their currently permitted groundwater quantities, or the quantities necessary to meet their needs in the year 2025, depending upon the use type. It requires all new and expanded Upper Floridan Aquifer uses to be offset. This rule will limit growth and development in Polk County unless other sources of drinking water can be found.

In the wake of limitations discovered in the County's primary water source, the Upper Floridan Aquifer, the Polk Regional Water Cooperative (PRWC) was formed in 2017



to ensure the future of our precious water supply and responsibly meet the individual and regional water supply needs of our communities. PRWC's role is to proactively identify alternative water sources and projects that will protect and sustain our future regional water supply. PRWC will specifically identify sustainable groundwater sources, develop strategies to meet our future water demands, determine needed infrastructure for treatment and distribution, and establish consistent rules for fairly meeting all water supply needs across the County. Oversight of PRWC is solely in the hands of the elected officials from the sixteen Polk County member governments. In addition to Polk County, these include the cities of Auburndale, Bartow, Davenport, Dundee, Eagle Lake, Fort Meade, Frostproof, Haines City, Lake Alfred, Lake Hamilton, Lake Wales, Lakeland, Mulberry, Polk City, and Winter Haven.

This request is the first project to advance this goal the Southeast Water Treatment Facility and Wellfield. The goal of this project is to utilize the brackish, Lower Floridan Aquifer (LFA) in Southeast Polk County as a "non-traditional" water supply. The Southeast Wellfield is a permitted supply, and after treatment via reverse osmosis, will deliver up to 12.5 million gallons per day (MGD) of high-quality drinking water to the member governments. As master planned, this project will eventually deliver up to 30 MGD of high-quality potable water to member governments. The first phase of construction, expected to begin in late 2024, will consist of a 7.5 MGD reverse osmosis treatment facility, storage tanks, five (5) raw water wells, and 61 miles of transmission pipeline.

The PRWC is requesting Level 3 approval of a potable water treatment facility and five (5) Lower Floridan Aquifer raw water wells for the following properties:

- The WPF, Parcel 293008-000000-033020
- Well Site 1, Parcel 293121-000000-041010
- Well Site 2, Parcel 293120-000000-021010
- Well Site 10, Parcel 293032-993000-000181
- Well Site 11, Parcel 293032-000000-032080
- Well Site 12, Parcels 293029-992880-011010, 011020, 012010, & 012020

Onsite of the water production facility will be a deep injection well going below 8,000 feet of the surface to discharge the brine extracted through the reverse osmosis filtration process. There will also be two one-million-gallon ground storage tanks onsite of the facility and two more anticipated in the future (See Exhibit 5).

Each well site will contain at least one well with a casing that reaches a minimum of 1,400 feet below the surface and extends to a depth of approximately 1,900 feet. The wells will be drilled to a depth of approximately 2,500 feet and then backfilled with cement grout to plug the base of the hole to prevent mineral intrusion (See Exhibit 7). There will also be test wells drilled to the Upper Floridan Aquifer depth (75-400 feet) to monitor any potential impacts (See Exhibit 8). The well sites will be unmanned and operated through a communication network called the SCADA system which stands for system control and data acquisition. This is a protected internal communication system accessible only by the system operators. There will be back-up generators at each well site and some electronics (See Exhibit 6).

Findings of Fact

- This is a request for Conditional Use approval of a 30 MGD potable water production facility, two ground storage tanks and five (5) Lower Floridan Aquifer raw water wells.
- The site water treatment plant and fire rescue station site were designated INST-1 through adoption of case number LDCPAL 2019-3 on October 12, 2019.
- The water treatment facility and well sites are in a Rural Development Area (RDA), which is an area "characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments" according to POLICY 2.108-A1 of the Comprehensive Plan.
- Comprehensive Plan POLICY 2.125-D2.c says, "The development of utility facilities shall be permitted in the Rural-Development Area, as designated on the Future Land Use Map Series, only when such developments provide regional services, or is incompatible with urban uses, or services the existing needs of the immediate area in which it is located."
- Comprehensive Plan POLICY 2.125-D2.d says, "Polk County adopted the Land Development Code in accordance with Section 163.3202(1), FS, to further define appropriate development controls to govern the locational and site criteria for utilities."
- Chapter 10 of the Land Development Code (LDC) defines Class III Utilities as "Production or treatment facilities such as sewage treatment plants, elevated water storage towers, non-accessory ground storage tanks, or similar facilities." This definition does not include electric power plants and lime stabilization facilities."
- Comprehensive Plan POLICY 3.105-D3 says, "the County, in partnership with the municipalities within Polk County, formed the Polk Regional Water Cooperative (PRWC) in

2016. The purpose was to develop projects that are environmentally sound, sustainable and include adequate alternative water supplies within the region. Alternative water supplies may be sold to end users or retail and/or wholesale distributors as permitted by the appropriate water management district. Members of the PRWC within Polk County shall have first priority on alternative water supply production in accordance with the provisions of Section 373.1961 (5), FS."

- Chapter 10 of the Land Development Code (LDC) defines Class III Utilities as "Production or treatment facilities such as sewage treatment plants, elevated water storage towers, non-accessory ground storage tanks, or similar facilities. This definition does not include electric power plants and lime stabilization facilities."
- Section 205, Table 2.1 Use Table for Standard Land Use Districts lists Class III Utilities as a Level 3 Conditional Use in the Institutional-1 (INST-1) and Agricultural/Residential Rural (A/RR) districts.
- Chapter 3, Section 303, Criteria for Conditional Uses, of the Land Development Code states "Class III utility facilities may be permitted within the Rural Development Area (RDA), as designated on the Future Land Use Map Series, only when such development:
 - a. Provides regional (multi-county) services;
 - b. Is determined by the County to be incompatible with urban uses;
 - c. Is necessary to service the existing needs of the immediate area in which it is proposed to locate."
- The areas surrounding the water treatment facility and all of the Lower Floridan Aquifer well sites are in an A/RR Future Land Use Map district.
- There are no public schools within 9 miles of the water treatment facility or any Lower Floridan Aquifer well site.
- Fire and EMS facilities are planned and permitted to on the same site as the water treatment facility. In the interim the site will be served by Station 14 at 10399 Leisure Lane in NalCrest.
- The site is served by the Polk County Sheriff's Office Northeast District Command Center at 4011 Sgt. Mary Campbell Way near Lake Wales 14^{1/2} miles driving distance from the site.
- The water treatment facility is not within the utility service area of any municipality or private utility provider. Well site #12 is the only facility within Polk County's Southeast Utility Service Area (SEUSA), Walk-in-Water water system.
- The water treatment facility and all five well sites have direct frontage on collector roads.
- According to the Transportation Planning Organization, there are no capacity deficiencies on State Road 60, County Road 630, or Lake Walk-in-Water Road. Approval of the water treatment facility will not result in a significant increase in current traffic.
- There are no wetlands and floodplains on the site where the water treatment facility or any of the five proposed well sites.
- The site where the water treatment facility will be located is mostly comprised of Pomello fine sand, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.
- There have been numerous endangered species sightings within one mile of every well site and the water treatment plant site according to the Florida Natural Areas Inventory surveys in 2002, 2006, and 2011.

• The site is not within an airport flight path and height notification zone.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that 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 DRC recommends **APPROVAL of LDCU-2024-27.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the DRC recommends APPROVAL of LDCU-2024-27 with the following conditions:

- 1. This approval shall be for 30 MGD potable water treatment facility, four (4) ground storage tanks, and brine disposal on Parcel 293008-000000-033020 and five (5) Lower Floridan Aquifer raw water wells on the following properties:
 - Well Site 1, Parcel 293121-000000-041010
 - Well Site 2, Parcel 293120-000000-021010
 - Well Site 10, Parcel 293032-993000-000181
 - Well Site 11, Parcel 293032-000000-032080
 - Well Site 12, Parcels 293029-992880-011010, 011020, 012010, & 012020
- 2. The site plans included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDCU-2024-27, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.

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. Building permits will be required for improvements to 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 in the vicinity of the proposed water treatment plant.

Table 1 Water Treatment Facility		
Northwest:	North:	Northeast:
Agricultural/Residential Rural	A/RR	A/RR
(A/RR)	Lake Wales Ridge State Forest	Lake Wales Ridge State Forest
Flaming Arrow Boy Scout Camp		
West:	Subject Property:	East:
A/RR	Institutional-1X (INST-1X)	A/RR
Active Citrus Grove	Proposed Water Treatment Plant and	Vacant forested upland
	approved Fire Rescue Station	privately owned
	South:	Southeast:
Southwest:	A/RR	A/RR
A/RR	Vacant forested	Vacant forested upland
Active Citrus Grove	upland and small wetland	privately owned
	privately owned	

The area surrounding the proposed water treatment facility is undeveloped land. The Boy Scouts and the Florida Division of Forestry have no plans for development. The owner of the tract to the south has desires for commercial development near the intersection with State Road 60 but has presented no plans for the north end near the water treatment plant.

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses of the properties immediately surrounding the Lower Floridan Aquifer well sites.

Table 1a Lower Floridan Well Sites

Site	North	South	East	West
Well Site #1	A/RR Pastureland	A/RR Vacant single-family residential properties Universal Shooting Academy Rifle and pistol range	A/RR Pastureland	A/RR Pastureland Creek flowing to Lake Walk-in-Water
Well Site #2	A/RR Pastureland	A/RR Vacant single-family residential properties Universal Shooting Academy Rifle and pistol range	A/RR Pastureland	A/RR Pastureland
Well Site #10	A/RR Lake Walk-in-the-Water Heights Single-family Subdivision Developed single-family lot	A/RR Vacant single-family lot	A/RR Vacant single-family lot	A/RR Lake Wales Ridge State Forest
Well Site #11	A/RR, PUD 71-7 Walk-in-the-Water Village Developed Mobile Home Subdivision	A/RR Organic Tea Leaf Farm	A/RR, PUD 71-7 Walk-in-the-Water Village Developed Mobile Home Subdivision	A/RR Plant Nursery
Well Site #12	A/RR, Walk-in-the-Water Lake Estates Developed Single-Family	A/RR, Walk-in-the-Water Lake Estates Vacant Single-Family lot	A/RR, Walk-in-the-Water Lake Estates Developed Single- Family	A/RR Citrus grove

Well sites #10 and #12 are the closest to residences. There will be a minimum of 50 feet of separation required between the site mechanics and any current or future residence. It is unlikely that any deep well or above surface equipment will be within 100 feet of a nearby residence according to the typical well site plan shown in Exhibit 6 overlayed on the proposed sites.

Compatibility with the Surrounding Land Uses and Infrastructure:

Staff finds that the Polk Regional Water Cooperative (PRWC) staff have designed the facilities with the utmost caution for neighboring properties. There are no anticipate adverse impacts to neighboring properties due to the site design for the water treatment facility and its five (5) supporting Lower Floridan Aquifer well sites. All six utility facilities will be compatible with the available infrastructure because the well sites are unmanned, and the treatment facility will be located where the infrastructure needed the most (access and public safety) are present in sufficient quantities.

A. Land Uses:

This water treatment facility is clearly compatible with surrounding land uses and other infrastructure in the immediate area. The site plan shown in Exhibit 5 shows that no utility structures are located within 100 feet of 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."

the property lines. The INST-1 designation provides the public with information on the intended use of the site. Additionally, the majority of the abutting properties are government owned or committed to conservation. The well sites, once construction of them is complete, will be unmanned and unobtrusive. Staff believes these facilities can "coexist in relative proximity ... in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition." All six facilities will have vegetative buffers between the roadways and neighboring uses. Landscaping and screening methods will be installed that will primarily use existing vegetation and augment with appropriate plantings. Some equipment will be screened with opaque fencing to conceal their hard appearances.

B. Infrastructure:

This request is to improve the capacity of each member government's potable water systems, a vital element of urban infrastructure. This facility is planned to begin by providing up to 12.5 MGD to the regional network. It will have the expansion capability of up to 30 MGD. The infrastructure most needed to support the water treatment site is access and public safety. The site has direct frontage on a collector road which is within a half mile of an arterial road. A fire rescue station has been approved on the site and will be constructed concurrently with the development of the water treatment facility. The Lower Floridan Aquifer well sites are unmanned. They have no need for urban services or infrastructure to support them other than roadway access.

Nearest and Zoned Elementary, Middle, and High School

School capacity is not a concern for non-residential uses. Proximity and traffic conflicts are a concern. Fortunately, the activity on this site is benign and will have no potential conflicts with any school's operation. Listed to follow are the three zoned schools for the area. The closest schools to the site are in Lake Wales over eight (8) miles away.

 Name of School
 Average driving distance from subject site

 Spook Hill Elementary
 ±11 miles driving distance

 McLaughlin Academy Middle School
 ±9¼ miles driving distance

 Frostproof High School
 ±15½ miles driving distance

Source: Polk County School Board GIS

This water treatment facility will pose no potential adverse impacts upon any nearby schools.

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is from Polk County Fire Rescue Station 14, located at 10399 Leisure Lane in NalCrest, a retirement community for former letter carriers. The travel distance is approximately 4 miles from the water treatment facility entrance. This station facility is outdated. A new one will be constructed on the site of the proposed water treatment facility. This will make response time almost immediate.

Table 3

Table 2

	Name of Station	Distance	Response Time*
Sheriff	Southeast District Command	$\pm 14\frac{1}{2}$ miles	6 minutes
	(4011 Sgt. Mary Campbell Way near Lake Wales)		
Fire	Station 14 (10399 Leisure Lane, NalCrest)	±4 miles	6 minutes
EMS	Station 14 (10399 Leisure Lane, NalCrest)	±4 miles	6 minutes

Source: Polk County Sheriff's Office and Public Safety

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

The nearest Sheriff's station is the Northeast Command Center on Dunson Road, 14 miles to the northwest. While it may seem like a long distance, Sheriff response times are not as much a function of the distance to the nearest sheriff's station, but more a function of the overall number of patrol officers within the County. However, the closer to the command center increases the number of patrol officers available in the area.

Water and Wastewater Demand and Capacity:

This water treatment facility will produce its own potable water and not require any public wastewater service. An onsite septic system will be adequate to meet the needs of the 4-6 personnel operating the facility. The goal of this project is to utilize the brackish, Lower Floridan Aquifer (LFA) in Southeast Polk County as a "non-traditional" water supply. The Southeast Wellfield is a permitted supply, and after treatment via reverse osmosis, will deliver up to 12.5 million gallons per day (MGD) of high-quality drinking water to the member governments and potentially 30 MGD in the future.

A. Estimated Demand and Service Provider:

The PRWC will be the water provider to the facility but a potable water well connecting to the Upper Floridan Aquifer will be used in the interim for both the facility during construction and the fire rescue station sharing the property. PRWC's role is to proactively identify alternative water sources and projects that will protect and sustain our future regional water supply. Onsite septage disposal systems (septic tanks) will serve wastewater needs for both uses. Table 4 to follow is an

overestimate of the real water and wastewater needs of the site. The site will only host six workers during the day and four at night once it is operational. The staffing of the fire rescue station is slightly higher by two per shift.

Subject Property	ty Estimated Impact Analysis				
±30 acres INST-1	Demand as Currently Permitted in the INST-1 district	Maximum Permitted in the INST-1 district	Proposed Plan INST-1		
Permitted Intensity	10,788 SF Fire Rescue Station	Elementary School (500 students)	10,788 SF Fire Rescue Station + Class III Utility (15,000 SF Operations Building)		
Potable Water Consumption (GPD)	2,590 GPD	7,500 GPD	2,590 + 3,600 = 6,190 GPD		
Wastewater Generation (GPD)	2,071 GPD	6,000 GPD	2,071 + 2,880 = 4,951 GPD		

Source: Polk County Concurrency Manual & Polk County Utilities

The facility will have restrooms with the operations center, flow will likely be the equivalent of one single family residential connection (ERC).

B. Available Capacity:

The initial phase of the water treatment plant project is to treat up to 7.5 MGD per day with two million gallons of onsite storage. As demand increases throughout the network, more raw water wells will be developed, and an additional ground storage tank will be added to provide up to 30 MGD and four million gallons of onsite storage. Ground storage facilities are also being added at receiving plants in each member government's system to be blended with Upper Floridan water and distributed throughout each member government's existing potable water distribution network.

C. Planned Improvements:

This is a planned improvement at this stage in the process. It is a planned improvement to all of the member government's water capacity.

Roadways/ Transportation Network

Class III Utilities do not often generate significant amounts of traffic on roadways. They are typically more of a "land intensive" use. This means they can use a lot of land but don't have as much activity to go with it. The site will be developed with a restricted commercial driveway from the driveway that will serve the fire station. The fire station will have additional direct access to Boy Scout Road for the fire trucks to exit during a call. There is more than ample capacity on the directly affected roadways, even for a use with higher transportation demands.

A. Estimated Demand:

The only portion of the project that will have any daily traffic is the water treatment facility on Boy Scout Road. The other well sites will be unmanned and monitored through System Control and Data Acquisition (SCADA) systems. In addition to the water treatment facility plant operations, there will also be a fire rescue station on the site. Although comparing building sizes yields a higher traffic volume, the fire station is likely to have more traffic generation than the water plant. In all, both are relatively low traffic generators. Either way, the next likely use to be permitted on 30 acres of INST-1 is an elementary school. Elementary schools in Polk County range from 400 to 900 students, according to the 2023 School Utilization report.

Table 5					
Subject Property	Estimated Impact Analysis				
±30 acres INST-1	Demand as Currently Permitted in the INST-1 district	Maximum Permitted in the INST-1 district	Proposed Plan INST-1		
Permitted Intensity	10,788 SF Fire Rescue Station	Elementary School (500 students)	10,788 SF Fire Rescue Station + Class III Utility (15,000 SF Operations Building)		
Average Annual Daily Trips (AADT)	244	1,135	244 + 339 = 583		
PM Peak Hour Trips	17	72	17 + 26 = 41		

Source: Institute of Transportation Engineers (ITE) Trip generation Manual 11th Addition Elementary School = 2.27/student AADT, 0.16 PM Peak (89% new) Government Facilities = 22.59/ 1,000SF AADT, 1.71 PM Peak (89% new)

In the end, this property is best suited for water treatment services due to its geological location in relation to the Lower Floridan Aquifer. This request will require a minor traffic study since the average annual daily trip rate (AADT) will be less than 750 trips per day but more than 50. This will result in 20 vehicles exiting the property during the peak hour. Eleven will go south to SR 60, none (9) will go north to Camp Mack Road.

B. Available Capacity:

Although the request will have limited impact on the transportation system, it is still pertinent to be aware of available capacity when making land use decisions. Table 6, to follow, provides a good snapshot of the capacity on the surrounding road network.

Table 6				
Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
5910E	State Road 60 From: Stokes Road To: County Road 630	В	1,503	С
5910W	State Road 60 From: County Road 630 To: Stokes Road	В	1,531	С
4157N	Walk-in-Water Road From: County Road 630 To: State Road 60	В	393	С
4157S	Walk-in-Water Road From: State Road 60 To: County Road 630	В	390	С
4064E	County Road 630 From: US Highway 27 To: State Road 60	В	582	С
4064W	County Road 630 From: State Road 60 To: US Highway 27	В	576	С

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

State Road 60 is operating at 32% of its level of service capacity at a current volume of

approximately 17,000 AADT according to the Florida Department of Transportation (FDOT). Walk-in-Water Road is operating at 13.3% of its level of service capacity at a current volume of 1,300 AADT, and County Road 630 is operating at 23.2% of its level of service capacity at a current volume of 3,800 AADT according to Polk County TPO. Boy Scout Road has so little traffic on it that it is not tracked for concurrency.

C. Roadway Conditions

Boy Scout Road and Lake Walk-in-Water Road are in "fair" condition, according to Roads and Drainage Division staff using industry standards for roadway assessment. Boy Scout Road is substandard at 22 feet in width. Lake Walk-in-Water meets current standards of 24' in width. Both have 80 feet of right-of-way width. Drainage is handled through open swales. County Road 630 is in "very good condition" meeting standard pavement width of 24 feet and more than adequate right-of-way at up to 160 feet in most places.

D. Planned Improvements:

There are no roadway improvements planned in this area over the next five years.

E. Sidewalks

This is a very rural area of the County. There are no sidewalks located on either Boy Scout Road, Walk-in-Water Road, or County Road 630.

F. Mass Transit

There are no mass transit routes in this rural area of the county. The closest route to the water treatment plan is the Lake Wales Circulator. The closest stop is over seven miles away. This uses has no demand or adverse impacts to the mass transit system.

Park Facilities:

Utility infrastructure does not create a direct demand for parks or recreational facilities. It is very rare that a utility infrastructure project will impede or diminish the use of a park or recreation improvement. There are no adverse impacts anticipated to any public parks or recreation areas. Lake Rosalie Campground and the Lake Walk-in-Water boat ramp are the nearest County park facilities. Lake Rosalie Park is a regional facility located over three miles away from the water treatment facility "as the crow flies," and 12 miles driving distance. The subject property is also surrounded by many environmentally managed lands and conservation easements.

A. Location:

Lake Rosalie Park is located at the end of Lake Rosalie Road, 3¹/₄ miles north of State Road 60 via Tiger Lake Road. While it is approximately three miles linear distance the site, it is over 10 miles driving distance.

Lake Walk-in-Water boat ramp is at the end of Boat Landing Road 0.85 miles from the nearest proposed well site, Well Site #9.

B. Services:

Lake Rosalie Park has campgrounds and boat ramps. Lake Walk-in-Water is just a boat ramp with parking and a dock.

C. Multi-use Trails:

There is a canoe trail that links Lake Rosalie, Tiger Lake and Lake Kissimmee together.

D. Environmental Lands:

The water treatment facility and well sites are near or abutting tracts of the Lake Wales Ridge State Forest.

E. Planned Improvements:

There are no recreation improvements scheduled by the County for this area.

Environmental Conditions

There are no significant environmental limitations to the development of these properties. The water treatment facility site will see the most development activity. The well sites, once constructed, will be unmanned and function in a relative benign manner. There are little or no conflicts with surface waters, wetlands or floodplains, soils, protected species, archeological sites, and public use airports.

A. Surface Water:

The water treatment facility site is closest to Lake Saddlebag which lies west of the site. However, the elevations on the site are highest on the west sending the sheet flow to the east towards Lake Walk-in-the-Water Creek and onto Lake Walk-in-the-Water. The facility site plan shows less than 20% impervious surface coverage of the site and two ponds for surface water runoff retention and filtration. The well sites all drain towards Lake Walk-in-the-Water but have a minimal impervious surface footprint and are all a significant distance from the shoreline.

B. Wetlands/Floodplains:

There are no wetlands or 100-year flood hazard areas on or near any of the well site locations. The water treatment plant site has one small insignificant wet depression but no floodplains. The site sites over 30 feet higher in elevation from the nearest flood zone. There is no discharge of fluids from the water treatment plant off site and the well sites will have very little impervious surface containing only a driveway apron and pad for electrical, back-up generator, and SCADA equipment. This project will have no adverse impacts upon wetlands or floodplains.

C. Soils:

The sites are comprised of sandy soils prone to caving in if excavated and have slope or wetness issues, according to the U.S. Department of Agriculture, Soil Conservation Service (USDA, SCS) Polk County Survey. This would be a concern if digging trenches. However, they have little effect on well drilling or pedestals for electric equipment and back-up generators. It's a different style of digging and the pads for the equipment are not bearing significant loads.

Table 8

			Limitations to Small	
Facility	Soil Name	Shallow Excavations	Commercial Buildings	% of Site (approximate)
Water Treatment Site	Astatula Sand (46)	Severe: cutbanks cave	Moderate: slope	33%
630 Boy Scout Road	Pomello Fine Sand (22)	Severe: cutbanks cave	Moderate: wetness	67%
Well Site #1	Smyrna & Myakka Fine Sands (17)	Severe: cutbanks wetness	Severe: wetness	100%
Well Site #2	Smyrna & Myakka Fine Sands (17)	Severe: cutbanks wetness	Severe: wetness	100%
Well Site #10	Astatula Sand (46)	Severe: cutbanks cave	Moderate: slope	100%
Well Site #11	Astatula Sand (46)	Severe: cutbanks cave	Moderate: slope	100%
Well Site #12	Astatula Sand (46)	Severe: cutbanks cave	Moderate: slope	100%

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

D. Protected Species

The west shore of Lake Walk in the Water has an abundance of natural wildlife. There have been numerous endangered species sightings within one mile of every well site and the water treatment plant site according to the Florida Natural Areas Inventory surveys in 2002, 2006, and 2011. The well sites are close to well-traveled roads and surrounded by existing development. Once constructed, the facilities will be relatively benign and noninvasive to protected species. A more indepth protected species study was required for both the Environmental Resource Permit (ERP) from the Florida Department of Environmental Protection as well as the federal agency providing the funding for the project. Proper avoidance is being implemented with construction and mitigation measures taken if necessary.

E. Archeological Resources:

There are no protected archeological resources in Section 8, Township 30, and Range 29, that the site of these proposed water treatment facility would adversely impact, according to the Florida Department of State, Division of Historical Resources. The well sites are too small, disturbed, and former residentially developed to have any significant archeological resources associated with them.

F. Wells (Public/Private)

Every one of the Lower Floridan Aquifer wells will be significantly deeper than any other Upper Floridan Aquifer wells. The Polk County Utilities' (PCU's) Walk-in-the-water potable water system's well site is 1.4 miles to the north of the site. PCU's Edghill well site is 0.6 miles to the northeast of Well Site #12. It is over 2,300 feet from the edge of its wellhead protection district. There are no other public use wells closer to the site than that facility.

G. Airports:

The closest airport is Fly Jive Fly at 2605 Walk in Water Road. It is over 1,600 feet away from Well Site #12 and is a small private facility. The PRWC sites are over ten (10) miles from the Lake Wales Municipal Airport. Water Treatment Plants are typically close to grade and pose no threat to aircraft. The well sites will not have any structures above 10 feet tall.

Economic Factors:

To develop any property there are three fundamental needs that have to be addressed, otherwise there will be no development. As in the biology of life where every organism must have food, water, and a way to dispose of their waste, so must every type of land development. There will absolutely be no use for the land if the property does not have a means of **access**ing it, a source of

water, and a way to dispose of its waste (solid, liquid, and gas). Of the three, water is the most essential commodity to the development and habitation of property. The other two can be manufactured, but water cannot. Roads can be built, waste can be managed, but if water is not available there is no way to create it easily. Not only is water part of the basic needs of development, but it is also not one that can be assumed to be an infinite resource. Water is the most essential commodity to the development and habitation of property.



The Southern Water Use Caution Area (SWUCA) was designated in 1992 to address declines in aquifer levels due primarily to groundwater withdrawals. Drawdowns in aquifer levels in some areas exceeded 50 feet. The area encompasses approximately 5,100 square miles, including all of DeSoto, Hardee, Manatee and Sarasota counties, and parts of Charlotte, Highlands, Hillsborough and Polk counties. This area is seeing reduced flows in its river systems, reduced lake levels, and saltwater intrusion into the Upper Floridan aquifer along the southwest coast of the state. Concurrently, similar environmental declines were being witnessed on the eastern coast of central Florida. After much data gathering and analysis into the causes of these environmental declines, the Florida Department of Environmental Protection developed a program called the Central Florida Water Initiative (CFWI). The CFWI Planning Area covers five counties, including Orange, Osceola, Polk, Seminole and southern Lake County. The boundaries of the St. Johns River, South Florida and Southwest Florida water management districts (Districts) meet in the area. In 2020, rules were adopted to limit water users in the CFWI area to their currently permitted groundwater quantities, or the quantities necessary to meet their needs in the year 2025, depending upon the use type. Requires all new and expanded Upper Floridan Aquifer uses to be offset. This rule will limit growth and development in Polk County unless other sources of drinking water can be found.

The PRWC was formed as a non-profit, special district of the State of Florida created to plan, develop, and deliver a future high-quality drinking water supply. The PRWC was created by interlocal agreement among member governments and is a regional utility funded by contributions from the member governments and State agency grants. Based on the local and regional water supply needs of Polk County's communities, the member governments knew that planning to meet those needs and protect Polk County's precious water resources needed to be a collective and collaborative process. The PRWC assures fair representation in the decision-making process while also representing the regional water supply needs of Polk County with a single voice.

This facility comes at a steep price. The Southwest Florida Water Management District is the project's largest funding partner, having committed over \$200 million to the project so far. The PRWC has also been successful in securing over \$10 million in state funding grants for this regional project. Low-interest state revolving funds and federal WIFIA loans will also be used to help finance the project and give members time to generate future revenue for repayment of the project loans. In spite of all the grants and low interest loans, the water produced from this facility will cost more than it costs to retrieve water from the Upper Floridan Aquifer. This is due to the effort and energy it takes to bring the Lower Floridan Aquifer's briny water to purification and consumption standards. The byproduct of the process also comes at a cost to dispose through deep well injection.

With or without this facility the cost of water will go up, just like very thing that has a low supply and a high demand. For those PRWC member government utilities that elect to receive water from PRWC, it is anticipated that drinking water rates will increase in order to pay for the cost to construct and operate the PRWC water treatment and supply system. The individual utilities will make the determinations for any changes to their customer drinking water rates. Regardless of its cost, our existing water supply will become more expensive. Conservation of the water we have will ultimately be the factor that lessens the burden to the average consumer.

Consistency with the Comprehensive Plan, LDC, and Other County Ordinances:

The WTP and well sites are all located in the Rural Development Area (RDA), which "*is characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments.*" according to POLICY 2.108-A1 of the Comprehensive Plan.

POLICY 2.125-D1: UTILITIES PERMITTED USES states that "*utility facilities shall be permitted throughout the County in all land use classifications, subject to County approval, to support existing and proposed development.*" Some utility facilities must be located closer to the resource rather than closer to the users. Such is the case with the PRWC well sites. These sites were chosen due to their ability to access the Lower Floridan Aquifer more efficiently. The treatment facility needed to be in a remote location where a deep injection well could be placed for the brine disposal.

POLICY 3.105-D3 of the Comprehensive Plan states that the purpose of Polk Regional Water Cooperative (PRWC) is to "develop projects that are environmentally sound, sustainable and include adequate alternative water supplies within the region." While the PRWC acts as an independent government authority and may sell water to both public and private utility providers, the members of the PRWC within Polk County "shall have first priority on alternative water supply production in accordance with the provisions of Section 373.1961 (5), FS."

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.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more	The neighboring properties to the water treatment plant are either undeveloped or currently in agricultural use such as citrus or pasture. There will be the typical landscape buffering around the perimeter (see Exhibit 5). The well sites will be designed to be subtle and
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.	unnoticeable, especially where they are closer to residential development. Each wellsite will be screened from offsite view and landscaping will be provided around the perimeter (see typical site plan in Exhibit 6).
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.	Fundamental to the future growth of the County's urban areas, is the adequate supply of water which is not only for consumption but for fire protection as well. This project secures a consistent water supply for the next 30 years to minimize the cost of development and enable more continued contiguous and compact growth patterns
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.	This water treatment facility is needed to serve development approved within the County and municipal utility service areas. The plant does not need many urban services and has a fire station planned for the site. The well sites will be unmanned and operated through the PRWC's SCADA system.
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.	This facility is planned to enable future growth in County and municipal urban service areas. In itself there is not a necessity to evaluate its concurrency. It will enable other developments throughout the County and its cities to meet their concurrency needs.
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).	The water treatment facility on Boy Scout Road will have six (6) operators at the facility during the day and two (2) overnight. A fire rescue station will also be located onsite. This facility is not intended to be a growth generator. It will provide potable water to other County and municipal utility systems to be distributed by each systems operation. The well sites will be unmanned and operated through the PRWC's SCADA system.

Land Development Code (LDC) Section 205, Table 2.1, Use Table for Standard Land Use Districts lists Class III Utilities as a Level 3 Conditional Use in the Agricultural/ Residential Rural district. A Level 3 Review is approved by the Planning Commission under the criteria listed in Section 906.D.7 of the LDC

Table 10

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

Whathar the proposed development is consistent	Yes, this request is consistent with the LDC, specifically
whether the proposed development is consistent with all relevant requirements of this Code:	Sections 303, Class III Utilities, and 906.D Level 3 Review
with an relevant requirements of this Code;	Procedures.

Table 10		
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 applicable policies of the Comprehensive Plan;	Yes, this development is consistent with the Comprehensive Plan because POLICY 2.125-D1 states "utility facilities shall be permitted throughout the County in all land use classifications" and POLICY 3.105-D3 to "develop projects that are environmentally sound, sustainable and include adequate alternative water supplies within the region."	
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	The proposed water treatment facility is far from existing development or areas planned for high intensity residential developments. It generates less traffic than an elementary school and is partnered with a fire rescue station. The well sites are unmanned, low profile, and unnoticeable once constructed.	
How the concurrency requirements will be met if the development were built.	Water treatment plants generate an insignificant amount of vehicle travel, require no school or park capacity, must be designed to meet drainage requirements, and are a concurrency facility on their own.	

The request meets all conditions in Section 303 of the LDC for Class III Utilities in an A/RR land use district. These conditions are listed in the Findings of Fact on page 3 of this report.

Comments from other Agencies: The Polk County Utilities, Land Development Engineering, County Surveyor, Polk County School Board, and the Polk County Public Safety Division contributed to the drafting of this report.

Exhibits:

- Exhibit 1 Location Map
- Exhibit 2 Future Land Use Map
- Exhibit 3 Satellite Photo (Context)
- Exhibit 4 2023 Aerial Photo (Close-up) of each site
- Exhibit 5 Water Treatment Facility Site Plan
- Exhibit 6 Typical Photo of Well Site and Site Plan
- Exhibit 7 Typical Lower Floridan Aquifer Well Design
- Exhibit 8 Upper Floridan Aquifer Test Wells



Location Map
Exhibit 2



Future Land Use Map



Satellite Photo (Context)





Exhibit 4 cont.



Exhibit 4 cont.



Exhibit 4 cont.





Water Treatment Facility Site Plan

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Photo of Typical Well Site and Site Plan





An as-built construction diagram of SE-TPW3-LFA is provided as Figure 2-4.

Typical Lower Floridan Aquifer Well

Exhibit 8





330 W. Church Street PO Box 9005 Drawer CA01 Bartow, FL 33831

July 20, 2024

Erik Peterson, AICP Planning Administrator Polk County Land Development Division 330 W. Church Street Bartow, Florida 33830

Submitted through Electronic Email

Subject: Polk Regional Water Cooperative Southeast Wellfield Water Production Facility and Wellfield Level 3 Permitting Assistance

Dear Mr. Peterson:

This letter serves to authorize Polk County, as a member of the Polk Regional Water Cooperative (PRWC), to provide staff assistance for the processing of the Level 3 permitting application for the PRWC's Southeast Wellfield Water Production Facility (WPF) and wellfield.

Providing clean, safe water for Polk County now and for future generations.

The PRWC formed in 2017 with a purpose of working collaboratively to develop regional water supplies to serve the community into the future. The first project to advance this goal is the Southeast WPF and wellfield program. As master planned, this project will eventually deliver up to 30 MGD of high-quality potable water to member governments. The first phase of construction, expected to begin in late 2024, will consist of a 7.5 MGD reverse osmosis treatment facility, 5 raw water wells, and 61 miles of transmission pipeline.

With this letter, the PRWC is requesting assistance to execute the Level 3 permitting process for the following elements:

- The WPF, Parcel 29300800000033020
- Well Site 1, Parcel 29312100000041010
- Well Site 2, Parcel 29312000000021010
- Well Site 10, Parcel 29303299300000181
- Well Site 11, Parcel 29303200000032080
- Well Site 12, Parcels 29-30-29-992880-011010, 293029992880011020, 293029992880012010, 293029992880012020
- Future Well Site 9, portion of Parent Parcel 29310500000031140
- Future Wells Site 14, portions of Parent Parcel 29300800000042010

Attached to this letter are more details, figures and site layouts for the ultimate use of these parcels.

I want to extend my appreciation for your assistance with this important regional project. If you need any additional information, please don't hesitate to reach out to me.

200

Eric DeHaven Executive Director Polk Regional Water Cooperative <u>EricDeHaven@PRWCwater.com</u> 813-323-7061

CC: Tamara Richardson, Polk County Mark Addison, Polk County Ryan Taylor, Polk County Providing clean, safe water for Polk County now and for future generations.



Office of Planning and Development

Land Development Division

LEVEL 3 & 4 DEVELOPMENT REVIEW APPLICATION

Office of Planning and Development Land Development Division 330 W. Church St. P.O. Box 9005, Drawer GM03 Bartow, FL 33831-9005 (863)534-6792 FAX (863) 534-6407

TYPE OF APPLICATION

(✓) Level 3 () Level 4

() Major Modification - Case Number

(✓) Conditional Use

() Planned Development

() Suburban Planned Development

	Owner	Applicant	Contact Person
Name	Polk Regional Water Cooperative (PRWC)	Eric De Haven	Mark Addison
Work Number		813-323-7061	863-298-4214
Fax Number			
Mailing Address	330 W. Church Street P.O. Box 9005 Drawer CA01 Bartow, FL 33830		
Email		EricDeHaven@PRWCwater.com	markaddison@polk-county.net

Description of Proposed Activity or Use

Please provide a detailed description of the project, quantifying intensity (such as number of units, employees, seats, beds, rooms, children, holes of golf, pumps, vehicle repair bays, etc.), specify phasing, and estimated period for completion.

The PRWC is requesting Level 3 approval of a potable water production facility with two one million gallon storage tanks, and seven (7) separate Lower Floridan Aquifer raw water wells.

() Sign Plan



	Range -	Township -	Section	Subdivision #	-	Parcel #	
Parcel ID Number(s):	_R 29	_T 30	s 08	000000	-	033020	
()			(Include	others on a separate attachr	nent)		
	_R 29	_T 31	_S 21	000000	-	041010	
	_R 29	_T 30	_S 32	993000	-	000181	
	_R 29	_T 30	s 32	000000	_	032080	

Address and Location of Property:

630 Boy Scout Road, Lake Wales, 33898

Directions to Property from Bartow

Get on SR 60 and head east past Lake Waler, turn left on Boy Scout Road.

Property Description

Future Land Use (and Subdistrict if applicable):
Property Size: 30 acres Development Area: RDA
Water Provider Name and Phone Number: Same number as applicant.
Sewer Provider Name and Phone Number: not available
Development of Regional Impact:
(Name and Phase of DRI) Selected Area Plan: ^{no}
(Name of SAP)
Green Swamp Area of Critical State Concern: <u>no</u> .
(Name of Special Protection Area)
Joint Planning Area/Interlocal Agreement <u>no</u>
Have Development Rights been transferred to or from the subject property? Yes No

Identify existing uses and structures on subject and surrounding properties (e.g. vacant, residential # du/ac, commercial approx. square feet, etc.):

Boy Scout Camp	vacant	vacant
NW	Ν	NE
citrus grove	Test well and future fire station site	vacant
W	Subject Property	E
citrus grove	vacant	vacant
SW	S	SE

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

I, ______ (print name), the owner of the property which is the subject of this application, or the authorized representative of owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

Property owner or property owner's authorized representative.

Date:



LEVEL 3 AND 4 SITE PLAN STANDARDS

Applications will <u>NOT</u> be processed unless all required information is submitted.

- \circ 24" x 36" sheet(s) at a minimum scale equal to 1" = 60'.
 - If multiple sheets, clearly depict match lines where sheets join.
 - Number all sheet(s) in the plan set.
- \circ Provide a date, north arrow, scale (minimum 1" = 60') and a legend.
- Provide a vicinity map which clearly shows the site in relationship to its surround area (scale no less than 1" = 1 mile)
- Provide on the site plan clearly and legibly:
 - Depict phase lines of the project IF proposed to be constructed in phases.
 - State the estimated time of completion of the project by phase.
 - State the total project acreage.
 - State proposed densities for each dwelling unit type and approximate total number of dwelling units by type.
 - State proposed floor area ratio (FAR) for all non-residential land uses and gross floor area for all non-residential buildings by type.
 - State impervious surface area ratio calculation.
 - State wetland acreage calculation.
 - State amount of additional density or FAR requested under bonus points and calculations supporting specific features. State the parking calculation per the requirements of Table 7.10 of the LDC and provide a typical detail of a parking space.
 - State the proposed number of stories and height of all structures.
 - Depict the current/future land use on site and on properties immediately adjacent within 150 feet of the property boundaries.
 - Delineate flood zones, floodways and wetlands on site and within 150 feet of the property boundaries.
 - Indicate and dimension proposed lot lines, land uses, structures, facilities, easements, open space areas (including buffer yards), parking and loading areas and vehicular circulation.
 - Depict a typical lot layout for all housing types including footprints, setbacks and driveways. If there are lots with multiple frontages, show an additional typical.
 - Depict the location of proposed signs, dumpsters and trash compactors.

Development Plan Requirements for Utilities

- Indicate the general location of existing utilities in adjacent easements and rights-of-way;
- Indicate existing and proposed easements for facilities to be maintained by Polk County;
- Indicate by notation proposed off-site extensions from the point of available capacity, as by the utility service provider.

Development Plan Requirements for Access

- Show paved areas and stabilized areas of the site that may be used for access to the structures by emergency apparatus. This includes cul-de-sacs, dead ends, emergency accesses, limerock based areas of travel;
- A statement indicating whether access will be to a state, city, county or private road;
- Location and type of adjacent developments, land uses, and driveways or roads within 150 feet of the proposed project;

Development Plan Requirements for Fire Protection

• Provide locations of fire hydrants and the size and locations of water mains that supply them. The point of service for fire protection systems connected to the public water system shall also be designated;

NOTE: Additional information may be required by County staff during project review. Any revisions made at the request of a reviewer shall be resubmitted to the Land Development Division Processing Section with the number of copies needed for the initial application.

NotSulo

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LEVEL 3 AND 4 SUBMITTAL LIST FOR PD, SPD, CU, SIGN PLANS AND MAJOR MODIFICATIONS

Office of Planning and Development Land Development Division 330 W. Church St.

530 W. Church St. P.O. Box 9005, Drawer GM03 Bartow, FL 33831-9005 (863)534-6792 FAX (863) 534-6407

APPLICATION - DOCUMENTS REQUIRED

Land Development Division: Official Records

One (1) Level 3/4 Development Review Application

One (1) Site Plan 24"x 36"

One (1) Impact assessment statement

One (1) Green swamp impact assessment statement (if applicable)

- One (1) Reduced site plan (82@x 11")
- One (1) Legal description
- One (1) Deed (copies only)
- One (1) Owner authorization letter

One (1) Location map

- One (1) SPD developable Area Map
- One (1) Pre-app Comments (if applicable)
- One (1) Major Traffic Study with fee (if applicable)

APPLICATION AND PLANS SUBMITTAL INSTRUCTIONS

Polk County's development review process is now electronic. There is no need to submit paper plans or multiple copies of applications. Just follow the steps below.

- 1. Submit the only Application (Form # PD LDD 07) using one of the following methods:
 - a. Email to projectsubmittal@polk-county.net
 - b. Fax to 863-534-5908; or
 - c. Deliver or Mail to address above.
- 2. Pay applicable using one of the following methods:
 - a. Check (Made out to Polk County BoCC),
 - b. Cash; or
 - c. Credit Card (Master Card, American Express and Discover).
- 3. Submit plans and all required supporting documents (using one of the following methods as noted below)
 - a. Electronic submittal via ePlan (instructions found in user guide at <u>www.polk-county.net/eplan</u>); or
 - b. Deliver or mail CD Follow ePlan instructions at above link for file types and naming conventions.

Incomplete Packets will not be processed. The applicant will be called to pick up incomplete packets.

PRWC Southeast Water Treatment Plant and Water Well Network

In the wake of limitations discovered in the County's primary water source, the Upper Floridan Aquifer, the Polk Regional Water Cooperative (PRWC) was formed in 2017 to ensure the future of our precious water supply and responsibly meet the individual and regional water supply needs of our communities. PRWC's role is to proactively identify alternative water sources and projects that will protect and sustain our future regional water supply. PRWC will specifically identify sustainable groundwater sources, develop strategies to meet our future water demands, determine needed infrastructure for treatment and distribution, and establish consistent rules for fairly meeting all water supply needs across the County. Oversight of PRWC is solely in the hands of the elected officials from the sixteen Polk County member governments. In addition to Polk County. these include the cities of Auburndale, Bartow, Davenport, Dundee, Eagle Lake, Fort Meade, Frostproof, Haines City, Lake Alfred, Lake Hamilton, Lake Wales, Lakeland, Mulberry, Polk City, and Winter Haven.

The first project to advance this goal is the Southeast WPF and wellfield program. The goal of this project is to utilize the brackish, Lower Floridan Aquifer (LFA) in Southeast Polk County as a "non-traditional" water supply. The Southeast Wellfield is a permitted supply, and after treatment via reverse osmosis, will deliver up to 12.5 million gallons per day (MGD) of high-quality drinking water to the member governments. As master planned, this project will eventually deliver up to 30 MGD of high-quality potable water to member governments. The first phase of construction, expected to begin in late 2024, will consist of a 7.5 MGD reverse osmosis treatment facility, 5 raw water wells, and 61 miles of transmission pipeline.

The PRWC is requesting Level 3 approval of a potable water production facility and seven Lower Floridan Aquifer raw water wells for the following properties:

- The WPF, Parcel 29300800000033020
- Well Site 1, Parcel 293121000000041010
- Well Site 2, Parcel 29312000000021010
- Well Site 10, Parcel 293032993000000181
- Well Site 11, Parcel 29303200000032080
- Well Site 12, Parcels 29-30-29-992880-011010, 293029992880011020, 293029992880012010, 293029992880012020
- Future Well Site 9, portion of Parent Parcel 29310500000031140
- Future Wells Site 14, portions of Parent Parcel 29300800000042010

Onsite of the water production facility will be a deep injection well going below 8,000 feet of the surface to discharge the brine extracted through the reverse osmosis filtration process. There will also be two one-million gallon ground storage tanks onsite of the WTP.

Impact Assessment Statement

Land and Neighborhood Characteristics

1. How and why is the location suitable for the proposed uses?

Located in a rural area but able to access the Lower Floridan Aquifer without adversely impacting other environmental assets or people.

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

Locating the treatment plant far from residential. The raw water wells will have low impacts.

3. How will the request influence future development of the area?

It will provide water to support growth in urban areas.

Access to Roads and Highways

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed1 methodology and calculations.

Less than 50 AADT at the treatment site, 10 PM peak. Only an occasional trip to the raw water wells for maintenance and testing.

2. What modifications to the present transportation system will be required as a result of the proposed development?

Commercial driveway entrance.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land

10-15 and storage of maintenance vehicles at the plant site.

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

Direct frontage

Sewage

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development?

Not much more than 1 ERC at the plant site. None at the well sites.

2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?

Septic tank and drain field.

3. If offsite treatment, who is the service provider?

n/a

4. Where is the nearest sewer line (in feet) to the proposed development (Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code)

n/a

5. What is the provider's general capacity at the time of application?

n/a

6. What is the anticipated date of connection?

n/a

7. What improvements to the providers system are necessary to support the proposed request

n/a

Water Supply

1. What is the proposed source of water supply and/or who is the service provider?

Polk Regional Water Cooperative (PRWC). This facility.

2. What is the estimated volume of consumption in gallons per day (GPD)?

Not much more than 1 ERC at the plant site. None at the well sites.

3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

Onsite.

4. Who is the service provider?

Polk Regional Water Cooperative (PRWC).

5. What is the anticipated date of connection?

2026

6. What is the provider's general capacity at the time of application?

12.5 MGD to 30 MGD

7. Is there an existing well on the property(ies)?

Surface Water Management and Drainage

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

The highest point on the WTP site is 141 MSL in the northwest corner, the lowest point is 110 MSL in the southeast corner. No flood hazard areas. Most of the site is Pomello Fine Sand, the rest is Astatula Sand. Pomello has a shallow water table. Astatula is well drained.

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

There will be some site grading necessary to place all of the facilities.

Environmental Analysis

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.

The PRWC has commissioned species studies of all the sites, water modeling studies, and conducted numerous soils and well testing and analysis.

2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.

No wetlands or floodplains.

3. Discuss location of potable water supplies, private wells, public well fields (discuss the location, address potential impacts), and;

The project is nothing but wells.

4. Discuss the location of Airport Buffer Zones (if any) (discuss the location and address, potential impacts).

No impact. Most facilities will be at grade. The highest are the ground storage tanks that are less than 40 feet above average adjacent grade.

5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development.

Most of the site is Pomello Fine Sand, the rest is Astatula Sand. Pomello has a shallow water table. Astatula is well drained.

Infrastructure Impact Information

1. Parks and Recreation;

Sumica Preserve is the closest environmental land. Closest parks are in Lake Wales.

2. Educational Facilities (e.g., preschool, elementary, middle school, high school);

Closest schools are in Lake Wales.

3. Health Care (e.g., emergency, hospital);

Lake Wales Hospital (Baycare)

4. Fire Protection;

A fire station will be built onsite (see site plan)

5. *Police Protection and Security;*

PCSO

6. Emergency Medical Services (EMS);

Onsite

*Solid Waste (collection and waste generation); and*Not much. Brin is contained within the facility beneath the ground.

8. How may this request contribute to neighborhood needs?

It will provide a future water supply.



Map A: Location Map



Map B: Map depicting the site boundary (properties included in the request)



Map B: Map depicting the site boundary (properties included in the request)



Map B: Map depicting the site boundary (properties included in the request)



Map B: Map depicting the site boundary (properties included in the request)



Map B: Map depicting the site boundary (properties included in the request)



Map B: Map depicting the site boundary (properties included in the request)



Map C: A site plan





Polk Regional Water Cooperative

Technical Memorandum SOUTHEAST LFA WATER PRODUCTION FACILITY TEST WELL 3 COMPLETION REPORT

FINAL | May 6, 2024



Southwest Florida Water Management District



Polk Regional Water Cooperative

Technical Memorandum SOUTHEAST LFA WATER PRODUCTION FACILITY TEST WELL 3 COMPLETION REPORT



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Abbrevations

ACS	A.C. Schultes
AWS	Alternative water supply
APT	Aguifer performance test
APHPZ	Avon Park high permeability zone
bls	Below land surface
°C	Degrees Celsius
CY	Cubic vard
d	, Dav
DIL	Dual-induction laterolog
e.g.	Exempli gratia (Latin for "for example")
et al	Et alia (Latin for "and others)
FAS	Floridan aquifer system
FRP	Fiberalass reinforced plastic
Ft	Feet
GAPI	American Petroleum Institute (API) gamma ray units
anm	Gallons per minute
GMU	Glauconite marker unit
нсп	Hawthorn confining unit
	Inner diameter
ie	Id est (Latin for "that is")
i.e.	
ι. Κ	Hydraulic conductivity
K	Vortical hydraulic conductivity
K	Hydraulic conductivity in the horizontal (x and y) directions
	Lower Eleviden equifer
	Lower Floridan Aquifer Water Production Escility
	Maximum
MCU	Middle confining unit
MCD	Million gallons per day
Ma	Million gallons
ivig	Milliorana per liter
mg/L	Minigrams per inter
	Moon Lower Low Water
	Their dimensionless time perspector
μ	Micro Ciamona por continuator
	North American Vertical Datum of 1999
	Optical barabala incarian
OBI	Optical borenole imaging
	Outer diameter
PRVVC	Poir Regional Water Cooperative
	Pounds per square inch
pC/L	Picocuries per liter
PVC	Polyvinyi chioride
PW	Production well
U DO	Pumping rate
KU DWCD	Reverse osmosis
KWSP	Regional Water Supply Plan
(s) ft	Drawdown in feet
S	Residual drawdown



SA	Surficial Aquifer
SC	Specific conductance
SDT	Step-drawdown test
SE-DEW	Southeast deep exploratory well
SE-TPW	Southeast test production well (at SELFA WPF)
SE-TPW ₃	Southeast test production well 3
SELFA WPF	Southeast Lower Floridan Aquifer Water Production Facility
SFWMD	South Florida Water Management District
SI	Saturation index
SP	Spontaneous potential
std units	Standard units
SWFWMD	Southwest Florida Water Management District
t	Time
ť	Residual time
Т	Transmissivity
TDS	Total dissolved solids
TPW3	Test production well 3
TPW3-LFA	Test production well 3 Lower Floridan Aquifer monitor well
TPW3-SA	Test production well 3 surficial aquifer monitor well
TPW3-UFA	Test production well 3 Upper Floridan aquifer monitor well
µmhos/cm	Micromhos per centimeter
UFA	Upper Floridan aquifer
USDW	Underground source of drinking water
W(III)	Theis well function



1 INTRODUCTION

1.1 Background

Polk County has traditionally relied on fresh groundwater from the Upper Floridan aquifer (UFA) as its primary water source for urban, agricultural, and industrial uses. Previous central Florida planning efforts and the South Florida Water Management District (SFWMD) and Southwest Florida Water Management District (SWFWMD) water supply planning and assessment investigations have documented that the rate of groundwater withdrawal in certain areas of Polk County is either rapidly approaching, or has surpassed the maximum rate that can be sustained without causing harm or adverse impacts to the water resources and related natural systems, as documented in the Central Florida Water Initiative (CFWI) 2020 Regional Water Supply Plan (RWSP).

The SWFWMD's November 2015 RWSP for the Heartland Planning Region identified that an increase in water supply will need to be developed to meet demands in Polk County from 2010 through 2035. Brackish groundwater from the Lower Floridan aquifer (LFA) has been identified as a potential key alternative water supply (AWS) source for public supply.

The Polk Regional Water Cooperative (PRWC) was formed to respond to Polk County's water supply challenge. The Cooperative was created by an interlocal agreement to provide a mechanism for innovative regional cooperation amongst local governments. This regional cooperation includes developing, recovering, storing, and supplying water for county and municipal purposes to reduce adverse environmental effects of excessive withdrawals of water from concentrated areas. The intent of the Cooperative is to encourage the development of fully integrated robust public water supply systems comprised of diverse sources managed in a manner that takes full advantage of Florida's intense climatic cycles to ensure reliable, sustainable and drought resistant systems, and which maximizes the use of AWSs to the greatest extent practicable. To accomplish this effort, the Cooperative intends to access State funds and other private or public funding sources to develop AWSs.

The PRWC has elected to pursue two LFA brackish groundwater desalination projects: the Southeast Lower Floridan Aquifer Water Production Facility (SELFA WPF) and the West Polk Lower Floridan Aquifer Water Production Facility.

Data on the hydrogeology and water quality of the SELFA WPF wellfield are available from a deep exploratory well program conducted in 2008-2009 at the south end of the planned wellfield alignment (SE-DEW site) and from a test well program at the planned SELFA WPF site (SE-TPW site) in 2018-2019 (TeamOne 2019). Data from an additional site along the proposed SELFA WPF wellfield was determined to be needed by the SWFWMD, its third party peer-reviewer (CDM Smith) and the PRWC consultants (TeamOne). Test production well 3 (SE-TPW3) was installed to obtain hydrogeological data to support the design of the SELFA WPF and to serve as a production well for the facility. The locations of test production well 3 (SE-TPW3) and other LFA test wells in its vicinity are mapped in **Figure 1-1**.

1.1 Purpose

The primary purpose of this project is to obtain additional hydrogeological data at the wellfield for the SELFA WPF.



The SE-TPW₃ program is intended to increase our understanding of the LFA in the central part of the SELFA WPF wellfield. A key issue is whether hydrogeological conditions and aquifer water quality extrapolated between the SE-DEW and SE-TPW site are appropriate for the central part of the wellfield. This information is needed for the final design of the wellfield and water treatment system. Specific objectives of the TPW₃ drilling and testing program include:

- 1) Confirmation of raw water productivity (potential well yields) within the LFA,
- 2) Obtaining data on the water chemistry of the LFA production zone and adjoining strata,
- 3) Evaluating the hydraulic properties of the LFA production zone and adjoining confining strata;
- 4) Quantitatively evaluating the degree of confinement between the UFA and LFA and within the LFA.



Figure 1-1 Map showing locations of the project site and nearest LFA wells

SE-TPW₃ will serve as one of the initial production wells for the SELFA WPF and is designated as production well no. 12 (PW-12).

1.3 Project Description

The drilling program at the TPW3 site included construction of the following test/monitor wells:



- 1) Surficial aquifer monitor well TPW3-SA to monitor surficial aquifer water level fluctuations during the APT.
- 2) Upper Floridan aquifer well TPW3-UFA to monitor UFA water levels. TPW3-UFA was finished as an UFA monitor well open to the Ocala Limestone.
- 3) Lower Floridan Test/Monitor Well, TPW3-LFA, served as the exploratory well for the project. The primary purpose of this well is to obtain data on water quality-versus depth profile and variations in transmissivity within the LFA. TPW3-LFA served as a production zone monitor well for the constant rate discharge test (aquifer performance test or APT). Lithologic samples were collected during advancement of the pilot hole and water quality samples obtained to track how water quality (salinity) changes with depth. Five packer tests were performed during the drilling of the pilot hole in the LFA. Geophysical logging was also conducted within the pilot hole and used for the characterization of aquifers and confining strata.
- 4) Lower Floridan Production Well, TPW₃, was constructed as a production well for the SELFA WPF (PW-12) and as the pumped well for the APT. The use of a monitor well open to the same interval as the test/production well allowed for analytical solutions for transmissivity, storativity, and leakance.

The well design and construction sequencing plans were documented in Technical Specifications prepared by TeamOne in December of 2021, which were incorporated into the bid package.

The TPW₃ site is located near the intersection of Walk-in-Water Road and Cypresswood Drive, approximately 9 miles southeast of the Lake Wales city center and 2.5 miles south of State Route 60 (**Figure 1-1**). Well TPW₃ is located south of Cypresswood Drive and the LFA monitor well is located north of Cypresswood Drive (**Figure 1-2**).

The TPW₃ is located near the eastern edge of the Lake Wales Ridge physiographic unit. The land surface in the project site area slopes to the east, first relatively steeply to small lakes located immediately to the east, and then toward Lake Weohyakapka, which is located approximately 0.8 to 1.0 miles to the east. The land surface elevation at the well sites is approximately 103 to 105 ft NAVD.

The land use in the TPW₃ vicinity is mixed agricultural and residential. The Walk-in-Water Estates community is located between Walk-in-Water Road and Lake Weohyakapka to the east. Orange groves and cattle pasture are located on the west side of Walk-in-Water Road.





Figure 1-2 Aerial photograph of the TPW3 site showing well locations and property lines



2 EXPLORATORY DRILLING AND WELL CONSTRUCTION

Technical specifications for the SE-TPW3 drilling and testing plans were prepared by TeamOne. A.C. Schultes of Florida Inc. (ACS) was contracted by the PRWC to construct the four wells at the TWP3 site. The contract with ACS was executed on September 21, 2022. A notice to proceed was issued on November 7, 2022. Construction of wells SE-TPW3-LFA and SE-TPW3 began in late November. Construction oversight was provided by WSP USA and ASRUS LLC. The project was substantially complete on February 29, 2024.

Wells SE-TPW₃-UFA, SE-TPW₃-LFA, and SE-TPW₃ have open-hole completions. Well SE-TPW₃-SA has a screened completion. Copies of the well construction permits are provided in **Appendix A**. A casing summary is provided in **Table 2-1** and copies of the casing mill certificates are provided in **Appendix B**. Detailed construction chronologies for the four wells are provided in **Appendix C**.

Casing depth (ft bls)	Material	Inner Diameter (in)	Wall thickness (in)				
SE-TPW3-SA							
75	PVC, Sch. 40, Certa-Lok	4	0.237				
	SE-TPW3-UFA						
220	Carbon steel, ASTM A53B, Sch. 40	12	0.375				
290	Carbon steel, ASTM A53B, Sch. 40	6	0.28				
SE-TPW3							
58	Carbon steel, ASTM A53B, Sch. 40	43.25	0.375				
102 Carbon steel, ASTM A53B, Sch. 40		35.25	0.375				
310 Carbon steel, ASTM A53B, Sch. 40		29.25	0.375				
1,400	Redbox 1000 Fiberglass reinforced plastic	16.37	0.59				
SETPW3-LFA							
106 Carbon steel, ASTM A53B, Sch. 40		23.25	0.375				
350 Carbon steel, ASTM A53B, Sch. 40		17.25	0.375				
1,400	Carbon steel, ASTM A53B, Sch. 40	12	0.375				
Carbon steel: API 5L Grade B, ASTM A 53 Grade B or Spiral Weld A 139 Grade B.							

Table 2-1 Casing summary

2.1 Surficial Aquifer Well TPW3-SA

The surficial aquifer monitor well (TWP3-SA) was installed using a dual-rotary (DR) rig, which was mobilized on-site on April 5, 2023. An 8-inch I.D. steel casing was advanced to 75 feet below land surface (ft bls), total depth. The casing was then conditioned to remove internal sediment in preparation for setting the casing and screen. On April 17, 2023, a 4-inch I.D. Certa-Lok PVC casing with 20 ft of 0.020" slot screen was installed and the following day 15 bags of 20/30 filter sand, 5 bags of 40F fine sand, and 5 bags (94-lbs each) of cement were emplaced. The casing was cemented to land surface on April 20, 2023. The temporary steel casing, used to stabilize the borehole, was progressively lifted as the filter pack, sand, and cement were added. TWP3-SA was developed for 4 hours on April 21, 2023, completing the well construction (the wellhead was installed later). An as-built well construction diagram is provided as **Figure 2-1**.





2.2 Upper Floridan Aquifer Construction Water/Monitor Well WP-UFA

Construction of Upper Floridan aquifer supply/monitor well WP-UFA began on April 24, 2023. A 12-inch I.D. (12.75-inch O.D.) carbon steel casing was driven in place to 220 ft bls. A nominal 12-inch borehole was then drilled to 400 ft bls (total depth) using the reverse-air rotary method. A 6-inch I.D. carbon steel casing with two cement baskets was installed to 290 ft bls. The bottom of the casing was cemented in place using a total of 14 sacks (94 lbs) of neat Type II cement. The remaining annulus was cemented in placed with 11 cubic yards of neat Type 1L cement slurry.

An as-built well construction diagram is provided as **Figure 2-2.** The construction of TPW₃-UFA was completed on May 24, 2023.







2.3 Lower Floridan Aquifer Test Production Well SE-TPW3

RW Harris was subcontracted to auger a nominal 50-inch diameter borehole to 58 ft bls, which was completed on November 22, 2023. A 44-inch O.D., 0.375-inch wall pit casing was installed and cemented to land surface.

A nominal 44-inch borehole was then augered to 103 ft bls and a 36-inch O.D. conductor casing was installed to 102 ft bls and cemented in placed with 13 cubic yards of neat cement.

A 12 ¼-inch diameter pilot hole was drilled to 350 ft bls using the mud-rotary method, which was then reamed to a nominal 36-inches. Geophysical logging was attempted but the tool was blocked by an obstruction at about 150 ft bls. The drill string was tripped back in and the hole cleared to total depth. A caliper and gamma ray log was successful run on April 26, 2023.

An attempt was made to install the 30-inch O.D. (0.375-in wall) surface casing to 350 ft bls. The casing could not be lowered past 310 ft bls, which was deemed to be satisfactory based on the site-specific hydrogeology. The casing was cemented to land surface with 20 cubic yards of neat cement.

A center punch was performed and the pilot hole for the production casing was drilled to 1,400 ft bls using the reverse-air rotary method. The pilot hole was geophysically logged on July 7, 2023, and then reamed to 1,400 ft bls. The reamed hole was geophysically logged on September 22, 2023.

A nominal 18-inch diameter FRP casing was installed to 1,400 ft bls. Multiple cement drinking zones were encountered during grouting, which were bridged using pea gravel. The FRP casing was cemented to land surface using 69 cubic yards of neat Type 1L cement, 108 cubic yards of 6% bentonite type 1L cement, and approximately 174 linear feet of gravel. Grouting was completed on October 23, 2023.

A nominal 16-inch diameter open hole (15 ³/₄-inch diameter bit) was drilled to 1,900 ft bls from November 2, 2023 to December 12, 2023. An as-built construction diagram is provided as **Figure 2-3**. The open hole was geophysically logged on February 21, 2024.

The bore hole video survey and caliper log run on February 21, 2024, revealed that a good grout seal is present at the base of the casing, that the open hole is clear to total depth (1,900 ft bls), and that there is no evidence that would indicate the casing lacks mechanical integrity.

2.4 Lower Floridan Aquifer Monitor Well SE-TPW3-LFA

TPW3-LFA was drilled as the exploratory well for the project. A 24-inch steel diameter pit/conductor casing was installed through the surficial sands to 106 ft bls using a dual-rotary drilling rig. A rotary rig was then mobilized and a pilot hole (12 ¼-inch diameter) was drilled to 350 ft bls using the mud-rotary method. The pilot hole was then reamed with a 23-inch diameter bit to 353 ft bls and geophysically logged on January 18, 2023. An 18-inch diameter surface casing was set to 350 ft bls and cemented in place to land surface with 21 cubic yards of neat Type 1L cement on January 19, 2023.

A center punch was performed and then the drilling system was then converted to the reverse air reverse-air rotary method. A nominal 12 ¼-inch diameter pilot hole was drilled to 1,400 ft bls from January 30 to February 10, 2023. The pilot hole was geophysically logged on February 14, 2023, and then reamed with a 17-inch diameter bit to 1,407 ft bls from February 14 to 23, 2023.

After geophysically logging the reamed hole, a 12-inch diameter steel casing was installed to 1,400 ft bls. The 12-inch diameter steel casing was cemented to land surface using 56.65 cubic yards of neat Type 1L





cement and 54 cubic yards of 8% bentonite type 1L cement. Approximately 3 cubic yards of gravel was used to bridge a flow zone at about 910 ft bls.

An open hole was drilled with an 117/8-inch diameter bit to 2,558.6 ft bls from March 31, 2023, to May 3, 2023. The open hole was geophysically logged including an optical bore imaging log (OBI) run by the U.S. Geological Survey. Five packer tests were performed to obtain data on aquifer hydraulics and water quality.

After testing was completed, the open-hole was back-plugged with cement to 1,908.6 ft bls, the base of the production zone.





An as-built construction diagram of SE-TPW3-LFA is provided as Figure 2-4.

Figure 2-4 SE-TPW3-LFA as-built diagram



3 STRATIGRAPHIC FRAMEWORK

Representative formation samples were collected at 10 ft intervals during advancement of pilot holes at the TPW3 site. The samples were described by their lithology color, their degree of induration and texture. The geologic units encountered at the site include, in descending order: undifferentiated sand and clay deposits, Hawthorn Group, Ocala Limestone, Avon Park Formation, Oldsmar Formation and the Cedar Keys Formation. A stratigraphic column detailing the hydrogeology and hydrostratigraphy encountered at the TPW3 site is presented below in **Figure 3.1**. Lithologic logs for SE-TPW3 LFA and SE-TPW3 are provided in **Appendix D**. Textural terms used to characterize siliclastic sediments are based on the Unified Classification System. Textural terms used to characterize carbonate rocks in lithologic log descriptions are based on the classification system of Dunham (1962). Geophysical logs were also used in describing the geologic formations encountered.

Well TPW3-LFA penetrates strata of Holocene to Paleocene age, which can be divided into three main intervals. The upper strata from land surface to approximately 220 ft bls consists of mixed siliciclastic and carbonate strata of Holocene to Miocene age that constitute the surficial aquifer system and Hawthorn confining unit (also referred to as the intermediate confining unit or aquifer system). The strata from 220 to 2,540 ft bls consists predominantly of carbonate rocks (limestone, dolomites, and dolomitic limestones) of Late Eocene to Early Eocene age that constitute the Floridan aquifer system. The underlying evaporitic (mixed dolomite and bedded anhydrite) Cedar Keys Formation (Paleocene) constitutes the Sub-Floridan confining unit.

Stratigraphic formations are, by definition, mappable bodies of rock that are lithologically distinct from adjoining strata (i.e., have different rock types). However, the formations that constitute most of the Floridan aquifer system (Suwannee Limestone, Ocala Limestone, Avon Park Formation, and Oldsmar Formation) are defined based on their age (i.e., are biostratigraphic units) rather than their lithology (Miller 1986). For example, the Avon Park Formation is now commonly defined as carbonate rocks of Middle Eocene age in peninsular Florida (Miller 1986), although the Middle Eocene strata were originally subdivided, in ascending order, into the Lake City Limestone and the Avon Park Limestone (Applin and Applin 1944). Formation boundaries have historically been placed at positions in wells or exposures at the nearest lithological change to a biostratigraphic transition. In practice, locating the depths of formation boundaries in the Floridan aquifer system can be very difficult from well cuttings and geophysical logs. Indeed, Reese and Memberg (2000) proposed that individual formation names of the Eocene strata be abandoned for the Floridan aquifer system in the subsurface and the strata combined in an "Eocene Group."

Formation boundaries were identified in the evaluation of the TPW3 data based on typical lithologies, fossil types, and geophysical characteristics of each unit. The formation boundary determinations considered previous U.S. Geological Survey stratigraphic analyses for or including Polk County (Spechler & Kroening 2007; Reese and Richardson 2008).

3.1 Holocene, Pleistocene, and Pliocene Series

The Pliocene and younger aged surficial sediments are mainly comprised of varying percentages of undifferentiated sand at the TPW3 site and are present from land surface to 100 feet bls. The sands are generally clean through about 60 ft. bls. The underlying sands from 60 to 100 have increasing clay and silt contents and tend to be cohesive .









3.2 Miocene Series

The Hawthorn Group of Miocene age includes the lower Arcadia Formation and the upper Peace River Formation and consists of widely varying lithologies and components that include limestone, mudstone, dolostone, dolosilt, shell, quartz sand, clay, and phosphate grains. The strata from 100 to 140 ft bls consists mostly of clay. Limestone with variable amounts of clay or marl are present to the base of the Hawthorn Group at about 220 ft bls. The high clay and phosphate content of the Hawthorn Group gives the unit a relatively high natural radioactivity as measured on the gamma geophysical ray log. The bottom of the unit is clearly evident on the gamma ray log by a sharp drop in activity at 220 ft bls.

3.3 Oligocene Series

The Suwannee Limestone was not present at this location.

3.4 Eocene Series

The Eocene Series in peninsular Florida consists, in descending order, the Ocala Limestone (Late Eocene), Avon Park Formation (Middle Eocene), and Oldsmar Formation (Early Eocene).

3.4.1 Ocala Limestone

The Ocala Limestone typically consists of light-colored (commonly very pale orange), often chalky appearing limestone that is relatively pure, as manifested by low gamma ray activities. The formation is characterized by the presence of large (several millimeter-sized) flat, discoidal foraminifera belonging to the genus *Lepidocyclina*. The upper part of the formation from about 220 to 350 ft bls is somewhat marly. *Lepidocyclina* constitutes most of the cuttings between approximately 350 and 420 ft bls. The base of the Ocala Limestone occurs at roughly 450 ft bls based on the transition to more typical Avon Park Formation fossils and a bioclast grainstone (cemented carbonate sand) lithology.

3.4.2 Avon Park Formation

The Middle Eocene aged Avon Park Formation consists primarily of fossiliferous limestone interbedded with dolomitic limestone and vuggy dolostone. The Avon Park Formation varies from a wackestone to grainstone with minor mudstone. At the TPW3 site, the Avon Park Formation extends from approximately 450 to 1,914 feet bls. The upper part of the Avon Park Formation is characterized by common small echinoids belong to the genus *Neolaganum*. The foraminifera fauna is often dominated by millimeter-sized cone-shaped foraminifera belong to the genus *Dictyoconus* and similar genera. However, cone-shaped "dictyoconid" foraminifera are not particularly common at the TPW3 site and were first detected in trace amounts in the 480 to 490 ft bls cutting sample from TPW3-LFA

The Avon Park Formation in TPW is composed mostly of light gray to pale yellowish brown to brown dolostones and calcareous dolostones, and subsidiary limestones and dolomitic limestones. The most common lithology is bioclast grainstone that is replaced by finely crystalline dolomite. Darker brown, very dense (low porosity) dolostones are present.

A lithological changes occurs at about 840 ft bls downhole to much better indurated dolostones, which is evident in the well cuttings and in the caliper log by decrease in borehole diameter to close to bit size. The caliper log indicates generally softer rock is present between about 990 and 1,290 ft bls, followed downhole by return in harder, better indurated rock.



Anhydrite in the form of nodules of various size was originally common throughout the Avon Park Formation. Anhydrite appears in cuttings as clear crystals and opaque white masses and is present below about 1,340 ft bls. Between approximately 1510 to 1,850 ft bls, the anhydrite has been largely dissolved, leaving open cavities of various sizes and degrees of interconnection (**Figure 3-2**).



Figure 3-2 Borehole video of cavities formed by complete (top) and partial (bottom) dissolution of anhydrite nodules.

3.4.3 Oldsmar Formation

The Early Eocene-aged Oldsmar Formation consists primarily of dolomitic recrystallized microcrystalline limestone in the upper section and crystalline, low porosity, dolostones in the lower section. The Oldsmar Formation varies from a packstone to wackestone to grainstone. Anhydrite is locally present as small nodules. The boundary between the Avon Park Formation and Oldsmar Formation is lithologically indistinct. Reese and Richardson (2008) mapped across South Florida a marker unit, referred to as the "glauconite marker horizon," which approximately marks the top of the Oldsmar Formation. The "glauconite marker horizon" is marked by a pronounced increase in gamma ray activity (Reese and Richardson 2008). Based on



the gamma ray log, known thickness of the Avon Park Formation in Polk County and the Reese and Richardson's map of the top of glauconite marker horizon, the top of the Oldsmar Formation is placed at approximately 1,914 ft bls in TPW-LFA.

3.5 Paleocene Series - Cedar Keys Formation

The Oldsmar Formation is underlain by the late Paleocene-aged Cedar Keys Formation. The top of the Cedar Keys Formation is usually placed at the top of first thick bedded anhydrite unit below the Oldsmar Formation, which occurs at 2540 ft bls in well TPW3-LJA, as evident by first occurrence of abundant anhydrite in the cuttings.

The Cedar Keys Formation consists primarily of dolostone and evaporites (gypsum and anhydrite) with less abundant limestone. Based on data from oil and gas wells in the eastern Polk County region, the Cedar Keys Formation is estimated to be between 1,000 and 1,200 ft thick in the SE LFAWPF wellfield vicinity.



4 HYDROGEOLOGIC FRAMEWORK

Traditionally, the hydrogeology of peninsular Florida has been divided into three main units, the Surficial Aquifer System (SAS), intermediate confining unit or aquifer system, and the Floridan aquifer system (FAS, Miller 1986). The nomenclature and naming conventions used in this report are consistent with the SWFWMD current understanding of the regional hydrostratigraphy (LaRoche and Horstman 2023).

Three major hydrostratigraphic units occur in west-central Florida: the surficial aquifer (SA), confining units within the Hawthorn Group and intermediate aquifers referred to as the Hawthorn confining unit or aquifer system, and the FAS. The FAS is divided into two zones of higher permeability: the Upper Floridan aquifer (UFA) and the Lower Floridan aquifer (LFA), which are separated by one or more regional confining units (middle confining units I and/or II). The hydrostratigraphic units at the TPW₃ site are described below and the hydrostratigraphy of the site is summarized in **Figure 3-1** and **Table 4-1**.

Unit	Abbreviation	Depth (ft bls)		Thickness (ft)	Approximate elevation (ft NAVD)	
		Тор	Bottom		Тор	Bottom
Surficial aquifer	SA	0	102	102	105	3
Hawthorn confining unit	HCU	102	220	118	118 3	
Upper Floridan aquifer	UFA	220	450	230	-115	-345
Middle confining unit I	MCUI	450	875	425	-345	-770
Avon Park high-permeability zone	APHPZ	875	1120	245	-770	-1002
Lower Floridan aquifer below MCU I	LFAI	1120	1269	149	-1002	-1167
Middle confining unit II	MCU II	1269	1520	251	-1167	-1415
Lower Floridan aquifer below MCU II	LFA II	1520	1850	330	-1415	-1745
Middle confining unit VIII	MCU VIII	1850	2270	420	-1745	-2165
Lower Floridan aquifer below MCU VIII	LFA VIII	2270	2540	270	-2165	-2435
Sub-Floridan confining unit	SFCU	2540			-2435	

Table 4-1 Summary of hydrostratigraphy of the SE-TPW3-LFA



4.1 Surficial Aquifer

The surficial aquifer system in Florida is defined as the "permeable hydrogeologic unit contiguous with land surface that is comprised principally of unconsolidated clastic deposits" (Southeastern Geological Society Ad Hoc Committee, 1986). The surficial aquifer system comprises all materials from the water table to the top of the Hawthorn confining unit. The SAS in Polk County consists of a single aquifer referred to as the surficial aquifer or water table aquifer. In Polk County, the base of the surficial aquifer system is marked by a transition to the low hydraulic conductivity clayey strata of the Hawthorn Group.

The surficial aquifer (SA) at the TPW₃ site consists predominantly of unconsolidated quartz sands. The base of the SA is marked by a transition to the more clay-rich strata of the Hawthorn confining unit (HCU). The base of the SAS occurs at roughly 102 ft bls.

4.2 Hawthorn Confining Unit

The Hawthorn confining unit, also referred to as the intermediate confining unit, is defined as including "all rocks that lie between and collectively retard the exchange of water between the overlying surficial aquifer system and the underlying Floridan aquifer system" (Southeastern Geological Society Ad Hoc Committee, 1986). The Hawthorn confining unit at well TPW₃-LFA consists of the Hawthorn Group and is present from 102 to 220 ft bls. The base of the Hawthorn confining unit is marked by a downhole transition to the lighter-colored and more transmissive fossiliferous limestones of the Ocala Limestone.

4.3 Floridan Aquifer System

The FAS is one of the most productive aquifers in the United States and underlies all of Florida and parts of Georgia and South Carolina for a total area of about 100,000 square miles (Miller, 1986). The FAS consists of an extensive sequence of thickly bedded Tertiary-aged limestones and, less abundant dolostones that are connected to varying degrees. The FAS is quite heterogeneous as far as hydraulic conductivity. Flowmeter log data show that the aquifer consists of a number of zones with very high hydraulic conductivities, which are commonly solution-riddled or fractured, separated by confining or semi-confining intervals of rock with low hydraulic conductivities (Miller, 1986). Confining units within the FAS in South Florida vary greatly in thickness and vertical continuity. An important factor controlling transmissivity within the FAS in PRWC SE wellfield area is whether secondary porosity features, particularly vugs and small cavities, are open or filled with anhydrite. High transmissivity flow zones are characterized by the presence of a network of dissolutional cavities that are apparently interconnected with considerable areal extent.

The middle confining unit is traditionally defined as the interval of lesser transmissivity strata that hydraulically separates the UFA from the Lower Floridan aquifer (LFA). In southeastern Polk County, the middle confining unit contains two separate confining units referred to, respectively as "middle confining unit I" (MCU I) and "middle confining unit II" (MCU II). MCU I and MCU II are separated by a more transmissive interval referred to by the SWFWMD as "LFA below MCU I" (LFA I). LFA below MCU-I has also been referred to the Middle Floridan aquifer. MCU II is absent in the eastern part of the state where the top of the LFA in considered the base of MCU I. A very high transmissivity interval or secondary porosity, called the "Avon Park high-permeability zone" (APPZ), is present at the top of the LFA below MCU I in southeastern Polk County.

The division of the FAS into aquifers and confining units is less distinct at the TPW3 site than at other sites in Polk County, as was also the case at the Deep Exploratory Well (DEW), located about 5 ¹/₂ mile to the south (PBS&J, 2010).



4.3.1 Upper Floridan Aquifer

The Upper Floridan aquifer is interpreted to be present from 220 to 450 ft bls in well TPW3 LFA. The UFA includes most of the Ocala Limestone and extends downward to the base of the fossiliferous limestones in which large foraminifera (particularly *Lepidocyclina*) constitute most of the recovered cuttings. No hydraulic testing or open-hole borehole geophysical logging were performed on the aquifer.

4.3.2 Middle Confining Unit I

MCU I consists of lower hydraulic conductivity strata that provides hydraulic separation between the UFA and APHPZ. MCI extends from 450 to 875 ft bls, which corresponds to a thickness of 425 ft. MCU I is more appropriately described as a semi-confining unit as the strata does not have a particularly low transmissivity. Rather the transmissivity of MCU I is markedly less than that of the overlying UFA and underlying APHPZ.

4.3.3 Avon Park High-Permeability Zone

The Avon Park high-permeability Zone, as the names implies, is a high transmissivity interval that is located with the middle part of the Avon Park Formation. The APHPZ consists mostly of relatively low permeability dolostones in which its high transmissivity is due to secondary porosity flow zones. The Optical Borehole Imaging (OBI) log run at the SE-TPW site shows that the enhanced permeability of the zone is due to dissolutional features (apparently of evaporite minerals) rather than fracturing. The APHPZ is interpreted to occur between 875 and 1,120 ft bls in TPW3-LFA. The proposed APHPZ depth interval includes several secondary porosity zones indicated by borehole enlargement on the caliper log and increase transit times and porosity on the sonic log. The APHPZ contains freshwater. The unit was not hydraulically tested at TPW3.

4.3.4 Lower Floridan Aquifer Below MCU I

The Lower Floridan aquifer below MCU I (LFA I) consists of the strata between MCU I and the lower porosity and permeability anhydrite-bearing strata of MCU II. MCU I at the TPW3 site consists of the high transmissivity APHPZ and an underlying unit that lacks the secondary porosity flow zones of the APHPZ. LFA I below the APHPZ is composed mostly of dolostones with low apparent porosities and appears to be more of a (semi) confining zone than aquifer (i.e., an interval that produces significant quantities of water). The base of LFA-I is placed at 1,269 ft bls.

4.3.5 Middle Confining Unit II

Middle confining unit II is less permeable and thus a more effective confining unit that MCU I. There is not a distinct down-hole break in rock properties between LFA I and MCU II in TPW₃-LFA.

A characteristic feature of MCU II is the presence of calcium sulfate minerals (anhydrite and/or gypsum; referred to herein as just anhydrite). Anhydrite formerly present in the overlying strata was dissolved to form secondary porosity (vugs). Within the lower MCU II much of the anhydrite/gypsum is still intact resulting in lower porosities. The top of the MCU II is placed at 1,269 ft bls, at which depth there is a down-hole decrease in overall porosity on the TPW3-LFA sonic log. Trace anhydrite was first present in the cuttings from 1340 to 1350 ft bls in TPW3. The base of MCU II occurs at approximately 1520, below which depth secondary porosity intervals are evident on the sonic, caliper, and OBI log. Anhydrite was last observed in the 1,510 to 1,520 ft bls sample from SE-TPW3-LFA and was last observed at about 1,550 ft bls in the SE-TPW3 OBI log and borehole video.



4.3.6 Lower Floridan Aquifer Below MCU II (LFA II)

Lower Floridan aquifer below MCU II is the planned production zone for the SE Wellfield. Water production from LFA II is primarily through secondary porosity (fractured or cavity intervals). LFA II is bounded above and below by strata in which secondary porosity horizons are much less well developed.

The flowmeter interpretation log from the SE-TPW₃ LFA well log shows production from LFA II but the log response is dominated by the major flow zone from 2,310 to 2,325 ft bls (**Figure 4-1**).

The base of LFA II is placed at 1,850 ft bls, below the deepest secondary porosity zones evident on the sonic and caliper logs and at the base of the main flow zone indicated by the TPW3 open hole flowmeter log. Anhydrite is also present in the 1,830-1,840 ft bls and deeper cuttings samples.



Figure 4-1 Flowmeter interpretation log (3 ft trailing moving average)



4.3.7 Middle Confining Unit VIII

The Lower Floridan aquifer below MCU II is divided into two aquifers that are separated by a confining unit, which is now referred to as middle confining unit VIII (MCU VIII), as defined by Miller (1986, p. B69). MCU VIII, was previously referred to as the "Glauconite Marker Unit" (GMU) is some reports (e.g., Williams and Kuniansky, 2016), but the use of GMU name is unsatisfactory because the unit as a whole is generally not noticeably glauconitic (glauconite is a greenish, iron-rich phyllosilicate mineral) and the glauconitic marker horizon occurs at different hydrostratigraphic positions in the FAS. Elevated gamma ray activity that appears to correlate with the MCU VIII is present between 1,914 and 1,980 ft bls at the SE-TPW3 site.

MCU VIII hydraulically separates LFA II and LFA VIII. The base of MCU VIII is placed at the top of the uppermost secondary porosity zone of LFA VIII. MCU VIII consists predominantly of dolomitic strata with an overall lower transmissivity than that of the overlying and underlying aquifer units and a much lesser development of secondary porosity intervals that could act as flow zones. MCU VIII occurs between approximately 1,850 ft bls and 2,270 ft bls in TPW3-LFA.

4.3.8 Lower Floridan Aquifer below MCU VIII

The Lower Floridan aquifer below MCU VIII (LFA VIII) is the basal aquifer of the Floridan aquifer system. The outstanding feature of LFA VIII at the TPW3 site is a major flow zone from 2,310 to 2,325 ft bls, which contains open fractures and large cavities on the OBI log. The flowmeter log from 1,400 ft bls to 2,560 ft bls shows that 95% of the flow entered the well in this major flow zone. Static and dynamic fluid conductivity rapidly increase downhole from about 3,200 to about 60,000 μ S/cm in the flow zone. The LFA VIII strata below the major flow is much less transmissive.

4.3.9 Sub-Floridan Confining Unit

The Sub-Floridan confining unit consists of low permeability carbonate and anhydrite beds belonging to the Cedar Keys Formation.

4.4 Hydrostratigraphic Correlation between SE-DEW, SE-TPW3-LFA and SE-TPW

A correlation diagram (south to north) using the merged caliper and sonic logs for the SE-DEW, SE-TPW3-LFA, and SE-TPW is provided as **Figure 4-2**. The main hydrostratigraphic units are continuous across the proposed SELFA WPF wellfield. However, there is considerable variation in the number and depth of secondary porosity flow zones, which are evident by their long sonic transit times.





diagram.



5 HYDROGEOLOGIC TESTING

The hydrogeologic testing program was designed to obtain information on the hydraulic properties of the proposed production and injection zones and intervening and overlying confining strata. The TPW₃ hydrogeologic testing program included the following elements:

- Description of well cuttings
- Geophysical logging
- Packer testing
- An aquifer performance test

5.1 Geophysical Logging Program

Borehole geophysical surveys are performed by lowering sensing devices (sondes) attached to a wireline into a borehole and recording various physical properties of the penetrated strata. The geophysical logging program implemented during the construction of SE-TPW3-LFA was designed to collect information on the geology and hydrogeology of penetrated strata, particularly the location and properties of high transmissivity intervals that are suitable for raw water production zones, and confining strata that would impede vertical flow of water into the proposed production zone.

The geophysical logs were run by MV Geophysical Surveys, Inc. and Lee Logging LLC. The type of logs run and the information they provided are summarized in **Table 5-1**. The SE-TPW₃ logging program is summarized in **Table 5-2**. Copies of geophysical logs are provided in **Appendix E**.

Geophysical Log	Information provided			
Caliper	Borehole diameter (X and Y directions). Used to identify differences in rock			
	hardness and the presence of fractured or cavernous intervals, and to estimate			
	annulus (required cement) volumes for grouting of casings.			
Spontaneous potential	Variations in salinity. The SP log is typically run as it is on the same tool as the			
	DIL, but it usually does not provide much useful information in carbonate rocks.			
Gamma ray	Natural radioactivity of rock. Used for lithological identification and correlation.			
Sonic	Travel time of sound wave in the formation. Used to determine porosity and			
	identify fractured zones.			
Dual induction	Resistivity of the formation. Used to identify rock types, determine formation			
laterolog (DIL)	water salinity, and identify permeable zones.			
Temperature	Water temperature within casing and borehole. Used to evaluate continuity of			
(static and dynamic)	cement and zones of water flow into the well.			
Fluid conductivity	Salinity of water inside well. Used to evaluate changes in formation water			
(static and dynamic)	salinity and the location of flow zones.			
Flowmeter	Relative transmissivity of strata; identification of flow zones.			
(static and dynamic)				
Video survey	Optical images of the inner surface of the production casing and the production			
	zone strata.			

Table 5-1 Geophysical logs run and the types of information provided



Table 5-2 TPW3 site geophysical logging summary

Borehole	Geophysical Logs				
TPW3-LFA					
o to 350 ft, bls reamed	Caliper and gamma ray				
250 to 1,400 ft bls, pilot	Caliper, gamma ray, dual induction laterolog, sonic.				
o to 1,400 ft bls, ,reamed	Caliper and gamma ray				
1,400 to 2,560 ft bls, open hole	Caliper, gamma ray, dual induction laterolog, sonic, and static and dynamic flowmeter, fluid conductivity, and temperature. Optical borehole imager (USGS)				
TPW3					
o to 350 ft bls, reamed	Caliper and gamma ray				
o to 1,400 ft bls, pilot	Caliper, gamma ray, dual induction laterolog, sonic.				
1,400 to 1,900 ft bls,	Caliper, gamma ray, resistivity (dual Induction), , borehole compensated				
reamed.	sonic. Borehole video (entire well)				

A summary of the SE-TPW3-LFA geophysical log interpretation is provided in **Table 5-3**.

Table 5-3 SE-TPW3 geophysical log interpretation

Depths (ft bls)		
Тор	Bottom	Description
0	140	Low gamma ray activity (< 30 GAPI).
140	220	Distinctly higher gamma ray activity (> 40 GAPI) indicative of the clayey and phosphatic strata of the Hawthorn Group.
130	350	Low gamma ray (< 20 GAPI) indicative of the cleaner (purer) limestones of the Ocala Limestone.
350		Casing seat.
350	716	High sonic porosities (35 to 55%) and considerable borehole enlargement (mostly < 25" for 12.5" bit) are indicative of soft, porous rock.
716	728	Hard bed (dolostone) with borehole diameter close to bit size and sonic porosity decreasing to about 10%.
728	849	Soft, porous rock with sonic porosities mostly between 40 and 55% and considerable borehole enlargement.
849	875	Abrupt downhole change in hard, less porous dolostones. Borehole is close to bit size and sonic porosities are less than 10% from 850 to 860 ft bls.



875	1,120	Avon Park high-permeability Zone. Borehole is mostly close to gauge, with some increase below 900 ft bls. Sonic porosity is variable, between 5 and 30%. Secondary porosity intervals, as manifested by long sonic transit times and borehole expansion, are present, with peaks at 878, 910, 994, 1009, 1104, and 1117 ft bls.
1,120	1,174	Hard, low porosity dolostone. Borehole close to gauge and majority of interval has a sonic porosity below 25%. Second porosity intervals are not evident.
1,174	1,269	Variable sonic porosities. Tighter beds with porosities between 10 and 20%, and more porous beds with porosities between 25 and 50%. Modest borehole enlargement decreasing with depth.
1,269	1,510	MCU II. A modest overall decrease in porosity below 1269 and borehole close to gauge. Sonic porosities are between 10 and 30% from 1137 to 1,400 ft bls. The dual induction log and log-derived specific conductance indicates an increase in groundwater salinity below 1,280 ft bls. Secondary porosity features are not evident. Intact anhydrite nodules are commonly visible in the video survey.
1,510	1,850	LFA II. Low to moderate porosity rock (predominantly dolostones) with sonic porosities mostly between 15% and 30%. Static fluid conductivity is between 3,613 and 3,230 µS/cm. LFA interval is characterized by the presence of secondary porosity features indicated by borehole enlargement, increased sonic transmit times, and washouts on VDL log. Vugs and cavities that formed by anhydrite nodules dissolution are present throughout, with larger cavities common between 1,652 and 1,6622 ft bls. Intact anhydrite is rare. The flowmeter interpretation log of the entire LFA does not show significant flow, but the log is dominated by a deeper flow zone. The flowmeter log for the TPW3 open hole indicates that the main flow zone pf the production is located between 1,850 ft bls.
1,850	2,270	MCU VIII. Low-porosity dolostones with sonic porosities between 15 and 30 percent. Similar to overlying strata except that well-developed secondary intervals are absent. Static fluid conductivity between 3,163 and 3,194 μ S/cm. Anhydrite-filled nodules and cavities formed by their complete or partial dissolution are commonly evident in the video survey.
2,270	2,310	LFA VIII. Secondary porosity is evident on sonic log but the flowmeter and fluid conductivity logs do not show evidence for significant flow.
2,310	2,325	Major flow zone, which dominates the flowmeter interpretation log. Static and dynamic fluid conductivity rapidly increase downhole from about 3,200 to about 60,000 μ S/cm. Secondary porosity zone. Fluid temperature increases downhole from 80.9 to 86.7 °F. The flow zone is producing water with a conductivity of about 3,200 μ S/cm. The 10,000 mg/L isopleth occurs at the base of the flow zone.
2,325	2,540	Secondary porosity intervals are present down to 2,350 ft bls, but negligible flow is evident on the flowmeter interpretation log. Strata below 2,2350 ft bls have porosities between 20 and 30% with minimal development of large secondary porosity features (except small feature at about 2,477 ft bls). High salinity groundwater is indicated by static and dynamic fluid conductivities between about 45,500 and 62,500 µS/cm.
2,540	2,560	Cedar Keys Formation – Sub-Floridan confining unit. Abundant anhydrite in cuttings.



5.2 Packer Testing

Five packer tests were performed on TPW₃-LFA using an inflatable packer system. Tests PT-2 through PT-5 were straddle pack tests with a packer spacing of 50 feet. Test TP-1 was performed using a single packer set below the 12-inch diameter casing seated at 1,400 ft. The tests were performed in reverse-order with the deepest of the planned tests PT-5 performed first.

Test depths were selected based on water quality and aquifer hydraulic information goals and borehole conditions. The objective of the latter was to seat each packer in a borehole interval that was round, had a diameter close to gauge (12-inches), and was not apparently fractured.

The tested intervals were pumped with a submersible pump and water-level versus time data were automatically collected using pressure transducers and manually measured using a water level probe as a back-up. After an initial purging and testing to determine the optimal pumping rate, the well was allowed to recover. The packer tests had a single pumping phase with a target duration of two hours and a minimum pumping amount of one packer system water volume. The pumping phase was followed by a recovery period of at least two hours or until water levels recovered back to static level. Longer pumping phases were constrained by brackish and saline water disposal considerations.

The time-drawdown data were analyzed using standard methods. The preferred method, which is deemed most accurate, is a Theis-based, curve-match technique such as the Hantush-Walton method for leaky aquifers (Hantush and Jacob 1955; Walton 1962). The Cooper and Jacob (1946) method (aka the straight-line method) is a simplified approximation of the Theis method.

Transmissivity (T) was also estimated from specific capacity (pumping rate divided by drawdown; Ω /s) using the equation:

T = 2000(Q/s)

where the units for transmissivity, pumping rate, and drawdown, are gallons per day/ft, gallons/min, and feet, respectively (Driscoll 1986, p. 1021). The Driscoll method provides rough estimates of transmissivity and is considered the least accurate technique.

Interpretation of packer test data from high transmissivity zones is complicated by pipe frictional head losses being a significant component of measured drawdowns and oscillatory time-drawdown curves, which are referred to as underdamped responses. Oscillatory recovery data from packer tests recovery phase were interpreted as a slug test using the Butler and Garnett (2000) method for analysis of slug tests in formations of high-hydraulic conductivity. The Butler and Garnett (2000) method is a spreadsheet curve-matching technique that considers underdamped responses.

The packer test hydraulic data are summarized in **Table 5-3** and discussed below.



Test/Parameter	PT-1	PT-2	PT-3	PT-4	PT-5	
Depths (ft bls)	1400-1,628	1792 - 1842	2142-2192	2,319-2,369	2,488-2,538	
Unit	LFA II	LFA II		LFA VIII	LFA VIII	
Туре	Single	Straddle	Straddle	Straddle	Straddle	
Date	7/31/23	7/13/23	7/10/23	6/30/23	6/26/2023	
Average pumping	100	101.5	61.1	94.5	14.1	
rate (gpm)						
Pumping duration	148	158 min	153 min	100 min	473 min	
Drawdown (ft)	1.53	4.2	156.2	2.0	125.1	
Specific capacity	65.3	24.2	0.39	47.2	0.113	
(gpm/ft)						
Estimated	77,800 (B&G)	28,600 (B&G)	131 (H-W)	38,150 (B&G)	7.8 (H-W)	
transmissivity	>17,470 (D)	>6,470 (D)	170 (C&J)	>12,620 (D)	5.4 (C&J)	
(ft²/d)			104.3 (D)		30.2 (D)	
Laboratory specific	2,910	2,830	3,090	43,200	24,200	
conductance						
(µS/cm)						
B&G: Butler and Garnett (2000) method						
C&J: Cooper and Jacob (1946) Method						
D: Driscoll (1986) method						
H-W: Hantush-Walton method						
Most reliable value is in bold text.						

Table 5-4 Summary of packer test results

Packer Test No. 1

Packer Test No. 1 was a single packer test with the packer set at 1,626 ft bls. The tested interval was thus from 1,400 to 1,626 ft bls. There was not enough room in the annulus to install a pump. Instead, a perforated segment of drill pipe was added to the packer column pipe above the packer. The pipe was capped below the packer.

The pumping rate was a constant 100 gpm from the start of the test until the end. The total pumping time was 148 minutes at a 100 gpm rate. The drawdown was approximately 1.5 feet within the drill pipe. The time-drawdown data showed a strong oscillatory (underdamped) response at the start of pumping and then quickly reached final drawdown. Most of the drawdown was frictional losses in the pipe.

The annulus data also showed oscillatory responses at the beginning and end of pumping, but not a comparable drawdown as observed in the packer column, consistent with the latter being predominantly frictional losses.

The estimated minimum transmissivity obtained from the Driscoll (1986) method is 17,470 ft²/d. The Butler and Garnett (2000) method curve match (**Figure 5-1**) is of moderate quality and gives a hydraulic conductivity of 345 ft/d, which corresponds to a transmissivity 78,000 ft²/d.





Packer test No. 2

Packer Test No. 2 was a straddle packer test performed from 1,792 to 1,842 ft bls, at the base of LFA II. The interval includes secondary porosity intervals, as indicated by long sonic transit times. The drawdown was about 4.2 ft, which can be attributed mostly to frictional pipe losses.

The time-drawdown plots for the both the pumping and drawdown phases has a strong oscillatory, underdamped response (**Figure 5-2**) that precludes the use of the Hantush-Walton and Cooper and Jacob methods.

A transmissivity of 6,470 ft²/d was calculated from the specific capacity of 24.2 gpm/ft using the Driscoll (1986) method, which should be considered a minimal value due to the pipe friction contribution to the drawdown.

The early recovery data was analyzed using the Butler and Garnett (2000) method (**Figure 5-3**), from which a hydraulic conductivity of 572 ft/d was obtained, which corresponds to a transmissivity for the 50 ft packer interval is 28,600 ft²/d.





Figure 5-2 PT-2 Early time-drawdown plots





Packer Test No. 3

Packer test No. 3 was a straddle packer test performed from 2,142 to 2,192 ft bls, within MCU VIII.

The Hantush-Williams and Cooper and Jacob methods gave transmissivities of 131 and 170 ft²/d, respectively (**Figure 5-4**). A transmissivity of 104.3 ft²/d was calculated from the specific capacity of 0.39 gpm/ft using the Driscoll (1986) method. The 131 ft²/d transmissivity corresponds to an average horizontal hydraulic conductivity of 2.6 ft/d.

The water was mildly brackish with a SC of about 3,000 μ S/cm , which is consistent with the fluid conductivity log value of about 3,200 μ S/cm.

Packer Test No. 4

Packer Test No. 4 was performed from 2,319 to 2,369 ft bls which includes the base of the major flow zone located from approximately 2,310 to 2,325 ft bls. Minimal drawdown (\leq 2 ft) was measured, which fluctuated and was likely accentuated by frictional losses with the 3.5-inch ID packer pipe. Hence, calculation of a transmissivity value using the Hantush-Walton and Cooper and Jacob methods was not possible. A transmissivity of 12,620 ft²/d was calculated from the specific capacity of 47.2 gpm/ft using the Driscoll (1986) method, which should be considered a minimal value due to the pipe friction contribution to the drawdown.

The recovery data has an extreme oscillatory (underdamped) response (**Figure 5-5**), from which a hydraulic conductivity of 763 ft/d was obtaining using the Butler and Garnett (2000) method. The corresponding transmissivity for the 50 ft packer interval is 38,150 ft²/d. The calculated transmissivity may be too high but, nevertheless, the test interval is highly transmissive.



The water sample was saline. Based on the geophysical log and reverse-air water quality data, PT-4 appears to have been run a very short distance below the base of the USDW (10,000 mg/L TDS isopleth). The TDS of the sample of 34,440 mg/L is very close to that of average seawater.







Packer Test No. 5

Packer Test No. 5 was performed from 2,488 to 2,538 ft bls, within LFA below MCU VIII (LFA VIII). The transducer data was not recoverable, but sufficient time-drawdown data was manually collected during the test. Over 125 feet of drawdown was recorded. The average pumping rate was 14.1 gpm. The instantaneous pumping rate gradually shifted downward during the test from an initial value of 27 gpm, presumably due to the increasing drawdown.

A good Hantush-Walton curve match was obtained for the first hour of the test (**Figure 5-6**), which gives a very low transmissivity of 7.8 ft²/d using an average pumping rate for this time period.

The water sample from PT-5 was saline with a laboratory specific conductance of 24,200 µS/cm and a TDS of 17,600 mg/L. These values are about 50% lower than anticipated based on the fluid conductivity geophysical log. It is possible that there was a freshening of the water due to bypass flow around the packer, which may occur when there is a large drawdown, such as occurred during PT-5.






5.3 Step-Drawdown Test

A step-drawdown test was performed on TPW₃ (located 340 feet south of TPW₃-LFA) on January 22, 2024. The test consisted of four, two-hour minimum long tests at progressively increasing pumping rates. The total pumping duration was 565 minutes. The drawdown data are plotted in Figure 5-7 and summarized in Table 5-3. The maximum end of test drawdown in TPW₃ was 51.26 ft. The maximum drawdown in the production zone monitor well (TPW₃-LFA) was approximately 7 feet. Test related drawdown was not detected in the UFA monitor well (SE-TPW₃-UFA).



Figure 5-7 Plot of step-drawdown test results

Table 5-5 Step-drawdown test results

Step Number	Pumping rate (gpm)	TPW3 Drawdown (end of step, feet)	Specific capacity (gpm/ft)
1	1,100	27.97	39.3
2	1,275	35.35	36.1
3	1,450	42.55	34.1
4	1,625	51.26	31.7



5.4 Aquifer Performance Test

5.4.1 Introduction

A constant-rate aquifer performance test (APT) was initiated on January 30, 2024, starting at 10:00 A.M. at a rate of approximately 1,500 gpm. The pumping phase was preceded by seven days of background water level monitoring following the step-drawdown test. The produced water was disposed of in a spray field located on the west side of Walk-in-Water Road (**Figure 5-8**).

Water levels were recorded in the pumped well (SE-TPW₃), the production zone (upper LFA monitor well SE-TPW₃-LFA), the Upper Floridan aquifer monitor (SE-TPW₃-UFA), and the surficial aquifer monitor well (SE-TPW₃-SA) using downhole data logger systems. Transducers were also placed in the SE-DEW LFA zones and the TPW-LFA wells. Pumping rates were recorded hourly using a flowmeter.

Several challenges were faced during the running of the APT. Water disposal had to be monitored to prevent potential impacts to the orange grove located to the south of the spray field. The pumping duration was originally planned for 14 days, however due to water ponding near the grove, the decision was made to terminate the APT on February 6, 2024, at about 4:30 PM after approximately 7 days of pumpage. After recovery was completed, the well was pumped for another two hours and water samples collected for analysis for primary and secondary drinking water standards. Water quality was consistent throughout the test (Section 5.4.4).

The APT was interrupted from approximately 7:20 A.M. to 11:20 A.M. on February 1, 2024 due to a discharge pipe leak. Generator malfunctions impacting the pumping rate starting at approximately 8:30 P.M. on February 3, 2024, and a replacement generator was installed at about 5:55 PM on February 5, 2024.

Water disposal constraints precluded repeating of the APT. There was only approximately 4.3 days of fairly consistent discharge usable for quantifying hydraulic parameters. Nevertheless, the collected data were sufficient for achieving the key goals of the APT: (1) determination of aquifer hydraulic parameters, (2) evaluation of well yield (specific capacity), and (3) obtaining representative production zone water chemistry data.





Figure 5-8 Photograph of APT spray field.

5.4.2 Test Data

The water depth data from the SE-TPW₃ site monitoring wells for the step-drawdown test through APT recovery are plotted in **Figure 5-9**. The data illustrate the difference in water elevations between the wells and the absence of any significant long-term water level trends over the duration of the monitoring period, except for a minor downward trend in the UFA.

Background water depth data from the SE-DEW LFA II wells are plotted in **Figure 5-10**. The difference in water depths between the two wells presumably reflects a difference in land surface elevation. The data show a minor rise in water levels toward the end of the test. There is no evident impact from the APT pumping.

Drawdown data from the SE-TPW3 site are plotted in **Figure 5-11**. From the early test data, there was approximately 47.5 feet of drawdown at a pumping rate of 1,500 gpm, for a specific capacity of 31.6 gpm/ft. During the period when the pumping rate increased to 1,600 gpm, the drawdown increased to 52.0 feet (specific capacity = 30.8 gpm/ft). The drawdown in the Lower Floridan aquifer monitor well (SE-TPW3-LFA), located 340 feet from the production well, was approximately 7.7 ft at a pumping rate of 1,500 gpm.

Water levels in the UFA monitor well (SE-TPW3-UFA) varied with time, with drawdown peaking at 1.24 ft on February 1, 2024, at 4:40 PM. However, the UFA drawdown pattern does not coincide with that of TPW3 or TPW3-LFA and there was an overall minor increase in water levels over the duration of the pumping phase of the APT. Review of water level data from UFA wells in eastern Polk County included in the SWFWMD Environmental Data Portal revealed no consistent regional water level trends during the APT. Hence, there is no suggestion that the LFA impacted water levels in the UFA.

Water levels in the SA had an overall minor upward drift over the duration of the pumping period with no response to the LFA pumping (Figure 5-11).











5.4.3 APT Data Interpretation

The time-drawdown data from the production zone (SE-TPW₃-LFA) were evaluated using the Hantush-Walton (Hantush and Jacob 1955; Walton 1962) modification of the Theis (1953) method for leaky aquifers and the Cooper and Jacob (1946) straight-line method. The APT analysis results are summarized in **Table 5-6**.

The Hantush-Walton and Cooper and Jacob interpretative plots for the LFA monitor (observation) well from the pumping phase are provided as **Figure 5-12**. Although the time-drawdown data are irregular, there is sufficient data from the first day of the test that plot on the Theis curve to allow for the calculation of aquifer hydraulic parameters. Transmissivity values of 20,900 and 19,100 ft²/d were obtained.

The recovery data from the first shut-down (February 1, 2024) was interpreted using the Cooper and Jacob recovery method (**Figure 5-13**). The early data (highest t/t') values is subject to a small time error as the 5-minute readings do not accurate capture the moment the pump was turned off. Nevertheless, the calculated transmissivity of 21,150 ft²/d agrees with the pumping phase data.

The end of test data from SE-TPW3-LFA gives two plausible straight-line plots, which give transmissivities of 20,800 and 26,450 ft²/d (**Figure 5-14**).

The early (first day) time-drawdown from the production well are suitable for interpretation using the Cooper and Jacob method (**Figure 5-15**). The transmissivity value obtained from the pumped well (21,150 ft²/d) is close to that obtained from the observation well.

Five of the six transmissivity values cluster around an average of 20,300 ft²/d.

Method	Transmissivity (ft²/d)	Storativity	Leakance (d ⁻¹)
Observation well (SE-TPW3-LFA			
Hantush-Walton (curve match)	20,900	5.6 x 10 ⁻⁴	7.2 X 10 ⁻⁵
Cooper & Jacob (straight-line)	19,100	7.2 X 10 ⁻⁴	-
Cooper & Jacob recovery (intermediate)	21,150	-	-
Cooper & Jacob recovery (intermediate)	20,800,		
	26,450		
Pumped well (SE-TP ₃)			
Cooper & Jacob (straight-line)	19,600	-	-

Table 5-6 Summary of APT LFA II hydraulic parameters









Figure 5-12 APT interpretative plots - SE-TPW3-LFA observation well pumping phase.





Figure 5-9 Interpretative plot of SE-TPW3-LFA end of test recovery data





5.4.4 APT discharge water quality

Samples of the discharge from the APT were periodically collected and analyzed daily for specific conductance, TDS, chloride, sulfate, chloride, and calcium. The laboratory data are summarized in **Table 5-7** and copies of the laboratory reports are included in **Appendix F**.

The discharge water chemistry data considered as a whole does not show a change in water quality over time. The specific conductance and total dissolved solids (TDS) data show a slight increase over the duration of the test, but an increase in salinity is not confirmed by the sulfate and calcium concentration data, the main anions and cations.

Date and Time	Specific conductance (µS/cm)	Total Dissolved Solids (mg/L)	Chloride (mg/L)	Sulfate (mg/L)	Calcium (mg/L)	Sodium (mg/L)
1/31/24 10:00	2,780	2,980	11.0	1,990	537	14.8
2/1/24 14:00	2,780	3,080	11.1	1,960	547	15.0
2/2/24 10:00	2,790	748*	11.1	1,980	525	14.8
2/3/24 10:00	2,790	3,120	11.6	1,990	533	15.2
2/4/24 10:00	2,790	3,200	11.6	2,010	532	15.0
2/5/24 10:00	2,800	3,250	12.1	1,990	551	15.3
2/6/24 10:00	2,800	3,210	11.7	1,970	531	15.3

Table 5-7 APT discharge laboratory data

* Spurious laboratory value



5.5 Hydraulic Heads

Static depths to water in the TPW3-LFA borehole below the 1,400 ft bls casing were measured each morning during well drilling. The depth to water data are plotted in Figure 5-16. The data show an increase in the depth to water (decrease in water elevation) below 2,306 ft bls, which corresponds to a major flow zone and an abrupt down-hole increase in salinity. The greater depth to water below 2,306 ft bls is due to the greater salinity, and thus density, of the water in the borehole and casing.





Depth to water and water elevation data from the completed TPW₃ site wells are provided in Table 5-7.

Well	SE-TPW ₃	SE-TPW3-LFA	SE-TPW3-UFA	SE-TPW ₃ -SA
Top of flange/casing elevation (ft NAVD)	104.87	109.39	105.96	106.74
Concrete pad elevation (ft NAVD)	104.01	106.59	103.35	104.09
Depth to water (ft below TOC on (2/26/2023)	49.23	55.23	22.30	14.18
Groundwater elevation (ft NAVD)	55.64	54.16	83.66	92.56

Table 5-7 Depth to water and water elevations in TPW3 site wells



6 WATER QUALITY

Data on groundwater quality were obtained from analyses of water samples from the reverse-air discharge, packer tests, step-drawdown tests, and aquifer performance test, and from the borehole geophysical logging.

6.1 Borehole Geophysical Logging

Geophysical logs can provide information on groundwater salinity in two main manners. The fluid conductivity log directly measures the conductivity of the water within the borehole. Where there is minimal flow within a well, the chemistry of water within a borehole tends to equilibrate with the water in the adjoining formation. A static fluid conductivity log can thus provide information on changes in salinity with depth. The dynamic fluid conductivity (performed while the well is being pumped) also provides information on changes in salinity with depth.

A segment of the fluid conductivity and temperature log of TPW₃-LFA is provided as **Figure 6-1**. Downhole across the flow zone between 2,310 and 2,325 ft bls, fluid conductivity increases from about 3,200 μ S/cm to over 60,000 μ S/cm. Fluid temperature increases from 80.9 °F to 86.9 °F. The water produced from the flow zone is this much less saline and cooler than the underlying groundwater, which has a salinity close to seawater values.

The fluid conductivity log of the open hole of TPW3 gives a value of 2,912 µS/cm at 1,790 ft bls, just above the main LFA II flow zone. The log shows decreasing salinity with depth from 1,800 to 1,900 ft bls, which may reflect the presence of stagnant, fresher water.

Formation water fluid conductivity can be estimated from porosity obtained from the sonic log and formation resistivity obtained from the deep induction log in accordance with the Archie (1942) equation. Raw log-derived specific conductance (SC, conductivity at 25°C) versus depth plots have considerable noise. Peaks in specific conductance tend to be correlated with low porosity dolomite beds, which could either be an artifact of the method or perhaps reflect more saline water retained in the tight units. The profiles can be smoothed by plotting moving averages (e.g., 3 or 4 ft) to more clearly show overall trends with depth.





Figure 6-1 Fluid conductivity and temperature log of TW3-LFA around main flow zone

The log-derived specific conductance versus depth profile for the TPW3-LFA pilot hole from 350 to 1,400 ft bls, indicates that the groundwater is fresh (SC < 500 μ mhos/cm) down to about 1,280 ft bls (**Figure 6-2**). Below 1,280 ft bls, the water is mildly brackish.





Figure 6-2 Log-derived SC versus depth profile to 1,400 ft bls (4 ft trailing moving average)

The log-derived specific conductance versus depth profile for the TPW₃-LFA pilot hole from 1,400 to total depth (2, 560 ft bls) is provided as **Figure 6-3**. The plot has considerable scatter but shows a pronounced down-hole increase in salinity at about 2,320 ft bls to, or close to, sea water values. This increase in salinity is also evident in the fluid conductivity log and reverse-air discharge water quality data. The presence of a major flow zone at 2,310 to 2,325 ft bls is evident on the flowmeter log.







6.2 Reverse-Air Discharge

Samples of the reverse air discharge were collected every 90 feet (3rd drill rod addition) and analyzed for a suite of major and minor cations and anions. The laboratory reverse air discharge data are compiled in **Table 6-1** and the laboratory reports are provided in **Appendix G**.

The reverse-air discharge water quality data for a given depth is not necessarily representative of the formation water quality at that depth because of mixing with water produced higher in the borehole and the addition of fresh (UFA) groundwater to the water being circulated in the borehole. However, changes in the



composition of the reverse-air discharge can provide qualitative information on formation water quality and water production.

A plot of specific conductance, TDS, chloride, sulfate, calcium, and sodium concentrations versus depth is provided as **Figure 6-4**. The concentrations of all parameters show little change down through 2,272 ft bls. There is a very large increase in the concentration of salinity correlated parameters between the 2,272 and 2,371 ft bls samples, reflecting the larger increase in salinity below the 2,310 to 2,325 ft bls major flow zone.

Parameter	Unit/	1547	1640	1730	1820	1925	2020	2110	2177	2272	2371	MDL	POL
	Sample												
	(ft bls)												
Turbidity	NTU	70	240	700	55	50	70	750	55	140	80	0.050	0.15
Total alkalinity	mg/L	77.2	76.5	80.6	84.6	83.4	84.4	79.8	79.3	78.2	70.5	3.74	10.0
Ammonia as N	mg/L	0.102	0.107	0.110	0.101	0.099	0.057	0.030	0.050	0.099	0.058	0.0062	0.0200
Ammonium as NH4	mg/L	0.093	0.102	0.288	0.094	0.006	0.054	0.029	0.047	0.092	0.055	0.0062	0.0200
Bicarbonate	mg/L	76.1	76	79.8	78.6	79.6	84	79.4	78.6	77.5	70.2	3.74	10.0
Bromide	mg/L	0.069	ND	ND	ND	ND	ND	0.218	ND	ND	65.3	.124	0.250
Carbonate	mg/L	ND	3.74	10.0									
Chloride	mg/L	10.5	10.3	10.4	10.3	10.3	10.2	10.1	9.99	52.6	18,000	0.252	1.00
Specific conductance	µmos/cm	2,840	2,760	2,850	2,780	2,800	2,850	2,860	2,840	2,910	42,100	1.00	1.00
Dissolved	mg/L	-	-	-	-	-	1.23	0.965	0.865	0.936	ND	0.135	0.500
Fluoride	mg/L	2.59	2.5	2.52	2.46	2.45	2.56	2.52	2.55	2.39	1.61	0.0104	0.0500
Hydrogen sulfide	mg/L	ND	0.142	0.126	0.098	0.136	0.072	0.216	0.129	0.050	0.005	0.0021	0.0100
Ferric iron	mg/L	0.92	1.34	2.19	1.46	1.17	1.71	3.15	3.01	1.56	1.54	-	-
Ferrous iron	mg/L	ND	ND	0.5	0.4	ND	ND	ND	ND	ND	ND	0.200	0.600
Nitrate/nitrite as N	mg/L	0.216	ND	0.0144	0.150								
Orthophosphate as P	mg/L	ND	0.0486	0.100									
Phosphorous- total	mg/L	0.356	0.17	0.106	0.175	0.12	0.138	0.211	0.211	0.155	0.144	0.0666	0.200
Silica, total	mg/L	14.5	14	14.3	14.4	14.3	14.9	13.7	14	14.2	7.75	0.0396	0.119
Sulfate	mg/L	2,240	2,190	2,260	2,130	2,870	2,080	2,100	2,080	2,070	3,050	4.76	25.0
Total dissolved solids	mg/L	3,560	3,480	3,390	3,290	3,240	3,400	3,500	3,470	3,550	33,700	40.0	120
Total organic carbon	mg/L	1.00	1.00	-	1.17	1.08	0.919	-	0.865	0.936	ND	0.135	0.500
рН	S.U.	8.09	8.05	7.91	8	8.03	7.71	7.69	8.03	8.08	7.56	0.1	0.1
Aluminum	mg/L	0.097	0.148	0.320	0.081	0.051	0.068	0.386	0.012	0.009	0.019	0.00294	0.0100
Barium	mg/L	0.013	0.013	0.015	0.013	0.013	0.012	0.014	0.018	0.013	0.040	0.000109	0.0010
Boron	mg/L	0.043	0.044	0.043	0.044	0.043	0.042	0.043	0.040	0.050	4.510	0.000903	0.0100

Table 6-1 Reverse-air discharge data summary



Calcium	mg/L	629	670	741	679	662	592	963	582	589	924	0.120	1.25
Copper	mg/L	0.008	0.0046	0.013	0.014	0.024	0.006	0.015	0.011	0.003	0.027	0.00129	0.0050
Total hardness	mg/L	2,480	2,650	2,970	2,670	2,550	2,350	3,370	2,320	2,340	6,280	0.0101	0.200
Magnesium	mg/L	221	237	272	236	218	211	234	212	213	964	1.22	10.0
Manganese	mg/L	0.013	0.017	0.031	0.021	0.017	0.020	0.056	0.028	0.018	0.029	0.000193	0.00100
Potassium	mg/L	3.00	3.02	3.15	2.90	2.81	2.78	3.15	2.72	4.34	449	0.0333	0.0500
Sodium	mg/L	17.7	18.4	19.9	17.6	17.4	16.3	22.2	15.7	44.4	8,770	0.730	2.00
Strontium	mg/L	10.3	10.8	10.7	10.9	10.5	10.1	10.2	10.0	10.0	27.2	0.0152	0.0250

ND = not detected

MDL = method detection limit; PQL = practical quantification limit



Figure 6-4 Reverse-air discharge water quality data



6.3 Pumping and Packer Tests

Water samples were collected at the end of the packer tests and aquifer performance test for laboratory analyses for major and minor cations and anions and some additional water quality parameters. The aquifer performance test discharge was analyzed for Florida primary and secondary drinking water standards, major cations and anions, and reverse-osmosis design parameters. The laboratory chemistry data from the packer test and APT samples are shown in **Table 6-2**. Copies of the laboratory reports are provided in **Appendices H and I**.

Test/Parameter	PT-1	PT-2	PT-3	PT-4	PT-5	АРТ	MDL	PQL
Depths (ft bls)	1400-	1792 -	2142-	2,319-	2,488-	1,400-		
	1,628	1842	2192	2,369	2,538	1,900		
Unit	LFA II	LFA II	MCU	LFA VIII	LFA VIII	LFA II		
			VIII					
Specific	2,910	2,830	3,090	43,200	24,200	2,991	1.00	1.00
conductance								
(µS/cm)								
TDS Lab (mg/L)	3,560	3,220	3,630	34,440	17,600	2,640	40	120
TDS Calculated	2,985	2,503	2,785	30,757	16,927	2,837	-	-
(mg/L)								
Chloride (mg/L)	11.2	10.9	230	16,900	7,810	9.94	0.306	0.500
Sulfate (mg/L)	2,080	1,620	1,680	3,090	3,310	1,970	3.64	5.00
Bicarbonate	81.9	77.8	79.6	70.6	75.9	93.0	-	-
(mg/L)								
Fluoride (mg/L)	2.5	2.28	1.18	1.82	3.96	2.52	0.0158	0.0250
Sodium (mg/L)	15.5	15	125	8,140	3,940	14.8	0.160	2.00
Potassium (mg/L)	2.56	2.39	11.4	678	263	2.01	0.010	0.050
Calcium (mg/L)	538	562	465	907	970	521	0.130	2.00
Magnesium	228	187	168	864	491	198	0.094	1.00
(mg/L)								
Strontium (mg/L)	10.9	10.7	8.70	30.3	19.5	9.87	0.00030	0.00500
pH (std units)	7.47	7.34	7.49	7.18	7.07	7.46	0.100	0.300
Barium (mg/L)	0.0112	0.0122	0.0221	0.0380	ND	0.0111	0.000106	0.00100
Boron (mg/L)	0.0501	0.0412	0.0900	3.94	2.37	0.041	0.001	0.020
Bromide (mg/L)	ND	ND	0.766	61.1	27.6	ND	0.0248	0.0500
Dissolved organic	0.931	0.916	0.313	ND	ND	1.26	0.135	0.500
carbon (mg/L)								
Hydrogen sulfide	0.575	0.179	0.279	0.0469	0.0914	0.870	0.0105	0.0500
(mg/l)								
Ferric iron (mg/L)	0.465	0.268	0.473	1.57	1.54	0.02449	-	-
Ferrous iron	ND	ND	ND	ND	0.90	ND	0.200	0.600
(mg/L)								
Silica, total	13.4	13.7	14.4	8.69	11.4	13.4	0.0396	0.119
(mg/L)								

Table 6-2 Summary of packer test and APT water chemistry data

ND = not detected; MDL = method detection limit; PQL = practical quantification limit



There is some discrepancy between TDS values reported using method $SM_{2540C-2015}$ (evaporation at 180°C) and values calculated as the sum of dissolved constituent concentrations. The later are more consistent with the specific conductance values and are thus interpreted to be more accurate. The TDS concentration of the production zone is estimated to be 3,000 ± 200 mg/L.

6.4 Base of the Underground Source of Drinking Water

The base of the regulatory Underground Source of Drinking Water (USDW) is defined as the 10,000 mg/L total dissolved solids (TDS) isopleth.

The log-derived conductivity plot, fluid conductivity logs, reverse-air discharge data and packer test results from the TWP3-LFA well show that the base of the USDW (10,000 mg/L TDS isopleth) occurs close to the top of LFA VII at about 2,320 ft bls. This depth is comparable to that determined at the SE-DEW site (2,370 ft bls) and the SE-TPW site (2,320 ft bls).

The USGS Geological Survey regional map of the base of the USDW (**Figure 6-5**; Williams and Kuniansky 2016) shows it occurring between -2,300 and -2,400 ft NGVD (≈ 2,400 to 2,500 ft bls) in the TPW3 vicinity.





Figure 6-5 Map of base of the USDW in Florida

6.5 Groundwater Chemistry

A piper plot of the packer tests and APT data show that two distinct water types are present (**Figure 6-6**). The upper LFA production zone water samples (APT, PT-1, PT-2, and PT-3) are calcium-sulfate type in which the dissolved solids were derived primarily from the dissolution of gypsum and/or anhydrite present in the formation. The lower LFA water samples (PT-4 and PT-5) are sodium chloride type in which the dissolved solids were derived mainly from seawater, which composition is also plotted.





The saturation state of waters with respect to the calcium sulfate (anhydrite and gypsum), carbonate, and some other ionic minerals (barite and fluorite) were calculated using the USGS PHREEQC (Parkhurst and Appelo 1999) code. Saturation indices of solutions for minerals is defined as the log₁₀ of the ratio of the ion activity production and solubility product. Saturation indices of less than zero indicate unsaturated conditions, whereas values greater than zero indicate supersaturated conditions (**Table 6-3**).

The production zone water samples from the SE-TPW₃ site (PT-1, PT-2, and APT) are at about saturation with respect to gypsum (a hydrated calcium sulfate) and undersaturated with respect to the more soluble calcium sulfate mineral anhydrite. The MCU VIII and LFA VIII samples are also at about gypsum saturation. Calcium sulfate concentrations in the LFA are being controlled by interaction with calcium sulfate minerals in the aquifer.



Test/Parameter	PT-1	PT-2	PT-3	PT-4	PT-5	ΑΡΤ		
Depths (ft bls)	1400-	1792 -	2142-	2,319-	2,488-	1,400-		
	1,628	1842	2192	2,369	2,538	1,900		
Unit	LFA II	LFA II	MCU VIII	LFA VIII	LFA VIII	LFA II		
Mineral	Saturation Index							
Calcite (CaCO ₃)	0.13	0.04	0.11	-0.24	-0.24	0.22		
Aragonite (CaCO ₃)	-0.01	-0.10	-0.03	-0.39	-0.38	0.08		
Dolomite (CaMg(CO ₃) ₂)	0.21	-0.06	0.11	-0.11	-0.41	0.37		
Gypsum (CaSO ₄ \cdot H ₂ O)	-0.05	-0.10	-0.15	-0.18	0.02	-0.07		
Anhydrite (CaSO ₄)	-0.27	-0.32	-0.37	-0.39	-0.20	-0.27		
Barite (BaSO ₄)	-0.03	-0.08	0.21	0.16	-	-0.12		
Fluorite (CaF ₂)	0.08	-0.08	-0.57	-0.52	0.37	0.06		

Table 6-3 Calculated saturation state of packer test and APT water samples

Calculated calcite saturation states are highly sensitive to pH and measured pH values have large potential for errors if careful sampling and analysis procedures are not followed. Degassing of CO_2 upon exposure of water to the atmosphere, decreases CO₂ levels resulting in an increase in pH and thus the saturation state of carbonate minerals. Hence, the calculated supersaturation with respect to calcite may not reflect *in situ* aquifer conditions. The APT sample has a saturation index (SI) of 0.22 at the field pH of 7.46 and an SI of -0.14 at the laboratory pH of 7.17.

Nevertheless, the production zone samples are close to saturation with respect to calcite, aragonite and dolomite, which is to be expected in deep groundwaters with long contact times with aquifer carbonate minerals.



7 COMPARISON OF SELFA WPF TEST WELLS

Three test production wells for the SELFA WPF have been constructed and tested, SE-DEW, SE-TPW, and SE-TPW3 (Figure 1.1), which are all completed in the same aquifer, LFA II. SE-TPW3 will be used as a production well for Phase I of the SELFA WPF project (production well PW-12). The SE-DEW may be incorporated into a later project phase. SE-TPW will be converted to a monitor well for the SELFA WPF deep injection well system.

The aquifer hydraulic properties and production zone water quality for the three sites are summarized in **Table 7-1**. SE-TPW₃ has a similar transmissivity as the SE-DEW, which suggests that the proposed wellfield area is more productive (has higher specific capacities) than at the SE-TPW site. The wellfield area appears to also have a lower leakance than to the north at the SW-TPW site.

LFA II at the SE-TPW and SE-TPW3 sites contains water with a TDS concentration of 3,000 ± 300 mg/L. The LFA II zone at the Crooked Lake dual-zone monitor well (located approximately 11 miles to west; Figure 1-1) also has a TDS concentration of about 3,000 m/L (WSP 2023). The low salinity measured at the SE-DEW site thus appears to be anomalous, possibly related to a downward flow of fresher water during well construction. LFA II contains a calcium sulfate water type at all three sites.

Well	Transmissivity (ft²/d)	Storativity (unitless)	Leakance (day ⁻¹)	Specific capacity (gpm/ft)	Laboratory total dissolved solids (mg/l)	Laboratory Specific Conductance (µS/cm)
SE-DEW	16,300	3.6 x 10⁻⁴	4.07 X 10 ⁻³	37.6	1,100	1,447
SE-TPW	3,830	1.5 X 10 ⁻³	1.1 X 10 ⁻²	13.8	3,220	3,030
SE-TPW ₃	20,900	5.6 x 10 ⁻⁴	7.2 X 10 ⁻⁵	31.6	2640 - 2837	2,991

Table 7-1 Summary of SELFA WPF test production well data

Notes: Hantush-Walton (Jacob) method hydraulic parameters are provided Water chemistry data are from end of APT sample.

The SE-TPW₃ data confirms the water quality and hydraulic properties incorporated into the Southeast Wellfield design.



8 CONCLUSIONS

The SE-TPW3 hydrogeologic testing program completed in 2024 resulted in the following findings:

- The LFA II production zone at the TPW3 site is sufficiently transmissive for the planned raw water production. Five of the six transmissivity values obtained from the APT cluster around an average of 20,300 ft²/d. Well TPW3 was pumped at 1,625 gpm during the step-drawdown test with a drawdown of about 51.3 ft, which gives a specific capacity of 31.7 gpm/ft.
- The transmissivity of the LFA II is greater than that encountered at the SE-TPW site (3,810 ft²/d and at the SE-DEW site (15,300 ft²/d).
- The main flow zone in the LFA II production zone (1,400 to 1,900 ft bls) is located between 1,800 and 1,850 ft bls.
- The low leakance value of 2.1 x 10⁻⁴ day⁻¹ calculated from the APT test data indicates that the production zone has very good underlying and overlying confinement.
- The base of the regulatory Underground Source of Drinking Water (USDW), defined as the 10,000 mg/L total dissolved solids (TDS) isopleth, is placed at approximately 2,320 ± 20 ft bls.
- LFA II production zone contains groundwater with a TDS of 3,000 ± 200 mg/L, comparable or slightly fresher than the TPW production zone value.
- Water chemistry data from the production zones (LFA II) indicates the native groundwater is a calcium sulfate-type. The sulfate concentration is an order or magnitude greater than both the chloride and bicarbonate concentrations indicating that the TDS is derived mainly from calcium sulfate mineral dissolution.
- The groundwater in both the LFA II and LFA VIII units is slightly undersaturated with respect to gypsum and anhydrite (calcium sulfate minerals) and at or near saturation with respect to calcium carbonate minerals (calcite, aragonite, and dolomite).
- The shortened duration and unsteady pumping rates of the APT reduced the value of the analysis of aquifer boundary conditions within the test site's vicinity (from faults, conduits, or other non-homogeneous features). Opportunities may exist to use the completed production and monitor wells for a longer-duration APT in the future once a production pump is installed and the raw water line to the SE treatment facility is constructed. If that opportunity presents itself and funds are available, future testing is recommended to confirm leakance, aquifer homogeneity, and consistency of water quality.



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Polk Regional Water Cooperative Combined Projects Implementation Phase I

Technical Memorandum SOUTHEAST WELLFIELD WELL COMPLETION REPORT

DRAFT | July 2019



Southwest Florida Water Management District



Polk Regional Water Cooperative Combined Project Implementation Phase I

Technical Memorandum SOUTHEAST WELLFIELD WELL COMPLETION REPORT

DRAFT | April 2019

[Engineer's name, P.E.] [Month Year] FL PE No. ___

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1.0 INTRODUCTION

1.1 Background

Polk County has traditionally relied on fresh groundwater from the upper Floridan aguifer (UFA) as a primary water source for urban, agricultural, and industrial uses. Previous central Florida planning efforts and the South Florida Water Management District (SFWMD), along with Southwest Florida Water Management District (SWFWMD) water supply planning and assessment investigations, have documented that the rate of groundwater withdrawal in certain areas of Polk County is either rapidly approaching, or has surpassed the maximum rate that can be sustained without causing harm or adverse impacts to the water resources and related natural systems, as documented in the Central Florida Water Initiative (CFWI) 2015 Regional Water Supply Plan (RWSP). Meanwhile, SWFWMD's November 2015 RWSP for the Heartland Planning Region identified that an increase in water supply will need to be developed to meet demand in Polk County from 2010 through 2035. Brackish groundwater from the lower Floridan aguifer (LFA) has been identified as a potential key alternative water supply (AWS) source for public supply, but little data from the aquifer system was available from which to draw firm conclusions. In 2008, Polk County initiated drilling of a deep exploratory well, referred to as Southeast Deep Exploratory Well 1, or SE-DEW-1, to investigate the hydrogeologic conditions of the Floridan aguifer system and collect necessary data to determine suitability of the upper portion of the lower Floridan for water supply (PBSJ, 2010). The well was co-funded by SFWMD and became one of only a handful of wells which explored the LFA system in Polk County.

Drilling and testing of SE-DEW-1 was completed in 2009 and became the basis for a water use permit (WUP) issued to Polk County in 2014. SE-DEW-1 represents the southern end of the proposed wellfield alignment, which will ultimately be comprised of 15 raw water supply wells adjacent to Walk in Water Road in southeastern Polk County. Because the WUP was intended to serve numerous communities, and because the local governments in Polk County recognized the benefits of collaboration on regional water supply issues, they formed the Polk Regional Water Cooperative (Cooperative).

The Cooperative was created by an interlocal agreement to provide a mechanism for innovative regional cooperation amongst local governments. This regional cooperation includes developing, recovering, storing, and supplying water for county or municipal purposes to reduce adverse environmental effects of excessive or improper withdrawals of water from concentrated areas. The intent of the Cooperative is to encourage the development of fully integrated robust public water supply systems comprised of diverse sources managed in a manner that take full advantage of Florida's intense climatic cycles to ensure reliable, sustainable and drought resistant systems, which maximize the use of AWS to the greatest extent practicable. To accomplish this effort the Cooperative intends to access State funds and other private or public funding sources to develop AWS.

1.2 Purpose

The primary purpose of this project is to obtain additional hydrogeologic data at the Southeast Test Production Well Site (SE-TPW) to increase the understanding of the LFA in this part of Polk County. This project would supplement and validate the data collected during the 2009 APT at SE-DEW-1. The SE-TPW drilling program was developed to identify and quantify production intervals within the LFA, determine water quality within those intervals, evaluate hydraulic properties of the LFA (specific capacity, transmissivity, storage and leakance) and evaluate potential zones for concentrate disposal. The construction of a test/production well and LFA monitor were constructed and tested in such a manner to confirm hydrogeologic information as the basis for design of future water supply and treatment facilities.

The objectives of the drilling and testing program include:

- 1) Confirm raw water productivity within the LFA;
- 2) Determine the quality of water in the LFA including at the end of a 14-day constant rate discharge test;
- 3) Evaluate the hydraulic properties of select LFA intervals;
- 4) Qualitatively evaluate the degree of confinement between the UFA and LFA and within the LFA;
- 5) Evaluate potential zones for concentrate disposal above and below the USDW.

1.3 Project Description

The drilling program at the SE-TPW included construction of the following test/monitor wells:

- 1) Surficial aquifer monitor well SE-SA to monitor surficial aquifer water level fluctuations during the 14-day APT.
- 2) Upper Floridan aquifer construction water well/monitor well SE-UFA to monitor UFA water levels and/or quality fluctuations. Additionally, this well would be used for construction water supply at the Southeast site. This monitor well will allow for tracking of UFA versus LFA heads as the borehole advances through different hydrostratigraphic intervals. SE-UFA was finished as an UFA monitor well open to the Ocala Limestone.
- 3) Lower Floridan aquifer Test/Production Well, SE-TPW, is the location where exploratory drilling and testing were accomplished during the project. The primary purpose of this well is to confirm raw water quality within the LFA and to identify suitable injection zones for concentrate disposal. Lithologic samples were collected during advancement of the pilot hole and water quality samples obtained to track how water quality degrades with depth. Aquifer parameters were calculated from during packer testing, step drawdown testing and constant rate discharge testing. Geophysical logging was conducted within the pilot hole providing additional hydrogeologic data. After construction of SE-LFA, a long duration constant rate discharge test of 14-days was completed.
- 4) Lower Floridan aquifer monitor well SE-LFA was constructed as an observation well to be utilized during the 14-day constant rate discharge at SE-TPW. The use of a monitor well which is open to the same interval as the Test/Production well allows for analytical solutions for hydraulic conductivity, transmissivity, storage and leakance.

The well design and construction sequencing were documented in the, "Lower Floridan Aquifer Hydrogeologic Investigation, Southeast Polk Test Well Site Well Construction and Testing Plan," prepared by TeamOne in March of 2018 (**Appendix A**). This plan was reviewed and approved by the SWFWMD prior to implementation. The SE-TPW site is located approximately 8.4 east of downtown Lake Wales, on the east site of Boy Scout Camp Road, approximately 0.55 miles north of SR 60 (**Figure 1.1**). The SE-TPW site is located approximately 8.7 miles north-northwest of the SE-DEW-1 site. Land surface elevations at the SE-TPW wells ranged from 124.86 to 128.00 ft NAVD. The SE-TPW site is located on the eastern flank of the Lake Wales Ridge. The location for each well at the site is shown on **Figure 1.2**. The distance between SE-TPW and the LFA monitor well is 200 feet.



Figure 1.1 Location Map

2.0 EXPLORATORY DRILLING AND WELL CONSTRUCTION

2.1 Surficial Aquifer Well SE-SA

Huss Drilling, Inc. (HD) was sub-contracted to Florida Drilling (FD) for installation of the surficial and upper Floridan aquifer monitor wells at the SE-TPW. HD mobilized to the site during the week of May 21, 2018 and drilled a pilot hole to 100 ft. below land surface (bls) using mud rotary. Cuttings were monitored continually during advancement of the borehole and classified in the field. Samples indicated a clean poorly graded sand from land surface to 55 ft. bls where a very silty organic layer were present to 58 ft. bls. This interval was underlain by a poorly graded sand and poorly graded sand with silt, to 100 ft. bls.



Figure 1.2 Southeast Test Well site well locations

HD advanced a nominal 10-inch bit to 75 ft. bls using mud rotary to allow for installation of 4-inch PVC casing with a 20-foot-long 0.010-inch slot screen, which was set from 55 to 75 ft. bls. A 20/30 silica sand filter pack was installed around from 55 to 75 ft. bls with a 2-foot fine sand seal from 53 to 55 ft. bls. The monitor well was grouted from 53 ft. bls to land surface, using Type II neat cement grout. A protective well casing with locking cap were provided and a concrete well pad installed. Following installation of the SE-SA, HD developed the monitor well until the discharge was not visually turbid and clear water was produced. An asbuilt well construction diagram is provided as **Figure 2.1**.

2.2 Upper Floridan Aquifer Construction Water/Monitor Well SE-UFA

Construction of water well/upper Floridan aquifer monitor well, SE-UFA, began on June 4, 2018 with split spoon sampling from 100 to 125 ft. bls to confirm depth to top of the Hawthorn Confining Unit (HCU). The first persistent clay layer occurred at 102 ft. bls, as a high plasticity clay (CH) from 102 to 105 ft. bls., underlain by low plasticity clay with shell fragments and phosphate. HD reamed with a 16-inch bit and set a 12-inch PVC casing to 105 ft. bls and grouted it in to land surface with Type II neat cement grout.

Once the surface casing was installed, HD advanced a nominal 12-inch pilot hole to 275 ft. bls, into the Ocala Limestone, which occurred as a moderately hard pale brown, fossiliferous wackestone. HD set a 6-inch black steel casing to 260 ft. bls and tremie grouted it to land surface with Type II neat cement grout. Once


Figure 2.1 Monitor well SE-SA as-built diagram

the 6-inch casing was installed HD advanced a nominal 6-inch borehole to 400 ft. bls. The 12-inch surface casing was extended to 3 feet above land surface and concrete well pad installed. SE-UFA was developed with a submersible pump until discharge was not visually turbid and clear water was produced. An as-built well construction diagram is provided as **Figure 2.2**.

2.3 Lower Floridan Aquifer Test/Production Well SE-TPW

The week of June 11, 2018, FD set a 36-inch diameter pit casing for the Test/Production well (TPW) to 52 ft. bls. Once the pit casing was installed FD reamed with a 32-inch bit to 185 ft. bls. and set the 26-inch diameter black steel surface casing to 182 ft. bls. using 102 barrels neat cement grout, into moderately hard sandy limestone of the Arcadia Formation. Using an 11⁷/₄-inch bit, FD advance a pilot hole to 400 ft. bls to determine casing setting depth. After review of the logs, the 20-inch diameter intermediate casing was set to 382 ft. bls. FD grouted in the 20-inch casing using 74 barrels of neat cement grout. After drilling out the grout plug FD switched to reverse air and continued drilling the pilot hole.

During reverse air drilling FD performed short duration specific capacity tests when making connections of new drill pipe. After running specific capacity tests a water quality sample was obtained to analyze for field



Figure 2.2 Monitor Well SE-UFA as-built diagram

parameters (pH, specific conductance, chloride and sulfate). Intermittently, samples were also collected for laboratory analyses to confirm values obtained in the field. Both field and laboratory results are provided in **Appendix B**.

From August 8th to 20th, the SE-TPW pilot hole was advanced to 1,640 ft. bls followed by geophysical logging and optical borehole imaging (OBI) logging run by the USGS. OBI logs are available as **Appendix C**. Based on the results of logging three intervals were selected for packer testing:

1) Test centered on 1,525 ft. bls to obtain data on water chemistry and hydraulics of MCUII;

2) Test centered on 975 ft. bls (lower flow zone of APPZ) to obtain representative water chemistry and hydraulic data;

3) Test centered at 1,200 ft. above anhydrite-bearing strata to confirm hydraulic data.

After packer testing was complete, FD reamed the pilot hole from September 10th to October 4, 2018, to a nominal 20-inches to allow for installation of the 12-inch diameter black steel inner casing. A total of 443 barrels of Type II neat cement grout were used to set the inner casing. On October 18, 2018, FD center punched the grout plug and continued to advance a pilot hole to 2,000 ft. bls, to prepare for a 14-day aquifer performance test (APT). By October 29, 2018, FD advanced a nominal 12-inch pilot hole to 2,003 ft. bls. The USGS returned to the site to log the interval from 1,600 to 2,003 ft. bls.

Once the lower Floridan monitor well SE-LFA had been completed, FD set a discharge line 580 feet east of SE-TPW and prepared for the 14-day APT, which began on December 8, 2018. On December 13, 2018, the 14-day APT was terminated due to discharge water moving off site onto adjacent parcels. FD, the SWFWMD and the consultant team developed a revised discharge plan which included a dispersed or distributed discharge configuration which allowed flows to be discharged at discrete points along 1,000 feet of discharge pipe placed along the north property line. After background data was collected for 72 hours, the 14-day APT restarted on January 8, 2019 and ran until recovery testing on January 22, 2019. Daily water quality samples were collected for both field and laboratory analysis. During the final day of pumping, primary and secondary drinking water parameters along with reverse osmosis (RO) parameters were collected for laboratory analysis.

After the 14-day test, FD worked two shifts per day to expedite the schedule and continued to advance a pilot hole from 2,003 to 3,000 ft. bls. Total depth was reached on February 22, 2019. An as-built well construction diagram is provided as **Figure 2.3**. After construction was complete, six additional packer tests were run in the interval from 1,600 ft. bls to total depth within the following intervals:

- single packer test from bottom of the casing string at to 2,000 ft. bls to confirm water quality of the production zone;
- single packer test from 1920 ft. bls to total depth to evaluate hydraulic properties of strata underlying the production zone;
- single packer test from 2,320 ft. bls to total depth to evaluate hydraulic properties of the injection zone;
- straddle packer test above about 2,310 ft. bls to evaluate hydraulic properties of the injection zone;
- straddle packer test below about 2,390 ft bls (2,390 2,430 ft. bls) to locate base of USDW and evaluate upper injection zone;
- straddle packer test centered at 2,150 ft. bls to evaluate upper confining strata hydraulics and water quality.

2.4 Lower Floridan Aquifer Monitor Well SE-LFA

On August 6th Florida Drilling, Inc. mobilized a rig to begin construction of LFA monitor/observation well SE-LFA, and set a 24-inch diameter pit casing to 50 ft. bls. After the pit casing was set, FD advanced a pilot hole to 387 ft. bls., then reamed a nominal 24-inch borehole to 194 ft. bls followed by setting an 18-inch diameter black steel surface casing and cemented it in place. On August 14th, FD started reaming a nominal 18-inch diameter borehole to 387 ft. bls and set the 12-inch diameter





intermediate casing string to 385 ft. bls. FD started drilling a pilot hole from 385 ft. bls on October 16th and advanced it to 2,000 ft. bls by November 20, 2018. After drilling total depth of 2,000 ft. bls FD logged the borehole prior to setting a 4.5-inch casing to 1,600 ft. bls with cement baskets. By December 5th the inner casing string at SE-LFA was grouted in place. FD developed using an airlift until the discharge was not visually turbid. An as-built well construction diagram is provided as **Figure 2.4**.

3.0 STRATIGRAPHIC FRAMEWORK

TeamOne geologists collected representative formation samples during advancement of pilot holes at the SE-TPW. The samples were described by their lithology color, their degree of induration and texture. Depths are reported in feet below land surface (ft bls). The land surface elevation at well SE-TPW is 124.86 ft NAVD.



Figure 2.4 Monitor Well SE-LFA as-built diagram

geologic units encountered at the site include, in descending order are: undifferentiated sand and clay deposits, Hawthorn Confining Unit, Ocala Limestone, Avon Park Formation, Oldsmar Formation and the Cedar Keys Formation. A stratigraphic column detailing the hydrogeology and hydrostratigraphy encountered at the SE-TPW is presented below in **Figure 3.1**. A lithologic log is provided in **Appendix D**. Textural terms used to characterize siliclastic sediments are based on the Unified Classification System. Textural terms used to characterize carbonate rocks in lithologic log descriptions are based on the classification system of Dunham (1962). Geophysical logs and OBI logs were also used in describing the geologic formations encountered.

Well SE-TPW penetrates strata of Holocene to Paleocene age, which can be divided into three main intervals. The upper strata from land surface to approximately 248 ft bls consists of mixed siliciclastic and carbonate strata of Holoecene to Miocene age that constitute the Surficial Aquifer System and Intermediate Aquifer System (also referred to as the Intermediate Confining Unit). The strata from 440 to 2,543 ft bls consists predominantly of carbonate rocks (limestone, dolomites, and dolomitic limestones) of Late Eocene to Early Eocene age that constitute the Floridan Aquifer System. The underlying evaporitic (mixed dolomite and bedded anhyrdrite) Cedar Keys Formation (Paleocene) constitutes the Sub-Floridan Confining Unit.

Stratigraphic formations are, by definition, mappable bodies of rock that are lithologically distinct from adjoining strata (i.e, have different rock types). However, the formations that constitute most of the Floridan Aquifer System (Suwannee Limestone, Ocala Limestone, Avon Park Formation, and Oldsmar Formation) are defined based on their age (i.e., are biostratigraphic units) rather than their lithology (Miller 1986). For example, the Avon Park Formation is now commonly defined as carbonate rocks of Middle Eocene age in peninsular Florida (Miller 1986), although the Middle Eocene strata were originally subdivided, in ascending order, into the Lake City Limestone and the Avon Park Limestone (Applin and Applin 1944). Formation boundaries have historically been placed at positions in wells or exposures at the nearest lithological change to a biostratigraphic transition. In practice, locating the depths of formation boundaries in the Floridan Aquifer System can be very difficult from well cuttings and geophysical logs. Indeed, Reese and Memberg (2000) proposed that individual formation names of the Eocene strata be abandoned for the Floridan Aquifer System in the subsurface and the strata combined in an "Eocene Group."

Formation boundaries were identified in the evaluation of the SE-TPW data based on typical lithologies, fossil types, and geophysical characteristics of each unit. The formation boundary determinations considered previous U.S. Geological Survey stratigraphic analyses for or including Polk County (Spechler & Kroening 2007; Reese and Richardson 2008).

3.1 Holocene, Pleistocene, and Pliocene Series

The Pliocene and younger aged surficial sediments are mainly comprised of varying percentages of undifferentiated sand at the SE-TPW, and are present from land surface to 102 feet bls. The sands are generally clean though a silty interval occurred from 55 to 58 ft. bls. The description of the undifferentiated surficial sands in the lithologic log in **Appendix D**, which is based on split-spoon and mud rotary sampling during construction of surficial aquifer well, SE-SA and upper Floridan monitor well SE-UFA.

3.2 Miocene Series

The Hawthorn Group of Miocene age includes the lower Arcadia Formation and the upper Peace River Formation and consists of an interbedded sequence of widely varying lithologies and components that include limestone, mudstone, dolomite, dolosilt, shell, quartz sand, clay, abundant phosphate grains, and mixtures of these materials. The Hawthorn Group extends from approximately 105 ft. to 248 ft. bls. The top of the Hawthorn Group is identified by a downhole change, observed in the split spoon samples, from softer clayey sand to a denser calcareous phosphatic clay and sandy limestones of the Arcadia Formation from 174 to 248 ft. bls.

3.3 Oligocene Series

The Suwannee Limestone was not present at this location.

3.4 Eocene Series

3.4.1 Ocala Limestone

The Eocene Series in peninsular Florida consists, in descending order, of the Ocala Limestone (Late Eocene), Avon Park Formation (Middle Eocene), and Oldsmar Formation (Early Eocene). The Ocala Limestone typically is relatively a light colored, often chalky appearing limestone that is relatively pure, as manifested by low gamma ray activities. The Ocala Limestone varies from a mudstone and wackestone in the upper portion to packstone and grainstone in the lower portion. At the SE-TPW, the Ocala Limestone extends from





wsp

approximately 248 to 435 ft. bls. The top of the Ocala Limestone is identified by a change observed in the drill cuttings from a light gray limestone to a very pale brown limestone with foraminifera. The formation is characterized by the presence of large (several millimeter-sized) flat, discoidal foraminifera belonging to the genus *Lepidocyclina*. *Lepidocylina* constitutes most of the cuttings between about 290 and 379 ft bls. The lower part of the formation is partially dolomitic. The base of the Ocala Limestone occurs at about 435 ft bls in SE-TPW based on the transition to more typical Avon Park Formation fossils.

3.4.2 Avon Park Formation

The Middle Eocene aged Avon Park Formation consists primarily of fossiliferous limestone interbedded with dolomitic limestone and vuggy dolostone. The Avon Park Formation varies from a wackestone to grainstone with minor mudstone. At the SE-TPW, the Avon Park Formation extends from approximately 435 to 1,910 feet bls. The upper part of the Avon Park Formation is characterized by common small echinoids belong to the genus *Neolaganum*. The foraminifera fauna is often dominated by millimeter-sized cone-shaped foraminifera belong to the genus *Dictyoconus* and similar genera. However, cone-shaped "dictyoconid" foraminifera are not particularly common in the TPW cuttings. The Avon Park Formation in TPW is composed mostly for pale yellowish brown dolostones and calcareous dolostones, and subsidiary limestones and dolomitic limestones. Anhydrite is common below 1,271 ft bls and occurs as clear crystals and opaque white masses with vugs. Dissolution of the vug-filled anhydrite intervals between 790 and 1,260 ft bls formed high-transmissivity flow zones.

3.4.3 Oldsmar Formation

The Early Eocene aged Oldsmar Formation consists primarily of dolomitic recrystallized microcrystalline limestone in the upper section and crystalline, low porosity, dolostones in the lower section. The Oldsmar Formation varies from a packstone to wackestone to grainstone. Anhydrite is locally present as small nodules. The boundary between the Avon Park Formation and Oldsmar Formation is lithologically indistinct. Reese and Richardson (2008) mapped across South Florida a marker unit, referred to as the "glauconite marker horizon," which approximately marks the top of the Oldsmar Formation. The "glauconite marker horizon" is also marked by a pronounced increase in gamma ray activity (Reese and Richardson 2008). Based on the gamma ray log, known thickness of the Avon Park Formation in Polk County and the Reese and Richardson's map of the top of glauconite marker horizon, the top of the Oldsmar Formation is placed at approximately 1,910 ft bls in well SE-TPW. Trace amounts of glauconite is observed in cuttings from 1,920 to 1,930 ft. bls and increased gamma ray activity occurs below 1,910 ft bls. The sonic log shows a sharp decrease on overall porosity below 2,140 ft bls, which reflects the presence of beds of hard, very low porosity dolostone.

3.5 Paleocene Series

3.5.1 Cedar Keys Formation

The Avon Park Formation is underlain by the late Paleocene-aged Cedar Keys Formations. The top of the Cedar Keys Formation is usually placed at the top of first thick bedded anhydrite unit below the Oldsmar Formation, which occurs at 2543 ft bls in well TPW, as visible on the OBI log. The top of the Cedar Keys Formation is also evident by a sharp increase in resistivity on the dual induction-laterolog (DIL). The Cedar Keys Formation consists primarily of dolostone and evaporites (gypsum and anhydrite) with less abundant limestone. The Cedar Keys Formation was approximately 1,470 ft thick at the TECO Polk Power Station injection well located in the southwestern part of the county (MWH 2013). The upper Cedar Keys Formation

penetrated between 2,543 and 3,000 ft bls in well TPW consists mostly of interbedded anhydrites and shallow water dolostones containing vuggy anhydrite.

4.0 HYDROGEOLOGIC FRAMEWORK

Traditionally, the hydrogeology of peninsular Florida has been divided into three main units, the Surficial Aquifer System (SAS), Intermediate Confining Unit (ICU) or aquifer system, and the Floridan Aquifer system (FAS, Miller 1986). The nomenclature and naming conventions used in this report are consistent with the SWFWMD current understanding of the regional hydrostratigraphy (Arthur et al. 2008). Three major hydrostratigraphic units occur in west-central Florida: the surficial aquifer (SA), a confining unit within the Hawthorn Group (the Hawthorn confining unit; HCU) that contains small local aquifers of the Hawthorn aquifer system where present, and the FAS. The FAS is divided into two aquifers, an UFA and the LFA separated by one or more regional middle confining units (MCU I and/or MCU II). The hydrostratigraphic units at the SE-TPW are described below and the hydrostratigraphy of the SE-TPW site is summarized in **Figure 3.1**.

4.1 Surficial Aquifer

The SAS in Florida is defined as the "permeable hydrogeologic unit contiguous with land surface that is comprised principally of unconsolidated clastic deposits" (Southeastern Geological Society Ad Hoc Committee, 1986). The surficial aquifer System comprises all materials from the water table to the top of the underlying confining unit of the Hawthorn Group. In Polk County, the base of the surficial aquifer is marked by a transition to the low hydraulic conductivity clayey strata of the Hawthorn Group.

The Surficial Aquifer (SA) at the SE-TPW area consists predominantly of unconsolidated quartz sands. The base of the SA is marked by a transition to the more clay-rich strata of the Intermediate Confining Unit (ICU). The base of the SAS occurs at roughly 140 ft bls.

4.2 Hawthorn Confining Unit

The confining unit between the SA and the UFA at this occurs in the Hawthorn Group and is present from 102 to 248 ft bls. The base of the confining unit is marked by a downhole transition to the lighter-colored and more transmissive fossiliferous limestones of the Ocala Limestone.

4.3 Floridan Aquifer System

The FAS is one of the most productive aquifers in the United States and underlies all of Florida and parts of Georgia and South Carolina for a total area of about 100,000 square miles (Miller, 1986). The FAS consists of an extensive sequence of thickly bedded Tertiary-aged limestones and, less abundant dolostones that are connected to varying degrees. The FAS is quite heterogeneous as far as hydraulic conductivity. Flowmeter log data show that the aquifer consists of a number of zones with very high hydraulic conductivities, which are commonly solution-riddled or fractured, separated by confining or semi-confining intervals of rock with low hydraulic conductivities. Confining units within the FAS in South Florida vary greatly in thickness and vertical continuity. An important factor controlling transmissivity within the FAS in SE-TPW is whether secondary porosity features, particularly vugs and small cavities, are open or filled with anhydrite. High transmissivity flow zones are characterized by the presence of a network of dissolutional cavities that are apparently interconnected with considerable areal extent.

The middle confining unit is defined as the interval of lesser transmissivity strata that hydraulically separates the UFA from the LFA (LFA; Miller 1986). SE Polk County lies within a northwest trending band through

central Florida in which two separate confining units are present, referred to, as middle confining unit I (MCU I) and middle confining unit I (MCU II), which overlap and are separated by several hundred feet of permeable rock. In this overlap area, two hydraulically distinct aquifers are present below each of the overlapping middle confining units, which are referred to by the SWFWMD as LFA below MCU I and LFA below MCU II, respectively. MCU I pinches out the western part of the state, whereas MCU II pinches out in the east. LFA below MCU I has also been referred to the Middle Floridan aquifer. MCU II is absent in the eastern part of the state where the top of the LFA in considered the base of MCU I. A very high transmissivity interval, called the Avon Park high permeability zone (APHPZ), is present within the upper part of the LFA below MCU I in southeastern Polk County.

4.3.1 Upper Floridan Aquifer

The upper Floridan Aquifer (UFA) is present from 248 to 379 ft bls in well TPW. The UFA includes most of the Ocala Limestone and consists of fossiliferous limestones in which large foraminifera (particularly *Lepidocyclina*) constitute most of the recovered cuttings. The surface casing in well TPW was set at 380 ft bls, casing off the UFA. No hydraulic testing and open-hole borehole geophysical logging was performed on the aquifer.

4.3.2 Middle Confining Unit I

MCU I consists of lower hydraulic conductivity strata that provides hydraulic separation between the UFA and LFA below MCU I. The flowmeter interpretation log shows that the top of the APPZ occurs at about 780 ft bls (**Fig. 4-1**). Hence, the MCU-I is approximately 401 ft thick in well TPW. MCU-I is more appropriately described as a semi-confining unit as the strata does not have a particularly low transmissivity. Rather the transmissivity of MCU-I is markedly less than that of the overlying UFA and underlying APPZ.

4.3.3 Lower Floridan Aquifer below MCU I

The lower Floridan aquifer below MCU I (LFA I) at the SE-TPW site consists of transmissive strata between the MCU I and the low permeability anhydrite-bearing strata of MCU II. The very high transmissivity APHPZ occurs is zone of LFA I that occurs at the top of the aquifer. The top of the LFA below MCU I, as well as APHPZ, occurs at 780 ft bls. The flowmeter interpretation log (Fig. 4-2) shows only minor water production from the part of LFA I below MCU I beneath the APHPZ.

4.3.4 Avon Park High-Permeability Zone

The Avon Park high-permeability zone (APHPZ) is a zone of highly transmissive fractured dolostone within the middle part of the Avon Park Formation. This fractured unit has been mapped from central down into southern Florida and dips from north to south. The APHPZ can occur in the UFA or LFA below MCU I depending on location and presence of MCU I. The APHPZ occurs between 780 and 988 ft bls based on the flowmeter interpretation log (Fig. 4-2). The unit contains freshwater at the SE-TPW site. The OBI log shows that the enhanced permeability of the zone is due to mostly to dissolutional features (apparently of evaporite minerals) rather than fracturing.

4.3.5 Middle Confining Unit II

Middle Confining Unit II is less permeable and thus a more effective confining unit than MCU I. A characteristic feature of MCU II is the presence of anhydrite. The top of the anhydrite occurs at about 1,271 ft bls on the OBI log. The 1,271 ft bls depth coincides with a decrease in porosity on the sonic log. Anhydrite occurs as centimeter-sized scattered nodules and as layers of coalesced nodules, which is described in the geological literature as having a "chicken-wire" texture. In the overlying LFA below MCU I strata (including

the APHPZ) anhydrite nodules were formerly present, but were dissolved to form small vugs. Courses of these dissolved nodules in the APHPZ may contribute to the overall permeability of the zone. The OBI log shows no evidence of pervasive fracturing that could compromise the confining characteristics of the zone. The MCU II is composed of horizontally bedded dolomitic strata.



Figure 4-3 Flowmeter interpretation log for the TPW 382 to 1,638 ft bls pilot hole

4.3.6 Lower Floridan Below MCU II-a (LF II-a)

Lower Floridian aquifer below MCU II-a (LFA II-a) is the proposed production interval for the SE Wellfield. This unit is the upper part of the LFA above the glauconitic marker unit (GMU)

The top of LFA-IIa is placed at 1,485 ft bls, below which depth there is an increase in porosity compared to the overlying MCU-II strata. The flowmeter interpretation log run from 1,600 ft to total depth (3,000 ft bls) indicated that most of the LFA-IIa flow entered the well below 1,799 ft bls (Fig. 4-3). A major flow zone occurs at 1,799 to 1,810 ft bls and a secondary zone occurs between 1,900 and 1,915 ft bls. The base of LFA-IIa is paced at the bottom of the lower flow zone.



Figure 4-2 Flowmeter interpretation log for the TPW 1,600 to 3,000ft bls pilot hole

4.3.7 Glauconite Marker Unit

The glauconite marker unit (GMU) is a low porosity unit within LFA below MCU II separating more permeable upper and lower intervals identified as LFA II-a and LFA II-b, respectively. The GMU occurs between approximately 1,915 and 2,280 ft bls. The bottom of the GMU is placed at the top of the uppermost flow zone of LFA II-b. The GMU consists predominantly of dolomitic strata with an overall lower transmissivity than that of the overlying and underlying aquifer units. The GMU is the confining unit between the proposed production and injection zones. Despite its name, the distinctive green-colored mineral glauconite is not present throughout the entire GMU. A horizon that appears to be contain some glauconite occurs at the top of this interval.

A sharp decrease in porosity occurs below 2,140 ft bls reflecting a transition to better indurated dolostones. The flowmeter interpretation log suggests some production from the GMU. However, lateral flow into a wells is controlled mainly by horizontal hydraulic conductivity, whereas vertical confinement is controlled by vertical hydraulic conductivity. Analysis of cores from the SE-DEW, located approximately 8.7 miles to the south-southeast, indicate that the low porosity dolostones have very low vertical hydraulic conductivities $(6.24 \times 10^{-3} \text{ to } 2.83 \times 10^{-7} \text{ ft/d})$. Continuous beds of unfractured low-porosity and permeability dolostone would be expected to provide effective vertical confinement. Secondary porosity features (cavities and fractures) are locally present in the GMU. However, the OBI log shows only very localized fracturing; none that would compromise the integrity of the confining strata.

4.3.8 Lower Florida Aquifer Below MCU II-b (LFA II-b)

Lower Floridian aquifer below MCU II-b (LFA II-b) is the lowest part of the LFA and is the proposed injection zone. The flowmeter log indicates that two transmissive zones are present between 2,328 and 2,425 ft bls. The dolostone is vuggy and the local enhanced permeability appears on the OBI log to be due to solutional

features (apparently from the dissolution of anhydrite) rather than fracturing. Anhydrite nodules are present below 2,538 ft bls and the top of the uppermost massive anhydrite bed marking the base of the Floridan Aquifer System occurs at 2,543 ft bls on the OBI log.

4.3.9 Sub-Floridan Confining Unit

The Sub-Floridan Confining Unit (SFCU) consists of low permeability carbonate and anhydrite beds belonging to the Cedar Keys Formation. The base of the SFCU was reported to occur at 3,960 ft bls at the TECO Polk Power Station injection well IW-1 (MWH 2013). The anhydrite appears in the OBI logs as planar to crenulate laminated beds, scattered nodules, and coalesced nodule ("chicken-wire") layers. The anhydrite-rich strata (e.g., between 2,560 and 2,660 ft bls) has a very low (~ 5%) porosity. The carbonate strata have a high porosity (20 to 30%) but appear to be fine-grained and likely have a low permeability.

5.0 HYDROGEOLOGIC TESTING

The hydrogeologic testing program was designed to obtain information on the hydraulic properties of the proposed production and injection zones and intervening and overlying confining strata (TeamOne 2018). The SE-TPW hydrogeology testing program included the following elements:

- Description of well cuttings
- Geophysical logging
- Packer testing
- Specific capacity and water level measurements during drilling

5.1 Geophysical Logging Program

Borehole geophysical surveys are performed by lowering sensing devices (sondes) attached to a wireline into a borehole and recording various physical properties of the penetrated strata. The geophysical logging program implemented during the construction of the SE-TPW was designed to collect information on the geology and hydrogeology of penetrated strata, particularly the location and properties of high transmissivity intervals that are suitable for raw water production and concentrate injection and confining strata that would impede vertical flow of water into the proposed production zone and the upward migration of water out of the injection zone. Borehole geophysical logs were run after the completion of the nonimal 12-inch diameter pilot hole for the production casing (drilled to 1,642 ft bls) and on the nominal 12inch diameter borehole drilled from the production casing (1,600 ft bls) into the upper part of the Cedar Keys Formation (3,000 ft bls total depth).

The geophysical logs were run by the MV Geophysical Survey, Inc. The U.S. Geological ran an OBI log on both borehole segments. The types of logs run and the information they provided is summarized in **Table 5-1.** Copies of geophysical logs are provided in **Appendix E.**

Geophysical Log	Information provides
Caliper	Borehole diameter. Used to identify difference in rock hardness and the presence of fractured or cavernous interval, and to estimate annulus (required cement) volumes for grouting casings.

Table 5.1 Geophysical Logs and The Types of Information

Spontaneous potential	Variations in salinity. The SP log is typically run as it is on the same tool as the DIL, but it usually does not provide much information in carbonate rocks.
Gamma ray	Natural radioactivity of rock. Used for lithological identification and correlation.
Sonic	Travel time of sound wave in the formation. Used to determine porosity and identify fractured zones.
Dual induction laterolog (DIL)	Resistivity of formation. Use to identify rock types, determine formation water salinity, and identify permeable zones.
Temperature	Water temperature within casing and borehole. Used to evaluate continuity of cement and zones of water flow into the well.
Fluid conductivity	Salinity of water inside well. Used to evaluate changes in formation salinity and the location of flow zones.
Flowmeter	Relative transmissivity of strata; identification of flow zones.
Optical borehole Imaging	A very high-resolution, wraparound optical image of the borehole wall. Used to image sedimentary structures and secondary porosity features that could result in enhanced hydraulic conductivity.

Information from the geophysical logs was utilized in both and geological and hydrogeological evaluations of the SE-TPW. A summary of the SE-TPW geophysical log interpretation is provided in **Table 5.2**.

Table 5.2 SE-TPW geophysical log interpretation

Depths (ft bls)		
Тор	Bottom	Description
370	790	Porous rock with sonic porosities mostly between 35 and 42%, moderate borehole enlargement (13 to 16-in. dia. for 11 7/8-in. bit).
		Intervals consists mostly of peritidal facies on the OBI log; mostly massive and laminated (planar, crenulated/stromatolitic) strata. Minimal large secondary porosity features (vugs) compared to below. Minor faults (< 1 ft displacement) at 690 to 711 ft and 739 to 747 ft; healed (planar contact), not flow features.
790	1,260	Avon Park permeable zone and Lower Floridan Aquifer below MCU I. Flowmeter log indicates that the APHPZ occurs between approximately 800 and 988 ft bls. The APHPZ contains fresh groundwater. OBI logs shows typical peritidal facies with both horizontally laminated facies and vuggy horizons, which are interpreted to be former evaporite horizons (dissolved gypsum or anhydrite nodules). Secondary porosity from evaporite dissolution appears to act as flow zones. Large vugs/small cavities pronounced from 840 - 850 ft. Anhydrite generally absent on OBI log (with minor possible exceptions).

1,260	1,485	Middle Confining Unit II (MCU II). Common anhydrite is first evident in the OBI log at about 1,271 ft bls. Anhydrite occurs as centimeter-sized scattered nodules and as layers of coalesced nodules, which is described in the geological literature as a "chicken-wire" texture. The boundary LFA below MCU I and MCU II boundary is also marked by a sharp downhole decrease in sonic porosity from values mostly greater than 22% to values most less than 22%. No fracturing evident that could compromise integrity of confinement.
1,485	1,600	General increase in sonic porosity to values most commonly in the 20 to 25% range; several low porosity (< 10%) beds up to about 8 ft thick. Vugs are filled with anhydrite.
1,600	1,799	Two main lithologies are present. Low porosity facies (sonic porosities <= 15%) and a moderate porosity facies with sonic porosities > 20%. Low porosity intervals are characterized by vugs that are filled with anhydrite (e.g., 1674 to 1699 and 1755 to 1786 ft) as visible on the OBI log. Some transit time peaks at 1705 to 1715 ft, which is an interval with large open vugs (small cavities). The flowmeter log interpretation indicates that this interval is a minor flow zone.
1,799	1,810	Sonic transit time peak (225 usec/ft and sonic porosity of 65%) that is a major flow zone; flowmeter interpretation logs indicates that it is the most transmissive zone in the 1600 to 3000 ft logged interval. Secondary porosity is dominated by large open vugs on OBI log. A sharp decrease in temperature at 1806 to 1820 ft bls and decrease in fluid conductivity at 1800-1810 ft bls also indicate that this interval is a flow zone; water that is cooler and fresher than water that entered the borehole from below .
1,810	1,850	Low porosity (7 - 12%) dolostone with anhydrite filled vugs.
1,850	1,936	Mixed interval with both low and moderate sonic porosity intervals; variable degree of filling of vugs with anhydrite. Flowmeter interpretation log indicates some flow from this interval
1,936	2,140	Moderate sonic porosities (mostly in the 15 to 25% range), minimal anhydrite is evident on the OBI log. At most minor flow on flowmeter interpretation log. Softer strata indicated by a larger borehole diameter than above and below, peaking at about 15 inches at 2100 ft. No significant fracturing.
2,140	2,220	Sharp decrease in sonic porosity and return of borehole diameter to bit size (12-inches). No corresponding major change on the OBI log (anhydrite is still not evident), minimal flow contribution. Choppy sonic logs reflecting variable porosities (7 to 23%). No anhydrite is evident on the OBI log, vugs are open. No significant fracturing.
2,220	2,300	Interval may contribute about 10% of the total flow on the flowmeter interpretation log. Choppy sonic logs reflecting variable porosities (7 to 22%). No significant fracturing.
2,300	2,320	Flow zone on flowmeter interpretation log, open vugs on OBI log. Top of LFA II-b.
2,320	2,406	Low sonic porosities (=> 10.5%), no significant flow is indicated by flowmeter interpretation log, borehole diameter is close to 12 inches (gauge). Dual induction long interpretation (using Archie's law) indicates increasing salinity between 2300 and 2400; the base of the USDW (10,000 mg/L TDS isopleh) likely occurs within this interval.
2,406	2,416	Major flow zone on the flowmeter interpretation log, large sonic transit time peak (225 usec/ft, sonic porosity = 65%), interval contains open vugs on the OBI log.

2,416	2,543	Low sonic porosities (<15%) down to 2440 ft, then moderate porosities (15 - 30%). Negligible flow below 2416 ft on the flowmeter interpretation log. Planar to crenulate (locally stromatolitic) laminations and vuggy intervals without anhydrite. Dual induction log indicates saline groundwater.
2,543	3,000	Top of uppermost bedded anhydrite of Cedar Keys Formation occurs at 2543 ft. The anhydrite appears in the OBI logs as planar to crenulate laminated beds, scattered nodules, and coalesced nodule ("chicken-wire") layers. The anhydrite-rich strata (e.g., between 2,560 and 2,660 ft bls) has a very low (~ 5%) porosity. The carbonate strata has a moderate to high porosity (20 to 30%) but appears fine-grained and likely has a low permeability. Hypersaline pore waters is indicated by dual induction log interpretation (specific conductance > 100,000 μ S/cm)

5.2 Packer Testing

Six (6) packer tests were performed during after the drilling of the pilot hole for SE-TPW from 1,600 to 3,000 ft bls. The objectives of the packer testing program were to sample the production zone, hydraulically characterize potential injection zone strata and overlying confining strata, and collect water samples to be used to determine the base of the USDW. Both single (off-bottom) and straddle pack tests were performed. Single-packer tests involve setting one packer to hydraulically isolate the top or bottom of the borehole. Straddle-packer tests involve the setting of the two packers to hydraulically isolate the intervening interval of the borehole. The tested intervals were pumped with a submersible pump and water-level versus time data were collected using pressure-transducers.

The data showed strong borehole/drill pipe effects which precluded analysis using standard Theis curve matching and Cooper and Jacob straight-line methods. High transmissivity intervals exhibited oscillatory responses and pumping test data were impacted by salinity changes. Transmissivity and hydraulic conductivity were instead roughly estimated using the Driscoll (1986), method which relates transmissivity to specific capacity (pumping rate divided by drawdown). Drawdowns from the recovery phase was used as it was less impacted by changes in salinity (i.e., salinity within pipe and borehole did not materially change). The packer test hydraulic data are summarized in **Table 5-3**.

Test No.	Depths (ft bls)	Q (gpm)	Drawdown (ft)	Specific capacity (gpm/ft)	Transmissivity (ft ² /d)	Average hydraulic conductivity (ft/d)
1	1600 - 2000	90	7.97	11.3	3,019	7.55
2	1920 - 3000	88	6.62	13.3	3,554	3.29
3	2322 - 3000	78	6.18	12.6	3,374	4.98
4	2390 - 2450	60	4.08	14.8	3,932	5.80
5	2250 - 2310	60	4.92	12.2	3,260	4.81
6	2150 - 2210	8	11.76	0.68	182	0.27

Table 5.3 Summary of SE-TPW packer tests

5.3 Aquifer Performance Test

A 14-day constant-rate aquifer performance test was initiated on December 8, 2018 (APT-1), but had to be terminated on December 12, 2018, due to concerns over the discharge water flowing onto neighboring properties. The test was restarted on January 8, 2019 (APT-2), and successfully completed. Well SE-TPW was pumped and water levels were recorded in the production zone monitoring well (SE-LFA, located 200 ft west of TPW) and SE-UFA monitoring well. The test conditions were as follows:

- Average pumping rate: 1,105 gpm
- Pumped well drawdown: 80 ft
- Specific capacity: 13.8 gpm/ft
- Observation well (SE-LFA) maximum drawdown: 12.4 ft

Water levels in the SE-UFA well fluctuated over the duration of the APT with a slight declining trend. The decline trend is evident in other UFA wells in Polk County distant from the APT site (e.g, **Fig. 5-1**), which suggests that the decline in water levels is well SE-UFA during the test was a regional event rather than being induced by the LFA pumping.



Figure 5-4 Plot of UFA water levels from SE-UFA and ROMP 57X (located 7.3 miles W of the TPW site). APT period is shaded gray (Source: John Ferguson)

The time-drawdown data from the LFA observation was evaluated using the Hantush-Walton (Hantsuh and Jacob 1955; Walton 1962) modification of the Theis (1953) method for leaky aquifers (Figure 5-2) and the Cooper and Jacob (1946) straight-line method for both the pumping (Figure 5-3) and recovery data (Figure 5-4). The results of APT-2 are summarized in Table 5-4. The leakance value was calculated using a r/B value of 0.3.

The early data plot off the Theis curve. Because time is plotted on a logarithmic scale, small time errors can have relatively large impacts on where early test data plot, but essentially no impact of the plotting of later data. Time errors may be due to time = 0 in the data not corresponding to the exact moment the pump was

turned on <u>and</u> the aquifer potentiometric surface starts to respond to pumping. Lags in the pump reaching the final APT pumping rate and borehole head loses can also impact early test data (Maliva 2016). Applying an empirical 0.7 minute time correction to the APT-2 data results in a tighter overall curve match, but has no impact on the calculated aquifer hydraulic parameters (**Figure 5-5**).

A Hantush-Walton analysis of the SE-LFA data for the initial four-day APT, performed at an average pumping rate of 1,250 gpm, gave a transmissivity of 3,830 ft²/d, storativity of 1.5×10^{-3} and leakance of 1.0×10^{-2} d⁻¹. The calculated leakance represents leakage from both above and below the production interval. The very low permeability of the overlying anhydrite-rich MCU II suggests that most of the leakage was from below.

Method	Transmissivity (ft²/d)	Storativity	Leakance (d ⁻¹)
LFA - Hantush-Walton (curve match)	3,810	1.1 x 10 ⁻³	8.6 x 10 ⁻³
LFA - Cooper & Jacob (straight-line)	4,840	9.0 × 10 ⁻⁴	-
LFA - Cooper & Jacob Recovery	4,808	-	-
TPW (Driscoll 2000 x SC estimation)	3,690	-	_

Table 5.4Summary of APT hydraulic parameters



Figure 5-2 Hantush-Walton curve-match for the APT-2 data for SE-LFA

wsp



Figure 5-3 Cooper and Jacob plot for the APT-2 pumping data for SE-LFA



Figure 5-4 Cooper and Jacob plot for the APT-2 recovery data for SE-LFA

wsp





Samples of the discharge water from the APT-2 were collected daily and analyzed in the field and laboratory salinity parameters. A plot of the water quality data versus time shows that salinity stabilized after about 5 days of pumping (**Figure 5-6**). The final TDS concentration was 3,200 to 3,300 mg/L, which is quite higher than the 1,100 mg/L TDS at the end of the SE-DEW APT.



Figure 5-6

5.4 Hydraulic Heads

Static depths to water in SE-TPW wells were measured each morning. The depth to water data are compiled in **Appendix F**. Daily measured water elevation versus depth in well SE-TPW and UFA water elevation measured the same day in the completed well SE-UFA are provided as **Figure 5-6**. The key observation in the water elevation data is that there is an approximately 29 ft difference in head between the open borehole down to 1,600 ft bls (production casing seating depth) and the upper part of the open borehole below production casing. The head difference occurs across MCU II between LFA I and LFA II-a, which is very strong evidence that MCU-II is a highly effective confining unit at the SE-TPW site. The salinity difference between LFA I (LFA below MCU I including the APHPZ) and upper LFA II-a is modest and would not materially impact the measured water level difference.

The hydraulic heads are inconclusive as far as internal confinement within the LFA. Depths to water in the well during 24-hours a day drilling would reflect aquifer pressures, aquifer salinities, borehole water salinity, and any dynamic effects from drilling.



Figure 5.6 Water elevation versus depth data from well SE-TPW. Water elevations were measured daily each morning. Also plotted are the UFA water elevations measured in the completed well SE-UFA at the same approximate time as corresponding the SE-TPW elevation. Data are not corrected for salinity differences.

5.5 Comparison of the Hydrogeology of SE-TPW and SE-DEW

The hydrogeology encountered in the SE-TPW and the Southeast Polk County Deep Exploratory Well (SE-DEW, PBS&J 2010), located at the southern end of the proposed Southeast Wellfield, are generally similar (**Figure 5-7**). Key differences between the SE-DEW and SE-TPW are that a lower transmissivity and greater salinity were encountered in the proposed production interval (LFA II-a) in the SE-TPW well. The transmissivity obtained from the SE TPW aquifer performance test (APT) was 3,810 ft²/d, which is much lower than the calculated value of 15,300 ft²/d from the SE-DEW APT. The produced water at the end of the SE-TPW APT had a total dissolved solids (TDS) concentration of 3,220 mg/L compared to a value of 1,100 mg/L from the end of the SE-DEW APT.

Packer test data for the proposed injection interval (LFA II-b) from the SE-DEW suggest a transmissivity of 6,900 ft²/d for the upper zone (2,188 to 2,373 ft bls) and 3,240 ft²/d for the lower zone (2,373 to 2,521 ft²/d). The estimated transmissivity of the LFA II-b in the SE-TPW is 3,374 ft²/d from the packer test run from 2,322 – 3000 ft bls.

The lower transmissivity of LFA II-a at the SE-TPW site would result in greater drawdowns for a given pumping rate than would occur at the SE-DEW site. Similarly, the lower transmissivity of LFA II-b at SE-TPW site would result in greater pressure increases for a given injection rate than would occur at the SE-DEW site.

Data are available for the south (SE-DEW) and near the north ends (SE-TPW) of the proposed production well alignment. It is unknown whether the data from SE-DEW or SE-TPW are more representative of the wellfield as a whole and where in the proposed wellfield lies the boundary between the relatively low transmissivity and high TDS water encountered at SE-TPW and the higher transmissivity and lower TDS water encountered at SE-DEW.



6.0 WATER QUALITY

Data on groundwater were obtained from analyses of samples from the reverse-air discharge, packer tests, and aquifer performance tests. Descriptions of the data follows.

6.1 Reverse-Air Discharge

Samples of the reverse air discharge were collected every 30 feet (drill rod addition) and analyzed in the field for specific conductance temperature, chloride, sulfate, and pH. Water samples were collected less frequently for analysis by ENCO Laboratories for total dissolved solids, specific conductance, chloride, sulfate, and pH. The reverse-air discharge water quality data for a given depth is not necessarily representative of the formation water quality at that depth because of mixing with water produced higher in the borehole. However, changes in the composition of the reverse-air discharge can provide qualitative information on formation water quality and water production. A plot of specific conductance and TDS, chloride, and sulfate concentrations versus depth is provided as **Figure 6-1**.

The reverse-air discharge data indicates a TDS concentration of 1,000 mg/L or less down to at least 1,600 ft bls. Below 1,800 ft bls, TDS increases to approximately 3,000 mg/L, the value obtained from the aquifer performance test (from 1,600 to 2,000 ft bls). The flowmeter logs indicate that flow into the production well is dominated by flow zones located below 1,800 ft bl. A transition to TDS values greater than 10,000 mg/L occurs between 2,300 and 2,350 ft bls, which suggests that the base of the Underground Source of Drinking Water (USDW) occurs in this interval. Samples below 2,400 ft bls are of roughly seawater salinity (> 30,000 mg/L).

6.2 APT and Packer Tests

Water samples were collected at the end of APT-2 and analyzed for Florida primary and secondary drinking water standards, major cations and anions, and reverse-osmosis design parameters. A copy of the laboratory report is provided as **Appendix G.** Water samples were collected at the end of each packer test and analyzed for major cations and anions. The results of the water quality analyses for major cations and anions are summarized in **Table 6-1**.



TM TITLE | PROJECT TITLE | POLK REGIONAL WATER COOPERATIVE

Figure 6-5 Plot of reverse-air discharge water quality versus depth

Parameter	APT-2	PT-1 (1600 – 2000 ft)	PT-2 (1920 – 3000 ft)	PT-3 (2322 – 3000 ft)	PT-4 (2390 – 2450 ft)	PT-5 2250 – 2310 ft)	PT-6 2150 – 2210 ft
Specific conductance (µS/cm)	3,030	2,210	24,600	47,000	47,000	13,900	13,900
Total dissolved solids (mg/L)	3,220	1,940	15,900	27,900	32,200	8,970	9,180
Chloride (mg/L)	11.6	88.6	7,610	15,550	16,900	3,900	3,820
Sulfate (mg/L)	2,200	1,150	2,340	3320	3,460	1,900	1,950
Sodium (mg/L)	6.39	48.6	4,000	7,810	8,470	1,910	1,890
Bicarbonate alkalinity (mg/L)	61.0	63.6	99.5	116	116	94.4	83.2
Calcium (mg/L)	541	334	671	1,000	1,040	471	463
Magnesium (mg/L)	202	119	518	863	949	310	316
Potassium (mg/L)	2.15	<5.0	150	291	318	70.3	70.3
Fluoride (mg/L)	3.67	2.02	1.18	0.893	0.926	1.29	1.26
Iron (mg/L)	0.126	2.73	6.66	2.94	4.93	2.77	5.88
Hydrogen sulfide (mg/L)	0.265	-	0.639	0.383	0.124	0.232	0.178

 Table 6.1
 Summary of water quality data from APT-2 and the packer tests laboratory analyses

6.3 Base of the Underground Source of Drinking Water

Straddle packer tests PT-4 (2,390 to 2,450 ft bls) and PT-5 (2,250 to 2,310 ft bls) bracket the base of the regulatory Underground Source of Drinking Water (USDW), which is defined as the 10,000 mg/L total dissolved solids (TDS) isopleth. The reverse-air discharge data also shows in increase in salinity to levels greater than 10,000 mg/L between 2,300 and 2,350 ft bls.

A plot of log-derived specific conductance versus depth was prepared using the Archie (1942) equation and formation resistivity values obtained from the deep induction log and porosity values from the sonic log (Fig. 6-2). The plot has a high degree of scatter caused by the lithological diversity and common secondary pores. The plot does show a pronounced increase in overall specific conductance and thus TDS below 2,300 ft bls.

The combined data indicate that the base of the USDW occurs at about 2,320 ft bls (± 20 ft) in well SE-TPW.



6.4 Groundwater Chemistry

A piper plot of APT and packer test data show that two distinct water types are present (**Figure 6-3**). The production zone water samples (APT and PT-2) are calcium-sulfate waters in which the dissolved solids were derived primarily from the dissolution of gypsum and/or anhydrite present in the formation. The deeper more saline groundwaters are sodium-chloride type reflecting an ultimate seawater source of the dissolved solids.

The saturation state of waters with respect to the calcium sulfate (anhydrite and gypsum), carbonate, and other ionic minerals (barite and fluorite) were calculated using the USGS PHREEQC code (Parkhurst and Appelo 1999). The saturation state of minerals in different waters are expressed in terms of their saturation indices, which are the logs of the ratios of their ion activity product and solubility product. Saturation indices of less than zero indicate unsaturated conditions (and thus mineral tend to dissolved), whereas values greater than zero indicate supersaturated conditions (and thus minerals tend to precipitate out of solution). The SI values for LFA II-a from the SE-DEW and SE-TPW APTs are summarized in Table 6-2.



Figure 6-3 Piper diagram of SE-TPW APT and packer test water samples.

Mineral	Saturation indices (log[IAP/Ksp])			
	SE DEW APT	SE TPW APT-1	SE TPW APT-2	
Calcite (CaCO ₃)	0.14	0.26	0.29	
Aragonite (CaCO₃)	0.00	0.12	0.14	
Dolomite (CaMg(CO ₃) ₂)	0.19	0.44	0.48	
Anhydrite (CaSO4)	-0.84	-0.28	-0.24	
Gypsum (CaSO ₄ ·H ₂ O)	-0.62	-0.06	-0.02	
Barite (BaSO ₄)	0.64	-0.47	-0.49	
Fluorite (CaF ₂)	-1.39	0.08	0.43	

Table 6.2Calculated saturation states of the APT water samples.

The production interval water samples from the SE-TPW APT-2 are mildly undersaturated with respect to anhydrite and close to saturation with respect to gypsum (a hydrated calcium sulfate mineral). The degree of undersaturation of the proposed production interval with respect to the calcium sulfate minerals at the SE

-TPW site is less than (SI is more negative) that at the SE-DEW site due to a greater TDS concentration at the SE-TPW site. In as much as the TDS of LFA II-a is derived largely from the dissolution of anhydrite and gypsum, dissolution of these minerals proceeded further in the SE-TPW vicinity and the water chemistry evolved closer to saturation.

The water chemistry data for all three samples indicate that they are slightly supersaturated with respect to calcite. Gypsum and anhydrite dissolution releases calcium, which increases the saturation state of groundwaters with respect to calcium carbonate minerals. However, calculated calcite saturation states are highly sensitive to pH and measured pH values have large potential for errors if careful sampling and analysis procedures are not followed. Degassing of CO₂ upon exposure of water to the atmosphere can cause a decrease in dissolved CO₂ and an associated increase in pH and thus the saturation state of carbonate minerals. Hence, the mild calculated degrees of supersaturation with respect to calcite may not reflect aquifer conditions. Typically, groundwaters in long contact with carbonate minerals in aquifers are at (or very close to) calcite saturation.

7.0 CONCLUSIONS

The SE-TPW hydrogeologic testing program which was completed in 2019 resulted in the following findings:

- An LFA II-a production interval is present at the SE-TPW site, but the transmissivity of the zone (3,810 ft²/d) is considerably less than that at the SE-DEW-1 well site (15,300 ft²/d). A lesser transmissivity toward the north end of the SE Wellfield would result in greater drawdowns for a given pumping rate. SE-TPW had approximately 80 ft of drawdown during the pumping test at a pumping rate of 1,105 gpm, which corresponds to a specific capacity (SC) of 13.8 gpm/ft. The corresponding drawdown at the permitted capacity (1,800 gpm) is 130 ft. There will be additional drawdown from the pumping of the other production wells. The data from the 12-day APT at the SE-TPW site indicate an LFA II-a storativity of 1.1 x 10⁻³ and leakance of 8.6 x 10⁻³ d⁻¹.
- Data are available for the south (SE-DEW-1) and near the north ends (SE-TPW) of the proposed production well alignment. It is unknown whether the data from the SE-DEW-1 or SE-TPW sites are more representative of the wellfield as a whole and where in the proposed wellfield lies the boundary between the relatively low transmissivity and high TDS water encountered at the SE-TPW site and the higher transmissivity and lower TDS water encountered at the SE-DEW-1 site.
- LFA II-b has a transmissive zone that is suitable for use as an injection zone. Packer test data for the proposed injection zone (LFA II b) from the SE-DEW suggest a transmissivity of 6,900 ft²/d for the upper zone (2,188 to 2,373 ft bls) and 3,240 ft²/d for the lower zone (2,373 to 2,521 ft²/d). The estimated transmissivity of LFA II-b in the SE-TPW is 3,374 ft²/d from the packer test run from 2,322 to 3000 ft bls. The lesser transmissivity in SE-TPW would result in a great injection pressure required for a given injection rate. Injection wells with a target capacity of 700 to 1,000 gpm appear to be technically feasible at injection pressures of less than 100 psi.
- LFA II-a and LFA II-b are separated by approximately 375 feet of confining strata (GMU) in the SE-TPW (approximately 450 ft in SE-DEW-1). If the low porosity dolostones present in the GMU in the wellfield area have similar low hydraulic conductivity values as indicated by the APT leakance values and measured in core samples from the SE-DEW-1 well (PBS&J 2010), then the unit would be expected to provide effective confinement between the production and injection intervals, provided that the strata are not compromised by extensive fracturing or solution conduits. There is no suggestion of significant fracturing in the SE-TPW OBI log. A key uncertainty impacting raw water

quality (salinity) during long-term production from the proposed wellfield is the properties of the GMU throughout the project site vicinity, particularly whether the low porosity dolomitic strata are continuous and not compromised by fracturing and other secondary porosity features.

- The salinity (TDS concentration) of the production interval in the SE-TPW is approximately 3,200 mg/L compared to a TDS concentration of 1,100 mg/L obtained from the SE-DEW APT. The groundwater in LFA II-a is a calcium-sulfate type in which the TDS were derived primarily from the dissolution of calcium sulfate minerals in the formation (anhydrite and gypsum). LFA II-b contains a sodium-chloride type water in which the TDS have an ultimate seawater source.
- Confinement between the UFA and LFA II-a is provided by 1,106 ft of strata including MCU I and MCU II. MCU II, due to the presence of intact anhydrite and very low porosity, is a particularly is a highly effective confining unit in the SE-TPW vicinity. The very low permeability (leakance) of MCU II is expected to prevent drawdowns from LFA II-a pumping from materially impact water levels in the UFA, much less in the surficial aquifer and environmentally sensitive environments

The overall results of the SE-TPW aquifer testing program confirm that a suitable brackish water production interval (LFA II-a) and injection zone (LFA II-b) are present at the northern end of the proposed Polk Southeast wellfield. The pumping test results and hydrogeological characteristics of the confining strata above LFA II-a support that pumping of LFA II-a will not materially impact water levels in the UFA or adversely impact surface water bodies and sensitive environments.

8.0 REFERENCES

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POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDCU-2024-27 (PRWC Southeast Water Treatment Plant and Water Well Network)

Applicant: Polk Regional Water Cooperative

Property Owner: Polk Regional Water Cooperative

Hearing Date: October 2, 2024

I. <u>Request:</u>

Conditional use approval of a 30 MGD potable water production facility, four ground storage tanks and five Lower Floridan Aquifer raw water wells.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the staff report and makes the following findings based upon the staff report, testimony and exhibits presented during the hearing:

- 1. Pursuant to Section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 Review application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. 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
 - d. How the concurrency requirements will be met, if the development was built.
- 2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections, 205, 303, and 906.

- 3. The Application is consistent with all applicable policies of the Comprehensive Plan.
- 4. The Application is compatible with surrounding uses and the general character of the area.
- 5. Concurrency requirements can be met if the development is built.

III. Planning Commission's Decision:

Based upon the evidence and testimony presented to the Planning Commission and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

IV. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application with the Land Development Division within 7 calendar days after the Planning Commission hearing.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 2nd day of October 2024, by the Polk County Planning Commission.

Polk County Planning Commission ATTEST:

Ву:____

Rennie Heath, Chairman

By: _____ Margo White, Recording Secretary

Date rendered to the Clerk:

Exhibits to Planning Commission's Order

Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File Erin Valle, Clerk of Court (under separate cover)



Polk County

Planning Commission

Agenda Item 2.

10/2/2024

SUBJECT

LDCU-2023-53 (Dove Meadow Event Facility)

DESCRIPTION

The applicant is requesting Conditional Use approval for an Event Facility and Outdoor Concert Venue in an Agricultural/Residential Rural (A/RR) land use district. The subject site is located south of Dove Meadow Ln, east of Dove Meadow Ct, north of 1st Street NW, northwest of the City of Lakeland in Section 18, Township 27, Range 23.

Note: LDCU-2023-53 was approved 7-0 on August 7th, 2024. This case is being reheard due to procedural matters.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

No fiscal Impact

CONTACT INFORMATION

Aleya Inglima

Land Development Division

(863) 534-6764

aleyainglima@polk-county.net

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	April 27, 2024	Level of Review:	Level 3 Review	
PC Date:	October 2, 2024	Type:	Conditional Use	
D. CCD.		Case Numbers:	LDCU-2023-53	
Bocc Date:	N/A	Case Name:	Dove Meadow Event Facility	
Applicant:	Dale McQuillen	Case Planner:	Aleya Inglima, Planner II	
		·		
Request:		The applicant is requesting Conditional Use approval for an Event Facility and Outdoor Concert Venue in an Agricultural/Residential Rural (A/RR) land use district.		
Location:		The subject site is located at 4581 Dove Meadow Ct, south of Dove Meadow Ln, east of Dove Meadow Ct, north of 1st Street NW, northwest of the City of Lakeland in Section 18, Township 27, Range 23		
Property Ov	vners:	Dale McQuillen		
Parcel Size (Number):	±13.23 acres (232718-000998-004070) (232718-000998-004080)		
Future Land	Use:	Agricultural/Residential Rural (A/RR)		
Development Area:		Rural Development Area (RDA)		
Nearest Municipality:		City of Lakeland		
DRC Recom	mendation:	Conditional Approval		
Planning Commission Vote:		Pending Hearing		

Location

2023 Aerial



PC Staff Report Level 3/ANI 7/26/2024 11:30:14 AM

LDCU-2023-53

Page 1 of 21 October 2, 2024
Summary:

LDCU-2023-38 is an applicant-initiated request to allow an Event Facility and Outdoor Concert Venue within an Agricultural Residential Rural (A/RR) land use district in the County's Rural Development Area (RDA) (*Exhibit 2*). In accordance with Chapter 2, Table 2.1 of the Land Development Code (LDC), an Event Facility and Outdoor Concert Venue may be achieved in the A/RR district via a Conditional Level 3 Review and public hearing before the Planning Commission. Event Facilities and Outdoor Concert Venues must also be in accordance with Chapter 3, Section 303 of the LDC. LDCU-2023-53 was approved 7-0 on August 7th, 2024. This case is being reheard due to procedural matters.

The subject parcel is currently used residentially. The request is an Event Facility and Outdoor Concert Venue to allow events and weddings on site. No outdoor amplified voice, music, or live entertainment will be permitted after 9:00 pm as conditioned within the staff report. The provided site plan meets the requirements outlined in Section 303. The applicant has provided an event management plan that addresses the traffic circulation plan to account for both attendees being dropped off, those utilizing the on-site parking, and has indicated adequate signage for guests to be directed appropriately throughout the site. The site is located within Northwest Utility Service Area, but the applicant is proposing a private well and septic system for potable water and wastewater. The site plan indicates there will be adequate parking based upon parking requirements found in Table 7.10 of the LDC.

Roadway capacity and emergency services are adequate. The site does have wetlands and a Flood Hazard Zone A; however, the facility will not impact them. Parks, multi-use trails, boat ramps, and environmental lands can be found nearby, although an event facility will not have any significant impact to these services. Should approval for the proposed event facility be granted, the applicant will be required to submit for a Level 2 staff review, during which engineered site plans must be submitted to address Conditional Use requirements, stormwater, parking needs, and site design for compatibility. A minor traffic study will also be required during the Level 2 review process.

Staff has noted a marked increase in requests for event facilities which provide a variety of settings for weddings and special events. The acreage of the site and natural trees to buffer the events from offsite make this request compatible. Through site design and the conditions of approval, staff finds the request is compatible with the surrounding area and consistent with the LDC and Comprehensive Plan. Staff recommends approval of this application with the provided conditions of approval because the scale proposed fits with a rural residential community and there are high levels of public safety services in the area.

Findings of Fact

- LDCU-2023-53 is a Conditional Use request for an Event Facility and Outdoor Concert Venue on approximately 13.23 acres associated with Parcel #232718-000998-004070 and Parcel #232718-000998-004080.
- Future Land Use designation of the site is Agricultural/Residential Rural (A/RR) within the County's Rural Development Area (RDA).
- Chapter 10 of the Land Development Code (LDC) defines Event Facility "An enclosed place of assembly offered to the general public for accommodating events, which may include amplified voice, music, or live entertainment, but without permanent alcohol service."
- Chapter 2, Section 205, Table 2.1 of the Land Development Code (LDC) states an Event Facility may be achieved in the A/RR district via a Conditional Level 3.

• Chapter 3, Section 303 of the LDC states that the following standards shall apply to Event *Facilities:*

"In addition to other applicable regulations, the following standards shall apply:

1. All Event Facilities shall submit an Event Management Plan to include and address the following criteria:

a. All parking areas shall be identified;

b. A traffic circulation plan in narrative and graphic form shall be provided;

c. Security measures;

d. Identification of public safety needs (i.e. EMS/Fire, Sheriff's Office, Florida Highway Patrol, etc.);

e. The number of anticipated attendees;

f. Hours of operation; and

g. Signage

The above referenced may be further restricted or lessened by the Planning Commission or Board of County Commissioners through a condition of approval.

2. An Event Facility with outdoor amplified voice, music, or live entertainment shall also comply with the Outdoor Concert Venue use criteria;

3. On-premises alcohol consumption may not be licensed to the property or establishment."

- Chapter 7, Table 7.10 of the LDC requires Event Facilities to provide a minimum of 1 space per 3 seats or 150 square feet Gross Floor Area (GFA), whichever is greater.
- The applicant has submitted an event management plan that has been reviewed by County Staff.
- The property has direct ingress/egress along Dove Meadow Ct (Road Number 731904). It is classified as a County-maintained, 20-foot-wide paved local roadway in Polk County's Road Inventory
- Fire and EMS response to this project is from Polk County Fire Rescue Station 23, located at 6750 Kathleen Rd, Lakeland, FL 33810, approximately 1.5 miles from the site with a response time of 5 minutes.
- The site is located within the Polk County Sheriff's Office Northwest District, located at 1045 Wedgewood Estates Blvd in Lakeland. Response times for NW in July 2024 were: Priority 1 Calls 12:21 and Priority 2 Calls 27:50.
- The property is comprised of Basinger mucky fine sand, Kaliga muck, Smyrna and Myakka fine sands, and Pomona fine sand.

- There are no water or wastewater services to the subject parcel. A private well and septic tank will be utilized.
- The property is zoned for Kathleen Elementary, Kathleen Middle, and Kathleen Senior High.
- The property is located within wetlands and a flood zone A.
- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of endangered species.
- The subject parcel is not located within one of the County's Wellhead-Protection Areas.
- The property is not located within an Airport Impact Zone.
- According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.
- Chapter 2, Section 204.A.1 of the LDC states, "The purpose of the A/RR district is to provide lands for the continuation of productive agricultural uses and to provide for very low-density residential development within unincorporated rural areas. The A/RR district permits agricultural activities, agricultural support facilities, multi-family dwelling units, farm labor housing, group living facilities, and community facilities."
- The according to POLICY 2.108-A1 of the Comprehensive Plan, the Rural Development Area (RDA) is "characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments."
- POLICY 2.125-E1 of the Comprehensive Plan states that "Community Facilities shall be allowed in all land use classifications, unless specifically prohibited elsewhere in this Comprehensive Plan" and that Type E facilities are all types of recreation activities and associated infrastructure.
- POLICY 2.121-A1 of the Comprehensive Plan states, "Institutional uses, Community Facilities and essential services will be allowed as conditional uses, in accordance with policies of this Plan and the guidelines of the County's Land Development Code" in the Agricultural/Residential Rural districts.
- Per 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."
- This request has been reviewed for consistency with Tables 2.1 & 2.2 and Section 303 of the LDC.
- This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and SECTION 2.108 RURAL-DEVELOPMENT AREA (RDA); of the

Comprehensive Plan.

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, a recent site visit, and the staff report, the Development Review Committee (DRC) finds that the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan; therefore, the DRC recommends **APPROVAL of LDCU-2023-53**. <u>CONDITIONS OF APPROVAL</u>

Based upon the findings of fact the Development Review Committee recommends **APPROVAL** of **LDCU-2023-53** the following Conditions:

- 1. The property shall be approved for an Event Facility and Outdoor Concert Venue within an Agricultural/Residential Rural (A/RR) land use district as shown on the site plan. Any modifications to LDCU-2023-53, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.
- 2. No outdoor amplified voice, music, or live entertainment is permitted after 9:00 pm.
- 3. The facility shall have a maximum occupancy of no more than 300 guests for any single event.

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 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 4 Review and only for those development decisions within the Board of County's 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 area is rural in nature as the surrounding parcels are all within an Agricultural/Residential Rural land use district. Single family homes can be found to the north, west, east, and south of the subject site. While single family homes are found nearby, majority are buffered by the thick trees located on the subject parcel. The Event Facility and Outdoor Concert Venue will use 1st Street NW from Kathleen Road to reach the subject property. This distance is approximately 1.25 miles.

Table 1		
Northwest:	North:	Northeast:
A/RR	A/RR	A/RR
3.5 acres	4.6 acres	7.8 acres
Mobile home	Mobile home	Pasture
West:	Subject Property:	East:
A/RR	A/RR	A/RR
2.2 acres	13.23 acres	6.5 acres
Single family home	Proposed Event Facility	Pasture
Southwest:	South:	Southeast:
A/RR	A/RR	A/RR
0.88 acres	4.0 acres	9.1 acres
Single family h3ome	Single family home	Pasture

Compatibility with the Surrounding Land Uses and Infrastructure:

A. Land Uses:

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the

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."

proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

Single family homes can be found to the north, west, and south of the subject site. While single family homes are found nearby, majority of these homes are buffered by the thick trees that the subject parcel has. This creates a natural buffer. Pasture is also to the southeast and east of the subject site. The applicant provided a noise study. This noise study found it to not exceed high decibels for long periods of time. The trees block a good portion of the sound that could occur onsite. The nearest home is approximately 300 feet to the west. The site plan shows landscape buffers to the south and west of the parking lot.

Dove Meadow Ct is classified as a County-maintained, 20-foot-wide paved local roadway. According to the applicant's submitted traffic circulation plan, arriving vehicles enter the site via one ingress/egress driveway on Dove Meadow Ct. Depending on whether the drivers will be dropping off guests or parking, they have the option of turning into the paved parking area located to the south of the proposed event facility. There are also directional signs to help attendees traverse through the site. Staff does not anticipate arriving vehicles remaining along Dove Meadow Ct as the site plan indicates adequate room to queue the vehicles coming onsite.

B. Infrastructure:

The subject property is located within a Rural Development Area (RDA), and the area is very limited for infrastructure and public services. The site is within Northwest Regional Service Area. This request will not require upgrades to any public service. According to the Impact Assessment Statement, the applicant will be connecting to an onsite septic treatment system and well. There is available capacity on all major roadways adjacent to the subject property. Public safety facilities and services are nearby. The nearest fire station is approximately 1.5 miles from the subject property.

Although the elementary and middle school is within three (3) miles, the high school are located more than five (5) miles away. There are no mass transit stops within a reasonable distance. There are no sidewalks in the area. The use is largely self-sustaining and is not anticipated to have an adverse effect on any public services.

Nearest and Zoned Elementary, Middle, and High School

The property is zoned for Kathleen Elementary, Kathleen Middle, and Kathleen Senior High. However, the applicant does not need to address School Board capacity for the anticipated project. The proposed Event Facility is not expected to have any impact on school concurrency as the use will not generate the need for children to attend school. Therefore, the proposed use is not likely to have any adverse impacts upon school operations.

Table 2

Distance from subject site
±1.6 miles driving distance
±1.4 miles driving distance
±7.6 miles driving distance

Source: Polk County GIS

Event facilities do not generate a demand for school capacity. Therefore, such data is not provided in this report.

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is from Polk County Fire Rescue Station 23, located at 6750 Kathleen Rd, Lakeland, FL. The travel distance is approximately 1.5 miles from the site with an average response time of 5 minutes. This is a plus because fire rescue and emergency medical services are the most utilizes services of event facilities.

Sheriff's response to the site is served by the Northwest District, located at 41045 Wedgewood Estates Blvd in Lakeland. Response times for NW in July 2024 were: Priority 1 Calls - 12:21 and Priority 2 Calls – 27:50. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. 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.

Table 3

	Name of Station	Distance	Response Time *
Sheriff	Northwest District (1045 Wedgewood Estates Blvd in Lakeland)	±5.8 miles	P-1: 12:21 P-2: 27:50
Fire EMS	Polk County Fire Rescue Station 23 (6750 Kathleen Rd, Lakeland, FL 33810)	±1.5 miles	5 minutes

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

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

The site is located within the Rural Development Area (RDA). The property will utilize a private well and septic system for water and wastewater service. The conditional use of an event facility does not generate a significant demand for water and wastewater given the limited hours of operation for such a use. The property owners will be required to permit a private well and septic tank to sufficiently supply the facility. There are no conditions of approval recommended to address water or wastewater needs. According to the Applicant's Impact Assessment, portable facilities will be utilized during special events.

B. Available Capacity:

The property is located in the city of Northwest utility service area. Connection to centralized water or wastewater is not available.

C. Planned Improvements:

Staff is unaware of any improvements that will provide or alter services to this site.

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). Event facilities are comparable to the methodology used for religious institutions with regard to traffic generation. The events are often held outside of peak travel hours, and most events are held evenings and weekends. This project is not expected to have a significant influence on the capacity of the nearest relevant road links.

A. Estimated Demand:

Traffic impacts for Event Facilities aren't accounted for in the typical measurements. Like religious facilities, events are often held in the evenings and weekends, and the trips are outside of the peak travel hours. While trip counts are typically low on average throughout the year, staff anticipates congestion for a short period of time as an event commences and concludes. The facility should not cause any significant disruptions in the system. Additionally, attendees of weddings or special events are likely to travel together in the same vehicle, reducing the overall number of trips to the site. Table 4, to follow, provides the current demands for the parcel with permitted uses and the demand for the proposed use.

Table 4

Subject Property		
±13.23 acres A/RR	Demand as Currently Permitted	Proposed Plan
Permitted Intensity	One (1) single-family dwelling unit	Event Facility
Average Annual Daily Trips (AADT)	7.81	25
PM Peak Hour Trips	1.00	8

As Table 4 demonstrates, the traffic generated from this project is anticipated to be less than 50 AADT of which 8 trips will take place during the peak hours. A Traffic Study will not be required during the Level 2 Review process.

B. Available Capacity:

0 1 ° / D

Attendees to the event facility will likely be arriving from the south on Dove Meadow Ct. Dove Meadow Ct is not monitored for concurrency by the Transportation Planning Organization. The nearest monitored link is Kathleen Road. The current levels of service (LOS) of "C" with an acceptable LOS of "D". There is ample capacity along the monitored segments. Table 5, to follow provides the available information for the closest monitored segments.

Table 5				
Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4035N	CR 35A (Kathleen Road) From: I-4 To: CR 542A (Galloway Rd N)	С	750	D
4035S	CR 35A (Kathleen Road) From: I-4 To: CR 542A (Galloway Rd N)	C	708	D

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

C. Roadway Conditions:

The property has direct ingress/egress along Dove Meadow Ct (Road Number 731904). Dove Meadow Ct is classified as a County-maintained, 20-foot-wide paved local roadway in Polk County's Road Inventory.

D. Sidewalk Network:

No sidewalks are located along Dove Meadow Ct. No sidewalk improvements will be required for the proposed event facility.

E. Planned Improvements:

Staff has not identified any planned improvements to the local roadway or sidewalk network near the subject site.

F. Mass Transit

There are no mass transit services provided to the area. There are no Citrus Connection routes within a reasonable distance of the subject parcel.

Park Facilities and Environmental Lands:

This event facility is not dependent upon park facilities and is not located in proximity to a park such that it would be disruptive to its function. The closest parks are Hunt Fountain Sports Complex. The closest environmental land is Gator Creek Preserve. However, the proposed event facility is not expected to impact the surrounding parks and preserves.

A. Location

Hunt Fountain Sports Complex is located at 7036 Green Rd, Lakeland, approximately 4.6 miles from the subject property.

B. Services

Hunt Fountain Sports Complex consist of various athletic fields, courts, picnic & play areas, & a horse arena.

C. Multi-use Trails

Multi-use Trails can be found at Gator Creek Preserve.

D. Environmental Lands

Gator Creek Preserve is the closest environmental land. Gator Creek Reserve is a mosaic of cypress swamps, hardwood forests and marshes interspersed with slightly elevated areas. With a series of adjoining loop trails, one of which is paved, this 2,700-acre reserve offers easy short walks or longer treks through several unique habitats

Environmental Conditions

The property is currently used as residential. There are wetlands and floodplains on the property, according to the County Geographical Information System (GIS). There are no environmental limitations with the development of this property in the manner proposed by the applicant. The site is comprised of Basinger mucky fine sand, Kaliga muck, Smyrna and Myakka fine sands, and Pomona fine sand according to the U.S. Department of Agriculture, Soil Conservation Service. The soils present few challenges to the construction of structures.

A. Surface Water:

No surface water is found onsite.

B. Wetlands/Floodplains:

The subject property is located within a flood zone A identified by FEMA. There are wetlands present on the subject property.

C. Soils:

According to the Soil Survey of Polk County, the site consists of approximately 65.5% Kaliga muck, 28.8% Basinger mucky fine sand, 5.3%Smyrna and Myakka fine sands, and 0.3% Pomona fine sand.

Table 6, to follow, summarizes the soil type and limitations for development activity on-site.

Table 0				
Soil Name	Septic Tank	% of Site		
	Absorption Field	(approximate)		
	Limitations			
Basinger mucky fine sand	Severe: ponding	28.8%		
Kaliga muck	Severe: subsides, ponding	65.6%		
Smyrna and Myakka fine sands	Severe: wetness	5.3%		
Pomona fine sand	Severe: wetness	0.3%		

Table (

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service, 1985

D. **Protected Species**

According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of any endangered animal species.

E. Archeological Resources:

According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.

F. Wells (Public/Private)

This site is not within any of the County's Wellhead Protection Districts.

G. Airports:

The site is not within any Airport Buffer Zones.

Economic Factors:

It is not uncommon for event facilities to rely heavily on outside vendors to supply food and beverages to serve guests attending special events. Supplementary services can range from florists, photographers, videographers, musicians, and bakers. The addition of an event facility within the area may provide a long-term impact to the local economy with the contracting of such vendors. Additionally, attendees from outside of Polk County may take advantage of hotels, restaurants, and retail during their stay for the special event. While the event facility is not immediately central to such amenities, Lakeland is within a reasonable driving distance for such services.

Consistency with the Comprehensive Plan and Land Development Code:

In 2017, the Event Facility use was added to Chapter 2, Table 2.1 of the LDC as a Level 3 Conditional Use approval within A/RR land use districts (Ord. No. 17-067). This County initiated request was based upon framework provided in the Comprehensive Plan for this type of use that transcends all land use categories termed "Community Facility" as identified in POLICY 2.125-E. Furthermore, the addition of Event Facilities as a Conditional Use within A/RR land use districts is consistent with POLICY 2.121-A1 of the Comprehensive Plan because "Institutional uses, Community Facilities and essential services will be allowed as conditional uses, in accordance with policies of this Plan and the guidelines of the County's Land Development Code" within an A/RR district.

Table 7, 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	7
1 ante	'

Comprehensive Plan Policy	Consistency Analysis		
POLICY 2.102-A1: DEVELOPMENT LOCATION - Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The site is located in the Rural Development Area (RDA) in an area where urban services are limited. The event facility will be required to provide their own sources for potable water and wastewater and will be self-sustained. Community Facilities are specifically noted within this policy to be allowed as a conditional use within A/RR land use districts.		
<u>POLICY 2.102-A2: COMPATIBILITY</u> - 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.	neighboring properties. As noted within the staff report, buffers are shown along the western and southern property lines to help screen the site. The main structure is a significant distance from other residences, and stormwater features will be located along the western boundary to maintain further separation from adjacent property.		
<u>POLICY 2.102-A4: TIMING</u> - 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.	The proposed request is not anticipated to create a Level-of-Services (LOS) deficiency upon existing services provided by the County. Such services were analyzed as part of this report.		
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).	The subject property is located within an area of the County that has adequate public safety services as identified in the staff report. The subject property will provide a private well and septic tank for potable water and wastewater and will be self-sustained for these purposes.		

As outlined in the report, this request is consistent with the Land Development Code. However, all development will be reviewed again during the Level 2 process. The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 8 in accordance with Section 906.D.7 of the Land Development Code.

Table 8				
The Planning Commission, in the review of development plans, shall consider the following				
factors in accordance with Section 906.D.7 of	f the LDC:			
Whether the proposed development is consistent with all relevant requirements of this Code;	Yes, this request is consistent with the LDC, specifically Table 2.1 which permits this use upon completion of a Level 3 Review. Many of the conditions required in Section 303 will be enforced after a Level 3 Review. These can be found in the Findings of Fact on Pages 2-4 of the staff report.			
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes, this request is consistent with the Comprehensive Plan, as reviewed in Table 7.			
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	Yes, the request is compatible with surrounding uses and the general character of the area, and the site will further be made compatible through the Conditions of Approval. See Pages 6-7 of this staff report for data and analysis on surrounding uses and compatibility.			

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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 6-9 of the staff report.

Comments from other Agencies: None.

Exhibits

- Exhibit 1 Location Map
- Exhibit 2 Future Land Uses
- Exhibit 3 2023 Aerial Photo (Context)
- Exhibit 4 2023 Aerial Photo (Close-Up)
- Exhibit 5 Site Plan
- Exhibit 6 Event Management Plan



LOCATION MAP

LDCU-2023-53



FUTURE LAND USES

LDCU-2023-53



2023 AERIAL PHOTO (Context)



2023 AERIAL PHOTO (Close-Up)

PC Staff Report Level 3/ANI 7/26/2024 11:30:14 AM

LDCU-2023-53



SITE PLAN

Event Management Plan 4581 and 4565 Dove Meadows Court Lakeland, 33810

The McQuillen Wedding Venue will offer a luxurious and beautiful setting for weddings, providing top-notch services including catering, décor, planning assistance, and event coordination. This event management plan outlines the procedures and strategies to ensure each wedding is flawlessly executed and provides an unforgettable experience for the clients and their guests.

1. Pre-Event Planning - Managed by Venue Staff

- · Meet with the clients to discuss their vision, preferences, and specific requirements.
- Provide a tour of the venue and showcase preferred vendors and amenities.
- Discuss budget.
- Draft a detailed contract outlining the terms and conditions, including payment schedules, cancellation
 policies, and service details.
- Secure a deposit to confirm the booking.

Event Design and Planning - Managed by Event Planner

- · Works with clients to develop a detailed event plan, including theme, color scheme, and layout.
- Review a timeline for the event, from setup to breakdown.
- · Coordinate with external vendors (florists, photographers, DJs, etc.) as needed.
- Schedule regular check-ins with the clients to review progress and make adjustments as necessary.
- · Provide clients with a detailed checklist and timeline leading up to the wedding day.
- Assist clients in selecting reputable vendors for catering, photography, entertainment, etc.
- · Provide a list of preferred vendors who have previously worked with the venue.
- Ensure all vendors are aware of the venue's policies and timelines.
- Maintain open lines of communication with all vendors to ensure seamless coordination.
- Confirm arrival times, setup requirements, and any special instructions.
- 3. Venue Preparation Managed by Event Planner and Venue Staff
 - Prepare a detailed layout plan for the ceremony and reception areas.
 - Coordinate with decorators and setup crews to ensure timely and accurate setup.
 - · Ensure all audio-visual equipment is tested and functioning properly.
 - Arrange for any additional technical support needed for the event.
 - Conduct a pre-event meeting with all venue staff to review the event schedule, responsibilities, and contingency plans.

4. Event Day Management - Managed by Event Planner and Venue Staff

- · Oversee the adherence to the event timeline, ensuring each segment starts and ends on time.
- Provide gentle reminders to clients and vendors about upcoming segments.
- Ensure a smooth guest arrival and seating process.
- Address any guest concerns or special requests promptly.
- Serve as the main point of contact for all vendors on the day of the event.
- · Ensure vendors adhere to the agreed-upon schedule and setup requirements.
- Continuously monitor the event to address any issues or emergencies.
- · Ensure all elements of the event (catering, entertainment, décor) meet the venue's high standards.

5. Post-Event Wrap-Up - Managed by Venue Staff and Event Planner

- · Breakdown and Cleanup Oversee the breakdown and cleanup of the venue.
- Ensure all rental equipment is returned and the venue is restored to its original condition.
- Send a thank-you note to the clients.
- · Request feedback and a testimonial to improve services and attract future clients.

6. Continuous Improvement - Managed by Event Planner and Staff

- · Conduct a post-event review with the team to discuss what went well and areas for improvement.
- Analyze client feedback to refine services and processes.

Parking Areas: Idle parking is allowed along the circular driveway for vendors only prior to the event. Vendors will have a separate parking area (10 spaces); Guest parking will be located on the main property (40 spaces) and on the adjacent area (70 spaces).

On-site Circulation Plan: All arriving vehicles for the general public will enter the site via an ingress only driveway on 4581 Dove Meadows Court. No vehicles may exit the premises via this entrance. Visitors have the option of using the circular driveway for drop off before driving along a 22 ft wide public service road that veers off to the right (south) of the property onto the adjoining property and into the parking lot (70 spaces). Traffic will exit the premises on the south end of the parking lot via the public service road that leads to the southern ingress/egress driveway at 4565 Dove Meadows Court.

Lighting: Lighting will include illuminated signs and exit signs with high-visibility lettering to clearly indicate emergency exits, fire extinguisher locations, and first aid stations and Ensure that all areas of the venue, including entrances, exits, walkways, parking lots, and emergency exits, are well-lit.Consistent lighting levels throughout the venue will minimize glare and shadows, which can obscure hazards and create safety concerns. Emergency lighting systems will automatically activate in case of a power outage or other emergencies. Exterior emergency lighting will illuminate exit routes and evacuation paths to facilitate safe egress during an emergency.

Noise Impact Study: A Noise Impact Study will be provided by a Qualified Acoustical Consultant to address the following concerns:

- Includes background noise levels
- Noise levels to be generated by the use
- Surrounding noise-sensitive land uses
- · Strategies for elimination or reduction of off-site noise impacts

Security Measures: Security is not anticipated to be required for all events, however, each event will be evaluated separately for security needs such as securing services of a Sheriff deputy. Proper insurance will be maintained by the owner.

Public Safety Needs: Except occasional use of deputy services for security, no requirements for public safety involvement are anticipated as part of normal operations. In the case of a health, fire, or other emergency, 911 will be called for assistance. All public safety vehicles will enter by way of the south ingress/egress driveway at 4565 Dove Meadows Court. This two-way, 22 ft wide public service provides access to the residence/event venue.

Additional Safety Features Include the following:

- Adequate Exit and Emergency Lighting
- Fire Extinguishers
- · Fire Sprinkler System in Pavillion and Residence/Event Venue
- Traffic Directional Signage to Ensure Proper Traffic Flow
- First Aid Station in Pavilion Food Service Prep Area

Number of Anticipated Attendees: The number of attendees will vary depending on the needs of each event. The square footage allows more capacity, however, a maximum number of attendees allowed will be limited to 250.

Hours of Operation: Event Hours will be from 10:00 AM to 9:00 PM

High Visibility Signage: Signage indicating the guest entrance at the northern ingress driveway along Dove Meadows Court, the exit and public service entrance at the ingress/egress driveway along Dove Meadows Court, and wayfinding throughout the premises for maximum capacity limitations, parking, traffic, restrooms, and emergency exits.

EVENT MANAGEMENT PLAN

Impact Assessment Statement

4581 and 4565 Dove Meadows Court

Lakeland, 33810

In accordance with Section 910, this Impact Assessment Statement provides information on the effects that an event venue will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A. Land and Neighborhood Characteristics

To assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

- 1. The two-story, 4,215 sq ft home located on 4561 Dove Meadow Court hosts an in-ground pool, several small garden areas, a small waterfall, and grassy meadows. This property, just a small portion of the 30 acres under ownership, is surrounded by forest making this property ideal for a venue for events and weddings, in particular. The home itself provides a bridal suite and Grooms area, along with a large open kitchen. The pool hosts an outdoor kitchen. The three meadows and surrounding manicured landscape provides ideal space options for outdoor ceremonies. The outdoor kitchen and pool area along with adjacent meadows and pavilion will provide a lovely space for entertaining guests prior to the ceremony. The proposed 2,800 sq ft open-air pavilion will offer plastic wall curtains and mobile air-conditioning to contend with weather issues. The proposed pavilion will also provide a small prep kitchen and three toilets, in addition to the two toilets in the home.
- 2. See provided site plan.
- 3. Currently, the agricultural property at 4565 Dove Meadow Court is primarily used for growing and storing plants, storing mulch and other landscaping materials, loading and unloading plants delivered by semi. Much of the agricultural facilities will be relocated to the back of the property behind a small forest of trees, out of the view of the community and venue guests. The current ingress driveway and path will be converted into a two lane public service road, which will serve as the exit for guests. A residential home along the street of Dove Meadow Court is under construction. This home will belong to the groundskeepers of both 4581 and 4565 Dove Meadow Court. A parking lot will be added to the 4565 Dove Meadow Court located in between the new home and the landscaping business area. Hedges and trees will be placed to create sound and visual barriers between all areas.
- 4. The proposed plan should not have any influence on future development patterns as the property is already developed and being used for an agricultural business and residence.
- 5. Uses proposed in a Planned Development:
 - a. Residential space, the top floor of the 4581 Dove Meadow Court house, is 1,427 sq ft.
 - b. The following areas will be a part of the proposed event venue space:
 - i. First Floor of the 4581 Dove Meadow Court House measures 2,788 sq ft.
 - ii. Proposed pavilion is planned to measure approximately 2,800 sq ft.
 - iii. The covered wrap around porch measures 1,096 sq ft.

- iv. The garage measures 900 sq feet.
- v. The outdoor areas provide versatile space.

B. Access to Roads and Highways

1. According to ITE guidelines, the following calculations have been made: Considering the maximum allowance of 250 guests and using a trip generation rate of 0.1 per guest, the venue will have approximately 25 vehicle trips/day on the day of a large event. Estimated PM Peak Hour Trips: Assuming a typical distribution pattern and using a standard distribution curve with 30% of daily trips occurring during the PM peak hour.

PM Peak Hour Trips = 30% of Daily Vehicle Trips = 0.3×25 vehicle trips = 7.5 vehicle trips during the PM peak hour (round up to 8 trips for practical purposes)

- 2. The current ingress dirt driveway and path will be converted to a ingress/egress driveway for a paved two-lane public service road.
- 3. Idle parking will be allowed along the circular driveway for vendors only prior to the event.Parking will allow 100 spaces.
- 4. Direct access to Dove Meadow Court is located at the northern ingress driveway at 4581 Dove Meadow Court, which will serve as the primary guest entrance and he southern ingress driveway at 4565 Dove Meadow Court, which will be converted to a ingress/egress driveway for a paved two-lane public service road.
- 5. Modes of transportation other than automobiles will include public service vehicles (e.g. fire trucks, ambulances, police cars), bicycles, and pedestrians.

C. Sewage

To determine the impact caused by sewage generated from the proposed development, the applicant shall:

- 1. Amount of sewage in gallons per day (GPD) expected to be generated for 250 guests (max capacity):
 - a. Restroom (2 Visits/Guest): 1,250G
 - b. Kitchen Use (8G/Guest):: 2,000G
 - c. Total Sewage Generated: 3,250G/Event
- 2. Onsite Sewage Treatment: See Attachment Septic Soil Results
- 4. Service Provider: TBD
- 5. Current Provider Capacity: 3,695G/Day
- D. Water Supply
 - 1. Proposed Source of Water Supply: Polk County
 - 2. Type of Treatment: Onsite Sewage Treatment
 - 3. Estimated Volume of Consumption in GPD: TBD
 - 4. Current Providers Capacity: TBD
 - 5. Anticipated Date of Connection: Currently Connected

E. Surface Water Management and Drainage

To determine the impact of drainage on the groundwater and surface water quality and

quantity caused by the proposed development, the applicant shall:

- 1. The proposed event venue will not change the current surface water quality.
- 2. The current drainage ditch located on the northeast side of the property will be outfitted with river rock to improve the aesthetics and functionality.
- 3. No alterations will be made to impact fish, however, plants to improve the quality of life and attract doves will be planted and maintained in the meadow northwest of the proposed venue.

F. Population

- 1. The projected resident and transient population for the proposed residence/event venue will be no more than 275 people at one time. These persons may include but will not be limited to owners, vendors, guests, and public servants. Event guest allowance is a maximum of 250 people.
- 2. The proposed residence/event venue will only employ the two (2) owners and two (2) groundskeepers who maintain a residential home at 4565 Dove Meadow Court. These four (4) people reside and will, therefore, be on premises as such.
- 3. The proposed residence/event venue will serve the community at-large. Therefore, the transient population will include a diverse population.
- 4. Multiple outdoor areas on the property will serve as event spaces, depending on the scale and type of event. Those outdoor areas may be used as is or with an event tent. A 2,800 3,000 sq ft open-air pavilion will be constructed. The pavilion will also include an enclosed prep kitchen area, restrooms, and roll down clear plastic wall curtains.

G. General Information

To determine if any special needs or problems will be created by the proposed development, the applicant shall:

- The proposed residence/event venue will be maintained to promote the serene and beautifully
 landscaped features of the area. The signage at each of the driveways along Dove Meadows will be
 well-appointed and include a stone facade and maintained flower beds. Landscaping along Dove
 Meadow Court will also be installed to enhance the appearance of Dove Meadow Court. The current
 facilities necessary for the operation of the nursery and landscaping business will be moved to the
 location out of sight and various landscaping will be installed to hide any facilities that can be seen from
 Dove Meadow Court, which will also improve the overall aesthetics of the area.
- 2. Demand on the provision for the following services includes:
 - a. Parks and Recreation: NONE
 - b. Educational Facilities (preschool/elementary/middle school/high school): NONE
 - c. Health Care (emergency/hospital): NONE
 - d. Fire Protection: NONE
 - e. Police Protection and Security: NONE
 - f. Electrical Power Supply: NONE

Event Management Plan

4581 and 4565 Dove Meadows Court

Lakeland, 33810

The McQuillen Wedding Venue will offer a luxurious and beautiful setting for weddings, providing top-notch services including catering, décor, planning assistance, and event coordination. This event management plan outlines the procedures and strategies to ensure each wedding is flawlessly executed and provides an unforgettable experience for the clients and their guests.

1. Pre-Event Planning - Managed by Venue Staff

- Meet with the clients to discuss their vision, preferences, and specific requirements.
- Provide a tour of the venue and showcase preferred vendors and amenities.
- Discuss budget.
- Draft a detailed contract outlining the terms and conditions, including payment schedules, cancellation policies, and service details.
- Secure a deposit to confirm the booking.

Event Design and Planning - Managed by Event Planner

- Works with clients to develop a detailed event plan, including theme, color scheme, and layout.
- Review a timeline for the event, from setup to breakdown.
- Coordinate with external vendors (florists, photographers, DJs, etc.) as needed.
- Schedule regular check-ins with the clients to review progress and make adjustments as necessary.
- Provide clients with a detailed checklist and timeline leading up to the wedding day.
- Assist clients in selecting reputable vendors for catering, photography, entertainment, etc.
- Provide a list of preferred vendors who have previously worked with the venue.
- Ensure all vendors are aware of the venue's policies and timelines.
- Maintain open lines of communication with all vendors to ensure seamless coordination.
- Confirm arrival times, setup requirements, and any special instructions.

3. Venue Preparation - Managed by Event Planner and Venue Staff

- Prepare a detailed layout plan for the ceremony and reception areas.
- Coordinate with decorators and setup crews to ensure timely and accurate setup.
- Ensure all audio-visual equipment is tested and functioning properly.
- Arrange for any additional technical support needed for the event.
- Conduct a pre-event meeting with all venue staff to review the event schedule, responsibilities, and contingency plans.

4. Event Day Management - Managed by Event Planner and Venue Staff

- Oversee the adherence to the event timeline, ensuring each segment starts and ends on time.
- Provide gentle reminders to clients and vendors about upcoming segments.
- Ensure a smooth guest arrival and seating process.
- Address any guest concerns or special requests promptly.
- Serve as the main point of contact for all vendors on the day of the event.
- Ensure vendors adhere to the agreed-upon schedule and setup requirements.
- Continuously monitor the event to address any issues or emergencies.
- Ensure all elements of the event (catering, entertainment, décor) meet the venue's high standards.

5. Post-Event Wrap-Up - Managed by Venue Staff and Event Planner

- Breakdown and Cleanup Oversee the breakdown and cleanup of the venue.
- Ensure all rental equipment is returned and the venue is restored to its original condition.
- Send a thank-you note to the clients.
- Request feedback and a testimonial to improve services and attract future clients.

6. Continuous Improvement - Managed by Event Planner and Staff

- Conduct a post-event review with the team to discuss what went well and areas for improvement.
- Analyze client feedback to refine services and processes.

Parking Areas: Idle parking is allowed along the circular driveway for vendors only prior to the event. Vendors will have a separate parking area (10 spaces); Guest parking will be located on the main property (40 spaces) and on the adjacent area (70 spaces).

On-site Circulation Plan: All arriving vehicles for the general public will enter the site via an ingress only driveway on 4581 Dove Meadows Court. No vehicles may exit the premises via this entrance. Visitors have the option of using the circular driveway for drop off before driving along a 22 ft wide public service road that veers off to the right (south) of the property onto the adjoining property and into the parking lot (70 spaces). Traffic will exit the premises on the south end of the parking lot via the public service road that leads to the southern ingress/egress driveway at 4565 Dove Meadows Court.

Lighting: Lighting will include illuminated signs and exit signs with high-visibility lettering to clearly indicate emergency exits, fire extinguisher locations, and first aid stations and Ensure that all areas of the venue, including entrances, exits, walkways, parking lots, and emergency exits, are well-lit.Consistent lighting levels throughout the venue will minimize glare and shadows, which can obscure hazards and create safety concerns. Emergency lighting systems will automatically activate in case of a power outage or other emergencies. Exterior emergency lighting will illuminate exit routes and evacuation paths to facilitate safe egress during an emergency.

Noise Impact Study: A Noise Impact Study will be provided by a Qualified Acoustical Consultant to address the following concerns:

- Includes background noise levels
- Noise levels to be generated by the use
- Surrounding noise-sensitive land uses
- Strategies for elimination or reduction of off-site noise impacts

Security Measures: Security is not anticipated to be required for all events, however, each event will be evaluated separately for security needs such as securing services of a Sheriff deputy. Proper insurance will be maintained by the owner.

Public Safety Needs: Except occasional use of deputy services for security, no requirements for public safety involvement are anticipated as part of normal operations. In the case of a health, fire, or other emergency, 911 will be called for assistance. All public safety vehicles will enter by way of the south ingress/egress driveway at 4565 Dove Meadows Court. This two-way, 22 ft wide public service provides access to the residence/event venue.

Additional Safety Features Include the following:

- Adequate Exit and Emergency Lighting
- Fire Extinguishers
- Fire Sprinkler System in Pavillion and Residence/Event Venue
- Traffic Directional Signage to Ensure Proper Traffic Flow
- First Aid Station in Pavilion Food Service Prep Area

Number of Anticipated Attendees: The number of attendees will vary depending on the needs of each event. The square footage allows more capacity, however, a maximum number of attendees allowed will be limited to 250.

Hours of Operation: Event Hours will be from 10:00 AM to 9:00 PM

High Visibility Signage: Signage indicating the guest entrance at the northern ingress driveway along Dove Meadows Court, the exit and public service entrance at the ingress/egress driveway along Dove Meadows Court, and wayfinding throughout the premises for maximum capacity limitations, parking, traffic, restrooms, and emergency exits.

Event Narrative 4581 and 4565 Dove Meadows Court Lakeland, 33810

Over 40 years ago, Sheryl and Dale McQuillen embarked on a journey, not just of marriage but of shared dreams, nurturing their love alongside their thriving horticultural business. Rooted in mutual respect and a passion for the earth's bounty, they cultivated a life where love and blooms flourished under their care. In this home, they raised four happy and energetic children, and from the adjacent property, they grew plants and trees, some of which continue to grow to this day. Their days, filled with soil and sunshine, mirrored the seasons of their relationship—each challenge weathered, a testament to their resilience. Together, they created a sanctuary, a place of growth and beauty, symbolizing their enduring commitment to each other and the life they tenderly built. Now, they hope to share their personal sanctuary with others in hope their partnership and harmony will flourish and last just as their love.

VISION STATEMENT:

The McQuillen Wedding will aim to provide an unforgettable and luxurious wedding experience. With a clear understanding of the target market, robust financial planning, and a strategic approach to marketing and operations, the venue is well-positioned to achieve its revenue goals and become a sought-after destination for upscale weddings.

Hours of Operation:

- Friday, Saturday, Sundays
 - Event Hours will be from 10:00 AM to 9:00 PM
- Sundays Thursdays
 - Event Hours will be from 10:00 AM to 6:00 PM



ENVIRONMENTAL NOISE LEVEL SURVEY

Prepared for: Dale McQuillen 4581 Dove Meadows Court Lakeland, FL 33810 April 28, 2024

This document has been prepared by Mobile Health Diagnostics. The material and data in this report were prepared under the supervision and direction of the undersigned.

m

Troy Bouman, PhD Acoustical Engineer





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Acronyms

- dB Decibel reference 20uPa
- dBZ Unweighted decibel
- dBA A-weight decibel. A-weighting reflects how humans perceive sound.
- L10 Sound level that 90% of the noise falls under
- SLM Sound level meter
- SPL Sound pressure level







1. Introduction

Mobile Health Diagnostics was contracted to perform environmental noise level testing at Dale McQuillen's site located at 4581 Dove Meadows Court Lakeland, FL 33810. The goal of the testing was to understand the sound levels of a wedding venue in relation to the county ordinance. The Polk County ordinance section 761 states [1]:

No person shall operate, cause to be operated, or permit on private property any source of noise or noise in such a manner as to create a noise level which exceeds the limits set forth in the land use designations category in Table 7.17. The noise shall not be permitted for more than ten minutes.

Tabla	7 1 7	Maina	I avala la	I ava d	1100	Desimution
rubie	1.17	Noise	Levers D	у Lana	Use	Designation

Land Use Designation ⁽¹⁾	Noise Level Limit, dB(A) ⁽²⁾
BPC-2, IND, HIC	75
CC, NAC, CAC, RAC, LCC, L/R, CE, TC, TCC, RCC, BPC- 1, EC	65

(1) of property on which the source of noise is located (2) permitted from 7:00 a.m. until 9:00 p.m.

Being that the event venue on Dove Meadows is up against residential properties on all sides, 65 dBA is the target. The testing for this study was conducted on April 23, 2024.

2. Methodology

A sound level meter (SLM) was placed on a tripod and roamed to property line locations on the south, west, and north sides. There are no residents to the east, so that location was not collected. An example of the SLM at the west property line is shown in Figure 1.







Figure 1: Sound level meter location at the west property line.

Sound was recorded in 15-minute increments from ~10am – 1pm. First data was collected with the DJ not playing music to get background levels. Then the locations were repeated with the DJ playing music. The DJ was using two Carvin 1000 watt speakers model SCX15A with a Behringer X32 Digital Console (Figure 2). The DJ was playing representative music at typical levels for a wedding during the testing.



Figure 2: Sound equipment used for this testing.





From that data, A-weighted average (i.e. LAeq/LA50) and LA10 levels were recorded. LA10 can be helpful when comparing sounds that vary with time, like music. LA10 represents the dBA level which 90% of the sound is below (Figure 3). Putting that another way, LA10 represents a dBA level for the loudest 6 minutes of every hour. This allows for a conservative comparison to the 10-minute ordinance dBA requirement.



Figure 3: Image demonstrating how L10 is calculated for a time varying sound.

The measurements were made using a Quest Sound Pro sound level meter, SN BIX100007 set to slow response. The sound level meter was calibrated before and after each testing day using a 3M AC-300 calibrator, SN AC3000009137, and were within 0.5dB between each calibration. The calibration certificates for the equipment can be found in Appendix A. The weather on testing day was 70F, 64% humidity, and 30.04 inHg pressure.

3. Results

The results for the testing are shown in Table 1. The average and L10 levels are all well below the 65 dBA requirement. The levels themselves are very close to the background, no DJ, levels. This means that the DJ sound is being attenuated before it gets to the property line.

Location	Description	Background - No DJ (dBA)	LAeq with DJ (dBA)	LA10 with DJ (dBA)
1	South Side	47.7	47.6	46.4
2	West Side	45.7	47.8	49.0
3	North Side	47.8	48.8	52.3

Table 1: Sound pressure levels throughout the testing. The limit is 65 dBA.





4. Conclusions

Acoustic data were acquired at Dale McQuillen's site located at 4581 Dove Meadows Court Lakeland, FL 33810. The testing showed the dBA levels to be well below the 7am-9pm 65 dBA requirement. The levels themselves were very similar to the background, i.e. no DJ, levels. Therefore, the wedding venue does not require any noise mitigation to comply with the ordinance. The ordinance does not specifically state the requirements after 9pm but being that the levels during this testing are similar to the background levels, there shouldn't be any concern after 9pm since the levels at the property line are not increased by the DJ. The abundance of trees on the property helps this by creating significant acoustic attenuation. Note: These results assume that a DJ setup with similar equipment and output level is used in the future.





5. References

[1] Polk County Ordinance

https://library.municode.com/fl/polk_county/codes/land_development_code?nodeId=CH7SIDEST_S761MA PENOLELAUSDERE251RD19-008LIMITATIONS

[2] L10 image

<u>https://sp-</u>

ao.shortpixel.ai/client/to_webp,q_glossy,ret_img,w_400,h_237/https://www.castlegroup.co.uk/images/201 1/03/ln-percentile-graph.jpg

6. **LIMITATIONS**

The services described in this work product were performed in accordance with generally accepted professional consulting principles and practices. No other representations or warranties, expressed or implied, are made. These services were performed consistent with our agreement with our client. This work product is intended solely for the use and information of our client unless otherwise noted. Any reliance on this work product by a third party is at such party's sole risk.

Opinions and recommendations contained in this work product are based on conditions that existed at the time the services were performed and are intended only for the client, purposes, positions, time frames, and project parameters indicated. The data reported and the findings, observations, and conclusions expressed are limited by the scope of work. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated portions of this work product.

This work product presents professional opinions and findings of a scientific and technical nature. The work product shall not be construed to offer legal opinion or representations as to the requirements of, nor the compliance with, environmental laws rules, regulations, or federal, state or local regulations.







Appendix A – Calibration Certificates

1060 C tel 651	orporate Center Drive, Oconomowoc, WI 53066 USA 490 2811 + toll free 800 245 0779 + web www.tsi.cor	n	An 150 9 Registered Compi
	Certificate	of Calibrat	ion
	Certificate No	1110664A AC300009	137
Submitted By:	MOBILE HEALTH DIAGNOSTICS 2639 ONEIDA STREET DENVER,CO 80207		
Serial Number:	AC300009137	Date Received:	8/17/2023
Customer ID:		Date Issued:	8/17/2023
Model:	AC-300 CALIBRATOR	Valid Until:	8/17/2024
Test Conditions:		Model Condition	15:
Temperature:	18°C to 29°C	As Found: I	IN TOLERANCE
Humidity:	20% to 80%	As Left: I	IN TOLERANCE
Barometric Pres	sure: 890 mbar to 1050 mbar		
SubAssemblies:			
Description:		Serial Number:	
Calibrated per Pr	rocedure:057V879		
Reference Standar	rd (s) : Device	Last Calibratio	n Data Calibration Due
ET0000556	Device B&K ENSEMBLE	6/6/2022	6/6/2024
Measurement Uncer	rtainty:		
ACOUSTIC +/- 0.19DB Estimated at 95% Co	FREQUENCY +/- 0.058% nfidence Level (k=2)		

This report certifies that all calibration equipment used in the test is traceable to NIST, and applies only to the unit identified under equipment above. This report must not be reproduced except in its entirety without the written approval of TSI Incorporated.

A1-1: Calibration certification for the calibrator








TSI INCORPORATED - OCONOMOWOC

1060 Corporate Center Drive, Oconomowoc, WI 53066-4828 USA tel 651 490 2811 + toll free 800 245 0779 + web www.tsi.com

An ISO 9001 Registered Company

Certificate of Calibration

Certificate Number: 2310110156BIX100007

Model: SoundPro SP DL-2-1/3 S/N: BIX100007

Date Issued: 11 Oct 2023

On this day of manufacture and calibration, TSI certifies that the above listed product meets or exceeds the performance requirements of the following acoustic standard(s):

ANSI S1.4 1983 (R 2006) - Specification for Sound Level Meters / Type 2 ANSI S1.43 1997 (R 2007) - Specification for Integrating - Averaging Sound Level Meters / Type 2 IEC 61672-1 (2002) - Electro acoustics - Sound Level Meters - Part 1: Specifications / Class 2

Test Conditions: Temp: 18-25°C Humidity: 20-80% R.H. Barometric Pressure: 950-1050 mBar Test Procedure: S053-899

Subassemblies

OE7052 SPro Preamp 54814 08231285

Reference Standard(s):

Device B&K Ensemble Fluke 45

Calibrated By:

Ref Standard Cal Due 07 Jan 2024 17 Feb 2024

Uncertainty - Estimated at 95% Confidence Level (k=2) +/- 0.19dB Acoustic +/- 1.4% AC Voltage, +/-0.1% DC Voltage

Michele Hust

In order to maintain best instrument performance over time, and in the event of inspection, audit or litigation, we recommend the instrument be recalibrated annually. Any number of factors may cause the calibration to drift before the recommended interval has expired. See user manual for more information.

All equipment used in the test and calibration of this instrument is traceable to NIST, and applies only to the unit identified above. This report must not be reproduced, except in its entirety, without the written approval of TSI, Inc.

098-644 Rev F

Reprint

Page 1 of 2

A1-2: Calibration certificate for the sound level meter

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McQuillen Meadows Wedding Venue

The McQuillen Story

Over 40 years ago, Sheryl and Dale McQuillen embarked on a journey, not just of marriage but of shared dreams, nurturing their love alongside their thriving horticultural business. Rooted in mutual respect and a passion for the earth's bounty, they cultivated a life where love and blooms flourished under their care. In this home, they raised four happy and energetic children, and from the adjacent property, they grew plants and trees, some of which continue to grow to this day.Their days, filled with soil and sunshine, mirrored the seasons of their relationship—each challenge weathered, a testament to their resilience. Together, they created a sanctuary, a place of growth and beauty, symbolizing their enduring commitment to each other and the life they tenderly built. Now, they hope to hare their personal sanctuary with others in hope their partnership and harmony will flourish and last just as their love.

Vision Statement

McQuillen Meadows will aim to provide an unforgettable and luxurious wedding experience. With a clear understanding of the target market, financial planning, and a strategic approach to marketing and operations, the venue is well-positioned to achieve its revenue goals and become a sought-after destination for upscale weddings.









































Turner Designs

PARADING 4581 DAVE MEADOW CT. LAVELAND, FL

Unique Consumer Offerings

• Preferred/ Suggested Vendor List:

- Full-Service Event Planners
- Catering and Bar Services
- DJ, Photographers, and Videographers
- Decor and Floral Services
- Audio-visual Equipment

• Guest Accommodations

- Bridal Suite
- Grooms Suite
- On-site Guest Accommodations (Limited)

Unique Consumer Offerings Continued

- Access to Horticulture Business:
 - On-Site Gardens for Small Bouquets
 - Large and Small Potted Plants
- Initial Consultation to Discuss Client Needs and Preferences
- On-Site Groundskeeper

Financial Overview

- Primary Revenue:
 - Rental Fees (\$5,000- \$7,000 per event)
- Secondary Revenue:
 - Partnerships with Vendors
 - Hosting other events (corporate events, parties, etc) during off-peak wedding seasons
- Financial Projections:
 - **Annual Venue Rental Revenue:** \$6,000 x 25 events/year = \$150,000
 - **Operating Expenses:**
 - Marketing and Advertising Costs (\$10,000)
 - Maintenance and Utility Costs (\$20,000)
 - Insurance, License, and Permits (\$5,000)

Wedding Trends

Wedding trends for 2024 that are expected to stay are ones that highlight a movement towards more personalized, memorable, and sustainable wedding experiences, with couples and venues alike focusing on creating unique and meaningful celebrations:

- Sustainable Wedding Go Green!
- Experimental Entertainment Think Fun & Unique
- Multi-Day Celebrations Ceremony Friday, Party Saturday
- Alfresco Dining

Competition

- Harmony Hills
- Wishing Well Barn
- Still Creek Farm
- Hollis Gardens & Magnolia Room
- Sackett Ranch
- Venue 650
- Haus 820
- Adams Estate
- Towne Manor

Target Market - Demographics

- Age:
- Primarily couples aged between 25-45 years
- May include older couples for 2nd marriages and vow renewals
- Income:
 - High-income earners with significant disposable income
 - Dual income combined over \$100k
- Occupation:
 - Professionals, executives, business owners, & individuals in high-earning fields such as finance, law, medicine, & technology
- Education:
 - Well-educated, often holding at least a BA

Target Market - Psychology

- Lifestyle:
 - Appreciates luxury, exclusivity, & high-quality experiences
 - Values personalized & customized services
- Values:
- Emphasizes the importance of aesthetics, elegance, & sophistication
- Prioritizes excellent customer service & Attention to detail
- Behavior Traits:
 - Often seeks recommendations from social networks, event planners, & online reviews

Strategies

Online Presence:

- A sophisticated website with virtual tours, high-quality images, testimonials, and online booking system with availability calendar
- Active social media engagement showcasing past events, behind-the-scenes preparations, and client stories.
- Paid Online for Target Market
- Print ads

• Partnerships:

- Collaborations with luxury brands, wedding planners, and event coordinators.
- Featuring in high-end wedding magazines and blogs.

• Exclusive Events:

- Hosting open houses, bridal fairs, and exclusive showcases.
- Offering personalized tours and consultations

LDCU-2023-53 - Dove Meadow Ct. Event Venue

Record Details

A notice was added to Condition: Severity: N Total conditions: 1 (N <u>View notice</u>	o this record lotice Notice: 1)	l on 2023-12-05.							
Monu Poports	Но	In							
Menu Reports	ne	ιþ							
Applicatio	on Name:	Dove Meadow Ct	<u>. Event Venue</u>						
F	File Date:	<u>10/10/2023</u>	<u>10/10/2023</u>						
Applicati	ion Type:	PC-Conditional U	Ise-New Or Mobile F	lome					
Applicatio	n Status:	Approved For He	aring						
Application Co	omments:	View ID	Comment				Date		
Description	of Work:	wanting to create a wedding venue - COUNTRY VIEW ESTS PH 03A, Lot 407 LDDRC-2023-235							
Applicatio	on Detail:	<u>Detail</u>							
	Address:	4581 DOVE MEA	DOW CT, LAKELA	<u>ND, FL 33810</u>					
P	arcel No:	23271800099800	<u>)4070</u>						
Own	er Name:	MCQUILLEN DAI	<u>LE</u>						
Con	tact Info:	Name		Organization Name	Contact Typ	e	Contact Primary Address	Status	
		Dale McQuillen Diana Smith			Applicant Individual		Mailing, p.o box 190 F Mailing, 2102 Brandywi	Active	
Licensed Profession	nals Info [.]	Primary	l icense Number	License Type	Na	ne	Business Name	Business License #	
			License Humber				Business Hume		
J.	ob Value:	<u>\$0.00</u>							
Total Fee A	ssessed:	<u>\$4,473.00</u>							
Total Fee	Invoiced:	<u>\$4,473.00</u>							
Custo	Balance:								
Custo	m Fields:	PUBLIC HEARIN	IGS						
		Development Ty	rpe		Application Type	Э			
		Planning Commis	ssion		Conditional Use New				
					Brownfields Rec	luest			
		Affordable Hous	sing		<u>IN/A</u>				
		GENERAL INFO	RMATION						
		Expedited Revie	W		Number of Lots				
		Will This Project	t Bo Phasod		Acreade				
			Dornabou		<u>10</u>				
		DRC Meeting			DRC Meeting Tir	ne			
		04/27/2024 Rescheduled DRC Meeting			- Rescheduled DRC Meeting Time				
					– Number of Units				
		No			-				
		Case File Numb	er		Is this Polk Cou	nty Utilities	Is this Application a result of a 0 <u>No</u>	Code Violation	
		- One Year Extens	sion		FS 119 Status		Code Violation Case Number		
		-			Exempt		-		
		Legal Advertisin	ng Date		BOCC1 Advertis	ing Date			
		_	ing Det-		-	u d			
		-	sing Date		Planning Commis	ra ssion			
		MEETING DATE	S						
		Community Mee	eting		Planning Comm 8/7/2024	ission Date			
		Land Use Hearir	ng Officer 3		1st BOCC Date				
		_ 2nd BOCC Date			LUHO-Level 3				
		_			_				

M	Record Details									
	HEARING									
	PC Hearing Results		PC Vote Tally							
	BOCC 1st Hearing Results		BOCC 1st Vote Tally	BOCC 1st Vote Tally						
	BOCC 2nd Hearing Results	BOCC 2nd Vote Tally								
	Denovo Appeal		Denovo Results							
	– Denovo Tally		-							
	LD_GEN_PUB_EDL Opening DigEplan List DigEplan Document List									
	PLAN REVIEW FIELDS TMPRecordID POLKCO-23EST-00000-59095 RequiredDocumentTypesComplete Yes	D D A A ar gr	ocumentGroupforDPC GITAL PROJECTS LD dditionalDocumentTypes oplications.AutoCad File,Binr dd CUs),CSV,Calculations.Cr Drawings.Flood/Traffic Stud	ding Site Plans (PDs orrespondence Desi dies Impact Stateme	RequiredDocumentTypes Activate DPC <u>> Yes</u>					
	Activate FSA <u>Yes</u>	nt 95 er Di Ye	Inspections,Miscellaneous,F Response Letter Resubmitt port/Approval Letter,Survey,T igitalSigCheck	<u>Plats,Record Drawin</u> tal Complete,Staff R <u>ïtle Opinion</u>						
	PLAN UPLOAD ACKNOWLEDGEME Upload Plans Acknowledgement <u>√</u>	INT								
	SELECTED AREA PLANS									
	Selected Area Plans									
	<u>N/A</u>									
	LAND USE									
	Selected Area Plan LU Code									
	Not in an SAP A/RR-Agricultural/Residential Rural									
	DEVELOPMENT AREA									
	Development Area									
	Rural									
	NOR									
	Neighborhood Organization Registry (NOR)									
	PUBLIC MAILERS									
	Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR									
	<u>PC</u> 1			07/23/2024						
Workflow Status:	Task	Assigned To	Status	Status Date	Action By					
	Application Submittal	Margo White	Application	04/08/2024	Margo White					
		Kim Turner	Approve	04/20/2024	Kim Turner					
	Surveying Review	Steve McQuain	Approve	04/09/2024	Steve McQuaig					
	School Board Review	School District	Not Required	04/16/2024	School District					
	Roads and Drainage Review	Phil Irven	Approve	04/15/2024	Phil Irven					
	Planning Review	Aleva Inglima	Approve	06/10/2024	Margo White					
	Review Consolidation	Margo White	Approved for	06/10/2024	Margo White					
	Staff Report				<u> </u>					
	Public Notice									
	Hearing									

Archive Severity Action By Condition Status: Name Short Comments Status Apply Date *** 12/5/23 - sent an ... Condition... Notice Documents required to ... Scheduled/Pending Inspections: Inspection Type Scheduled Date Inspector Status Comments

BOCC Hearing Final Letter Resulted Inspections: Inspection Type Inspection Date Inspector Status

Comments

POLK COUNTY PLANNING COMMISSION FINAL ORDER

Case Number: LDCU-2023-53 (Dove Meadow Event Facility)

Applicant: Dale McQuillen

Property Owner: Dale McQuillen

Hearing Date: 10/2/2024

I. <u>Request:</u>

The applicant is requesting Conditional Use approval for an Event Facility and Outdoor Concert Venue in an Agricultural/Residential Rural (A/RR) land use district.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

- 1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. 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
 - d. How the concurrency requirements will be met if the development was built.
- 2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.
- 3. The Application is consistent with all applicable policies of the Comprehensive Plan.
- 4. The Application is compatible with surrounding uses and the general character of the area.
- 5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 2nd day of October **2024**, by the Polk County Planning Commission.

Polk County Planning Commission ATTEST:

By:_		 	 	
		-		

By:

Rennie Heath, Chair

Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk:

Exhibits to Planning Commission's Order

Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File Erin Valle, Clerk of Court (under separate cover) RE: Case #LCOU-2023-53 Concert/Wedding Venue Dove Meadow Ct, Lakeland Email to both: margowhite@polk-county.net and aleyainglima@polkcounty.net

As homeowners on Dove Meadow Ct, we are against the Outdoor Concert Venue located at 4581 Dove Meadow Ct, case # LDCU-2023-53.

- 1. Dove Meadow Ct and First Street NW are very narrow roadways where the traffic would line up to get into the venue if holding a large event. Event traffic would be blocking driveways of the homeowners, thru traffic, and any path for emergency vehicles on both Dove Meadow Ct, and First St NW. First Street NW has deep ditches on both sides of the road prohibiting vehicles from being able to move to the side of the road to allow through traffic or emergency vehicles. Upon exiting events, all traffic would need to make left hand turns on to First Street NW which has high vehicle traffic which will also affect homeowner access.
- 2. The events will cause excessive traffic for a short residential road limiting access to the 14 homeowners on the street.
- 3. The site already held a wedding on 9/21/2024 with multiple signs along Dove Meadow Ct and 1st Street NW. The noise level was excessive with loud bass music continuing until 11:10 pm.
- 4. Property values will be adversely affected, possibly causing financial hardship for several retired residents of Dove Meadow Ct.
- 5. The first event was not held in the rear of the property. The two parcels together are 20+ acres, however the permanent event location is located at the very front of the property in very close proximity to the street and neighboring homes.
- 6. Polk County advised neighboring homeowners that Code Enforcement is the entity that would be responsible for ensuring the noise is shut down by 9pm. However, Code Enforcement does not operate on weekends or nights to handle the enforcement of any complaints. A Code Enforcement representative would need to witness each violation in order to enforce compliance, which will not be available.

Some me abo lives on. Date 9-26-24 Dans Mendan Not

Address

Signature

RE: Case #LCOU-2023-53 Concert/ Wedding Venue Dove Meadow Ct, Lakeland Email to both: margowhite@polk-county.net and aleyanglima@polkcounty.net

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Name Brien & Jennifis Lowers Date 9/30	124
Address Mesic Dan mendow Ct	
Signature 12	
Jennife Daves	

RE: Case #LCOU-2023-53 Concert/ Wedding Venue Dove Meadow Ct, Lakeland Email to both: margowhite@polk-county.net_and_aleyainglima@polkcounty.net

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Name Laura Goulsby	Date 9/27/2024
Address 461) Dave Mender (+	Lakeland, FL 33810
Signature Sump Aborz	



Polk County

Planning Commission

Agenda Item 3.

10/2/2024

SUBJECT

LDCU-2024-23 (Outdoor Shed Sales CU)

DESCRIPTION

The applicant is requesting Conditional Use approval for "Retail, Outdoor Sales & Display." The subject site is located south of State Road 60, east of County Line Road, west of Bailey Road, north of Turner Road, west of the City of Mulberry, in Section 32, Township 29, and Range 23.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

No fiscal impact

CONTACT INFORMATION

Aleya Inglima Land Development Division (863) 534-6764

aleyainglima@polk-county.net

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	July 25, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	N/A
Applicant:	Alberto L Negron
Level of Review:	Level 3 Review, Conditional Use
Case Number and Name:	LDCU-2024-23 Outdoor Shed Sales CU
Request:	The applicant is requesting Conditional Use approval for "Retail, Outdoor Sales & Display."
Location:	South of State Road 60, east of County Line Road, west of Bailey Road, north of Turner Road, west of the city limits of Mulberry, in Section 32, Township 29, and Range 23.
Property Owner:	Alberto Negron
Parcel Size:	±3.99 +/- acres (Parcel #232932-000000-012350)
Development Area/Overlays:	Suburban Development Area (SDA)
Future Land Use:	Commercial Enclave (CE), Residential Suburban (RS)
Nearest Municipality	Mulberry
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	Aleya Inglima, Planner II



LDCU-2024-23

PC Staff Report Level 3/ANI 9/20/2024 1:51:32 PM Page 1 of 17 October 2, 2024

Summary:

LDCU-2024-23 is an applicant-initiated request to allow "Retail, Outdoor Sales & Display" within a Commercial Enclave (CE) land use district in the County's Suburban Development Area (SDA) (*Exhibit 2*). In accordance with Chapter 2, Table 2.1 of the Land Development Code (LDC), this use may be achieved in the CE district via a Conditional Level 3 Review and public hearing before the Planning Commission. Outdoor Sales & Display must also be in accordance with Chapter 3, Section 303 of the LDC.

This request will be compatible with the surrounding area as the land use requested by the applicant is relatively similar to the adjacent uses. To the north, west, and east are commercial uses in a gas station, Dollar General, and Contractor's office. The site is currently developed with shed and used car sales in the front half of the lot, and what looks to be a salvage yard in the rear half. While the Conditional Use would allow the shed sales, this does NOT forgive any codes cases for the salvage yard to the rear as that is not changing, and Salvage Yard is not allowable in CE.

The subject site is within the Southwest Polk County Service Area. The site will have access to water, but there are no wastewater lines in that area. The site accesses State Road 60 directly, so a commercial use would be an appropriate use. Mass transit is available nearby, with the closest stop 0.93 miles away to the southeast of the subject site at the State Road 60 and Bailey Road intersection. Public safety response times are normal for this part of the County, and while two of the schools zoned for the site are over capacity, commercial sites do not typically generate students, so this is not a concern. The request is compatible with the available infrastructure.

The nearest neighborhood park is Fuller Heights Park 1.87 miles east of the site and the nearest regional Park is Loyce E. Harpe Park 3.27 miles to the east of the subject site. The soil types for the site are Tavares fine sand and Sparr sand. There are no wetlands or flood zone on site. Through site design and the conditions of approval, staff finds the request is compatible with the surrounding area and consistent with the LDC and Comprehensive Plan. Staff recommends approval of this application.

Findings of Fact

- LDCU-2024-23 is a Conditional Use request for a Retail, Outdoor Sales & Display on approximately 3.99 acres associated with Parcel #232932-000000-012350
- Future Land Use designation of the site is Commercial Enclave (CE), Residential Suburban (RS) within the County's Suburban Development Area (SDA).
- The C-3 zoning designation was approved by the Polk County BoCC with ZCR 88-75 on October 25, 1988.
- Chapter 10 of the Land Development Code (LDC) defines Retail, Outdoor Sales/Display "Commercial establishments in which the sales and display of merchandise is conducted outside of enclosed structures. These establishments may include monument sales, outdoor farmers markets, and any use where outside sales or display is the principal use."
- Chapter 2, Section 205, Table 2.1 of the Land Development Code (LDC) states Retail, Outdoor Sales/Display may be achieved in the CE district via a Conditional Level 3.
- Chapter 3, Section 303 of the LDC states that the following standards shall apply to Retail, Outdoor Sales/Display: "In addition to other applicable regulations, the following standards shall apply:

1. All outdoor storage shall be at a minimum of 50 feet from any side lot line, and a minimum of 25 feet from the rear lot line.

2. Retail establishments shall be required to provide a landscaped buffer equal to a Type A buffer (see Section 720) and screening for all inventory not prepared for immediate sale or lease, merchandise transport vehicles, and any maintenance or refurbishment facility.

3. All outdoor storage shall not be located within 1,000 feet from other Outdoor Sales/Display Retail establishments, measured from property line to property line, unless there are no more than two (2) Outdoor Sales/Display Retail establishments within 2,000 feet measured from property line to property line along the same road frontage

- The property has direct ingress/egress along State Road 60 (Road Number 5900E/W).
- Fire and EMS response to this project is from Polk County Fire Rescue Station 8, located at 4210 Willis Rd, Mulberry, FL 33860, approximately 0.7 miles from the site with a response time of 3 minutes.
- The site is located within the Polk County Sheriff's Office Southwest District, located at 4120 US 98 S, Lakeland, FL. Response times for SW in July 2024 were: Priority 1 Calls 9:49 and Priority 2 Calls 19:06.
- The property is comprised of Tavares fine sand and Sparr sand.
- There is water but no wastewater services to the subject parcel. A private well and septic tank will be utilized.
- The zoned schools for the site are Willow Oak Elementary, Mulberry Middle, and Mulberry High School.
- There are wells on the subject site, and it is not located in a wellfield.
- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of endangered species.

- The subject parcel is not located within one of the County's Wellhead-Protection Areas.
- The property is not located within an Airport Impact Zone.
- According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.
- Chapter 2, Section 204.C4 of the LDC states, "The purpose of the CE district is to recognize existing concentrations of commercial and office uses located outside of Activity Centers and Linear Commercial Corridors, whose future development or redevelopment is consistent with the Polk County Comprehensive Plan."
- The according to POLICY 2.106-A1 of the Comprehensive Plan, the Suburban Development Area (SDA) is "areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services."
- POLICY 2.112-A1 of the Comprehensive Plan states that "Commercial Enclaves are those concentrations of commercial/office uses and zoning districts which are located outside of Activity Centers and/or Linear Commercial Corridors and whose future development or redevelopment will not degrade the County's growth management program. These enclaves are the result of past actions by the County, which may or may not have been previously developed, but are recognized through their designation on the Future Land Use Map Series."
- POLICY 2.112-A4 of the Comprehensive Plan states that "Development within a Commercial Enclave shall conform to the following criteria:

a. Permitted uses include commercial, office, and institutional uses.

b. New development or redevelopment within a Commercial Enclave shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment 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 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. Commercial Enclave uses shall have frontage on, or direct access to, a roadway, or a frontage road or service drive which directly serves a roadway.

e. New development within, or the redevelopment of, a Commercial Enclave shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.

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

g. Where the CE 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 adjacent to residential areas shall be compatible with adjacent existing uses without allowing a higher intensity of development.

h. 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 which may require special buffering provisions.

i. The maximum floor area ratio shall not exceed 0.35.

- Per 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."
- This request has been reviewed for consistency with Tables 2.1 & 2.2 and Section 303 of the LDC.
- This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and SECTION 2.106 SUBURBAN-DEVELOPMENT AREA (SDA); of the Comprehensive Plan.

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, a recent site visit, and the staff report, the Development Review Committee (DRC) finds that the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan; therefore, the DRC recommends **APPROVAL of LDCU-2024-23**.

CONDITIONS OF APPROVAL

Based upon the findings of fact the Development Review Committee recommends **APPROVAL** of **LDCU-2024-23** the following Conditions:

1. The property shall be approved for Retail, Outdoor Sales & Display within a Commercial Enclave (CE) land use district as shown on the site plan. Any modifications to LDCU-2024-23, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.
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 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 4 Review and only for those development decisions within the Board of County's 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

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

Table 1		
Northwest	North	Northeast
OC; Contractor Offices.	LCC; Dollar General	LCC; Gas Station.
West	Subject Site	East
RS; Residential development	RS; Shed and used Car sale lot/Salvage yard	RS; Mobile Homes
Southwest	South	Southeast
RS; Residential development	RS; Mobile Homes	RS; Mobile Homes

Table 1

Compatibility with the Surrounding Land Uses and Infrastructure:

A. Land Uses:

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the

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."

proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

This request will be compatible with the surrounding area as the land use requested by the applicant is relatively similar to the adjacent uses. The site accesses State Road 60 directly, so a commercial use would be an appropriate use. To the north, west, and east are commercial uses in a gas station,

Dollar General, and Contractor's office. The site is currently developed with shed and used car sales in the front half of the lot, and what looks to be a salvage yard in the rear half. Just the sheds will be under review during Level 2. While the Conditional Use would allow the shed sales, this does NOT forgive any codes cases for the salvage yard to the rear as that is not changing, and Salvage Yard is not allowable in CE. The subject site will be required to meet the 50-foot setbacks from any side lot line and required to provide a landscaped buffer equal to a Type A buffer and screening for all inventory not prepared for immediate sale or lease per Section 303.

B. Infrastructure:

The subject property is located within a Suburban Development Area (SDA), and the area has available for infrastructure and public services. The site is within Southwest Regional Service Area. This request will not require upgrades to any public service. There is available capacity on all major roadways adjacent to the subject property. Public safety facilities and services are nearby. The nearest fire station is approximately 0.7 miles from the subject property. Although the elementary is within three (3) miles, the middle school and high school are located more than five (5) miles away. There are mass transit stops within a reasonable distance. There are no sidewalks in the area. The use is not anticipated to have an adverse effect on any public services.

Nearest and Zoned Elementary, Middle, and High School

The property is zoned for Willow Oak Elementary, Mulberry Middle, and Mulberry Senior High. However, the applicant does not need to address School Board capacity for the anticipated project. The proposed Outdoor Shed Sales is not expected to have any impact on school concurrency as the use will not generate the need for children to attend school. Therefore, the proposed use is not likely to have any adverse impacts upon school operations.

Name of School	Distance from subject site
Willow Oak Elementary School	±1.7 miles driving distance
Mulberry Middle School	±5 miles driving distance
Mulberry High School	±5.4 miles driving distance

Table 2

Source: Polk County GIS

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is from Polk County Fire Rescue Station 8, located at 210 Willis Rd, Mulberry, FL 33860. The travel distance is approximately 0.7 miles from the site with an average response time of 3 minutes. This is a plus because fire rescue and emergency medical services are the most utilizes services of event facilities. A fire hydrant may be required during Level 2 review based upon site improvement factors.

Sheriff's response to the site is served by the Northwest District, located at 4120 US 98 S, Lakeland, FL. Response times for SW in July 2024 were: Priority 1 Calls – 9:49 and Priority 2 Calls – 19:06. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. 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.

Table 3

	Name of Station	Distance	Response Time *
Sheriff	Southwest District Command Unit (4120 US 98 S, Lakeland, FL)	±15.4 miles	P-1: 9:49 P-2: 19:06
Fire EMS	Polk County Fire Rescue Station #8 (4210 Willis Rd, Mulberry, FL 33860)	±0.7 miles	3 minutes

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

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

The subject site is within the Polk County Utilities Southwest Service Area for potable water, but the site will remain on septic as there are no wastewater lines nearby. The closest wastewater line is over one (1) mile away to the northeast.

B. Available Capacity:

The property is located in the Southwest Service Area. Connection to centralized water is available but wastewater is not available.

C. Planned Improvements:

Staff is unaware of any improvements that will provide or alter services to this site.

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). This project is not expected to have a significant influence on the capacity of the nearest relevant road links.

A. Estimated Demand:

Table 4, to follow, provides the current demands for the parcel with permitted uses and the demand for the proposed use.

Table 4		
Subject Property		
±3.99 acres CE/RS	Demand as Currently Permitted	Proposed Plan
Permitted Intensity	Retail, less than 10,000 sq ft	Outdoor Sales/Display
Average Annual Daily Trips (AADT)	24	11
PM Peak Hour Trips	3.40	2

As Table 4 demonstrates, the traffic generated from this project is anticipated to be less than 50 AADT of which 2 trips will take place during the peak hours. A Traffic Study will not be required during the Level 2 Review process.

B. Available Capacity:

State Road 60 is monitored for concurrency by the Transportation Planning Organization. The nearest monitored link is State Road 60 (Hillsborough County Line to Nichols Road). The current levels of service (LOS) of "C" with an acceptable LOS of "D". There is ample capacity along the monitored segments. Table 5, to follow provides the available information for the closest monitored segments.

Table 5				
Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
5900E	State Road 60 (Hillsborough County Line to Nichols Road)	С	972	D
5900W	State Road 60 (Hillsborough County Line to Nichols Road)	С	931	D

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

C. Roadway Conditions:

The condition of State Road 60 is not maintained by Polk County but FDOT, so road conditions information is not available. It is a four lane Principal Arterial Road.

D. Sidewalk Network:

There are no sidewalks on the south side of State Road 60 abutting the subject site, but there are sidewalks on the north side of State Road 60.

E. Planned Improvements:

There are no plans currently in place for this area of the county.

F. Mass Transit

The closest mass transit route is part of the Citrus Connection on line 21X. The closest stop is 0.93 miles away to the southeast of the subject site at the northeast corner of State Road 60 and Bailey Road intersection.

Park Facilities and Environmental Lands:

This event facility is not dependent upon park facilities and is not located in proximity to a park such that it would be disruptive to its function. The following analysis is based on public recreation

facilities.

A. Location

The nearest neighborhood park is Fuller Heights Park 1.87 miles east of the site and the nearest regional Park is Loyce E. Harpe Park 3.27 miles to the east of the subject site.

B. Services

Fuller Heights Park has a basketball court and playground. Loyce E. Harpe Park has a dog park (DiOGi Park), baseball, softball, and soccer fields. There is a skate park, playground, paved walking trails, a boat launching site, picnic tables and a screened-in pavilion that is available to rent.

C. Multi-use Trails

The closest free hiking trail is in the Alafia River Reserve which is 0.44 + - miles to the west of the subject site.

D. Environmental Lands

This site contains no County owned environmental lands. The closest environmental land to the site is the Alafia Reserve 0.44 miles to the west of the subject site.

Environmental Conditions

The following environmental conditions apply to the subject site.

A. Surface Water:

There is no surface water on the subject site. The site's elevation is almost flat with an elevation of 105 feet on the northwest side, with the elevation dipping to a low of 104 feet on the other three sides.

B. Wetlands/Floodplains:

The site does not sit within a Flood Zone or Wetlands.

C. Soils:

According to the Soil Survey of Polk County, the site consists of approximately 84.2% Sparr sand and 15.8% Tavares fine sand. Table 6, to follow, summarizes the soil type and limitations for development activity on-site.

T	a	ble	6	

Soil Name	Septic Tank Absorption Field Limitations	% of Site (approximate)		
Tavares fine sand, 0-5% slopes (15)	Moderate: wetness	15.8%		
Sparr sand, 0 to 5% slopes	Severe: wetness, poor filter	84.2%		

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service, 1985

D. Protected Species

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant or animal species exist on the site.

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)

This site is not within any of the County's Wellhead Protection Districts.

G. Airports:

The site is not within any Airport Buffer Zones.

Economic Factors:

There are no known economic factors that would impact the development of this site. This is a good mid-block development with good visibility from State Road 60.

Consistency with the Comprehensive Plan and Land Development Code:

Table 7, 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.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A1: DEVELOPMENT LOCATION - Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The site is located in the Suburban Development Area (SDA) in an area where urban services are available. The outdoor sales will be required to provide their own sources for potable water and wastewater.
<u>POLICY 2.102-A2: COMPATIBILITY</u> - 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.	Staff finds this CU request is compatible with neighboring properties. The site has a gas station, Dollar General, and a contractor's office near to the site. There is residential to the immediate north, west, south and east of the site, but it directly accesses State Road 60.
<u>POLICY 2.102-A4: TIMING</u> - 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.	The proposed request is not anticipated to create a Level-of-Services (LOS) deficiency upon existing services provided by the County. Such services were analyzed as part of this report.

Comprehensive Plan Policy	Consistency Analysis
<u>POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES</u> -	The subject property is located within an area of the
The County will direct new growth to areas where adequate	County that has adequate public safety services as
public facilities exist or are planned; and ensure that	identified in the staff report. The subject property will
essential services are in place to provide for efficient, cost	provide a private well and septic tank for potable
effective response times from the Fire Department, Sheriff's	water and wastewater and will be self-sustained for
Department, and Emergency Management Service (EMS).	these purposes.

As outlined in the report, this request is consistent with the Land Development Code. However, all development will be reviewed again during the Level 2 process. The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 8 in accordance with Section 906.D.7 of the Land Development Code.

Table 8

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;	Yes, this request is consistent with the LDC, specifically Table 2.1 which permits this use upon completion of a Level 3 Review. Many of the conditions required in Section 303 will be enforced after a Level 3 Review. These can be found in the Findings of Fact on Pages 2-4 of the staff report.		
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes, this request is consistent with the Comprehensive Plan, as reviewed in Table 7.		
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	Yes, the request is compatible with surrounding uses and the general character of the area, and the site will further be made compatible through the Conditions of Approval. See Pages 6-7 of this staff report for data and analysis on surrounding uses and compatibility.		
How the concurrency requirements will be met if the development were built.	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 6-9 of the staff report.		

Comments from other Agencies: None.

Exhibits

- Exhibit 1 Location Map
- Exhibit 2 Future Land Uses
- Exhibit 3 2023 Aerial Photo (Context)
- Exhibit 4 2023 Aerial Photo (Close-Up)
- Exhibit 5 Site Plan

Exhibit 1



LOCATION MAP

LDCU-2024-23



FUTURE LAND USES



2023 AERIAL PHOTO (Context)



2023 AERIAL PHOTO (Close-Up)

PC Staff Report Level 3/ANI 9/20/2024 1:51:32 PM

LDCU-2024-23



SITE PLAN



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DRAWING INDEX							
NUMBER DESCRIPTION							
CS-001 COVER SHEET							
1	SURVEY						
C-001	SITE PLAN						

REPARED FOR:	NO.	REVISION	BY	DATE	CHKD	APPD	NO.	REVISION	BY	DATE	E CHKD APPD	SCALE: AS	NOTED	
												DESIGNED BY:	MEI	MO MO
ALBERTO NEGRON 4280 HIGHWAY 60												DRAWN BY:	SG	
MULBERRY, FL 33860												CHECKED BY:	MC	Office: 863-648-0818 P.O.
												APPD BY	SA	Fax: 863-648-4988 Mulbe
							P0	ISSUED TO POLK COUNTY - LEVEL 3	SG	7/2/24	4 MC SA	APPD BY	-	Certificate of Authoriz

MULBERRY OUTDOOR SHED SALES





AERIAL MAP N.T.S.

SECTION 32, TOWNSHIP 29S, RANGE 23E

PREPARED FOR:

POLK COUNTY PLANNING 330 WEST CHURCH ST BARTOW, FL 33830 TEL: (863) 534-6084

ALBERTO NEGRON 4280 HIGHWAY 60 MULBERRY, FL 33860 TEL: (863) 205-7549



PROPERTY INFORMATION ALBERTO NEGRON 4280 HIGHWAY 60 MULBERRY, FL 33860

PARCEL ID: 23-29-32-000000-012350

LEGAL DESCRIPTION: BEG SE COR SE1/4 OF NE1/4 RUN W 718.52 FT N 555.7 FT TO S R/W SR 60 NWLY ALONG R/W 633.64 FT TO POB RUN SWLY 580 FT NWLY 150 FT NELY 580 FT SELY 150 FT TO POB BEING LOT 9 OF UNRE WILLOW ACRES & BEG SE COR SE1/4 OF NE1/4 RUN W 718.52 FT N 555.7 FT TO S R/W SR 60 NWLY ALONG R/W 483.64 FT TO POB RUN SWLY 580 FT NWLY 150 FT NELY 580 FT SELY 150 FT TO POB BEING LOT 10 OF UNRE WILLOW ACRES

LAND DEVELOPMENT

TOTAL PARCEL SIZE = ± 3.99 ACRES

LAND USE = COMMERCIAL ENCLAVE $(\pm 2 \text{ ACRES})$

NO WETLANDS ON-SITE

NO FEMA IMPACTS PROPOSED

STORMWATER: NO PROPOSED IMPERVIOUS SURFACES TO BE CONSTRUCTED

SURVEYOR

GERMAINE SURVEYING, INC 3803 KENILWORTH BLVD SEBRING, FL 33870 (863) 385–6856

	JOB NO.	23-435	DATE:	1/1/24
ALBERT NEGRON	FILE NAME	• • • •		
OUTDOOR SHED SALES		COVER S	HEET	
COVER SHEET	DWG NO.	ſ	S = 00	1
		<u> </u>	5 00	I
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HKD	APPD	NO.	REVISION	BY	DATE	CHKD	APPD	SCALE: AS N	NOTED	
								DESIGNED BY:	MEI	MOODY
								DRAWN BY:	SG	
								CHECKED BY:	MC	Office: 863-648-0818 P.O. Box 1045, 4000 Hwy. 60 E.
								APPD BY	SA	Fax: 863-648-4988 Mulberry, Florida 33860 - 1045
		0	ISSUED TO POLK COUNTY LEVEL 3	MC	7/2/24	мс	SA	APPD BY	_	Certificate of Authorization No. 7646

PROPERTY INFORMATION:

LAND USE: COMMERCIAL ENCLAVE

SITE PLAN NOTES:

- 1. ELEVATIONS BASED ON NATIONAL GEODETIC SURVEY DATA SHEET DESIGNATION - R 618, PID -DI2166, POLK COUNTY, FL., ELEVATION OF 110.68 FEET IN NAVD 88 DATUM.
- 2. EXISTING PAVED PARKING ON-SITE. PER SECTION 708 OF THE LAND DEV CODE 1 PARKING SPACE IS REQUIRED PER EVERY 1000 SF OF OUTDOOR SALES. OUTDOOR SALES AREA SHOWN IS ± 22000 SF. 24+ EXISTING PAVED PARKING SPOTS AVAILABLE ON-SITE.
- 3. ALL STRUCTURES EXISTING. NO NEW CONSTRUCTION PROPOSED
- 4. WELL & SEPTIC ON-SITE. NO CONNECTION TO COUNTY OR CITY UTILITIES PROPOSED
- 5. ACCESS TO EAST S.R. 60 EXISTING & ACCEPTABLE PER F.D.O.T.
- 6. NO WETLANDS ON-SITE
- 7. NO FEMA IMPACTS
- 8. EXISTING OFFICE ON-SITE. 1 EMPLOYEE AND A.D.A. ACCESSIBILITY
- 9. F.A.R. (FLOOR AREA RATIO) = 0.03 (± 2600 SF)
- 10. I.S.R. (IMPERVIOUS SURFACE RATIO) = 0.35 (± 30550 SF)
- 11. COMMERCIAL ENCLAVE PROPOSED AREA IS MINIMUM 50 FT FROM ANY RESIDENCE ON-SITE, SEE SITE PLAN.

ALBERTO NEGRON	JOB NO. 23-435 DATE: 1/1/2024 FILE NAME:
OUTDOOR SHED SALES SITE PLAN	SITE PLAN $C - 001$
	SHEET NO: 3 OF 3 REV. NO. 0



Growth Management Department Land Development Division 330 W. Church St. P.O. Box 9005, Drawer GM03 Bartow, FL 33831-9005 (863)534-6792 FAX (863) 534-6407

IMPACT ASSESSMENT STATEMENT FORM

www.polk-county.net

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A sufficient Impact Assessment Statement must address all of the following (Note: N/A is an insufficient comment, if N/A an explanation must be included):

Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

- 1. How and why is the location suitable for the proposed uses? Front area has direct access off of SR 60 and is already built-out with existing parking & office on-site
- 2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses? No special efforts needed
- 3. How will the request influence future development of the area? Should have little to no affect on future development in this area

Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed¹ methodology and calculations.

11 Daily trips, 2 peak hour trips. Based on ITE, See minor traffic evaluation

2. What modifications to the present transportation system will be required as a result of the proposed development?

None anticipated

¹A minor traffic study will suffice for a detailed methodology and calculations for most applications.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land

Per outdoor sales the requirement is 1 parking space per 1000 SF of display area. There is more than enough existing parking available for display area. See site plan

Development Code?

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

Direct frontage to SR 60

NOTE: Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for "Infrastructure Impacts" items 3 through 9 above.

Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

- 1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*) Approximately 30 GPD. 1 employee
- 2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage? On-site existing Septic system
- 3. If offsite treatment, who is the service provider? N/A, no off-site treatment
- 4. Where is the nearest sewer line (in feet) to the proposed development (Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code) N/A, no connection required
- 5. What is the provider's general capacity at the time of application? N/A, not connecting
- 6. What is the anticipated date of connection? N/A, not connecting
- 7. What improvements to the providers system are necessary to support the proposed request (e.g., lift stations, line extensions/expansions, interconnects, etc.)?

N/A, no proposed request *Water Supply*

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

- 1. What is the proposed source of water supply and/or who is the service provider? On-site existing Well
- 2. What is the estimated volume of consumption in gallons per day (GPD)? (*Response may be based on Section 703 of the LDC*) Approximately 30 GPD. 1 employee

	Unknown, Existing well to be utilized								
4.	Who is the service provider? Not applicable								
5.	What is the anticipated date of connection? N/A, no connection required								
6.	What is the provider's general capacity at the time of application?								
7.	Is there an existing well on the property(ies)?								
	Yes What type? unknown								
	Permit Capacity <u>unknown</u> No								
	Location: <u>Unknown</u>								
	Water Use Permit #:Unknown								
	Constructed prior to Water Management District Permitting: Yes No								
	Type of Use:AgPublicIndustrial or Commercial								
	Recreation or AestheticMining								
	Permitted Daily Capacity:Unknown								
	Average Peak Monthly Withdrawal Rate: <u>Unknown</u>								
	Location: Unknown								
	Casing Diameter:Unknown								
	Mainline Diameter: Unknown								

Where is the nearest potable water connection and re-claimed water connection, including

Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues); No flooding issues. No proposed development. Site floods away from R/W to the south

3.

the distance and size of the line?

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

No alterations required. No wetlands on-site

Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

- 1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties. No environmental concerns on or adjacent to property
- 2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site. No wetlands or floodplains located on property
- Discuss location of potable water supplies, private wells, public well fields (discuss the 3. *location, address potential impacts)*, and; Well on-site in middle of property. See survey
- Discuss the location of Airport Buffer Zones (if any) (discuss the location and address. 4. potential impacts). N/A
- 5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development. This property consists of 85.6% Sparr Sand and 14.4% Tavares Sand. Both are well-drained soils and should have no affect on the development

Infrastructure Impact Information

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

- 1. Parks and Recreation; 5 minutes (3.7 miles) Evelyn Bryant Park
- 2. Educational Facilities (e.g., preschool, elementary, middle school, high school); 3 minutes (1.7 miles) Willow Oak School
- 3. Health Care (e.g., emergency, hospital); 4 minutes (3.3 miles) Central FL Healthcare
- 4. Fire Protection; 1 minute (0.6 miles) Polk County Fire Rescue Station #8
- 5. Police Protection and Security; 7 minutes (4.1 miles) Mulberry Police Station
- 6. Emergency Medical Services (EMS); 17 minutes (9.9 miles) Lakeland Regional Healthcare Lake Miriam
- 7.Solid Waste (collection and waste generation); and
16 minutes (9.3 miles) Innovation Environmental ParkGrowth Management Department4 of 6

8. How may this request contribute to neighborhood needs?

Many home owners and local businesses require pre-made sheds for storage and other purposes

Maps

Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following **maps shall 8 1/2" x 11"** and accompany Impact Assessment Statements:

- Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;
 See Cover Sheet
 Map B: Map depicting the site boundary (properties included in the request).
- Map B: Map depicting the site boundary (properties included in the request) See Survey
- Map C: A site plan consistent with *Site Plan Standards*² (multiple sheets may be used). In addition to the required number of copies please **include an 8¹/₂**" x 11" copy. Applications for district changes alone are not required but are encouraged to submit a Development Plan; and See Site Plan
- NOTE: Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.

² See *Site Plan Standards* checklist form (GM LDD 11).

9/20/24, 2:03 PM

Record Details

LDCU-2024-23 - O	utdoor She	d Sales
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Menu	Reports H	elp				
	Application Name:	Outdoor Shed Sales				
	File Date:	06/28/2024				
	Application Type:	PC-Conditional Use-New Or Mo	bile Home			
	Application Status:	Approved For Hearing				
	Application Comments:	View ID Comment			Date	
	Description of Work:	Client is proposing outdoor shee	I sales on the Commercial E	Enclave portion of their property the property the property of the property	hat was approved for Land Use char	ge during the Level 4 (LDCPAS-2024-2)
	Application Detail:	Detail				
	Address	4280 W HWY 60, MULBERRY, I	<u>-L 33860</u>			
	Parcel No:	23293200000012350				
	Owner Name:	NEGRON ALBERTO L				
	Contact Info	Name	Organization Name	Contact Type	Contact Primary Address	Status
		NEGRON ALBERTO L	NEGRON ALBERTO	L Applicant	Mailing, 4280 East SR	Active
			<u>Moody Engineering</u>	Linginicei	<u>Mailing, 4000 State Ro</u>	
Licer	nsed Professionals Info:	Primary License Nun	iber License Typ	be Name	Business Name	Business License #
	Job Value:	<u>\$0.00</u>				
	Total Fee Assessed:	<u>\$8,496.00</u>				
	Total Fee Invoiced:	<u>\$8,496.00</u>				
	Balance	<u>\$0.00</u>				
	Custom Fields:	LD_GEN_PUB				
		PUBLIC HEARINGS		Application Type		
		Planning Commission		Conditional Use		
		Affordable Housing		<u>New</u> Brownfields Request <u>N/A</u>		
		GENERAL INFORMATION Expedited Review		Number of Lots		
		Will This Project Be Phased		Acreage		
		DRC Meeting <u>07/25/2024</u> Rescheduled DRC Meeting		DRC Meeting Time <u>10:15</u> Rescheduled DRC Meeting T	ime	
		– Green Swamp <u>No</u>		– Number of Units <u>0</u>		
		Case File Number –		Is this Polk County Utilities	Is this Application a result of a <u>Yes</u>	Code Violation
		One Year Extension -		FS 119 Status Non-Exempt	Code Violation Case Number	
		ADVERTISING Legal Advertising Date		BOCC1 Advertising Date		
		BOCC2 Advertising Date		– Advertising Board Planning Commission		
		MEETING DATES		Planning Commission Date		
		Land Use Hearing Officer 3		<u>10/02/2024</u> 1st BOCC Date		
		2nd BOCC Date		LUHO-Level 3 -		
		HEARING PC Hearing Results –		PC Vote Tally		
		BOCC 1st Hearing Results Approved		BOCC 1st Vote Tally		

М	Record Details												
	BOCC 2nd Hearing Results		BOCC 2nd Vote Ta	lly									
	FINAL LETTER Denovo Results												
	– – – – – – – – – – – – – – – – – – –												
	LD_GEN_PUB_EDL												
	Opening DigEplan List DigEplan Document List												
	- PLAN REVIEW FIELDS TMPRecordID POLKCO-24EST-00000-31504 RequiredDocumentTypesComplet	e	DocumentGroupforDPC DIGITAL PROJECTS LD AdditionalDocumentTyp	es	RequiredDocumentTypes _ Activate DPC								
	Yes		Applications, AutoCad File	Binding Site Plans (PDs	Yes								
			and CUs),CSV,Calculatior gn Drawings,Flood/Traffic nt,Inspections,Miscellaned gs,Response Letter Result	ns,Correspondence,Desi Studies,Impact Stateme pus,Plats,Record Drawin bmittal Complete,Staff R									
	Activate FSA		eport/Approval Letter,Surv DigitalSigCheck	vey, Title Opinion									
	Yes		Yes										
	PLAN UPLOAD ACKNOWLEDGEN Upload Plans Acknowledgement $\underline{\checkmark}$	IENT											
	SELECTED AREA PLANS												
	Selected Area Plans												
	N/A												
	LAND USE												
	Selected Area Plan LU Code												
	Not in an SAP CE- Commerc	ial Enclave											
	Development Area												
	Suburban												
	NOR												
	Neighborhood Organization Regis												
	PUBLIC MAILERS												
	Posting Board Number of Boards	(Number) Number	er of Mailers (Number) D	ate Mailed Date Posted	NOR								
	<u>PC</u> 1	34	09	9/16/2024 09/13/2024	Yes								
Workflow Status:		Assigned To	Status	Status Date	Action By								
Worknow Status.	Application Submittal	Lvndsav Rathke	Application	07/08/2024	Lyndsav Rathke								
	Engineering Review	Clinton Howerton	Approve	07/08/2024	Clinton Howerton								
	Fire Marshal Review	Kim Turner	Approve	07/23/2024	Kim Turner								
	Planning Review	Aleya Inglima	Approve	07/26/2024	Aleya Inglima								
	Surveying Review	Steve McQuaig	Approve	07/09/2024	Steve McQuaig								
	School Board Review	School District	Not Required	07/09/2024	School District								
	Roads and Drainage Review	Phil Irven	Approve	07/11/2024	Phil Irven								
	Review Consolidation	Lyndsay Rathke	Approved for	07/26/2024	Lyndsay Rathke								
	Staff Report												
	Public Notice												
	Hearing												
	BOCC Hearing												

	Archive						
Condition Status:	Name	Short Comments		Status	Apply Date	Severity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	Inspector		Status	Comments	
Resulted Inspections:	Inspection Type	Inspection Date	Inspector		Status	Comments	

Final Letter

POLK COUNTY PLANNING COMMISSION FINAL ORDER

Case Number: LDCU-2024-23 (Outdoor Shed Sales CU)

Applicant: Alberto L Negron

Property Owner: Alberto L Negron

Hearing Date: 10/2/2024

I. <u>Request:</u>

The applicant is requesting Conditional Use approval for "Retail, Outdoor Sales & Display."

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

- 1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. 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
 - d. How the concurrency requirements will be met if the development was built.
- 2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.
- 3. The Application is consistent with all applicable policies of the Comprehensive Plan.
- 4. The Application is compatible with surrounding uses and the general character of the area.
- 5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 2nd day of October **2024**, by the Polk County Planning Commission.

Polk County Planning Commission ATTEST:

By:_		 	 	
		-		

By:

Rennie Heath, Chair

Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk:

Exhibits to Planning Commission's Order

Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File Erin Valle, Clerk of Court (under separate cover)



Polk County

Planning Commission

Agenda Item 4.

SUBJECT

LDCPAS-2024-16 (Dinaco LLC CPA)

DESCRIPTION

The applicant, Tom Wodrich of TDW Land Planning, is requesting a Small-Scale Comprehensive Plan Amendment on behalf of the property owners, Arthur Hill, to change the Future Land Use Designations from Residential Suburban (RS) to Linear Commercial Corridor (LCC) on the northeastern 0.80 acres of a total 2 +/- acres of property in the Suburban Development Area (SDA). The site is located south of State Road 60, east of County Line Road, west of Bailey Road, and north of Turner Road, west of the Mulberry city limits, in Sections 32, Township 29, and Range 23.

RECOMMENDATION

Staff Recommends Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Johnathan (JP) Sims

Planner II

Polk County BoCC

863-534-7515

johnathansims@polk-county.net

10/2/2024

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: July 25, 2024			Level of Review:	4				
PC Date:	October 2, 202	24	Туре:	Comprehensive Plan Amendment				
BoCC Date:	November 19,	2024	Case Numbers:	LDCPAS-2024-16				
			Case Name:	Dinaco LCC CPA				
Applicant:	Tom Wodrich	, TDW Land	Case Planner:	J.P. Sims, Planner II				
	Planning							
Request:		The applican	t is requesting a Future	e Land Use designation change from				
		Residential S	Residential Suburban (RS) to Linear Commercial Corridor (LCC) on 0.8					
		acres of a total of 2 +/- acres parcel.						
Location:		The subject property is located south of State Road 60, east of County						
		Line Road, west of Bailey Road, north of Turner Road, west of the city						
		limits of Mulberry, in Section 32, Township 29, and Range 23.						
Property Own	er:	Arthur Hill						
Parcel Size/nu	mber:	0.8 of 2 +/- a	acres (Parcel # 232932-000000-012370)					
Development A	Area:	Suburban D	Development Area (SDA)					
Nearest Munic	cipality:	City of Mulb	berry					
DRC Recommendation: Approval								
Planning Commission Vote: Pending								
Public Comme	ent:	Pending						
~		/ /						



Summary

The applicant, Tom Wodrich of TDW Land Planning, is requesting a Small-Scale Comprehensive Plan Amendment on behalf of the property owners, Arthur Hill, to change the Future Land Use Designations from Residential Suburban (RS) to Linear Commercial Corridor (LCC) on the northeastern 0.80 acres of a total 2 +/- acres of property in the Suburban Development Area (SDA). The site is located south of State Road 60, east of County Line Road, west of Bailey Road, and north of Turner Road, west of the Mulberry city limits, in Sections 32, Township 29, and Range 23. The subject site is developed with two mobiles home. One is used for a residence and the other an office that is not currently legal. This request is considered infill and will make the office legal. The applicant will need to apply for a Level 2 Review and make site changes consistent with the Land Development Code to bring the property into compliance.

Compatibility Summary

This request will be compatible with the surrounding area as the land use requested by the applicant is relatively similar to the adjacent uses. The site accesses State Road 60 directly, so a commercial use would be an appropriate use. To the north, west, and east are commercial uses in a gas station, Dollar General, and Outdoor Shed Sales. The site is currently developed with two mobile homes, one in front half and the other in the rear half. The Land Use Change would allow the property owner the ability to operate their office in the front half of the site and have their home in the rear half of the site. To the southeast of the subject site, the property's land use was recently changed to Commercial Enclave (CE) with case LDCPAS-2024-2 on July 16th, 2024.

Infrastructure Summary

The subject site is within the Southwest Polk County Service Area. The site will have access to water, but there are no wastewater lines in that area. The site directly accesses State Road 60, which has available capacity per our own Transportation Planning Organization (TPO), but condition is not tracked as it is maintained by the State which was confirmed by Roads and Drainage. Mass transit is available nearby, with the closest stop 0.93 miles away to the southeast of the subject site at the State Road 60 and Bailey Road intersection. Public safety response times are normal for this part of the County, and while two of the schools zoned for the site are over capacity, commercial sites do not typically generate students, so this is not a concern. The request is compatible with the available infrastructure.

Environmental Summary

The nearest neighborhood park is Fuller Heights Park 1.87 miles east of the site and the nearest regional Park is Loyce E. Harpe Park 3.27 miles to the east of the subject site. The soil types for the site are Tavares fine sand and Sparr sand. There are no wetlands or flood zone on site.

Comprehensive Plan

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

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10 Location Criteria
- Policy 2.106(A1-A5): Suburban Development Area (SDA)
- Policy 2.111(A1-A5): Linear Commercial Corridor (LCC)

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for the Future Land Use designation change from Residential Suburban (RS) to Linear Commercial Corridor (LCC). Zoning for the site was Rural Commercial (RC) before the Comprehensive Plan and Land Development Code were adopted.
- The RC zoning designation was approved by the Polk County BoCC with ZCR 88-75 on October 25, 1988.
- The site currently has two buildings on the site, one is a mobile home and the other is a portable office building for the property owner's business. This request would allow the owner to move the portable office to the front half of the property since it will have an office use.

Compatibility

- The existing uses surrounding the site are:
 - \circ North LCC; gas station
 - West LCC and OC; construction contractor office.
 - East RS; single family residential.
 - \circ South CE; outdoor shed sales.
- The parcel to the southeast of the subject site is designated for Commercial Enclave (CE) as was approved on July 16th, 2024 with LDCPAS-2024-2. The parcels to the northwest of the subject site are already designated for commercial uses, so changing this site to Linear Commercial Corridor (LCC), while buffering the residential uses to the southwest is compatible.

Infrastructure

- The zoned schools for the site are Willow Oak Elementary, Mulberry Middle, and Mulberry High School.
- Polk County Fire Rescue Station 8 will be the response unit for fire and EMS for this site. It is located at 4210 Willis Rd, Mulberry, FL 33860, with an approximate travel distance of 0.7 miles.
- The subject site is within the Sheriff Department's Southwest District. The Southwest District Office is located at 4120 US 98 S, Lakeland, FL.
- The subject site will be serviced by Polk County's Southwest Service Area for potable water, but wastewater will be handled by septic.

- There are no sidewalks on the south side of State Road 60 where the subject site is, but it does run along the northern side.
- The closest mass transit route is part of the Citrus Connection on line 21X. The closest stop is 0.93 miles away to the southeast of the subject site at the State Road 60 and Bailey Road intersection. The stop is on the northeast corner of State Road 60 and Bailey Road behind the Family Dollar.

Environmental

- The nearest neighborhood park is Fuller Heights Park 1.87 miles east of the site and the nearest regional Park is Loyce E. Harpe Park 3.27 miles to the east of the subject site.
- The site's elevation is almost flat with an elevation of 105 feet in the center, with the elevation dipping to a low of 104 feet at the north and south ends of the site.
- There are no wetlands or flood zone on the site.
- The soil types for the site are Sparr and Tavares fine sand.
- According to Polk County Endangered Habitat Maps, the subject site is not located within a one-mile radius of an observation of a protected animal species (Source: Florida Department of Environmental Protection, 2015).
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- There are no wells on the subject site and it is not located in a wellfield.
- The site is not within an Airport Impact District.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.

- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:

a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;

b. nearness to agriculture-production areas;

c. distance from populated areas;

d. economic issues, such as minimum population support and market-area radius (where applicable);

e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:

1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;

- 2. sanitary sewer and potable water service;
- 3. storm-water management;
- 4. solid waste collection and disposal;

5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;

- 6. emergency medical service (EMS) provisions; and
- 7. other public safety features such as law enforcement;
- 8. schools and other educational facilities
- 9. parks, open spaces, civic areas and other community facilities

f. environmental factors, including, but not limited to:

1. environmental sensitivity of the property and adjacent property;

2. surface water features, including drainage patterns, basin characteristics, and flood hazards;

- 3. wetlands and primary aquifer recharge areas;
- 4. soil characteristics;
- 5. location of potable water supplies, private wells, public well fields; and
- 6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.106-A1: DESCRIPTION SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned,

municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.

- POLICY 2.106-A2: DESIGNATION AND MAPPING The Future Land Use Map Series shall designate and map SDAs, for those areas of the County meeting the general characteristics of this Section 2.106.
- POLICY 2.106-A3: LAND USE CATEGORIES The following land use categories shall be permitted within the Suburban Development Areas:
 - a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
 - b. RESIDENTIAL: Residential-Suburban.
 - c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers. Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

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

- POLICY 2.111-A3: LOCATION CRITERIA Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development. The extension (along the road) or establishment of new LCC strips shall not be permitted, except to recognized legitimate errors made during the original mapping process. Any such map-error corrections shall require that a Plan amendment be processed consistent with requirements of this policy and Chapter 163, FS. The following factors shall be taken into consideration when evaluating whether an error was made during the original mapping process:
 - a. USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991: The use of the land and existing development of the subject parcel and the surrounding area as of the adoption of the Plan would be taken into consideration when determining an error. Land that was vacant, or developed in some other manner than that of the claimed error, would be determined not to be an error.
 - b. ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991: The existing zoning of a parcel and surrounding area, as of the Plan's adoption date, would be considered in determining an error. However, the property's zoning would not be a factor, in and of itself, when the subject property is vacant.
 - c. EXISTING PROPERTY LINES AS OF APRIL 19, 1991: Parcels existing as of the adoption date of the Plan would be considered in determining an error.

Lands added to a parcel, or parcels under one ownership, since the adoption would not be considered.

- d. CONSISTENCY WITH THE PLAN: Was the subject property consistent with the Plan's criteria for the claimed land use category at the time of Plan adoption? Is the claimed designation consistent with the Plan's overall objective to control urban sprawl and to not degrade the County's overall growth management program? Isolated development and/or spot zonings would not be considered an error.
- e. RECORDS OF THE COMPREHENSIVE PLAN CITIZENS' ADVISORY COMMITTEE (CAC) FUTURE LAND USE SUBCOMMITTEE AND THE BoCC PRIOR TO APRIL 19, 1991: Information contained in the minutes and other records indicating the intention of those bodies were different than what was actually adopted would be used in determining mapping errors.
- f. REZONING ACTIONS APPROVED BY THE BoCC BETWEEN JANUARY 1, 1990, AND APRIL 19, 1991: Rezoning actions approved by the BoCC after the initial staff mapping effort and the adoption of the Plan, which were not included in the final Plan map, would be considered in determining an error, whether the land was vacant or not.
- g. OTHER FACTORS: Environmental constraints, availability of infrastructure at acceptable levels of service, and the Plan's Capital Improvement Program (CIP) at the time of adoption would be considered.
- POLICY 2.111-A4: DEVELOPMENT CRITERIA Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:
 - a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to in-filling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas.
 - b. New development or redevelopment of non-residential uses within a Linear Commercial Corridor shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development.
 - c. Step-down uses shall be encouraged between different intensity uses as infill and shall be lower in intensity than the highest existing intensive use. Stepdown 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 manmade 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.
- $\circ\,$ h. The maximum floor area ratio shall not exceed 0.35 for non-residential development.

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 2024-16**.

Planning Commission Recommendation: On October 2, 2024, in an advertised public hearing, the Planning Commission voted ?:? to **recommend APPROVAL of LDCPAS-2024-16.**

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.

Northwest	North	Northeast	
OC; Contractor Offices.	LCC; Dollar General	LCC; Gas Station.	
West	Subject Site	East	
RS; Residential development	RS; residential use	RS; Mobile Homes	
	mobile home and		
	portable office building		
Southwest	South	Southeast	
RS; Residential development	RS; Mobile Homes	CE; outdoor shed sales	

Table 1 Surrounding Uses

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

Compatibility with the Surrounding Uses

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

A. Land Uses

Suburban Development Areas (SDA) shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.

The request is a Future Land Use that is not out of context or compatibility with the surrounding uses. There is a gas station and Dollar General to the north of the site, and a contractor's office to the northwest of the site, so commercial use on this site is not out of context. The uses to the west, south, and east are commercial in nature, as they were developed before the Comprehensive Plan and Land Development Code were adopted.

The Linear Commercial Corridor (LCC) uses to the northwest and north of the subject site is built out as a Dollar General, a Sunoco gas station, a Contractor office, Sizemore Sales, and Barber & Associates Roofing. The adjacent uses and designation of the parcel to the southeast recently receiving a Commercial Enclave (CE) approval provides the compatibility of this site having Linear Commercial Corridor (LCC) as infill.

B. Infrastructure

The subject site will be serviced by Polk County's Southwest Service Area for potable water. There are no wastewater lines in this area so the site will continue to be on septic. The site accesses directly onto State Road 60, a Principal Arterial. There is available transportation capacity on this road. Public safety response times are normal for this part of the County. While there is capacity within one of the schools, the other two schools are over capacity. However, Linear Commercial Corridor (LCC) does not typically permit residential development. The request is compatible with the available infrastructure.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below. Per the requirements in Chapter 7 of the Land Development Code, the applicant will have to work out capacity for any development request with the school board.

Name of School	Annual Estimated Demand	% Capacity 2022-2023 School Year	Average driving distance from subject site
Willow Oak Elementary School	0 students	94%	1.8 miles
Mulberry Middle School	0 students	115%	4.6 miles
Mulberry High School	0 students	107%	5.0 miles

Table 2 School Information

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

Commercial developments do not typically generate students, so no demand is anticipated.

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's Table 3 Public Safety Information
	Name of Station	Distance
		Response Time*
Sheriff	Southwest District Command Unit (4120 US 98 S,	15.4 +/- miles
	Lakeland, FL)	Priority 1 – 9:49
		Priority 2 – 19:06
Fire/ EMS	Station #8 (4210 Willis Rd, Mulberry, FL 33860)	0.7 +/- miles

Source: Polk County Sheriff's Office & Polk County Fire Rescue. Response times for April 2024.

Water and Wastewater

A. Estimated Demand

The subject site is within the Polk County Utilities Southwest Service Area for potable water, but the site will remain on septic as there are no wastewater lines nearby. The closest wastewater line is over one (1) mile away to the northeast.

 Table 4 Estimated Water and Sewer Impact Analysis

Permitted	Maximum Permitted in Existing	Maximum Allowable in Proposed
Intensity	Residential Suburban (RS)	Linear Commercial Corridor (LCC)
0.8 +/-acres	0.8 +/- acres X 1 du/5 ac =	0.8 +/- acres = 34,848 sq ft X
34,848 sq ft	1 du	0.3 FAR= 10,454 sq ft
Potable	1 du X 360 GPD =	10,454 sq ft X 0.22 GPD/sq ft =
Water Consumption	360 GPD	2,299 GPD
Wastewater	1 du X 270 GPD =	2,299 GPD X 80% =
Generation	270 GPD	1,839 GPD (Septic)

Source: Concurrency Manual – Residential Suburban (Single Family Detached Housing) at 360 GPD for water and 270 GPD for wastewater generation. Linear Commercial Corridor (LCC) uses 0.22 GPD per square foot for water and 80% of water usage for wastewater.

B. Service Provider

The subject site is within the Southwest Polk Utilities Service Area for water. There is no sewer connection for the site, as sewer extensions are not permissible in the Suburban Development Area (SDA).

C. Available Capacity

The Southwest Water Treatment Facility does have available capacity for this site. The portion of the following graph showing Available Flow Capacity Today indicates that there is ample room for additional development to occur. The following graph indicates capacity information for the SW Public Water System.

System Status								
	Current Working Permit Limit (MGD)	Current Flow (MGD)	Percent of Current Limit Used Today (%)	Available Flow- Capacity Today (MGD)	Firm Commitments (MGD)	Uncommitted Capacity (MGD)	System Growth Rate (MGD/year)	Time Until Flow Exceeds Limit (Years)
Southwest PWS	6.780	3.781	56%	2.999	0.183	2.816	0.063	> 20

D. Planned Improvements

There are no planned improvements for the infrastructure in this area.

Roadways/Transportation Network

A. Estimated Demand

Table 5, following this paragraph, shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The Future Land Use change may result in higher trips.

Permitted Intensity	Maximum Permitted in Existing	Maximum Allowable in Proposed
Intensity	Residential Suburban (RS)	Linear Commercial Corridor (LCC)
0.8 +/-acres	0.8 +/- acres X	0.8 +/- acres X 0.3 FAR =
34,848 sq ft	1 du/5 ac = 1 du	10,454 sq ft / 1000 = 10 sq ft
Average	1 du X 7.81 AADT =	10 sq ft X 24.43 AADT =
Annual	7.81 Trips (100% New Trips)	240 Trips (76% New Trips) = 182 Trips
PM Peak	1 du X 1 AADT =	10 sq ft X 3.40 AADT =
	1 Trips	34 Trips (76% New Trips) = 26 Trips

 Table 5 Estimated Transportation Impact Analysis

Source: Concurrency Manual and Table for Minor Traffic Study –Residential Suburban (Single Family Detached Housing) at 7.81 AADT and 1 PM Peak Hours (100% new trips), Shopping Center for LCC at 24.43 AADT and 3.4 AADT Peak Hours.

B. Available Capacity

The road accessing the subject site has sufficient PM Peak capacity available for commercial development. The table after this paragraph provides the current PM Peak Hour capacities of the nearby road link.

Table 6					
Link #	Road Name	Current LOS	Available Capacity	Minimum LOS Standard	Projected Five Year LOS
5900E	STATE ROAD 60 (HILLSBOROUGH	С	972	D	С
5900W	COUNTY LINE to NICHOLS ROAD)	С	931	D	С
Source: Polk Transportation Planning Organization, Roadway network Database 2023					

C. Roadway Conditions

The condition of State Road 60 is not maintained by Polk County, so road conditions information is not available. It is a four lane Principal Arterial Road.

D. Sidewalk Network

There are no sidewalks on the south side of State Road 60 abutting the subject site, but there are sidewalks on the north side of State Road 60.

E. Planned Improvements:

There are no plans currently in place for this area of the county.

F. Mass Transit

The closest mass transit route is part of the Citrus Connection on line 21X. The closest stop is 0.93 miles away to the southeast of the subject site at the northeast corner of State Road 60 and Bailey Road intersection.

Park Facilities:

The following analysis is based on public recreation facilities.

A. Location:

The nearest neighborhood park is Fuller Heights Park 1.87 miles east of the site and the nearest regional Park is Loyce E. Harpe Park 3.27 miles to the east of the subject site.

B. Services:

Fuller Heights Park has a basketball court and playground. Loyce E. Harpe Park has a dog park (DiOGi Park), baseball, softball, and soccer fields. There is a skate park, playground, paved walking trails, a boat launching site, picnic tables and a screened-in pavilion that is available to rent.

C. Multi-use Trails:

The closest free hiking trail is in the Alafia River Reserve which is 0.44 + - miles to the west of the subject site.

D. Environmental Lands:

This site contains no County owned environmental lands. The closest environmental land to the site is the Alafia Reserve 0.44 miles to the west of the subject site.

E. Planned Improvements:

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

Environmental Conditions

The following environmental conditions apply to the subject site;

A. Surface Water:

There is no surface water on the subject site. The site's elevation is almost flat with an elevation of 105 feet in the center, with the elevation dipping to a low of 104 feet at the north and south ends of the site.

B. Wetlands/Floodplains:

The site does not sit within a Flood Zone or Wetlands.

C. Soils:

The subject site is comprised of a couple of different types of soil as listed in Table 8 following this paragraph.

Table 8			
Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Tavares fine sand, 0-5% slopes (15)	Moderate: wetness	Slight	0.3%
Sparr sand, 0 to 5% slopes	Severe: wetness, poor filter	Moderate: wetness	99.7%

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

D. Protected Species

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

E. Archeological Resources:

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

F. Wells (Public/Private)

The subject site is not located in a Wellfield Protection District and does not have any wells on site.

G. Airports:

The site is not within an Airport Impact District.

Economic Factors:

There are no known economic factors that would impact the development of this site.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan. How the request is **consistent** with the Comprehensive Plan is listed below:

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis		
POLICY 2.102-A2: COMPATIBILITY - Land shall be			
developed so that adjacent uses are compatible with	The Comprehensive Plan permits a variety of		
each other, pursuant to the requirements of other	different Future Land Use designations. The		
Policies in this Future Land Use Element, so that one	site has a gas station, Dollar General, and a		
or more of the following provisions are accomplished:	contractor's office nearby. There is residential		
a. there have been provisions made which buffer	to the immediate southwest of the site, but it		
incompatible uses from dissimilar uses; b.	directly accesses State Road 60, so		
incompatible uses are made to be more compatible to	commercial usage makes sense. The parcel to		
each other through limiting the intensity and scale of	the southeast just recently received a		
the more intense use; c. uses are transitioned through a	Commercial Enclave (CE) designation by the		
gradual scaling of different land use activities through	BoCC on July 16th, 2024 with case LDCPAS-		
the use of innovative development techniques such as	2024-2.		
a Planned Unit Development.			

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The site directly accesses State Road 60 and is abutting other commercial uses, so location is appropriate.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system. POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable);e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to, 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.	This request is consistent with the infill requirement for Linear Commercial Corridor, as it was Rural Commercial (RC) before the Comp Plan and LDC were passed, and the parcel to the southeast was recently designated as Commercial Enclave (CE). There is available connectivity to water and electricity, but there is no sewer connection available. Fire and Sheriff are available for this area. Two of the schools that are zoned for the site are at capacity, but commercial development typically does not generate students so this should not be an issue. The overall parcel does not site in a flood zone. The site is developed and currently has two mobile homes on site, with one being used as an office for a business.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.106-A1: DESCRIPTION - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.	
POLICY 2.106-A2: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map SDAs, for those areas of the County meeting the general characteristics of this Section 2.106.	
POLICY 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas:	Linear Commercial Corridors (LCC) are permitted within the Suburban Development Areas. There is water connection available to the subject site, but sewer is not to be
 a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High- Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria. b. RESIDENTIAL: Residential-Suburban. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers. Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation. 	extended into the SDA, so the site would remain on septic.
Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.	
POLICY 2.106-A4: OVERLAY DISTRICTS - All Overlay Districts shall be permitted within the SDA in accordance with applicable criteria.	
POLICY 2.106-A5: DEVELOPMENT CRITERIA - Development within the Suburban Development Areas shall conform to the following criteria as further specified in the Land Development Code:	

Comprehensive Plan Policy	Consistency Analysis
 a. support continued agricultural activities by requiring the implementation of compatibility techniques to limit land use conflicts; b. protect and preserve open space, agricultural and environmentally sensitive lands by implementing clustering and other conservation development strategies as established in Section 2.1251 of this element; c. incorporate design features that promote healthy communities, green building practices, conservation development principles, and other initiatives consistent with Section 2.1251 - Community Design, of this element; d. provide access to civic space, parks, green areas, and open space and other amenities; e.be supported by public safety (i.e., fire, EMS and law enforcement); f. have access to elementary schools; g. encourage connectivity between uses within the SDA, and between the SDA and other urban centers and the rural development areas; andh.in order to achieve higher densities and intensities allowed by each land use, development in the SDA shall be required to connect to centralized water system and incorporate clustering and other low impact design criteria as established under the Residential Suburban (RS) land use criteria, the Conservation Development Section (Section 2.1251), the Residential Rural Development (RMD) sections (Section 2.1251) of this 	
 POLICY 2.106-A6: SEWER EXTENSIONS - Sanitary sewer shall not be extended into the SDA, except as allowed by Policy 2.132-C10 or the Board deems it necessary given one of the following circumstances: a. It is in the interest of on site and/or nearby environmental features; b. It is in the interest of public health; or c. The area has been designated a redevelopment district under Policy 2.124-F. Provided the development density of land served by the sewer lines does not exceed the amount allowed under the current land use designation. 	

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.111-A2: DESIGNATION AND MAPPING - Existing linear commercial areas shall be designated and mapped on the Future Land Use Map Series as "Linear Commercial Corridors" (LCC).	
Expansion of an LCC shall be limited to infill development. Infilling of an existing Linear Commercial Corridor shall be limited to a depth which corresponds to the typical depth of existing development within the general area of the infill development. The extension (along the road) or establishment of new LCC strips shall not be permitted, except to recognized legitimate errors made during the original mapping process. Any such map-error corrections shall require that a Plan amendment be processed consistent with requirements of this policy and Chapter 163, FS. The following factors shall be taken into consideration when evaluating whether an error was made during the original mapping process:	The current site is designated as Residential Suburban, but directly accesses State Road 60 but was zoned Rural Commercial (RC) before the Comp Plan and LDC were passed. The parcel to the southeast was recently converted
 a. USES OF THE LAND AND DEVELOPMENT OF THE PARCEL, AND SURROUNDING LAND, EXISTING AS OF APRIL 19, 1991: The use of the land and existing development of the subject parcel and the surrounding area as of the adoption of the Plan would be taken into consideration when determining an error. Land that was vacant, or developed in some other manner than that of the claimed error, would be determined not to be an error. b. ZONING OF THE PARCEL, AND SURROUNDING LAND, AS OF APRIL 19, 1991: The existing zoning of a parcel and surrounding area, as of the Plan's adoption date, would be considered in determining an error. However, the property's zoning would not be a factor, in and of itself, when the subject property is vacant. c. EXISTING PROPERTY LINES AS OF APRIL 19, 1991: Parcels existing as of the adoption date of the Plan would be considered in determining an error. Lands added to a parcel, or parcels under one ownership, since the adoption would not be considered. d. CONSISTENCY WITH THE PLAN: Was the subject property consistent with the Plan's criteria for the claimed land use category at the time of Plan adoption? Is the claimed designation consistent with the Plan's overall objective to control urban sprawl and to not degrade the County's overall growth 	to Commercial Enclave (CE) with LDCPAS- 2024-2 which was approved by the BoCC on July 16 th , 2024. Converting the site to Linear Commercial Corridor (LCC) would fulfill the infill requirements for the site and allow for the site to be used for commercial purposes. This would not be out of context for the surrounding development as there is a gas station, Dollar General, and Contractor's office surrounding the site. Site currently has two mobile homes on site, one being used as an office for a business. This change would allow for the office to be a legal use, as it is currently not.

Comprehensive Plan Policy	Consistency Analysis
Comprehensive Plan Policyoe. RECORDS OF THE COMPREHENSIVEPLAN CITIZENS' ADVISORY COMMITTEE (CAC)FUTURE LAND USE SUBCOMMITTEE AND THEBoCC PRIOR TO APRIL 19, 1991: Informationcontained in the minutes and other records indicatingthe intention of those bodies were different than whatwas actually adopted would be used in determiningmapping errors.of. REZONING ACTIONS APPROVED BYTHE BoCC BETWEEN JANUARY 1, 1990, ANDAPRIL 19, 1991: Rezoning actions approved by theBoCC after the initial staff mapping effort and theadoption of the Plan, which were not included in thefinal Plan map, would be considered in determining anerror, whether the land was vacant or not.og. OTHER FACTORS: Environmentalconstraintsavailability of infrastructure at accentable	Consistency Analysis
levels of service, and the Plan's Capital Improvement Program (CIP) at the time of adoption would be considered.	
POLICY 2.111-A4: DEVELOPMENT CRITERIA - Development or redevelopment within a Linear Commercial Corridor shall conform to the following criteria:	
 a. Permitted uses include all types of commercial, office, and institutional uses typically located along a roadway. New industrial and High-Impact-Commercial-type (HIC) development shall be limited to in-filling existing industrial/HIC areas, and new industrial/HIC development shall not extend or expand these industrial/high-impact areas. b. New development or redevelopment of non-residential uses within a Linear Commercial Corridor shall be limited to the intensities of uses at the same or less intensity as adjacent existing uses. New development or redevelopment of non-residential uses adjacent to existing uses shall be compatible with each other without allowing a higher intensity of development. c. Step-down uses shall be encouraged between different intensity as an in fill and shall be 	
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.	
o d. New development or redevelopment within a Linear Commercial Corridor shall incorporate the use	

Comprehensive Plan Policy	Consistency Analysis			
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.				
o e. Adequate parking shall be provided to meet				
the demands of the uses, and interior traffic circulation				
shall facilitate safe bicycle and pedestrian movement.				
o 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 nigher				
intensity of development.				
o g. Bulleting shall be provided where the				
would adversally affect adjacent land uses. Darking lots				
loading areas dumpstors utilities and air conditioning				
units signage etc. are examples of facilities that may				
require special buffering provisions				
o h The maximum floor area ratio shall not				
exceed 0.35 for non-residential development				
execced 0.55 for non residential development.				
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.				

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.

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

LDCPAS-2024-16

Table 9 Urban Sprawl Criteria

Comments from other agencies

No comments

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Exhibits:

Exhibit 1	Location Map
Exhibit 2	2023 Aerial Context Map
Exhibit 3	2023 Aerial Close Up
Exhibit 4	Current Future Land Use Map

- Exhibit 5 Proposed Future Land Use Map
- Exhibit 6 LCC Permitted and Conditional Uses
- Exhibit 7 Original Zoning Pre-Comp Plan

Applicant's submitted documents and ordinance as separate files

Exhibit 1



LOCATION MAP



2023 AERIAL PHOTO CONTEXT

Planning Commission Staff Report Level 4/JPS

Exhibit 3



2023 AERIAL PHOTO CLOSE UP

Planning Commission Staff Report Level 4/JPS



CURRENT FLUM Residential Suburban (RS)



PROPOSED FLUM Linear Commercial Corridor (LCC)

FLU	PERMITTED	CONDITIONAL USE	CONDITIONAL USE		
	(By Right)	Level 1 or 2 Review	Level 3 or 4 Review		
		(Technical Staff Review)	(Public Hearing)		
LCC	Agricultural Support- Off-Site, Childcare Center, Clinics & Medical Offices, Farming General, Government Facility, Kennels- Boarding and Breeding, Lodges and Retreats, Nurseries and Greenhouses, Nurseries- Retail, Office, Office Park, Personal Service, Restaurant- Sit-down/Take-out, Retail- 10- 000 – 34-999 sq. ft., Retail- 25- 000 - 64-999 sq. ft., Retail- Less than 10-000 sq. ft., Studio- Production, Transit- Facility, Utilities- Class I, Utilities- Class II, Veterinary Service	Adult Use, Alcohol Package Sales, Marinas and Related Facilities, Recreation- Passive, Car Wash- Full Service, Car Wash- Incidental, Car Wash- Self Service, Commercial Vehicle Parking, Community Center, Cultural Facility, Financial Institution, Financial Institution- Drive Through, Funeral Home & Related Facilities, Gas Station, Heavy Machinery Equipment Sales and Services, Helistops, Hotels and Motels, Livestock Sale- Auction, Manufacturing- General, Manufacturing- Light, Medical Marijuana Dispensaries, Nursing Home, Printing & Publishing, Recreation & Amusement General, Recreational Vehicle Storage, Religious Institution, Research & Development, Restaurant- Drive-thru/Drive-in, Retail- Home Sales Offsite, Retail- Outdoor Sales/Display, School- Leisure/Special Interest, School- University/College, Self-storage Facility, Truck Stop, Vehicle Recovery Service/Agency, Vehicle Sales- Leasing, Vehicle Service- Mechanical, Warehousing/Distribution	Multi-family, Planned Development, Transitional Area Development, Bars- Lounges- and Taverns, Cemetery, Communication Tower- Monopole, Heliports, Lime Stabilization Facility, Mining- Non-phosphate, Motor Freight Terminal, Nightclubs and Dance Halls, Recreation & Amusement Intensive, Retail- More than 65-000 sq. ft., School- Technical/Vocational/Trade & Training, Transit- Commercial, Utilities- Class III, Vehicle Repair- Auto Body, Water Ski Schools, Residential Treatment Facility		

Linear Commercial Corridor (LCC) PERMITTED AND CONDITIONAL USES

Exhibit 7



Original Zoning Map Pre-Comprehensive Plan

Planning Commission Staff Report Level 4/JPS



IMPACT ASSESSMENT STATEMENT FORM

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and Natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A sufficient Impact Assessment Statement must address all of the following (*Note: N/A is an insufficient comment, if N/A an explanation must be included*):

Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses?

This request is a map Comprehensive Plan Amendment to change the land use designation on approximately two (2) acres from Residential Suburban (RS) to approximately 0.8 acres of Linear Commercial Corridor (LCC) and 1.2 acres of Office Center (OC) (see map exhibit). This request is consistent with commercial depth as stated in the infill provisions of the LCC policy criteria and consistent with POLICY 2.111-A3: LOCATION CRITERIA because the requested LCC "depth which corresponds to the typical depth of existing development within the general area of the infill development". Development within the LCC FLUM along the northwest site boundary extends to the same depth as this request as well as the existing commercial development within the parcel adjacent to the site boundary to southeast (currently under consideration and staff recommendation of approval for Commercial Enclave (CE) to be adopted by the BoCC on July 16, 2024).

This portion of SR 60 has historically attracted commercial and businesses have existed prior to the adoption of the Comprehensive Plan in 1991, when the Zoning ordinance was in force. Over the past couple decades, the County Commission has recognized this commercial activity with future land use amendments to change the land use from residential to commercial.

This site is the last remaining land between existing commercial uses, surrounded by commercial and along a busy highway. As the last remaining plot of land between commercial sites, its residential designation fails to encourage an attractive and functional mixture of land uses. Leaving this parcel designation as RS adversely affects the adjoining LCC land's ability to develop commercially due to the Compatibility provisions of Section 220 of the Land Development Code which require a 50 foot setback for commercial uses from residentially designated property. If this parcel remains designated as RS, it will prevent the commercial use within 50 of its borders and have an adverse economic impact on those surrounding parcels. Changing the Future Land Use designation to LCC and OC creates a more attractive and functional mixture of land uses.

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

The site is bordered to the north and south by LCC and CE and both of these adjacent properties contain existing and long-term non-residential uses.

3. How will the request influence future development of the area?

With 22,000 daily trips passing the site along SR 60 and the commercial viability of the site demonstrated with decades of commercial use on adjoining properties, residential usage on the subject site is neither viable or desirable. Commercial and office development along this major state roadway facility will continue to support the surrounding economic demands of this region and more efficiently utilize existing infrastructure.

Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed methodology and calculations.

This 2 acre site is proposed to have 0.8 acres of LCC and 1.2 acres of OC. According to the County's Concurrency Generation Rates manual, Linear Commercial Corridor uses generate, on average, approximately 1,251.99 AADT/acre & 113.1 trips @ PM peak per acre, and Office Center generate 237 AADT, 32.22PM peak.

2. What modifications to the present transportation system will be required as a result of the proposed development?

A minor traffic study will suffice for a detailed methodology and calculations for most applications.

Future development of the site may require driveway improvements to ensure proper access and vehicle movement onto, and from, SR 60. This will require a driveway permit from the FDOT. The level of traffic produced by the site is considered minor by County standards, as it will not require a major traffic study. Staff has indicated that sufficient capacity exists to serve commercial development at this location.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

LCC allows a wide range of uses, so the total number of parking spaces will depend upon the use proposed at the time of development. OC allows medical and business office uses and some personal services (barber/beauty salons, etc) so the number will depend upon the use proposed.

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

The proposed method of access is direct onto SR 60.

NOTE: Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for "Infrastructure Impacts" items 3 through 9 above.

Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*)

This 2 acre site is proposed to have 0.8 acres of LCC and 1.2 acres of OC. According to the County's Concurrency Generation Rates manual, Linear Commercial Corridor uses generate, on average, approximately 2,683 gallons per day (GPD) per acre, and Office Centers generate 3,136 GPD.

2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?

The site will continue to utilize the on-site septic systems.

3. If offsite treatment, who is the service provider?

N/A

4. Where is the nearest sewer line (in feet) to the proposed development (Sanitary sewer shall be onsidered available if a gravity line, force main, manhole, or lift station is located within an \land asement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code)

N/A

5. What is the provider's general capacity at the time of application?

N/A

6. What is the anticipated date of connection?

N/A

7. What improvements to the providers system are necessary to support the proposed request (e.g., lift stations, line extensions/expansions, interconnects, etc.)?

N/A

Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. What is the proposed source of water supply and/or who is the service provider?

Connection to the centralized potable water supply is proposed. The site is within Polk County's Southwest Utilities Service Area.

2. What is the estimated volume of consumption in gallons per day (GPD)? (*Response may be based on Section 703 of the LDC*)

This 2 acre site is proposed to have 0.8 acres of LCC and 1.2 acres of OC. According to the County's Concurrency Generation Rates manual, Linear Commercial Corridor uses generate, on average, approximately 3,354 gallons per day (GPD) per acre and Office Center generate 2,509 gallons per day (GPD).

3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

Polk County Utilities states that there is an 8" water main line along the frontage of the property within the right-of-way for SR 60 available for connection.

4. Who is the service provider?

Polk County Utilities is the service provider in this area.

5. What is the anticipated date of connection?

2025.

6. What is the provider's general capacity at the time of application?

Polk County Utilities was unable to provide specific plant capacity (GPD) information for this project.

7. Is there an existing well on the property(ies)?

There are no known wells on the property.

Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

The site relatively flat and drains slightly from west to east.

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

A retention pond will be necessary to treat stormwater from the proposed development.

Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.

There are no known environmentally sensitive aspects of this site.

2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.

There are no wetland or floodplains on the site.

3. Discuss location of potable water supplies, private wells, public well fields *(discuss the location, address potential impacts)*, and;

There are no wells, well fields, or other potable water supplies that will be affected by the development of this site.

4. Discuss the location of Airport Buffer Zones (if any) (discuss the location and address, potential impacts).

The site is not located within an Airport Buffer Zone.

5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development.

According to the soil survey of Polk County, the site is entirely comprised of Sparr Sand which is generally suitable for commercial development.

Infrastructure Impact Information

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

1. Parks and Recreation;

The proposed LCC and OC land usage will generate little to no impact on parks. The nearest park is Fuller Heights Park, approximately 2 miles east of the site or Loyce Harpe Park, approximately 3 miles east of the site.

2. Educational Facilities (e.g., preschool, elementary, middle school, high school);

The proposed LCC and OC land usage will generate no school children and have little direct impact on schools.

3. Health Care (e.g., emergency, hospital);

The nearest hospital is Bartow Hospital which is approximately 12 miles east of the site.

4. Fire Protection;

The nearest fire station is Fire Department 8, which is less than one mile from the site.

5. Police Protection and Security;

The nearest Polk County Sheriff station is the NW District Command office located 3.5 miles south of the site.

6. Emergency Medical Services (EMS);

The closest EMS is located less than one mile from the site within Fire Department 8.

7. Solid Waste (collection and waste generation); and

Polk County provides waste collection services to this site.

8. How may this request contribute to neighborhood needs?

The requested LCC and OC land use designation will encourage investment in this area of the County and provide services and retail in this area of the County. New development built to current

Code standards, along with the landscaping and infrastructure improvements, will provide jobs, and improve the visual aesthetic of the site.

Maps

Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps.

The following maps shall 8 1/2" x 11" and accompany Impact Assessment Statements:

- Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;
- Map B: Map depicting the site boundary (properties included in the request)
- Map C: A site plan consistent with *Site Plan Standards* ₂ (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy.** Applications for district changes alone are not required but are encouraged to submit a Development Plan; and
- *NOTE:* Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.

² See *Site Plan Standards* checklist form (GM LDD 11).

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF AMENDMENT **LDCPAS-2024-16;** AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN; ORDINANCE 92-36, AS AMENDED TO CHANGE THE FUTURE LAND USE DESIGNATION ON 0.8 OF A TOTAL +/- 2 ACRES SITE FROM RESIDENTIAL SUBURBAN (RS) TO LINEAR COMMERCIAL CORRIDOR (LCC) IN THE SUBURBAN DEVELOPMENT AREA (SDA). THE SUBJECT SITE IS LOCATED SOUTH OF STATE ROAD 60, EAST OF COUNTY LINE ROAD, WEST OF BAILEY ROAD, AND NORTH OF TURNER ROAD, WEST OF THE MULBERRY CITY LIMITS, IN SECTION 32, TOWNSHIP 29, RANGE 23; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on October 2nd, 2024; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on November 19th, 2024; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on 0.8 of a total +/- 2 acres site from Residential Suburban (RS) to Linear Commercial Corridor (LCC) in the Suburban Development Area (SDA) on the parcel listed below and graphically depicted on the parcel map in Attachment "A".

Parcel Identification Number 232932-000000-012370

Legal Description:

BEG SE COR OF SE1/4 OF NE1/4 RUN W 718.52 FT N 555.7 FT TO S LINE SR 60 NWLY ALONG R/W 783.64 FT TO POB RUN SWLY 580 FT NWLY 150 FT NELY 580 FT SELY 150 FT TO POB BEING LOT 8 OF UNRE WILLOW ACRES

Containing 2 Acres, more or less.

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on December 20th, 2024 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 19th day of November, 2024.

ATTACHMENT "A"

LDCPAS-2024-16

Development Area: Suburban Development Area Location: South of State Road 60, East of County Line Road, West of Bailey Road, and North of Turner Road, West of the Mulberry city limits. Section-32 Township-29 Range-23



PARCEL DETAIL
Note: Not to Scale

LDCPAS-2024-16 - Dinaco LCC

Menu	Reports	Help					
	Application Name	e: Dinaco LCC					
	File Date	e: <u>06/22/2024</u>					
	Application Typ	e: BOCC-CPA Sm	nall				
	Application Statu	s: Approved for H	earing				
	Application Comment	s: View ID	Comment			Date	
	Description of Wor	k: This is a reques acre site. The p	st for a small-scale Co property owner is requ	omprehensive Plan Ame lesting the same land us	ndment from Residential Suburt	oan (RS) to Linear Commercial Cor the north which is designated LCC	ridor (LCC) and Office Center (OC) for a ty and OC.
	Application Deta	il: <u>Detail</u>					
	Addres	s: <u>4282 W HWY 6</u>	<u>80, MULBERRY, FL 3</u>	3860			
	Parcel No	o: <u>232932000000</u>	012370				
	Owner Name	e: <u>HILL ARTHUR</u>	B				
	Contact Info	o: Name		Organization Name	Contact Type	Contact Primary Address	Status
		Tom Wodrich, A	AICP, TDW	TDW Land Planning	Applicant	Mailing, 218 E. Pine S	Active
Lie	censed Professionals Info	o: Primary	License Number	License Type	e Name	Business Name	Business License #
	Job Valu	e: <u>\$0.00</u>					
	Total Fee Assesse	d: <u>\$4,608.00</u>					
	Total Fee Invoice	d: <u>\$4,608.00</u>					
	Balance	e: <u>\$0.00</u>					
	Custom Field	s: LD_GEN_PUB PUBLIC HEAR	RINGS				
		Development Board of Count Commissioners Variance Type – Affordable Ho	Type IV 2 using		Application Type <u>CPA Small Scale Or</u> <u>EAR</u> Brownfields Request – Type of Acreage		
		GENERAL INF Expedited Rev	ORMATION		Number of Lots –		
		Will This Proje	ect Be Phased		Acreage 2		
		DRC Meeting <u>07/25/2024</u> Rescheduled I	DRC Meeting		DRC Meeting Time <u>11:30</u> Rescheduled DRC Meeting T	ïme	
		– Green Swamp			– Number of Units		
		Case File Num	nber		– Is this Polk County Utilities	Is this Application a result of a <u>No</u>	a Code Violation
		– One Year Exte –	nsion		FS 119 Status Exempt	Code Violation Case Number	
		ADVERTISING Legal Advertis	sing Date		BOCC1 Advertising Date		
		BOCC2 Adver	tising Date		Advertising Board Board of County Commissioners		
		MEETING DAT Community M	ES eeting		Planning Commission Date <u>10/02/2024</u>		
		Land Use Hea – 2nd BOCC Da –	ring Officer 3 te		1st BOCC Date <u>11/19/2024</u> LUHO-Level 3 –		
		HEARING PC Hearing Re	esults		PC Vote Tally		
		– BOCC 1st Hea	ring Results		BOCC 1st Vote Tally		

-	BOCC 2nd Vote Tally	
-	-	
FINAL LETTER		
Denovo Appeal	Denovo Results	
- Denovo Tally	-	
-		
LD_GEN_PUB_EDL		
Opening DigEplan List		
DigEplan Document List		
- PLAN REVIEW FIELDS		
[MPRecordID	DocumentGroupforDPC RequiredDocumentTypes	
<u>POLKCO-24EST-00000-30517</u> RequiredDocumentTypesComplete	DIGITAL PROJECTS LD	
Yes	Applications, AutoCad File, Binding Site Plans (PDs Yes	
	and CUs),CSV,Calculations,Correspondence,Desi	
	gn Drawings,Flood/Traffic Studies,Impact Stateme nt Inspections Miscellaneous Plats Record Drawin	
	gs,Response Letter Resubmittal Complete,Staff R	
	eport/Approval Letter, Survey, Title Opinion	
Activate FSA Yes	DigitalSigCheck Yes	
SELECTED AREA PLANS		
Selected Area Plans		
LAND USE		
Selected Area Plan LU Code		
DEVELOPMENT AREA		
DEVELOPMENT AREA Development Area		
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DEVELOPMENT AREA Development Area NOR Neighborhood Organization Registry (NOR) PUBLIC MAILERS Posting Board Number of Boards (Number) N PC 1	Number of Mailers (Number) Date Mailed Date Posted NOR	

Workflow Status:	Task	Assigned To	Status	Status Date	Action By	
	Application Submittal	Lyndsay Rathke	Application	07/11/2024	Lyndsay Rathke	
	Surveying Review	Steve McQuaig	Approve	07/26/2024	Steve McQuaig	
	Roads and Drainage Review	Phil Irven	Approve	07/12/2024	Phil Irven	
	Engineering Review	Clinton Howerton	Approve	07/26/2024	Clinton Howerton	
	Fire Marshal Review	Kim Turner	Not Required	07/24/2024	Kim Turner	
	Planning Review	Johnathan Sims	Approve	07/12/2024	Johnathan Sims	
	School Board Review	School District	Approve	08/14/2024	School District	
	Review Consolidation	Lyndsay Rathke	Approved for	08/15/2024	Lyndsay Rathke	
	Staff Report					
	Public Notice					
	Planning Commision					
	BOCC Hearing					
	Final Letter					
	DEO Review					
	Second BOCC Hearing					
	Archive					
Condition Status:	Name	Short Comments	Status	Apply Date	Severity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	Inspector	Status	Comments	
Resulted Inspections:	Inspection Type	Inspection Date	Inspector	Status	Comments	



Demonstration of Need

1. Could the proposed amendment promote substantial amounts of low-density, low intensity, or single use development in excess of demonstrated need?

No, this amendment would allow for the final parcel between lands that have been developed commercially and granted commercial future land use over the decades. The commercial development along SR 60 in Willow Oak continue to expand, demonstrating the need for, and viability of, commercial uses in this area.

2. Will passage of the proposed amendment allow a significant amount of urban development to occur in rural areas?

No, this amendment would allow for commercial development in a Suburban Development *Area (SDA) where most land is already developed in the surrounding area.*

3. Does the proposed amendment create or encourage urban development in radial, strip, isolated, or ribbon patterns emanating from existing urban development?

No, this site is the last remaining land between lands that have been developed commercially and granted commercial future land use over the decades within an established LCC corridor that is nearly completely developed.

4. Does the proposed development fail to adequately protect adjacent agriculture areas?

No, this site is not an agricultural area. The Willow Oak area has been developed for decades with commercial and residential uses.

5. Could the proposed amendment fail to maximize existing public facilities and services?

No, this amendment would allow infill development between other commercially used property in an area of moderate intensity where public facilities and services currently exist at levels to adequately support the proposed use.

6. Could the proposed amendment fail to minimize the need for future public facilities and services?

No, this commercial usage at this location will allow development that will be limited in intensity to the level of public facilities and services.

7. Will the proposed amendment allow development patterns that will disproportionately increase the cost of providing public facilities and services?

No, this amendment will allow commercial development consistent with the new Land Development Code standards and in a way that ensures that the development needs do not exceed the cost of providing public facilities and services.



8. Does the proposed amendment fail to provide clear separation between urban and rural uses?

No, this site's location on SR 60 within the Willow Oak community has been suburban for decades. It will capture the traffic and visibility of SR 60 while acting as a transition from that intensity to the residential homes to the west.

9. Will the proposed amendment discourage infill development or redevelopment of existing neighborhoods?

No, this amendment would allow commercial infill development and help transition from SR 60 to the existing surrounding residential development.

10. Does the proposed amendment fail to encourage an attractive and functional mixture of land uses?

No, this site is the last remaining land between existing commercial uses, surrounded by commercial and along a busy highway. As the last remaining plot of land between commercial sites, its residential designation fails to encourage an attractive and functional mixture of land uses. Leaving this parcel designation as RS adversely affects the adjoining LCC land's ability to develop commercially due to the Compatibility provisions of Section 220 of the Land Development Code which require a 50 foot setback for commercial uses from residentially designated property. If this parcel remains designated as RS, it will prevent the commercial use within 50 of its borders and have an adverse economic impact on those surrounding parcels. Changing the Future Land Use designation to LCC and OC creates a more attractive and functional mixture of land uses.

11. Could the proposed amendment result in poor accessibility among linked or related land uses?

No, the proposed use has excellent access to the surrounding land uses.

12. As a result of approval of this amendment, how much open space will be lost?

No open space will be lost with the approval of this amendment. The site has been cleared of its native vegetation, developed, and surrounded by commercial development for decades.



Polk County

Planning Commission

Agenda Item 5.

10/2/2024

SUBJECT

LDCU-2024-24 (Non-Phosphate Borrow Pit - North Prong Mine CU)

DESCRIPTION

The applicant is requesting conditional use approval for a Non-Phosphate Mining (Borrow Pit) on approximately ±385. The request involves a road right-of-way setback reduction along Nichols Road and property line setback reductions. The subject site is located north and west of Nichols Road, south of State Road (SR) 60, east of County Line Road, south of the City of Mulberry, in Sections 6, 7 & 8, Township 30, Range 23.

RECOMMENDATION

Conditional Approval

FISCAL IMPACT

None

CONTACT INFORMATION

Malissa Celestine

Land Development Division

Contact 863-534-6412

MalissaCelesitne@Polk-County.net <mailto:MalissaCelesitne@Polk-County.net>
POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	July 25, 2024	Level of Review:	Level 3 Review	
PC Date:	October 2, 2024	Туре:	Conditional Use	
BoCC Date:	N/A	Case Numbers: Case Name:	LDCU-2024-24 Non-Phosphate Borrow Pit (North Prong Mine) CU	
Applicant:	Carter and Kayne Engineering LLC	Case Planner:	Malissa Celestine, Planner II	
Request:		The applicant is requ Mining (Borrow Pit) right-of-way setback setback reductions.	lesting conditional use approval for a Non-Phosphate on approximately ± 385 . The request involves a road a reduction along Nichols Road and property line	
Location:		The subject site is located north and west of Nichols Road, south of State Road (SR) 60, east of County Line Road, south of the City of Mulberry, in Sections 6, 7 & 8, Township 30, Range 23.		
Property Owners:		Diamondback Properties LLC, Mims Ranch LLC, Mims Property Investments LLC, Alafia Industrial LLC		
Parcel Size (Number):		233008-000000-021020 (±93.33 acres), 233008-000000-012090 (±12.04 acres), 233006-000000-022020 (±7.79 acres), 233008-000000-012020 (±265.23 acres), 233007-000000-011010 (±93.33 acres), 233007-000000-022020 (±22.52 acres), 233008-000000-021120 (±87.81 acres) Project Area (±385 acres)		
Future Land Use:		Phosphate Mining (PM), Agricultural Residential Rural (A/RR)		
Development Area:		Rural Development Area (RDA)		
Nearest Mun	icipality:	Mulberry		
DRC Recom	nendation:	Conditional Approva	1	
Planning Cor	nmission Vote:	Pending Public Heart	ng	



Operations Plan



DRC Findings/Recommendation Level 3/MLC 9/23/2024 4:21:51 PM

Summary:

The applicant is requesting approval for Non-Phosphate Mining (Borrow Pit) on approximately ± 385 acres within a Phosphate Mining (PM) and Agricultural Residential Rural (A/RR) land use district. In addition, the applicant requests road right-of-way setback reductions from 100' to 25' of the original conditional use limits along Nichols Road (CR 676) and setback reductions from 100' to 25' for portions of the property lines as identified in the Operations Plan (*Exhibit 5*). According to the submitted application, there will be three (3) access points directly from Nichols Road and one (1) access point along Old Nichols Road. Trucks would then proceed north to SR 60 or head west into Hillsborough County.

The applicant has submitted the requisite documents for approval, including an operation mine plan, reclamation plan, and post-closure plan. The decision to permit the mining activity is based on an evaluation of the compatibility of the use with surrounding land uses and the ability to mitigate adverse impacts, including noise, visual, airborne, and waterborne pollutants, and traffic impacts. The applicant has demonstrated a plan to address these standards to satisfaction. This project will have little-to-no impact on services including schools, fire, wastewater, and potable water. The roadway system is adequate for the traffic, and the project site is close to SR-60, a major Central Florida roadway. The applicant's Impact Assessment Statement (IAS) indicates wetland and floodplain within the mine area may be impacted. However, wetland mitigation will be provided within the pit area or using wetland credits. The submitted Reclamation Plan and Post Closure Plan indicates a proposed Future Land Use (FLU) designation to industrial. This application is under LDCPAL-2024-11.

Borrow pits are typically excavated to provide fill material, such as gravel or soil. This can be valuable as the material can be utilized in a variety of construction projects. Mined materials will be removed from this property for construction activities elsewhere. No batch plants are proposed for this site. The project will be mined in phases (*Exhibit 5*). The life of the mine is anticipated to last approximately 45 years.

Per Policy 2.125-A2 of the Comprehensive Plan, the specialized use of non-phosphate mining is authorized in all land use locations. After reviewing the relevant facts, staff recommends approval. The request is compatible with surrounding uses and with the objectives and policies of the LDC and Comprehensive Plan. During the Level 2 review process the site plan and proposed request will be evaluated for full compliance with the LDC and Comprehensive Plan. Staff recommends approval.

Findings of Fact

- LDCU-2024-24 is a Conditional Use (CU) approval for a Non-Phosphate Mining (Borrow Pit) on approximately ±385 acres within a Phosphate Mining (PM) and Agricultural Residential Rural (A/RR) land use district, and the County's Rural Development Area (RDA).
- Per Chapter 2, Table 2.1 of the Land Development Code (LDC), "Mining, Non-Phosphate" in PM an A/RR requires a Level 3, Conditional Use (CU) approval from the Planning Commission.
- Per Chapter 2, Section 204.A of the LDC, the purpose of the Agricultural/Residential Rural (A/RR) district is to "provide lands for the continuation of productive agricultural uses and to provide for very low-density residential development within unincorporated rural areas. The A/RR district permits agricultural activities, agricultural support facilities, multi-family dwelling units, farm labor housing, group living facilities, and community facilities."
- Per Chapter 2, Section 204.C.7 of the LDC, the purpose of the Phosphate Mining (PM) district is to "provide areas for phosphate mining operations, phosphate mining support facilities, and other uses that are compatible with and related to phosphate mining and its allied uses."
- LDC Chapter 10 defines Mining, Non-Phosphate as "extraction of limerock, sand, peat, clay, and soil from the earth for commercial purposes. The term also includes the reclamation of previously mined land; accessory transporting, washing, storage, drying, grinding, and shipping of mined materials; and all other accessory activities reasonably related to the mining process, but not chemical processing."
- According to POLICY 2.108-A1 of the Polk County Comprehensive Plan, the Rural Development Area (RDA) is an area "characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments."
- *Per POLICY 2.108-A3.c of the Comprehensive Plan, Phosphate Mining shall be permitted within Rural-Development Areas.*
- *Per POLICY 2.114-B1: DEVELOPMENT CRITERIA FOR PHOSPHATE MINING Development within these districts shall conform to the following criteria:*
 - a. All activities within lands designated as PM shall be conducted in a manner that will minimize adverse effects upon water quality, fish and wildlife, and adjacent land uses.

b. All mining activities shall require approval through the County's development review procedures. This review will require the approval of a "Conceptual Mine Plan," which shall include, at a minimum:

- 1. a "Mine-Area Map" to include, at a minimum, the locations of the mine boundaries, public rights-of-way, existing structures, and environmental features (e.g. topography, watersheds, and any endangered wildlife habitats);
- 2. a "*Mine-Area Layout*" to include, at a minimum, planned locations for beneficiation operations, waste-storage areas, and any proposed permanent structures and/or roads;

- 3. a "**Reclamation Plan**" to include, at a minimum, all information required by applicable state regulations; and
- *an* "Operations Plan" to include, at a minimum:
 (a) phasing plans,
 - (b) an Impact Mitigation Plan, and
 - (c) a Traffic Circulation Plan showing major access routes to the mine site.
- c. Once extraction activities are completed, the site shall be reclaimed (where reclamation is required by Chapter 16C-16, FAC) in accordance with the approved Reclamation Plan. Lands mined prior to reclamation requirements may be developed (reclaimed) without having to file a "reclamation plan."
- *Per POLICY 2.125-G1 of the Comprehensive Plan, Non- Phosphate Mining permitted uses:*

"Mining of the following minerals shall be permitted throughout the County in all land use classifications, subject to County approval:

a. lime rock b. sand c. peat d. clay e. soil"

- Comprehensive Plan POLICY 2.125-G2: NON-PHOSPHATE MINING ACTIVITY DEVELOPMENT CRITERIA states Non-Phosphate Mining shall be subject to the following criteria:
 - a. Mineral extraction activities shall be conducted in a manner which will minimize adverse effects to water quality, fish and wildlife, and adjacent land uses. Non-phosphate mining shall be permitted only where compatible with existing land uses and Future Land Use designation.
 - b. All mining activities shall require Board approval through the County's development review procedures. This review will require the approval of a "Mine Plan" which shall include, at a minimum:
 - 1. a "Mine-Area Map" to include, at a minimum, the locations of the mine boundaries, public rights-of-way, existing structures, and environmental features to include topography, watersheds, and any endangered wildlife habitats;
 - 2. a "Mine-Area Layout" to include, at a minimum, planned locations for beneficiation operations, waste-storage areas, and any proposed permanent structures and/or roads;
 - *3. a "Reclamation Plan" to include, at a minimum, all information required by applicable state regulations; and*
 - 4. an "Operations Plan" to include, at a minimum, any phasing plans, an Impact Mitigation Plan, and a Traffic Circulation Plan showing major access routes to the mine site.
 - c. The decision to permit the mining activity shall be based on an evaluation of the **compatibility** of the use with surrounding land uses; and the ability to mitigate adverse impacts, including noise, visual, airborne and waterborne pollutants, and traffic impacts.
 - d. Mineral extraction activities shall not be conducted so as to make the property impractical or impossible for other future uses. Once extraction activities are completed, the site shall be reclaimed in accordance with the approved Reclamation Plan.

- The property was a past mining site.
- Chapter 3, Section 303 of the LDC details the standards that need to be achieved for conditional approval of "Mining, Non-Phosphate" uses. These include the requirements for the Mine Plan, Reclamation Plan, and Post-Closure Plan.
- Chapter 3, Section 303 of the LDC states mining activity must be setback 100 feet from property lines and road right-of-way lines. All mining activity and facilities shall also be prohibited within 200 feet from any residential dwelling unit. A reduction up to 75 feet of the setback from road rights-of-way may be granted by the Planning Commission, upon the certification by a professional engineer that no structural degradation will occur to the right-of-way as a result of the mining activity and a 30-foot minimum setback from the edge of pavement or travel land, in the case of unpaved roads, is maintained. A reduction up to 75 feet of the setback from property lines may be granted by the Planning Commission where the affected parcel is located within the Rural Development Area (RDA), the affected parcel does not include a residence, and meets at least one of the following:
 - (1) The parcel is vacant,
 (2) The parcel is 10 acres or larger in size, or
 (3) The parcel is recognized by the Property Appraiser as agricultural with a "greenbelt" tax exemption.
- Industrial (IND) land use designation is proposed on the subject parcels under LDCPAL2024-12.
- Per POLICY 2.113-A1 of the Comprehensive Plan, "Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product."
- The property is zoned for Purcell Elementary, Mulberry Middle, and Mulberry Senior High.
- Fire and ambulance response is from Polk County Fire Rescue Station 8, located at 4210 Willis Rd, Mulberry, FL 33860. The estimated response time is eight (8) minutes.
- Sheriff's response to the site is served by the Southwest District, located at 4120 US Hwy 98 S in Lakeland. The response times for August 2024 were: Priority 1 10:02 minutes, Priority 2 25:29 minutes.
- The site is not located within the Polk County Utility Service Area.
- The subject request proposes three (3) access points along the frontage of Nichols Road (CR 676) (Road No. 031804) and one (1) access point along Old Nichols Road (Road No. 030804). CR 676 is a County-maintained Collector Roadway with a surface width of 24 feet and Old Nichols Road is classified as a Local Commercial (LC) Roadway with a paved surface width of 26 feet.
- Wetlands and "A" Flood Zone are present on the subject site. The applicant's provided Impact Assessment Statement states that "the wetland and floodplain within the mine area

may be impacted. Wetland mitigation will be provided within the pit area or by the use of wetland credits. Flood storage on the site will be greatly increased post development."

- Per Chapter 6, Section 620.C of the LDC, wetland impacts, where unavoidable and where properly mitigated as determined by agencies having jurisdiction, shall be permitted for mining uses which meet State and Federal regulations.
- The site is comprised of approximately 23.1 percent Tavares fine sand (0 to 5 percent slopes), 18 percent Urban land (0 to 2 percent slopes), 1 percent Ona-Ona, wet, fine sand (0 to 2 percent slopes), 20.8 percent Zolfo fine sand (0 to 2 percent slopes), 1.4 percent Udorthents, excavated, 28 percent Arents (0 to 5 percent slopes), 1.7 percent Felda fine sand (0 to 2 percent slopes), frequently flooded, and 5.8 percent water according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.
- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is located within an area of documented endangered animal species sighting; however, the occurrence has not been observed/reported within the last twenty years.
- This property is within Height Notification Zone of South Lakeland Airpark Airport Impact District.
- The site is not within Any of the County's Wellfield-Protection Districts.
- According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, the Seaboard Coast Line Railroad Grade is found within the parcel boundaries.
- 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."
- This request has been reviewed for consistency with Chapter 2, Table 2.1, and Sections 303, and 620 of the LDC; POLICY 2.125 of the Comprehensive Plan.

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Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that 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 DRC recommends **APPROVAL of LDCU-2024-24.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the DRC recommends APPROVAL of LDCU-2024-24 with the following conditions:

- 1. Approval of LDCU-2024-24 shall be for "Mining, Non-Phosphate" ± 385 acres. Setbacks for mining activity shall be reduced from 100 feet to 25 feet from rights-of-ways and portions of the property lines as shown on the Operations Plan (*Exhibit 5*).
- 2. The applicant shall be responsible to inspect adjacent roadway conditions for material spillage and provide for its clean-up and removal at least once a day for each day of operation.
- 3. The stacking of vehicles shall not be permitted within any public right-of-way.
- 4. This approval shall be valid until materials have been removed to the elevations specified in the General Mining Notes of the Operations Site Plan (*Exhibit 5*).
- 5. Prior to the commencement of mining activities, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.
- 6. Prior to Level 2 Review approval, the applicant shall provide a surety, to be determined by the County Engineer, to guarantee the cost of repairing any damage to Nichols Road and Old Nichols Road as a result of the mining operation. This shall include damage to the pavement and shoulders.
- 7. Traffic from this mine shall only access the property at the point of direct ingress/egress on Nichols Road and Old Nichols Road, as designated on the Traffic Circulation Plan (*Exhibit 6*).
- 8. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDCU-2024-24, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.

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.

Table	1
	-

Northwest	North	Northeast
Phosphate Mining (PM)	Phosphate Mining (PM)	Agricultural/Residential Rural (A/RR)
City of Mulberry – Vacant	Agricultural/Residential Rural (A/RR)	Site-Built Homes
Residentially designated Property	Nichols Post Office	City of Mulberry - Vacant
	City of Mulberry – Vacant	Residentially designated Property
	Residentially designated Property	
West	Subject Site	East
Phosphate Mining (PM)	Phosphate Mining (PM)	Phosphate Mining (PM)
Light Manufacturing	Project Area ±385-acres	BB-1 Sand Mine
± 378 - acres	Storage Buildings	±336- acres
Southwest	South	Southeast
Phosphate Mining (PM)	Future Phosphate Mining (PM)	Future Phosphate Mining (PM)
Light Manufacturing	LDCPAL-2024-3	LDCPAL-2024-3
±378- acres	Mosaic	Mosaic

The applicant is requesting a Conditional Use (CU) approval for Non-Phosphate Mining (Borrow Pit) on approximately 385-acres. The project area is within a Phosphate Mining (PM) land use district and Rural Development Area (RDA) which permits mining activities. The proposed parcels are bordered by a sand mine, light manufacturing, residential uses, and vacant residential property. The subject request proposes three (3) access points along the frontage of Nichols Road and one (1) access point along Old Nichols Road. The applicant has also submitted a Comprehensive Plan Amendment (CPA) proposing an Industrial (IND) land use designation on the subject parcels.

Nichols is an unincorporated community located on a CSX Rail spur on Polk County Road 676, less than one mile south of SR-60. The CSX railroad borders the northern property line. According to a November 26, 2012, article in the *Lakeland Ledger*, "The history of Nichols dates to the early 1900s, when it was established by the Phosphate Mining Company to house workers and their families.

Compatibility with the Surrounding Land Uses and Infrastructure:

One of the main concerns with Non-Phosphate Mining (Borrow Pit) is the potential for significant off-site impacts, specifically material spillage. Another concern is the site's proximity to Mulberry's residentially designated property (*Exhibit 2 & Exhibit 6*). E-mail correspondence with the city indicated the conceptual Planned

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."

Development (PD) was approved by "Ordinance No. 10-2007 on March 20, 2007, as a mixed-use residential community allowing attached and detached single family residential units at a maximum average density of 4.3 dwelling units per acre, based on the gross area of approximately 701.9 acres." Since this Planned Development remains conceptually approved, the city of Mulberry Planning Department does not consider the PD to be a platted or approved residential subdivision and identified no concerns with the proposed use.

Overall, the request is compatible with the surrounding area as the residential density in this area is very sparse and the intensity of the non-phosphate mine is not anticipated adversely affect the citizens

of the immediate surrounding area. This area has long been a crossroads of industrial and mining activity. A Future Land Use designation change (LDCPAL-2024-11) has received recommendation of approval by the Planning Commission for the phosphate mining operations of the Mosaic Fertilizer Inc.'s located adjacent to the proposed project area and south of Nichols Road. The adoption hearing is scheduled for January 7, 2025.

A. Land Uses:

The immediate land use districts in the vicinity of the proposed request includes A/RR, PM and vacant residential land owned by the city of Mulberry. There is a handful of residencies and a post office to the north of Old Nichols Road (*Exhibit 4*). To the east, south and southeast are mining operations. The west and southwest is identified with light manufacturing according to the Polk Property Appraiser's website. To the north and northwest is the city of Mulberry PD and PM land use. The nearest home is over 500 feet to the west along Old Nichols Road and approximately 240 feet to the north (*Exhibit 5*). There is existing natural vegetation that will buffer the site along the property lines. CR 676 is a County-maintained Collector Roadway and Old Nichols Road is classified as a Local Commercial (LC) Roadway. According to Polk County Road Inventory, both roads are paved.

The request aligns with the historical use on the site. The submitted documents include an operation plan, traffic circulation, reclamation plan, and post-closure plan as required by LDC Section 303. Past aerials indicate the subject property was once a mining site. Within the CU application, the applicant has requested reductions in road right-of-way setbacks from 100' to 25' along Nichols Road and property line setbacks from 100' to 25' for majority of the site as identified on the Operations Site Plan (*Exhibit 5*). A reduction up to 75 feet of the setback from road rights-of-way may be granted by the Planning Commission, upon the certification by a professional engineer that no structural degradation will occur to the right-of-way because of the mining activity. A reduction up to 75 feet of the setback from property lines may also be granted by the Planning Commission where the affected parcel is located within the RDA and is vacant. In both instances, these standards have been achieved.

While excavations will be within the limitation of mining requirements, approval of the conditional use request will allow for more flexibility. The submitted reclamation plan and post-closure plan proposes a Future Land Use designation of Industrial (IND). It is the applicant's intent to mass grade the site and utilize the fill for site development within allowable IND uses. Stormwater retention is also proposed within the IND area that results in ponds.

The proposed use has little need for urban services other than fire rescue and transportation access, both of which are available to the subject site. With the requirements of LDC Section 303, staff finds the request to be compatible with the surrounding area and consistent with the LDC and Comprehensive Plan.

B. Infrastructure:

The proposed parcels are located in the Rural Development Area (RDA) where the construction of sidewalks is not required. There are no public water or wastewater services offered in the immediate area, and there are no intentions of expanding services in this area. There are existing buildings on site and if necessary, a well and private septic tank would be required for water and wastewater. There is adequate traffic capacity on surrounding roadways to support a Non-Phosphate Mining use at this location and emergency services are within a reasonable distance.

Nearest and Zoned Elementary, Middle, and High School

The proposed use has no demand for school capacity. The property is zoned for Purcell Elementary, ± 3.6 miles driving distance; Mulberry Middle, ± 4 miles driving distance, and Mulberry Senior High, ± 4.5 miles driving distance.

Nearest Sheriff, Fire, and EMS Station

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

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

Table 2, to follow, provides a breakdown of response times and travel distances for emergency services.

	Name of Station	Distance	Response Time *
Sheriff	Southwest District, located at 4120 US Hwy 98 S, Lakeland, Fl, 33812	±15 miles	P1: 10:02 minutes P2: 25:29 minutes
Fire/ EMS	Polk County Fire Rescue Station 8, located at 4210 Willis Rd, Mulberry, FL 33860	±4.3 miles	8 minutes

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

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

This request is within the County's Rural Development Area (RDA). There are no municipality water or wastewater lines directly available to the site. Non-Phosphate Mining can consume a lot of land but generate very little demand for water and wastewater services. The applicant's reclamation and post closure plans identify buildings that will remain. If necessary, a well and septic system will be required.

B. Available Capacity:

There are no public water or wastewater services offered in the immediate area, and there are no intentions of expanding services in this area. If necessary, a well and septic system will be required.

C. Planned Improvements:

There are no planned improvements by the County in the vicinity of the parcel.

Table 2

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The data identifies both daily and peak hour traffic volumes. 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:

Due to the nature of the market in which non-phosphate mining takes place, there are no accurate means to estimate the trip counts that may occur as their specialized industry is driven completely by a customer demand bias. The applicant submitted a Minor Traffic Study with this request that anticipates 84 Annual Average Daily Trips (AADT) and eight (8) Peak PM Hour Trips.

According to the applicant, proposed hours of operation are 6:30 am to 5:30 pm, assuming full operation. The site will be operated with one excavator and operator per day. At peak operation, the mine will be able to load 4 trucks per hour (one truck per 15 minutes). The applicant further estimates, during periods of peak operation, a total of 40 trucks per day to haul sand.

The subject request proposes three (3) access points along the frontage of Nichols Road (CR 676) and one (1) access point along Old Nichols Road. Based on location, the project will access link 4075 CR 676). It is estimated that 67% of the project trips will travel on east on CR 676 and 33% will head west towards Hillsborough County.

The surrounding roadway network has adequately served past mining facilities and will continue to do so without causing a failure in service. It is important to note that no truck traffic that is generated from this project will utilize local residential roadways. The adjoining road is either a collector or local commercial roadway.

B. Available Capacity:

Table 3

Although the request will have limited impact on the transportation system, it is still pertinent to be aware of available capacity when making land use decisions.

Table 3, below, charts the generalized available capacity of the most-affected links.

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4075E	CR 676 (Nichols Road) From: Hillsborough County to SR 60	С	635	С
4075W	CR 676 (Nichols Road) From: Hillsborough County to SR 60	С	631	С

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

As identified above, Nichols Road (CR 676) appears to have capacity for the proposed request.

C. Roadway Conditions

CR 676 is a County-maintained Collector Roadway with a surface width of 24 feet and Old Nichols Road is classified as a Local Commercial (LC) Roadway with a paved surface width of 26 feet. Due to the potential stacking of vehicles in the right-of-way and the proposed use can having adverse impacts on the conditions of the roadway, conditions are included within the staff report for preventative measures.

D. Planned Improvements:

There are no roadway improvements planned in the next five years for this area of the County.

E. Mass Transit

There is no transit within a reasonable distance of the site; however, the nature of this request does not demand the need for mass transit.

F. Sidewalks

There are no sidewalks along the parcel. Since this project is in the Rural Development Area (RDA), the construction of sidewalks is not required.

Park Facilities and Environmental Lands:

Rolling Hills Park is ± 9.4 miles to the southeast, and Fuller Heights Park is ± 2.8 miles to the northeast. Alafia River Reserve is ± 5 miles also to the northwest. The proposed use is not expected to interfere with these facilities.

A. Location:

Alafia River Reserve is located at 4872 Indian Oak Dr., Mulberry, FL 33860. Rolling Hills Park is located at 120 Duboe Street, Bartow, 33830. Fuller Heights Park is located at 2205 4th Street, Mulberry, FL 33860

B. Services:

Alafia River Reserve amenities include walking trails and a pavilion. Rolling Hills Park has a picnic area and an open field that can be used for various activities. Fuller Heights Park is a community park featuring a playground and a basketball court.

C. Multi-use Trails:

Multi-use trails can be found at Alafia River Reserve.

Environmental Lands:

The subject site is south of the Alafia River's North Prong, which are the closest environmental lands to the site. The Alafia flows generally west of the subject site before emptying into the Hillsborough Bay east of MacDill Air Force Base.

Environmental Conditions

The site is located in a general area that has seen significant phosphate mining operations. Large portions of the proposed project area were partially mined in the past. There is a man-made pond that is a result of past mining on the subject property. According to the applicant's Impact Assessment Statement (IAS) Wetlands and flood zones may be impacted. The site is comprised of severely limited soils for typical forms of development. The proposed industrial land use shall comply with all relevant sections of the LDC.

A. Surface Water:

There are surface water features onsite which consist of a pond system remnant of the previous phosphate mining on the southwest mining area. According to the applicant's IAS large portions of the site have previously been mined for phosphate, with sand tailings present. The southwestern portion of the site drains westerly to Thirtymile Creek, and the northeastern portion of the site drains to the North Prong of the Alafia River.

B. Wetlands/Floodplains:

Wetlands and "A" Flood Zones are present on the subject site because of the previous phosphate mining operation. The submitted site plans recognizes the wetland and flood zone areas identifying them as Block A, B, C, and E (Exhibit 5). The applicant will be required to demonstrate compliance with LDC Chapter 6 (*Resource Protection*) during the Level 2 review process if the request is approved.

C. Soils:

The site is comprised of severely limited soils for typical forms of development, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.

Table 4, below, lists the soils associated with the subject site.

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Small Commercial Buildings	% of Site (approximate)
Tavares fine sand, 0 to 5 percent slopes	Moderate: wetness	Slight	23%
Urban land, 0 to 2 percent slopes	None	None	18%
Ona-Ona, wet, fine sand, 0 to 2 percent slopes	Severe: wetness, poor filter	Severe: wetness	1%
Zolfo fine sand, 0 to 2 percent slopes	Severe: wetness, poor filter	Moderate: wetness	20.8%
Udorthents, excavated	None	None	1.4%
Arents, 0 to 5 percent slopes	None	None	28%
Felda fine sand, 0 to 2 percent slopes, frequently flooded	Severe: flooding, wetness	Severe: wetness	1.7%
Water	N/A	N/A	5.8%

Table 4

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

According to the submitted documents, the applicant is proposing a Future Land Use designation of Industrial (IND). They intend to be strategic in the mining the project area to achieve mass grading in preparation for the ultimate use of the site. Any future development of the site will be subject to Section 2.303: "Soils" of the County's Comprehensive Plan (in conjunction with the Land

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Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection's (DEP) Florida Development Manual.

D. Protected Species

According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is located within an area of documented endangered animal species sighting; however, the occurrence has not been observed/reported within the last twenty years. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, the Seaboard Coast Line Railroad Grade is found within the parcel boundaries. The result of this report has no bearings on the proposed use as the site was previously used for mining.

F. Wells (Public/Private)

The site is not within a Wellfield Protection District.

G. Airports:

This property is within Height Notification Zone of South Lakeland Airpark Airport Impact District.

Economic Factors:

Sand mines operate in a few different manners. One is a facility that excavates the sand and processes it into concrete and other construction materials. These typically maintain processing facilities or batch plants onsite; however, the applicant is not proposing any batch plants. Instead, the applicant is proposing another type of sand mine commonly known as a borrow pit. Borrow pits are typically excavated to provide fill material, such as gravel or soil. This can be valuable because the sand is extracted and shipped elsewhere to be utilized in a variety of construction projects including individual homes to create a stable base.

Consistency with the Comprehensive Plan, LDC, and other County Ordinances:

Non-phosphate mining is listed as one of the Specialized Uses allowed in PM and A/RR land use districts. The key to evaluating the proper location of a mine is the criteria listed in POLICY 2.125-G3 of the Comprehensive Plan. These require the Planning Commission to consider the following:

a. Does the mining activity minimize adverse impact on environmentally sensitive lands;

The site has been mined previously under the Nichols mine operation. It is unlikely that environmentally sensitive areas exist on the site.

b. Does the mine plan maximize the ability to restore or mitigate environmentally sensitive lands;

According to the applicant, there are surface water features onsite which consist of a pond system remnant of the previous phosphate mining. Additionally, the wetland and floodplain within the mine area may be impacted. However, wetland mitigation will be provided within the pit area or using wetland credits.

c. Does the operation plan minimize the adverse impacts of truck and heavy machinery traffic on residential streets; and

Yes, ingress/egress for the proposed project is along County-maintained Local Commercial and Collector roadways.

d. d. Does the operation plan minimize the extent of adverse external impacts, such as noise, dust, and visual impacts on non-industrial areas?

Yes, when extremely dusty conditions exist or when required by Polk County and/or state of Florida air pollution dust control rules, the active mine area and internal travel ways will be sprinkled as necessary to reduce airborne particulates

Table 5, to follow, provides an analysis of how the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	Past aerials indicate the subject property was once a mining site. The Comprehensive Plan permits Phosphate Mining uses within the Rural Development Area (RDA). Staff finds the proposed use to be compatible with neighboring properties as identified in pages 9 and 10, above; and there is adequate infrastructure to support it as well.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The site is within the RDA. There are no municipality water or wastewater lines directly available to the site. The applicant will a septic tank and if necessary, a potable well. Wetlands are present on the subject site. The subject site and lands surrounding the subject site have historically been used for mining.

Table 5

Comprehensive Plan Policy	Consistency Analysis
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.	Borrow pits do not need many urban services. Public safety services are close enough to provide support.
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.	The request is not anticipated to create a Level-of-Service (LOS) deficiency upon existing services provided by the County. The proposed Industrial Future Land Use designation uses shall comply with relevant sections of the LDC, if approved.
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).	The subject property is located within an area of the County that has adequate public safety services as identified in the staff report.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 6 in accordance with Section 906.D.7 of the Land Development Code.

Table 6	
The Planning Commission, in the review of de	evelopment plans, shall consider the following
factors in accordance with Section 906.D.7 of	the LDC:
Whather the proposed development is consistent with	Yes, this request is consistent with the LDC, specifically Section 303 which permits this use upon completion of a Level 3 Paying Many of the conditions required in
all relevant requirements of this Code.	Section 303 will be enforced after a Level 3 Review
an recoant requirements of tims code,	These can be found in the Findings of Fact on Pages 3 -
	6 of the staff report.
Whether the proposed development is consistent with	Yes, this development is consistent with the
all applicable policies of the Comprehensive Plan;	Comprehensive Plan as reviewed above.
Whether the proposed use is compatible with	Yes, the request is compatible with surrounding uses and
surrounding uses and the general character of the	the general character of the area. See Pages 8 and 9 of
area, including such factors as density, height, bulk,	this staff report for data and analysis on surrounding
scale, intensity, traffic, noise, and appearance; and	uses and compatibility.
How the concurrency requirements will be met if the	This request will not require concurrency determinations
development were built.	from the School Board or TPO. Impacts on public
	services can be found in the analysis found on Pages 10-
	12 of the staff report.

Comments from other Agencies: None

Exhibits:

Exhibit 1 Location Map Exhibit 2 Future Land Use Map Exhibit 3 2023 Aerial Image (Context) Exhibit 4 2023 Aerial Image (Close Up) Exhibit 5 Site Plan



Location Map



Future Land Use Map

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2023 Satellite Photo (Context)



2023 Satellite (Close Up)



Operations Plan



Traffic Circulation Plan



Reclamation Plan



Reclamation Notes



Post Closure Plan

CONSTRUCTION.

THE ENGINEER OF RECORD

FUNCTIONAL SYSTEMS.

GENERAL NOTES

DURING CONSTRUCTION.

DISPOSAL

NPDES NOTE 1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FILE A NOTICE OF INTENT (NOI) TO OBTAIN THE REQUIRED FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION (FDEP) NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT. THIS NOI MUST BE FILED AT LEAST TWO (2) DAYS BEFORE COMMENCEMENT OF CONSTRUCTION. PLEASE NOTE THAT IN ADDITION TO THE NOI. A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) MUST BE COMPLETED. THIS NOI AND SWPPP MUST BE KEPT ONSITE UNTIL CONSTRUCTION IS COMPLETED. ONCE THE SITE HAS BEEN FINALLY STABILIZED, A NOTICE OF TERMINATION (NOT) MUST BE COMPLETED AND FILED TO F.D.E.P. INFORMATION ABOUT NPDES STORM WATER PROGRAM CAN BE OBTAINED BY CALLING THE FDEP-NPDES STORM WATER PROGRAM AT 850.245.7522 OR VISITING THEIR WEBSITE AT: http://www.dep.state.fl.us/water/stormwater/npdes/construction3.htm.

MEANS, METHODS, TECHNIQUES, SEQUENCES, PROCEDURES, NON-PERMANENT WORK OF CONSTRUCTION ARE NOT THE RESPONSIBILITY OF THE EOR. CONTRACTOR MUST PROVIDE WRITTEN NOTICE OF DEVIATIONS FROM THE CONTACT DOCUMENTS. CONTRACTOR REMAINS LIABLE FOR ANY DEVIATIONS UNLESS REVIEWED AND APPROVED BY THE EOR. CERTIFICATION BY ENGINEER OF RECORD IS REQUIRED BY THE ENGINEER OF RECORD PRIOR TO THE DEMOBILIZATION AND RELEASE OF THE CONTRACTOR'S FINAL PAY REQUEST AND OBTAINMENT OF A CERTIFICATION OF OCCUPANCY 10. CROSS REFERENCES - IF THE CONTRACTOR OBSERVES ANY ERRORS, DISCREPANCIES, OR OMISSIONS IN THE CONTRACT DOCUMENTS, HE

MUST PROMPTLY NOTIFY THE EOR AND ARCHITECT. CONTRACTOR MUST CROSS REFERENCE OTHER DESIGN DISCIPLINES SUCH AS

ARCHITECTURAL, STRUCTURAL, AND MEP. IF THE CONTRACTOR PROCEEDS WITH WORK AFFECTED BY SUCH ERRORS, DISCREPANCIES OR OMISSIONS WITHOUT RECEIVING CLARIFICATION, HE DOES SO AT HIS OWN RISK. ANY ADJUSTMENTS INVOLVING SUCH CIRCUMSTANCES

MADE BY THE CONTRACTOR, PRIOR TO APPROVAL BY THE EOR AND ARCHITECT. ARE AT THE CONTRACTOR'S RISK AND ANY

LIFECYCLE OF CONSTRUCTION AND IS RESPONSIBLE FOR ALL IMPACTS AND ASSOCIATED REPAIRS IN AND AROUND THE AREA OF

BID. EXCLUSIONS ARE NOT BINDING TO OWNER UNLESS IMPLICITLY APPROVED TO BY OWNER IN WRITING WITH REFERENCE TO THIS

PARAGRAPH. USE OF THESE PLANS FOR CONSTRUCTION REQUIRES FULL COMPLIANCE UNLESS AUTHORIZED OTHERWISE IN WRITING BY

SHOWN HEREON) IN ORDER TO ADEQUATELY SUPPLY THE NECESSARY COMPONENTS ILLUSTRATED ON THESE PLANS AND TO HAVE FULLY

12. EXISTING UTILITY LINES - E.G. POLES IN THE CONSTRUCTION AREA ARE TO BE BID AND PRICED FOR REMOVAL WITH NO EXCLUSIONS ON

13. QUANTITIES - CONTRACTOR IS RESPONSIBLE TO IDENTIFY AND VERIFY ALL NECESSARY QUANTITIES (REGARDLESS OF ANY QUANTITIES

14. PLEASE REFERENCE THE PROJECT'S GEOTECHNICAL STUDY AND REQUIREMENTS PROVIDED IN THE GEOTECH REPORT.

11. SITE CONTROL - CONTRACTOR ASSUMES FULL CONTROL AND LIABILITY OF ALL ACTIVITIES IN THE AREA OF CONSTRUCTION DURING THE

COMPLICATIONS OR DISPUTES ARISING THEREFROM ARE AT THE CONTRACTOR'S SOLE EXPENSE.

- PLAN COMPLIANCE AND CERTIFICATION THE CONTRACTORS WHOM BIDS ON THIS PROJECT UNDERSTANDS THAT BY ACCEPTING THESE PLANS (AS PART OF THE EICDC CONTRACT DOCUMENTS (OR EQUIVALENT) MUST WITHOUT EXCLUSION COMPLY WITH THESE PLANS AND MUST HOLD HARMLESS AND INDEMNIFY THE EOR AND THE OWNER OF ALL LIABILITY ASSOCIATED WITH THESE CONSTRUCTION PLANS. IF THE CONTRACTOR EXCLUDES ANY WORK, IT MUST BE FIRST APPROVED BY THE EOR, ARCHITECT AND OWNER IN WRITING AND THE EXCLUSIONS MUST EXPLICITLY REFERENCE A SHEET, SECTION, AND PARAGRAPH IN THESE SPECIFICATIONS. USE OF THESE PLANS FOR CONSTRUCTION REQUIRES FULL COMPLIANCE UNLESS AUTHORIZED OTHERWISE IN WRITING BY THE ENGINEER OF RECORD. FINAL

- TEAM REASONABLE TIME FOR REVIEW, I.E., 21 BUSINESS DAYS. SUBMITTALS CONCERNING THE PROPOSED IMPLEMENTATION OF
- FIELD ADJUSTMENTS ARE TO BE PAID FOR AND ARE THE RESPONSIBILITY CONTRACTOR. IF THE CONTRACTOR IS GOING TO INSIST ON A QUICK REVIEW OF THE SHOP DRAWINGS. THE CONTRACTOR MUST PROVIDE A SCHEDULE OF SUBMITTALS THAT ALLOWS THE DESIGN
- PROJECT TEST DATES, MILESTONES, A SHOP DRAWINGS AND SUBMITTALS SCHEDULE, GEOTECHNICAL ENGINEER'S AND SURVEYOR'S CONTACT INFORMATION. SHOP DRAWINGS - CONTRACTOR IS BE RESPONSIBLE FOR OBTAINING SHOP DRAWINGS FOR STRUCTURES (FROM PREFAB COMPANIES) WHICH ARE SIGNED AND SEALED BY THE VENDOR'S PROFESSIONAL STRUCTURAL ENGINEER FOR STRUCTURAL SUFFICIENCY. TH CONTRACTOR MUST REVIEW SHOP DRAWINGS AND APPROVE SAME FOR SUITABILITY RELATIVE TO INSTALLATION CONSTRAINTS AND COMPLIANCE WITH THE PLANS AFTER THE FIELD CONDITIONS ARE EXAMINED BY THE CONTRACTOR PRIOR TO SUBMITTING TO THE EOR
- CERTIFICATIONS. UNCALLED FOR SHOP DRAWINGS WILL BE RETURNED WITHOUT REVIEW. NOTIFICATIONS - AT LEAST 14 BUSINESS DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR MUST NOTIFY THE EOR AND APPROPRIATE AGENCIES AND SUPPLY THEM WITH THE CONTRACTOR'S NAME, STARTING DATE, PROJECTED CONSTRUCTION SCHEDULE TO INCLUDE ALL
- APPROVED BY THE EOR) TO INCLUDE BUT NOT LIMITED TO A SCHEDULE (LISTED TYPES) FOR SHOP DRAWINGS FOR DEFINING CALLED FOR SHOP DRAWINGS, SYSTEM STARTUP, UTILITY CONNECTIONS, SYSTEMS TESTING, AGENCY APPROVALS) WITH SUFFICIENT DETAIL AND TIME TO ENABLE THE EOR TO BE AT THE SITE TO PERFORM CONSTRUCTION OBSERVATION ACTIVITIES IN CONSIDERATION OF FINAL
- CONTRACT BID/PRICE. IN LOCATIONS WHERE CONSTRUCTION TAKES PLACE WITHIN PUBLIC RIGHTS-OF-WAY, ALL SAMPLING AND TESTING MUST BE IN ACCORDANCE WITH AGENCY HAVING JURISDICTION'S (AHJ) REQUIREMENTS. THE GEOTECHNICAL ENGINEER'S REQUIREMENTS MUST BE ADHERED TO AND MUST TAKE PRECEDENCE OVER CONFLICTS OR OTHER SPECIFICATIONS/REQUIREMENTS CONTAINED HEREON. 6. SCHEDULE - THE CONTRACTOR MUST CONTINUALLY PROVIDE THE EOR AND OWNER (IF APPLICABLE) WITH AN UPDATED SCHEDULE AS NEEDED OF CIVIL SITE CONSTRUCTION PROJECT MILESTONES (AND CLEARLY DEFINED MILESTONES WHICH ARE PERTINENT TO AND
- INSTALLATION RECOMMENDATIONS, IF NEEDED TO INCLUDE REVIEW OF ALL SITE ANOMALIES, SUBSURFACE CONDITIONS, THE PAVEMENT MIX DESIGN. SPECIFICATIONS. ALL COSTS RELATED BUT NOT LIMITED TO THE GEOTECHNICAL ENGINEERING OVERSIGHT. TESTING, LABORATORY WORK, RECOMMENDATIONS, AND BORINGS MUST BE INCLUDED AS PART OF THE SITE WORK CONSTRUCTION
- THE FOLLOWING WE PROVIDED PROFESSIONAL MATERIALS TESTING AND SAMPLING SERVICES AND HAVE MADE EVERY REASONABLE EFFORT TO ASCERTAIN WHETHER THE GEOTECHNICAL ELEMENTS (E.G. UTILITY TRENCH BACKFILL, ROADWAY COURSES AND COMPACTION ON BUILDING PADS) WERE CONSTRUCTED IN GENERAL CONFORMANCE WITH THE APPROVED PROJECT SPECIFICATIONS AND THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. TO THE BEST OF OUR KNOWLEDGE, THE CONSTRUCTION MATERIALS FIELD AND LABORATORY TESTS AND SAMPLING ARE IN GENERAL CONFORMANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS FDOT SPECIFICATIONS. PROJECT PLANS AND SPECIFICATIONS. WE CONDUCTED INSPECTION AND TESTING OF THE ABOVE ONSITE GEOTECHNICAL ELEMENTS IN ACCORDANCE WITH INDUSTRY STANDARDS, FDOT'S STANDARD SPECIFICATIONS AND APPLICABLE ASTM GUIDELINES DURING CONSTRUCTION THE CONTRACTOR'S GEOTECHNICAL ENGINEER MUST PROVIDE OVERSIGHT OF THE PROJECT'S GEOTECHNICAL ELEMENTS (E.G. FOR DRIVEWAYS, STRUCTURES, TRENCHING, BERMS AND OTHER GEOTECHNICAL RELATED ELEMENTS) AND PROVIDE

THE CONTRACTOR TO THE ENGINEER OF RECORD (EOR) OF THESE PLANS (BEFORE THE EOR CAN SUBMIT A FINAL PROJECT CERTIFICATION

TO ANY REVIEWING AGENCIES) CERTIFIED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER. THE CONFORMANCE LETTER MUST READ

PRE-CONSTRUCTION MEETINGS - COORDINATION A PRE-CONSTRUCTION MEETING WITH THE EOR. LOCAL GOVERNING AGENCIE

SERVICE PROVIDER/UTILITY OWNERS IS REQUIRED PRIOR TO COMMENCING ACTIVITIES. THE PRE-CONSTRUCTION MEETING CANNOT B SCHEDULED UNTIL ALL THE REQUIRED PERMITS, LOCAL, STATE, AND FEDERAL ARE ISSUED APPROVED PLANS - AN APPROVED SIGNED BY THE AHL (E.G. CITY/COUNTY/EDOT) SET OF PLANS MUST 3. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARY POWER, ACCESS AND GARBAGE/CONSTRUCTION DEBRIS STORAGE, REMOVAL AND 4. UTILITY NOTIFICATION - THE CONTRACTOR MUST LOCATE ALL ABOVE GROUND AND UNDERGROUND UTILITIES AND IS RESPONSIBLE FO THE INSTALLATION COORDINATION, REMOVAL AND RELOCATION OF UTILITIES AS NECESSARY FOR THE PROPOSED IMPROVEMENTS. THERE IS A STATEWIDE UTILITY LOCATION SERVICE. THE CONTRACTOR MUST CALL 811 TWO FULL BUSINESS DAYS FOR REGULAR DIG SITES AND TEN FULL BUSINESS DAYS WHEN DIGGING UNDERWATER PRIOR TO COMMENCING WORK. THE CONTRACTOR MUST NOTIF THE ENGINEER IMMEDIATELY IF ANY CONFLICTS OCCUR SO THE DESIGN MAY BE ADJUSTED. THE CONTRACTOR MUST NOTIFY TH ENGINEER IMMEDIATELY IF ANY CONFLICTS OCCUR SO THE DESIGN MAY BE ADJUSTED. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS ONLY AND HAVE BEEN COMPILED FROM THE LATEST AVAILABLE MAPPING. THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. GEOTECHNICAL REQUIREMENTS - CONTRACTOR MUST COORDINATE WITH GEOTECHNICAL ENGINEER TO PERFORM TESTING, MONITORING AND GUIDANCE AGAINST ADJACENT STRUCTURE SETTLEMENT OR DAMAGE AS A RESULT OF ONSITE ACTIVITIES. THE CONTRACTOR MUST COORDINATE. AS APPLICABLE, WITH THE EOR AND GEOTECHNICAL ENGINEER TO WITNESS ALL TESTING AND OBSERVE ALL CONSTRUCTION PRIOR TO COMPLETION TO INCLUDE SUBSURFACE UTILITIES PRIOR TO TRENCH FILLING. GEOTECHNICAL ENGINEER LETTER CONTRACTOR CONFORMANCE REQUIREMENTS - A LETTER OF CONFORMANCE MUST BE PROVIDED BY



PROJECT AREA



NORTH PRONG MINE A NON-PHOSPHATE MINE **CONDITIONAL USE PLANS**

LOCATION: NICHOLS ROAD MULBERRY, FLORIDA

PREPARED FOR: T. MIMS CORP.

439 S. FLORIDA AVE. SUITE 202 LAKELAND, FL 33801 (863) 683-9297





USGS

LOCATION MAP NICHOLS ROAD MULBERRY, FLORIDA LATITUDE: 27 53' 15.04" N LONGITUDE: 82 02' 08.43" W

- CONTACTS

TOM MIMS

T. MIMS CORP. 439 S. FLORIDA AVE. SUITE 202 LAKELAND, FL 33801 PHONE: (863) 683-9297

KRISS Y. KAYE, P.E. KIM MCCRANIE, PM CARTER AND KAYE ENGINEERING, LLC 137 5TH STREET NW WINTER HAVEN, FL. 33881 PHONE: (863) 294-6965

SCOTT WALLS **FRONTIER FLORIDA LLC** 120 E. LIME STREET LAKELAND, FL 33801 PHONE: (813) 978-2173

TAMPA ELECTRIC COMPANY

MARTY MCDOWELL

TAMPA, FL 33601

PHONE: (863) 224-9629

P.O. BOX 111

GARY HARDY FLORIDA PUBLIC UTILITIES 1705 7TH STREET S.W. WINTER HAVEN, FL 33880 PHONE: (863) 292-2933







ALL DOCUMENTS ARE INSTRUMENTS OF SERVICE OF CARTER AND KAYE ENGINEERING, LLC. THEY ARE NOT INTENDED

OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON ANY OTHER PROJECT. ANY REUSE WITHOUT

WRITTEN VERIFICATION AND APPROVAL OR ADAPTATION FOR THE PURPOSE INTENDED BY CARTER AND KAYE

KAYE ENGINEERING, LLC; AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS CARTER AND KAYE ENGINEERING, LLC

FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

ENGINEERING, LLC WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO CARTER AND

5	MAP	
.Т	.S.	



	COVER
C1.0	TRAFFIC CIRCULATION PLAN
C2.0	OPERATIONS PLAN
C3.0	RECLAMATION
C4.0	CROSS SECTIONS
C5.0	POST CLOSURE

REVISIONS				
NO.	DATE		REVISION DESCRIPTION	BY
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137 5th Street N.W. • Winter Haven, FL 33881 T: (863) 294-6965 • Web: www.carterkaye.com



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KRISS Y. KAYE, P.E., INC. SUGO7								
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CARTER 137 5th Street N.W. • Winte T: (863) 294-6965 • Web: ww								
NORTH PRONG MINE T. MIMS CORP. T. MIMS CORP.								
PROJECT NO: MIMSC24004 DRAWN BY: KKM APPROVED BY: DCC THESE PLANS ARE PRELIMINARY PRIOR TO PERMIT ISSUANCE SHEET NO:								

* NOTE THAT THE WATER TABLE IS APPROXIMATE AND VARIES.

THE WATER TABLE ELEVATION WILL BE DETERMINED UPON GEOTECHNICAL REVIEW AND ENGINEERING DESIGN OF THE MINING BLOCKS.



NORTH PRONG MINE REQUEST FOR CU APPROVAL IMPACT ASSESSMENT STATEMENT

A. Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1) How and why is the location suitable for the proposed uses?

The property is currently listed as Phosphate Mining (PM), but, if approved, will soon have a FLU of Industrial. The area is largely rural and undeveloped, mostly surrounded by other mines, industrial uses, or vacant land. Large portions of the site have previously been mined for phosphate, with sand tailings present. The surrounding road system has been used for decades by trucks carrying phosphate to the Mosaic plant located south of the site on CR 640. In addition, there is an existing Phosphate Gypsum stack located adjacent to the property.

2) What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

Intense development, including an existing borrow pit adjoining and to the east, the BB Mine, as well as the rural nature of the surrounding properties minimize incompatibility. The site has had intensive use for over 100-years.

3) How will the requested district (if the request is a district change) influence future development patterns if the proposed change occurs?

Not a district change.

B. Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response.

1) What are the number of vehicle trips to be generated daily and at PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed methodology and calculations.

See attached Minor Traffic Review

2) What modifications to the present transportation system will be required because of the proposed development?

One entrance onto Old Nichols Road, (which becomes Nichols Road), and two entrances onto Nichols Road directly on the east side of the project, and one entrance on the south to Nichols Road are being proposed for access. No other modifications are planned.

3) What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

No structures on site. No required paved parking.

4) What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, frontage roads)?

Access will be directly onto Nichols Road, which per the Polk County Road Inventory data is a paved county major rural collector, 24 feet in width. Trucks would then proceed north to SR 60.

C. <u>Sewage</u>

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1) What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (Response may be based on Section 703 of the LDC or the Impact Fee Ordinance)

No additional sewage generated if the proposed CU is granted.

2) What is the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed?

N/A

3) What is the relationship of the proposed sewage system to the service provider's plans and policies for sewage treatment systems (e.g., will it be integrated into a larger system)?

N/A

4) Where is the nearest sewer line (in feet) to the proposed development (Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of-way under certain conditions listed in Section 702E.3 of the Land Development Code).

N/A

5) Who is the service provider?

N/A

6) What is the current provider's capacity?

N/A

7) What is the anticipated date of connection?

No connection anticipated.

D. Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1) What is the proposed source of water supply?

No additional water consumption if the CU is granted.

2) What is the estimated volume of consumption in gallons per day (GPD)? (*Provide Methodology*).
No additional.

3) Where is the nearest potable water connection and gray water connection, including the distance and size of the line?

N/A

4) Who is the service provider?

N/A

5) What is the current provider's capacity?

N/A

6) What is the anticipated date of connection?

No connection anticipated.

7) Is there an existing well on the property(ies)?

NA

E. Surface Water Management and Drainage

Determine the impact of drainage on the ground water and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1) Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

The site has been mined, so the county topo maps are questionable in this area. However, review of the USGS Topo maps show that the southwestern part of the site drains westerly to Thirtymile Creek. The northeastern part of the site drains to the North Prong of the Alafia River.

There are surface water features onsite which consist of a pond system remnant of the previous phosphate mining on the southwest mining area labeled Block F. This area is listed as floodplain on the flood maps. The western edge of Block E has a strip of floodplain also listed. The central area between Blocks A and B, known as Phossy Pond (not included in the request) is also labeled floodplain, as is an area just southeast of the Phossy Pond.

We should point out that because much of the site was mined, the flood maps may not represent current conditions and therefore may not be accurate in all areas.

The Nation Wetlands Inventory maps indicate a wetland strip on the western side of Block E. Another wetland strip is indicated on the northeastern side of Block C.

We should point out that because much of the site was mined, the wetland maps may not represent current conditions and therefore may not be accurate in all areas.

2) What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

Much of the site not used for Industrial will be excavated for the borrow pit. The two smaller wetland areas may be impacted; wetland mitigation is planned either onsite, or by using wetland credits that the developer has available.

The floodplain areas may be excavated. Flood storage on the site will be greatly increased post development because of the pit areas created.

F. Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1) Discuss the environmental sensitivity of the property and adjacent property by identifying any significant features of the site and the surrounding properties.

The site is located in a general area that has seen significant phosphate mining operations. In fact, the site itself has been mined previously under the Nichols mine operation. It is unlikely that environmentally sensitive areas exist on the site. Further environmental studies to be conducted at Level 2 approval.

2) What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.

As mentioned above, the wetland and floodplain within the mine area may be impacted. Wetland mitigation will be provided within the pit area or by the use of wetland credits. Flood storage on the site will be greatly increased post development.

3) Discuss location of potable water supplies, private wells, public well fields (discuss the location, address potential impacts) and;

N/A

4) Discuss the location of Airport Buffer Zones (if any) discuss the location, address potential impacts).

Project is not located in an Airport Buffer Zone.

G. <u>Population</u> (Response is only required for district changes and uses generating more than 750 AADT based on the methodology of Appendix C of the Land Development Code)

AADT generated is less than 750. Minor Traffic Study is provided.

H. General Information

6

Determine if any special needs or problems will be created by the proposed development. At a minimum, address the following specific questions in your response:

1) What are the special features of the proposed development that contribute to neighborhood needs?

N/A

- 2) What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:
 - A. Parks and Recreation;

No impact to these facilities.

B. Educational Facilities (e.g., preschool, elementary, middle school, high school);

No impact to these facilities.

C. Health Care (e.g., emergency, hospital);

Minimal

D. Fire Protection;

Minimal

E. Police Protection and Security;

Minimal

F. Electrical Power Supply;

No impact to these facilities.

G. Emergency Medical Services (EMS); and

Emergency Medical Services are provided by Polk County. No excessive demands on EMS are expected due to the proposed development.

H. Solid Waste.

No impact to these facilities.

LDCU-2024-24 - North Prong Mine

Menu	Reports I	elp					
	Application Name	: North Prong Mi	ne				
	File Date	: 06/18/2024					
	Application Type	: PC-Conditional	Use-New Or Mobile I	Home			
	Application Status	In Review					
	Application Comments	: View ID	Comment			Date	
	Description of World	. Desugatio for	Conditional Llos in F		an abaaabata bawayyaitan an	newimetaly 205 1/ assoc This are	a leasted on the next and weak sides of
	Description of work	Nichols Road, j	ust south of SR 60.	M & A/RR to operate a n	ion-phosphate borrow pit on ap	proximately 385 +/- acres. This are	a located on the north and west sides of
	Application Detai	: Detail					
	Address	NICHOLS RD,	MULBERRY, FL 3386	0			
	Parcel No	: 233007000000	011010				
	Owner Name	: AGRIFOS MIN	INGLLC				
	Contact Info	: Name		Organization Name	Contact Type	Contact Primary Address	Status
		Kriss Kaye		Carter and Kaye	Applicant	Mailing, 137 Fifth St	Active
Licer	nsed Professionals Info	: Primary	License Number	License Type	Name	Business Name	Business License #
				51			
		: <u>\$0.00</u>					
	Iotal Fee Assessed	: <u>\$4,473.00</u>					
	Iotal Fee Invoiced	: <u>\$4,473.00</u>					
	Balance	: <u>\$0.00</u>					
	Custom Fields	PUBLIC HEAR	RINGS				
		Development	Туре		Application Type		
		Planning Comr	nission		Conditional Use		
					Brownfields Request		
		Afferdable Lie	volna		-		
		Anordable Ho	using				
			ODMATION				
		Expedited Rev	/iew		Number of Lots		
					-		
		Will This Proje	ect Be Phased		Acreage		
					<u>385</u>		
		DRC Meeting			DRC Meeting Time		
		07/25/2024 Rescheduled	DRC Meeting		Rescheduled DRC Meeting T	ime	
		-			-		
		Green Swamp No	1		Number of Units		
		<u></u>			 Is this Polk County Utilities 	Is this Application a result of	a Code Violation
		Case File Num	ıber			No	
		One Year Exte	ension		FS 119 Status	Code Violation Case Number	
		-			Non-Exempt	-	

ADVERTISING

Legal Advertising I	Date	BOCC1 Advertising Date	
– BOCC2 Advertising –	g Date	– Advertising Board Planning Commission	
Community Meetin	ng	Planning Commission Date 10/02/2024	
Land Use Hearing	Officer 3	1st BOCC Date	
– 2nd BOCC Date –		– LUHO-Level 3 –	
HEARING			
PC Hearing Result	s	PC Vote Tally	
– BOCC 1st Hearing	Results	– BOCC 1st Vote Tally	
– BOCC 2nd Hearing –	g Results	– BOCC 2nd Vote Tally –	
FINAL LETTER			
Denovo Appeal		Denovo Results	
– Denovo Tally		-	
-			
Dening DigEnlan	L		
DigEplan Documer	nt List		
- PLAN REVIEW FIE	LDS		
	0000 20711	ocumentGroupforDPC	RequiredDocumentTypes
RequiredDocumen	tTypesComplete	dditionalDocumentTypes	_ Activate DPC
Yes	E	pplications,AutoCad File,Binding Site Plans (PDs	<u>s Yes</u>
	<u>a</u>	nd CUs),CSV,Calculations,Correspondence,Desi n Drawings Flood/Traffic Studies Impact Stateme	
	ی ۱	t,Inspections,Miscellaneous,Plats,Record Drawin	2
	ç	<u>s,Response Letter Resubmittal Complete,Staff R</u>	
Activate FSA	<u>e</u> [<u>port/Approval Letter,Survey,Title Opinion</u> IigitalSigCheck	
PLAN UPLOAD AC Upload Plans Ackn	KNOWLEDGEMENT nowledgement	<u>es</u>	
<u>×</u>			
SELECTED AREA	PLANS		
Selected Area Plan	IS		
LAND USE			
Selected Area Plan	LU Code		
Not in an SAP	PM-Phosphate Mining		
Not in an SAP	A/RR-Agricultural/Residential Rura		
DEVELOPMENT AF	REA		

Development Area

Rural

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR

<u>PC</u> 9

Workflow Status:	Task	Assigned To	Status	Status Date	Action By	
	Application Submittal	Lyndsay Rathke	Application	07/08/2024	Lyndsay Rathke	
	Engineering Review	Clinton Howerton	Approve	07/22/2024	Clinton Howerton	
	Fire Marshal Review	Kim Turner	Approve	07/23/2024	Kim Turner	
	Surveying Review	Steve McQuaig	Approve	07/09/2024	Steve McQuaig	
	School Board Review	School District	Not Required	07/09/2024	School District	
	Roads and Drainage Review	Phil Irven	Approve	07/09/2024	Phil Irven	
	Planning Review	Malissa Celestine	Approve	09/16/2024	Malissa Celestine	
	Review Consolidation	Lyndsay Rathke	Revisions Re	09/13/2024	Lyndsay Rathke	
	Staff Report					
	Public Notice					
	Hearing					
	BOCC Hearing					
	Final Letter					
	Archive					
Condition Status:	Name	Short Comments	Status	Apply Date	Severity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	Inspector	Status	Comments	
Resulted Inspections:	Inspection Type	Inspection Date	Inspector	Status	Comments	



TRAFFIC CONCURRENCY MINOR TRAFFIC REVIEW FEE \$50.00

Growth Management Department

Land Development Division

330 W. Church St. P.O. Box 9005, Drawer GM03 Bartow, FL 33831-9005 Telephone:(863) 534-6792 Fax: (863) 534-6407

This procedure should be followed when applying for a Final or Conditional Concurrency Determination. These trips can then be assigned to the "Directly Accessed Segment" on the "Concurrency Determination Network." (Note: The requirements for the completion of a Minor Traffic Review can be found in Appendix C of the Polk County Land Development Code, "Traffic Impact Study Methodology and Procedures".)

Project Name: T. Mims Corp. – North Prong Mine Project Number: _____

A. Developments generating more than 50 and less than or equal to 750 average daily trips will be required to submit a

Minor Traffic Review with any application for a Final or Conditional Concurrency Determination.

- B. Submit <u>four copies</u> of the completed Minor Traffic Review to Land Development Division with any application for a Concurrency Determination.
- C. Complete the following information (for help filling out this form refer to the Institute of Transportation (ITE) Manual or Table 1 "Polk County Traffic Impact Study, " attached below):
- A. Provide a description and location of the project: <u>Request is for a Conditional Use to operate a non-</u>

phosphate mine on approximately xxx +/- acres. This area located on the north and west of CR 676, just

south of SR 60 .

Note: Because the intended use does not fit any of the Polk ITE designations, an individual

Project calculation is Attached.

Identify the Directly Accessed Segment from the proposed project onto the Concurrency Determination Network. (Note: Road segments on the Concurrency Determination Network can be obtained from the Polk County Roadway Network Database. The Directly Accessed Segment is the first road on the Concurrency Determination Network which is accessed by a vehicle leaving the project site.)

4075Nichols Road CR 676 (From Hillsborough County Line to SR 60Link #Road Segment Name including the From Road to the To Road

- B. Identify each use category and number of units by using the ITE or Column B of Table 1 below.
 - Land use category:
 SEE LAST PAGE FOR PROJECT INFORMATION
 - Number of units: N/A
- C. Estimate of the number of daily and peak hour trips generated (use ITE or Table 1) by multiplying the number of units from above, times the daily trip rate and peak hour trip rate,
 - Number of units (above) N/A X daily trip rate (ITE or Table 1, Column D) N/A
 - = <u>84</u> daily trips (*SEE ASSUMPTION PAGE)
 - Number of units (above) N/A X peak hour trip rate (ITE or Table 1, Column E) N/A
 - = 8 (See Assumption Page) peak hour trips
- D. Indicate the Peak Hour Directional Capacity number of the Directly Accessed Segment and percent of capacity consumed by the project traffic. (See Polk County Transportation Planning Organization's (TPO's) Roadway Network Database.)

Peak Hour Directional Capacity of the Directly Accessed Segment 750

To calculate the percent of capacity consumed by the project traffic, divide the number of peak hour trips by the answer above.

Peak hour trips (from Step 3.C. above) _____ + peak hour directional capacity Directly Accessed Segment

<u>750</u> = <u>0.01</u> X 100 = <u>1</u> percent (%) consumed

- E. Determine the number of net external peak hour trips that will impact each Directly Accessed Segment for both the peak and off-peak directions (e.g. after internal capture and/or adjacent street capture is considered).
- 1. Each road segment consists of two (2) directional links, i.e. east and west, or north and south. The direction factor is the percentage (%) of the total traffic traveling a given direction during the peak hour. Identify the direction factor which accompanies each directional link.

4075 E	0.490
Link # (E, W, N, S)	D-Factor

<u>4075 W</u> Link # (E, W, N, S) <u>0.510</u> D-Factor To locate the Direction Factor (D-Factor) see (TPO's) Roadway Network Database.)

- 2. Steps to Determine Peak Hour Trips by Direction:
 - a) Multiply the number peak hour trips times the "Percent New Trips" factor (ITE or Table 1, Column F)

• <u>8</u> peak hour trips (Step 3.C.) X "Percent New Trips" factor <u>100</u>%

= <u>8</u> peak hour trips ("new trips")

b) Identify the greater of the two: the number of vehicle trips entering or exiting the site during the peak hour. For the land use category identified under Step 3.A., identify the percentage (%) of trips entering and exiting the site during the peak hour (ITE or Table 1, Column G). Multiply the higher percentage (%) times the number of peak hour trips calculated under Step 3.E.2.a. (Always round this number <u>up</u> to the next whole number.)

(%) of trips entering the sit	e:	50	(%) of tr	(%) of trips exiting the site:		50	
greater percentage0.50	X	<u>8</u> peak hou	r trips (Step 3.E.2.) =	4	_ peak hou	ır trips (round up))

c.) Identify the peak hour trips the project will add to each directional link on the Directly Accessed Segment.

Multiply the number of peak hour trips obtained from Step 3.E.2.B. time the direction factors identified under Step 3.E.1 for each directional link on a segment. These are the peak hour trips for both the peak and off-peak direction. (Round these numbers to the nearest whole number. Peak and off-peak trips should equal the total trips.) These trips can be assigned to each link on the Directly Accessed Segment.

Segment/Link # 4075 E : 0.490 Direction Factor (Step 3.E.1.) X 4 peak hour trips (Step 3.e.2.b.)

= <u>2</u> peak hour trips (round to nearest whole number)

Segment/Link # 4075 E : 0.510 Direction Factor (Step 3.E.1.) X 4 peak hour trips (Step 3.e.2.b.)

= <u>2</u> peak hour trips (round to nearest whole number)

D. The impact of project traffic on the first Directly Accessed Segment on the Concurrency Determination Network, shall be evaluated relative to its adopted level of service. Additional impacted segments may be added by the Land Development Division when it would be in the best interest of Polk County to do so in order to maintain the adopted level of service standards. Based upon this information, a determination shall be made by the Land Development Division whether or not the road facilities are adequate to maintain adopted service levels upon build-out of the proposed development. A Certificate of Concurrency may then be issued according to the procedures identified in the Polk County Land Development Code.

- E. If the information submitted pursuant to Chapter 7, Section 703 of the Polk County Land Development Code indicates the level of service will fall below the adopted standard, then the applicant may undertake a more detailed evaluation of future roadway operating conditions to demonstrate acceptable operating conditions (see Appendix C, Section R. Segment Analysis), or the applicant may propose roadway improvements to restore acceptable conditions.
- F. The appeals process for a Minor Traffic Review shall be governed by the procedure set forth in the Polk County Land Development Code.

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

I, **David C. Carter, Authorized Representative** (print name), the owner of the property which is the subject of this application, or the authorized representative or owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

I.C. Cart

Property owner or property owner's authorized representative

<u>June 30, 2024</u> Date NOTE: Because the intended use does not fit any of the Polk ITE designations, an individual project calculation is shown below.

MINOR TRAFFIC STUDY

Traffic Impact - Detailed methodology and calculations

Assumptions:

- 1. Based on the predicted demand, the site will be operated with one excavator/operator per day. The hours of operation for the mine are 6:30 a.m. to 5:30 p.m. (11 hours with one hour for operator's lunch).
- 2. At peak operation, the mine will be able to load 4 trucks per hour (one truck per 15 minutes).
- 3. Based on location, the project will access link 4075 E CR 676). 67% of the project trips will travel on east on CR 676 and 33% will head west towards Hillsborough County.

Trip Calculation:

4 trucks/hour x 10 hours = 40 loads

1 operator arriving/leaving

1 operator leaving/arriving for lunch

(Must multiply load by 2 since entering & exiting) = $42 \times 2 = 84$ AADT (Total Trips Entering/Exiting the Site Entrance)

84 x 67% = 56 AADT (Total Trips Traveling East on CR 676)

84 x 33% = 28 AADT (Total Trips Traveling West on CR 676)

56 ADT/11 HRS = 5 PHT (East ADT/Daily hours mining is operational)

28 ADT/11 HRS = 3 PHT (West ADT/Daily hours mining is operational)

Flood Map



NORTH PRONG INDUSTRIAL CPA OWNERSHIP TABLE

Current Owner	Parcel ID	Warranty Deed (OR Book/Page
Diamondback Properties, LLC	233008-000000-012020	13196/1079-1085
Diamondback Properties, LLC	233007-000000-011010	13196/1079-1085
Diamondback Properties, LLC	233007-000000-022020	13196/1079-1085
Diamondback Properties, LLC	233006-000000-022020	13196/1079-1085
Mims Properties Investments, LLC	233008-000000-021020	8389/0986-0990
Mims Ranch, LLC	233008-000000-012090	5373/0511-0513
Alafia Industrial, LLC	233008-000000-021120	13196/1071-1074

POLK COUNTY PLANNING COMMISSION FINAL ORDER

Case Number: LDCU-2024-24 Non-Phosphate Borrow Pit (North Prong Mine) CU

Applicant: Carter and Kayne Engineering LLC

Property Owner: Diamondback Properties LLC, Mims Ranch LLC, Mims Property Investments LLC

Hearing Date: 10/2/2024

I. <u>Request:</u>

The applicant is requesting conditional use approval for a Non-Phosphate Mining (Borrow Pit) on approximately ± 385 . The request involves a road right-of-way setback reduction along Nichols Road and property line setback reductions. The subject site is located north and west of Nichols Road, south of State Road (SR) 60, east of County Line Road, south of the City of Mulberry, in Sections 6, 7 & 8, Township 30, Range 23.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

- 1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. 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
 - d. How the concurrency requirements will be met if the development was built.
- 2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections 303 and 906.
- 3. The Application is consistent with all applicable policies of the Comprehensive Plan.
- 4. The Application is compatible with surrounding uses and the general character of the area.
- 5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. Effective Date, Appeals:

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 2nd day of October **2024**, by the Polk County Planning Commission.

Polk County Planning Commission ATTEST:

By:_____ Rennie Heath, Chair

By: _____ Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File Erin Valle, Clerk of Court (under separate cover)



Polk County

Planning Commission

Agenda Item 6.

10/2/2024

<u>SUBJECT</u>

LDPD-2024-11 (Watersong PD Modification)

DESCRIPTION

Evan Futch requests a Planned Development (PD) modification to increase the commercial footprint from 5,000 Sq. Ft. to 20,000 Sq. Ft. to provide neighborhood commercial uses in a RL-1X district on +/- 4.19 acres. The subject site is located north of the City of Davenport, south of Ronald Reagan Parkway, east side of U.S. Highway 17-92 N, west of Osceola County in Section 24, Township 26, Range 27.

RECOMMENDATION

Approval with conditions.

FISCAL IMPACT

No fiscal impact.

CONTACT INFORMATION

Kyle Rogus, Planner I Land Development Division 863-534-7553 kylerogus@polk-county.net

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	July 25, 2024		Level of Review:	Level 3 Review
PC Date:	October 2, 2024		Туре:	Planned Development
BoCC Date:	N/A		Case Numbers:	LDPD-2024-11
			Case Name:	Watersong PD Modification
Applicant:	Evan Futch, AVID Group LLC		Case Planner:	Kyle Rogus, Planner I
Request:		The applicant is requesting a Planned Development (PD) modification to increase the commercial footprint from 5,000 Sq. Ft. to 20,000 Sq. Ft. to provide neighborhood commercial uses in an RL-1X district.		
Location:		The subject site is located north of the City of Davenport, south of Ronald Reagan Parkway, east side of U.S. Highway 17/92 N, west of Osceola County in Section 24, Township 26, Range 27.		
Property Ow	mers:	Deer	Run Ventures INC	
Parcel Size (Number):		±4.19 acres Parcel IDs #272624-706190-000030; #272624- 706190-000020; #272624-706190-000010		
Future Land Use:		Residential Low-1X (RL-1X), North Ridge Selected Area Plan		
Development Area:		Urban Growth Area (UGA)		
Nearest Municipality:		City of Davenport approximately 2.5 miles southwest.		
DRC Recom	mendation:	Conditional Approval		
Planning Commission Vote:		Pending Hearing		



Summary of Analysis:

The applicant is requesting a Planned Development (PD) modification to increase the commercial footprint from 5,000 vested Sq. Ft. to 20,000 Sq. Ft. to provide neighborhood commercial uses in a Residential Low-1X (RL-1X) land use district. This type of development is termed today as Residentially Based Mixed-Use Developments (RBMD). The property was originally vested for 5,000 square feet of neighborhood commercial as part of Phase I of the Watersong Planned Development. The Watersong Planned Development was vested for a total of 382 residential units, seven (7) sales center models, and a day care. The development is currently built out with 211 residential units. There is no commercial, sales center models, or day care currently developed. The applicant is requesting an additional 15,000 square feet totaling approximately 20,000 square feet, which is a 300% increase to meet the commercial need in this area.

The site is located within an Urban Growth Area (UGA) in the North Ridge Selected Area Plan (SAP), where there are minimal commercial uses nearby. The location is off Highway US 17-92, north of Davenport, on the southern corner of Deer Run Road. The closest commercial use is approximately 2.4 miles to the north where there is both small and large-scale retail chains centered around a Publix Super Market. This modification is intended to accommodate the shopping needs of residents living within the immediate surrounding neighborhood(s). The subject property is surrounded by platted single-family developments through prior PDs and residential development. Across Highway US 17-92 is vacant, undeveloped land under the Business Park Center-1X (BPC-1X) and Residential Medium-X (RMX) land use districts.

This application is consistent with the relevant sections of the LDC and Comprehensive Plan. Through the site plan layout and previous Watersong Master Plan, staff finds this request to be compatible with the surrounding uses. Staff recommends approval.

Findings of Fact

- LDPD-2024-11 is a request for a Planned Development (PD) modification approval to allow up to 20,000 square feet of neighborhood commercial uses. The 20,000 square feet will include the original vested 5,000 square feet in Phase I of the Watersong PUD. This modification will result in a 300% increase in neighborhood commercial.
- According to Table 2.1 of the LDC, Planned Developments are "C3" conditional uses in RL-1 which require staff review and approval by the Polk County Planning Commission.
- According to Table 2.1 of the LDC, Residentially Based Mixed Developments are "C3" conditional uses in RL-1 which require staff review and approval by the Polk County Planning Commission.
- The Watersong Planned Development was Master Plan was designed in September of 1994 and later revised in October of 1994 (PB 125, Pages 45-52).
- The Watersong Planned Development was vested for 382 residential units, 7 sales center models, 5,000 Sq. Ft. neighborhood commercial, and a day care center.
- The Watersong Planned Development currently has 211 residential units developed. No commercial, sales center models, or day care center has been developed.

- The subject site is approximately 4.19 acres. Phase I of the PD is vested for 5,000 square feet of neighborhood commercial.
- The surrounding properties are within the Deer Run Estates recorded plat and RL-1X land use district.
- The project has direct access to US Highway 17-92 (Road No. 009320) and Deer Run Road (Road No. 6742402). US Highway 17-92 is listed as a State roadway. Deer Run Road (Road No. 672402) is a County-maintained, paved local road with a width of 20 feet.
- Watersong (PUD 92-1) mandates front setbacks for the primary structure of 20 feet, side setbacks for the primary structure of five (5) feet, and rear setbacks for the primary structure of 20 feet.
- According to Section 303 of the LDC, "Planned Development may be established in appropriate locations, with respect to intended function; in conformance with the goals, objectives, and policies of the Comprehensive Plan; compatible with the surrounding land uses and future land use districts; where they will not adversely impact facilities and services of the County; where they will not set a precedent for the introduction of an inappropriate use into an area; and so as not to encourage non-residential strip development along streets."
- The subject site is located in an Urban Growth Area (UGA). Per Section 202.B of the LDC, "the purpose of UGAs is to serve as a foundation from which a future urban pattern is established, and to provide future areas for development at urban densities and intensities. UGAs are areas within the County that, at a minimum, are currently served, or are programmed within the applicable Comprehensive Plan Capital Improvement Program to be served within years 10 through 20 of the Comprehensive Plan's planning period. UGAs are also supported by, or programmed to be supported by, other services typically found to accompany urban development such as public safety services, an urban road network, and developed parks."
- Fire and EMS Response is from Polk County Fire Rescue Station 20 located at 4611 U.S. Highway 17-92 N, Davenport, FL. This is located approximately 0.5 miles from the subject site with a response time of three (3) minutes.
- The subject property is served by the Polk County Sheriff's Northeast District, located at 100 Dunson Rd, Davenport.
- The closest shopping center is located approximately 2.4 miles to the north.
- The development is zoned for Loughman Oak Elementary, Shelly S. Boone Middle, and Davenport High. The site is 0.5 miles from Loughman Oak Elementary, 8.6 miles from Shelly S. Boone Middle, and 3.6 miles from Davenport High.

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- The subject parcel is not located within one of the County's Wellhead-Protection Areas.
- The subject property is within the Northeast Regional Utility Service Area for potable water, wastewater, and reclaim water.
- The property is composed of 57.7% Astatula Sand, 20.9% Basinger Mucky Fine Sand, 12% Tavares Fine Sand, and 9.3% Smyrna and Myakka Fine Sand.
- *FEMA A flood hazard zone is located along US Highway 17-92 at the southwest on of the subject site. No wetlands on site.*
- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of endangered species.
- According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.
- There is multiple east county mass transit routes located in and around the City of Davenport. The closest route is the 20X -Haines City / Davenport Express located south of the subject site. Transfer points are located at Posner Park and Haines City Plaza.
- The subject site has access through US Highway 17-92. US Highway 17-92 is a state roadway. The nearest monitored link is US 17/92. According to the 2023 Roadway Network Database, US 17/92 (5017N) has approximately 880 available PM Peak Hour trips; US 17/92 (5017S) has approximately 880 available PM Peak Hour trips. US 17/92 current Level-of-Service (LOS) is "C" with an adopted LOS standard of "C".
- Loughman Park is 2.6 miles Northeast of the subject site.
- Lake Marion Creek Wildlife Management Area is approximately 13.2 miles to the southeast of the subject site.
- This request has been reviewed for consistency with Section 303, Section 401.06, Section 906, and Tables 2.1, 2.2, 4.16, & 4.17 of the LDC.
- This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.105 URBAN GROWTH AREA (UGA); SECTION 2.125-M PLANNED DEVELOPMENT.
- 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."

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and IS CONSISTENT with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends APPROVAL of LDPD-2024-11.

CONDITIONS OF APPROVAL

Based upon the findings of fact the DRC recommends **APPROVAL of LDPD-2024-11** with the following Conditions:

- 1. This Planned Development (PD) modification approval is for 20,000 square feet of neighborhood commercial. Uses on the site plan are non-binding and shall be determined by those allowed in the Neighborhood Activity Center (NAC) or Convenience Center (CC) future land use districts.
- 2. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Other modifications to LDPD-2024-11, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission.
- 3. Prior to site clearing or grubbing in the North Ridge Selected Area Plan (SAP), the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.
- 4. A landscaped buffer consistent with the Type C buffer in Section 720 shall be required where non-residential development abuts any vacant or developed residential districts
- 5. A landscaped buffer, 25 feet in width, shall be required along arterial roads consistent with the planting requirements of a Type C buffer for all development.
- 6. A landscaped buffer 15 feet in width shall be required along all collector roads, consistent with the planting requirements of a Type A buffer, for all development.
- 7. A minimum four-foot-wide sidewalk shall be constructed along US Highway 17-92 to provide connectivity to the existing sidewalk network.

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.

Table I		
Northwest:	North:	Northeast:
RMX	RL-1X	RL-1X
Sunny Acres PB 32 PG 31	Watersong Phase I	Deer Run Estates Phase I
Residential Mobile Home	Vacant Commercial	Residential Mobile Home
24.45 acres	3.29 acres	0.92 acres
West:	Subject Property:	East:
BPC-1X	RL-1X	RL-1X
Sunny Acres PB 32 PG 31	Watersong Phase I	Deer Run Estates Phase I
Vacant Industrial	Vacant	Residential Mobile Home
14.41 acres	4.19 Acres	1.47 acres
Southwest:	South:	Southeast:
BPC-1X	RL-1X	RL-1X
Sunny Acres PB 32 PG 31	Residential Mobile Home	Deer Run Estates Phase I
Vacant Industrial	1.05 acres	Residential Mobile Home
9.94 acres		1.47 acres

Table 1

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

The Watersong Planned Development Master Plan was designed in September of 1994 and later revised in October of 1994 (PB 125, Pages 45-52). The master plan was designed using a phasing schedule broken into 3 phases. The Watersong Planned Development was vested for a total of 382 residential units, seven (7) sales center models, 5,000 square feet neighborhood commercial and a day care. Today this development would be defined as a Residentially Based Mixed-Use Development (RBMD). Aerial imagery dating back to 1941 shows this area was undeveloped until 2002, when the first stages of Deer Run Estates Phase I development began. In 2007 imagery, development of the Watersong Phase I residential units began.

Today, the majority of the Watersong Phase I Planned development has been built out. There are approximately 212 built residential buildings. The sales center models and neighborhood commercial designated for Parcel #272624-706190-000030, Parcel #272624-706190-000020, and Parcel #272624-706190-000010 have not been developed. This is where the 20,000 square feet of neighborhood commercial is proposed. The proposed development is not removing any residential for commercial use. The proposed modification is increasing the commercial footprint where the 5,000 square feet commercial was originally designated. The subject location was designed to be commercial to act as a transitional buffer, separating the residential units from US Highway 17-92. The proposed increase in commercial footprint coincides with the intent of the original planned development.

To the north of the subject site across Deer Run Road is a vacant commercial lot where the vested day care center would be located. Abutting directly to the south are lots with mobile homes and

site-built homes on properties one (1) acre or less in the Residential Low-1X (RL-1X) land use district. Further south is undeveloped Residential Medium-X (RMX) land use district and a mobile home park in a Leisure/Recreation (LR) land use district. Abutting the subject property to the east is Deer Run Estates Phase I (PB 83, Pages 25-27).

To the west of the subject site, across US Highway 17-92 consists of Business Park Center-1X (BPC-1X) and RM future land use districts in the Sunny Acres Subdivision (PB 32, Page 31). The properties designated under the BPC-1X land use district are undeveloped and range in size from 5.27 to 14.41 acres. The properties designated under the RMX land use district are developed and undeveloped that range in size from 1.28 to 33.36 acres. Developed lots consist of both mobile homes and site-built single-family dwellings.

Compatibility with the Surrounding Land Uses and Infrastructure:

The request is compatible with surrounding land uses and infrastructure.

A. Land Uses:

The surrounding land uses are single-family residences on lots ranging in all sizes. The typical lot size in the Watersong Planned Development is 0.2 acres. The subject site was designated for commercial use to create a buffer from US Highway 17-92 and the residential developments. To further address concerns of incompatibility between the proposed development

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."

and existing residential lots, the submitted site plan offers various strategies to mitigate the impact of the proposed homes. The site plan uses buffering along with existing conditions pertaining to the site and development to create a layout that is compatible with the abutting uses.

To the east where, small-acre residential lots are found, a Type "C" landscape buffer will be built along the property lines. Internal to this is a 30 feet ingress/egress drainage and maintenance easement creating a minimum 50 foot buffer from the property line. This buffer does not include the setbacks imposed on the single-family residential lots. To the south and southeast of the site is a stormwater pond accompanied with a Type "C" landscape buffer. These features will provide landscaped buffering and distancing between the existing homes and the proposed neighborhood commercial. Additionally, all parking and loading areas designated or intended for public use shall have shielded or recessed lighting aimed away from adjacent properties and roadways. This is to minimize light trespass from non-residential structures and parking facilities onto the adjacent residential properties and into rights-of-way except at the vehicular entrances into developments.

B. Infrastructure:

This site is listed within an UGA in the North Ridge Selected Area Plan (SAP and is subject to the policy and design standards for Residentially Based Mixed-Use Developments (RBMD). Per Chapter 4, Section 401.06-E, the proposed design emphasizes a pedestrian oriented environment with the construction of a sidewalk connection to the north along US Highway 17-92. The development is interconnected between differentiating commercial uses enabling efficient flow of pedestrian and vehicular traffic. Proper landscape buffers are provided when abutting residential uses within and outside the RBMD. An elementary school is within a half-mile of the site. Multiple east county public transportation routes provide services within this area. Potable water and

wastewater can be found to the north at the entrance of the Watersong Planned Development. Reclaimed water can be found in the right-of-way off US Highway 17-92.

The site is located in an area with ample residential developments, with little commercial services to provide for the local community. The intersection of Ernie Caldwell Boulevard and US Highway 17-92 is currently unsignalized, but the Florida Department of Transportation (FDOT) has designs to signalize the intersection. This will help alleviate any backup onto Ernie Caldwell Boulevard. The commercial use proposed on the site plan is not binding and any development shall develop in accordance the Polk County Land Development Code per the RL-1X future land use district. Given this ideal location and availability of consumers, it is likely that over the next several years that the remaining undeveloped properties along US Highway 17-92 and Ronald Reagan Parkway will look to provide commercial and retail development opportunities.

Nearest Elementary, Middle, and High School

According to information from the Polk County School Board's website, the zoned schools are Loughman Oak Elementary (± 0.5 miles), Shelly S. Boone Middle (± 8.6 miles), and Davenport High (± 3.6 miles).

Table 2, to follow, illustrates the driving distances from the site to the zoned schools and available capacity for each school based on the 2024-25 utilization projections.

Name of School	% Capacity 2023- 2024 School Year	Average driving distance from subject site
Loughman Oak Elementary	98%	± 0.5 miles driving distance
Shelly S. Boone Middle	112%	±8.6 miles driving distance
Davenport High	98%	±3.6 miles driving distance

Table 2

Source: Polk County School Board, GIS, Google Maps

There are six (6) bus stops between Ernie Caldwell Boulevard and Ronald Reagan Parkway. The closest bus stop is at the corner of US Highway 17-92 and Orange Cosmos Boulevard at the entrance of the Watersong Planned Development. The proposed commercial development will encourage further development of the parcel to the north where the intended day care center was proposed. Developing this strip of Highway 17-92 will offer infrastructure such as sidewalks that will make it safer for children waiting for the bus or offer the alternative mode to walk to school. Currently there is no complete sidewalk connection from the bus stop to Loughman Oak Elementary School. Students who wait for the bus are forced to either stand in the grass or on the side of an arterial road. Development in this area will introduce parking lots enabling turn arounds for buses drivers, therefore decreasing traffic off the highway and increasing public safety.

Nearest Sheriff, Fire, and EMS Station

Fire and Ambulance response is from Polk County Fire Rescue Station 20, located at 4611 U.S. Hwy 17-92 N, Davenport, FL 33837. This is located approximately 0.5 miles from the subject site with a response time of three (3) minutes.

This property is served by the Polk County Sheriff's Office's Northeast District substation, located at 1100 Dunson Rd. The response times for the NE District for August 2024 were: Priority 1 - 13:39 & Priority 2 - 27:51. 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. 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.

	Name of Station	Distance	Response Time [*]
Sheriff	PCSO Northeast District Substation	±8.8 miles	P1: 13:39
	1100 Dunson Rd, Davenport		P2: 27:51
Fire	Polk County Fire Rescue Station 20 4611 U.S. Hwy 17-92 N, Davenport, FL 33837	±0.5 miles	3 minutes
EMS	Polk County Fire Rescue Station 20 4611 U.S. Hwy 17-92 N, Davenport, FL 33837	±0.5 miles	3 minutes

Table 3

Source: Polk County Sheriff's Office and Public Safety

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

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

The proposed development is for 20,000 square feet of neighborhood commercial. General retail sales are estimated to utilize 0.10 gallons per day (GPD) of potable water and wastewater per square foot. The estimated demand for potable water and wastewater is 2,000 GPD.

Table 4, to follow, provides the anticipated water and wastewater demands on water and sewer services. The site has approximately 665 feet of frontage along US Highway 17-92 using Polk County water and wastewater services.

Table 4

Subject Property	Estimated Impact Analysis			
±4.19 Upland Acres	Demand as	Proposed Demand (20,000 Sq. Ft.)		
RL-1X/UGA	Currently Permitted (5,000 Sq. Ft.)			
Permitted Intensity	5,000 square feet	20,000 square feet		
Potable Water Consumption (GPD)	500 GPD	2,000 GPD		
Wastewater Generation (GPD)	500 GPD	2,000 GPD		

B. Available Capacity:

The site is within Polk County's Northeast Utility Service Area for potable water and wastewater. Applicant will need to provide capacity at Level 2 review.

C. Planned Improvements:

The site will need to extend the potable water and wastewater lines south from the Watersong Planned Development entrance off Orange Cosmos Boulevard.

Roadways/ Transportation Network

The surrounding roadway network is more than suitable for the proposed project. The roadway conditions are adequate, and there is ample available capacity. There is a type 3 interchange at the intersection of US Highway 17-92 and Deer Run Road. Sidewalks are proposed along US Highway 17-92 frontage and east county mass transit routes are also available.

A. Estimated Demand:

Shopping center generates 24.43 Average Annual Daily Trips (AADT) and 3.40 Peak PM Hour Trips per unit (ITE Code 820). The proposed 20,000 square feet of neighborhood commercial will equate to 371 AADT and 52 PM Trips (ITE Code 820). Table 5 shows the traffic that is projected for the proposed 20,000 square feet of commercial versus the 5,000 square feet already vested in the Planned Development.

Table 5

Subject Property		
±4.19 acres Upland Acres RL- 1X/UGA	Maximum Permitted (5,000 Sq. Ft.)	Proposed Plan (20,000 Sq. Ft.)
Permitted Intensity	5,000 square feet	20,000 square feet
Average Annual Daily Trips (AADT)	93	371
PM Peak Hour Trips	13	52

The plan is to have two driveways for the neighborhood commercial off the corner of US Highway 17-92 and Deer Run Road. Generally, there will be approximately 52 vehicles exiting the site during the peak hour. The addition of 15,000 square feet of neighborhood commercial will not require a Major Traffic Study process because the AADT is estimated to be less than 750 trips.

B. Available Capacity:

There is currently more than adequate capacity to serve the proposed development. A development of this size has negligible impacts on the roadway system or function of traffic. Table 6, to follow, displays the generalized capacity on the adjacent transportation links. Direct ingress/egress is from US Highway 17-92.

Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
US 17/92 (5017N) From CR 547 (Davenport Boulevard) to Osceola County Line	С	135	С
US 17/92 (5017S) From CR 547 (Davenport Boulevard) to Osceola County Line	С	164	С

Table 6

These are trips that will be entering the roadways during a two-hour span during the evening when traffic is generally considered the most intense. These roadways have the capacity to assimilate all the peak hour traffic generation from this project and not fall below the Level of Service standard set by the Board.

C. Roadway Conditions:

The subject site has access through US Highway 17-92 and Deer Run Road. US Highway 17-92 is classified as a state roadway. Deer Run Road is classified as a county-maintained, paved loacal roadway with a surface width of 20 feet. The nearest monitored link is US 17-92. According to the 2023 Roadway Network Database, US17-92 (5017N) has approximately 880 available PM Peak Hour trips; US 17-92 (5017S) has approximately 880 available PM Peak Hour trips. US Highway 17-92 current Level-of-Service (LOS) is "C" with an adopted LOS standard of "C".

D. Sidewalk Network

A sidewalk is located across Deer Run Road and runs north along US Highway 17-92. The applicant is required to construct a sidewalk on the frontage of the property along US Highway 17-92 with a connection to existing sidewalk.

E. Planned Improvements:

This proposed development will not depend upon any upcoming transportation system improvements, and none are currently found in the area.

F. Mass Transit

The nearest transit route is the 20X -Haines City/Davenport Express Line which serves the Haines City/Davenport area. The closest transfer points are located at Posner Park and Haines City Plaza. Posner Park is approximately 6.5 miles to the northeast of the subject site. Haines City Plaza is approximately 8.2 miles to the south of the subject site.

Park Facilities and Environmental Lands:

There are six (6) parks in a five (5) mile radius of the proposed subject site. There are no trails or environmental lands within the 5-mile radius of the subject site.

A. Location:

Loughman Park is off Old Kissimmee Road approximately 2.6 miles northeast of the subject site.

B. Services:

Loughman Park features a playground with slides and swings. The park provides amenities such as picnic tables and public restrooms. Loughman Park is wheelchair accessible and pet friendly. This park is owned by Polk County.

C. Multi-use Trails:

No multi-use trails are located near the subject site.

D. Environmental Lands:

Lake Marion Creek Wildlife Management Area is approximately 13.2 miles to the southeast of the subject site. Lake Marion Creek Wildlife Management Area is managed in cooperation with South Florida Water Management District and Polk County. Lake Marion Creek Wildlife Management District is over 8,000 acres offering trials and campsites.

Environmental Conditions

There are no known conditions that should pose a threat to existing environmental resources based upon the proposed request. The parcel has a FEMA flood hazard A zone in the southwest corner. The subject site is not located within any of the County's identified Wellhead-Protection Areas. The subject property is not located within a one-mile radius of an endangered species, according to the Florida Natural Areas Inventory Biodiversity Matrix. The property is composed of multiple sand types. The soil is not of such that would limit compliance with applicable Land Development Code regulations for the proposed use. The subject property is fairly level with a slight slope from the west towards US Highway 17-92. There is a greater slope from the east towards the drainage easement with contour elevations ranging from 110 to 104. The subject property is not located within a Historical Preservation area. The subject site is not located within an Airport Height Notification or In-Flight Visual Interference Zones.

A. Surface Water:

There are no surface water ponds on the subject property. The subject property has contour elevations of 110 to 104 for the proposed location of the neighborhood commercial.

B. Wetlands/Floodplains:

There are no wetlands on the property but there is a flood zone A. The site is not subject to a flood study. Per Section 630 of the LDC, the subject site will be reviewed by the Building Division.

C. Soils:

The property is composed of Basinger Mucky Fine Sand, Astatula Sand, Smyrna and Myakka Fine Sand, and Tavares Fine Sand soils which provides some limitations for drainage, but the soil is not of such that would limit compliance with applicable LDC regulations for the proposed use.

Table 7

Soil Name	Limitations to Small Commercial Buildings	% of Site (approximate)
Basinger Mucky Fine Sand	Severe: Ponding	20.9%
Astatula Sand	Moderate: Slope	57.7%
Smyrna and Myakka Fine Sand	Severe: Wetness	9.3%
Tavares Fine Sand	Slight	12%

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

The subject property is slightly level with contour elevations ranging from 110 to 104. The highest elevation of 110 feet is at the center of the subject site with a slight slope of four (4) feet to the west towards US Highway 17-92. The property has a greater slope on the east side where the drainage and maintenance easement is located. The proposed development will meet all requirements from the LDC.

D. Protected Species

According to the Florida Natural Area Inventory (FNAI) Biodiversity Matrix, this site is not within one mile of a documented endangered species sighting.

E. Archeological Resources:

The property has no recorded archaeological resources or historical sites, according to the Florida Department of State's Division of Historical Resources.

F. Wells (Public/Private)

The property is not located within a Wellfield Protection District.

G. Airports:

The proposed PD is not within any Airport Impact District.

Economic Factors:

This area of Polk County consists mostly residential development. Urban level services - including potable water, wastewater, mass transit, nearby schools, parks etc. - make this area an attractive place to live. Demand for housing has come from two main markets: retirement and commuters to the greater Orlando metropolitan area. Walt Disney World is approximately 30 minutes away. This is partially due to slightly lower land values in Polk County compared to the other counties and convenient routes of travel to work and leisure opportunities. However, it is also related to the location of this portion of the County to Disney and the Orlando metro population center. Because of the mass residential development in this area, it creates a commercial drought for the new and existing residences. The commercial development in this area is concentrated along US Highway 27, catering to the local community and commuters from Interstate 4. Due to the concentration, residents are forced to drive greater distances becoming more susceptible to traffic and longer travel time. Developing small commercial shopping centers in this area will alleviate distance and travel time. Residents will no longer need to compete with commuters from Interstate 4 traveling east bound towards Orlando and west bound towards Tampa. This proposed development along with other will also help mitigate congestions on highly traveled roads such as Ronald Reagan Parkway and US Highway 27. The proposed development will also require water and sewer line extensions with the addition to a fire hydrant. This can provide greater service to the residential developments to the east and south of the proposed subject site who remain on well and septic. Potential fire hazards can be easily prevented with the installation of a new fire hydrant creating a safer neighborhood.

The closest shopping center is 2.4 miles to the north of the subject site at the intersection of US Highway 17-92 and Ronald Reagan Parkway. There is a Publix Super Market surrounded by both large-scale retail and food chains. Smaller local commercial businesses make up for the missing services catering specifically to the local community. South of the subject site in the City of Davenport is the next closest shopping center 3.9 miles away with a travel time of 8 minutes. The local community must travel anywhere between 11 and 14 minutes for these services, not factoring the congestion typically seen on these highway systems. Modifying the existing Watersong Planned Development to allow for 20,000 square feet of neighborhood commercial will provide a greater necessary service in this area, promoting shorter commutes and thus less time spent in traffic on the surrounding roadways.

Consistency with the Comprehensive Plan:

This project is consistent with the Comprehensive Plan. Table 8, to follow, outlines the pertinent Compressive Plan policies.

Table 8

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The proposed neighborhood is compatible with neighboring properties and their buffer and development techniques will be implemented to support it, as well.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by- passed in favor of development more distant from services and existing Communities.	The site is located where potable water, wastewater, and reclaimed water services are available and have capacity. Schools and parks are available. It is one of the last vacant properties from Watersong Phase I Planned Development. No environmental concerns are found on this property.
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.	Public utilities, mass transit, parks, schools, etc. are readily available to the subject site. The proposal is along US Highway 17-92.
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.	The site is located within an area that has capacity with potable water, traffic, and public schools. Emergency services are within a reasonable time and distance. Sidewalks and mass transit services are a weakness.
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).	The subject property is located within an area of the County that has adequate public safety services as identified in the staff report.

Consistency with the LDC:

This request is consistent with the Land Development Code. Development criteria for Planned Developments are detailed under Section 303 of the LDC. Table 9, to follow, outlines relevant components of Section 303 and how the project addresses them.

Table 10

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

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Whether the proposed development is consistent with all relevant requirements of this Code;	Yes, this request is consistent with the LDC, specifically Section 401.06, Section 906, and Tables 2.1, 2.2, 4.16, & 4.17 as detailed throughout the Staff Report.
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes, this request has been reviewed for consistency with SECTION 2.102 and SECTION 2.104.
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	Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 6-8 of this staff report for data and analysis on surrounding uses and compatibility.
How the concurrency requirements will be met if the development were built.	Yes, the request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See pages 8-10 of this staff report for data and analysis.

Comments from other Agencies: None

Exhibits:

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Photograph (context)
Exhibit 4	Aerial Photograph (close-up)
Exhibit 5	Site Plan
Exhibit 6	Site Plan Information
Exhibit 7	Watersong PUD
Exhibit 8	Watersong PUD Information
	-

Exhibit 1



Location Map

Exhibit 2



Future Land Use Map

Exhibit 3



Aerial Image (Context)


Aerial Image (Close)

Exhibit 5



Site Plan

Exhibit 6

PRO	JECT DAT	ΓΑ						
<u></u>			1 I					
TOTAL PROJECT A	REA:							
PARCEL 'A'	2.13± Ac		-ā-					
PARCEL 'B'	2.05 ± Ac							
TOTAL	4.18± Ac							
JURISDICTION:								
POLK COUNTY,	FL							
PROPERTY FUTURE	ELAND USE:							
PROPERTY ZONING								
PD	<u>.</u>							
PROPERTY OVERLA	AY:							
NORTH RIDGE, U	JRBAN GROWTH A	REA						
PROPOSED DENSIT	Y/INTENSITY:							
RETAIL 'A1'	5,000 SF	RETAIL						
RETAIL 'A2'	5,000 SF	RESTAU	RANT					
RETAIL 'B'	10,000 SF	RETAIL						
PROPERTY FAR: ISR:								
0.25 (MAX)	60% (max)						
PARKING:								
USE	RATIO	REQ.	PROP.					
	1 SP / 300 SF		I					
RESTAURANT, D	4 SP + 1 SP / 100	SF						
	,							
RETAIL 'A1'	RETAIL	17	I					
RETAIL 'A2'	RESTAURANT	54						
	DETAIL	71	75					
	RETAIL	34	44					
NOTES:								
DRIVEWAY LOCAT	TIONS SHOWN ARE	CONCEPT REVIEW A						
PERMITTING.								
DISCLAIMER:								
1. THE CONCEPT REPRESE	ENTED HEREIN IDENTIFIE	S A DESIGN	CONCEPT					
COUPLED WITH A PRELIMI	NARY REVIEW OF ZONING	AND LAND	DEVELOPMENT					
REQUIREMENTS AND ISSUES.								
AND OTHER APPLICABLE APPROVALS IS NOT WARRANTED AND CAN ONLY BE								
ASSESSED AFTER FURTHER EXAMINATION AND VERIFICATION OF SAME REQUIREMENTS AND PROCUREMENT OF APPROPRIATE JURISDICTIONAL								
APPROVALS.								
PURPOSES ONLY AND IS N	OT INTENDED FOR UTILIZ	ATION AS A	ZONING					
HEREON ARE BASED UPON	INFORMATION THAT WA	S SUPPLIED	AT THE TIME					
OF PLAN PREPARATION AN	ND MAY BE SUBJECT TO (CHANGE UPO	N					
4. THIS CONCEPT PLAN W	AS PREPARED WITHOUT	BENEFIT OF	A SURVEY,					
WETLANDS OR PROTECTE	D / GRAND TREES HAS N	OF THE SECOND STREET TAK	EN INTO					
ACCOUNT.								
			J					

Site Plan Information

Exhibit 7

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Watersong PUD

Exhibit 8





Watersong PUD Information

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POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDPD-2024-11 (Watersong PD Modification)

Applicant: Evan Futch, AVID Group LLC

Property Owner: Deer Run Ventures INC

Hearing Date: 10/2/2024

I. <u>Request:</u>

The Applicant is requesting a Planned Development (PD) modification to increase the commercial footprint from 5,000 Sq. Ft. to 20,000 Sq. Ft. to provide neighborhood commercial uses in an RL-1X district.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

- 1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a level 3 application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. 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
 - d. How the concurrency requirements will be met, if the development was built.
- 2. The Application is consistent with all relevant requirements of the LDC, including without limitation, sections 906 and 303.
- 3. The Application is consistent with all applicable policies of the Comprehensive Plan.

- 4. The Application is compatible with surrounding uses and the general character of the area.
- 5. Concurrency requirements can be met if the development is built.

III. Incorporation of the Record

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

IV. Planning Commission's Decision:

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

V. <u>Effective Date, Appeals:</u>

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session the 2nd day of October, **2024**, by the Polk County Planning Commission.

Polk County Planning Commission ATTEST:

R _V	
Dy	•

Rennie Heath, Chair

By: _____ Lyndsay Yannone, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order

Exhibit A-Staff Report and Exhibits

cc: Land Development Division Official File Erin Valle, Clerk of Court (under separate cover)



AVID Group® 2300 Curlew Road, Suite 201 Palm Harbor, Florida 34683 Phone (727) 789-9500 <u>www.avidgroup.com</u> [AUTH#6139 LB7345]

Section 910 Impact Assessment Statements

An Impact Assessment Statement is required for all Level 3, with the exception for text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern. Pursuant to Polk County Land Development Code a Level III (3) Review requires an Impact Assessment Statement. The applicant's land planning and civil engineering consultant offers the following findings in support of this application:

A. Land and Neighborhood Characteristics

To assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

- 1. How and why is the site suitable for the proposed uses?
 - a. The property is compatible with the property directly to the north, and west. The property to the north has future land use of RL-1X, which is the same as the Subject Property. However, the property to the north is entitled to be commercial uses within the same PD as the subject property is located. The property to the west has a BPC-1X FLU designation which provides for Business Professional uses. While the properties to the south, east and northwest are designated RL-1X the properties beyond that border are RMX FLU. The RMX Provides for a higher density allowance than the proposed densities of the subject property.

The planned development amendment proposes to allow for an increase to the proposed commercial and will increase the overall entitlement of the PD, but not exceed the intent of the neighborhood commercial uses.

- Provide a site plan showing each type of existing and proposed land use.
 a. A PD Site plan has been included within this application.
- 3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses.
 - a. No incompatibilities are exhibited within the proposed development. However, all methods prescribed within the LDC as well a providing larger than required setbacks to the commercial portion of the project has been utilized.
- 4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped.

- a. The proposed amendment to the planned development will not promote or influence development patterns in the area as the site is part of a prior negotiated Planned Development and the commercial will not exceed the FAR requirements of the district and will be consistent with the intent of the originally approved PD.
- 5. Describe each of the uses proposed in a future Planned Development, if land use amendment is approved, and identify the following:
 - a. The density and types of residential dwelling units:
 - N/A, no increase in density is being requested.
 - b. *The* type of neighborhood commercial uses:
 - 20,000 SF
 - Any other permitted neighborhood commercial uses allowed within the proposed Planned Development, including retail and a single QSR with drive-thru.
 - c. The approximate customer service area for commercial uses; and
 - All customers will be served within enclosed structures and outdoor patios may be provided if desired.
 - d. *The* total area proposed for each type of use, including open space and recreation.
 - Total Project Area = 4.19 ac.
 - Open Space Provided = Will comply with PD.
 - Recreation Area Provided = Will comply with PD

B. Access to Roads and Highways

To assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

- 1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations.
 - a. Based on ITE.
 - *Total* Trips: 1,712 net new daily trips.
 - AM Peak: 234
 - PM Peak: 174
- 2. Indicate what modifications to the present transportation system will be required as a result of the proposed development.
 - a. Access to the site is proposed via one (1) access driveway; which will provide full access driveway on Deer Run Drive and for the commercial development one (1) right-in only access driveway on US 17-92 (not provided as part of the residential development).

- 3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development.
 - a. Retail/Commercial will comply with LDC requirements
- 4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads).
 - a. Access will be provided from Deer Run Drive and the developer will seek approval from FDOT for a right in only from US 17-92.
- 5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.
 - a. Pedestrian and bicycle transportation will be provided by proposed roads and sidewalks.
 - b. The project is within a designated Transit Corridor for Polk County. Transit accommodations will be reviewed during the course of the review and will be coordinated with the local jurisdictional authority.

C. Sewage

To determine the impact caused by sewage generated from the proposed development, the applicant shall:

- 1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development.
 - a. See attached Water/Wastewater Demand Flow Sheet
- 2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed.
 - a. N/A, all sewage will be connected to an approved county sewer line.
- 3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems.
 - a. N/A, it appears that adequate infrastructure and capacity is available; however, currently no utilities are located in front of the site, but with future development in process this project will have access to sewer.
- 4. Identify the service provider.
 - a. Polk County
- 5. Indicate the current provider's capacity and anticipated date of connection.
 - a. Polk County Sewer Capacity is available with an approximate date of connection in the year 2025/2026.

D. Water Supply

To determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

- 1. Indicate the proposed source of water supply and, the type of treatment. a. *Polk County*
- 2. Identify the service provider.
 - a. Polk County
- Calculate the estimated volume of consumption in gallons per day (GPD).
 a. See attached Water/Wastewater Demand Flow Sheet
- Indicate the current provider's capacity and anticipated date of connection.
 a. Polk County water capacity is available with an approximate date of connection in the year 2025/2026.

E. Surface Water Management and Drainage

To determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

- 1. Discuss the impact the proposed development will have on surface water quality.
 - a. The site is located in Flood Zone X and there are no wetlands on site. The Stormwater management design shall maintain existing runoff patterns with minimum impact to drainage features and or wetlands. Any impacts shall be properly addressed.
- 2. Describe the alteration to the site's natural drainage features, including wetland, that would be necessary to develop the project.
 - a. None, Existing drainage patterns shall be maintained. No wetlands exist onsite.
- 3. Describe the impact of such alterations on the fish and wildlife resources of the site.
 - a. Any listed species identified onsite will be relocated prior to construction commencement. No other impacts are proposed by the development.
- 4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.
 - a. Existing groundwater depths will be identified based on geotechnical testing during the design stage. The stormwater plan will provide treatment and attenuation for improvements. The ponds will discharge to existing surface waters maintaining historic patterns. No changes to the groundwater will result from the proposed development.

E. Population

To determine the impact of the proposed developments additional population, the applicant shall:

- 1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses.
 - a. No residential impact is anticipated because the proposed use is commercial.
- 2. Describe, for commercial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift.
 - a. The employment characteristics will be entry level jobs to provide basic services. As no final uses are determined at this time the developer is unable to forecast the number of jobs created or skills and training provided. The jobs will be provided along the guidelines of fare employment laws.
- 3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and
 - a. Race: According to the 5-year 2020-2025 ACS American Community Survey) the population within a mile radius of the site is characterized as mostly White (61.4%), Black (16.8%), and Mixed Races (13.6%).
 - b. Households: According to the 5-year 2020-2025 ACS American Community Survey) the households are mostly family households (84.5%), with 60.2% of those being a married couple family with both parents present.
 - c. Age: According to the 5-year 2020-2025 ACS American Community Survey) the population within a mile radius of the site is characterized of mostly these age groups:
 - 25-34 (19.1%)
 - 34-44 (14.8%)
 - 45-54 (13.5%)
 - Other notable ages are:
 - Under 5 (6%)
 - 10-14 (7.6%)
 - 15-17 (4.4%)
 - 18-24 (7.4%)
 - d. Travel Time: According to the 5-year 2020-2025 ACS American Community Survey) the population within a mile radius of the site is characterized of mostly these travel times:
 - 40-59 minutes (24.9%)

Neighborhood Commercial @ US 17-92 & Deer Run Drive Planned Unit Development Amendment Impact Assessment Statement

- 30-39 minutes (22.3%)
- 20-29 minutes (18.9%)
- 10-19 minutes (15.8%)
- Less than 10 minutes (7.8%)
- Work from home (4.6%)
- e. Ownership vs. Rental:
 - Owned (70.4%)
 - *Rented (29.6%)*
- f. Median Income (\$57,926)
- g. Other Data: N/A
- 4. Describe the proposed service area and the current population thereof.
 - a. The proposed service area is within the County for the commercial/retail/office uses would be targeted towards a 1-mile radius service area.

F. General Information

To determine if any special needs or problems will be created by the proposed development, the applicant shall:

- 1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs.
 - a. The project will provide for supporting commercial/retail land uses to the surrounding residential areas and future employment centers.
- 2. Discuss the demand on the provision for the following services:
 - a. Parks and Recreation
 - Polk County has an adequate amount of park facilities to meet the needs of this site. Staff has indicated there is not a level of service issues related to parks and recreation.
 - b. Educational Facilities (preschool/elementary/middle school/high school):
 - Brigham Academy
 - Denison Middle
 - Elbert Elementary
 - Garden Grove Elementary
 - Garner Elementary
 - Inwood Elementary
 - Jewett Middle Academy
 - Jewett School of the Arts
 - Karen M. Siegel Academy
 - Lake Alfred Polytech

- Lake Alfred Elementary
- Ridge Career Center
- Westwood Middle
- Winter Haven Senior
- c. Health Care (emergency/hospital); AdventHealth Heart of Florida Medical Center: 40100 US Hwy 27, Davenport
- d. Fire Protection: Polk County Fire Station 20 (+/- 2 mile away)
- e. Police Protection and Security: Polk County Sheriff
- f. Electrical Power Supply Duke Energy

G. Maps

- 1. Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development.
 - Acknowledged. Visual graphical representations have been provided for review.
- 2. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scales shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following maps shall accompany all Impact Assessment Statements:
 - Acknowledged. Visual graphical representations have been provided for review.
- 3. Map A: A location map showing the relationship of the development to cities, highways, and natural features.
 - This information has been provided, see the attached map document.
- 4. Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100-year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County.
 - This information has been provided, see survey.
- 5. Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density.

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- This information has been provided, see the attached map document.
- Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable.
 - This information has been provided, see the attached map document.
- 7. Map E: A Traffic Circulation Map identifying any existing ads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.
 - This information has been provided with the PD Site Plan.
- 8. Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.
 - This information has been provided with the PD Site Plan.

Should you have questions, please contact Evan Futch at (407) 248-0505 ext. 204 or by email at evan.futch@avidgroup.com.

Respectfully,

Evan Futch, ACIP Senior Land Use Planner AVID Group® 2300 Curlew Road, Suite 201 Palm Harbor, FL 34683 Office: (407) 248-0505 ext. 204 evan.futch@avidgroup.com www.avidgroup.com Tampa * Orlando

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LDPD-2024-11 - Neighborhood Commercial / Townhomes @ US 17-92 & Deer Run Dr

Menu	Reports He	lp							
	Application Name:	Neighborhood Co	mmercial / Townhoi	<u>mes @ US 17-92 & Dee</u>	r Run Dr				
	File Date:	07/03/2024	07/03/2024						
	Application Type:	PC-Major Modifica	ations						
	Application Status:	In Review							
Арр	plication Comments:	View ID	Comment			Date			
t	Description of Work:	The Developer, Danpot Development, LLC, is requesting approval of a Planned Development (PD) major amendment, to provide for additional 20,000 SF of neighborhood commercial uses to the local community or providing for increase in the vested residential units to 32 units and allowing townhome units. As part of the townhome development a reduction of the front buffer yard will be needed to reduce the required 65-foot setback to a 40-foot setback. Essentially this reduction is a 38% deviation fr code. The existing PD is Watersong and is vested for 389 residential units, plus an additional 5,000 square feet of neighborhood commercial. Of which, 59 Residential units and 5,000 SF of neighborhood remain unbuilt. The subject property is vested for 7 units as the site was previously designated as the model home/sales center. Based on change the amendment will provide for more flexibility in the use of the property and provide more diverse housing in the area or local services being offered. The subject property is located at the southeast corner of the US 17-92 & Deer Run Drive intersection. The property is currently undeveloped. The proposed project falls within the Nc Ridge Overlay. The proposed uses are consistent with the pattern of development in the immediate proximity, Comprehensive Plan, and Land Development Code. The applicant is seeking to develop the property with a maximum of thirty-two (32) townhome units, or 20,000 SF of neighborhood commercial uses. The proposed uses are traditionally permitted in RL-1X future land use map designation; however, the site is also located within a special planning areas noted above and will follow the special development guidelines as outlined in the Land Development Code. The land use changes are being sought after to produce a high-guality development to serve the exis							
		neighborhood.							
	Application Detail:	<u>Detail</u>							
	Address:	4126 N HWY 17 9	<u>92, DAVENPORT, F</u>	L 33837					
	Parcel No:	27262470619000	0020						
	Owner Name:	CC INVESTMENT	<u>TS LLC</u>						
	Contact Info:	Name		Organization Name	Contact Type	Contact Primary Address	Status		
		Evan Futch		AVID Group LLC	Applicant	Mailing, 1337 South In	Active		
		Alex Moutran		Danpool Develop	Developei		Active		
Licensed	d Professionals Info:	Primary	License Number	License Type	e Name	Business Name	Business License #		
	Job Value:	<u>\$0.00</u>							
	Total Fee Assessed:	<u>\$4,471.00</u>							
	Total Fee Invoiced:	<u>\$4,471.00</u>							
	Balance:	<u>\$0.00</u>							
	Gustoin i feius.	PUBLIC HEARIN Development Ty Planning Commis	IGS pe ission		Application Type Planned Development Major Modification Brownfields Request N/A				
		GENERAL INFO	PMATION						
		Expedited Revie	w		Number of Lots				
					<u>32</u>				
		Will This Project	Be Phased		Acreage 4.19				
		DRC Meeting			DRC Meeting Time				
		Rescheduled DR	RC Meeting		Rescheduled DRC Meeting	Time			
		_ Green Swamp			– Number of Units				
		<u>No</u>			- Is this Polk County Utilities	Is this Application a result of a	Code Violation		
		Case File Numbe	er			No			
		One Year Extension FS 119 Status Code Violation Case Number Non-Exempt							
		ADVERTISING Legal Advertisin	ig Date		BOCC1 Advertising Date				
		BOCC2 Advertis	ing Date		– Advertising Board Planning Commission				
		MEETING DATES	S						

	Land Use Hearing Officer 3		<u>10/0</u> 1st	02/2024 BOCC Date		
	– 2nd BOCC Date –		LUH	IO-Level 3		
	HEARING PC Hearing Results		PC	Vote Tally		
	– BOCC 1st Hearing Results		BO	CC 1st Vote Tally	,	
	– BOCC 2nd Hearing Results		BO	CC 2nd Vote Tall	у	
	-		-			
	FINAL LETTER		Der	iovo Results		
	– Denovo Tally		-			
	- LD GEN PUB EDL					
	Opening DigEplan List DigEplan Document List					
	– PLAN REVIEW FIELDS TMPRecordID		Documer	ntGroupforDPC		RequiredDocumentTypes
	POLKCO-24EST-00000-32302 RequiredDocumentTypesCom Yes	plete	DIGITAL I Additiona Applicatio and CUs)	PROJECTS LD alDocumentType ns,AutoCad File, ,CSV,Calculation	es Binding Site Plans (PDs s,Correspondence,Desi	_ Activate DPC :Yes
			gn Drawin nt,Inspect gs,Respo eport/App	<u>igs,Flood/Traffic s ions,Miscellaneo</u> nse Letter Resub roval Letter,Surve	<u>Studies,Impact Stateme</u> us,Plats,Record Drawin mittal Complete,Staff R ev.Title Opinion	
	Activate FSA Yes		DigitalSig Yes	gCheck	<u>,,</u>	
	PLAN UPLOAD ACKNOWLED Upload Plans Acknowledgeme	GEMENT ent				
	SELECTED AREA PLANS					
	Selected Area Plans					
	North Ridge					
	LAND USE Selected Area Plan III Code					
	In an SAP RL-1X - Re	esidential Low In Sap				
	DEVELOPMENT AREA					
	Development Area					
	<u>Urban Growth</u>					
	NOR					
	Neighborhood Organization R	egistry (NOR)				
	PUBLIC MAILERS					
	Posting Board Number of Boa	ards (Number) Numb	er of Maile	ers (Number) Da	te Mailed Date Posted	d NOR
	<u>PC</u> 2	24		09	/13/2024 09/13/2024	No
low Status:	Task	Assigned To		Status	Status Date	Action By
	Application Submittal	Clinton Howerton	ı	Application Approve	07/08/2024 07/24/2024	Lyndsay Rathke Clinton Howerton
	Fire Marshal Review	Kim Turner		Approve	07/23/2024	Kim Turner
	Planning Review	Kyle Rogus		Approve	07/22/2024	Kyle Rogus
	Surveying Review	Steve McQuaig		Approve	07/18/2024	Steve McQuaig
	School Board Review	School District		Approve	08/05/2024	School District
	Roads and Drainage Review	Phil Irven		Approve	07/10/2024	Phil Irven
	Review Consolidation					

Staff Report Public Notice Hearing

BOCC Hearing

413

	Task	Assigned To	Status	Status Date	Action By	
	Final Letter					
	Archive					
Condition Status:	Name	Short Comments	Status	Apply Date	Severity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	Inspector	Status	Comments	
Resulted Inspections:	Inspection Type	Inspection Date	Inspector	Status	Comments	

US 17-92 & Deer Run Dr Polk County, FL

ESTIMATE OF THE FEASIBILITY OF THIS PROJECT AND MAY NOT REFLECT ALL REGULATORY REQUIREMENTS AND CONSTRAINTS



Danpol Development

PD - COMMERCIAL 'E'



PROVIDED BY.

GROUP

CIVIL ENGINEERING 2300 CURLEW ROAD, STE 201 LAND PLANNING PALM HARBOR, FLORIDA TRAFFIC/TRANSPORTATION 34683 SURVEYING PHONE (727) 789-9500 GIS AVIDGROUP.COM



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<u>NOTES</u>:

1.) Underground improvements, if any, have not been located.

2.) This survey was performed without the benefit of an abstract or a title opinion, therefore, easements and/or other encumbrances may exist that are not shown hereon. 3.) Bearings are based on the centerline of U.S. 17–92 as being S 28°54'47" W (grid).

4.) Elevations are based on the Florida Permanent Reference Network NAD 1988 datum.

DESCRIPTION:

Lots 1, 2, and 3, DEER RUN ESTATES PHASE 1, a subdivision according to the plat thereof recorded in Plat Book 83, Pages 25 through 27, inclusive, of the Public Records of Polk County, Florida.

CERTIFICATION:

I hereby certify that this drawing correctly reflects the result of a recent survey made under my direction and this survey was made in accordance with the Standards of Practice adopted by the State of Florida Department of Agriculture and Consumer Services, Board of Professional Surveyors and Mappers, Chapter 5j—17.05 of the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes. I hereby certify that the property shown herein lies in Zone X & A as shown on the Florida Insurance Rate Map per Community Panel Number 120261 0230 H prepared by the Federal Emergency Management Agency.

Date of Survey: JUNE 27, 2024

No. 3340 STATE OF #8340 k D. Porter Florida Registration Mark D. Porter

Field Book 160. Pages 45 - 47.

ield Book	160, Page	es 45 - 47.		Not valid without the signature & origina seal of a Florida licensed surveyor & a	l roised nopper.		
COPYRIGHT 2024 by PORTER GEOGRAPHICAL POSITIONING & SURVEYING ALL RIGHTS RESERVED			POI POSI1	PORTER GEOGRAPHICAL POSITIONING & SURVEYING			
SCALE:	,	1" = 40'	5338 US	Highway 98 North Lakeland FL 33809	GEOGRAPHICAL POSITIONING		
TITLE:	INITIALS:	DATE:	Office:	(863) 853-1496 portergps@portergps.com			
NGINEER	×	•		DEER RUN VENTURES, LLO	2		
JRVEYOR	E.P.	6/27/24		,,,,			
RAFTER	M.D.P.	7/03/24		BOUNDARY & TOPOGRAPHICAL SURVEY I	N		
HECKED	M.D.P.	7/03/24	DE	ER RUN ESTATES PHASE ONE, PLAT BOOK 83, P	AGE 25-27		
PROVED	M.D.P.	7/03/24	DATE:		REV.		
Field Bo	ook 160, F	age 60.	7/03/24	3/24 JOB NO.: D-24-3008.01			

and the second second

Water / Wastewater Demand Flows													
Project Name:	Commercial	l @ US 17-92 &	& Deer Run Drive										
AVID Project #:		3317-006											
Darreal (QuitDarreal	llee	Puil	ding Area	(1			Total De	mand		
Parcel/OutParcel	Use	Buii	ung Area	P	er Unit L	Jemand		Average GPD		Peak GPD ²		Peak GPM ²	
1	Retail	20,000	SF	0.1	GPD/	1	SF	2,000	GPD	7,600	GPD	5.28	GPM
PROJECT TOTAL								2,000	GPD	7,600	GPD	5	GPM
NOTES:													
1.) Per Unit Demands are	nit Demands are based on Chapter 62-6.008 Table 1, F.A.C.		F.A.C.										
2.) Design Peak Factor =	3.8												
Per 10 States Standards Peak Factor Chart													
3.) Commercial = .15 gpd	/sf for general retail	sales											



Polk County

Planning Commission

Agenda Item 7.

10/2/2024

<u>SUBJECT</u>

LDCU-2024-25 (U.S. Hwy 27 Big Box Retail Center)

DESCRIPTION

Jeffry Satfield, of CPH consulting, on behalf of Circus Inn Inc, requests Conditional Use approval for retail above 65,000 Sq. Ft (489,500 SF) and Gas Stations in an ECX district, a Sign Plan, and time extension to five (5) years on approximately 56.71 acres. The property is located in the North Ridge Selected Area Plan and Green Swamp Area of Critical State Concern on the west side of U.S. Highway 27, south of Holly Hill Grove Road #2, north of Ridgewood Lakes Boulevard, south of I-4, east and north of Haines City, in Section 30, Township 26, Range 27.

RECOMMENDATION

Approval with conditions.

FISCAL IMPACT

No fiscal impact.

CONTACT INFORMATION

Erik Peterson, AICP Planning Administrator Land Development Division (863) 534-6470 <u>erikpeterson@polk-county.net <</u>mailto:erikpeterson@polk-county.net<u>></u>





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DAVENPORT, FL - Colored Sign Elevations

09/06/24



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CIRCUS INN, INC. CONDITIONAL USE APPLICATION FOR COMMERCIAL DEVELOPMENT

Prepared For:

Circus Inn, Inc. PO Box 65 Davenport, Florida 33836

Prepared By: HOLTZMAN VOGEL, PLLC 119 SOUTH MONROE, SUITE 500 TALLAHASSEE, FLORIDA 32301

JULY 2024

CONDITIONAL USE APPLICATION FOR CIRCUS INN COMMERCIAL

SUPPORTING NARRATIVE INCLUDING JUSTIFICATION AND SUPPORTING PLANNING ANALYSIS

I. SUMMARY/INTRODUCTION

In accordance with Chapter 3 of the Polk County Land Development Code ("LDC"), this conditional use application requests the approval of a commercial conceptual site plan on 50.41 acres located on the westside of US Highway 27 south of Holly Hill Grove Road 2 in Davenport (unincorporated Polk County), Florida. The property is identified by the Polk County Property Appraiser as Parcel ID 272-630-0000000-120-10. (SEE PROPERTY APPRAISER LOCATION MAP). This property was recently the subject of a future land use map amendment (LDCPAL 2023-11). Polk County approved the re-designation of 30 acres from Professional Institutional (PIX) to Employment Center (ECX). The property had two future land use designations and the amendment ensured the entire parcel is designated ECX. The amendment also removed the 65,000 square foot cap on commercial buildings which applies to PIX but not ECX designated lands.

The applicant is seeking to build a commercial development consistent with the permitted land uses in the ECX land use and zoning. ECX permits a wide range of commercial development up to a maximum of 0.70 floor area ratio (FAR). The North Ridge Special Area Plan (Section 401.06, Table 4.16, LDC) requires any retail development 65,000 square feet or more to undergo Conditional Use 3 review (Section 906, LDC). This application demonstrates the project's consistency with these requirements.

The preliminary commercial site plan envisions approximately 416,000 square feet of development composed of two retail commercial buildings (approximately 200,000 square feet and 175,000 square feet) with outparcels fronting US 27 with commercial uses ranging from approximately 500 square feet to 10,000 square feet.

A separate application requests the vacation of a portion of Holly Hill Grove Road 1. This road bisects the parcel. The roadway closure is needed in order to develop the Project.

The Conditional Use Application and Preliminary Site Plan will allow for the following:

- 1. A range of commercial development types without exceeding the current maximum intensity permitted under the ECX zoning district which is 0.70 FAR;
- 2. Provides flexibility in development of individual outparcels;

- 3. Creates a master plan of development for the entire property rather than individual site plan approvals to ensure cohesive infrastructure and design;
- 4. Provides buffering from adjacent properties consistent with the North Ridge Selected Area Plan standards; and
- 5. Includes connecting sidewalks, both internally and externally, to US 27 and Holly Hill Grove Road 2. The Project will also include a transit stop and bicycle parking.

II. APPLICANT, AGENT AND CONSULTANT INFORMATION

Applicant/Property	Circus Inn, Inc.
Owner	PO Box 65
	Davenport, Florida 33836
Agent	Robert Volpe and Darrin Taylor
	Holtzman Vogel, PLLC
	119 South Monroe Street, Suite 500
	Tallahassee, Florida 32301
	Email: dtaylor@holtzmanvogel.com
Agent / Engineer	CPH, LLC
	1117 E. Robinson Street
	Orlando, Florida 32801
Environmental	CPH, LLC
	1117 E. Robinson Street
	Orlando, Florida 32801
Parcels	Parcel ID# 272-630-0000000-120-10

III. EXISTING CONDITIONS AND ENVIRONMENTAL ANALYSIS

A. <u>NATURAL FEATURES ON THE PROPERTY</u>

CPH conducted an environmental assessment review on the property. The analysis identified no wetlands on the property. There is potential for listed species on site including gopher tortoise and sand skink but this is not unusual for this portion of the State. Additional environmental analysis will be required as part of the permitting approvals for the site prior to development. There are also no surface water bodies on the site (SEE ENVIRONMENTAL ANALYSIS).

The County has already approved urban development for this site and all of the surrounding properties. CPH's onsite analysis further confirms the suitability of the site for development.

B. <u>EXISTING CONDITIONS</u>

The property is currently vacant but has been developed as orange groves. The adjoining properties are a combination of agricultural/undeveloped, mini-storage and residential. The residential development is mostly larger lot/rural residential except

for the homes along Holly Village Drive to the west of the Project.

The northern boundary of the Project is Holly Hill Grove Road 2. The eastern boundary is US 27. Adjacent to the southern boundary are mini-warehouses and rental supply company. Residential homes are located on the western boundary of the Project with the highest residential concentration in the northwest corner called the Holly Village neighborhood.

Significant new residential communities have been approved along both sides of US 27 in the larger vicinity of the Project, but little commercial has been constructed to support the residential.

The existing land uses surrounding the Project are identified below.

Existing Uses Surrounding the Property:

North:	Vacant/Undeveloped
South:	Mini-Storage
East:	US 27, Vacant/Undeveloped, the Champions Christian Academy
	School and a Dollar General
West:	Holly Village neighborhood, large lot residential, Outdoor Storage and
	Vacant/Undeveloped

IV. LAND USE SUMMARY AND COMPATIBILITY

The property is designated ECX on the County's Future Land Use Map (FLUM). ECX permits a wide range of non-residential uses including retail and office. All of the uses proposed for this commercial project are permitted in ECX. The property is also approved for a 0.70 FAR which means significant commercial development is permitted by right. For this parcel the maximum permitted development is 914,000 square feet based on the 0.70 FAR.

All of the parcels that adjoin this Project are either designated ECX or Professional Institutional (PIX). Both of these land uses are nearly identical regarding the uses permitted and the 0.70 FAR. The major difference between the two uses is the restriction on maximum retail buildings permitted in PIX, which is 70,000 square feet. This means all of the parcels adjoining the proposed Project have similar development potential.

On the eastern side of US 27 is property designated as Neighborhood Activity Center. This designation allows residential and smaller scale commercial.

The parcel is located within the US 27 Commercial Corridor. This Corridor runs from the I-4 intersection south to US Highway 17-92 W, a length of approximately 10 miles with land uses consisting of: Regional Activity Center (RAC), Employment Center (EC), Professional Institutional (PI), Convenience Center (CC), Residential, and Davenport City Limits. This corridor is designed to support urban densities and intensities. The County also encourages a mixture of land uses in order to shorten trip lengths and encourage multiple transportation modes. The addition of commercial development in this area furthers these goals.

Based on the County's future land use map, it is clear that this proposed development is compatible with what is planned for the surrounding area. Table 1 below identifies the future land use districts surrounding the Property (SEE FUTURE LAND USE MAP).

DIRECTION	FUTURE LAND USE
NORTH	ECX
SOUTH	PIX
EAST	PIX and Neighborhood Activity Center (NACX)
WEST	ECX and PIX

TABLE 1: SUMMARY OF ADJACENT FUTURE LAND USES

The County's Code requires the use of buffering to ensure compatibility and to enhance the site with open space and landscaping. The site plan identifies the location and size of buffers to be used including the construction of a six-foot sound wall adjacent the residential neighborhoods to the west of the site and the required buffering along US 27.

V. ADEQUACY OF PUBLIC FACILITIES TO SERVE THE PROJECT

There are adequate public facilities in place to serve the Project. The property is within the urban service area and central water and sewer are available. The Project also has direct frontage onto US 27.

The impacts of each public facility are analyzed below.

POTABLE WATER AND WASTEWATER

Based on the estimated square footage based on the projected uses and outparcels, the estimated potable water usage is 126,600 GPD as identified in Table 2 below.

USE	PROJECTED BUILDING AREA/SEATS	FLOW FACTOR (GPD)	PROJECTED FLOW
Big Box Retail (Building 1)	175,000 SF	0.22/SF	38,500GPD
Big Box Retail (Building 2)	200,000 SF	0.22/SF	44,000GPD
Outparcel 3: Fuel Station	500 SF	0.30/SF	150GPD
Outparcel 4: Restaurant/Fast Food	75 seats	100/Seat	7,500GPD
Outparcel 5 – Restaurant/Fast Food	75 seats	100/Seat	7,500 GPD

 TABLE 2: PROJECTED POTABLE WATER/WASTEWATER FLOW

Outparcel 6 – Financial Institution	6,000 SF	0.30 SF	1,800 GPD
Outparcel 7 – Retail	5,000 SF	0.30/SF	1,500 GPD
Outparcel 8 – Retail	5,000 SF	0.30/SF	1,500 GPD
Outparcel 9 – Restaurant Conventional	200 seats	60/Seat	12,000 GPD
Outparcel 10 – Restaurant Conventional	200 seats	60/Seat	12,000 GPD
Outparcel 11 – Fuel Station	500 SF	0.30/SF	150 GPD
TOTAL			126,600 GPD

*- Use flow factors are based on Polk County Ordinance. Assumptions used in table above are projections. Actual buildings and uses will be determined at time of final development approvals.

Potable water is available to the site through Polk County Utilities (PCU). The project will connect to the PCU Northeast Public Water System.

Wastewater is also available to the site through PCU. Domestic wastewater produced by the proposed development will be discharged to an existing County maintained force main sewer within the right-of-way of US 27 via a proposed private or public on-site lift station of ultimate discharge to the local wastewater treatment plant.

TRANSPORTATION

This Project is supported by a detailed traffic analysis conducted by CPH. The analysis concludes that adequate capacity is available to support this Project (SEE TRAFFIC ANALYSIS).

The Project proposes the construction of three right-in-right-out access points which may potentially require right turn lanes based on FDOT standards. Signalization changes are also anticipated.

The Project will also encourage other modes of transportation. Currently there exist express transit connections along US 27. The Project would propose a transit stop. Coordination with the Citrus Connection transit agency would occur at the time of final site plan review regarding the feasibility of a transit stop. Sidewalks and bicycle parking would also be located on site to provide safe pedestrian and bicycle movements internally.

PARKS AND RECREATION

This Project will have no impact on parks and recreation facilities in the County since there is no residential component.

EDUCATIONAL FACILITIES

This Project will have no impact on parks and recreation facilities in the County since there is no residential component.

HEALTH CARE FACILITIES

This Project will not increase the demand for health care facilities in the County since there is no residential component.

FIRE PROTECTION

This Project will generate a similar amount of demand for fire protection as other conventional retail projects in the County. The development would be required to pay impact fees for fire protection at the time of development approval.

POLICE AND SECURITY

This Project will generate a similar amount of demand for police and security service as other conventional retail projects in the County. The development would be required to pay impact fees for law enforcement at the time of development approval.

ELECTRICAL POWER SUPPLY

This Project will generate a similar amount of electricity as other conventional retail projects in the County. No users are contemplated that would require significant electricity generation such as industrial or high technology users.

VI. PROPOSED PROJECT AND SITE PLAN COMPONENTS AND ANALYSIS

This Project Narrative and Site Plan includes the following:

1. A commercial project that will not exceed the maximum development permitted under the ECX land use category which is a 0.70 floor area ratio (FAR). The project acreage is divided as follows:

USE	ACRES
RETAIL 1	26.88
RETAIL 2	19.17
OUTPARCELS	4.36
TOTAL	50.41 acres

TABLE 3: PROJECT ACRES BY USE

- 2. The Project is permitted the land uses allowed under the ECX land use category which includes but is not limited to the following: alcohol packaged sales, car wash (full service or incidental), clinics and medical offices, communication tower, convenience store and gas stations, financial institution (with or without drive through), medical marijuana dispensaries, office, restaurant (drive through or sit down), retail (with or without outdoor center). Uses with similar impacts if approved by County staff.
- 3. Existing site conditions including topography and soils (SEE SOILS AND TOPOGRAPHY MAPS);
- 4. Project Circulation Map

- 5. Drainage Map
- 6. A preliminary development plan (SEE SITE PLAN) with the following:
 - a. Two big box retail buildings, a fuel center and out-parcels.
 - b. Parking areas that provide at a minimum the required parking spaces under the Polk County Code.
 - c. Access to the Project via existing curb cuts at Holly Hill Grove Road 1, signalized Holly Hill Grove Road 2, and access to US 27 via right-in right-out curb cuts.
 - d. 25 ft. buffer or a wall along the western property as a visual separation between commercial and off-site residential; and
 - e. Add the following notes on the preliminary development plan:
 - The location of buildings on the preliminary development plan are conceptual and subject to change. The final location will be established at the time of final site plan review and approval.
 - The Project and Site Plan must develop consistent with the Polk County environmental management regulations and Land Development Code.

VII. CONSISTENCY OF PROPOSED APPLICATION WITH THE COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE.

A. <u>CONSISTENCY WITH COMPREHENSIVE PLAN</u>

This Project Narrative and Conceptual Site Plan application is consistent with and furthers the following relevant policies from the Polk County Comprehensive Plan. Each section below provides the relevant Comprehensive Plan language along with a consistency analysis of this application.

The Polk County Comprehensive Plan contains the County's goals and strategies for its longterm development. This Project supports and furthers the following County goals and growth strategies:

- To generate quality economic development [Economic Element Objective 2.404-A]
- To direct development in areas suitable for urban development [Future Land Use Element Goal 2.103 and Objective 2.103-A]
- To direct development where urban facilities are in place [Future Land Use Element Goal 2.103 and Objective 2.103-A]
- To encourage mixed use development in order to reduce automobile trip lengths and a multiple modes of transportation [Future Land Use Element Goal 2.101A]
- To encourage new urban development that emphasizes multiple transportation modes and incentivizes mixed use development [Transportation Policies 3.202-B6 and 3.202-E2]
- To coordinate the multi-modal transportation system and future land use element

and planning concepts [Transportation Objective 3.206-A and Policy 3.206-A1]

CONSISTENCY: The Project generates quality economic development on lands that are suitable for development. The County has previously approved significant residential development in this general area but a lack of commercial to serve this area. The Project will introduce needed commercial that can help provide for the daily needs of residents and employment opportunities. The introduction of commercial provides a more mixed use development pattern than what is in place today. The introduction of commercial also provides an attraction for residents to make a shorter automobile trip or walk or bike to the location. Thus, this Project furthers the County's goals to shorten trip lengths and encourage other modes of transportation.

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.

<u>POLICY 2.104-A1: DESCRIPTION</u> - 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;

CONSISTENCY: The Proposed Project improves the ability of the US 27 to serve as a transit corridor and improve the transportation circulation system. Currently significant single use residential development has been approved in the general area with no commercial to serve the area. The lack of commercial results in long commutes with no destination for walking etc. This project creates a destination for residential to have a location for commercial goods and possibly employment. This location can also serve as a future location for a transit stop. Thus, this Project creates a more mixed use corridor and provides a destination for short distance pedestrian or bicycle activity.

<u>POLICY 2.104-A5: DEVELOPMENT CRITERIA</u> - 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.

CONSISTENCY: The Project incorporates development criteria identified above as demonstrated in the preliminary site plan as follows:

- 1. A transit stop is proposed on site dependent on direction from the Citrus Connection;
- 2. The site plan incorporates sidewalks providing connections from the exterior roadways and connecting to the retail buildings on site.
- 3. Bicycle parking is provided on site; and
- 4. Development must connect to central water and sewer.

<u>POLICY 2.104-A7: DENSITIES AND INTENSITIES</u> - 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.

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).

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

Table 2.104.

CONSISTENCY: The Proposed Project will not exceed the maximum development permitted within the ECX and Transit Corridor district.

SECTION 2.124-A TRANSIT CORRIDORS AND CENTERS OVERLAY.

OBJECTIVE 2.124-A: Polk County shall promote and support community investment in transit by:

- a. the designation and mapping of a Transit Corridors and Centers Overlay;
- b. the establishment of transit-supportive incentives and design standards applicable to development within the overlay;
- c. the establishment of mobility strategies within corridors and centers; and
- d. the coordinated implementation of design standards and mobility strategies consistent with other jurisdictions within the respective transit corridors.
<u>POLICY 2.124-A1: PURPOSE</u> - Core Transit Corridors and Centers, as identified in the Transportation Planning Organization's (TPO) 2060 Transportation Vision Plan, provide the basis for the Transit Corridor and Centers Overlay. The overlay will provide a framework for land use policies and mobility strategies that:

- a. Connect our city centers;
- b. Improve access to transit services including high speed rail service;
- c. Improve transit access to/from rural areas;
- d. Promote compact, mixed-use development;
- e. Improve travel connections and access between land uses;
- f. Provide a pedestrian-scale built environment and encourage pedestrian activity;
- g. Promote the provision of public spaces and improved access to public spaces;
- h. Implement reduced or flexible parking standards;
- i. Increase travel options as part of a multi-modal transportation system;
- j. Reduce reliance on single-occupant vehicles (SOV) and vehicle miles traveled; and
- k. Reduce energy consumption and greenhouse gas emissions.

CONSISTENCY: The Proposed Project improves the ability of the US 27 to serve as a transit corridor and improve the transportation circulation system. Currently significant single use residential development has been approved in the general area with no commercial to serve the area. The lack of commercial results in long commutes with no destination for walking etc. This project creates a destination for residential to have a location for commercial goods and possibly employment. This location can also serve as a future location for a transit stop. Thus, this Project creates a more mixed use corridor and provides a destination for short distance pedestrian or bicycle activity.

<u>POLICY 2.124-A3: DESIGN PRINCIPLES</u> - Polk County shall implement site design principles in the form of development incentives and standards. These design principles shall address:

- a. Convenient, direct and safe pedestrian connections to building entrances, existing and planned transit stops, parking facilities, mixed land uses and public spaces;
- b. Pedestrian-scale blocks and interconnected street networks to promote pedestrian mobility;
- Architecture and streetscape features, such as awnings, articulated facades, pedestrian lighting, sidewalk furniture, street trees and store front display windows to create a human-scale or pedestrian focused environment;
- d. Orientation of buildings and entrances towards streets or public spaces to encourage and support pedestrian activity;
- e. Discouragement of auto-dependent uses in close proximity to transit hubs;
- f. Provision of complete streets to increase mobility for transportation system users;
- g. Provision of parks, plazas and greenways to create community gathering places;
- h. Provision of bicycle parking;

- i. Incorporation of transit facilities and amenities into site design, e.g., shelters, benches, and lighting;
- j. Provision of structured parking as part of mixed land uses; and
- k. Reduced or shared parking.

CONSISTENCY: The Project incorporates development criteria identified above as demonstrated in the preliminary site plan as follows:

- 1. Pedestrian connections both internally and along US 27 and Holly Hill Grove Road 2;
- 2. The Project creates a mixed use pattern because there is currently a lack of commercial to serve this area;
- 3. 60 bicycle parking spaces are provided in the Project.
- 4. A Transit stop is proposed dependent on the needs of the Citrus Connection.

<u>POLICY 2.124-A7: DEVELOPMENT STANDARDS</u> - Polk County shall require, through the Land Development Code, transit-supportive standards to be applied to development within the Transit Corridors and Centers Overlay. These standards may include, but will not be limited to:

- a. Provision of pedestrian infrastructure;
- b. Provision of transit facilities and passenger amenities;
- c. Building orientation, e.g. orientation towards a street or public space; and
- d. Maximum parking requirements.

CONSISTENCY: The Project incorporates development criteria identified above as demonstrated in the preliminary site plan as follows:

- 1. Pedestrian connections both internally and along US 27 and Holly Hill Grove Road 2;
- 2. The Project creates a mixed use pattern because there is currently a lack of commercial to serve this area;
- 3. 60 bicycle parking spaces are provided in the Project.
- 4. A Transit stop is proposed dependent on the needs of the Citrus Connection.

<u>POLICY 2.124-A8: COMPATIBILITY</u> - The Land Development Code shall include appropriate design standards and other measures to ensure that new development within Transit Corridors and Centers is compatible with existing neighborhoods and uses.

CONSISTENCY: The Proposed Project ensures the compatibility of the development with the existing residential development on the western boundary. The County's Code requires 25 foot of buffering or a wall and 10 foot buffers. The Project includes a 6 ft high wall and a 10 foot buffer. The stormwater facilities are located adjacent the western boundary which provides a significant setback from the buildings and parking areas to the adjacent residential homes. The retail buildings are also oriented toward US 27 allowing for the buildings serve as a wall to help block the noise from the parking lots on the eastern half of the site where the most activity will occur. Finally, a site plan condition requires a lighting plan to be submitted at the time of final site plan approval which must demonstrate that lighting will not leak off site

and lighting fixtures will be used to direct light downward and not off-site.

SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN.

This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.

VISION BASIC PRINCIPLES

The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:

1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.

CONSISTENCY: The Project is intended to provide needed commercial development for this portion of the County. To date, significant residential development has been approved and this Project is intended to provide commercial to support this growing residential population. This can help reduce trip lengths and provide employment for nearby residents.

The Project is needed to provide assurance that adequate access will be available commensurate to the level of development proposed.

2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.

CONSISTENCY: The Project furthers this Goal by balancing residential, commercial and employment. The County has already approved significant residential development. This Project provides commercial development to support this population.

Commercial development can not occur without assuring adequate roadway connections. The recent text amendment removed an arbitrary access standard and ensures that the Project will be reviewed consistent with all other commercial projects in the County not designated ECX.

3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.

CONSISTENCY: The Project furthers this Goal be ensuring the full range of needed land uses are available in this area.

4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.

- 5. The existing medical facilities will serve as attractors for other medical services and office centers.
- 6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.
- 7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.
- 8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.

CONSISTENCY: This Project furthers this Goal by encouraging development on suitable land for development as demonstrated in the supporting environmental analysis.

9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.

CONSISTENCY: US 27 is the primary transportation corridor and there is a need for alternative North/South and East/West facilities to support urban growth. This Project requires the vacation of a portion of Holly Hill Grove Road 1 that is located within the boundary of this commercial development.

Vacating this right of way does not result in a lack of East/West facilities in this portion of the US 27 corridor. Holly Hill Grove Road 1 is an east-west road which does connect to FDC Grove Road 1 which is a parallel corridor to US 27. However, with the vacation of Holly Hill Grove Road 1 there are still nine other east-west roads that are all better long-term east-west corridor options when compared to Holly Hill Grove Road 1. Holly Hill Grove Road 1 does not meet minimum County standards and four of the nine east-west roads have signalized intersections including Holly Hill Grove Road 2. Holly Hill Grove Road 2 is approximately 0.2 miles to the north of Holly Hill Grove Road 1 so both roads are very close but it is Holly Hill Grove Road 2 where sidewalk and other infrastructure is in place.

Additionally, there is a significant need for commercial development to serve this area. Thus, there are numerous east-west alternatives including Holly Hill Grove Road 2 which is less than 0.2 miles to the north and the roadway vacation would provide much needed commercial development.

Finally, the provision above is the only direct reference to east/west facilities supporting US 27. This language recognizes the need for these facilities but does not prohibit the vacation of any one of these facilities. As mentioned above there are 9 other east-west facilities that serve this purpose. Many of these roadways are identified in other sections of the comprehensive plan or MPO plan identifying their critical role to US 27. Holly Hill Grove Road is a rarely used road that is not identified in the MPO transportation plan and no traffic counts are even kept for this facility by the County. The most recent estimates apply very few trips to this rarely used roadway.

For these reasons, the vacation of this roadway is consistent with and furthers the County's vision principles for the North Ridge area.

10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.

CONSISTENCY: This Project will add needed commercial development and provide a mixture of

uses in this area. The project must also meet the County's requirements for access management and protection of the US 27 corridor.

- 11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.
- 12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.

CONSISTENCY: This Project will allow for new commercial development in an area where single family residential has been approved. It will help to provide a mixture of land uses and allow for interconnectivity between the residential and commercial uses as shown on the Preliminary Development Plan.

13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.

CONSISTENCY: As previously stated, the County has already approved significant residential development in this area. This Project is vital to providing needed commercial development that can provide for the daily needs of these new residents.

- 14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.
- 15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.

GOAL 2.131-Q: To develop an environmentally sensitive plan which encourages a high quality living environment through an efficient urban-growth pattern based on a balance of employment activities, residential and nonresidential uses, a range of housing opportunities, and short vehicle trips between housing, employment, and shopping in harmony with the special factors of the Green Swamp.

CONSISTENCY: This Project is located on property very suitable for urban development. There is currently a lack of commercial in this area and this Project will help meet that need and will help balance the need for housing but also employment and commercial goods and services for this area.

OBJECTIVE 2.131-Q: North Ridge Selected-Area Plan - Development within the North Ridge Selected Area Plan (SAP) shall occur in accordance with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements incorporated within the Polk County Comprehensive Plan not in conflict with these policies. Where there is a conflict in policy or standards, the more stringent standard shall apply.

<u>POLICY 2.131-Q1: DESIGNATION AND MAPPING</u> - The North Ridge Selected Area Plan is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map Series and the North Ridge Selected Area Plan Map which is included as part of the Future Land Use Map Series.

POLICY 2.131-Q2: LAND USE CATEGORIES ESTABLISHED - The following land use categories shall apply:

- A. Activity Centers
 - 1. Tourist Commercial Center (TCCX);
 - 2. Regional Activity Center (RACX);
 - 3. Community Activity Center (CACX);
 - 4. Neighborhood Activity Center (NACX);
 - 5. Convenience Center (CCX);
 - 6. Employment Center (ECX); and
 - 7. Professional Institutional (PIX)

CONSISTENCY: The Project is designated ECX and the proposed development is consistent with and furthers the requirements for this land use category.

I. CONNECTION BETWEEN DEVELOPMENTS - Interconnectivity between developments will be encouraged to increase internal circulation as required in Policy 2.131-W4.

CONSISTENCY: The Project is designated ECX and the Preliminary Development Plan creates a master plan for multiple commercial buildings on site. The site plan demonstrates how the Project will interconnect with the larger transportation system and provide for internal circulation for pedestrian movements.

J. IMPERVIOUS SURFACE RATIO (ISR) - The ISRs for all land use categories are specified in the Land Development Code. The ISRs for all land uses within the Green Swamp Area of Critical State Concern shall meet the ISR requirements established by the Critical Area Resource Management Plan Policy 2.132-B10 d., of this plan.

CONSISTENCY: The Project meets the maximum impervious surface ratio permitted for the site which is 0.70 as demonstrated on the Preliminary Development Plan.

K. FLOOR AREA RATIO (FAR) - FAR ranges for each land use categories are established by Policy 2.131-Q4 of this SAP.

CONSISTENCY: The Project meets the maximum floor area ratio permitted for the site which is 0.70 as demonstrated on the Preliminary Development Plan.

L. GREEN SWAMP AREA OF CRITICAL STATE CONCERN - All development within the Green Swamp Area of Critical State Concern shall comply with the Critical Area Resource Management Plan within the Comprehensive Plan and the regulations in Chapter 5 of the Land Development Code.

CONSISTENCY: The Project meets the requirements of Section 401.06 (the North Ridge Selected Area Plan) and Section 504 (the Ridge Protection area) as explained in this consistency analysis.

<u>POLICY 2.131-Q4: MODIFIED LAND USE CATEGORIES</u> - Land within "modified land-use categories", as enumerated in Policy 2.131-Q2 shall be developed in accordance with the following criteria:

For properties within the Transit Supportive Development Area, higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7.

- M. <u>EMPLOYMENT CENTER (ECX)</u> The Employment Center is an Activity Center designated only within the County's Selected Area Plans (SAP). It is designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County.
 - a. DESIGNATION AND MAPPING The Employment Center is designated on the Future Land Use Map Series as "Employment Center X" (ECX).

b. CHARACTERISTICS - The ECX in this SAP is intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain

office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:

- (a) Minimum Population Support: 20,000,
- (b) Market Area Radius: 3+ miles,
- (c) Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.

CONSISTENCY: All of the Project land uses are explicitly permitted within the ECX land use category.

- c. DEVELOPMENT CRITERIA Development within an ECX shall conform to the following criteria:
 - (a) Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. No new individual driveways shall be permitted to access US 27.

CONSISTENCY: This Project must meet the access management requirements for Polk County. The recently adopted text amendment removes the prohibition for new individual driveways onto US 27 which is consistent with all other land use categories with frontage onto US 27.

- (b) Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.
- (c) Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such shared parking and permeable surface parking design.
- (d) Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.

CONSISTENCY: The Preliminary Development Plan demonstrates how interior traffic circulation will be safely managed for the movement of vehicles, pedestrians and bicycles. Internal connections are provided to give pedestrians safe areas to walk within the site.

(e) Buffering that meets the County development standards as set forth in the adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.

CONSISTENCY: The Project includes buffering along the western boundary to eliminate impacts from the development onto adjacent neighborhoods. A site plan conditions requires the inclusion of a lighting plan to ensure that no lighting emanates from the site into the neighborhood. Finally, the site plan places stormwater facilities adjacent the western boundary to further setback any commercial buildings from the western residential areas.

(f) Residential development, as a primary use will be permitted in up to 15% of the ECX designation at

Medium and High Densities. Location of residential units above non-residential shall be encouraged by not considering such units against the maximum residential densities. Residential development in excess of the 15% ECX designation may be permitted through a Planned Development. Alternatively, residential development may exceed the 15% ECX designation and be permitted a maximum density of 25 dwelling units per acre through a technical review performed by the Development Review Committee if the development provides parallel connector(s) between two or more roads intersecting with US 27 that connect residential and commercial development along the US 27 corridor, consistent with Policy 2.131-W4.

- (g) Industrial uses which include at least fifty percent (50%) office space, assemble products, and conduct research and development, but do not manufacture any products.
- (h) The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 2.0.
- (i) Retail and commercial uses are limited to 30 percent of the ECX district. A higher percentage of the limited 30 percent of retail and commercial uses shall be permitted through a Planned Development. The maximum floor area ratio for commercial uses shall be 1.0.

CONSISTENCY: This Project meets the required 0.70 FAR standard. The Project is the only retail and commercial project in this area but other sites remain undeveloped. The percentage standard is a district wide standard and not applied on an individual parcel basis.

(j) All development, when it is feasible, shall take advantage of any mass-transit facilities.

C. <u>SIDEWALK ALONG US 27 AND US 17/92</u> - Sidewalks shall be required along the entire length and on both sides of US 27 and on both sides of US 17/92 within the North Ridge SAP as part of the multi-modal transportation system in the North Ridge SAP.

CONSISTENCY: The Preliminary Development Plan includes sidewalks along US 27 as required.

OBJECTIVE 2.131-S: Development within the North Ridge corridor shall conform to special buffering and landscape criteria to reduce potential incompatibility between land uses, negative visual impacts of development, and to help ensure reforestation.

<u>POLICY 2.131-S1: BUFFERING</u> - Buffering shall be utilized to reduce potential incompatibilities between adjacent land uses, create reforestation opportunities, and lessen the impact between residential and non-residential uses according to criteria of the Land Development Code.

<u>POLICY 2.131-S2: PARKING LOT LANDSCAPING STANDARDS</u> - Parking lots shall be landscaped to provide a visually appealing appearance that enhances the development in accordance with the criteria established by the Land Development Code.

<u>POLICY 2.131-S3: XERISCAPE</u> - Development shall be encouraged to incorporate xeriscape and native, water conserving, species into the landscape design to the greatest extent practicable.

<u>POLICY 2.131-S4: ROADWAY LANDSCAPE DESIGN</u> - Roadway Landscaping shall be provided to establish a visually appealing appearance that enhances development along collector and arterial roads within the North Ridge SAP, in accordance with the criteria established by the Land Development Code.

<u>POLICY 2.131-S5: TREE PLANTING REQUIREMENTS</u> - Tree planting shall be provided to establish a visually appealing appearance that enhances the development, in accordance with the criteria established by the Land Development Code.

CONSISTENCY: The Project includes landscaping and buffering consistent with the County's North

Ridge corridor design standards as demonstrated in the Preliminary Development Plan. Buffering and site planning is used to ensure adjacent residential properties are not impacted.

OBJECTIVE 2.131-T: Signage requirements shall be more restrictive than typical standards for Polk County.

<u>POLICY 2.131-T1:</u> All signs within this SAP shall conform to the standards within the Polk County Land Development Code in addition to the policies within this SAP.

<u>POLICY 2.131-T2:</u> The SAP shall generally use visually pleasing, lower height, and smaller signs to compliment the overall-selected-area site and building design. Flapping flags, banners, blinking lights, signs affixed to fencing or poles, and portable signs shall be prohibited.

CONSISTENCY: Signage on site must meet the requirements of Polk County and the North Ridge Special Area Plan.

OBJECTIVE 2.131-U: New development shall continue the provision of open space and the protection of nativeplant and animal communities within the US 27 Corridor.

<u>POLICY 2.131-U1:</u> Ten percent (10%) of open space (30% for the area within the Green Swamp) shall be required of all development, to ensure an aesthetic and visually pleasing sense of place.

<u>POLICY 2.131-U2:</u> The developer shall design and locate proposed improvements to minimize the removal of native vegetative communities. However, it is not the intent of this provision to preclude the reasonable use of a lot or parcel of land consistent with the Comprehensive Plan and Land Development Code. For parcels containing significant native plant communities, the County shall identify these on the Resource Protection Maps and work with land owners to purchase them for preservation.

<u>POLICY 2.131-U3:</u> Wetlands, wet and dry retention, landscaped buffers, recreational areas and required buffers from environmentally sensitive areas may count for up to Ninety percent (90%) of the required open space, in accordance with the criteria established in the Land Development Code.

<u>POLICY 2.131-U4:</u> Restation shall be encouraged to enhance current wildlife areas and improve water quality within, and adjacent to, the Green Swamp and within the North Ridge SAP.

CONSISTENCY: The Project will meet the County's requirements for environmental protection and open space. The site is very suitable for development with no identified wetlands or listed species identified. Further analysis will be required prior to commencement of development as part of environmental permitting. The site also meets the required 30% open space standard for this area.

OBJECTIVE 2.131-W: The County shall optimize the capacity of US 27 and US 17/92 as the primary transportation roadways. (Section revised by CPA-2003A-04) July 9, 2003)

<u>POLICY 2.131-W1:</u> Access to new development or redevelopment will comply with FDOT access management guidelines for the US 27 transportation corridor.

CONSISTENCY: This Project will help optimize capacity on US 27 by providing needed commercial in an area where mostly single use residential has been approved to date. The lack of commercial results in longer vehicle miles traveled by residents. The lack of commercial also restricts pedestrian and bicycle trips in this area due to a lack of commercial destinations. The Preliminary Development Plan includes a proposed transit stops, bicycle parking and sidewalks to help encourage multiple transportation modes and maximize capacity for US 27.

<u>POLICY 2.131-W2:</u> New development and redevelopment is encouraged to increase internal-capture rate to reduce external trips by focusing compatible land uses which provide a full range of activities, thereby reducing external trips.

CONSISTENCY: This Project will help increase internal-capture rate and reduce vehicle miles traveled for this area. The combination of retail uses internally will allow for trips to remain on site allowing for grocery and restaurant or other services to occur on site. Also, since there is no commercial in this area, this use will provide needed retail and services for the surrounding area.

<u>POLICY 2.131-W3:</u> All new development and redevelopment fronting US 27 shall provide access via a frontage, parallel (back) road, or a side street. A cross access easement agreement, or a shared ingress/egress access easement agreement, or any other shared access method as approved by the Planning Division Director or his designee shall be required. Such easement agreements shall be recorded as in the public records of Polk County and shall constitute a covenant running with the land. As established by the Land Development Code, temporary right-in/right-out access may be granted.

CONSISTENCY: This Project's access must meet the requirements of FDOT and Polk County. Access will be consistent with other projects that have been approved along this corridor.

<u>POLICY 2.131-W4: CONNECTION BETWEEN DEVELOPMENTS</u> - All new development and redevelopment shall be encouraged to provide connection between developments and pedestrian/bikeway connections between adjacent parcels and roadway connections along existing and SAP proposed arterial and collector roads. All development adjacent to any of the proposed collector road systems shall be required to provide connections to the proposed roads. If conditions warrant, the County may require:

- 1. Service Roads;
- 2. Internal roadways/frontage roads;
- 3. Road connections that may extend beyond the SAP;
- 4. Shared ingress/egress access; and
- 5. Cross-access easements.

CONSISTENCY: The Preliminary Development Plan creates a master plan for multiple commercial buildings on site. The site plan demonstrates how the Project will interconnect with the larger transportation system and provide for internal circulation for pedestrian movements.

<u>POLICY 2.131-W6: CURB CUTS AND JOINT ACCESS</u> - The following curb cut and joint access criteria shall be implemented along US 27, US 17/92, and collector roadways consistent with the following:

A. <u>Curb Cuts</u> - Curb cuts for US 27 and US 17/92 shall be consistent with the requirements established by the Florida Department of Transportation.

CONSISTENCY: This Project's access must meet the requirements of FDOT and Polk County. Access will be consistent with other projects that have been approved along this corridor.

B. Unified Access and Joint-Use Driveways -

- 1. Unified Access and Circulation All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
- 2. Joint Use Driveways The County shall require the establishment of a joint-use driveway serving abutting building sites, with cross-access easements.
- C. <u>Cross-Access Corridors</u> The County shall designate cross-access corridors on properties adjacent to roadways. Such designation may be made in connection with the approval of any subdivision or site plan within the affected area, or as part of an overall planning program.
- D. <u>Design of Cross-Access Corridors</u> Cross-access corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare, in order to assist in local traffic movement. Each corridor should be designed to include the following elements:
 - 1. A continuous linear travel corridor extending the entire length of the block which it serves, or approximately 1,000 feet parallel to the thoroughfare and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
 - 2. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
 - 3. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development.
 - 4. Linkage to other cross-access corridors in the area.
- E. <u>Easements Required to be Dedicated</u> Where a cross-access corridor is designated by the County, no subdivision plat, site plan or other development shall be approved unless the property owner shall grant an easement, running with the land, allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land.
- F. <u>Coordinated or Joint Parking Design</u> Wherever a cross-access corridor has been designated, the business sites within the affected area shall be so designed as to provide for mutually coordinated or joint access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied in to create a unified system.
- G. <u>Development Prior to Abutting Use</u> In the event that the building site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be easily connected to create a unified system at a later date.
- H. <u>Existing Abutting Uses</u> In the event that the building site abuts an existing developed property, it shall be so designed as to connect to the abutting parking, access and circulation to create a unified system unless the County Engineer finds that this would be impractical.

CONSISTENCY: The Preliminary Development Plan creates a master plan for multiple commercial buildings on site. The site plan demonstrates how the Project will interconnect with the larger transportation system and provide for internal circulation for pedestrian movements. Access and connections must be provided consistent with the requirements of FDOT and Polk County.

The master plan connects the site internally. The adjacent commercial project as designed does not allow for a safe location for an interconnection to the site. The site is developed as warehouses along the southern boundary of the property and a small driveway long US 27.

<u>POLICY 2.131-W7:</u> The County shall encourage mass-transit facilities consistent with the plans of the Polk Transportation Planning Organization and the Transportation Element of Comprehensive Plan.

CONSISTENCY: The Preliminary Development Plan includes a proposed transit stop on site and the developer will coordinate with Citrus Connection as part of the final site plan approval.

<u>POLICY 2.131-W8:</u> Pedestrian and bikeway systems shall be developed in accordance with standards in the Land Development Code and consistent with the Polk TPO 2025 Long Range Plan. The standards shall include guidelines for the location and type of improvements. The County shall encourage developers to provide for pedestrian/bikeway systems in all development.

CONSISTENCY: The Preliminary Development Plan includes sidewalks and bicycle parking to encourage other modes of transportation in the development.

B. <u>CONSISTENCY WITH LAND DEVELOPMENT CODE</u>

The Project is consistent with and furthers the following provisions in the Polk County Land Development Code:

Section 401.06 The North Ridge Selected Area Plan (Revised 03/06/02 - Ord. 02-13)

A. **Purpose and Intent**

This Selected Area Plan (SAP) was adopted in the Polk County Comprehensive Plan to recognize the anticipated high level of urbanization during the next twenty years along the US 27 corridor between Haines City and Interstate 4 and along US 17/92 north of Haines City and south of CR 54. The districts and performance standards that follow implement the public/private initiatives outlined in the Plan. In order to achieve an efficient and highly desirable urban growth pattern, a balance of residential and non-residential uses is required, as well as a range of housing opportunities and short trips between housing, employment, and shopping including access management. The approach utilized in the SAP districts include the creation of traditional neighborhood villages and access management standards while preserving sensitive environmental resources.

CONSISTENCY: The Project as proposed furthers the County's development strategies for the North Ridge SAP including creation of an efficient urban pattern by balancing commercial and residential uses and helping shorten trip lengths for citizens in this area.

B. Applicability

This section applies to development within the North Ridge SAP, the boundaries of which are shown on the FLUM.

C. Allowable Uses and Intensity of Development, and Dimensional Regulations (Revised 6/21/16 - Ord. 16-031; 11/4/14 - Ord. 14-066; 05/07/08 - Ord. 08-013)

The land use categories and uses allowable in this district are shown in Table 4.16. Land use categories and uses not shown are prohibited.

- 1. All development that is permitted (P) or permitted with density bonus points (B) shall require a Level 2 Review in accordance with Table 4.20 and Table 4.21.
- 2. Land uses shown with a C1, C2, C3 or C4 in Table 4.16 shall comply with applicable Criteria for Conditional Uses in the North Ridge SAP in addition to the requirements of Chapter 3 of the Land Development Code.

CONSISTENCY: The Project meets the requirements for a C3 conditional use as demonstrated in this supporting analysis. Table 4.16 requires retail projects over 65,000 square feet to meet the C3 requirements as established in Sections 303 and 906 of the County's LDC. The Project is also consistent with Table 4.17 which establishes the minimum setbacks from roadways and Section 220 which is the Compatibility section of the LDC.

- 3. All development that is permitted with a Planned Development (PD) shall require a Level 3 Review in accordance with Table 4.20 and Table 4.21.
- 4. The dimensional regulations for these SAP districts are outlined in Table 4.17 for the North Ridge Selected Area Plan.

D. Modified Land Use Requirements (Revised 12/6/16 - Ord. 16-076; 01/24/12 - Ord. 12-003; 05/07/08 - Ord. 08-013; 07/25/07 - Ord. 07-039)

- 12. Employment Center (ECX) B Development shall be consistent with the following:
 - a. On-premises signs shall meet the requirements of the Community Activity Center (CAC) and shall be reduced by 15% for the SAP in accordance with Section 760 of the Land Development Code;

CONSISTENCY: The Project must meet the signage requirements of Polk County and the North Ridge Selected Area Plan design standards.

b. The setbacks and building height shall meet the requirements of Section F.5. and 6. of this SAP, Development Design Standards and Requirements;

CONSISTENCY: The Project meets the setback and maximum building height permitted for the North Ridge Selected Area Plan design standards.

K. Open Space (Revised 07/25/07 - Ord. 07-039)

Open space within the North Ridge SAP includes upland, wildlife habitat, dry and wet retention ponds, preserved native plant communities, and floodplains.

- All development will be required to provide a minimum of ten percent open space in the SAP but shall provide a minimum of 30 percent open space if in the Green Swamp. Planned Developments must meet the open space standards found in Section 303.
- 2. Building setbacks are allowed to be used as part of the open space for non-residential development.
- 3. Lots of record are exempt from providing open space as required by this SAP.

CONSISTENCY: The Preliminary Development Plan includes the required 30% open space standard.

L. Buffers (See Figure 4.2)

- A landscaped buffer, 25 feet in width, shall be required along arterial roads consistent with the planting requirements of a Type C buffer for all development. The required sidewalk may be incorporated into the landscape buffer provided an access easement is recorded at the time of Level 5 Review.
- 2. Developers of properties along US 27 shall plant Live Oak trees at a ratio of one tree for every 40 linear feet of right-of-way frontage.
- 3. A landscaped buffer 15 feet in width shall be required along all collector roads, consistent with the planting requirements of a Type A buffer, for all development. The sidewalk may be incorporated into the landscape buffer provided an access easement is recorded at the time of Level 5 Review.
- 4. A landscaped buffer consistent with the Type C buffer in Section 720 shall be required where non-residential development abuts any vacant or developed residential districts. This buffer may be reduced to ten feet if a masonry wall is incorporated into the buffer.

- 5. A five foot landscaped buffer consistent with the Type B Buffer, in accordance to Section 720, shall be required between all non-residential developments as follows:
 - a. Where a proposed non-residential use abuts an existing non-residential use, a Type B Buffer, in accordance to Section 720, is required, unless the existing use has an equivalent buffer.
 - b. Where the proposed non-residential use abuts a non-residential district, that is vacant and without approved development plans from the County, the proposed use shall provide the equivalent of half of the required plantings of the Type B Buffer, in accordance to Section 720.
 - c. If the abutting non-residential use, whether it is an existing use or received development approval from the County, has a clustered landscaped buffer, the abutting use shall cluster the landscaped buffer on-center between the proposed or existing clustered landscaping. The proposed non-residential use in this situation, cannot apply for a waiver from the required landscaping.
 - d. The plantings of the required landscape buffer between non-residential uses may be clustered, provided the separation between clusters is no greater than 30 feet.
 - e. Half of the required understory tree and shrub plantings, from the Type B Buffer between nonresidential uses, may be transferred from the perimeter landscape to landscaping surrounding the building(s) for the development.
 - f. Where the buildings abut each other and utilize shared parking areas, a landscape buffer shall not be required to separate the two uses.
 - g. All landscaped buffers, including those within the building setbacks, are allowed to be counted toward the required Open Space for non-residential development.
- 6. Existing trees, including citrus trees, can be counted toward the buffer requirement per Section 721 and Table 4.17 of the Land Development Code. In non-residential uses, up to 50 percent of the citrus trees can be counted toward the buffer requirement per Section 721 and Table 4.17.
- Only block with stucco, brick, or decorative precast masonry walls shall be permitted as part of the landscape buffer as required by Section 720. Privacy fences for residential and non-residential uses that are not part of the landscape buffer are allowed as permitted by Section 210.
- 8. Landscaped buffers within the rights-of-ways shall not count toward the required Open Space.

Figure 4.2 Landscaping between non-residential uses



CONSISTENCY: Landscaping is provided in the Project consistent with the North Ridge Selected Area Plan standards. Buffering is provided along the western boundary to ensure compatibility with the adjacent residential areas. Buffers are also provided along US 27 as required.

M. Parking Lot Landscaping (See Figure 4.3)

- 1. All parking lot landscaping and buffer requirements shall meet the requirements of this section; the landscaping requirements of Section 720 C. and D. shall not be applicable in this SAP.
- 2. Xeriscape landscaping and native plant materials are encouraged to be incorporated into the parking lot landscaping.
- 3. At least 30 percent of the required canopy trees in the parking lot landscaping shall be native to the ridge or drought resistant.
- 4. The minimum landscaping for each parking lot shall be provided within the interior of a required paved offstreet parking area as follows:
 - a. Each aisle of parking spaces shall be terminated by landscaped islands which measure not less than nine feet in width, as measured from face of curb to face of curb, and not less than 18 feet in length. At least one canopy tree shall be planted in each terminal island;
 - b. Mandatory terminal islands shall be surrounded with a continuous, raised curb.
 - c. Landscaped divider medians may be used to meet interior landscape requirements. If divider medians are used, they shall form a continuous landscaped strip between abutting rows of parking spaces. The minimum width of divider median shall be a minimum six foot wide divider median, as measured from face of curb to face of curb. One under story tree shall be planted for each 30 linear feet of divider median, or fraction thereof. Trees in a divider median may be planted singly or in clusters. The maximum spacing between clusters shall be 60 feet;
 - d. A minimum six foot wide divider median, as measured from face of curb to face of curb, shall be required every fourth bay of parking as shown in Figure 4.2. A minimum of one understory tree shall be planted for each 30 linear feet of divider median. An alternative option, three diamond shaped islands may be substituted for the continuous six foot wide divider median, as shown in Figure 4.2;
 - e. Optional interior islands and divider medians shall be protected by curbing or wheel stops; and
 - f. Each parking bay shall have no more than ten continuous parking spaces unbroken by a landscape island that shall be the width of a parking space, as measured from face of curb to face of curb.
- 5. Location of landscaping Landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and to guide traffic flow.
- 6. A Type A buffer 15 feet in width shall be required between all frontage roads and parking lots in accordance with Section 720.
- 7. Required landscaping where off-street parking abuts public right-of-way: A landscaped strip of land shall be provided consistent with this section and Section 720 with at least one drought resistant, native to the ridge, tree for each 75 lineal feet, or fraction thereof shall be planted. Trees may be planted separately or in clusters.
- 8. No landscaping shall be provided in the right-of-way unless the County or FDOT gives the owner approval to do so. In addition, a completed agreement as to who will maintain the landscaping within the right-of-way shall be submitted by the developer and the owner of the right-of-way(s) prior to Level Review 2 approval.

Figure 4.3 Parking Lot Design



CONSISTENCY: Parking lot landscaping will be provided within the Project consistent with the North Ridge Selected Area Plan design standards.

N. Tree Planting

The minimum number of trees to be planted or preserved in addition to buffering and landscaping requirements is listed in Table 4.17.

Future Land Use	Minimum Trees Required
A/RRX, RSX, RLX, RMX	8 trees per developable acre
CCX	2 trees per developable acre
L/RX, TCCX, NACX, PIX, ECX	4 trees per developable acre
CEX, LCCX, CACX, RACX	6 trees per developable acre

Table 4.17 Number of Trees to Plant or Preserve for Development

O. Credits for Existing Trees

Credits for existing trees shall be consistent with Section 721.

CONSISTENCY: Trees will be provided on site consistent with the North Ridge Selected Area Plan requirements as identified above.

P. Signs

- 1. Off-Premises signs shall be prohibited except as temporary real estate signs advertising the availability of commercial space and special events as permitted per Section 760 of the Land Development Code.
- 2. On-premises signs shall be permitted in accordance with Section 760.
- 3. On-premises signs shall be permitted in the Professional Institutional (PIXX) and Employment Center (ECX) districts consistent with the Community Activity Center (CACX) standards per Section 760.
- 4. All other signs shall be permitted in accordance with Section 760.

CONSISTENCY: On site signage must meet the design requirements of the North Ridge Selected Area Plan design standards.

Q. Transportation Network and Road Frontage Requirements (Rev. 08/15/08 - Ord. 08-041; Rev. 06/08/04 - Ord. 03-94)

- 3. All access and subdivision of land shall comply with the following:
 - a. All access to collector and local road shall be consistent with this Section and Chapter 8;
 - b. Only one driveway shall be permitted along US 27 every 1,320 feet between any perpendicular roadway intersection with US 27, except as otherwise authorized in writing by FDOT.
 - c. Any subdivision of property along all arterial roadways shall have a minimum frontage of 600 feet. This may be reduced if access is not from US 27 and access is gained from a shared driveway, consistent with item 2b above, internal road or cross access easement;
 - d. The required frontage may be reduced if access is gained through a joint or shared access, a side road, or other internal road; and
 - e. Where access is shared by more than one user, an easement shall be located on the site plan at Level 2 Review and any required plat. A completed access agreement shall be provided prior to any Level 2 Review approval.
- 4. In order to provide safe and efficient local traffic movement, the County shall designate cross-access corridors along US 27, US 17/92, all urban collector roads within the SAP, and other roads that may be designated in the future. Said corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare. Each corridor shall include the following elements:
 - a. A continuous linear travel corridor extending the entire length of the block which it serves, or at least 1,000 feet of linear frontage along the thoroughfare, and having a design speed of ten mph. Final design of the facility shall be approved by the County Engineer;
 - b. At a minimum, meet the County's local road requirements of Appendix A of the Land Development Code in order to have sufficient width to accommodate two-way travel aisles for automobiles, service vehicles, and loading vehicles;
 - c. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development;
 - d. Linkage to other cross-access corridors in the area;
 - e. Where a cross-access corridor is designated, no subdivision plat, site plan or other development shall be approved unless the property owner grants an easement allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land;
 - f. Wherever a cross-access corridor has been designated, the sites shall be so designed for coordinated or joint parking, access and circulation systems. These sites shall include stub-outs and other design features necessary to make it visually obvious that the abutting properties may be connected to a unified system;
 - g. If a site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be connected to a unified system at a later date; and

h. If a site abuts an existing developed property, it shall be so designed to connect to the abutting parking, access, and circulation unless the Planning Director and County Engineer determines this to be impractical.

CONSISTENCY: This Project's access must meet the requirements of FDOT and Polk County. Access will be consistent with other projects that have been approved along this corridor.

R. Environmental Protection

All development within this SAP shall be designed to protect upland wildlife habitats, native plant communities, wetlands, and other natural resources.

CONSISTENCY: The Project is supported by an environmental analysis that demonstrates that there are no wetlands and listed species on site. Further environmental analysis will be required designated ECX and the proposed development is consistent with and furthers the requirements for this land use category.

CHAPTER 9 - DEVELOPMENT REVIEW PROCEDURES

C. Level 3 Review- Planning Commission Action (Revised 2/5/2019 - Ord. 19-008)

All new development and modification to existing developments involving land uses listed as C-3 conditional uses within its respective future land use district or applications for Planned Development are required to successfully complete a Level 3 Review prior to application to Level 2 Review. Level 3 Review requires recommendation from the Development Review Committee and a public hearing before the Planning Commission. At the public hearing, the Planning Commission may approve, approve with conditions, or deny an application for Level 3 Review. Successful completion of Level 3 Review will enable the applicant to proceed with Level 2 Review in accordance with conditions placed upon the application by the Planning Commission and other regulatory requirements. Appeals of the Planning Commission's decision may be heard before the Board of County Commissioners through the De Novo Hearing process outlined in Section 922.

CONSISTENCY: This Project Narrative and Conceptual Site Plan meets the requirements for a Level 3 review as outlined in Sections 906 and 910 of the County's Land Development Code.

Section 906 Level 3 Review

A. Purpose

The Level 3 Review is a technical and compatibility review of development applications and plans which have limited issues to be reviewed by a citizen authority in a public hearing forum, in which affected parties can provide input and feedback to the applicant and the Planning Commission (PC). The Planning Commission shall determine whether the proposed development complies with the standards of this Code and the Comprehensive Plan regarding the following issues:

1. The compatibility of non-residential uses near or adjacent to residential land uses or vacant land designated as residential;

CONSISTENCY: This Project narrative includes a compatibility analysis demonstrating that the proposed Project is compatible with residential uses "near or adjacent" the property. The current land use and zoning already permits by right intensive commercial development. In addition, the project meets the buffering and landscaping requirements contained in the County's Code. The compatibility analysis is contained in Section IV of this Project narrative.

2. The compatibility of proposed residential uses in proximity to existing residential densities of a significantly different density;

THIS CRITERIA DOES NOT APPLY TO THIS PROJECT SINCE NO RESIDENTIAL COMPONENT IS INCLUDED.

3. Where there are specific characteristics of the proposal which may result in potential adverse off-site impacts. Site characteristics such as a dumpster, driveway, drive-through window, or buffer will be reviewed to determine compatibility and possible mitigation of impacts not deemed compatible;

CONSISTENCY: The Preliminary Development Plan includes the location of proposed site features including location of the dumpster, driveways and buffers. Any drive-through windows will be internal to the project. The site plan demonstrates how the location of the dumpsters and loading areas will not result in any off-site impacts. Additionally, the property is already approved by right for intense commercial uses. Finally, the Project meets the County's buffering requirements for such uses.

4. The effects of noise, vibration, air pollution, glare and odor may adversely impact the use of adjacent properties shall be reviewed, and if such effects can be mitigated and conditions for mitigation imposed;

CONSISTENCY: The Preliminary Development Plan includes the location of buildings and proposed site features including location of the dumpster and loading areas. The site plan and lighting plan demonstrate that the proposed project will not impact adjacent properties. Additionally, the property and the surrounding properties have the same or similar land use designations and are already approved by right for intense commercial uses. Finally, the project meets the County's buffering requirements for such uses.

5. Whether the requested development meets minimum development standards as stated in this Code, and other County development regulations; and

CONSISTENCY: This Project narrative demonstrates that this Project meets the minimum requirements established by the County. This includes the County's comprehensive plan, the North Ridge Selected Area Plan and the implementing land development regulations. The Code specifically site plan includes the location of proposed site features including location of the dumpster, driveways and buffers. Any drive-through windows will be internal to the project. The site plan demonstrates how the location of the dumpsters and loading areas will not result in any off-site impacts. Additionally, the property is already approved by right for intense commercial uses. The project meets the County's buffering requirements for such uses.

6. A development plan which mitigates impacts as outlined in an Impact Assessment Statement which has been prepared pursuant to Section 910.

B. Performed By

A Level 3 Review is performed by the Development Review Committee and Planning Commission (PC). The DRC and the Planning Commission may approve, deny or approve with conditions.

C. Results

A successful Level 3 Review will result in an approval, or approval with conditions, or an affirmative recommendation of the plans presented.

D. Review Process for Level 3 Review (Rev. 2/5/19 - Ord. 19-008; 5/20/09 - Ord. 09-023; 3/8/06 - Ord. 06-12)

- 1. A pre-application meeting is optional, but recommended.
- 2. Applications for development review shall be available from the Land Development Division. A complete application shall be signed by all owners, or their agent, of the property subject to the proposal, and notarized. Signatures by other parties will be accepted only with notarized proof of authorization by the owners. In a case of corporate ownership, the application shall be signed by an officer of the corporation. All applications shall comply with the following submittal requirements and additional submittal requirements that may be required by other Sections of this Code or by resolution adopted by the Polk County Board of County Commissioners.
 - a. Applications shall include documents and drawings showing:
 - i. Name of owner or contact, address, and phone number;
 - ii. Description of intended use and Land Use District;
 - iii. Preliminary Development Plan;
 - iv. Location and linear dimensions and size of parcel;
 - v. Legal description of property involved;
 - vi. Access;
 - vii. Boundary survey or scaled drawing as required by this Code; and,
 - viii. Tax parcel sheets and aerial photos.
 - b. There may be additional submittal requirements in other Sections of this Code. All plans submitted for review by the County and other review agencies shall be identical. Any revisions made at the request of one or more review agencies shall be resubmitted with the request number of copies.

CONSISTENCY: The Project Narrative and Preliminary Development Plan include all of the information required above.

- c. All preliminary plans shall include the following information:
 - i. Location of the subject property in relation to surrounding and adjacent roadways and proposed access to the property street network;
 - ii. General description of the project, illustrating the location of all proposed uses. Residential projects shall include the total number of units proposed and density. Non-residential projects shall include the floor area ratio (FAR) and impervious surface ratio (ISR);
 - iii. Location and type of developments, land uses, and driveways or roads within 150 feet of the proposed project;
 - A drawing of the site (at a scale of one inch equals 60 feet) showing major geographical features including creeks, ditches, water bodies, other prominent topographic features (USGS, or tax maps may be used);
 - v. Location of major tree stands and other large trees (this may be outlined on aerial maps, and need not be a tree survey);
 - vi. Location, size and number of stories of proposed building and above ground transmission structures;
 - vii. General parking lot layout with approximate number of spaces, basic traffic flow and proposed circulation patterns;
 - viii. A statement indicating whether access will be required to a state, city, county or private road;
 - ix. Generalized location of intended buffers;
 - x. Proposed foot print of non-residential building indicating building setbacks and access points;
 - xi. Typical and minimum lot size on residential projects;
 - xii. A map identifying the location and elevation of any flood zones, wetlands and other Development Limitation or Resource Protection Areas;
 - xiii. A general description of how drainage will be handled, including a soils statement (Natural Resources Conservation Service acceptable) and the general area of the site to be used for

stormwater management facilities;

- xiv. Any special occupancies to be included on the site, which may include but are not limited to, underground storage tanks, a fireworks manufacturing site, a paint and body shop; or any other occupancy that includes a fire safety concern;
- xv. Existing water and waste water services; (this may simply be a statement such as: "There are no water or wastewater service facilities on or near the site");
- xvi. The gross floor area per floor of the building proposed;
- xvii. The proposed use as listed in the appropriate use tables in Chapters 2, 3, and 4; and,

xviii. Current Property Appraiser parcel maps and aerials for the site.

CONSISTENCY: The Preliminary Development Plan includes all of the information identified above.

Section 910 Impact Assessment Statements

The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A. Land and Neighborhood Characteristics

To assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

- 1. Show how and why is the site suitable for the proposed uses;
- 2. Provide a site plan showing each type of existing and proposed land use;
- 3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;
- 4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped; and
- 5. Describe each of the uses proposed in a Planned Development and identify the following:
 - a. The density and types of residential dwelling units;
 - b. The type of commercial and industrial uses;
 - c. The approximate customer service area for commercial uses; and
 - d. The total area proposed for each type of use, including open space and recreation.

CONSISTENCY: The Project Narrative and Preliminary Development Plan address all of the issues identified above. The environmental analysis demonstrates that the site is very suitable for development and is already approved for intense commercial. The site plan identifies the location of uses as required. The site plan also identifies how buffering is used to ensure compatibility with the existing residential areas to the west of the property.

B. Access to Roads and Highways

To assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

- 1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations;
- 2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;
- 3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

- 4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and
- 5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.

CONSISTENCY: The Project is supported with a detailed traffic analysis that demonstrates that adequate capacity is available to support this development. The analysis also presents the turn lane and traffic signalization improvements that are needed. Finally, the site plan identifies the location of sidewalks on site and the proposal for a transit stop in coordination with the Citrus Connection.

C. Sewage

To determine the impact caused by sewage generated from the proposed development, the applicant shall:

- 1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;
- 2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;
- 3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;
- 4. Identify the service provider; and
- 5. Indicate the current provider's capacity and anticipated date of connection.

CONSISTENCY: The Project narrative addresses the availability of sewer service and the projected project demand.

D. Water Supply

To determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

- 1. Indicate the proposed source of water supply and, the type of treatment;
- 2. Identify the service provider;
- 3. Calculate the estimated volume of consumption in gallons per day (GPD); and
- 4. Indicate the current provider's capacity and anticipated date of connection.

CONSISTENCY: The Project narrative addresses the availability of potable water service and the project demand.

E. Surface Water Management and Drainage

To determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

- 1. Discuss the impact the proposed development will have on surface water quality;
- 2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;
- 3. Describe the impact of such alterations on the fish and wildlife resources of the site; and
- 4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

CONSISTENCY: The Project development plan and narrative addresses the plan for surface water and drainage on site.

F. Population

4.

To determine the impact of the proposed developments additional population, the applicant shall:

- 1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;
- 2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;
- 3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and
 - Describe the proposed service area and the current population thereof.

CONSISTENCY: The Project narrative addresses the information required above.

G. General Information

To determine if any special needs or problems will be created by the proposed development, the applicant shall:

- 1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and
- 2. Discuss the demand on the provision for the following services:
 - a. Parks and Recreation;
 - b. Educational Facilities (preschool/elementary/middle school/high school);
 - c. Health Care (emergency/hospital); d Fire Protection;
 - e. Police Protection and Security; and
 - f. Electrical Power Supply.

CONSISTENCY: The Project narrative addresses the information required above.

H. Maps

- 1. Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development.
- 2. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scales shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following maps shall accompany all Impact Assessment Statements:
- 3. Map A: A location map showing the relationship of the development to cities, highways, and natural features;
- 4. Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;
- 5. Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;
- 6. Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;
- 7. Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-

of-way widths.

- 8. Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and
- 9. Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

CONSISTENCY: All of the required maps are included in this submittal.





Engineers Planners Landscape Architects Surveyors Construction Management Design/Build

Certificate of Authorization No. 00003215

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Jackie Toledo, State of Florida, Professional Engineer, License No. 64104. This item has been digitally signed and sealed by Jackie Toledo, PE on the date indicated here. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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P.E. Number 3/19/24	¢.
Date	

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Introduction

A Large-Scale Comprehensive Plan Amendment is proposed for an area of 57.61 acres located on US Highway 27 and Holly Hill Grove Road 2 in Davenport, Florida. A retail center with outparcels is proposed for the site.

The site is located within the North Ridge Selected Area Plan (SAP) which dictates development criteria for the area. The existing site is vacant and consists of two future land use (FLU) designations. The northern section is designated as an employment center (ECX) and the southern section is designated as professional institutional (PIX).

These FLU designations will need to be brought under the single FLU designation of ECX for the development. The proposed development will also require a vacation of right-of-way for Holly Hill Grove Road 1. Holly Hill Grove Road 1 is proposed to become a directional access (right-in/right-out/left-in) driveway for the retail center with outparcels. **Figure 1** illustrates the project location, and **Concept 1.0** is a conceptual site plan of the proposed development.

Access to the site is proposed through the following driveways:

- A proposed full access driveway on Holly Hill Grove Road 2 (Driveway 1)
- An existing directional (right-in/right-out/left-in) driveway on US Hwy 27 (Driveway 3)
- Two proposed right-in/right-out driveways on US Hwy 27 (Driveways 2 and 4)

The following intersections adjacent to the project site have also been included in the study area:

- Holly Hill Grove Road 2 & US Hwy 27
- Ridgewood Lakes Boulevard & US Hwy 27

The anticipated project build-out date is 2026.



RETAIL CENTER WITH OUTPARCELS DAVENPORT, POLK COUNTY, FLORIDA





	63
	CONCEPT 1.0 (C)2023
PROJECT INFORMATION 57.61± AC. EMPLOYMENT CENTER (NORTH) PROFESSIONAL INSTITUTIONAL (SOUTH) COMMERCIAL SHOPPING CENTER WITH OUT PARCELS	CONCEPTUAL SITE PLAN HOLLY HILL GROVE, FLORIDA
EST OF US 27) TION AREA EVELOPMENT AREA D AREA PLAN 	Date: 12-1-2023 Job No. Scale: 1" = 300'
	500 West Fulton St. Sanford, Fl. 32771 Ph: 407.322.6841 Eng. C.O.A. No. 3215
	C D D A

Existing Conditions

Data Collection

Turning movement counts were collected on Tuesday, June 16, 2023, from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. Field data collection summary sheets are included in **Appendix A**. Counts for Ridgewood Lakes Boulevard & US Hwy 27 were collected from the *Ridgewood Lakes Commercial* Traffic Impact Analysis conducted by *Kimley-Horn and Associates, Inc.* See **Appendix A** for field data collection summary sheets and data obtained from the previous *Ridgewood Lakes Commercial* Traffic Impact Analysis.

All existing traffic counts were seasonally adjusted using the 2022 Peak Season Correction Factor (PSCF) published by the Florida Department of Transportation for Polk County. The Polk County 2022, report for Hwy US 27 recommends a PSCF of 1.12 for the week of field data collection. Traffic volumes at Ridgewood Lakes Boulevard & US Hwy 27 provided in the *Ridgewood Lakes Commercial* Traffic Impact Analysis were adjusted to match existing traffic counts using the same growth rate (4.1%) meant to establish background traffic conditions. **Figure 2** illustrates the existing traffic volumes. Worksheets calculations adjusting field data using the PSCF and growth rate are included in **Appendix B**, and signal timings obtained from Polk County are included in **Appendix C**.

Intersection Analysis

Intersection analyses were performed at the study intersections for the AM and PM Peak periods based on methodology outlined in *Highway Capacity Manual, 7th Edition* (HCM 7th) using Synchro (version 12) software. It should be noted, U-turn movements were treated as left turns for analysis purposes due to limitations with HCM 7th.

Table 2 summarizes the intersection analysis for the AM and PM Peak Periods. HCM reportsfor existing conditions are included in **Appendix D**.

Analysis results indicate that all study intersections operate at an overall level of service (LOS) D or better apart from US Hwy 27 & Holly Hill Grove Rd 2 during the PM Peak. In addition, results indicate deficiencies at the following intersections under existing conditions:

US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]

• During AM and PM peak hours, the eastbound and westbound approaches experience delays consistent with other minor approaches along principal arterials with significant through traffic.



Table 1 -

Existing Conditions Intersection Level of Service

Intersection [Traffic Control Type]	Peak Hour	Intersection Overall LOS (Delay in sec)	Approach Conditions		
			Approach	LOS	Delay (sec)
	AM	C (31.2)	EB	F	155.1
			WB	F	> 300.0
			NB	А	0.1
US Hwy 27 &			SB	А	2.7
[Unsignalized]	PM	F (92.4)	EB	F	> 300.0
			WB	F	> 300.0
			NB	А	0.7
			SB	А	7.7
		A (0.3)	EB	С	22.3
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3) [Unsignalized]	AM		WB	Е	37.6
			NB	А	0.0
			SB	A	0.4
	PM	A (0.3)	EB	Е	48.2
			WB	E	37.7
			NB	А	0.2
			SB	А	0.1
US Hwy 27 & Ridgewood Lakes Blvd [Signalized]	AM	B (10.4)			
			WB	D	45.2
			NB	В	11.8
			SB	A	4.9
	РМ	B (13.9)			
			WB	D	45.9
			NB	В	17.9
			SB	А	6.1

Background Conditions

<u>Growth</u>

Project construction is anticipated to be completed by 2026. After discussion with Polk County, it was determined that either historical growth rate or development approved vested trips would be applied for background growth conditions, based on whichever generated more total vehicle trips. Historical traffic volumes obtained from the *FDOT Online Traffic Information Database* were used to estimate background growth. Volumes from 2013 to 2022 were utilized. Based on the growth analysis, the area has experienced a 4.1% growth rate over the past ten years.

Traffic impact analysis reports were provided by Polk County for three approved developments within the project vicinity. The reports were reviewed to determine if development approved vested trips were higher than the historical growth rate. The traffic impact analysis reports are as follows: *JD Project – Haven at Davenport (Prepared by TMC), Cottonwood Retail (Prepared by Kimley-Horn), and Ridgewood Lakes Commercial (Prepared by Kimley-Horn).*

It was determined that the 4.1% growth rate was greater than the combined vested trips, therefore the growth rate was applied to generate background traffic conditions for 2026. Background growth calculations are included in **Appendix E.**

Future Improvements

Based on review of Polk TPO's Transportation Improvement Program (TIP) and FDOT's Five-Year Work Program, there are no capacity-related improvements to intersections or roadways within the project study area funded for constructed by 2026.

The *Cottonwood Retail* Traffic Impact Analysis does recommend signalizing the intersection of Holly Hill Grove Rd 2/Cottonwood Rd & US Hwy 27 by 2026. Although, this proposed improvement has not been included in either Polk TPO's TIP or FDOT's Five-Year Work program.

As previously mentioned, Holly Hill Grove Road 1 is proposed to be vacated as part of the project site development. Existing traffic volumes indicate 13 or less vehicles trips utilizing Holly Hill Grove Road 1 during either peak hour, resulting in minimal impact to the surrounding roadways. Therefore, vehicle trips utilizing Holly Hill Grove Road 1 were shifted north to Holly Hill Grove Road 2 in the future conditions analysis. See **Appendix B** for turning movement worksheets outlining adjustments made to vehicle trips on both roads.

Intersection Analysis

Figure 3 represents Background Traffic Volumes for the AM and PM Peak periods. Intersection analysis was performed using the same methods used to evaluate existing conditions. **Table 3** summarizes the intersection capacity analysis for the AM and PM Peak Period. Detailed HCM reports for background conditions are included in **Appendix F.**

HCM results indicate that all study intersections are anticipated to operate at an overall LOS E or better under background conditions except for US Hwy 27 & Holly Hill Grove Road 2. With that said, results indicate deficiencies at the following intersections under background conditions:

US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]

- Consistent with existing conditions, significant delays are anticipated for the minor approaches (eastbound and westbound) during both peak hours.
- Similar to existing conditions, the overall intersection is anticipated to operate at LOS F during the PM peak hour.

US Hwy 27 & Holly Hill Grove Rd 1 [Unsignalized]

• Delays on the minor approaches (eastbound and westbound) consistent with other minor approaches along principal arterials with significant through traffic are anticipated during the PM peak hour.


Table 2 -

Background Conditions Intersection Level of Service

Intersection	Peak Hour	Intersection	Approach Conditions				
[Traffic Control Type]	T Cuk Hour	(Delay in sec)	Approach	LOS	Delay (sec)		
			EB	F	142.3		
	<u> </u>	С	WB	F	>300.0		
	Alvi	(28.4)	NB	А	0.2		
US Hwy 27 &			SB	А	6.4		
[Unsignalized]			EB	F	>300.0		
		F	WB	F	>300.0		
	FIVI	(>300.0)	NB	А	1.3		
			SB	С	18.0		
			EB	D	26.1		
	0 N 4	А	WB	F	50.6		
	Alvi	(0.5)	NB	А	0.0		
Holly Hill Grove Rd 1			SB	A	0.6		
(Proposed Driveway 3)			EB	F	66.9		
[Unsignalized]		А	WB	F	51.0		
	FIVI	(0.6)	NB	А	0.5		
			SB	А	0.2		
	0 N A	В	WB	D	45.1		
	Alvi	(15.8)	NB	С	20.9		
US Hwy 27 & Bidgowood Lakos Blud			SB	А	5.5		
[Signalized]							
	DM	С	WB	D	50.7		
		(23.3)	NB	D	35.0		
			SB	В	11.8		

Project Traffic

Trip Generation

Trip generation for the retail center was calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. Internal capture was not applied to provide a conservative analysis. Pass-by capture was applied to the external trips using the rates recommend by the Institute of Transportation Engineer's Trip Generation 11th Edition. **Table 3** summarizes the trip generation calculations. Detailed calculations from the OTISS Trip Generation Software are included in **Appendix G**.

The project is anticipated to generate 936 net new trips during the AM Peak Hour and 1,908 net new trips during the PM Peak Hour.

Project Trip Distribution and Assignment

Project traffic distribution was initially prepared based upon the Polk County Standard Transportation Model (FSUTMS) to determine project trip distribution and assignment, per Polk County TPO Guidelines. Based on discussions with Polk County and FDOT, manual adjustments were made to the model to more closely reflect real-world traffic conditions.

Figure 4 represents the proposed project trip distribution based on adjustments made to the FSUTMS model. **Figure 5** represents the pass-by trip distribution. **Figures 6A and 6B** illustrates the project trip assignment for the AM and PM Peak periods. Note that roadways outside of the traffic impact area (labeled as "non-impact roads") are included in the following figures to keep trip distribution consistent with the FSUTMS model. FSUTMS model results are included in **Appendix H**.

Table 3 -

Trip Generation

Scenario	Land Use Type	Trip Types	AN	l Peak Ho	our	PN	l Peak Ho	our
	(Size)		Entry	Exit	Total	Entry	Exit	Total
	813 - Free-Standing	Gross Trips	263	207	470	536	558	1,094
	Discount Superstore	ITE Pass-by Rate		0%			28%	
	(252.50 KSF)	Pass-by Trips	0	0	0	150	156	306
Se		Gross Trips	134	134	268	116	116	232
ήp	945 - Gasoline Service Station (16-24 VFP/2.94 KSF)	ITE Pass-by Rate		76%			75%	
Lan		Pass-by Trips	102	102	204	87	87	174
<i>ବ</i> ସ୍ଥ ସ		Gross Trips	92	59	151	396	396	792
ninç	857 - Discount Club (189 KSF)	ITE Pass-by Rate		0%			0%	
l Zo	(,	Pass-by Trips	0	0	0	0	0	0
Sec	934 - Fast-Food Restaurant	Gross Trips	182	175	357	137	127	264
odo.	with Drive-Through	ITE Pass-by Rate		49%			50%	
L L	(8.00 KSF)	Pass-by Trips	89	86	175	68	63	132
	821 - Shopping Plaza	Gross Trips	43	26	69	102	106	208
	No Supermarket	ITE Pass-by Rate		0%			34%	
	(40.00 KSF)	Pass-by Trips	0	0	0	35	36	71
		Total Gross Trips	714	601	1,315	1,287	1,303	2,590
		Total Pass-by Trips	-191	-188	-379	-340	-342	-682
		Total Net New Trips	523	413	936	947	961	1,908









Future Conditions Analysis

Project trips were added to the background volumes to analyze future conditions. Note that trips utilizing Holly Hill Grove Road 1 were shifted to Holly Hill Grove Road 2 for the intersection analysis. Turning movement worksheets are included in **Appendix B. Figure 7** illustrates the total future traffic volumes including project traffic.

Intersection Analysis

Intersection analysis was performed using the same methods applied for existing and background conditions analysis. **Table 4** summarizes the intersection analysis for the AM and PM Peak Period. HCM reports for future conditions are included in **Appendix I**.

Improvements were made at study intersections to address background and future condition deficiencies. While most of the study intersections operate at acceptable LOS with improvements, further monitoring may be required at some intersections to determine the need for improvements in the future. With that said, analysis results indicate deficiencies at the following intersections under future traffic conditions after improvements:

US Hwy 27 & Holly Hill Grove Rd 2 [Proposed Signalization]

- Improvements made include signalizing the intersection, providing dual left eastbound turn lanes, and protected-permissive phasing for left turn movements on the eastbound, southbound, and northbound approaches. (Pending Signal Warrant Analysis)
- While the improved intersection is anticipated to operate acceptably during the AM peak, the PM peak is anticipated to operate at LOS F. Future monitoring may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3) [Unsignalized]

• Future monitoring of traffic conditions may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Ridgewood Lakes Blvd [Signalized]

• Signal timing adjustments during the PM peak hour are anticipated to address deficiencies under future traffic conditions.



Table 4 -

Future Conditions - Intersection Level of Service

Intersection	Peak Hour	Intersection Overall LOS	Approach Conditions		Improvements	Intersection Overall LOS	Арр	itions		
		(Delay in sec)	Approach	LOS	Delay (sec)		(Delay in sec)	Approach	LOS	Delay (sec)
			EB	F	>300.0			EB	D	38.3
	0.04	F	WB	F	>300.0		С	WB	С	29.1
	AIVI	(>300.0)	NB	С	16.1	Signalization with	(21.6)	NB	С	21.5
US Hwy 27 &			SB	А	4.6	Left turn lanes. Protected-		SB	В	19.6
[Unsignalized]			EB	F	>300.0	permissive EB left-turn		EB	E	70.9
	DM	F	WB	F	>300.0	left-turn phasing	F	WB	E	67.9
	PIVI	(>300.0)	NB	F	>300.0		(126.6)	NB	E	73.8
			SB	С	11.8			SB	F	174.8
			EB	F	82.7			EB	F	82.7
	0.04	F	WB	F	51.3		F	WB	F	51.3
	AIVI	(60.6)	NB	F	104.8		(60.6)	NB	F	104.8
Holly Hill Grove Rd 1			SB	А	0.6	Future monitoring required		SB	А	0.6
(Proposed Driveway 3)			EB	F	>300.0	improvements.		EB	F	>300.0
[Unsignalized]		F	WB	F	53.3		F	WB	F	53.3
	PIVI	(>300.0)	NB	F	>300.0		(>300.0)	NB	F	>300.0
			SB	А	0.2			SB	А	0.2
	0.04	D	WB	D	46.7					
	AIVI	(45.8)	NB	Е	73.7					
US Hwy 27 & Biddowood Lakos Blvd			SB	А	7.9					
[Signalized]										
	DM	F	WB	Е	56.5	Signal Timing Adjustmente	Е	WB	E	71.6
		(101.2)	NB	F	176.4		(59.7)	NB	E	58.3
			SB	D	41.4			SB	E	60.2

Site Access Analysis

Access to the project site is proposed via the following driveways:

- A proposed full access driveway on Holly Hill Grove Road 2 (Driveway 1)
- An existing right-in/right-out/left-in driveway on US Hwy 27 (Directional Access Driveway 3)
- Two proposed right-in/right-out driveway on US Hwy 27 (Driveway 2 & 4)

Driveway Queue Analysis

Existing and proposed project driveways were evaluated to determine the potential need for new turn lanes or extension of existing turn lanes under future traffic conditions based on guidelines outlined in FDOT's *2023 Multimodal Access Management Guidebook*. Future queue lengths were determined based on methodology outlined in *Highway Capacity Manual, 7th Edition* (HCM 7th) using Synchro (version 12) software. See **Appendix I** for HCM reports of the project driveways under future conditions. See **Table 5A** below for projected 95th percentile queue lengths at the project driveways.

Table 5A -

			Future C	onditions
Driveways	Peak Hour	Movement	LOS	95% Queue Length
		NBL	В	0
	AM	NBR	А	25
Driveway 1 & Holly		WBL	А	25
		NBL	В	25
(1 017 (00000)	PM	NBR	В	100
		WBL	А	25
Driveway 2 & US 27	AM	EBR	F	75
(Right-in/Right-out)	PM	EBR	F	495
	ΔN/	NBL	F	700
Driveway 3 & US 27		EBR	F	125
(Directional Access)	DM	NBL	F	1600
	FIVI	EBR	F	875
Driveway 4 & US 27	AM	EBR	F	175
(Right-in/Right-out)	PM	EBR	F	875

Site Access Queue Lengths

Queue length rounded to the nearest vehicle length in feet

Right Turn Lane Evaluations

FDOT's 2023 Multimodal Access Management Guidebook provides a series of guidelines and considerations to determining the need for exclusive ingress right turn lanes at driveways. The context classification, road speed, and volume of right-turning vehicles are significant factors to considering the need for exclusive right-turn lanes. With that said, this project site is located along a 6-lane principal arterial (US Hwy 27) under a C2 – rural context classification. This segment of US Hwy 27 also has a speed limit of 55 MPH. **Tables 5B & 5C** below outlines projected turning volumes during the AM and PM peak hours under future conditions at project driveways.

Taking into consideration the context surrounding the project site and the anticipated right-turning volumes at project driveways, exclusive right-turn lanes are recommended for all driveways along US Hwy 27 (Driveways 2, 3, and 4). It is also recommended these right-turn lanes be built to account for deceleration length based on exhibit 212-1 of the FDM (**See Appendix J**). Assuming a design speed of 60 MPH, a 405-foot deceleration length would be utilized for the exclusive right-turn lanes.

Left Turn Lane Evaluation

The evaluation for left turn lanes at driveways has similar considerations to the need for exclusive right-turn lanes, although safety plays a more significant factor. Exclusive left-turn lanes are beneficial when it is anticipated there will be a significant left-turn volume and through volume at an unsignalized intersection.

Based on results shown in **Tables 5B & 5C**, driveway 3 is anticipated to experience over 200 entering left turns in the AM peak and 400 entering left turns in the PM peak. While the current directional access does have an existing 650-foot left-turn lane, future queue lengths are anticipated to exceed the current storage length. As noted in intersection analysis under future conditions, additional monitoring of Holly Hill Grove Road 1 (Driveway 3) & US Hwy 27 may be required to determine if real-world conditions meet the need for improvements.

Table 5B -

Site Access Turn Lanes AM Peak Hour

Driveway	Turn Lane	Turn Volume (vph)	Turn Lane Needed?	Existing Turn Lane (ft)	95th% Queue Length (ft)	Deceleration Required (ft)	Total Length (ft)	Addt'l Storage Required (ft)
Driveway 1 & Holly Hill	WBL	121	Recommended	N/A	25	145	170	N/A
(Full Access)	EBR	5	No	N/A				N/A
Driveway 2 & US Hwy 27 (Right-In/Right-Out)	SBR	91	Recommended	N/A	N/A	405	405	N/A
Driveway 3 & US Hwy 27	SBR	152	Recommended	N/A	N/A	405	405	N/A
(Directional Access)	NBL	256	Existing	650	700	405	1,105	455
Driveway 4 & US Hwy 27 (Right-In/Right-Out)	SBR	89	Recommended	N/A	N/A	405	405	N/A

Table 5C -

Site Access Turn Lanes PM Peak Hour

Driveway	Turn Lane	Turn Volume (vph)	Turn Lane Needed?	Existing Turn Lane (ft)	95th% Queue Length (ft)	Deceleration Required (ft)	Total Length (ft)	Addt'l Storage Required (ft)
Driveway 1 & Holly Hill	WBL	218	Recommended	N/A	25	145	170	N/A
(Full Access)	EBR	9	No	N/A				N/A
Driveway 2 & US Hwy 27 (Right-In/Right-Out)	SBR	165	Recommended	N/A	N/A	405	405	N/A
Driveway 3 & US Hwy	SBR	274	Recommended	N/A	N/A	405	405	N/A
(Directional Access)	NBL	463	Existing	650	1,600	405	2,005	1,355
Driveway 4 & US Hwy 27 (Right-In/Right-Out)	SBR	161	Recommended	N/A	N/A	405	405	N/A

Storage, Deceleration and Queue Lengths in feet rounded to nearest vehicle length

Conclusions

This major traffic study was conducted to determine the impacts associated with a proposed retail center development located southwest of Holly Hill Grove Road 1 & US Hwy 27 in Polk County, Florida. Analysis was conducted assuming all future land use within the development area will be unified under the designation of employment center (ECX) as well as the vacation of Holly Hill Grove Road 2 to become a driveway access point for the development site. It should be noted existing traffic utilizing Holly Hill Grove Road 2 was shifted to Holly Hill Grove Road 1 for intersection analysis.

The proposed retail with outparcels is anticipated to generate 936 net new trips during the AM Peak Hour and 1,908 net new trips during the PM Peak Hour based on trip generation rates from ITE's Trip Generation Manual, 11th Edition. Project trips were distributed along the surrounding roadway network using the Polk County's Standard Transportation Model with manual adjustments made to reflect real-world traffic conditions.

Intersection analyses were conducted for existing, background, and future conditions within the established project study area. To address deficiencies under background and future conditions, the following recommendations are made for impacted intersections:

US Hwy 27 & Holly Hill Grove Rd 2

- Signalization (Pending Signal Warrant Analysis)
- Provide dual left eastbound turn lanes and protected-permissive phasing for left turn movements on the eastbound, southbound, and northbound approaches.
- Future monitoring may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3)

• Future monitoring of traffic conditions may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Ridgewood Lakes Blvd

• Signal timing adjustments during the PM peak hour under future traffic conditions.

An evaluation of project driveways was conducted to determine the need new for turn lanes or the extension of existing ones under future traffic conditions. Based on the locational context, road speed, and volume of right-turns, exclusive right-turn lanes were recommended for all project driveways along US Hwy 27 (Driveways 2, 3 and 4). It is also recommended these exclusive right-turn lanes accommodate, at a minimum, the required deceleration length of 405 feet, based on the road design speed of 60 MPH.

Furthermore, an evaluation of the existing left turn lane at the Holly Hill Grove Road 1 & US Hwy 27 (Driveway 3) anticipates a future AM and PM peak queue lengths exceeding the current storage length of 650 feet. Although, future monitoring may be required to determine if real-world traffic conditions meet the need for improvements to the existing turn lane.

APPENDIX A EXISTING TRAFFIC COUNTS



Nationa

National Data	& Surveying Services	
Site Code:	23-130176-001	
Date:	06/13/2023	
Weather:	Sunny	
City:	Davenport	-
County:	Polk	_

Count Times: 07:00 - 09:00

16:00 - 18:00

2-Way Stop(EB/WB) Control:





Speed: 25/30 мрн







National Data & Surveying Services

Site Code:	23-130176-002
Date:	06/13/2023
Weather:	Sunny
City:	Davenport
County:	Polk
Count Times:	07:00 - 09:00
	16:00 - 18:00
Control:	No Control





Speed: N/A









APPENDIX B TURNING MOVEMENT WORKSHEETS

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 1603 US 27

			MOCF: 0.95
WEEK	DATES	SF	PSCF
=====			
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	1.00	1.05
3	01/09/2022 - 01/15/2022	1.01	1.06
4	01/16/2022 - 01/22/2022	0.99	1.04
5	01/23/2022 - 01/29/2022	0.98	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.95	1.00
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 = 03/05/2022	0.93	0.98
^⊥⊥ *10	03/06/2022 = 03/12/2022	0.93	0.98
^⊥∠ +12	03/13/2022 = 03/19/2022	0.94	0.99
"⊥3 *14	03/20/2022 = 03/20/2022	0.94	1 00
*15	03/27/2022 = 04/02/2022	0.95	1 00
*16	04/03/2022 = 04/09/2022	0.95	1 01
*17	04/17/2022 = 04/10/2022	0.90	1 02
± / *18	04/24/2022 = 04/30/2022	0.97	1 03
19	01/21/2022 - 01/30/2022	0.99	1 04
20	05/08/2022 - 05/14/2022	1 00	1 05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.06	1.12
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.05	1.11
28	07/03/2022 - 07/09/2022	1.05	1.11
29	07/10/2022 - 07/16/2022	1.05	1.11
30	07/17/2022 - 07/23/2022	1.05	1.11
31	07/24/2022 - 07/30/2022	1.05	
32	07/31/2022 = 08/06/2022	1.05	
33	08/07/2022 = 08/13/2022	1.05	
34	08/14/2022 = 08/20/2022	1.05	
35	00/21/2022 - 00/27/2022	1.00	1.12
30 27	00/20/2022 - 09/03/2022	1.07	1.15
38	09/04/2022 = 09/10/2022	1 10	1.15
20	09/11/2022 = 09/11/2022	1 07	1 12
40	09/25/2022 = 10/01/2022	1 04	1 09
41	10/02/2022 - 10/08/2022	1 01	1 06
42	10/09/2022 - 10/15/2022	0.98	1 03
43	10/16/2022 - 10/22/2022	0.98	1.03
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	0.99	1.04
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.01	1.06
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	1.00	1.05
53	12/25/2022 - 12/31/2022	1.01	1.Ub

* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

1_1603_PKSEASON.TXT

	INTERSECTION: COUNT DATE: TIME PERIOD: PEAK HOUR FACTOR:		US Hwy 27 & Holly Hill Grove Rd 2 6/13/2023 07:30 AM - 08:30 AM 0.980													
"EXISTING	G TRAFFIC"	EBL	EBT	EBR	WBL	wвт	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning	g Movements	1	0	13	9	0	44	4	7	2243	20	25	10	1669	7]
100th Highes	t Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
																-
EXISTING P	EAK SEASON	1	0	15	10	0	49	4	8	2512	22	28	11	1869	8	
"BACKGROU	IND TRAFFIC"	EBL	EBT	EBR	WBL	wвт	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3]
Yearly Gr	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND T	RAFFIC GROWTH	0	0	2	1	0	6	1	1	322	3	4	1	239	1	
			1		1		1			1		1		1		-
NON-PROJE		1	0	17	11	0	55	5	9	2834	25	32	12	2108	9	
									NDU	NDT	NED	SBI	0.011			TOTAL
"VACATED	ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NDU	INDI	NDK	SDL	SBU	SBI	SBR	TUTAL
"VACATED ADDEI	ROW TRIPS" D TRIPS	EBL 0	EBT 0	EBR 2	WBL 0	0 0	WBR 0	NBL 2	0	0	0	0	0	0 0	2 SBR	6
"VACATED ADDEI "PROJEC"	ROW TRIPS") TRIPS TRAFFIC"	EBL 0	EBT 0	EBR 2	0 0	0 0	0 WBR	NBL 2	0	0	0	0	0	0	2 2	6
"VACATED ADDEI "PROJEC" LAND USE	ROW TRIPS" D TRIPS I TRAFFIC" TRIP TYPE	EBL 0 EBL	EBT 0 EBT	EBR 2 EBR	WBL 0 WBL	WBT 0 WBT	WBR 0 WBR	NBL 2 NBL	0 NBU	0 NBT	0 NBR	0 SBL	0 SBU	0 SBT	2 SBR	TOTAL
"VACATED ADDEI "PROJEC" LAND USE	ROW TRIPS" D TRIPS T TRAFFIC" TRIP TYPE %Pass-By - Enter	EBL 0 EBL	EBT 0 EBT	EBR 2 EBR	WBL 0 WBL	WBT 0 WBT	WBR 0 WBR	NBL 2 NBL 14%	0 NBU	0 NBT -49%	0 NBR	0 SBL	SBU SBU	0 51%	2 SBR	TOTAL
"VACATED ADDEI "PROJEC" LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter	EBL 0 EBL	EBT 0 EBT 0	EBR 2 EBR 0	WBL 0 WBL 0	WBT 0 WBT 0	WBR 0 WBR	NBL 2 NBL 14% 27	0 NBU	0 NBT -49% -94	0 NBR 0	0 SBL 0	SBU 0 SBU 0	SBT SBT 51% 97	SBR 2 SBR 0	TOTAL 31
"VACATED ADDEI "PROJEC" LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass-By - Enter %Pass-By - Exit	EBL 0 EBL 0 39%	EBT 0 EBT 0	EBR 2 EBR 0	WBL 0 WBL	WBT 0 WBT	WBR 0 WBR	NBL 2 NBL 14% 27	NBU 0 NBU	0 NBT -49% -94	0 NBR 0	0 SBL 0	SBU 0 SBU	SBI 0 SBT 51% 97	2 2 SBR 0	TOTAL 6 TOTAL 31
"VACATED ADDEL "PROJEC" LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit	EBL 0 EBL 0 39% 73	EBT 0 EBT 0 0	EBR 2 EBR 0 0	WBL 0 WBL 0 0 0 0	WBT 0 WBT 0 0 0 0 0 0 0	WBR 0 WBR 0 0 0 0	NBL 2 NBL 14% 27 0 0	NBU 0 0 0 0 0 0 0	0 NBT -49% -94 0	0 NBR 0 0	0 SBL 0 0	SBU 0 SBU 0	SB1 0 SBT 51% 97 0	SBR 2 SBR 0	TOTAL 6 TOTAL 31 73
"VACATED ADDEL "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass-By - Exit Pass - By - Exit Pass - By - Exit % New Trips - Enter	EBL 0 EBL 0 39% 73	EBT 0 EBT 0 0	EBR 2 EBR 0 0	WBL 0 0 0 0 0 0	WBT 0 WBT 0 0 1%	WBR 0 WBR 0 0	NBL 2 NBL 14% 27 0 12%	NBU 0 0 0 0 0 0 0	0 NBT -49% -94	0 NBR 0 0	0 SBL 0	SBU 0 SBU 0 0	SB1 0 SBT 51% 97 0 45%	SBR 2 SBR 0 0 5%	TOTAL 6 31 73
"VACATED ADDEL "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit	EBL 0 EBL 0 39% 73 0 45%	EBT 0 EBT 0 0 0	EBR 2 EBR 0 0 0	WBL 0 0 0 0 0 0	WBT 0 WBT 0 1% 5	WBR 0 WBR 0 0 0 0 0 0	NBL 2 NBL 14% 27 0 12% 63	NBU 0 0 0 0 0 0 0	NBT -49% -94 0 0 5%	0 NBR 0 0	SBL 0 0 0	SBU 0 SBU 0 0 0	SBT 51% 97 0 45% 235	SBR 2 SBR 0 0 5% 26	TOTAL 6 31 73 329
"VACATED ADDEL "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit	EBL 0 39% 73 0 45%	EBT 0 EBT 0 0 0 0 1% 5	EBR 2 EBR 0 0 0 0	WBL 0 0 0 0 0 0 0 0 0	WBT 0 WBT 0 0 1% 5 5	WBR 0 0 0 0 0 0 0 0 0	NBL 2 NBL 14% 27 0 12% 63 0	NBU 0 0 0 0 0	NBT 0 -49% -94 0 0 5% 21	NBR 0 0 0 0	SBL 0 0 0 0 0 0 0	SBU 0 SBU 0 0 0 0 0 0 0	SBT 51% 97 0 45% 235 0	SBR 2 SBR 0 0 5% 26 0	TOTAL 6 31 73 329 212
"VACATED ADDEI "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC	EBL 0 EBL 0 39% 73 73 0 45% 186 259	EBT 0 EBT 0 0 0 0 1% 5 5	EBR 2 EBR 0 0 0 0 0 0 0	WBL 0 0 0 0 0 0 0 0 0	WBT 0 WBT 0 1% 5 5 0 0 5	WBR 0 0 0 0 0 0 0 0 0 0	NBL 2 NBL 14% 27 0 12% 63 0 90	NBU 0 0 0 0	NBT -49% -94 0 0 5% 21 -73	NBR 0 0 0 0 0 0 0	SBL 0 SBL 0 0 0 0 0 0 0 0	SBU 0 SBU 0 0 0 0 0 0 0 0 0	SBI 0 SBT 51% 97 0 0 45% 235 0 0 333	SBR 2 SBR 0 0 5% 26 0 26	TOTAL 6 31 73 329 212 645
"VACATED ADDEI "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC	EBL 0 EBL 0 39% 73 73 0 45% 186 259	EBT 0 EBT 0 0 0 0 1% 5 5 5	EBR 2 EBR 0 0 0 0 0 0 0 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 0 WBT 0 0 0 1% 5 0 0 5 5 0 5	WBR 0 0 0 0 0 0 0 0 0 0 0	NBL 2 NBL 14% 27 0 12% 63 0 90 90	NBU 0 0 0 0 0 0 0 0 0 0	NBT -49% -94 0 0 0 5% 21 -73	NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBU 0 SBU 0 0 0 0 0 0 0 0	SBI 0 SBT 51% 97 0 45% 235 0 333	SBR 2 SBR 0 5% 26 0 26	TOTAL 6 31 73 329 212 645
"VACATED ADDEL "PROJECT LAND USE Proposed Project TOTAL PROJ	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC TRAFFIC	EBL 0 EBL 0 39% 73 73 0 0 45% 186 259 260	EBT 0 EBT 0 0 0 0 1% 5 5 5	EBR 2 EBR 0 0 0 0 0 0 0 19	WBL 0 0 0 0 0 0 0 1	WBT 0 0 0 0 0 1% 5 0 5 5 5	WBR 0 0 0 0 0 0 0 0 55	NBL 2 NBL 14% 27 0 12% 63 0 90 90 97	NBU 0 NBU 0 0 0 0 0 0 9	NBT 0 -49% -94 0 0 0 0 21 -73 2761	NBR 0 0 0 0 0 0 0 25	SBL 0 0 0 0 0 0 0 0 0 0 0 32 32	SBU 0 SBU 0 0 0 0 0 0 0 0 0 12 12	SBI 0 SBT 51% 97 0 45% 235 0 0 333 2441	SBR 2 SBR 0 0 0 5% 26 0 26 37 37	TOTAL 6 31 73 329 212 645

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

	INTERSECTION: COUNT DATE: TIME PERIOD: PEAK HOUR FACTOR:		US Hwy 6/13/202 4:45 PN 0.930	US Hwy 27 & Holly Hill Grove Rd 2 6/13/2023 4:45 PM - 5:45 PM 0.930												
"EXISTING	TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning	Movements	6	2	9	16	1	43	10	1	2138	51	61	1	2488	20]
100th Highes	t Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
																-
EXISTING P	EAK SEASON	7	2	10	18	1	48	11	1	2395	57	68	1	2787	22	J
"BACKGROU	ND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1
Yearly Gr	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND T	RAFFIC GROWTH	1	0	1	2	0	6	1	0	307	7	9	0	357	3	
		1			1	1	1		1	1			1			-
NON-PROJE		8	2	11	20	1	54	12	1	2702	64	77	1	3144	25	
"VACATED	ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
			•	7	0	0	0	3	0	0	0	0	0	0	3	13
ADDED) TRIPS	0	U	1	-		U	-								
ADDEC) TRIPS	0	U				0						•			
ADDEE "PROJECT LAND USE) TRIPS TRAFFIC" TRIP TYPE	0 EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
ADDEL "PROJECT LAND USE	D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter	EBL	EBT	EBR	WBL	WBT	WBR	NBL 14%	NBU	NBT -49%	NBR	SBL	SBU	SBT 51%	SBR	TOTAL
ADDEL "PROJECT LAND USE	D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter	0 EBL	EBT	EBR 0	WBL	WBT	WBR 0	NBL 14% 48	NBU	NBT -49% -167	NBR	SBL	SBU	SBT 51% 173	SBR 0	TOTAL
ADDEL "PROJECT LAND USE	D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit	0 EBL 0 39%	EBT	EBR	WBL	WBT	WBR	NBL 14% 48	NBU 0	NBT -49% -167	NBR	SBL	SBU 0	SBT 51% 173	SBR	TOTAL 54
ADDEL "PROJECT LAND USE	D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit	0 EBL 0 39% 133	EBT	EBR 0 0 0	WBL 0 0	WBT	WBR 0 0	NBL 14% 48	NBU 0 0	NBT -49% -167 0	NBR 0 0	SBL 0	SBU 0	SBT 51% 173 0	SBR 0	TOTAL 54 133
ADDED "PROJECT LAND USE Proposed Project	TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter	0 EBL 0 39% 133	EBT 0 0 0	EBR 0 0	WBL 0 0	WBT 0 1%	WBR 0 0	NBL 14% 48 0 12%	NBU 0 0	NBT -49% -167 0	NBR 0 0	SBL 0 0	SBU 0 0	SBT 51% 173 0 45%	SBR 0 0 5%	TOTAL 54 133
ADDED "PROJECT LAND USE Proposed Project	TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter New Trips - Enter	0 EBL 0 39% 133	EBT 0 0 0 0 10	EBR 0 0 0 0 0	WBL 0 0 0 0	WBT 0 1% 9	WBR 0 0 0 0	NBL 14% 48 0 12% 114	NBU 0 0 0 0 0	NBT -49% -167 0 0	NBR 0 0 0 0	SBL 0 0 0 0	SBU 0 0 0 0	SBT 51% 173 0 45% 426	SBR 0 0 5% 47	TOTAL 54 133 597
ADDED "PROJECT LAND USE Proposed Project	TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Exit	0 EBL 0 39% 133 0 45%	EBT 0 0 0 1%	EBR 0 0 0 0 0	WBL 0 0 0 0 0	WBT 0 1% 9	WBR 0 0 0 0 0	NBL 14% 48 0 12% 114	NBU 0 0 0 0 0 0	NBT -49% -167 0 0 5%	NBR 0 0 0 0 0 0	SBL 0 0 0 0 0 0	SBU 0 0 0 0	SBT 51% 173 0 45% 426	SBR 0 0 5% 47	TOTAL 54 133 597
ADDED "PROJECT LAND USE Proposed Project	TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Exit New Trips - Exit New Trips - Exit	0 EBL 0 39% 133 0 45% 433 566	EBT 0 0 1% 10	EBR 0 0 0 0	WBL 0 0 0 0	WBT 0 0 1% 9 0	WBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBL 14% 48 0 12% 114 0 161	NBU 0 0 0 0	NBT -49% -167 0 0 5% 49	NBR 0 0 0 0	SBL 0 0 0 0 0	SBU 0 0 0	SBT 51% 173 0 45% 426 0 600	SBR 0 0 5% 47 0	TOTAL 54 133 597 492 1275
ADDED "PROJECT LAND USE Proposed Project TOTAL PROJ	TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Exit New Trips - Exit New Trips - Exit ECT TRAFFIC	0 EBL 0 39% 133 0 45% 433 566	EBT 0 0 1% 10 10	EBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBL 0 0 0 0 0 0 0 0	WBT 0 0 1% 9 0 0 9	WBR 0 0 0 0 0 0 0 0 0 0 0	NBL 14% 48 0 12% 114 0 0 161	NBU 0 0 0 0 0 0 0	NBT -49% -167 0 0 5% 49 -118	NBR 0 0 0 0 0 0 0	SBL 0 0 0 0 0 0	SBU 0 0 0 0 0 0	SBT 51% 173 0 45% 426 0 600	SBR 0 5% 47 0 47	TOTAL 54 133 597 492 1276
ADDEL "PROJECT LAND USE Proposed Project TOTAL PROJ	TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC	0 EBL 0 39% 133 133 0 45% 433 566 574	EBT 0 0 0 1% 10 10 10 12	EBR 0 0 0 0 0 0 18	WBL 0 0 0 0 0 0 0 20	WBT 0 1% 9 0 9 9	WBR 0 0 0 0 0 0 0 0 54	NBL 14% 48 0 12% 114 0 161 176	NBU 0 0 0 0 0 0 1	NBT -49% -167 0 0 5% 49 -118 2584	NBR 0 0 0 0 0 0 64	SBL 0 0 0 0 0 0 77	SBU 0 0 0 0 0 0 0	SBT 51% 173 0 45% 426 0 600 3744	SBR 0 5% 47 0 47 75	TOTAL 54 133 597 492 1276

Project Traffic	Entering	947
	Exiting	961 <mark>-</mark>
Pass By Traffic	Entering	340
	Exiting	342

	INTERSECTION: COUNT DATE: TIME PERIOD: PEAK HOUR FACTOR:		US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3) 6/13/2023 07:30 AM - 08:30 AM 0.960													
"EXISTING	TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning	Movements	0	0	2	0	0	13	2	1	2255	11	7	2	1698	2	1
100th Highes	t Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1
			1		1	1							1		1	-
EXISTING PI	EAK SEASON	0	0	2	0	0	15	2	1	2526	12	8	2	1902	2	l
"BACKGROU	ND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1
Yearly Gr	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	1
BACKGROUND T	RAFFIC GROWTH	0	0	0	0	0	2	0	0	324	2	1	0	244	0	
			1	1	1	1	1	1				1	1		1	-
NON-PROJE		0	0	2	0	0	17	2	1	2850	14	9	2	2146	2]
"VACATED I	ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
"VACATED I NEGATE	ROW TRIPS" D TRIPS	EBL 0	EBT 0	EBR -2	WBL 0	WBT 0	WBR 0	NBL -2	NBU 0	NBT 0	NBR 0	SBL 0	SBU 0	SBT 0	SBR -2	TOTAL
"VACATED I NEGATE "PROJECT	ROW TRIPS"	EBL 0	EBT 0	EBR -2	WBL 0	WBT 0	WBR 0	NBL -2	NBU 0	0 0	NBR 0	SBL 0	SBU 0	SBT 0	SBR -2	TOTAL
"VACATED I NEGATE "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE	EBL 0 EBL	EBT 0 EBT	EBR -2 EBR	WBL 0 WBL	WBT 0 WBT	WBR 0 WBR	NBL -2 NBL	NBU 0 NBU	NBT 0 NBT	NBR 0 NBR	SBL 0 SBL	SBU 0 SBU	SBT 0 SBT	SBR -2 SBR	TOTAL -6 TOTAL
"VACATED I NEGATE "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter	EBL 0 EBL	EBT 0 EBT	EBR -2 EBR	WBL 0 WBL	WBT 0 WBT	WBR 0 WBR	NBL -2 NBL 35%	NBU 0 NBU	NBT 0 NBT -35%	NBR 0 NBR	SBL 0 SBL	SBU 0 SBU	SBT 0 SBT -40%	SBR -2 SBR 25%	TOTAL -6 TOTAL
"VACATED I NEGATE "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter	EBL 0 EBL	EBT 0 EBT	EBR -2 EBR 0	WBL 0 WBL 0	WBT 0 WBT	WBR 0 WBR 0	NBL -2 NBL 35% 67	NBU 0 NBU 0	NBT 0 NBT -35% -67	NBR 0 NBR 0	SBL 0 SBL 0	SBU 0 SBU	SBT 0 SBT -40% -76	SBR -2 SBR 25% 48	TOTAL -6 TOTAL -29
"VACATED I NEGATE "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit	EBL 0 EBL	EBT 0 EBT	EBR -2 EBR 0 25%	WBL 0 WBL 0	WBT 0 WBT 0	WBR 0 WBR 0	NBL -2 NBL 35% 67	NBU 0 NBU 0	NBT 0 NBT -35% -67	NBR 0 NBR 0	SBL 0 SBL 0	SBU 0 SBU 0	SBT 0 SBT -40% -76	SBR -2 SBR 25% 48	TOTAL -6 TOTAL -29
"VACATED I NEGATE "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit	EBL 0 EBL 0	EBT 0 EBT 0 0 0 0 0 0	EBR -2 EBR 0 25% 47	WBL 0 WBL 0 0 0 0 0	WBT 0 WBT 0 0	WBR 0 WBR 0 0 0 0 0	NBL -2 NBL 35% 67 0	NBU 0 NBU 0 0 0 0 0	NBT 0 NBT -35% -67 0	NBR 0 NBR 0 0 0 0 0	SBL 0 SBL 0 0	SBU 0 SBU 0 0	SBT 0 SBT -40% -76 0	SBR -2 SBR 25% 48 0	TOTAL -6 TOTAL -29 47
"VACATED I NEGATE "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter	EBL 0 EBL 0 0 0 0	EBT 0 EBT 0 0 0 0 0	EBR -2 EBR 0 25% 47	WBL 0 WBL 0 0	WBT 0 WBT 0 0 0 0 0 0	WBR 0 WBR 0 0	NBL -2 NBL 35% 67 0 36%	NBU 0 NBU 0 0 0	NBT 0 NBT -35% -67 0 12%	NBR 0 NBR 0 0 0	SBL 0 SBL 0	SBU 0 SBU 0 0	SBT 0 SBT -40% -76 0 13%	SBR -2 SBR 25% 48 0 20%	TOTAL -6 TOTAL -29 47
"VACATED I NEGATE "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter New Trips - Enter	EBL 0 EBL 0 0	EBT 0 EBT 0 0 0 0 0 0 0 0 0	EBR -2 EBR 0 25% 47 0	WBL 0 WBL 0 0 0 0 0	WBT 0 WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR 0 WBR 0 0 0 0 0 0	NBL -2 NBL 35% 67 0 36% 188	NBU 0 NBU 0 0 0 0 0 0 0	NBT 0 NBT -35% -67 0 12% 63	NBR 0 0 0 0 0 0 0 0	SBL 0 SBL 0 0 0	SBU 0 SBU 0 0 0 0 0	SBT 0 SBT -40% -76 -76 0 13% 68 -68	SBR -2 SBR 25% 48 0 20% 105	TOTAL -6 TOTAL -29 47 424
"VACATED I NEGATE "PROJECT LAND USE	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit	EBL 0 EBL 0 0 0 0 0 0	EBT 0 EBT 0 0 0	EBR -2 EBR 0 25% 47 0 0 20%	WBL 0 0 0 0 0 0	WBT 0 0 0 0 0 0	WBR 0 0 0 0 0 0	NBL -2 NBL 35% 67 0 36% 188	NBU 0 NBU 0 0 0 0 0 0	NBT 0 NBT -35% -67 0 12% 63 5%	NBR 0 NBR 0 0 0 0 0	SBL 0 SBL 0 0 0 0 0	SBU 0 SBU 0 0 0 0 0 0 0	SBT 0 SBT -40% -76 0 13% 68 13%	SBR -2 SBR 25% 48 0 20% 105	TOTAL -6 TOTAL -29 47 424
"VACATED I NEGATE "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit	EBL 0 EBL 0 0 0	EBT 0 EBT 0 0 0 0 0	EBR -2 EBR 0 25% 47 0 20% 83	WBL 0 0 0 0 0 0 0 0 0	WBT 0 WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR 0 WBR 0 0 0 0 0 0 0	NBL -2 NBL 35% 67 0 36% 188 0 0	NBU 0 NBU 0 0 0 0 0 0	NBT 0 -35% -67 0 12% 63 5% 21	NBR 0 NBR 0 0 0 0 0 0 0	SBL 0 SBL 0 0 0 0 0 0 0	SBU 0 SBU 0 0 0 0	SBT 0 sBT -40% -76 -76 0 13% 68 13% 54	SBR -2 SBR 25% 48 0 20% 105 0 0	TOTAL -6 TOTAL -29 47 424 158
"VACATED I NEGATE "PROJECT LAND USE Proposed Project	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC	EBL 0 EBL 0 0 0 0 0 0 0	EBT 0 EBT 0 0 0 0 0 0 0 0 0	EBR -2 EBR 0 25% 47 0 20% 83 130	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR 0 0 0 0 0 0 0 0 0 0 0 0 0	NBL -2 NBL 35% 67 0 36% 188 0 255	NBU 0	NBT 0 -35% -67 0 12% 63 5% 21 17	NBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBL 0 SBL 0 0 0 0 0 0 0 0 0 0 0 0	SBU 0 SBU 0 0 0 0 0 0 0	SBT 0 SBT -40% -76 0 13% 68 13% 54 46 46	SBR -2 SBR 25% 48 0 20% 105 0 105 0 105	TOTAL -6 TOTAL -29 47 424 424 158 600
"VACATED I NEGATE "PROJECT LAND USE Proposed Project TOTAL PROJ	ROW TRIPS" D TRIPS TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Exit Pass - By - Exit Pass - By - Exit % New Trips - Exit New Trips - Exit New Trips - Exit New Trips - Exit ECT TRAFFIC	EBL 0 EBL 0 0 0 0 0 0 0 0 0 0	EBT 0 0 0 0 0 0 0 0 0 0	EBR -2 EBR 0 25% 47 0 0 20% 83 130	WBL 0 WBL 0 0 0 0 0 0 0 0 0	WBT 0 WBT 0 0 0 0 0 0 0 0 0	WBR 0 WBR 0 0 0 0 0 0 0 0 0 0 17	NBL -2 35% 67 0 36% 188 0 255	NBU 0 0 0 0 0 0 0 0 0 0 1	NBT 0 NBT -35% -67 0 12% 63 5% 21 17 17 2867	NBR 0 NBR 0 0 0 0 0 0 0 14	SBL 0 SBL 0 0 0 0 0 0 0 9	SBU 0 SBU 0 0 0 0 0 0 0 0 0 2 2	SBT 0 SBT -40% -76 0 13% 68 13% 54 46 2192	SBR -2 SBR 25% 48 0 0 0 105 0 0 152	TOTAL -6 TOTAL -29 47 424 158 600

Project Traffic	Entering	523
	Exiting	<mark>413</mark>
Pass By Traffic	Entering	191
	Exiting	188

	INTERSECTION: COUNT DATE: TIME PERIOD: PEAK HOUR FACTOR:		US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3) 6/13/2023 4:30 PM - 5:30 PM 0.930													
"EXISTING	TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning	Movements	0	0	5	0	0	17	3	3	2154	5	4	0	2550	3	
100th Highes	t Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
													•			
EXISTING PI	EAK SEASON	0	0	6	0	0	19	3	3	2412	6	4	0	2856	3	
"BACKGROU	ND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yearly Gr	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND T	RAFFIC GROWTH	0	0	1	0	0	2	0	0	309	1	1	0	366	0	
			1	r									-			ı.
NON-PROJE		0	0	7	0	0	21	3	3	2721	7	5	0	3222	3	
"VACATED I	ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
NEGATE	D TRIPS	0	0	-7	0	0	0	-3	0	0	0	0	0	0	-3	-13
"PROJECT	TRAFFIC"															
"PROJECT LAND USE	TRAFFIC" TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter	EBL	EBT	EBR	WBL	WBT	WBR	NBL 35%	NBU	NBT -35%	NBR	SBL	SBU	SBT -40%	SBR 25%	TOTAL
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter	EBL	EBT	EBR	WBL	WBT	WBR 0	NBL 35% 119	NBU	NBT -35% -119	NBR	SBL	SBU 0	SBT -40% -136	SBR 25% 85	TOTAL
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit	EBL	EBT	EBR 0 25%	WBL	WBT	WBR 0	NBL 35% 119	NBU	NBT -35% -119	NBR	SBL 0	SBU 0	SBT -40% -136	SBR 25% 85	TOTAL
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit	EBL 0 0	EBT 0 0	EBR 0 25% 86	WBL 0 0	WBT 0 0	WBR 0 0	NBL 35% 119 0	NBU 0 0	NBT -35% -119 0	NBR 0 0	SBL 0 0	SBU 0 0 0	SBT -40% -136	SBR 25% 85 0	TOTAL -51 86
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter	EBL 0 0	EBT 0 0	EBR 0 25% 86	WBL 0 0	WBT 0 0	WBR 0 0	NBL 35% 119 0 36.00%	NBU 0 0	NBT -35% -119 0 12.00%	NBR 0	SBL 0 0	SBU 0 0	SBT -40% -136 0 13.00%	SBR 25% 85 0 20.00%	TOTAL -51 86
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter New Trips - Enter	EBL 0 0 0 0	EBT 0 0 0 0 0	EBR 0 25% 86 0	WBL 0 0 0 0 0	WBT 0 0 0 0	WBR 0 0 0 0	NBL 35% 119 0 36.00% 341	NBU 0 0 0 0 0	NBT -35% -119 0 12.00% 114	NBR 0 0 0 0	SBL 0 0 0 0	SBU 0 0 0 0 0	SBT -40% -136 0 13.00% 123	SBR 25% 85 0 20.00% 189	TOTAL -51 86 767
"PROJECT LAND USE	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Exit	EBL 0 0 0 0	EBT 0 0 0 0 0	EBR 0 25% 86 	WBL 0 0 0 0 0	WBT 0 0 0 0	WBR 0 0 0 0 0	NBL 35% 119 0 36.00% 341	NBU 0 0 0 0 0	NBT -35% -119 0 12.00% 114 5%	NBR 0 0 0 0	SBL 0 0 0 0 0	SBU 0 0 0 0 0 0	SBT -40% -136 0 13.00% 123 13%	SBR 25% 85 0 20.00% 189	-51 86 767
"PROJECT LAND USE Proposed Project	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass - By - Exit Pass - By - Exit % New Trips - Enter New Trips - Enter % New Trips - Exit New Trips - Exit	EBL 0 0 0 0 0 0 0	EBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBR 0 25% 86 0 20% 193	WBL 0 0 0 0 0 0	WBT 0 0 0 0 0 0	WBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBL 35% 119 0 36.00% 341 0	NBU 0 0 0 0 0 0 0	NBT -35% -119 0 12.00% 114 5% 49	NBR 0 0 0 0 0 0 0	SBL 0 0 0 0 0 0 0	SBU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBT -40% -136 0 13.00% 123 13% 125	SBR 25% 85 0 20.00% 189 0	TOTAL -51 86 767 367
"PROJECT LAND USE Proposed Project TOTAL PROJ	TRAFFIC" TRIP TYPE %Pass-By - Enter %Pass - By - Enter %Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC	EBL 0 0 0 0 0 0 0	EBT 0 0 0 0 0 0 0	EBR 0 25% 86 0 20% 193 279	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 0 0 0 0 0 0 0 0 0 0 0	WBR 0 0 0 0 0 0 0	NBL 35% 119 0 36.00% 341 0 0 460	NBU 0 0 0 0 0 0 0	NBT -35% -119 0 12.00% 114 5% 49 49 44	NBR 0 0 0 0	SBL 0 0 0 0 0 0 0 0 0 0 0 0	SBU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBT -40% -136 0 13.00% 123 13% 125 112	SBR 25% 85 0 20.00% 189 0 274	TOTAL -51 86 767 367 1169
"PROJECT LAND USE Proposed Project TOTAL PROJ	TRAFFIC" TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Enter % New Trips - Exit New Trips - Exit ECT TRAFFIC	EBL 0 0 0 0 0 0 0 0	EBT 0 0 0 0 0 0 0 0 0	EBR 0 25% 86 0 20% 193 279 279	WBL 0 0 0 0 0 0 0 0	WBT 0 0 0 0 0 0 0 0	WBR 0 0 0 0 0 0 0 21	NBL 35% 119 0 36.00% 341 0 460	NBU 0 0 0 0 0 0 3	NBT -35% -119 0 12.00% 114 5% 49 49 44	NBR 0 0 0 0 0 0 0 7	SBL 0 0 0 0 0 0 0 5	SBU 0 0 0 0 0 0 0	SBT -40% -136 0 13.00% 123 13% 125 112 3334	SBR 25% 85 0 20.00% 189 0 274	TOTAL -51 86 767 367 1169

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
r acc by mane	Exiting	342

US Hwy 27 & Ridgewood Lakes Blvd

	COUNT DATE:	COUNT DATE: 8/11/2021 TIME PERIOD: 7:30 AM - 8:30 AM														
	PEAK HOUR FACTOR:		0.950	- 0.00												
"EXISTING TRAFF	IC" (DO NOT USE)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	1
Raw Turning	Movements	0	0	0	88	0	87	4	0	2494	52	54	0	1687	0	
100th Highes	t Hour Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
EXISTING PE	EAK SEASON	0	0	0	91	0	90	4	0	2569	54	56	0	1738	0	1
			·													•
"ADJUSTED EXI	STING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	1
Years To	Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Gr	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
IRAFFIC	GROWTH	0	0	0	8	0	8	0	0	215	5	5	0	145	0]
EVISTING		•	•	•	00	•	00	4	•	2794	50	64	•	4002	•	1
EXISTING		U	U	U	99	U	90	4	U	2/04	59	01	U	1003	U	1
"BACKGROU	ND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
Yearly Gr	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND T	RAFFIC GROWTH	0	0	0	20	0	20	1	0	572	12	12	0	387	0	
								1								1
NON-PROJE	CT TRAFFIC	0	0	0	111	0	110	5	0	3141	66	68	0	2125	0	
PROJECT						WDT				NDT		0.01	0.011			
LAND USE		EBL	EBI	EBR	WBL	WBI	WBR	NBL	NBU	NBI	NBR	SBL	280	281	SBR	TOTAL
	%Pass-by - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Pass - Dy - Elilei	0	0	0	0	0	0	0	0	0	0	0	10%	E 10/	0	
	Doce By Exit	0	0	0	0	0	0	0	0	0	0	0	10 /0	06	0	445
Proposed Project	% New Trips - Enter	0	0	U	0	Ū	6%	0	0	12%	0	0	13	30	0	115
	New Trips - Enter	0	0	0	0	0	31	0	0	220	0	0	0	0	0	251
	% New Trips - Exit	0	Ŭ	Ŭ	Ŭ		01	0	0	220	0	6%	5%	42%	0	231
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	25	21	174	0	220
TOTAL PROJ	ECT TRAFFIC	0 0	0 0	ů 0	0	0	31	0 0	0	220	0 0	25	40	270	0 0	586
				Ţ			Ţ.		, v							
TOTAL	TRAFFIC	0	0	0	111	0	141	5	0	3361	66	93	40	2395	0	1
		•			•							•				

Entering	<mark>523</mark>
Exiting	<mark>413</mark>
Entering	191
Exiting	188
	Entering Exiting Entering Exiting

INTERSECTION:

US Hwy 27 & Ridgewood Lakes Blvd

8/11/2021

	TIME PERIOD: PEAK HOUR FACTOR:		4:30 PM 0.940	- 5:30	РМ											
"EXISTING TRAFF	IC" (DO NOT USE)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning	Movements	0	0	0	51	0	59	1	0	2223	80	109	0	2500	0	
100th Highes	t Hour Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	
			r													1
EXISTING PE	EAK SEASON	0	0	0	53	0	61	1	0	2290	82	112	0	2575	0]
"ADJUSTED EXIS	STING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Gro	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
TRAFFIC	GROWTH	0	0	0	4	0	5	0	0	192	7	9	0	215	0	
																1
EXISTING	TRAFFIC	0	0	0	57	0	66	1	0	2482	89	121	0	2790	0	J
"BACKGROU	ND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To	Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5]
Yearly Gro	owth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND T	RAFFIC GROWTH	0	0	0	12	0	14	0	0	510	18	25	0	573	0	
		-				-			-							1
NUN-PRUJE		U	U	U	65	U	75	1	U	2800	100	137	U	3148	U]
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit												10%	51%		
Proposed Project	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	34	174	0	209
	% New Trips - Enter						6%			42%						
	New Trips - Enter	0	0	0	0	0	57	0	0	398	0	0	0	0	0	455
	% New Trips - Exit	-										6%	5%	42%		
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	58	49	404	0	511
TAL PROJECT TRAFF		U	U	U	U	U	5/	U	U	398	U	58	83	5/8	U	11/4
TOTAL 1	RAFFIC	0	0	0	65	0	132	1	0	3198	100	195	83	3726	0]

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

INTERSECTION:

COUNT DATE:

INTERSECTION:	Full Access Driveway & Holly Hill Grove Road 2 (Driveway 1)
COUNT DATE:	N/A
TIME PERIOD:	07:45 AM - 08:45 AM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements		14			11									
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON		16			12									

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		2			2									
NON-PROJECT TRAFFIC		18			14									

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	27	0	0	0	0	0	0	0	0	0	0	27
	%Pass-By - Exit										39%					
Dropood Broject	Pass - By - Exit	0	0	0	0	0	0	0	0	0	73	0	0	0	0	73
Proposed Project	% New Trips - Enter			1%	18%											
	New Trips - Enter	0	0	5	94	0	0	0	0	0	0	0	0	0	0	99
	% New Trips - Exit							1%			46%					
	New Trips - Exit	0	0	0	0	0	0	5	0	0	190	0	0	0	0	195
TOTAL PROJ	ECT TRAFFIC	0	0	5	121	0	0	5	0	0	263	0	0	0	0	394
TOTAL	TRAFFIC	0	18	5	121	14	0	5	0	0	263	0	0	0	0	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

INTERSECTION:	Full Access Driveway & Holly Hill Grove Road 2 (Driveway 1)
COUNT DATE:	N/A
TIME PERIOD:	4:45 PM - 5:45 PM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements		17			32									
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON		19			36									

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		2			5									
NON-PROJECT TRAFFIC		21			41									

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	48	0	0	0	0	0	0	0	0	0	0	48
	%Pass-By - Exit										39%					
Dropood Broject	Pass - By - Exit	0	0	0	0	0	0	0	0	0	133	0	0	0	0	133
Proposed Project	% New Trips - Enter			1%	18%											
	New Trips - Enter	0	0	9	170	0	0	0	0	0	0	0	0	0	0	180
	% New Trips - Exit							1%			46%					
	New Trips - Exit	0	0	0	0	0	0	10	0	0	443	0	0	0	0	453
TOTAL PROJ	ECT TRAFFIC	0	0	9	218	0	0	10	0	0	576	0	0	0	0	814
TOTAL	TRAFFIC	0	21	9	218	41	0	10	0	0	576	0	0	0	0	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

INTERSECTION:	Right-in/Right-out Driveway & US Hwy 27 (Driveway 2)
COUNT DATE:	N/A
TIME PERIOD:	07:45 AM - 08:45 AM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2270				1698	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									2542				1902	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									326				244	
NON-PROJECT TRAFFIC									2868				2146	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
	%Pass-By - Enter									-14%				-15%	15%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-27	0	0	0	-29	29	-27
	%Pass-By - Exit			11%												
Dropood Broject	Pass - By - Exit	0	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Proposed Project	% New Trips - Enter									12%				33%	12%	
	New Trips - Enter	0	0	0	0	0	0	0	0	63	0	0	0	173	63	298
	% New Trips - Exit			13%												
	New Trips - Exit	0	0	54	0	0	0	0	0	0	0	0	0	0	0	54
TOTAL PROJ	ECT TRAFFIC	0	0	75	0	0	0	0	0	36	0	0	0	144	91	346
												-			-	_
TOTAL	TRAFFIC	0	0	75	0	0	0	0	0	2904	0	0	0	2290	91	
TOTAL	TRAFFIC	0	0	75	0	0	0	0	0	2904	0	0	0	2290	91]

Project Traffic	Entering Exiting	523 413
Pass By Traffic	Entering Exiting	191 188
TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	Right-in/Right-out Driveway & US Hwy 27 (Driveway 2)
COUNT DATE:	N/A
TIME PERIOD:	4:45 PM - 5:45 PM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2171				2514	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									2432				2816	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									312				361	
NON-PROJECT TRAFFIC									2744				3177	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
	%Pass-By - Enter									-35%				-15%	15%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-119	0	0	0	-51	51	-119
	%Pass-By - Exit			11%												
Dropood Broject	Pass - By - Exit	0	0	38	0	0	0	0	0	0	0	0	0	0	0	38
Proposed Project	% New Trips - Enter									12%				33%	12%	
	New Trips - Enter	0	0	0	0	0	0	0	0	114	0	0	0	313	114	540
	% New Trips - Exit			13%												
	New Trips - Exit	0	0	125	0	0	0	0	0	0	0	0	0	0	0	125
TOTAL PROJ	ECT TRAFFIC	0	0	163	0	0	0	0	0	-5	0	0	0	262	165	583
TOTAL	TRAFFIC	0	0	163	0	0	0	0	0	2739	0	0	0	3439	165	

Project Traffic	Entering	947
	Exiting	<mark>961</mark>
Pass By Traffic	Entering	340
	Exiting	<mark>342</mark>

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	Right-in/Right-out Driveway & US Hwy 27 (Driveway 4)
COUNT DATE:	N/A
TIME PERIOD:	07:45 AM - 08:45 AM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2269				1701	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									2541				1905	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									326				244	
NON-PROJECT TRAFFIC									2867				2149	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
	%Pass-By - Enter									49%				-51%	11%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	94	0	0	0	-97	21	17
	%Pass-By - Exit			25%												
Dropood Broject	Pass - By - Exit	0	0	47	0	0	0	0	0	0	0	0	0	0	0	47
Proposed Project	% New Trips - Enter									48%					13%	
	New Trips - Enter	0	0	0	0	0	0	0	0	251	0	0	0	0	68	319
	% New Trips - Exit			20%										33%		
	New Trips - Exit	0	0	83	0	0	0	0	0	0	0	0	0	137	0	220
TOTAL PROJ	ECT TRAFFIC	0	0	130	0	0	0	0	0	345	0	0	0	40	89	603
TOTAL	TRAFFIC	0	0	130	0	0	0	0	0	3212	0	0	0	2189	89	
IUIAL		U	U	130	U	U	U	U	U	3212	U	U	U	2189	89	1

Project Traffic	Entering	523
	Exiting	<mark>413</mark>
Deep By Troffie	Entering	101
Pass By Tranic	Entering	191
	Exiting	<mark>188</mark>

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION:	Right-in/Right-out Driveway & US Hwy 27 (Driveway 4)
COUNT DATE:	N/A
TIME PERIOD:	4:45 PM - 5:45 PM
PEAK HOUR FACTOR:	0.920

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2165				2558	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									2425				2865	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									311				367	
NON-PROJECT TRAFFIC									2736				3232	

"PROJECT TRAFFIC"

TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
%Pass-By - Enter									49%				-51%	11%	
Pass - By - Enter	0	0	0	0	0	0	0	0	167	0	0	0	-173	37	31
%Pass-By - Exit			25%												
Pass - By - Exit	0	0	86	0	0	0	0	0	0	0	0	0	0	0	86
% New Trips - Enter									48%					13%	
New Trips - Enter	0	0	0	0	0	0	0	0	455	0	0	0	0	123	578
% New Trips - Exit			20%										33%		
New Trips - Exit	0	0	193	0	0	0	0	0	0	0	0	0	318	0	511
CT TRAFFIC	0	0	279	0	0	0	0	0	621	0	0	0	145	161	1205
															_
RAFFIC	0	0	279	0	0	0	0	0	3357	0	0	0	3377	161	
	TRIP TYPE %Pass-By - Enter Pass - By - Enter %Pass-By - Exit Pass - By - Exit % New Trips - Enter % New Trips - Exit New Trips - Exit New Trips - Exit CT TRAFFIC RAFFIC	TRIP TYPEEBL%Pass-By - Enter0%Pass - By - Enter0%Pass - By - Exit0% New Trips - Enter0% New Trips - Enter0% New Trips - Exit0% New Trips - Exit0CT TRAFFIC0RAFFIC0	TRIP TYPEEBLEBT%Pass-By - Enter00%Pass - By - Exit00% New Trips - Enter00% New Trips - Enter00% New Trips - Exit00% New Trips - Exit00RAFFIC00	TRIP TYPE EBL EBT EBR %Pass-By - Enter 0 0 0 Pass - By - Exit 0 0 366 %Pass - By - Exit 0 0 86 % New Trips - Enter 0 0 0 New Trips - Enter 0 0 0 % New Trips - Enter 0 0 0 % New Trips - Exit 0 0 193 CT TRAFFIC 0 0 279 RAFFIC 0 0 279	TRIP TYPE EBL EBT EBR WBL %Pass-By-Enter 0 0 0 0 Pass - By - Enter 0 0 0 0 %Pass-By - Exit 0 0 86 0 %New Trips - Enter 0 0 0 0 %New Trips - Enter 0 0 0 0 %New Trips - Exit 0 0 0 0 %New Trips - Exit 0 0 193 0 CT TRAFFIC 0 0 279 0	TRIP TYPE EBL EBT EBR WBL WBT %Pass-By - Enter 0 0 0 0 0 Pass - By - Enter 0 0 0 0 0 0 %Pass-By - Exit 0 0 86 0 0 %New Trips - Enter 0 0 0 0 0 %New Trips - Enter 0 0 0 0 0 %New Trips - Enter 0 0 0 0 0 %New Trips - Exit 0 0 193 0 0 CT TRAFFIC 0 0 279 0 0	TRIP TYPE EBL EBT EBR WBL WBT WBR %Pass-By-Enter 0 0 0 0 0 0 0 Pass - By - Enter 0 0 0 0 0 0 0 %Pass-By - Exit 0 0 86 0 0 0 %Pass - By - Exit 0 0 86 0 0 0 %New Trips - Enter 0 0 0 0 0 0 0 %New Trips - Enter 0 0 0 0 0 0 0 %New Trips - Exit 0 0 193 0 0 0 Met Trips - Exit 0 0 279 0 0 0 RAFFIC 0 0 279 0 0 0	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL %Pass-By - Enter 0	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU %Pass-By-Enter 0	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBT %Pass-By-Enter 0 0 0 0 0 0 0 49% Pass-By-Enter 0 0 0 0 0 0 0 167 %Pass-By-Exit 0 0 86 0 <t< th=""><th>TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBT NBR %Pass-By-Enter 0 0 0 0 0 0 0 0 49% Pass-By-Enter 0 0 0 0 0 0 0 167 0 %Pass-By-Exit 0 0 25% -</th><th>TRIP TYPE EBL EBT EBR WBL WBR NBL NBU NBT NBR SBL %Pass-By-Enter 0 0 0 0 0 0 0 49% Pass-By-Enter 0</th><th>TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBT NBR SBL SBU %Pass-By - Enter 0 0 0 0 0 0 0 49% 49% 49% 49% <t< th=""><th>TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBR SBL SBU SBT %Pass-By - Enter 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 -51% Pass - By - Enter 0 0 0 0 0 0 0 0 0 -51% Pass - By - Exit 0 0 0 0 0 0 0 0 0 -173 Pass - By - Exit 0 0 86 0 0 0 0 0 0 0 0 -173 Pass - By - Exit 0 0 86 0</th><th>TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBU SBT SBR %Pass-By-Enter 0 0 0 0 0 0 0 0 11% Pass - By - Enter 0 0 0 0 0 0 0 167 0 0 -51% 11% Pass - By - Enter 0 0 0 0 0 0 0 0 0 0 0 0 -51% 11% Pass - By - Exit 0</th></t<></th></t<>	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBT NBR %Pass-By-Enter 0 0 0 0 0 0 0 0 49% Pass-By-Enter 0 0 0 0 0 0 0 167 0 %Pass-By-Exit 0 0 25% -	TRIP TYPE EBL EBT EBR WBL WBR NBL NBU NBT NBR SBL %Pass-By-Enter 0 0 0 0 0 0 0 49% Pass-By-Enter 0	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBT NBR SBL SBU %Pass-By - Enter 0 0 0 0 0 0 0 49% 49% 49% 49% <t< th=""><th>TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBR SBL SBU SBT %Pass-By - Enter 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 -51% Pass - By - Enter 0 0 0 0 0 0 0 0 0 -51% Pass - By - Exit 0 0 0 0 0 0 0 0 0 -173 Pass - By - Exit 0 0 86 0 0 0 0 0 0 0 0 -173 Pass - By - Exit 0 0 86 0</th><th>TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBU SBT SBR %Pass-By-Enter 0 0 0 0 0 0 0 0 11% Pass - By - Enter 0 0 0 0 0 0 0 167 0 0 -51% 11% Pass - By - Enter 0 0 0 0 0 0 0 0 0 0 0 0 -51% 11% Pass - By - Exit 0</th></t<>	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBU NBR SBL SBU SBT %Pass-By - Enter 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 -51% Pass - By - Enter 0 0 0 0 0 0 0 0 0 -51% Pass - By - Exit 0 0 0 0 0 0 0 0 0 -173 Pass - By - Exit 0 0 86 0 0 0 0 0 0 0 0 -173 Pass - By - Exit 0 0 86 0	TRIP TYPE EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBU SBT SBR %Pass-By-Enter 0 0 0 0 0 0 0 0 11% Pass - By - Enter 0 0 0 0 0 0 0 167 0 0 -51% 11% Pass - By - Enter 0 0 0 0 0 0 0 0 0 0 0 0 -51% 11% Pass - By - Exit 0

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

APPENDIX C SIGNAL TIMINGS

FDOT - DISTRICT 1

Signal Timing Report

(For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:

Renjan Joseph, P.E. # 68284

Date:

Revisions		Lo	cation Details	
06/2015: Updated controller timing parameters to the June 2014 D1 quidelines. Added minor side street detection delay.	Section:	16180	Mile Post:	21.145
3	Major Street:	US 27	Orientation:	N-S
	Minor Street:	Ridgewood Lakes Blvd	Orientation:	E-W
	Sig ID:	1116		27
	Disclaimer S	tatement		

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

				Controlle	or Timings				
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB			NBU	SB		WB	
Turn Type	Protected				Protected				
Min Green	5	28			5	28		7	
Ext	3.0	2.1			3.0	2.1		3.0	
Yellow	6.0	6.0			6.0	6.0		3,4	
All Red	2.0	2.0			2.0	2.0		3.3	
Max I	25	60			15	60		35	
Max II									
Max Limit									
Adjust By									
Walk									
Flashing Don't Walk									
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			



Notes:

1. Program 8 sec detection delay for minor side street right turn movement.

APPENDIX D LEVEL OF SERVICE REPORTS FOR EXISTING CONDITIONS

Intersection

Movement ERI ERI ERR WRI WRI WRR NRI NRI NRR SRI SRI S	SBI SBT SI
Lane Configurations	3 AAA
	20 4000
Tramic Vol, Ven/n 1 0 15 10 0 49 12 2512 22 39 1869	39 1869
Future Vol, veh/h 1 0 15 10 0 49 12 2512 22 39 1869	39 1869
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0	0 0
Sign Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre	Free Free Fr
RT Channelized None None None N	No
Storage Length 560 - 535 560 -	560 - 5
Veh in Median Storage, # - 0 0 0 0	- 0
Grade, % - 0 0 0 0	- 0
Peak Hour Factor 98 98 98 98 98 98 98 98 98 98 98 98	98 98
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2
Mvmt Flow 1 0 15 10 0 50 12 2563 22 40 1907	40 1907

Major/Minor	Minor2		1	Minor1			Major1		Ν	/lajor2				
Conflicting Flow All	3037	4597	954	3430	4583	1282	1915	0	0	2586	0	0		
Stage 1	1987	1987	-	2588	2588	-	-	-	-	-	-	-		
Stage 2	1050	2610	-	842	1995	-	-	-	-	-	-	-		
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-		
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-		
Pot Cap-1 Maneuver	14	1	223	~ 8	1	134	138	-	-	62	-	-		
Stage 1	39	105	-	14	51	-	-	-	-	-	-	-		
Stage 2	219	50	-	294	104	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
Mov Cap-1 Maneuver	r 3	0	223	~ 2	0	134	138	-	-	62	-	-		
Mov Cap-2 Maneuver	r 3	0	-	~ 2	0	-	-	-	-	-	-	-		
Stage 1	14	38	-	13	47	-	-	-	-	-	-	-		
Stage 2	125	45	-	100	38	-	-	-	-	-	-	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, s	s/\$55.13		\$ 22	264.47			0.16			2.71				
HCM LOS	F		+	F			••							
Minor Lane/Major Mv	mt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR					
Capacity (veh/h)		138	-	-	38	13	62	-	-					
HCM Lane V/C Ratio		0.089	-	-	0.424	4.72	0.637	-	-					
HCM Control Delay (s	s/veh)	33.6	-	-	155.\$ 2	2264.5	133.2	-	-					
HCM Lane LOS	,	D	-	-	F	F	F	-	-					
HCM 95th %tile Q(ve	h)	0.3	-	-	1.5	8.6	2.7	-	-					
Notes														
~: Volume exceeds c	apacity	\$: De	lay exc	eeds 3	00s -	+: Com	putation	Not De	efined	*: All I	major vol	ume in	platoon	

Intersection

				14/51	MAD T	14/00		NET		0.01	0.D.T.	000
Movement	EBL	EBT	EBR	WBL	WBI	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1			7	7	11t		ሻ	114	
Traffic Vol, veh/h	0	0	2	0	0	15	3	2526	12	10	1902	2
Future Vol, veh/h	0	0	2	0	0	15	3	2526	12	10	1902	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	16	3	2631	13	10	1981	2

Major/Minor	Minor2		Ν	linor1		N	/lajor1		Ν	/lajor2			
Conflicting Flow All	-	-	992	-	-	1322	1983	0	0	2644	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0	0	210	0	0	126	128	-	-	58	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	r -	-	210	-	-	126	128	-	-	58	-	-	
Mov Cap-2 Maneuver	r -	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Dela	ay, s/v22.31	37.6	0.04	0.42	
HCM LOS	С	E			

Minor Lane/Major Mvmt	NBL	NBT	NBR E	BLn1V	VBLn1	SBL	SBT	SBR	
Capacity (veh/h)	128	-	-	210	126	58	-	-	
HCM Lane V/C Ratio	0.025	-	-	0.01	0.124	0.179	-	-	
HCM Control Delay (s/veh)	33.9	-	-	22.3	37.6	79.8	-	-	
HCM Lane LOS	D	-	-	С	E	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	0.6	-	-	

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes

01/10/2024

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				7		1	3	***	1	5	***	
Traffic Volume (veh/h)	0	0	0	99	0	98	4	2784	59	61	1883	0
Future Volume (veh/h)	0	0	0	99	0	98	4	2784	59	61	1883	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				108	0	107	4	3026	64	66	2047	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh. %				2	0	2	2	2	2	2	2	0
Cap, veh/h				168	0	150	218	3621	1124	87	4121	0
Arrive On Green				0.09	0.00	0.09	0.71	0.71	0.71	0.05	0.81	0.00
Sat Flow, veh/h				1781	0	1585	206	5106	1585	1781	5274	0
Grp Volume(v), veh/h				108	0	107	4	3026	64	66	2047	0
Grp Sat Flow(s).veh/h/ln				1781	0	1585	206	1702	1585	1781	1702	0
Q Serve(q_s), s				5.3	0.0	6.0	0.6	38.6	1.1	3.3	11.8	0.0
Cycle Q Clear(q, c), s				5.3	0.0	6.0	3.4	38.6	1.1	3.3	11.8	0.0
Prop In Lane				1.00	0.0	1.00	1.00	0010	1.00	1.00		0.00
Lane Grp Cap(c), veh/h				168	0	150	218	3621	1124	87	4121	0
V/C Ratio(X)				0.64	0.00	0.72	0.02	0.84	0.06	0.76	0.50	0.00
Avail Cap(c a), veh/h				728	0	647	218	3621	1124	556	4121	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				39.9	0.0	40.2	4.8	9.5	4.0	42.9	2.8	0.0
Incr Delay (d2), s/veh				4.1	0.0	6.2	0.2	2.4	0.1	12.8	0.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				2.5	0.0	2.6	0.0	9.2	0.3	1.7	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				43.9	0.0	46.4	5.0	11.9	4.1	55.7	3.3	0.0
LnGrp LOS				D		D	А	В	А	E	А	
Approach Vol. veh/h					215			3094			2113	
Approach Delay, s/yeh					45.2			11.8			4.9	
Approach LOS					D			В			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	8.9	69.3				78.2		13.1				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+l1), s	5.3	40.6				13.8		8.0				
Green Ext Time (p_c), s	0.1	21.0				24.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.4									
HCM 7th LOS			В									

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	^	1	5	^	7
Traffic Vol, veh/h	7	2	10	18	1	48	12	2395	57	69	2787	22
Future Vol, veh/h	7	2	10	18	1	48	12	2395	57	69	2787	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	11	19	1	52	13	2575	61	74	2997	24

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1			1	7	11t		٦	11h	
Traffic Vol, veh/h	0	0	6	0	0	19	6	2412	6	4	2856	3
Future Vol, veh/h	0	0	6	0	0	19	6	2412	6	4	2856	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	20	6	2594	6	4	3071	3

Major/Minor	Minor2		Ν	/linor1		ľ	Major1		ſ	Major2			
Conflicting Flow All	-	-	1537	-	-	1300	3074	0	0	2600	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0	0	90	0	0	130	35	-	-	61	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	· -	-	90	-	-	130	35	-	-	61	-	-	
Mov Cap-2 Maneuver	• -	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay	, s/v48.21	37.7	0.33	0.09	
HCM LOS	E	E			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	
Capacity (veh/h)	35	-	-	90	130	61	-	-	
HCM Lane V/C Ratio	0.187	-	-	0.072	0.157	0.07	-	-	
HCM Control Delay (s/veh)	131.7	-	-	48.2	37.7	68	-	-	
HCM Lane LOS	F	-	-	Е	E	F	-	-	
HCM 95th %tile Q(veh)	0.6	-	-	0.2	0.5	0.2	-	-	

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				3		1	3	***	1	3	***	
Traffic Volume (veh/h)	0	0	0	56	0	65	4	2784	59	61	1883	0
Future Volume (veh/h)	0	0	0	56	0	65	4	2784	59	61	1883	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adi.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adi Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				58	0	68	4	2900	61	64	1961	0
Peak Hour Factor				0.96	0.92	0.96	0.92	0.96	0.96	0.96	0.96	0.92
Percent Heavy Veh. %				2	0	2	2	2	2	2	2	0
Cap, veh/h				128	0	114	217	3264	1013	84	3940	0
Arrive On Green				0.07	0.00	0.07	0.64	0.64	0.64	0.05	0.77	0.00
Sat Flow, veh/h				1781	0.00	1585	224	5106	1585	1781	5274	0.00
Grp Volume(v), veh/h				58	0	68	4	2900	61	64	1961	0
Grp Sat Flow(s).veh/h/ln				1781	0	1585	224	1702	1585	1781	1702	0
Q Serve(q_s), s				2.9	0.0	3.9	0.6	44.5	1.4	3.3	13.4	0.0
Cycle Q Clear(g_c), s				2.9	0.0	3.9	1.6	44.5	1.4	3.3	13.4	0.0
Prop In Lane				1.00	0.0	1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				128	0	114	217	3264	1013	84	3940	0
V/C Ratio(X)				0.45	0.00	0.60	0.02	0.89	0.06	0.76	0.50	0.00
Avail Cap(c a), veh/h				670	0	596	217	3264	1013	474	3940	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				41.8	0.0	42.2	6.6	14.1	6.3	44.2	4.0	0.0
Incr Delay (d2), s/veh				2.5	0.0	4.9	0.2	4.1	0.1	13.3	0.5	0.0
Initial Q Delav(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln				1.4	0.0	1.7	0.0	13.3	0.4	1.7	2.2	0.0
Unsig, Movement Delay, s/veh					0.0		0.0		••••			0.0
LnGrp Delav(d), s/veh				44.3	0.0	47.2	6.7	18.2	6.5	57.5	4.4	0.0
LnGrp LOS				D		D	A	B	A	E	A	
Approach Vol. veh/h					126			2965			2025	
Approach Delay s/veh					45.9			17.9			61	
Approach LOS					0.5 D			- 17.5 B			0.1 A	
	_	•				•		-			,,	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.4	68.0				80.4		13.4				
Change Period (Y+Rc), s	8.0	8.0				8.0		6./				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	5.3	46.5				15.4		5.9				
Green Ext Time (p_c), s	0.1	11.2				12.6		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.9									
HCM 7th LOS			В									

APPENDIX E GROWTH RATE CALCULATIONS

Project: Davenport - Retail Location: Polk County, FL Notes:

Volume Source #1:	0310 - SR-25/US-27,280' S OF S HOLLY HI
Volume Soruce #2:	5210 - SR 25/US 27, NORTH OF BATES R(
Volume Source #3:	0085 - SR25/US27, N OF CR17/OLD POLK
Volume Source #4:	0043 - SR 600/US 17/92, SOUTHWEST OF
Volume Source #5:	4138 - CR 547/LEE JACKSON ST, N OF CF

			Volume	Volume	Volume	Volume	Volume	Total
Line	Month	Year	Source #1	Source #2	Source #3	Source #4	Source #5	Volume
1		2013	45246	44500	46500	9800	2700	148746
2		2014	48178	45500	47500	10000	2300	153478
3		2015	52535	49000	50000	11500	2300	165335
4		2016	55599	53500	57000	12200	2500	180799
5		2017	58237	48000	49000	12900	2700	170837
6		2018	60155	51000	52000	14700	2800	180655
7		2019	63391	54000	54500	14300	3400	189591
8		2020	57876	54000	49000	14000	3400	178276
9		2021	71368	55500	57500	19400	3600	207368
10		2022	72576	55500	57500	19900	3800	209276

INF	PUT DATA			OUTPU ⁻	Γ DATA	
		Aggregate Traffic				Best Fit Volume
Month	Year	Volume	Line	Month	Year	Trend
	2013	148746	1		2013	150538.8545
	2014	153478	2		2014	156738.2424
	2015	165335	3		2015	162937.6303
	2016	180799	4		2016	169137.0182
	2017	170837	5		2017	175336.4061
	2018	180655	6		2018	181535.7939
	2019	189591	7		2019	187735.1818
	2020	178276	8		2020	193934.5697
	2021	207368	9		2021	200133.9576
	2022	209276	10		2022	206333.3455
	INF Month	INPUT DATA Month Year 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022	INPUT DATA Aggregate Traffic Month Year Volume 2013 148746 2014 153478 2015 165335 2016 180799 2017 170837 2018 180655 2019 189591 2020 178276 2021 207368 2022 209276	INPUT DATA Aggregate Traffic Month Year Volume Line 2013 148746 1 2014 153478 2 2015 165335 3 2016 180799 4 2017 170837 5 2018 180655 6 2019 189591 7 2020 178276 8 2021 207368 9 2022 209276 10	INPUT DATA OUTPUT Aggregate Traffic Traffic Month Year Volume Line Month 2013 148746 1 </td <td>INPUT DATA OUTPUT DATA Aggregate Traffic Month Year Volume Line Month Year 2013 148746 1 2013 2013 2014 2013 2014 2013 2014 2015 2014 2015 2014 2015 2015 2015 2015 2015 2015 2016 2017 2016 2017 2016 2017 2016 2017 2017 2018 2017 2018 2019 2018 2019 2019 2019 2019 2019 2019 2020 2020 2020 2021 2020 2021 2021 2021 2021 2021 2021 2021 2021 2021 2022 20216 10 2022 2021 2022 2022 2021 2022 2021 2022 2021 2022 2022 2021 2022 2022 2022 2022 2022 2022 2022 2022 2022 2022 2022 <td< td=""></td<></td>	INPUT DATA OUTPUT DATA Aggregate Traffic Month Year Volume Line Month Year 2013 148746 1 2013 2013 2014 2013 2014 2013 2014 2015 2014 2015 2014 2015 2015 2015 2015 2015 2015 2016 2017 2016 2017 2016 2017 2016 2017 2017 2018 2017 2018 2019 2018 2019 2019 2019 2019 2019 2019 2020 2020 2020 2021 2020 2021 2021 2021 2021 2021 2021 2021 2021 2021 2022 20216 10 2022 2021 2022 2022 2021 2022 2021 2022 2021 2022 2022 2021 2022 2022 2022 2022 2022 2022 2022 2022 2022 2022 2022 <td< td=""></td<>



 Slope:
 6199.387879

 Intercept:
 -12328828.9

 R²:
 0.867035752

 Standard Error:
 7796.141786

Exponential		
Growth Rate:	3.57%	
Future = Existi	ing (1+Growth)	^N
Linear		_
Growth Rate:	4.12%	

Future = Existing (1+Growth*N)

COUNTY: 16 - POLK

SITE: 0043 - SR 600/US 17/92, SOUTHWEST OF CR 547, DAVENPORT

YEAR	AADT	DII	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	19900 C	N	9900	S	10000	9.00	55.20	8.30
2021	19400 C	Ν	9400	S	10000	9.00	55.30	9.50
2020	14000 C	Ν	6800	S	7200	9.00	53.40	8.40
2019	14300 C	Ν	6900	S	7400	9.00	56.00	9.30
2018	14700 C	Ν	7200	S	7500	9.00	54.50	10.00
2017	12900 C	Ν	6400	S	6500	9.00	54.50	9.70
2016	12200 C	Ν	6000	S	6200	9.00	53.30	10.10
2015	11500 C	Ν	5600	S	5900	9.00	55.70	10.10
2014	10000 F	Ν	4900	S	5100	9.00	55.60	7.60
2013	9800 C	Ν	4800	S	5000	9.00	55.90	7.60
2012	9600 C	Ν	4900	S	4700	9.00	55.80	7.70
2011	9700 F	Ν	4800	S	4900	9.00	55.70	7.20
2010	9700 C	Ν	4800	S	4900	9.55	56.07	7.20
2009	10200 C	Ν	5000	S	5200	9.36	56.35	7.80
2008	10600 C	Ν	5200	S	5400	9.78	55.29	9.10
2007	11300 C	N	5600	S	5700	9.66	55.30	9.90

HAINES CITY

COUNTY: 16 - POLK

SITE: 0085 - SR25/US27, N OF CR17/OLD POLK CITY RD

	ייירי א א	БТ	DECUTAN 1	БТ	DECUTON O			
ILAR	AADI		RECITON I		RECIION Z	*K FACIOR	D FACTOR	I FACTOR
2022	57500 F	N	29000	S	28500	9.00	51.60	8.10
2021	57500 C	Ν	29000	S	28500	9.00	51.70	8.20
2020	49000 C	Ν	24500	S	24500	9.00	51.60	9.10
2019	54500 C	Ν	27500	S	27000	9.00	52.00	8.40
2018	52000 C	Ν	26500	S	25500	9.00	51.90	9.10
2017	49000 C	Ν	25000	S	24000	9.00	52.00	7.70
2016	57000 C	Ν	28500	S	28500	9.00	52.10	7.70
2015	50000 C	Ν	25000	S	25000	9.00	52.00	7.70
2014	47500 F	Ν	24000	S	23500	9.00	52.10	8.40
2013	46500 C	Ν	23500	S	23000	9.00	52.50	8.40
2012	44000 C	Ν	22500	S	21500	9.00	52.10	8.40
2011	45000 F	Ν	23000	S	22000	9.00	52.30	8.10
2010	45000 C	Ν	23000	S	22000	9.09	54.24	8.10
2009	48000 C	Ν	24000	S	24000	8.99	53.28	7.00
2008	46500 C	Ν	23000	S	23500	9.32	52.85	8.30
2007	49500 C	Ν	25000	S	24500	9.77	54.93	9.40

COUNTY: 16 - POLK

SITE: 0310 - SR-25/US-27,280' S OF S HOLLY HILL TANK RD,POLK CO

YEAR	AADT	DI	RECTION 1	DI	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	72576 C	N N	37411	 S	35165	9.00	51.10	7.40
2021	71368 C	Ν	36926	S	34442	9.00	51.60	7.60
2020	57876 C	Ν	29790	S	28086	9.00	51.50	8.40
2019	63391 C	Ν	32602	S	30789	9.00	52.00	7.70
2018	60155 C	Ν	30860	S	29295	9.00	52.10	7.90
2017	58237 C	Ν	29730	S	28507	9.00	52.10	8.20
2016	55599 C	Ν	28275	S	27324	9.00	52.50	8.10
2015	52535 C	Ν	26621	S	25914	9.00	52.30	8.10
2014	48178 C	Ν	24356	S	23822	9.00	52.40	8.30
2013	45246 C	Ν	22830	S	22416	9.00	53.30	8.20
2012	44834 C	Ν	22730	S	22104	9.00	52.30	8.10
2011	44534 C	Ν	22521	S	22013	9.00	52.90	8.40
2010	45250 C	Ν	22862	S	22388	8.83	55.29	8.30
2009	44635 C	Ν	22484	S	22151	9.00	54.13	8.60
2008	44487 C	Ν	22415	S	22072	9.11	53.23	8.50
2007	42819 C	N	21484	S	21335	8.18	51.18	10.70

COUNTY: 16 - POLK

SITE: 4138 - CR 547/LEE JACKSON ST, N OF CR 547/BAY ST PC 138

YEAR	AADT	DII	RECTION 1	DII	RECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	 3800 Е					9.00		9.00
2021	3600 S	Ν	1700	S	1900	9.00	55.30	8.00
2020	3400 F	N	1600	ŝ	1800	9.00	53.40	8.00
2019	3400 C	Ν	1600	S	1800	9.00	56.00	8.00
2018	2800 X		0		0	9.00	54.50	7.80
2017	2700 Т					9.00	54.50	7.50
2016	2500 S	Ν	1200	S	1300	9.00	53.30	6.00
2015	2300 F	Ν	1100	S	1200	9.00	55.70	6.00
2014	2300 C	Ν	1100	S	1200	9.00	55.60	6.00
2013	2700 S	Ν	1300	S	1400	9.00	55.90	7.10
2012	2700 F	Ν	1300	S	1400	9.00	55.80	7.10
2011	2700 C	Ν	1300	S	1400	9.00	55.70	7.10
2010	2200 S	Ν	1100	S	1100	9.55	56.07	6.00
2009	2200 F	Ν	1100	S	1100	9.36	56.35	6.00
2008	2200 C	Ν	1100	S	1100	9.78	55.29	6.00

COUNTY: 16 - POLK

SITE:	5210 - SR	25/US	27,	NORTH	OF	BATES	ROAD	HAINES CI	ΤY		
YEAR	AADT		DIF	RECTION	1	DI	RECTION 2	*K FACT	OR	D FACTOR	T FACTOR
2022	55500	F	N	28500		S	27000	9.	00	51.60	8.10
2021	55500	С	Ν	28500		S	27000	9.	00	51.70	8.20
2020	54000	С	Ν	28000		S	26000	9.	00	51.60	9.10
2019	54000	С	Ν	28000		S	26000	9.	00	52.00	8.40
2018	51000	С	Ν	26000		S	25000	9.	00	51.90	9.10
2017	48000	С	Ν	25000		S	23000	9.	00	52.00	8.00
2016	53500	С	Ν	27000		S	26500	9.	00	52.10	8.00
2015	49000	С	Ν	24500		S	24500	9.	00	52.00	8.00
2014	45500	F	Ν	22500		S	23000	9.	00	52.10	7.50
2013	44500	С	Ν	22000		S	22500	9.	00	52.50	7.50
2012	44500	С	Ν	23000		S	21500	9.	00	52.10	8.60
2011	47000	F	Ν	24000		S	23000	9.	00	52.30	7.80
2010	47000	С	Ν	24000		S	23000	9.	09	54.24	7.80
2009	47500	С	Ν	24000		S	23500	8.	99	53.28	8.60
2008	48500	С	Ν	25000		S	23500	9.	32	52.85	9.80
2007	47500	С	Ν	24000		S	23500	9.	77	54.93	9.80

ILL TANK RD,POLK CO

R 547/BAY ST

۱ N	Ionth Vlook	up				_
Month	Month Number	Year Equiv.	Actual Equiv. Year	Total Equiv. Year	Agg. Volume	Best Fit Volume
JAN	0	0	0	2013	148746	150538.9
FEB	1	0.083333	0	2014	153478	156738.2
MAR	2	0.166667	0	2015	165335	162937.6
APR	3	0.25	0	2016	180799	169137
MAY	4	0.333333	0	2017	170837	175336.4
JUN	5	0.416667	0	2018	180655	181535.8
JUL	6	0.5	0	2019	189591	187735.2
AUG	7	0.583333	0	2020	178276	193934.6
SEP	8	0.666667	0	2021	207368	200134
OCT	9	0.75	0	2022	209276	206333.3
NOV	10	0.833333	0			
DEC	11	0.916667	0			
			MAX:	2022		206333.3
			MIN:	2013		150538.9
			Ranges:			

APPENDIX F LEVEL OF SERVICE EDITION REPORTS FOR BACKGROUND CONDITIONS

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	***	1	٦	***	7
Traffic Vol, veh/h	1	0	17	11	0	55	14	2834	25	44	2108	9
Future Vol, veh/h	1	0	17	11	0	55	14	2834	25	44	2108	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	11	0	56	14	2892	26	45	2151	9

Major/Minor	Minor2		ľ	Minor1		ľ	Major1		Ν	/lajor2				
Conflicting Flow All	3426	5187	1076	3871	5170	1446	2160	0	0	2917	0	0		
Stage 1	2241	2241	-	2920	2920	-	-	-	-	-	-	-		
Stage 2	1185	2946	-	950	2250	-	-	-	-	-	-	-		
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-		
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-		
Pot Cap-1 Maneuver	8	0	185	~ 4	0	104	104	-	-	~ 42	-	-		
Stage 1	26	78	-	~ 8	34	-	-	-	-	-	-	-		
Stage 2	180	33	-	253	77	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
Mov Cap-1 Maneuver	• 3	0	185	~ 3	0	104	104	-	-	~ 42	-	-		
Mov Cap-2 Maneuver	- 3	0	-	~ 3	0	-	-	-	-	-	-	-		
Stage 1	26	0	-	~ 7	29	-	-	-	-	-	-	-		
Stage 2	71	28	-	229	0	-	-	-	-	-	-	-		
Annroach	FR			WR			NR			SB				
HCM Control Delay	-/@/12 33		¢	10/0 6			0.22			6.35				
HCM LOS	F		Ψ	F			0.22			0.00				
	1			1										
Minor Lane/Major Mv	mt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR					
Capacity (veh/h)		104	-	-	43	16	~ 42	-	-					
HCM Lane V/C Ratio		0.138	-	-	0.431	4.253	1.073	-	-					
HCM Control Delay (s	s/veh)	45.2	-	-	142. \$ 1	1949.6\$	311.8	-	-					
HCM Lane LOS		Е	-	-	F	F	F	-	-					
HCM 95th %tile Q(vel	h)	0.5	-	-	1.5	9.2	4.3	-	-					
Notes														
~: Volume exceeds ca	apacity	\$: De	elay exc	eeds 3	00s -	+: Com	putation	Not De	fined	*: All	major volu	ume in	olatoon	

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1			1	7	11t		٦	114	
Traffic Vol, veh/h	0	0	2	0	0	17	3	2850	14	11	2146	2
Future Vol, veh/h	0	0	2	0	0	17	3	2850	14	11	2146	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	18	3	2969	15	11	2235	2

Major/Minor	Minor2		Ν	/linor1		ľ	Major1		Ν	/lajor2			
Conflicting Flow All	-	-	1119	-	-	1492	2238	0	0	2983	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0	0	173	0	0	96	95	-	-	39	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	r -	-	173	-	-	96	95	-	-	39	-	-	
Mov Cap-2 Maneuver	r –	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Dela	y, s/v_26.1	50.56	0.05	0.68	
HCM LOS	D	F			

Minor Lane/Major Mvmt	NBL	NBT	NBR I	EBLn1\	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	95	-	-	173	96	39	-	-	
HCM Lane V/C Ratio	0.033	-	-	0.012	0.184	0.297	-	-	
HCM Control Delay (s/veh)	44.4	-	-	26.1	50.6	133.6	-	-	
HCM Lane LOS	Е	-	-	D	F	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	0.6	1	-	-	

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

	٠	-	7	1	←	•	1	Ť	1	5	ŧ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				3		1	3	***	1	3	***	
Traffic Volume (veh/h)	0	0	0	111	0	110	5	3141	66	68	2125	0
Future Volume (veh/h)	0	0	0	111	0	110	5	3141	66	68	2125	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adi.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adi Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				121	0	120	5	3414	72	74	2310	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh. %				2	0	2	2	2	2	2	2	0
Cap, veh/h				183	0	163	179	3554	1103	97	4082	0
Arrive On Green				0.10	0.00	0.10	0.70	0.70	0.70	0.05	0.80	0.00
Sat Flow, veh/h				1781	0.00	1585	159	5106	1585	1781	5274	0.00
Grn Volume(v) veh/h				121	0	120	5	3414	72	74	2310	0
Grp Sat Flow(s) veh/h/ln				1781	0	1585	159	1702	1585	1781	1702	0
O Serve(a, s) s				60	0.0	6.8	100	56.5	1303	3.8	15.3	0.0
$(y_{c}) = 0$ ((y_{c})), $(y_{c}) = 0$ ($(y_{c}) = 0$ ($(y_{c}) = 0$), $(y_{c}) = 0$ ($(y_{c}) = 0$ ($(y_{c}) = 0$), $(y_{c}) = 0$ ($(y_{c}) = 0$ ($(y_{c}) = 0$), $(y_{c}) = 0$ ($(y_{c}) = 0$ ($(y_{c}) = 0$), $(y_{c}) = 0$ ($(y_{c}) = 0$).				6.0	0.0	6.8	6.8	56.5	1.3	3.8	15.3	0.0
Prop In Lane				1.00	0.0	1.00	1.00	50.5	1.0	1.00	10.0	0.0
				183	0	163	170	355/	1103	07	1082	0.00
V/C Patio(X)				0.66	0 00	0.74	0.03	0.06	0.07	0.76	4002	0.00
				721	0.00	6/1	170	3554	1103	551	4082	0.00
HCM Plateon Patio				1 00	1 00	1 00	1.00	1 00	1 00	1 00	1 002	1 00
Lipstroam Eilter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Doloy (d) s/yoh				20.8	0.00	1.00	6.4	12.00	1.00	12.00	2.4	0.00
Iner Delay (d2), s/veh				10	0.0	40.1	0.4	12.0 Q /	4.5	40.0	0.4	0.0
Initial O Dolay(d2), s/veh				4.0	0.0	0.0	0.5	0.4	0.1	0.0	0.0	0.0
Vile ReekOfO(E0%) veh/lp				0.0	0.0	0.0	0.0	15.0	0.0	0.0	1.0	0.0
Ville BackOrg(50 %), Veri/III				2.0	0.0	2.9	0.0	15.0	0.5	1.9	1.0	0.0
La Cra Dolov(d) alveb				12 0	0.0	16.1	67	21.2	16	515	10	0.0
LIGIP Delay(u), s/veli				43.0	0.0	40.4	0.7	21.2	4.0	04.0 D	4.0	0.0
				U	044	U	A	2404	A	U	0004	
Approach Vol, ven/h					241			3491			2384	
Approach Delay, s/ven					45.1			20.9			5.5	
Approach LOS					D			C			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.5	68.7				78.2		14.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+l1), s	5.8	58.5				17.3		8.8				
Green Ext Time (p_c), s	0.1	5.1				30.0		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.8									
HCM 7th LOS			В									

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	111	1	٦	^	7
Traffic Vol, veh/h	8	2	11	20	1	54	13	2702	64	78	3144	25
Future Vol, veh/h	8	2	11	20	1	54	13	2702	64	78	3144	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	12	22	1	58	14	2905	69	84	3381	27

Major/Minor	Minor2		1	Minor1		1	Major1		Ν	Major2				
Conflicting Flow All	4739	6551	1690	4454	6509	1453	3408	0	0	2974	0	0		
Stage 1	3548	3548	-	2933	2933	-	-	-	-	-	-	-		
Stage 2	1191	3002	-	1521	3575	-	-	-	-	-	-	-		
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-		
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-		
Pot Cap-1 Maneuver	~ 1	~ 0	70	~ 2	~ 0	103	23	-	-	~ 39	-	-		
Stage 1	~ 3	15	-	~ 8	33	-	-	-	-	-	-	-		
Stage 2	179	31	-	110	15	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
Mov Cap-1 Maneuver	r ~ 0	0	70	~ 1	0	103	23	-	-	~ 39	-	-		
Mov Cap-2 Maneuver	r ~ 0	0	-	~ 1	0	-	-	-	-	-	-	-		
Stage 1	~ 3	0	-	~ 3	13	-	-	-	-	-	-	-		
Stage 2	28	12	-	92	0	-	-	-	-	-	-	-		
Approach	EB			WB			NB			SB				
HCM Control Delatv 4	√ 287 98		\$ 229	987 12			14			18.02				
HCM LOS	F		Ψ	F			•••			10.02				
Minor Lane/Maior My	mt	NRI	NRT	NRR	-RI n1W	/RI n1	SBL	SBT	SBR					
Canacity (veh/h)		23	-			2	~ 30							
HCM Lane V/C Ratio		0 609	_	_ 4	-	13 687	2 147	_	_					
HCM Control Delay (s	s/veh)	299.4	_	2	112892 112892	987 1	\$ 750	_						
HCM Lane LOS		200.4 F	_	Ψ		.507.1 F	φ750 F	_	_					
HCM 95th %tile O(vel	h)	1.8	_	_	46	123	91	_						
		1.0			4.0	12.0	3.1							
Notes														
~: Volume exceeds ca	apacity	\$: De	elay exc	eeds 3)0s -	+: Com	putation	Not De	efined	*: All	major vol	ume in	platoon	

Intersection

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1			1	7	11t		5	114	
Traffic Vol, veh/h	0	0	7	0	0	21	6	2721	7	5	3222	3
Future Vol, veh/h	0	0	7	0	0	21	6	2721	7	5	3222	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	23	6	2926	8	5	3465	3

Major/Minor	Minor2		Ν	/linor1		ſ	Major1		I	Major2			
Conflicting Flow All	-	-	1734	-	-	1467	3468	0	0	2933	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0	0	66	0	0	100	21	-	-	41	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	r –	-	66	-	-	100	21	-	-	41	-	-	
Mov Cap-2 Maneuver	r –	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Dela	ay, s/v66.88	51.03	0.52	0.16	
HCM LOS	F	F			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	
Capacity (veh/h)	21	-	-	66	100	41	-	-	
HCM Lane V/C Ratio	0.303	-	-	0.115	0.225	0.131	-	-	
HCM Control Delay (s/veh)	235.6	-	-	66.9	51	105.5	-	-	
HCM Lane LOS	F	-	-	F	F	F	-	-	
HCM 95th %tile Q(veh)	0.9	-	-	0.4	0.8	0.4	-	-	

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				3		1	3	***	*	3	***	
Traffic Volume (veh/h)	0	0	0	65	0	75	1	2800	100	137	3148	0
Future Volume (veh/h)	0	0	0	65	0	75	1	2800	100	137	3148	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adi.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				1.00	No	1.00	1.00	No	1.00	1.00	No	1.00
Adi Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				71	0	82	1070	3043	1070	149	3422	0
Peak Hour Factor				0.92	0 92	0 92	0.92	0040	0.92	0.92	0 92	0 92
Percent Heavy Veh %				0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
Can yeh/h				131	0	117	2 80	3050	Q/7	18/	3082	0
Arrive On Green				0.07	0 00	0.07	0.60	0.60	0.60	0.10	0.78	0.00
Sat Flow, yob/b				1791	0.00	1595	0.00	5106	1595	1791	5274	0.00
				74	0	1000	52	2042	1000	1101	3274	0
Grp volume(v), ven/n				17	0	82	1	3043	109	149	3422	0
Grp Sat Flow(s),ven/n/in				1781	0	1585	52	1702	1585	1781	1702	0
Q Serve(g_s), s				3.9	0.0	5.1	1.3	59.7	3.0	8.2	44.9	0.0
Cycle Q Clear(g_c), s				3.9	0.0	5.1	27.9	59.7	3.0	8.2	44.9	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				131	0	117	89	3050	947	184	3982	0
V/C Ratio(X)				0.54	0.00	0.70	0.01	1.00	0.12	0.81	0.86	0.00
Avail Cap(c_a), veh/h				626	0	557	89	3050	947	443	3982	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				44.9	0.0	45.4	22.8	20.2	8.8	44.1	7.4	0.0
Incr Delay (d2), s/veh				3.4	0.0	7.4	0.2	15.8	0.2	8.3	2.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				1.8	0.0	2.2	0.0	22.6	0.9	3.8	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				48.3	0.0	52.8	23.0	36.0	9.0	52.4	10.0	0.0
LnGrp LOS				D		D	С	D	А	D	В	
Approach Vol. veh/h					153			3153			3571	
Approach Delay, s/veh					50.7			35.0			11.8	
Approach LOS					D			D			В	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Bc) s	18.4	68.0				86.4		14 1				
Change Period (Y+Rc) s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax) s	25.0	60.0				60.0		35.3				
Max O Clear Time $(q, c+11)$ s	10.2	61.7				46.0		7 1				
Green Ext Time (p_0, r) c	0.2	01.7				40.9		0.4				
Green Ext Time (p_0), S	0.5	0.0				12.7		0.4				
Intersection Summary			00.0									
HOM 7th LOS			23.3									
			U									

APPENDIX G OTISS TRIP GENERATION CALCULATIONS – ACTUAL PROPOSED

		PROJECT DETAILS	ĹS
Project Name:	W131163 - Shopping Center Retail Davenport	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Sandra Gorman	Clients Name:	
Date:	12/15/2023	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	3
Analysis Region:			
		SCENARIO SUMMAR	ARY

Scenarios	Namo	No. of Land Licos	Phases of	No. of Years to Project	Licor Group	Estii	mated New Vehicle Tr	ips
Scenarios	Name	No. of Land Oses	Development	Traffic	User Group	Entry	Exit	Total
Scenario - 1	Proposed AM Peak	5	1	0		523	413	936
Scenario - 2	Proposed PM Peak	5	1	0		947	961	1908
Scenario - 3	Proposed Weekday	5	1	0		15499	15499	30998

Scenario - 1 Scenario Name: Proposed AM Peak User Group: Dev. phase: 1 No. of Years to Project Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Lice & Data Source	Location	IV/	Size	Time Deried	Method	Entry	Exit	Total
	LOCATION	IV	Size	Time Period	Rate/Equation	Split%	Split%	TOLAI
813 - Free-Standing Discount Superstore	General	1000 Sc. Et. CEA	252 F	Weekday, Peak Hour of	Average	263	207	470
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 54. 11. 01A	232.3	Adjacent Street Traffic,	1.86	56%	44%	470
945 - Convenience Store/Gas Station - VFP (16-	General	1000 Sc Et CEA	2.04	Weekday, Peak Hour of	Average	134	134	269
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	2.94	Adjacent Street Traffic,	91.35	50%	50%	200
857 - Discount Club	General	1000 Sc. Et. CEA	190.06	Weekday, Peak Hour of	Average	92	59	151
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	189.00	Adjacent Street Traffic,	0.80	61%	39%	151
934 - Fast-Food Restaurant with Drive-Through	General	1000 Sc. Et. CEA	0	Weekday, Peak Hour of	Average	182	175	257
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	٥	Adjacent Street Traffic,	44.61	51%	49%	557
821 - Shopping Plaza (40-150k) -	General		40	Weekday, Peak Hour	Average	43	26	60
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GLA	40	of Adjacent Street	1.73	62%	38%	69

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Lico	Baseline Site Ve	hicle Mode Share	Baseline Site Veh	icle Occupancy	Baseline Site Vehicle Directional Split		
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)	
813 - Free-Standing Discount Superstore	100	100	1	1	56	44	
945 - Convenience Store/Gas Station - VFP (16-24)	100	100	1	1	50	50	
857 - Discount Club	100	100	1.4	1.4	61	39	
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	51	49	
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	62	38	

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Lico	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
Land Ose	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0	0	263	207
	4	170	0	-	4	70
945 - Convenience Store/Gas Station - VFP (16-24)	134	134	0	0	134	134
	268		0		268	
957 Discount Club	129	83	0	0	129	83
	2	212	0		212	
024 East East Restaurant with Drive Through Window	182	175	0	0	182	175
934 - Fast-Food Restaurant with Drive-Through window	357		0		357	
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0	0	43	26
	69		0		69	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use							Land Use Group	
813 - Free-Standing Discou	nt Superstore					Retail		
945 - Convenience Store/G	as Station - VFP (16-24	4)				Resturant		
857 - Discount Club		•				Retail		
934 - Fast-Food Restaurant	with Drive-Through V	Window				Resturant		
821 - Shopping Plaza (40-1	50k) - Supermarket - N					Retail		
021 Shopping Huzu (40 1	Joky Supermarket 1					ile tuli		
BALANCED PERSON TRIPS								
813 - Free-Standing Discou	nt Superstore						945 - Convenience St	ore/Gas Station-VFP (16-24)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	0	0	0	0	134
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
263	0	0	0	0	0	0	0	134
813 - Free-Standing Discou	nt Superstore							857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	0	0	0	0	129
Persons Entry	DAF	LUPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand		DAF	Persons Exit
263	0	0	0	0	0	0	0	83
			_					
813 - Free-Standing Discou	nt Superstore					934 - 1	Fast-Food Restaurant v	with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	0	0	0	0	182
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
263	0	0	0	0	0	0	0	175
813 - Free-Standing Discou	nt Superstore						821 - Shopping Plaza	40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	0	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
263	0	0	0	0	0	0	0	26
945 - Convenience Store/G	as Station-VEP (16-24	١						857 - Discount Club
Borcons Evit			Unconstrained Demand	>>> BALANCED>>>	Unconstrained Domand		DAE	Porcons Entry
124	C C	OIFIC	onconstrained Demand			OIFIC	r Ai	120
134 Demons Frateria	0	U	U U		U	U	0	129
134	PAF 0	0 0	Onconstrained Demand	0	Onconstrained Demand	0	PAF 0	Persons Exit
154	Ū	0	0	-	Ŭ	0	0	00
945 - Convenience Store/G	as Station-VFP (16-24)				934 - 1	Fast-Food Restaurant v	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
134	0	0	0	0	0	0	0	182
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
134	0	0	0	0	0	0	0	175
945 - Convenience Store/G	as Station-VFP (16-24)					821 - Shopping Plaza	40-150k)-Supermarket - No
Persons Exit	PAF	, UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
134	0	0	0	0	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	LIIPTC	PAF	Persons Exit
134	0	0	0	0	0	0	0	26
057 Discussion						25		
857 - Discount Club		10070				934 - 1	Fast-Food Restaurant v	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
83	0	0	0	0	0	0	0	182
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
129	0	0	0	0	0	0	0	175

857 - Discount Club							821 - Shopping Plaza (4	0-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
83	0	0	0	0	0	0	0	43
Persons Entry	PAF	LIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	LIIPTC	PAF	Persons Exit
129	0	0	0	0	0	0	0	26
125	0	0	0	Ŭ	0	0	0	20
934 - Fast-Food Restaurant	with Drive-Through V	Vindow					821 - Shopping Plaza (4	0-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
175	0	0	0	0	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
182	0	0	0	0	0	0	0	26
INTERNAL PERSON TRIPS: 813 - Free-Standing Discou	int Superstore							
Internal Person Trips From						Entry	Exit	Total
Total Internal Person Trips	6					0	0	0
945 Convenience Store/G	Cas Station VED (16.2	4)						
Internal Person Trips From	345 Station-VFP (10-2)	4)				Entry	Evit	Total
Total Internal Person Trins	:					0	0	0
rotal internal reson mps	,					U	U	v
857 - Discount Club								
Internal Person Trips From						Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
934 - Fast-Food Restaurant	t with Drive-Through	Window						
Internal Person Trips From		Wildow				Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
821 - Shonning Plaza (40-1	50k)-Supermarket - N							
Internal Person Trips From	Soky Supermarket					Entry	Fxit	Total
Total Internal Person Trips	6					0	0	0
						-	· · ·	· · · ·
INTERNAL VEHICLE TRIPS A	AND CAPTURE:							
813 - Free-Standing Discou	int Superstore							
Total Internal Person Trips						0	0	0
Vehicle Mode Share						100%	100%	-
Vehicle Occupancy						1.00	1.00	-
Total Vehicle Internal Trips	s					0	0	0
Total External Vehicle Trips	i					263	207	470
Internal Vehicle Trip Captu	ıre					0%	0%	0%
945 - Convenience Store/G	Gas Station-VFP (16-2	4)			·			
Total Internal Person Trips						0	0	0
Vehicle Mode Share						100%	100%	-

	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	134	134	268
Internal Vehicle Trip Capture	0%	0%	0%

857 - Discount Club

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Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	92	59	151
Internal Vehicle Trip Capture	0%	0%	0%

934 - Fast-Food Restaurant with Drive-Through Window

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	182	175	357
Internal Vehicle Trip Capture	0%	0%	0%

821 - Shopping Plaza (40-150k)-Supermarket - No

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	43	26	69
Internal Vehicle Trip Capture	0%	0%	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	134	134	76.00%	76.00%	102	102
857 - Discount Club	92	59	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	182	175	49.00%	49.00%	89	86
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	134	134	0.00%	0.00%	0	0
857 - Discount Club	92	59	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	182	175	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by +	Diverted)) Vehicle Trips	Extra Vehicle Tri	p Reduction %	Extra Reduced Vehicle Trips		
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit	
813 - Free-Standing Discount Superstore	263	207	0.00%	0.00%	0	0	
945 - Convenience Store/Gas Station - VFP (16-24)	32	32	0.00%	0.00%	0	0	

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857 - Discount Club	92	59	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	93	89	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

nd Use	New Vehicle Trips			
	Entry	Exit	Total	
813 - Free-Standing Discount Superstore	263	207	470	
945 - Convenience Store/Gas Station - VFP (16-24)	32	32	64	
857 - Discount Club	92	59	151	
934 - Fast-Food Restaurant with Drive-Through Window	93	89	182	
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	69	

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	714	601	1315
Internal Vehicle Trips	0	0	0
External Vehicle Trips	714	601	1315
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	191	188	379
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	523	413	936

Scenario - 2 Scenario Name: Proposed PM Peak User Group: Dev. phase: 1 Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total	
					Rate/Equation	Split%	Split%		
813 - Free-Standing Discount Superstore	General	1000 Sq. Ft. GFA	252.5	Weekday, Peak Hour of	Average	536	558	1094	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	4.33	49%	51%		
945 - Convenience Store/Gas Station - VFP (16-	General	1000 Sq. Ft. GFA	2.94	Weekday, Peak Hour of	Average	116	116	222	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	78.95	50%	50%	232	
857 - Discount Club	General	1000 Sq. Ft. GFA	. Ft. GFA 189.06	Weekday, Peak Hour of	Average	396	396	700	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			189.00	Adjacent Street Traffic,	4.19	50%	50%	792
934 - Fast-Food Restaurant with Drive-Through	General	1000 Sq. Ft. GFA	1000 Sc. Et. CEA	0	Weekday, Peak Hour of	Average	137	127	264
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban		٥	Adjacent Street Traffic,	33.03	52%	48%	204	
821 - Shopping Plaza (40-150k) -	General	1000 Sq. Ft. GLA	40	Weekday, Peak Hour	Average	102	106	209	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban		1000 Sq. Ft. GLA	40	of Adjacent Street	5.19	49%	51%	208

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Lien	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
813 - Free-Standing Discount Superstore	100	100	1	1	49	51
945 - Convenience Store/Gas Station - VFP (16-24)	100	100	1	1	50	50
857 - Discount Club	100	100	1.5	1.5	50	50
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	52	48
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Lico	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
812 - Free-Standing Discount Superstore	536	558	0	0	536	558
ars - Free-standing Discount Superstore	1094		0		1094	
Q45 Convonionce Store/Cas Station VER (16.24)	116	116	0	0	116	116
945 - COnvenience Store/Gas Station - VFP (10-24)	232		0		232	
957 Discount Club	594	594	0	0	594	594
	1188		0		1188	
024 East Food Postaurant with Drive Through Window	137	127	0	0	137	127
954 - Fast-Food Restaurant with Drive-Through Window	264		0		264	
821 - Shanning Plaza (40-150k) - Sunarmarkat - No	102	106	0	0	102	106
021 - Shopping Haza (40-150k) - Supermarket - 140	208		0		208	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use							Land Use Group	
813 - Free-Standing D	Discount Superstore					Retail		
945 - Convenience Store/Gas Station - VFP (16-24)								
857 - Discount Club								
194 - Fast-Food Restaurant with Drive-Through Window								
231 - Shonning Plaza (40,-150k) - Supermarket - No								
ozi snopping ruzu	(40 150k) Supermarket in	0				ile tuli		
BALANCED PERSON T	TRIPS:							
813 - Free-Standing D	iscount Superstore						945 - Convenience Sto	ore/Gas Station-VFP (16-24)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	0	0	0	0	116
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
536	0	0	0	0	0	0	0	116
813 - Free-Standing D	viscount Superstore							857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	0	0	0	0	594
Persons Entry	PAF		Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	LIPTC	PAF	Persons Exit
536	0	0	0	0	0	0	0	594
813 - Free-Standing D	liscount Superstore					934 - 1	Fast-Food Restaurant v	with Drive-Through Window
Dersons Exit			Unconstrained Demand	==>>> BAI ANCED ==>>>	Unconstrained Demand			Persons Entry
EEQ	0	01110	0	0	0	0	0	127
Borcons Entry	DAE		Unconstrained Domand		Unconstrained Domand		DAE	Dorsons Exit
	PAF	UIFIC	onconstrained Demand	O	onconstrained Demand	UIPIC	PAF	127
530	U	U	U	U	U	0	0	127
813 - Free-Standing D	viscount Superstore						821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	0	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
536	0	0	0	0	0	0	0	106
945 - Convenience Sto	ore/Gas Station-VFP (16-24)							857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
116	0	0	0	0	0	0	0	594
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
116	0	0	0	0	0	0	0	594
945 - Convenience Sto	ore/Gas Station-VFP (16-24)					934 - I	Fast-Food Restaurant v	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
116	0	0	0	0	0	0	0	137
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
116	0	0	0	0	0	0	0	127
945 - Convenience Sto	ore/Gas Station-VFP (16-24)						821 - Shopping Plaza	40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
116	0	0	0	0	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
116	0	0	0	0	0	0	0	106
857 - Discount Club						934 - 1	Fast-Food Restaurant	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
594	0	0	0	0	0	0	0	137
Persons Entry	PAF	UIPTC	- Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
594	0	0	0	0	0	0	0	127
857 - Discount Club							821 - Shopping Plaza (40	0-150k)-Supermarket - No
--	------------------------	--------	----------------------	----------------------	----------------------	--------	--------------------------	--------------------------
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
594	0	0	0	0	0	0	0	102
Persons Entry	PAF	LIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	LIIPTC	PAF	Persons Exit
59/	0	0	0	0	0	0	0	106
554	0	0	0	Ũ	0	Ū	0	100
934 - Fast-Food Restaurant	with Drive-Through V	Vindow					821 - Shopping Plaza (40	0-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
127	0	0	0	0	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
137	0	0	0	0	0	0	0	106
INTERNAL PERSON TRIPS: 813 - Free-Standing Discou	unt Superstore							
Internal Person Trips From						Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
045 Convenience Store/G	Cas Station VED (16.2	4)						
Internal Person Trins From	345 Station-VFP (10-2)	4)				Entry	Evit	Total
Total Internal Person Trins	:					0	0	0
rotar internal rerson rips	,					U	0	Ū
857 - Discount Club							1	1
Internal Person Trips From						Entry	Exit	Total
Total Internal Person Trips	6					0	0	0
934 - Fast-Food Restauran	t with Drive-Through	Window						
Internal Person Trips From	v					Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
821 - Shopping Plaza (40-1	50k)-Supermarket - N	lo.						
Internal Person Trips From		-				Entry	Exit	Total
Total Internal Person Trips	6					0	0	0
					· · · · ·			
INTERNAL VEHICLE TRIPS A	AND CAPTURE:							
813 - Free-Standing Discou	int Superstore							
Total Internal Person Trips						0	0	0
Vehicle Mode Share						100%	100%	-
Vehicle Occupancy						1.00	1.00	-
Total Vehicle Internal Trip	s					0	0	0
Total External Vehicle Trips						536	558	1094
Internal Vehicle Trip Captu	ure					0%	0%	0%
945 - Convenience Store/C	Gas Station-VFP (16-2-	4)						
Total Internal Person Trips						0	0	0
Vehicle Mode Share						100%	100%	-

	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	116	116	232
Internal Vehicle Trip Capture	0%	0%	0%

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	396	396	792
Internal Vehicle Trip Capture	0%	0%	0%

934 - Fast-Food Restaurant with Drive-Through Window

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	137	127	264
Internal Vehicle Trip Capture	0%	0%	0%

821 - Shopping Plaza (40-150k)-Supermarket - No

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	102	106	208
Internal Vehicle Trip Capture	0%	0%	0%

PASS-BY VEHICLE TRIP REDUCTION

	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	536	558	28.00%	28.00%	150	156
945 - Convenience Store/Gas Station - VFP (16-24)	116	116	75.00%	75.00%	87	87
857 - Discount Club	396	396	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	137	127	49.90%	49.90%	68	63
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	34.00%	34.00%	35	36

DIVERTED VEHICLE TRIP REDUCTION

Landling	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	536	558	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	116	116	0.00%	0.00%	0	0
857 - Discount Club	396	396	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	137	127	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Upa	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	386	402	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	29	29	0.00%	0.00%	0	0

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857 - Discount Club	396	396	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	69	64	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use		New Vehicle Trips			
		Exit	Total		
813 - Free-Standing Discount Superstore	386	402	788		
945 - Convenience Store/Gas Station - VFP (16-24)	29	29	58		
857 - Discount Club	396	396	792		
934 - Fast-Food Restaurant with Drive-Through Window	69	64	133		
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	137		

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1287	1303	2590
Internal Vehicle Trips	0	0	0
External Vehicle Trips	1287	1303	2590
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	340	342	682
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	947	961	1908

Scenario - 3 Scenario Name: Proposed Weekday User Group: Dev. phase: 1 No. of Years to Project Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Lice & Data Source	Location	IV Sizo	Sizo	Time Bariad	Method	Entry	Exit	Total
	LOCATION	IV	5120	Time Periou	Rate/Equation	Split%	Split%	TOLAI
813 - Free-Standing Discount Superstore	General	1000 So Et GEA	252.5	Wookday	Average	6378	6378	12756
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	232.5	vveekday	50.52	50%	50%	12750
945 - Convenience Store/Gas Station - VFP (16-	General	1000 Sq. Ft. GFA	2.94	Weekday	Average	1887	1887	3774
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				1283.38	50%	50%	
857 - Discount Club	General	1000 Cm Et CEA	189.06	Weekday	Average	4014	4014	8028
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 SQ. FL. GFA			42.46	50%	50%	
934 - Fast-Food Restaurant with Drive-Through	General	1000 Sc Et CEA	8	Weekday	Average	1870	1870	2740
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Fl. GFA			467.48	50%	50%	5740
821 - Shopping Plaza (40-150k) -	General		40	40 Weekday	Average	1350	1350	2700
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GLA			67.52	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Landlico	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
813 - Free-Standing Discount Superstore	100	100	1	1	50	50
945 - Convenience Store/Gas Station - VFP (16-24)	100	100	1	1	50	50
857 - Discount Club	100	100	1.4	1.4	50	50
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	50	50
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Lico	Person Tri	os by Vehicle	Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
812 - Free-Standing Discount Superstore	6378	6378 6378		0	6378	6378
	12756		0	-	12	756
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0	0	1887	1887
	3774		0		3774	
257 Discount Club	5619	5619	0	0	5619	5619
	11238		0		11238	
024 East East Restaurant with Drive Through Window	1870	1870	0	0	1870	1870
934 - Fast-Food Restaurant with Drive-Through window	3	740	0		3740	
821 - Shanning Plaza (40-150k) - Sunarmarkat - No	1350	1350	0	0	1350	1350
821 - Shopping Plaza (40-150k) - Supermarket - No	2700		0		2700	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use							Land Use Group	
813 - Free-Standing Dis	count Superstore					Retail		
945 - Convenience Stor	e/Gas Station - VFP (16-24	1)				Resturant		
857 - Discount Club	.,	1				Retail		
934 - East-Food Restau	rant with Drive-Through W	Vindow				Resturant		
821 - Shonning Plaza (A	IO-150k) - Supermarket - N					Retail		
821 - Shopping Flaza (4	o-150k) - Supermarket - N	10				Retail		
BALANCED PERSON TR	IPS:							
813 - Free-Standing Dis	count Superstore						945 - Convenience Sto	ore/Gas Station-VFP (16-24)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
6378	0	0	0	0	0	0	0	1887
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6378	0	0	0	0	0	0	0	1887
813 - Free-Standing Dis	count Superstore							857 - Discount Club
Persons Exit	PAF	LIIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	LIPTC	PAF	Persons Entry
6378	0	0	0	0	0	0	0	5619
Borcons Entry	DAE		Unconstrained Demand		Unconstrained Domand		DAE	Borsons Exit
COTO	РАГ	UIPIC	onconstrained Demand	O CONTRACTOR OF CONTRACTOR		UIPIC	PAF	Fersons Exit
0378	U	U	0	0	0	0	0	2013
813 - Free-Standing Dis	count Superstore					934 - F	Fast-Food Restaurant v	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
6378	0	0	0	0	0	0	0	1870
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6378	0	0	0	0	0	0	0	1870
813 - Free-Standing Dis	count Superstore						821 - Shonning Plaza (40-150k)-Supermarket - No
Dercons Evit			Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Domand			Porcons Entry
6270	PAI	OIFIC	onconstrained Demand	DALANCED		OIFIC	r Ar	1250
0376	0	U	U U		U	U	U	1350
Persons Entry	PAF	UIPIC	Onconstrained Demand	A A A A A A A A A A A A A A A A A A A	Unconstrained Demand	UIPIC	PAF	Persons Exit
6378	0	U	U	U	U	0	0	1350
945 - Convenience Stor	e/Gas Station-VFP (16-24)	1						857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
1887	0	0	0	0	0	0	0	5619
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
1887	0	0	0	0	0	0	0	5619
945 - Convenience Stor	e/Gas Station-VFP (16-24)	1				934 - F	- ast-Food Restaurant w	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC.	PAF	Persons Entry
1887	0	0	0	0	0	0	0	1870
Persons Entry	ΡΔF		Unconstrained Demand	<<<== BAI ANCED <<<==	Unconstrained Demand		ΡΔΕ	Persons Exit
1887	0	0	0	0	0	0	0	1870
945 - Convenience Stor	e/Gas Station_VER (16-24)						821 - Shonning Plaza (10-150k)-Supermarket - No
Persons Exit	-, -10 στατιστι (10-24) ΡΔΕ	LIIPTC	Unconstrained Demand	==>>> BALANCFD ==>>>	Unconstrained Demand	LIIPTC	PΔF	Persons Entry
1007	0	0	onconstrained Demand	0	o	0	0	1250
100/ Borcons Entry			Unconstrained Domand		U Unconstrained Domest			1000 Borsons Evit
1007	РАГ	UIPIC	onconstrained Demand	O CONTRACTOR OF CONTRACTOR	onconstrained Demand	UIPIC	PAF	
1887	U	U	U	U	U	U	U	1350
857 - Discount Club						934 - F	Fast-Food Restaurant v	vith Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
5619	0	0	0	0	0	0	0	1870
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
, 5619	0	0	0	0	0	0	0	1870

857 - Discount Club							821 - Shopping Plaza (4	0-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
5619	0	0	0	0	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
5619	0	0	0	0	0	0	0	1350
5015	°,	Ū	Ũ		Ū.	°,	C C	1000
934 - Fast-Food Restaurant	: with Drive-Through \	Window					821 - Shopping Plaza (4	0-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
1870	0	0	0	0	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
1870	0	0	0	0	0	0	0	1350
10 IERNAL PERSON TRIPS: 812 Eroo Standing Discou	int Superstore							
Internal Person Trips From	ant Superstore					Entry	Evit	Total
Total Internal Person Trins						0	0	0
945 - Convenience Store/	Sas Station-VEP (16-2	4)					, , , , , , , , , , , , , , , , , , ,	
Internal Person Trips From	203 5101011 111 (10 2	7				Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
	-					•	•	•
857 - Discount Club								
Internal Person Trips From						Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
934 - Fast-Food Restauran	t with Drive-Through	Window						
Internal Person Trips From						Entry	Exit	Total
Total Internal Person Trips	5					0	0	0
921 Shopping Plaza (40.1	EOk) Supermarket							
Internal Person Trips From	.50kj-Supermarket - r	NO				Entry	Fvit	Total
Total Internal Person Trips	5					0	0	0
	-					•	•	•
INTERNAL VEHICLE TRIPS	AND CAPTURE:							
813 - Free-Standing Discou	unt Superstore							
Total Internal Person Trips						0	0	0
Vehicle Mode Share						100%	100%	-
Vehicle Occupancy						1.00	1.00	-
Total Vehicle Internal Trip	s					0	0	0
Total External Vehicle Trips	5					6378	6378	12756
Internal Vehicle Trip Captu	ure					0%	0%	0%
945 - Convenience Store/C	Gas Station-VFP (16-2	4)						
Total Internal Derror Tring						0	0	
Vehicle Mode Share						100%	100%	U
venicle mode share						100/0	100/0	-

Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	1887	1887	3774
Internal Vehicle Trip Capture	0%	0%	0%

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	4014	4014	8028
Internal Vehicle Trip Capture	0%	0%	0%

934 - Fast-Food Restaurant with Drive-Through Window

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	1870	1870	3740
Internal Vehicle Trip Capture	0%	0%	0%

821 - Shopping Plaza (40-150k)-Supermarket - No

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	1350	1350	2700
Internal Vehicle Trip Capture	0%	0%	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0.00%	0.00%	0	0
857 - Discount Club	4014	4014	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0.00%	0.00%	0	0
857 - Discount Club	4014	4014	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0.00%	0.00%	0	0

4

857 - Discount Club	4014	4014	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Liza	New Vehicle Trips						
	Entry	Exit	Total				
813 - Free-Standing Discount Superstore	6378	6378	12756				
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	3774				
857 - Discount Club	4014	4014	8028				
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	3740				
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	2700				

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	15499	15499	30998
Internal Vehicle Trips	0	0	0
External Vehicle Trips	15499	15499	30998
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	15499	15499	30998

APPENDIX H FSUTMS DISTRIBUTION MODEL RESULTS





CUDB

(Licensed to)

APPENDIX I LEVEL OF SERVICE REPORTS FOR FUTURE CONDITIONS

Intersection

Int Delay, s/veh 183188.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		2	***	1	5	111	1
Traffic Vol, veh/h	260	5	19	11	5	55	106	2761	25	44	2441	37
Future Vol, veh/h	260	5	19	11	5	55	106	2761	25	44	2441	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	265	5	19	11	5	56	108	2817	26	45	2491	38

Major/Minor	Minor ₂	2	ľ	Ainor1		1	Major1		Ν	/lajor2				
Conflicting Flow All	3926	5640	1245	4122	5652	1409	2529	0	0	2843	0	0		
Stage 1	2581	2581	-	3034	3034	-	-	-	-	-	-	-		
Stage 2	1346	3059	-	1089	2618	-	-	-	-	-	-	-		
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-		
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.82	2 4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-		
Pot Cap-1 Maneuver	~ 4	· ~ 0	142	~ 3	~ 0	110	~ 67	-	-	46	-	-		
Stage 1	~ 14	52	-	~ 7	29	-	-	-	-	-	-	-		
Stage 2	~ 142	2 29	-	207	49	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
Mov Cap-1 Maneuver	r~() 0	142	~ 0	0	110	~ 67	-	-	46	-	-		
Mov Cap-2 Maneuver	r~() 0	-	~ 0	0	-	-	-	-	-	-	-		
Stage 1	~ () ~1	-	~ 7	0	-	-	-	-	-	-	-		
Stage 2	~ 7() 0	-	-	~ 1	-	-	-	-	-	-	-		
Approach	EE	}		WB			NB			SB				
HCM Control D\$136,8	#649.99)	\$ 1453	303.12			16.1			4.63				
HCM LOS	F			F										
Minor Lane/Major Mv	mt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR					
Capacity (veh/h)		~ 67	-	-	-	-	46	-	-					
HCM Lane V/C Ratio		1.617	-	776	5.9226	57.433	0.98	-	-					
HCM Control Delay (s	s/veh)	\$ 439.3	-	\$ 36	8455045	5303.1	265.3	-	-					
HCM Lane LOS	,	F	-	-	F	F	F	-	-					
HCM 95th %tile Q(ve	h)	9.5	-	-	39	11.4	4	-	-					
Notes														
~: Volume exceeds c	apacity	\$: De	elay exc	eeds 3	00s -	+: Com	putation	Not De	fined	*: All I	major vol	ume in	platoon	

60.6

Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1			1	7	11t		٦	^†	7
Traffic Vol, veh/h	0	0	130	0	0	17	256	2867	14	11	2192	152
Future Vol, veh/h	0	0	130	0	0	17	256	2867	14	11	2192	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	405
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	135	0	0	18	267	2986	15	11	2283	158

Major/Minor	Minor2		Ν	/linor1		N	Major1		Ν	1ajor2			
Conflicting Flow All	-	-	1142	-	-	1501	2442	0	0	3001	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0	0	167	0	0	95	~ 74	-	-	38	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	• -	-	167	-	-	95	~ 74	-	-	38	-	-	
Mov Cap-2 Maneuver	• -	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control De	lay, s/v82.73	51.34	104.79	0.64	
HCM LOS	F	F			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1\	NBLn1	SBL	SBT	SBR	
Capacity (veh/h)	~ 74	-	-	167	95	38	-	-	
HCM Lane V/C Ratio	3.593	-	-	0.812	0.186	0.303	-	-	
HCM Control Delay (s/veh)	\$ 1284.1	-	-	82.7	51.3	137.3	-	-	
HCM Lane LOS	F	-	-	F	F	F	-	-	
HCM 95th %tile Q(veh)	27.7	-	-	5.4	0.6	1	-	-	
Notes									
~ Volume exceeds capacity	/ \$`De	lav exc	eeds 3	00s	+. Com	putation	Not De	efined	*· All major volume in platoon

Intersection Int Delay, s/veh 8.2 EBT EBR WBL WBT NBL NBR Movement Lane Configurations To 4 ٦ ٢ 5 Traffic Vol, veh/h 18 5 121 14 263 Future Vol, veh/h 18 5 121 14 5 263 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Free Free Free Free Stop RT Channelized -None -None -None Storage Length 0 _ -_ -0 Veh in Median Storage, # 0 -_ 0 0 _ Grade, % 0 0 0 ---Peak Hour Factor 92 92 92 92 92 92 2 Heavy Vehicles, % 2 2 2 2 2 Mvmt Flow 20 5 132 15 5 286

Major/Minor N	/lajor1	l	Major2	I	Minor1							
Conflicting Flow All	0	0	25	0	301	22						
Stage 1	-	-	-	-	22	-						
Stage 2	-	-	-	-	278	-						
Critical Hdwy	-	-	4.12	-	6.42	6.22						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	-	-	2.218	-	3.518	3.318						
Pot Cap-1 Maneuver	-	-	1589	-	691	1055						
Stage 1	-	-	-	-	1000	-						
Stage 2	-	-	-	-	769	-						
Platoon blocked, %	-	-		-								
Mov Cap-1 Maneuver	-	-	1589	-	633	1055						
Mov Cap-2 Maneuver	-	-	-	-	633	-						
Stage 1	-	-	-	-	1000	-						
Stage 2	-	-	-	-	705	-						
Approach	ER		\//R		NR							
Approach			6.60									
HCIVI CONTION Delay, S/V	0		0.09		9.7							
					A							
Minor Lane/Major Mvmt	t N	IBLn1	NBLn2	EBT	EBR	WBL	WBT					
Capacity (veh/h)		633	1055	-	-	1576	-					
HCM Lane V/C Ratio		0.009	0.271	-	-	0.083	-					
HCM Control Delay (s/v	/eh)	10.7	9.7	-	-	7.5	0					
HCM Lane LOS		В	А	-	-	А	Α					

0.3

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-

0 1.1

-

HCM 95th %tile Q(veh)

1

Intersection

Int Delay, s/veh

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		1		111	††‡	
Traffic Vol, veh/h	0	75	0	2904	2290	91
Future Vol, veh/h	0	75	0	2904	2290	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	82	0	3157	2489	99

Major/Minor	Minor2	N	/lajor1	Ma	jor2		
Conflicting Flow All	-	1294	-	0	-	0	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	-	7.14	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	-	3.92	-	-	-	-	
Pot Cap-1 Maneuver	0	132	0	-	-	-	
Stage 1	0	-	0	-	-	-	
Stage 2	0	-	0	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	· -	132	-	-	-	-	
Mov Cap-2 Maneuver	· _	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	

Approach	EB	NB	SB	
HCM Control Dela	ay, s/v 69.1	0	0	
HCM LOS	F			

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	132	-	-
HCM Lane V/C Ratio	-	0.62	-	-
HCM Control Delay (s/veh)	-	69.1	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	3.2	-	-

01/11/2024

Int Delay,	s/veh

Int Delay, s/veh	3.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations				111	**		
Traffic Vol, veh/h	0	130	0	3212	2189	89	
Future Vol, veh/h	0	130	0	3212	2189	89	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	0	-	-	-	-	
Veh in Median Storage	e, # 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	141	0	3491	2379	97	

Major/Minor	Minor2	Ν	lajor1	Ma	ijor2		
Conflicting Flow All	-	1238	-	0	-	0	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	-	7.14	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	-	3.92	-	-	-	-	
Pot Cap-1 Maneuver	0	144	0	-	-	-	
Stage 1	0	-	0	-	-	-	
Stage 2	0	-	0	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	-	144	-	-	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Approach	EB		NB		SB		

Approach	EB	NB	SB	
HCM Control Delay	y, s/ ∜ 32.05	0	0	
HCM LOS	F			

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 144	-	-
HCM Lane V/C Ratio	- 0.984	-	-
HCM Control Delay (s/veh)	- 132.1	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 7.1	-	-

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

	٠	→	7	1	←	•	1	t	1	\$	ŧ	~
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				3		1	3	***	1	3	***	
Traffic Volume (veh/h)	0	0	0	111	0	141	0	3361	66	133	2395	0
Future Volume (veh/h)	0	0	0	111	0	141	0	3361	66	133	2395	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adi.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adi Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				121	0	153	0	3653	72	145	2603	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh. %				2	0	2	2	2	2	2	2	0
Cap, veh/h				218	0	194	72	3272	1016	180	4019	0
Arrive On Green				0.12	0.00	0.12	0.00	0.64	0.64	0.10	0.79	0.00
Sat Flow, veh/h				1781	0	1585	118	5106	1585	1781	5274	0
Grp Volume(v), veh/h				121	0	153	0	3653	72	145	2603	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	118	1702	1585	1781	1702	0
Q Serve(q s), s				6.4	0.0	9.3	0.0	63.7	1.7	7.9	22.0	0.0
Cycle Q Clear(g c), s				6.4	0.0	9.3	0.0	63.7	1.7	7.9	22.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				218	0	194	72	3272	1016	180	4019	0
V/C Ratio(X)				0.56	0.00	0.79	0.00	1.12	0.07	0.81	0.65	0.00
Avail Cap(c a), veh/h				668	0	595	72	3272	1016	511	4019	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				41.1	0.0	42.4	0.0	17.8	6.7	43.7	4.6	0.0
Incr Delay (d2), s/veh				2.2	0.0	7.0	0.0	57.2	0.1	8.2	0.8	0.0
Initial Q Delav(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%).veh/In				2.9	0.0	4.0	0.0	35.3	0.5	3.7	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delav(d), s/veh				43.3	0.0	49.4	0.0	75.0	6.9	51.9	5.4	0.0
LnGrp LOS				D		D		F	A	D	Α	
Approach Vol. veh/h					274			3725			2748	
Approach Delay s/yeh					46.7			73.7			7.9	
Approach LOS					D			E			A	
Timor Assigned Dha	1	0				6		0				
Timer - Assigned Fils	14.5	Z				0		16.7				
Change Deried (V De)	14.5	00.2				02.1		10.7				
Charge Period (1+RC), S	4.0	4.0				4.0		4.0				
Max O Clear Time (g. a. 11)	20.5	03.7				73.7		37.3 11.2				
Max Q Clear Time (g_c+II), s	9.9	05.7				24.0		11.3				
Green Ext time (p_c), s	0.3	0.0				33.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			45.8									
HCM 7th LOS			D									

Intersection

Int Delay, s/veh 225085.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		2	***	1	5	***	1
Traffic Vol, veh/h	574	12	18	20	10	54	177	2584	64	78	3744	75
Future Vol, veh/h	574	12	18	20	10	54	177	2584	64	78	3744	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	617	13	19	22	11	58	190	2778	69	84	4026	81

Major/Minor	Minor2			Minor1		1	Major1		1	Major2				
Conflicting Flow All	5691	7422	2013	4944	7433	1389	4106	0	0	2847	0	0		
Stage 1	4194	4194	-	3159	3159	-	-	-	-	-	-	-		
Stage 2	1497	3228	-	1785	4274	-	-	-	-	-	-	-		
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-		
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-		
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-		
Pot Cap-1 Maneuver	~ 0	~ 0	42	~ 1	~ 0	113	~ 10	-	-	~ 46	-	-		
Stage 1	~ 1	~ 7	-	~ 5	25	-	-	-	-	-	-	-		
Stage 2	~ 114	23	-	74	~ 6	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
Mov Cap-1 Maneuver	~ 0	0	42	~ 0	0	113	~ 10	-	-	~ 46	-	-		
Mov Cap-2 Maneuver	- ~ 0	0	-	~ 0	0	-	-	-	-	-	-	-		
Stage 1	~ 1	0	-	~ 5	0	-	-	-	-	-	-	-		
Stage 2	~ 56	0	-	40	0	-	-	-	-	-	-	-		
Approach	EB			WB			NB			SB				
HCM Control D\$127,56	9 73.39		\$ 332	265.05		\$ 5	580.57			11.83				
HCM LOS	F			F										
Minor Lane/Major Mvi	mt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR					
Capacity (veh/h)		~ 10	-	-	-	1	~ 46	-	-					
HCM Lane V/C Ratio		19.901	-	597	74.6146	3.942	1.841	-	-					
HCM Control Delay (s	s/veh) \$ 9	9266.2	-	\$ 2753	397 3.4 33	3265.1\$	591.3	-	-					
HCM Lane LOS	, .	F	-	-	F	F	F	-	-					
HCM 95th %tile Q(vel	h)	25.4	-	-	84.1	13.6	8.5	-	-					
Notes														
	an a aitr	¢, Da		anda 2	00-	Com	nutation		fined	*. 11	maiorval	umo in	nlataan	

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

1249

Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1			1	7	11t		7	114	
Traffic Vol, veh/h	0	0	279	0	0	21	463	2765	7	5	3334	274
Future Vol, veh/h	0	0	279	0	0	21	463	2765	7	5	3334	274
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	300	0	0	23	498	2973	8	5	3585	295

Major/Minor	Minor2		Ν	/linor1		ſ	Major1		Ν	/lajor2			
Conflicting Flow All	-	-	1940	-	-	1490	3880	0	0	2981	0	0	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	0	0	~ 47	0	0	97	~ 13	-	-	39	-	-	
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	r –	-	~ 47	-	-	97	~ 13	-	-	39	-	-	
Mov Cap-2 Maneuver	r –	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay\$ 2585	.91	53.27	\$ 2536.17	0.16	
HCM LOS	F	F			

Minor Lane/Major Mvmt	NBL	NBT	NBR I	EBLn1\	NBLn1	SBL	SBT	SBR	
Capacity (veh/h)	~ 13	-	-	47	97	39	-	-	
HCM Lane V/C Ratio	39.105	-	-	6.371	0.234	0.139	-	-	
HCM Control Delay (s/veh)\$	17720.3	-	\$2	2585.9	53.3	112.3	-	-	
HCM Lane LOS	F	-	-	F	F	F	-	-	
HCM 95th %tile Q(veh)	63.6	-	-	34.8	0.8	0.4	-	-	
Notes									
~: Volume exceeds capacity	/ \$: De	lay exc	eeds 3)0s	+: Com	putation	Not De	fined	*: All major volume in platoon

10.9					
EBT	EBR	WBL	WBT	NBL	NBR
T.			4	2	7
21	9	218	41	10	576
21	9	218	41	10	576
0	0	0	0	0	0
Free	Free	Free	Free	Stop	Stop
-	None	-	None	-	None
-	-	-	-	0	0
,# 0	-	-	0	0	-
0	-	-	0	0	-
92	92	92	92	92	92
2	2	2	2	2	2
23	10	237	45	11	626
	10.9 EBT 21 21 0 Free - - - - - - - - - - - - - - - - - -	10.9 EBT EBR 21 9 21 9 21 9 0 0 Free Free 0 0 - 0 - 0 9 0 0 21 9 0 0 0 0 9 9 0 0 21 9 0 0 9 0 0 - 9 9 9 2 2 22 9 2 2 23 10 10	10.9 EBT EBR WBL 10.9 218 21 9 218 21 9 218 21 9 218 0 0 0 Free Free Free · None - · - - · 0 - - · None - - · · - - · · - - · · - - · · - - · · - - · · - - · · - - · · - - · · - - · · - - · · - - · · - - - · · · - -	10.9 WBL WBT EBT EBR WBL WBT 1 9 218 41 21 9 218 41 21 9 218 41 0 0 0 0 Free Free Free Free - None - None - - - 0 9 9 - - # 0 - - 0 0 - - 0 0 9 92 92 92 92 2 2 2 2 2 23 10 237 45	10.9 EBT EBR WBL WBT NBL 1 21 9 218 41 10 21 9 218 41 10 21 9 218 41 10 0 0 0 0 0 Free Free Free Free Stop - None - None - - 0 0 0 0 # 0 - - 0 0 # 0 - - 0 0 9 92 92 92 92 92 92 92 92 92 92 92 2 2 2 2 2 2 23 10 237 45 11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0 33	0 546	28	
Stage 1	-		- 28	-	
Stage 2	-		- 518	-	
Critical Hdwy	-	- 4.12	- 6.42	6.22	
Critical Hdwy Stg 1	-		- 5.42	-	
Critical Hdwy Stg 2	-		- 5.42	-	
Follow-up Hdwy	-	- 2.218	- 3.518	3.318	
Pot Cap-1 Maneuver	-	- 1579	- 499	1048	
Stage 1	-		- 995	-	
Stage 2	-		- 598	-	
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	-	- 1579	- 422	1048	
Mov Cap-2 Maneuver	-		- 422	-	
Stage 1	-		- 995	-	
Stage 2	-		- 506	-	
Approach	EB	WB	NB		
HCM Control Delay, s/	/v 0	6.47	13.41		

riow control Dolay, 5/V	0	0.47	10.41			
HCM LOS			В			

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	1048	-	-	1515	-
HCM Lane V/C Ratio	0.026	0.598	-	-	0.15	-
HCM Control Delay (s/veh)	13.8	13.4	-	-	7.7	0
HCM Lane LOS	В	В	-	-	А	А
HCM 95th %tile Q(veh)	0.1	4.1	-	-	0.5	-

Intersection

Movement EBL EBR NBL NBT SBT SBR Lane Configurations Image: Configurations
Lane Configurations Image: mail of the system Image: m
Traffic Vol, veh/h 0 163 0 2739 3439 165 Future Vol, veh/h 0 163 0 2739 3439 165 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None Storage Length - 0 - - - - Veh in Median Storage, # 0 - - 0 0 -
Future Vol, veh/h 0 163 0 2739 3439 165 Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None Storage Length - 0 - - - - Veh in Median Storage, # 0 - - 0 0 -
Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Stop Stop Free Free Free RT Channelized - None - None - None Storage Length - 0 - - - - Veh in Median Storage, # 0 - - 0 0 -
Sign Control Stop Stop Free Free Free RT Channelized - None - None Storage Length - 0 - - Veh in Median Storage, # 0 - - 0
RT Channelized - None - None - None Storage Length - 0 - Veh in Median Storage, # 0 - 0 0 -
Storage Length - 0 -
Veh in Median Storage, # 0 0 0 -
Grade, % 0 0 0 -
Peak Hour Factor 92 92 92 92 92 92
Heavy Vehicles, % 2 2 2 2 2 2 2
Mvmt Flow 0 177 0 2977 3738 179

Major/Minor	Minor2	Μ	ajor1	М	ajor2					
Conflicting Flow All	-	1959	-	0	-	0				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Critical Hdwy	-	7.14	-	-	-	-				
Critical Hdwy Stg 1	-	-	-	-	-	-				
Critical Hdwy Stg 2	-	-	-	-	-	-				
Follow-up Hdwy	-	3.92	-	-	-	-				
Pot Cap-1 Maneuver	0	~ 46	0	-	-	-				
Stage 1	0	-	0	-	-	-				
Stage 2	0	-	0	-	-	-				
Platoon blocked, %				-	-	-				
Mov Cap-1 Maneuver		~ 46	-	-	-	-				
Mov Cap-2 Maneuver	-	-	-	-	-	-				
Stage 1	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-				
Approach	EB		NB		SB					
HCM Control Delav\$s	478 29		0		0					
HCM LOS	F		Ū		Ū					
	•									
			,							
Minor Lane/Major Mvi	mt	NBIE	BLn1	SBT	SBR					
Capacity (veh/h)		-	46	-	-					
HCM Lane V/C Ratio		-	3.88	-	-					
HCM Control Delay (s	s/veh)	\$ 14	178.3	-	-					
HCM Lane LOS		-	F	-	-					
HCM 95th %tile Q(vel	h)	-	19.8	-	-					
Notes										
~: Volume exceeds ca	apacity	\$: Del	ay exc	eeds 300)s	+: Comp	utation Not Def	fined	*: All major volume in platoon	

01/11/2024	01/ [·]	11/2	024
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Intersection						
Int Delay, s/veh	98.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		1		***	**	
Traffic Vol, veh/h	0	279	0	3357	3377	161
Future Vol, veh/h	0	279	0	3357	3377	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	303	0	3649	3671	175

Major/Minor	Minor2	Μ	lajor1	Ma	ajor2				
Conflicting Flow All	-	1923	-	0	-	0			
Stage 1	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-			
Critical Hdwy	-	7.14	-	-	-	-			
Critical Hdwy Stg 1	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	-	-			
Follow-up Hdwy	-	3.92	-	-	-	-			
Pot Cap-1 Maneuver	0	~ 48	0	-	-	-			
Stage 1	0	-	0	-	-	-			
Stage 2	0	-	0	-	-	-			
Platoon blocked, %				-	-	-			
Mov Cap-1 Maneuver	-	~ 48	-	-	-	-			
Mov Cap-2 Maneuver	-	-	-	-	-	-			
Stage 1	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-			
Approach	EB		NB		SB				
HCM Control Delav\$ \$	2534.52		0		0				
HCM LOS	F								
Minor Lane/Maior Myr	nt	NBT E	BLn1	SBT S	SBR				
Capacity (veh/h)			48	-	_				
HCM Lane V/C Ratio		- (5.266	-	-				
HCM Control Delay (s	/veh)	\$-2	534.5	-	-				
HCM Lane LOS	, ,	-	F	-	-				
HCM 95th %tile Q(veh	ר)	-	35.1	-	-				
Notes									
	nacity	\$. Dol		oode 300	c	+: Comp	Itation Not Defined	*: All major volume in plateon	
. volume exceeds ca	pacity	φ. Dei	ay exc	eeus 300	3	+. Comp			

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				3		1	3	***	7	5	***	
Traffic Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Future Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adi.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adi Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				71	0	143	1	3476	109	302	4050	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh %				2	0.02	2	2	2	2	2	2	0.02
Cap veh/h				197	0	175	61	2607	809	331	3903	0
Arrive On Green				0.11	0.00	0.11	0.51	0.51	0.51	0.19	0.76	0.00
Sat Flow, veh/h				1781	0.00	1585	27	5106	1585	1781	5274	0.00
Grp Volume(v), veh/h				71	0	143	1	3476	109	302	4050	0
Grp Sat Flow(s).veh/h/ln				1781	0	1585	27	1702	1585	1781	1702	0
Q Serve(q_s), s				4.3	0.0	10.4	0.0	60.0	4.2	19.5	89.8	0.0
Cycle Q Clear(q c), s				4.3	0.0	10.4	60.0	60.0	4.2	19.5	89.8	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				197	0	175	61	2607	809	331	3903	0
V/C Ratio(X)				0.36	0.00	0.82	0.02	1.33	0.13	0.91	1.04	0.00
Avail Cap(c a), veh/h				535	0	476	61	2607	809	379	3903	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				48.4	0.0	51.1	58.8	28.8	15.1	46.9	13.8	0.0
Incr Delay (d2), s/veh				1.1	0.0	8.9	0.5	152.7	0.3	24.1	25.4	0.0
Initial Q Delav(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%).veh/In				2.0	0.0	4.5	0.0	58.1	1.5	10.4	29.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				49.5	0.0	60.0	59.2	181.4	15.5	71.0	39.2	0.0
LnGrp LOS				D		E	Е	F	В	E	F	
Approach Vol. veh/h					214			3586			4352	
Approach Delay, s/veh					56.5			176.4			41.4	
Approach LOS					E			F			D	
Timer - Assigned Phs	1	2				6		8				
Phys Duration (G+Y+Rc) s	29.8	68.0				97.8		19.7				
Change Period (Y+Rc) s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax) s	25.0	60.0				60.0		35.3				
Max O Clear Time $(q, c+11)$ s	21.5	62.0				Q1 8		12 /				
Green Ext Time (n. c) s	0.3	02.0				0.0		0.6				
	0.5	0.0				0.0		0.0				
Intersection Summary			1010									
HCM /th Control Delay, s/veh			101.2									
HCM /th LOS			F									

HCM 7th Signalized Intersection Summary 1: US Hwy 27 & Holly Hill Grove Rd 2

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	4	1		4		3	***	1	5	***	7
Traffic Volume (veh/h)	260	5	19	11	5	55	106	2761	25	44	2441	37
Future Volume (veh/h)	260	5	19	11	5	55	106	2761	25	44	2441	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adi Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adi Flow Rate, veh/h	265	5	19	11	5	56	108	2817	26	45	2491	38
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh. %	2	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	373	383	324	73	47	255	137	3075	955	68	2878	893
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.60	0.60	0.04	0.56	0.56
Sat Flow, veh/h	1341	1870	1585	125	232	1246	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	265	5	19	72	0	0	108	2817	26	45	2491	38
Grp Sat Flow(s),veh/h/ln	1341	1870	1585	1603	0	0	1781	1702	1585	1781	1702	1585
Q Serve(q s), s	12.6	0.2	0.8	0.0	0.0	0.0	5.2	42.6	0.6	2.2	36.2	0.9
Cycle Q Clear(q c), s	15.8	0.2	0.8	3.2	0.0	0.0	5.2	42.6	0.6	2.2	36.2	0.9
Prop In Lane	1.00		1.00	0.15		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	383	324	376	0	0	137	3075	955	68	2878	893
V/C Ratio(X)	0.71	0.01	0.06	0.19	0.00	0.00	0.79	0.92	0.03	0.66	0.87	0.04
Avail Cap(c a), veh/h	384	397	337	388	0	0	168	3106	964	102	2918	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	27.6	27.9	28.8	0.0	0.0	39.5	15.4	7.0	41.4	16.2	8.5
Incr Delay (d2), s/veh	5.8	0.0	0.1	0.2	0.0	0.0	18.4	4.8	0.0	10.6	3.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	5.9	0.1	0.3	1.3	0.0	0.0	2.8	13.1	0.2	1.1	11.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	27.6	28.0	29.1	0.0	0.0	57.9	20.2	7.0	51.9	19.2	8.5
LnGrp LOS	D	С	С	С			E	С	А	D	В	А
Approach Vol, veh/h		289			72			2951			2574	
Approach Delay, s/veh		38.3			29.1			21.5			19.6	
Approach LOS		D			С			С			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	57.0		22.3	11.2	53.6		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.0		18.5	8.2	49.8		18.5				
Max Q Clear Time (g_c+I1), s	4.2	44.6		17.8	7.2	38.2		5.2				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	10.1		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			21.6									
HCM 7th LOS			С									

HCM 7th Signalized Intersection Summary 1: US Hwy 27 & Holly Hill Grove Rd 2

01/11/2024

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካካ	1÷			4		1	111	7	5	***	7
Traffic Volume (veh/h)	574	12	18	20	10	54	177	2584	64	78	3744	75
Future Volume (veh/h)	574	12	18	20	10	54	177	2584	64	78	3744	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	617	13	19	22	11	58	190	2778	69	84	4026	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	671	167	244	52	21	72	83	2959	919	105	3023	938
Arrive On Green	0.13	0.24	0.24	0.07	0.07	0.07	0.05	0.58	0.58	0.06	0.59	0.59
Sat Flow, veh/h	3456	686	1003	279	297	1012	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	617	0	32	91	0	0	190	2778	69	84	4026	81
Grp Sat Flow(s),veh/h/ln	1728	0	1690	1588	0	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	15.7	0.0	2.0	5.2	0.0	0.0	6.5	69.9	2.7	6.5	82.5	3.1
Cycle Q Clear(g_c), s	15.7	0.0	2.0	7.8	0.0	0.0	6.5	69.9	2.7	6.5	82.5	3.1
Prop In Lane	1.00		0.59	0.24		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	671	0	410	146	0	0	83	2959	919	105	3023	938
V/C Ratio(X)	0.92	0.00	0.08	0.62	0.00	0.00	2.29	0.94	0.08	0.80	1.33	0.09
Avail Cap(c_a), veh/h	714	0	540	245	0	0	83	2959	919	211	3023	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	40.7	63.6	0.0	0.0	66.4	27.0	12.9	64.7	28.4	12.2
Incr Delay (d2), s/veh	16.6	0.0	0.1	4.3	0.0	0.0	615.2	6.8	0.0	12.7	151.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	12.2	0.0	0.9	3.4	0.0	0.0	17.1	26.8	0.9	3.2	71.6	1.1
Unsig. Movement Delay, s/veh	า											
LnGrp Delay(d), s/veh	72.5	0.0	40.8	67.9	0.0	0.0	681.7	33.8	12.9	77.5	180.1	12.3
LnGrp LOS	E		D	E			F	С	В	E	F	В
Approach Vol, veh/h		649			91			3037			4191	
Approach Delay, s/veh		70.9			67.9			73.8			174.8	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	86.3		39.3	12.0	88.0	23.9	15.5				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	16.5	72.5		44.5	6.5	82.5	20.1	18.9				
Max Q Clear Time (g_c+I1), s	8.5	71.9		4.0	8.5	84.5	17.7	9.8				
Green Ext Time (p_c), s	0.1	0.6		0.1	0.0	0.0	0.6	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			126.6									
HCM 7th LOS			F									
Notes												

User approved pedestrian interval to be less than phase max green.

(OPT) PM Total Peak 12:00 pm 01/11/2024

Synchro 12 Report Page 1

HCM 7th Signalized Intersection Summary 3: US Hwy 27 & Ridgewood Lakes Blvd

01/11/2024

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				7		1	3	***	1	5	***	
Traffic Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Future Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adi.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adi(A pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adi				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adi Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adi Flow Rate, veh/h				71	0	143	1	3476	109	302	4050	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh %				2	0	2	2	2	2	2	2	0
Cap veh/h				188	0	167	51	3280	1018	163	4037	0
Arrive On Green				0.11	0.00	0.11	0.64	0.64	0.64	0.09	0.79	0.00
Sat Flow, veh/h				1781	0.00	1585	27	5106	1585	1781	5274	0.00
Grp Volume(v), veh/h				71	0	143	1	3476	109	302	4050	0
Grp Sat Flow(s).veh/h/ln				1781	0	1585	27	1702	1585	1781	1702	0
Q Serve(q_s), s				5.3	0.0	12.6	0.0	91.0	3.7	13.0	112.0	0.0
Cycle Q Clear(g c), s				5.3	0.0	12.6	91.0	91.0	3.7	13.0	112.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				188	0	167	51	3280	1018	163	4037	0
V/C Ratio(X)				0.38	0.00	0.85	0.02	1.06	0.11	1.85	1.00	0.00
Avail Cap(c a), veh/h				293	0	261	51	3280	1018	163	4037	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				59.0	0.0	62.3	70.8	25.3	9.7	64.3	14.8	0.0
Incr Delay (d2), s/veh				1.2	0.0	14.9	0.7	34.5	0.2	404.1	14.9	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In				2.5	0.0	5.8	0.0	41.2	1.2	24.1	32.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				60.3	0.0	77.2	71.5	59.8	9.9	468.4	29.8	0.0
LnGrp LOS				E		E	E	F	А	F	F	
Approach Vol. veh/h					214			3586			4352	
Approach Delay, s/yeh					71.6			58.3			60.2	
Approach LOS					E			E			E	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	21.0	99.0				120.0		21.7				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	13.0	91.0				112.0		23.3				
Max Q Clear Time (g. c+11) s	15.0	93.0				114.0		14.6				
Green Ext Time (p_c), s	0.0	0.0				0.0		0.4				
Intersection Summary												
HCM 7th Control Delay. s/veh			59.7									
HCM 7th LOS			E									

APPENDIX J FDM TURN LANE DESIGN REQUIREMENTS



POLK COUNTY PLANNING COMMISSION

FINAL ORDER

Case Number: LDCU-2024-25 (U.S. Hwy 27 Big Box Retail Center)

Applicant: Jeffry Satfield, CPH

Property Owner: Circus Inn Inc

Hearing Date: October 2, 2024

I. <u>Request:</u>

This is a request for a Conditional Use for retail above 65,000 Sq. Ft (489,500 SF) and Gas Stations in an ECX district, Sign Plan, and time extension to five (5) years.

II. Findings:

The Planning Commission hereby adopts and incorporates herein the staff report and makes the following findings based upon the staff report, testimony and exhibits presented during the hearing:

- 1. Pursuant to Section 906D.7 of the LDC, the Planning Commission shall, in the review of a Level 3 Review application, consider the following factors:
 - a. Whether the proposed development is consistent with all relevant requirements of this Code;
 - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
 - c. 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
 - d. How the concurrency requirements will be met, if the development was built.
- 2. The Application is consistent with all relevant requirements of the LDC, including without limitation, Sections, 303, 401.08, 706.K, and 906.

- 3. The Application is consistent with all applicable policies of the Comprehensive Plan.
- 4. The Application is compatible with surrounding uses and the general character of the area.
- 5. Concurrency requirements can be met if the development is built.

III. **Planning Commission's Decision:**

Based upon the evidence and testimony presented to the Planning Commission and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the staff report.

IV. **Effective Date, Appeals:**

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application with the Land Development Division within 7 calendar days after the Planning Commission hearing.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this 2nd day of October 2024, by the Polk County Planning Commission.

Polk County Planning Commission ATTEST:

By:____

Rennie Heath, Chairman

By: _____ Margo White, Recording Secretary

Date rendered to the Clerk: _____

Exhibits to Planning Commission's Order

Exhibit A-Staff Report and Exhibits

Land Development Division Official File CC: Erin Valle, Clerk of Court (under separate cover)

POLK COUNTY **DEVELOPMENT REVIEW COMMITTEE STAFF REPORT**

DRC Date:	July 25, 2024		Level of Review:	Level 3 Review				
PC Date:	October 2, 2024		Туре:	Planned Development Modification				
BoCC Date:	n/a		Case Numbers: Case Name:	LDCU-2024-25 U.S. Hwy 27 Big Box Retail Center				
Applicant:	Jeffry Satfield,	СРН	Case Planner:	Erik Peterson, AICP				
		Condi Gas S five (5	tional Use for re- tations in an EC	tail above 65,000 Sq. Ft (489,500 SF) and X district, Sign Plan and time extension to				
Location:		West side of U.S. Highway 27, south of Holly Hill Grove Road #2, north of Ridgewood Lakes Boulevard, south of I-4, east and north of Haines City, in Section 30, Township 26, Range 27.						
Property Owners:		Circus Inn Inc						
Parcel Size (Number):		±56.71 acres (272630-000000-012010)						
Future Land Use:		Employment Center-X (ECX), Green Swamp Area of Critical State Concern, Ridge Special Protection Area, Northridge Selected Area Plan						
Development Area:		Transit Supportive Development Area (TSDA)						
Nearest Municipality:		Haines City (325 feet)						
DRC Recommendation:		Approval with Conditions						
Planning Co	mmission Vote:	Pendi	ng Public Hearing					

Location Map

2024 Satellite Photo L'a storry (SITE

Summary:

The Employment Center (ECX) district is a hybrid land use designation in the North Ridge Selected Area Plan "intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses." Large retail outlets (*Big Box Retail*) and gas stations are not the norm in this district. That is why the applicant is requesting Conditional Use approval for retail over 65,000 square feet and gas stations in an ECX district. The applicant is also requesting an exception to the district sign standards through a comprehensive sign plan. Conditional uses may have up to three (3) years to reach engineering approval (Level 2 Review). The applicant is requesting an extension of time to five (5) years. The Planning Commission can grant these exceptions through this public hearing process.

The applicant proposes a number of retail and restaurant uses on this site totaling up to approximately 489,500 square feet which is a 753% increase above the norm. The site is bifurcated by Holly Hill Grove Road #1. In order to accommodate the intended large retail buildings, this road must be closed off to the public and vacated. Gas stations also require conditional use approval in this district. The applicant is proposing two: one on each end of the property. For signage, the applicant is requesting five (5) plaza signs and two free-standing signs for the major retailers but is forgoing any pole or monument signs on the nine outparcels. Overall, it is a reduction in potential sign area and signage saturation along U.S. Highway 27.

Staff is recommending approval because of the potential benefits that such a large retail center will bring to the rapidly growing urban residential area. While the Comprehensive Plan Future Land Use Map district match is not ideal, the property is central to much of the population that it will serve and possibly the only site that can host a retail center of this size (once the right-of-way is vacated). Most of the corridor has been developed residentially and the remaining commercial areas to the north and south are far too small.

There are weaknesses in key infrastructure to serve the site that will need to be resolved before final plans are completed. U.S. Highway 27 is operating below the desired level of service during peak hours and significant transportation improvements will need to be designed and constructed before the larger retail stores can open on this site. The intersection of Holly Hill Grove Road#2, Cottonwood Drive and U.S. Highway 27 will have to become fully signalized and numerous turn lanes added to accommodate the anticipated peak hour traffic in and out of this site. There is also a limited amount of wastewater capacity remaining in the Northeast Utility Service Area (NERUSA) until the wastewater plant can complete its upgrade to nine (9) million gallons per day (MGD). It is anticipated to be fully operational by 2027. Therefore, the applicant is requesting that the standard three-year conditional use approval be extended to five years.

There are few environmental limitations onsite, and it will be developed to some of the highest environmental standards in the County because it is located in the Green Swamp Area of Critical State Concern. There are no wetlands or floodplains onsite and the soils are well drained. There is no evidence of endangered species sightings, but there are circumstances onsite that are consistent with some local habitation. Therefore, a site walkover and species study are requested as conditions of approval.

Findings of Fact

- This is a request for Conditional Use approval for retail above 65,000 Sq. Ft (489,500 SF) and Gas Stations in an ECX district along with a Sign Plan per LDC Section 760.K and time extension from the standard three (3) years in Section 906.G to five (5) years.
- 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.
- The property is designated Employment Center (ECX) on the Future Land Use Map, is located in the North U.S. Highway Selected Area Plan, and the Green Swamp Area of Critical State Concern, Ridge Special Protection Area.
- Comprehensive Plan POLICY 2.131-Q4.M of the North Ridge SAP states that ECX districts are "designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County."
- Comprehensive Plan POLICY 2.131-Q4.M.b(c) states that Typical Tenants in ECX districts are "office parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses."
- Retail and commercial uses are limited to 30 percent of the ECX district, according to POLICY 2.131-Q4.M.c(i), but the district is eligible for a greater percentage if approved by the Planning Commission.
- Land Development Code (LDC) Section 401.06 The North Ridge Selected Area Plan, Table 4.16 Use Table for Standard Land Use Districts, states that retail greater than 65,000 square feet in the Employment Center (ECX) district requires a Level 3 Review Conditional Use approval by the Planning Commission.
- LDC Section 401.06 The North Ridge Selected Area Plan, Table 4.16 Use Table for Standard Land Use Districts, states that gas stations in the Employment Center (ECX) district requires a Level 3 Review Conditional Use approval by the Planning Commission.
- Section 303, Gas Stations and all Gasoline Sales state that the following standards apply to this site:
 - 1. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
 - 2. Gasoline pump islands and canopy supports shall be set back from the edge of the road right-of-way shall be 25 feet on both principal arterial and collector roads. The centerline setback shall be 85 on principal arterial roads and 55 feet on urban collector roads.
 - 3. Interior side and interior rear setbacks shall be the same as required for the principal building. No part of any canopy may extend into the right-of-way.
 - 4. Gasoline sales adjacent to residential property shall be limited to six pumps and five outdoor speakers.
- LDC Chapter 7, Section 760.K Signage Plans states "Unique mixed-use developments that have been planned to create a strong sense of place and community may have signage

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plans. Signage plan shall be permitted subject to the appropriate review, that implement a signage system that sets forth a strong identity for the overall development while at the same time allowing each business to communicate with the public in a consistent, community-building, coordinated manner. A balance of sign size to the overall environment, and overall enhancement of the development is a desired result of signage plans. To achieve this goal, a system of prescriptive and variable sign elements may be designed as part of a signage plan."

- LDC Chapter 10 Definitions categorizes Gasoline Stations as establishments "where gasoline and diesel fuel is supplied and dispensed at retail and where no servicing or repair of vehicles is permitted. Convenience goods may be sold at such facilities, but the sales shall be accessory to the sale of gasoline or diesel fuel."
- LDC Chapter 10 Definitions categorizes Gas Pumps as "any mechanism used for the dispensing of fuel for motor vehicles. For the purposes of this Code, a gas pump may have up to six dispenser nozzles."
- The surrounding Future Land Uses are Employment Center (ECX) and Professional Institutional (PIX). Both are primarily non-residential land use designations.
- This site abuts single-family residences on lots between 0.95 and 1.34 acres in size in a PIX district on the west and ECX district on the north. The site abuts a townhouse development of 40 units on originally five acres to the north.
- The nearest public school is approximately $2\frac{1}{2}$ miles from the site.
- Fire and EMS response to this project is from Polk County Fire Rescue Station 38 located at 126 Cottonwood Drive which is less than ¹/₄ mile from the site.
- There is no fire hydrant within roadway frontages but there are water lines with adequate pressure and size There is a 24-inch potable water distribution line on the opposite side of U.S. Highway 27. On the southeastern corner of the site, an 8-inch potable water line extends underneath U.S. Highway 27 connecting to the 24-inch distribution main.
- The site is served by the Polk County Sheriff's Office Northeast District Command at 1100 Dunson Road, approximately 3¹/₂ miles driving distance from the site.
- Polk County serves potable water, wastewater, and reclaimed water to this site through its Northeast Regional Utility Service Area (NERUSA). There are lines in the right-of-way of U.S. Highway 27 and Holly Hill Grove Road #2.
- The site has approximately 2,400 linear feet of direct frontage on U.S. Highway 27 a sixlane principal arterial, and approximately 590 feet of frontage on Holly Hill Grove Road #2, a two-lane urban collector.
- Holly Hill Grove Road is a local residential road that bifurcates the property.
- State Road 37 is classified as a Minor Arterial 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 and FDOT, the generalized capacity of U.S. Highway 27 has exceeded the County's adopted level of service standard. A major traffic study based on current data will be required with any development approval on this site.
- Mass transit service is provided by roaute 20X, The Haines City/Davenport Express, and passes by the frontage of the site. A bus sto is included in the applicant's site design.

- There are no wetlands or floodplains on the site. The closest surface waters of any significance are in the Green Swamp Conservation Core to the west.
- The site is comprised of Candler Sand, a soil that has slight limitations to shallow excavations and small commercial buildings, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.
- The site was within a mile radius of an endangered animal species sighting according to the Florida Natural Areas Inventory of 2002 but there has not been a nearby sighting in 2006 or later. (Source: Florida Fish & Wildlife Conservation Commission (FWC)).
- The site is not within the flight path and height restriction buffer zones of a public use airport. There is a heliport at the Heart of Florida Hospital approximately one mile to the south.
- There are similar large retail businesses (over 65,000 square feet) approximately five (5) miles to the south and two miles to the north.
- The closest gas station is approximately 1¹/₂ miles to the south and north. The Planning Commission recently approved a gas station on the ECX property opposite Holly Hill Grove Road #2 form the site.
- There has been a sign plan approved at the Posner Center 1 ¹/₂ miles to the north. No others have been approved on U.S. Highway 27 south of I-4 in Polk County.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that 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 DRC recommends **APPROVAL of LDCU-2024-25.**

CONDITIONS OF APPROVAL

Based upon the findings of fact, the DRC recommends APPROVAL of LDCU-2024-25 with the following conditions:

- 1. The subject property is approved for 489,500 cumulative square feet of retail, personal service, and restaurant uses and two gas stations in an ECX district [PLG]
- 2. If a portion of Holly Hill Grove Road #1 is vacated, the property owner shall dedicate a utility easement from the eastern terminus of Holly Hill Grove Road #1 to U.S. Highway 27 that is a minimum 20 feet in width and the shortest practicable route between the beginning and end.
- 3. The property owner shall provide a cross-access easement to the abutting property to the south.
- 4. The number of access points directly connecting to U.S. Highway 27 may be reduced through a minor modification to the Conditional Use.
- 5. Prior to the submittal of any development approvals, a site walkover and protected species study shall be conducted by a registered environmental professional. The outcome shall be reported to the Florida Wildlife Commission and their approval of proper avoidance, mitigation, and relocation procedures shall be enacted.

- 6. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDCU-2024-25, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]
- 7. A sufficient Level 2 Review application for at least 65,000 square feet of retail commercial uses shall be submitted prior to the end of business on October 2, 2029 (5 years), or this approval shall expire. Level 2 Review on at least 65,000 square feet of retail shall be completed by end of business on April 2, 2030 (approximately 5½ years), or approval of retail above 65,000 square feet in the ECX district shall expire.
- 8. A sufficient Level 2 Review application for at least one gas station shall be submitted prior to the end of business on October 2, 2029 (5 years), or this approval shall expire. Level 2 Review on at least one gas station shall be completed by end of business on April 2, 2030 (approximately 5½ years), or the gas station approval shall expire.
- 9. The duration of the sign plan approval shall run with the approval of the first 65,000 or more square feet of retail development. Once construction is commenced on the first retail building above 65,000 square feet, the sign plan will be vested for the entire project.

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. Building permits will be required for improvements to 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.	North.	Northoast:
Residential High Density (RHX)	Employment Center (ECX)	Professional/Institutional (PIX)
Large townhome development	Vacant former citrus grove planned	Heavy Equipment Sales and
ECX – small townhome	for gas station two quick-serve	Service (non-conforming)
development and large lot single-	restaurants and a self-storage	Retail store, vacant former citrus
family	facility	grove
West:	Subject Property:	East:
ECX, PIX, City	ECX	PIX, Neighborhood Activity
Vacant, former citrus grove, large lot	Active and former citrus groves.	Center (NACX)
single-family, and small lot single		Religious Institution, vacant
family		forested and former citrus lands
	South:	Southeast:
	PIX,	NACX, RMX, RHX
Southwest:	Self-storage facility	Ridgewood Lakes 55+
PIX, City, RMX	2 on storage money	community townhomes mobile
Self-storage, vehicle storage, large		have signals families, mobile
lot single-family		nome, single-family, vacant
ist single family		commercial properties

Compact single-family and multifamily developments are covering what used to be citrus groves. Commercial developments are trying to claim the last available acreage along the U.S. Highway 27 corridor. Land is developing at a rapid pace in this area. The existing residential development on the west side of the site is how residential development settled in this area before the County began making the substantial infrastructure investments to enable dens urban development. As a result of the market factors combined with the County's investment, this area is one of the fastest growing in the entire state.

Compatibility with the Surrounding Land Uses and Infrastructure:

This request is the largest retail development request on U.S. Highway 27 since the Posner Center on the southeast corner of the I-4 interchange was approved in 2003. The property location is almost equidistant between Haines City's northern highway commercial developments and the interstate. The surrounding area has seen some of Polk County's most rapid residential

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."

growth in the last 10 years. The market for large-scale retail is quickly catching up with the residential surge. The owner intends to sell this property to investors who envision developing both a 252,000 square foot retail store and a 189,000 square foot buyers club store with two gas stations and seven outparcels for retail, restaurants, and services. The site has excellent marketing presence, but some environmental and infrastructure challenges to overcome. The investors are not seeking immediate development of the site. This plan is likely to take up to five years before final plans are solidified and fully approved. This will allot adequate time for the market to fully develop and to resolve the environmental and infrastructure limitations before breaking ground. Over time the proposed development will coexist with surrounding uses so that no use is unduly negatively impacted by it either directly or indirectly. There are some immediate compatibility challenges with nearby existing residential development that can be overcome through design, grading, buffering and screening.

A. Land Uses:

The greatest land use compatibility conflict with existing development is with the townhouses to the immediate northwest corner of the site. Suitable landscape buffering and an opaque fence or wall is proposed consistent with the requirements in Section 220 of the LDC. Existing uses to the west are rural homesites of one acre or more. Ironically, these are designated for the same non-residential district as the subject property. The intent of the Future Land Use Plan for this area has been for those units to be redeveloped into office park uses. With the closure of their direct access to U.S Highway 27 through the applicant's intent to vacate Holly Hill grove Road #1, there will need to be a reassessment of the highest and best use of these properties in the near future. The Comprehensive Plan is being evaluated and updated and presented to the Planning Commission beginning in March or 2025. This may be addressed through that process, or the property owners will be burdened with changing the Future Land Use Map district when they are ready to develop or market their property for development in the future. The properties will no longer have the same development potential under the ECX Future Land Use Map designation because it will cut off their direct access to U.S. Highway 27.

The primary reason for this conditional use request is for exception to the 65,000 square foot limitation on retail commercial development in the Employment Center (ECX) district of the North Ridge Selected Area Plan. Gas stations, a specialized Sign Plan, and extension to the effective duration of the conditional use approvals are the other requests. The district is "intended for office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County." Typical tenants include: "office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses." This request is to deviate from these parameters to allow a 489,500 square foot shopping plaza on 36.5% of the current ECX district. The ECX district has not performed as intended in the North Ridge Selected Area Plan. The amount of retail commercial will likely be needed in this location in the next 10 years at our current rates of growth. This land use district is the only option for this property that allows retail commercial uses within it. The North Ridge Selected Area Plan has not undergone evaluation since it was adopted over 20 years ago. The needed mix of land uses today have outgrown the earlier vision of the area. The previous planning efforts may have missed the mark on the amount and type of retail commercial needs that would be present at the end of the plan's term as the planned residential development comes closer to full buildout. While it is not clearly consistent with the policies of the Comprehensive Plan, their specific wording does not clearly condemn this request either. The Planning Commission has the discretion to grant this exception. Given other factors, staff finds this location to be suitable for the proposed uses provided some infrastructure deficiencies can be resolved by the time of intended development. Plans are in process to design and resolve the infrastructure lag. As long as the efforts to do so maintain their existing pace, the means will be in place to accommodate this request in its anticipated time frame.

The gas stations are located fronting the U.S. Highway 27 corridor in the most optimal places. One is at the intersection of Holly Hill Grove Road#2 and the other is on the southern end of the property and will be an exclusive fueling site for club members. These locations and their conceptual sketches on the site plan appear to meet all the requirements of the SAP and Section 303 of the LDC. The sign plan is a request for a greater number and sizes of plaza signage in exchange for no other ground signage on the out parcels. This achieves a more consistent theme, reduces

sign clutter, and achieves the intent of Section 760.K that is to create "a balance of sign size to the overall environment, and overall enhancement of the development."

Most environmental factors are favorable for the development of this property as the investors intend. There are no substantial limitations such as wetlands and 100-year flood zones that might limit the use of the site and pose site drainage problems. The grade changes are more than typical in Florida which is why the right-of-way closure is a necessity. In order to accommodate the size of the retail, structures proposed ($\pm 200,000$ square feet each), The undulating grade needs to be flattened. This makes rerouting the right-of-way to its continuing grade to be far too challenging. The only other environmental limitations will be the standard species mitigation that often comes with the redevelopment of former citrus groves. These properties often contain Sand Skink and Gopher Tortoise habitats that have to be avoided, mitigated, or relocated. A species study will be the next step after approval is granted to assess the course of action for any potential remedies.

B. Infrastructure:

There are some infrastructure weaknesses in this portion of the County that affect the immediate development of the site. Fortunately, the project will not likely begin construction for a number of years. Wastewater capacity will not be fully adequate to serve the site until 2027. The primary roadway connecting the site is exceeding its generalized capacity. Also, the investors need a new signalized intersection at Holly Hill Grove Road #2 and U.S. Highway 27 with multiple turn lane additions both on U.S. Highway 27 and Holly Hill Grove Road #2/ Cottonwood Drive. This improvement will enable more efficient entrance and exit to the site, but it may also lower traffic capacity on U.S. Highway 27. If it coincides with other intersection improvements along U.S. Highway 27, it may only result in a subtle decline in capacity. Alternative roadway connections such as FDC Grove Road may draw more traffic off of the highway, especially if there is a flyover connection across I-4 to the North Ridge Trail in the future.

Shortages in wastewater capacity are only temporary. The planned expansion is proceeding on course. The recent pace of development has exceeded data and assumptions in the Master Plan. The County has recently approved the funding for the beginning phases of the expansion. This process is now being expedited in order to catch up with the unanticipated growth surge. Water capacity is in place and the engineers drafting the plans for the proposed retail development are well aware of what needs to be done to properly address drainage on the site.

Public safety services are excellent for this site since the fire rescue station is on Cottonwood Drive opposite U.S. Highway 27. Law enforcement services are relatively high with a command center just 3½ miles away. Schools and parks are not in conflict with this site in any way.

Sign Plan Comparison of Permitted and Proposed Request

The LDC requires Ground Sign area and height to be reduced by 15%, if the subject site is located in a Selected Area Plan (SAP). Table 2, below, identifies how the request deviates from the sign requirements outlined in Section 760 of the LDC.

±56.71 acres ECX	North Ridge SAP 15% reduction		
2 parcels $>$ 5 acres	Area and Height for		Percentage
8 parcels < 5 acres	Free Standing Signs	Proposed Request	of Standard
Multi-Tenant			
Height	30' & 5'	21', 15', 15', 11' & 11'	208%
Face Area	240 & 120 sq. ft.	370, 136, 136, 91, & 91 sq.ft.	229%
Number	2	5	250%
Free Standing Signs			
Height	25½	25'	98%
Face Area	212½ sq.ft.	288 & 225 sq.ft.	121%
Number	2	2	100%
Free Standing Signs			
Height	17'	0,	0%
Face Area	127½ sq.ft.	0' square feet	0%
Number	8	0	0%
Monument Signs			
Height	5' (exclude base up to 3 feet)	0'	0%
Face Area	80 square feet	0 square feet	0%
Number	10	0' maximum	0%

Table 2 Applicant's Proposal

The location and dimension details are shown in Exhibits 7 & 8. Table 2 shows that the applicant is sacrificing individual signage on the outparcels for consolidation on larger multitenant signs. While it allows much larger signage than the standard, it will reduce potential sign clutter along U.S. Highway 27. Staff finds this to be a beneficial trade-off and deserving of an exception to the standards. Staff finds it is consistent with Section 760.K because it provides a "*A balance of sign size to the overall environment*" as the intent describes.

Nearest and Zoned Elementary, Middle, and High School

School capacity is not a concern for non-residential uses. Proximity and traffic conflicts are a concern. Fortunately, the activity on this site is far from any location that could have potential conflicts with any school's operation. Listed to follow are the three closest schools to the site.

Table 3	
Name of School	Average driving distance from subject site
Horizons Elementary	$\pm 2\frac{1}{2}$ miles driving distance
Ridgewiew Global Studies Academy Middle School	±3½ miles driving distance
Ridge Community High School	$\pm 3\frac{1}{2}$ miles driving distance

Source: Polk County School Board GIS

This location for a large shopping plaza will pose no potential adverse impacts upon any nearby schools. A new elementary school is planned and approved for construction in Haines City at the corner of Park Place and FDC Grove Road. This will be within 1½ miles of the site. The area is

seeing such rapid population growth that the school zones in this portion of the County are over capacity and so are adjacent school zones.

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is from Polk County Fire Rescue Station 38, located at 126 Cottonwood Drive which is almost across the street (US 27). The travel distance is approximately ¹/₄ mile from the main entrance on Holly Grove Hill Road #2, and response times can average three or more minutes depending on the type of call. There is no fire hydrant within roadway frontages, but there are water lines with adequate pressure and size. There is a 24-inch potable water distribution line on the opposite side of U.S. Highway 27. On the southeastern corner of the site, an 8-inch potable water line extends underneath U.S. Highway 27 connecting to the 24-inch distribution main. The developer of the project will add the necessary fire hydrants to serve all the proposed commercial building as part of their standard site development.

	Name of Station	Distance	Response Time *
Sheriff	Northeast District Command (1100 Dunson Road)	$\pm 3\frac{1}{2}$ miles	6 minutes
Fire	Station 38(126 Cottonwood Drive, Davenport)	±¼ mile	3 minutes
EMS	Station 38(126 Cottonwood Drive, Davenport)	±¼ mile	3 minutes

Source: Polk County Sheriff's Office and Public Safety

Table 4

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

The nearest Sheriff's substation is the Northeast Command Center on Dunson Road, 3½ miles to the north. 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. However, the closer to the command center increases the number of patrol officers available in the area. Polk County's law enforcement staffing is highest in the northeast part of the County.

Water and Wastewater Demand and Capacity:

There is not adequate wastewater capacity to serve the full buildout of the development at this time, but by the time the investors are ready to commit to construction of the site, the current plant will have completed its planned and funded expansion. All water needs can be met, both now and in the future. Additionally, the lines that serve the site will need to be relocated when the transportation system improvements are constructed.

A. Estimated Demand and Service Provider:

Polk County provides potable water, wastewater, and reclaimed water to this area. The site has direct access to an 8-inch water line in the right-of-way of Holly Hill Grove Road on the north side of the property along with a 6-inch wastewater line under the pavement and a 6-inch reclaimed water line on the opposite side of the right-of-way. Along the frontage of U.S. Highway 27, there is a 16-inch wastewater force main and a 16-inch reclaimed water line in the abutting right-of-way. There is a 24-inch potable water distribution line on the opposite side of U.S. Highway 27. On the southeastern corner of the site, an 8-inch potable water line extends underneath U.S. Highway 27 connecting to the 24-inch distribution main. Table 5, to follow, provides an estimate of the water and wastewater demands of the proposed development at full buildout.

Table 5				
Subject Property		Estimated Impact Analysis		
56.71± acres ECX	Demand as Currently Used ECX	Maximum Permissible in the district ECX administratively	Proposed Plan	
Permitted Intensity	Vacant (former citrus grove)	1,664,201 SF Office 65,000 SF Retail	489,500 SF Retail and 2 Gas Stations (34 fuel sites)	
Potable Water Consumption (GPD)	0 GPD	399,408 + 14,300 = 413,708 GPD	107,690 + 720 = 108,410 GPD	
Wastewater Generation (GPD)	0 GPD	330,966 GPD	86,728 GPD	

Source: Polk County Concurrency Manual & Polk County Utilities: multifamily 6 workers per unit at 198 gpd per unit water 180 wastewater. Mining does not use potable water.

It will take approximately 10 years for the proposed development to fully build out. Also, the estimates above may likely be on the high side if there is adequate capacity in the reclaimed waster system to serve the development. A significant amount of water use in any development is landscape irrigation. The above numbers do not consider the County's dynamic reclaimed water system and the potential reduction in potable water use.

B. Available Capacity:

The Northeast Regional Utility Service Area is permitted for 13,940,000 GPD of water capacity. As of June of 2022, the flow was at approximately 8,117,000 GPD. There was approximately 4,234,000 GPD allocated to projects with entitlements leaving 794,000 GPD in uncommitted capacity two years ago. The system growth rate is approximately 962 gallons or 3.2 equivalent residential connections per day. There is still an adequate amount of potable water capacity remaining and connection to the PRWC is on the horizon.

The Northeast Regional Wastewater Treatment Plant is permitted to treat 6,000,000 GPD. As of June of 2022, the flow was approximately 4,687,000 GPD. There was approximately 1,000,000 GPD of committed capacity to entitled projects at the time leaving 313,000 GPD of uncommitted capacity two years ago. The system growth rate is approximately 409 gallons or 3.1 equivalent residential connection per day. Based on the rate of growth and the time that has passed, there is estimated to be only a small amount of wastewater treatment capacity remaining until the planned improvements are completed in 2027.

Reclaimed water capacity is not tracked for concurrency. The capacity to serve reclaimed water is directly proportional to the amount of wastewater treatment. As more homes are connected to wastewater service, more are connected to reclaimed water for irrigation. This reduces demand on the potable water system which extends the capacity of the potable water facilities. If this request for expansion is not approved, there will be less water for expansion of the reclaimed water system.

C. Planned Improvements:

The Northeast Regional Wastewater Treatment plant is planned for expansion from 6,000,000 GPD to 9,000,000 GPD to be completed by 2027. The reclaimed water system production will expand as the plant flow increases. This will enable more development to use reclaimed water for irrigation that is currently being supported by the potable system.

The water system will be connected to the Polk Regional Water Cooperative (PRWC) in the near future. As master planned, one well field of the PRWC will eventually deliver up to 30 MGD of high-quality potable water to member governments. The first phase of construction, expected to

begin in late 2024, will consist of a 7.5 MGD reverse osmosis treatment facility, 5 raw water wells, and 61 miles of transmission pipeline.

Roadways/ Transportation Network

The impact of the proposed development on the area transportation network will be substantial and the major roadway fronting the site is overly constrained according to generalized data at this time. Many improvements will be needed at the intersection of Holly Hill Grove Road #2 and U.S. Highway 27 including new turn lanes and signalization. Once a new traffic study is submitted when the actual development of the site comes to fruition, improvements may also be needed in other parts of the system such as FDC Grove Road which is an alternate route for many residents to reach the property.

The investors in the project are fully aware of the upfront costs that will have to be budgeted for the needed access improvements. They are also well aware of the benefits the improvements will bring to their businesses within the development. These investors cannot sell the desired volume of goods and services without efficient access in and out of the site. The ultimate design of the intersection of Holly Hill Grove Road #2 and U.S. Highway 27 will be incredibly different from its current state once the developer has built it.

As part of this proposed development, the current owners are seeking to have the right-of-way of Holly Hill Grove Road #1 vacated across the project site. This is necessary because of the undulating grade of the roadway connection and how it is difficult to design the large, proposed buildings around it. This will be at great expense to the utility providers in the area and eliminate a slightly beneficial access for residents of the area to reach U.S. Highway 27 when alternatives are needed. This vacation of the right-of-way is necessary for the sale of the property to the ultimate end users. Without it such large retail facilities as requested cannot occur in their proposed form as shown in Exhibit 5 of this report.

One should not look at the changes this proposed development will make in this area in terms of the adverse impacts. A retail plaza of this size will bring many benefits to residents of the area in both the present and future. Without this level of commerce in this location, many will be obligated to travel much farther on U.S. Highway 27 and FDC Grove Road to consume needed goods and services as they are now. With the number of additional residents anticipated to locate in this area of the County in the next few years, this will also put further strains on the system. The Planning Commission should consider the context of the area and the current and potential retail opportunities in deciding whether this is the appropriate location along the corridor for such a large-scale retail project. Staff have found no other potential locations in this area for such a facility as proposed that will be central to the anticipated population and not have greater transportation limitations than this one. The analysis to follow provides a cursory review of the potential impacts of the proposed plan and the transportation system information known at this time.

A. Estimated Demand:

There will be a significant increase in traffic volume from the current use of the property, and many improvements will be needed to accommodate it when it is developed as proposed. But it will not occur immediately. It is estimated that the full buildout will take at least 10 years to accomplish. The applicant has requested the time extension on the conditional use approval because plans for the initial phase may not be submitted in the next three years. The leading tenants are analyzing the market to estimate the optimal time to add a new store. There are existing stores owned by the

same group of investors within five miles to the south and 11 miles to the north on U.S. Highway 27. There are competing stores within three miles of this site. While the immediate area is adding many new residences every day, there is still a need for the market to mature before allocating the significant financial resources it will take to develop this site. Additionally, there are some offsite roadway improvements that must be designed and permitted before initiating final construction plans that must also be funded by the project investors.

The traffic volume of the proposed use is approximately 76% of the highest potential use that the district will allow by right. On the one hand this is less than what might be, but the demand for that type of use in the potential quantity is highly unlikely in this market. Table 6 below shows the predicted Average Annual Daily Trip (AADT) rates and how much traffic to expect during the PM peak hour (highest hour between 4PM and 7 PM).

Table 6

Subject Property	Estimated Impact Analysis		
56.71± acres ECX	Demand as Currently Used ECX	Maximum Permissible in the district ECX administratively	Proposed Plan
Permitted Intensity	Vacant (former citrus grove)	1,664,201 SF Office 65,000 SF Retail	489,500 SF Retail and 2 Gas Stations (34 fuel sites)
Average Annual Daily Trips (AADT)	0	18,421 + 1,588 = 20,009	11,960 + 3,393 = 15,353
PM Peak Hour Trips	0	1,991 + 168 = 2,159	1,265+360=1,625

Source: Polk County Concurrency Manual

Shopping Center = 24.43/1,000SF AADT, 3.4/1,000SF @peak (76% new) Office = 11.07/1,000 SF, 1.3/1,000SF @ peak (92% new) Case Station = 00.77(field size (AADT, 12.01/field size (Dronek (76% new))

Gas Station =99.77/ fuel site AADT, 13.91/fuel site @peak (76% new)

This request will require a major traffic study since the average annual daily trip rate (AADT) will be more than 750 trips per day. The study should not be conducted until development plans are finalized and the investors are within a year of beginning construction because the traffic volume, patterns, and distribution are ever changing as the area builds out. The current pace of buildout is such that a significant number of new housing units may be occupied in the area in a short amount of time. If this use were to open this year, it would add over 700 vehicles to U.S Highway 27 during the peak hour. Over 400 vehicles could be exiting northbound through the intersection at Holly Hill Grove Road #2 within an hour during peak. That could be as many as seven (7) vehicles per minute waiting to turn left of U.S. Highway 27. That is why intersection improvements and alternate travel routes such as FDC Grove Road are key to the success of this project.

The amount of traffic entering the site during the peak hour will also be substantial (48% of peak), but it will be drawing some of the existing traffic off U.S. Highway 27 because of its ability to attract passerby traffic. These trips will have remained on the roadway longer without such a use in this location and had greater impact on other roadway segments and intersections. This emphasizes the potential need for additional offsite transportation facility improvements. Nearly 400 vehicles could be attempting to turn left into the site during the peak hour. Not only will signalization be needed at the intersection of Holly Hill Grove Road #2 and Highway 27, but lengthy turn lanes to absorb the stacking in order to maintain traffic flow on U.S. Highway 27 will also be a must.

B. Available Capacity:

The site has direct access to U.S. Highway 27, a six-lane major arterial roadway. According to 2023 trip counts by the Florida Department of Transportation (FDOT), approximately 73,694 vehicles travel that portion of the roadway each day on average. Approximately 41,098 are driving northbound and 32,596 southbound. There are approximately 3,332 northbound vehicles and 3,202

southbound vehicles passing through during the PM peak hour, but the estimated capacity is only 3,020 in either direction. Table 7, to follow, provides a good snapshot in time of the capacity on the surrounding road network. I-4 and U.S. Highway 27 are constrained facilities. I-4 is scheduled for improvements. U.S. Highway 27 is being reassessed for its predicted capacity. It is likely that this link (5110) will be split at Citrus Ridge Drive/Minute Maid Ramp Road #2 and the counts will be redistributed. This may improve the generalized capacity for a short period of time. But the current rate of growth will soon consume any surplus.

Table 7				
Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
5110N	U.S. Highway 27 From: CR 547 To: I-4	F	<mark>-312</mark>	D
5110S	U.S. Highway 27 From: I-4 To: CR 547	D	18	D
8222E	Interstate-4 From: CR 557 To: Osceola County Line	F	<mark>-278</mark>	D
8222W	Interstate-4 From: Osceola County Line To: CR 557	F	<mark>-47</mark>	D
4053E	CR 547 From: US Highway 27 To: Lee Jackson Highway	С	266	Е
4053W	CR 547 From: Lee Jackson Highway To: US Highway 27	С	245	Е
8322E	North Boulevard From: US Highway 27 To: Holly Hill Road	С	608	Е
8322W	North Boulevard From: Holly Hill Road To: US Highway 27	С	601	Е
6906E	Ernie Caldwell Boulevard From: Heller Brothers Road To: Pine Tree Trail	С	1,294	D
6906W	Ernie Caldwell Boulevard From: Pine Tree Trail To: Heller Brothers Road	С	1,273	D
8406N	FDC Grove Road/Park Place Boulevard From: U.S. Highway 27 To: Heller Brothers Road	В	618	D
8406S	FDC Grove Road/Park Place Boulevard From: Heller Brothers Road To: U.S. Highway 27	В	612	D
8408E	Heller Brothers Road From: FDC Grove Road. To: U.S. Highway 27	В	1,498	D
8408W	Heller Brothers Road From: U.S. Highway 27 To: FDC Grove Road	В	1,492	D

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

Polk County Roads and Drainage Division cannot control state and federal facilities, but it can control the roadways that feed into them and improve alternative routes such as FDC Grove Road to lessen the local demand on the state thoroughfares. The lateral links that consumers will feed into U.S. Highway 27 to reach the proposed shopping plaza are operating above the minimum level of service standards. As traffic on them increases, there will be longer wait times at the signalized intersections. This will reduce their level of service. Intersection improvements will be necessary to maintain capacity. Additional turn lanes will enable more vehicles to enter and exit U.S. Highway 27 in shorter duration.

C. Roadway Conditions

Roadway conditions are vastly improving in this area. This project will have direct impacts upon U.S. Highway 27, Holly Hill Grove Road #2, and FDC Grove Road. U.S. Highway 27 is maintained by FDOT and is in above average condition. Holly Hill Grove Road #2 is substandard in right-of-way and pavement width but is in the process of resurfacing improvement to standard pavement width funded by the developer of Brentwood (Highlands-Cassidy) to the northwest. FDC

Grove Road is also seeing pavement width and intersection improvements incrementally as residential developments are coming online throughout the length of the corridor.

D. Planned Improvements:

Table 7

The North Ridge Trail has recently received funding in the upcoming budget year to begin construction on some of the legs between Dean Still and Florence Villa Grove Road. The state legislature has directed FDOT to prioritize the I-4 Expansion bringing the I-4 Ultimate buildout to the intersection of U.S. Highway 27. This will remedy the current traffic delays that stem from congestion between the Osceola County line.

Road	Fiscal Year CIP (Construction)	Project Description
North Ridge Trail	final design completed	New roadway Dean Still Road to Legacy Park Boulevard
Tionin Ridge Thun	Construction 2025	(Florence Villa Grove Road connection)
Interstate 4 "Beyond the Ultimate"	2028	This project is part of FDOT's "Beyond the Ultimate" plan for improving I-4 which includes widening the Interstate to 10-Lanes from West of US 27 to Champions Gate at the Osceola County Line. The project will consist of three general use lanes, auxiliary lanes, and two special use lanes.
FDC Grove Road	2024	Intersection improvements between Massee Road and Minute Maid Ramp #2.
Citrus Ridge Drive @ US 27	2024	Intersection turn-lane additions and Signalization improvements (developer funded)
Minute Maid Ramp #2 @ US 27	2025	Intersection turn-lane additions and Signalization improvements (developer funded)

Numerous intersection improvements and new traffic signals are being installed on the U.S. Highway 27 corridor between Haines City and I-4. While these improvements are necessary to mitigate the adverse traffic impacts of various developments along the corridor, they will diminish the average trip speeds within the transportation links and their segments. This will reduce the capacity of U.S Highway 27. That is why County staff is focusing County resources on FDC Grove Road improvements to create an alternative for local travel on U.S. Highway 27. The County is also seeking a way to connect FDC Grove Road to the North Ridge Trail via a flyover to bridge I-4.

The developer of this proposed shopping plaza will be required to make several improvements to the surrounding roadway system. Intersection improvements to Holly Hill Grove Road #2 are a necessity for both traffic impact mitigation and successful marketing of the commercial site. Without some enhanced improvements to this intersection, the occupants of the large retail stores and outparcels planned will have little or no financial success. The future major traffic study that will be a requirement of the developer at the time they begin construction may also reveal improvements to FDC Grove Road because a significant portion of their clientele will be traveling that route to and from the retail and services offered.

The Haines City/Davenport Express passes by the frontage of the site. The applicant proposes a bus stop to accommodate mass transit riders (see Exhibit 5). This route has one-hour-20-minute headways and runs weekdays from 5:45 am to 7:05 pm and Saturday 7:15 am to 4:05 pm. This

level of service can accommodate the casual rider but is insufficient for fulltime employment usage in the retail of resturant sector. As the area population grows, it may become more functional. It does connect to two separate transfer points that enable connections to five ther mass transit routes. These routes can conect riders to Poinciana, Kissimee, Winter Haven and Lake Wales.

F. Sidewalks

The area currently lacks an adequate sidewalk network. This development and the ones to the west will provide sidewalks along their frontage. It will be up to the County to provide the missing sidewalks that should have been provided by past development approvals. The townhouse development immediately to the west was required to install sidewalks and showed them on the approved plans but failed



to construct them. Although the other multifamily development to the west was permitted after annexation into Haines City, the sidewalks are being constructed as required. Eventually, there will be a complete sidewalk network will be constructed along the entire length of Holly Hill Grove Road #2.

Park Facilities:

Non-residential development does not produce demand for parks and recreation facilities. However, they can benefit from them. There are many recreation and sports equipment products sold within the proposed uses.

A. Location:

The closest public park facilities are over seven (7) miles away in Davenport. The closest County facilities are in Loughman or north of Sand Mine Road on U.S. Highway 27 and over eight (8) miles to the north. There are no facilities within walking distance. Haines City and Davenport have several park facilities within easy driving distance.

B. Services:

There are six lighted soccer/football fields, five lighted baseball fields, basketball, tennis, and racquetball courts, concession facilities, boat access to Lake Davenport, as well as playground facilities for children and dog walks.

C. Environmental Lands:

The Lake Bonnet Marsh is to the west of the site. There is public access at the end of Sanders Road $2\frac{1}{2}$ miles to the south.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area by the County. However, with the number of annexations in the area, there may be City facilities in the near future.

Environmental Conditions

Conditions are ideal for commercial development on this property. There are few environmental limitations onsite. And it will be developed to some of the highest environmental standards in the County because it is located in the Green Swamp Area of Critical State Concern. No wetlands or floodplains onsite. The soils are well drained. The site will be designed to avoid discharge into any nearby wetlands or water bodies. There are no public use wells within 500 feet that would pose conflicts with the proposed gas stations. There are no conflicts with nearby airport facilities. There is no evidence of endangered species sightings but there are circumstances onsite that are consistent with some local habitation. Therefore, a site walkover and species study are requested.

A. Surface Water:

The closest surface waters of any significance are in the Green Swamp Conservation Core to the west. There are several manmade lakes created from sand mining in the 1990's and early 2000's The site is likely to be graded such that the drainage flows towards stormwater retention ponds on the western and southern boundaries. Since this development is in the Green Swamp Area of Critical State concern, these ponds will be designed to hold a 25-year, 24-hour storm event for up to 14-days as a standard requirement. This provides ample time for absorption into the aquifer and evaporation prior to any outfall discharge in nearby waterbodies. Water collected on this site will reach nearby surface waters through the percolating into the aquifer rather than direct surface drainage systems.

B. Wetlands/Floodplains:

There are no wetlands or flood hazard areas onsite. Much of this site sits upon a hill. The closest wetland is in a depression to the west of the site. The site is likely to be graded such that the drainage flows towards stormwater retention ponds on the western and southern boundaries. Since this development is in the Green Swamp Area of Critical State concern, these ponds will be designed to hold a 25-year, 24-hour storm event for up to 14-days as a standard requirement. This provides ample time for absorption into the aquifer and evaporation prior to any outfall discharge in nearby wetlands.

C. Soils:

The entire site is comprised of Candler Fine Sand, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Candler Sand is very porous and well drained. Soil additives will be needed for road base stabilization and building foundations. Connection to reclaimed water for irrigation will assist in maintaining vegetation. The applicant plans to use xeric species in the landscaping to ensure sustainability.

Table 9			
Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Candler Sand	Slight	Slight	100%

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

D. Protected Species

According to Polk County Endangered Habitat Maps, the proposed PD is not located within a onemile radius of an endangered species sighting. (Source: Florida Natural Areas Inventory, 2002, 2006 &2011). However, given the nature of the soils onsite, a species study should be conducted prior to any land disturbance. Gopher Tortoises and Sand Skinks are rather common inhabitants of present and former citrus groves due to their malleable soils and abundant food supplies. It is requested that the applicant conduct a species study prior to any land clearing. Staff have included this as a condition of approval.

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 for Section 30, Township 26, Range 27. This is supported by the fact that it has been in citrus grove cultivation for the last 83 years, according to the 1941 aerial photos.

F. Wells (Public/Private)

There is a public use wellfield to the east just over 1,500 feet away from the development boundary. This is a significant distance, and the site drainage flows in the opposite direction towards the center of the property and U.S. Highway 27. This development will not conflict with those well sites. Gas stations must be setback 500 feet from this facility, this is three times that distance. There are no other uses proposed at the site that could adversely affect this or any other public or private well.

G. Airports:

The site is not within the flight path and height restriction buffer zones of a public use airport. There is a heliport at the Heart of Florida Hospital approximately one mile to the south. This development will not conflict with it.

Economic Factors:

The northeastern corner of the County has been planned for urban growth since the early 1990s. Substantial investments have been made in water supplies and distribution networks (potable and reclaimed), wastewater treatment systems, roadway and sidewalk improvements, public safety (fire rescue, law enforcement, EMS), floodplain mitigation, parks and recreation facilities. There has also been a significant amount of job creation in the area. All of these investments, both private and public, have combined to enable a rapidly growing housing market for both single and multifamily developments. The result of which has created one of the fastest growing urban areas in the state. With all this residential growth comes the need for retail products and services. There was a time when the commercial land use needs were met with developments such as the Posner Center at I-4 and US 27 and around the greater Haines City area near US 27 and US 17/92. However, today

those areas are fully built out and the demand for retail goods and services continues to grow at the same rapid rate as the housing development.

The intent of the ECX district was to continue efforts to provide land uses that would stimulate local employment and bridge the gap in retail and residential needs by allowing small percentages of both to accompany the employment use. Based on more recent development patterns both in the state and nation, there is less demand for office space than the designers of the ECX district had envisioned. The rise in work from home professions and decline in office labor demands that have evolved over the last decade was not anticipated. Today staff has found the need for the ECX to provide for more retail and service needs than for places to work in offices because not only are their more workers in the residential areas, the retail and service establishments themselves contain much of the needed employment opportunities of the local population. This has been evident in the last four commercial use requests in the other ECX districts located throughout the planning area. While many have included such uses as quick-serve restaurants, gas, convenience, self-storage, and carwashes, there have also been other labor-intensive uses such as grocery stores, health clubs, personal services, and medical facilities developed within the districts creating more employment demands.

This property is the only one available that is suited for large-scale retail in the entire U.S. Highway 27 corridor from south of Haines City to U.S. Highway 192 (a distance of over 20 miles). With the closure of Holly Hill Grove Road #1 (underutilized substandard local road), the property is over 57 acres. There are no other commercial properties of that size under one ownership fronting US 27 from Lake Wales to the County line. There are none that can be found above 20 acres under one ownership, and the largest undeveloped commercial district falls short of what is demanded by over 10 acres. The policies within the Comprehensive Plan are too rigid to enable this property to have the proper land use category. Therefore, it is necessary for the applicant to request this exception to the ECX district at this location.

Consistency with the Comprehensive Plan, LDC, and Other County Ordinances:

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 for the proposed development. There is a mass transit route in the area. While there is limited traffic capacity on the most affected roadways, the applicant is designing an intersection improvement that will address how this may be mitigated. Public safety facilities are at urban service levels and within close proximity to the development.

The guidelines for developing this property are found in SECTION 2.131-Q of the Comprehensive Plan, the North Ridge Selected Area Plan (SAP). According to POLICY 2.131-Q4.M of the North Ridge SAP, Employment Center (ECX) areas are "designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County." Typical Tenants are "office parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses" according to POLICY 2.131-Q4.M.b(c). Retail and commercial uses are limited to 30 percent of the ECX district according to POLICY 2.131-Q4.M.c(i). However, the conditional use process is provided for the Planning Commission to allow

more within the district. It is up to the Planning Commission to determine whether more retail is needed at this location based on the criteria in Section 906.D.7.

Chapter 4, Section 401.06, Table 4.16, Use Table for Standard Land Use Districts in the North Ridge Selected Area Plan lists "Retail above 65,000 square feet" as a conditional use requiring a Level 3 Review. Section 401.06.E of the SAP standards for various uses reminds that there is a 30% limitation on commercial uses in the ECX and that Level 3 Review is required to surpass it. The applicant proposes a number of retail and restaurant uses on this site totaling up to approximately 489,500 square feet which is a 753% increase above the standard provided in the district. Chapter 3, Section 303, Criteria for Conditional Uses for "Retail" offers no specific development conditions or standards for retail in this location.

The current ECX district measures approximately 155.33 acres according to the County's GIS system. The proposed 56.71-acre retail development will encompass 36.5% of the current ECX district. Plans have previously been approved within the ECX district for 8.38 acres to be developed under LDPD-2023-7 for a gas station, restaurant, and self-storage facility on the north side of Holly Hill Grove Road #2 opposite the entrance of this proposed retail outlet. Approval will raise the percentage of commercial within the district to 41.85%. While this may seem like a significant deviation from the plan and code requirements, staff agrees with the applicant that there are no better locations available in the North Ridge SAP for such a retail facility that will be needed by the surrounding existing, developing, and permitted residential growth in the area.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 10 in accordance with Section 2.102 Growth Management of the Comprehensive Plan.

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	Staff finds the proposed retail plaza design provides for buffering of incompatible uses through landscaping, screening, use of stormwater management facilities, and grade separation. Its location along a major travel corridor is essential to the success of such a retail product and service delivery 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.	There are infrastructure and services available in this area to support the more urban development. There is a significant amount of surrounding residential development that is in need of the commerce that this proposed retail plaza will provide. This site is one of the last remaining of its size along the U.S. highway 27 corridor between Haines City and I-4. These proposed large retail outlets need a large property to develop.

Table 10

Comprehensive Plan Policy	Consistency Analysis
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.	This site has potable water, wastewater and reclaimed water services, fire rescue is very close by, and mass transit services will be stopping at the proposed use where the stop is indicated on the site plan.
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.	The site is located within an area that surrounding residential development and a higher level of public services. While there is currently limited capacity on the roadway network, offsite improvements are planned to accommodate this development and the projected growth.
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).	The subject property is located within an area of the County that has adequate public safety services. There is a fire rescue station less than ¹ / ₄ mile driving distance from the retail site.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 11 in accordance with Section 906.D.7 of the Land Development Code.

Table 11					
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	Yes, staff finds this this request is consistent with the LDC,				
all relevant requirements of this Code;	specifically Sections 303,401.06, 706.K, and 906.D.				
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes, POLICY 2.131-Q4.M of the North Ridge SAP, states that Employment Center (ECX) areas are "designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County."				
Whether the proposed use is compatible with	Yes, the request is compatible with surrounding uses and				
surrounding uses and the general character of the	the general character of the area. See Pages 7-9 of this staff				
area, including such factors as density, height, bulk,	report for data and analysis on surrounding uses and				
scale, intensity, traffic, noise, and appearance; and	compatibility.				
How the concurrency requirements will be met, if the development were built.	There are currently deficiencies in transportation and wastewater concurrency. However, the applicant has requested and extension of the effective dates of the conditional use to allot more time for improvements to be designed, programed, and constructed.				

The request meets all the conditions in Section 303 of the LDC for gas stations. These include: A minimum of 30 feet of stacking lane between a curb cut and the nearest gasoline pump. Gasoline pump islands and canopy supports are set back from the edge of the road right-of-way by 25 feet or more on both principal arterial and collector roads. The centerline setback meets 85 on principal arterial roads and 55 feet on urban collector roads. And gasoline sales are not shown adjacent to residential property. There is an intervening entrance road and drainage tract shown on the site Plan (See Exhibit 5). The request meets all the conditions Section 706.K Sign Plans. The plan creates a strong sense of place and a balance of sign size to the overall environment, and overall enhancement of the development.

Comments from other Agencies: Polk County Land Development Engineering and the Polk County Public Safety Division contributed to the drafting of this report.

Exhibits:

- Exhibit 1 Location Map
- Exhibit 2 Future Land Use Map
- Exhibit 3 2024 Satellite Photo (Context)
- Exhibit 4 2024 Satellite Photo with Site Plan Silhouette
- Exhibit 5 Site Plan
- Exhibit 6 Site Plan Details
- Exhibit 7 Proposed Sign Plan
- Exhibit 8 Sign Plan Measurements by Type.

Exhibit 1



Location Map

Exhibit 2



Future Land Use Map



2024 Satellite Photo (Context)

DRC Findings/Recommendation Level 3/eep 9/25/2024 8:28:55 AM



2024 Satellite Photo with Site Plan Silhouette

DRC Findings/Recommendation Level 3/eep 9/25/2024 8:28:55 AM



Site Plan

Exhibit 6

SITE DATA INFORMATION:				OUTPARCEL	3:
PARCEL NUMBER: 27263000000012010 CURRENT LAND USE: EMPLOYMENT CENTER (ECX) & PROFESSIONAL INSTITUTIONAL (PI) PROPOSED LAND USE: EMPLOYMENT CENTER (ECX) AREA OF IMPROVEMENTS: 50.41 AC.±			SITE AREA: USE: BUILDING ARI ISR:	1.85 AC. FUEL STATION W/ KIOSK EA: 500 S.F., 16 VFP 70% (MAX.)	
FLOOD ZONE INFORMATION: IMPERVIOUS SURFACE RATIO:	ZONE X - AREA OF MINIMAL FLOOD ZONE HAZARD 70% (MAX.)				<u>4:</u>
PROP. DEVELOPMENT USE: SITE AREA RETAIL 1 & 2:	43.81 AC.	THAN 65,000 S.F.		USE: BUILDING ARI	RESTAURANT W/ DRIVE-THRU EA: 5,000 S.F.
BUILDING INFORMATION:				ISR:	70% (MAX.)
RETAIL 1: 197,798 S.F (252,000 S.F. RETAIL 2: 170,818 S.F. (189,000 S.F.	. MAX.) ⁻ . MAX.)			OUTPARCEL	<u>5:</u>
BUILDING HEIGHT: 75' (MAX.)				SITE AREA: USE: BUILDING ARI	1.41 AC. RESTAURANT W/ DRIVE-THRU EA: 5,000 S.F.
NUMBER OF STORIES: 1				ISR:	70% (MAX.)
MAX. FAR: 0.70 (0.7 x 58.28 x 43,560	0) = 1,777,073 S.	F. FOR TOTAL DEVELOPME	ENT	OUTPARCEL	6:
PARKING INFORMATION:			SITE AREA: USE:	1.00 AC. FINANCIAL INSTITUTION	
RETAIL 1: 851 SPACES (INCLUDING 29 ADA SPACES) RETAIL 2: 686 SPACES (INCLUDING 21 ADA SPACES)			BUILDING ARI	EA: 6,000 S.F. 70% (MAX.)	
BICYCLE SPACES: 60				OUTPARCEL	7:
LANDSCAPE BUFFERS:	RE	EQUIRED	PROPOSED	SITE AREA:	1.01 AC. RETAIL
NORTH: EMPLOYMENT CENTER		10'	10'	BUILDING ARI	EA: GREATER THAN 5,000 S.F. 70% (MAX.)
EAST: US-27 / PROFESSIONAL INS	TITUTIONAL	25'	25'	OUTPARCEL	8:
WEST: EMPLOYMENT CENTER / PROFESSIONAL INSTITUTIO	NAL	10' W/ 6' SCREEN WALL	. 10'	SITE AREA:	1.01 AC.
SOUTH: PROFESSIONAL INSTITUT	TIONAL	5'	5'	BUILDING ARI	EA: GREATER THAN 5,000 S.F. 70% (MAX.)
NOTES: 1. DEVELOPMENT CONSISTS OF TWO BIG BOX F	RETAIL BUILDINGS, TW	O FUEL STATIONS, AND SEVEN OUT P	ARCELS.	OUTPARCEL	<u>9:</u>
 PRELIMINARY SITE PLAN, LOCATION OF BUILDINGS SUBJECT TO CHANGE PENDING FINAL DEVELOPMENT PLAN. NRCS SOLIS MAP INDICATES SITE IS PRIMARILY COMPOSED OF CANDLER SANDS WITH A HYDROLOGICAL SOLI GROUP: A STORM WATER RUNOFF TO BE DIRECTED TO THREE PROPOSED DRY RETENTION PONDS ON THE WEST SIDE OF THE SITE MANDAW WILL DE DECINETE TO CONTAMILATORY DAMLE TOTO HYDRAT 				SITE AREA:	1.12 AC.
WHICH WILL BE DESIGNED TO COM TAIN TOUTR-24HR STORM EVENT. 4. ONE FULL ACCESS AND ONE RIGHT IN / RIGHT OUT ACCESS REQUIRED ALONG COUNTY ROAD HOLLY HILL GROVE ROAD 2. ONE MULTIDIRECTIONAL ACCESS AND TWO RIGHT IN / RIGHT OUT ACCESS REQUIRED ALONG STATE ROAD US-27. EXISTING POTABLE WATER AND SEWER LINES ALONG US-27.				BUILDING ARI	EA: 10,000 S.F. 70% (MAX.)
DEVELOPER TO COORDINATE WITH CITRUS CONNECTION ON THE LOCATION OF A FUTURE TRANSIT STOP AT THE TIME OF FINAL STEP PLAN APPROVAL. LIGHTING TO BE IMPLEMENTED SUCH THAT NO LIGHT WILL SPILL OFF SITE. LIGHTING FIXTURES WILL DIRECT LIGHT				OUTPARCEL	<u>10:</u>
DOWNWARD. 7. PRELIMINARY SITE PLAN, LOCATION OF MONUMENT SIGNS SUBJECT TO CHANGE PENDING FINAL SITE PLAN. 8. RETAIL AREAS 1 AND 2 ISR INCLUDES AREA WITHIN FENCED RETENTION PONDS 1, 2, AND 3.			SITE AREA: USE: BUILDING ARI	1.58 AC. SIT-DOWN RESTAURANT EA: 10,000 S.F.	
				ISR:	70% (MAX.)
				OUTPARCEL	11:

Site Plan Details

SITE AREA: USE: BUILDING AREA: ISR:

599

2.51 AC. FUEL STATION W/ STORE 2,000 S.F., 24 VFP 70% (MAX.)



Sign Plan





Polk County

Planning Commission

Agenda Item 8.

10/2/2024

<u>SUBJECT</u>

LDCPAS-2024-19 (Lakeland Highlands OC CPA)

DESCRIPTION

Small-Scale Comprehensive Plan Amendment to change the Future Land Use Designations from Residential Medium (RM) to Office Center (OC) on a 1.40± acre portion of a two (2)± acre parent parcel of property in the Transit Supportive Development Area (TSDA). Site is located south of State Road 570 (Polk Parkway), west of US Highway 98, east of County Road 37B (Lakeland Highlands Road), and north of Lake Miriam Drive, surrounded by Lakeland city limits, in Sections 04, Township 29, and Range 24.

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Robert Bolton

Planner III

Land Development

863-534-6468

robertbolton@polk-county.net

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE CASE OVERVIEW

DRC Date:	July 25, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 11, 2024
Applicant:	Coy Properties LLC
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2024-19 Lakeland Highland OC CPA
Request:	A Future Land Use designation change from Residential Medium (RM) to Office Center (OC) on 1.40± acres.
Location:	The subject property is located south of State Road 570 (Polk Parkway), east of County Road 37B (Lakeland Highlands Road), west of US Highway 98, north of Lake Miriam Drive, surrounded by the Lakeland city limits, in Sections 04, Township 29, and Range 24.
Property Owner:	Coy Properties LLC
Parcel Size:	1.40± acres of 2.01± acres (242904-000000-044010)
Development	Transit Supportive Development Area (TSDA)
Area/Overlays:	
Future Land Use:	Residential Medium (RM)
Nearest Municipality	City of Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	Robert Bolton, Planner III



Location



Current Future Land Use

Summary

The applicant, Chirag Kikani, of Tract Engineering, is requesting a Small-Scale Comprehensive Plan Amendment on behalf of the property owners, Coy Properties, LLC, to change the Future Land Use Designations from Residential Medium (RM) to Office Center (OC) on a 1.40± acre portion of a two (2)± acre parent parcel of property in the Transit Supportive Development Area (TSDA). Site is located south of State Road 570 (Polk Parkway), west of US Highway 98, east of County Road 37B (Lakeland Highlands Road), and north of Lake Miriam Drive, surrounded by Lakeland city limits, in Sections 04, Township 29, and Range 24. The western part of the parcel was part of two (2) Future Land Use Changes (LDCPAS-202-4 and LDCPAS-2023-32) from RM to OC. This request will make the entirety of the parcel OC.

Compatibility Summary

This request will be compatible with the surrounding area as County Road 37B is an Urban Collector, which promotes a diversity of uses. It has Residential Medium (RM) surrounding the subject site to the south and east, while north and west are City properties with Lakeland. There is currently vacant; however a POSH Salon currently has a Level 2 review in for the western portion of the parent parcel, with a school to the south, apartments to the north, and a new hospital being constructed just north of the apartments just south of the Polk Parkway.

Infrastructure Summary

The subject site is within the Lakeland Utilities Service Area. The site will have access to water, wastewater, and reclaimed water lines as all the surrounding sites being developed will also have access. This was confirmed by the Utilities GIS. The road with access, Lakeland Highlands Road, is an Urban Collector maintained by Polk County, where there is available capacity. Mass transit is available in the area with the Silver Line from Citrus Connection on Bartow Highway to the east, but there is not a stop directly adjacent to the site. Public safety response times are normal for this part of the County, and school capacity should not be an issue in the future as Office Center (OC) does not typically develop with residential uses. The request is compatible with the available infrastructure.

Environmental Summary

The nearest neighborhood park is Peterson Park 3.4 miles northwest of the site driving, and the nearest regional Park is Banana Lake Park three (3) miles driving to the southeast of the subject site. There site is entirely comprised of Immokalee Sand. There are no wetlands or flood zone on site.

Comprehensive Plan

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

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10 Location Criteria
- Policy 2.104(A1-A7): Transit Supportive Development Area (TSDA)
- Policy 2.120-D: Residential Medium
- Policy 2.113-C: Office Centers

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for the Future Land Use designation change from Residential Medium (RM) to Office Center (OC).
- The subject site is surrounded by City of Lakeland to the west, east, and north, with apartments, townhomes, and single-family houses developed on those land uses. The subject site is undeveloped as of now.
- This request is an expansion of the Office Center (OC) to the west approved as part of LDCPAS-2020-4 and LDCPAS-2023-32.
- The western portion of the site, with the Office Center (OC) has a current Level 2 Review in for a POSH Salon (LDNON-2024-62).

Compatibility

- The existing uses surrounding the site are:
 - North CITY; multifamily townhomes
 - West OC; vacant. CITY across Lakeland Highlands Road, detached single family residential.
 - East RM; undeveloped and CITY; multifamily apartments.
 - South INST-2; Highlands Grove Elementary

Infrastructure

- The zoned schools for the site are Highlands Grove Elementary, Crystal Lake Middle, and George Jenkins High School.
- Polk County Fire Rescue Station 28 will be the response unit for fire and EMS for this site. It is located at 4101 Clubhouse Road in Highland City, with an approximate travel distance of 3.8 miles.
- The subject site is within the Sheriff Department's Southwest District. The Southwest District Office is located at 4120 US Highway 98 South in Lakeland.
- The subject site will be serviced by City of Lakeland's Utility Service Area for potable water and wastewater. This is confirmed by the Utilities GIS.
- Lakeland Highlands Road has sidewalks west of the subject site along its entirety from north to south.
- The closest mass transit route is the Silver Line with Citrus Connection. The closest bus stop to the subject site is on US Highway 98 near the Sanlan Ranch entrance.

• The nearest neighborhood park is Peterson Park 3.4 miles northwest of the site, and the nearest regional Park is Banana Lake Park three (3) miles to the southeast of the subject site.

Environmental

- The subject site is relatively flat with a high elevation of 116 feet on the west side of the site and a low of 114 feet on the east side of the site.
- There are no wetlands or flood zone on site.
- The soil type for the site is 100% Immokalee Sand.
- According to Polk County Endangered Habitat Maps, the subject site is not located within a one-mile radius of an observation of a protected animal species (Source: Florida Department of Environmental Protection, 2015).
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- There are no wells on the subject site and it is not located in a wellfield.
- The site is not within an Airport Impact District.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.

- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;

d. economic issues, such as minimum population support and market-area radius (where applicable);

- e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities
- f. environmental factors, including, but not limited to:
 - 1. environmental sensitivity of the property and adjacent property;
 - 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
 - 3. wetlands and primary aquifer recharge areas;
 - 4. soil characteristics;
 - 5. location of potable water supplies, private wells, public well fields; and
 - 6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.104-A1: DESCRIPTION Transit Supportive Development Areas shall meet the following criteria:
 - a.be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development;
 - b.be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;
 - c.be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the

Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;

- d. include development criteria that: 1.promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities; 2.improve access to employment areas, schools, shopping and recreational opportunities;
- POLICY 2.104-A2: DESIGNATION AND MAPPING The Future Land Use Map Series shall designate and map TSDAs for those areas of the County meeting the general characteristics of this Section 2.104.
- POLICY 2.104-A3: LAND USE CATEGORIES The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria
 - ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.
 - RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts.
 - OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.
 - 0
 - 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:
 - provide access to transit facilities;
 - o connect to centralized potable water and sanitary sewer systems;
 - incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
 - implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;
 - integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;
 - o provide access to civic space, parks, green areas, and open space and other amenities;
 - o g.be supported by public safety (i.e., fire, EMS and law enforcement);
 - have access to public schools;
 - provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.
 - 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:
 - increased densities and intensities within the Transit Corridors and Centers Overlay District subject to Policy 2.104-A7; and
 - 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:
 - Transit Corridor an area within ¹/₄ mile of fixed route transit service;
 - Transit Center an area within a one mile radius of the point of access for transit services; and
 - Transit Center Core an area within ¹/₄ mile of the point of access for transit services.
 - Maximum densities are established within the TSDA and the respective components of the Transit Corridors and Centers Overlay as listed in Table 2.104.1. The maximum densities are not guaranteed within the respective land use categories and shall only be permitted subject to the requirements established in Policy 2.104-A5 Development Criteria and Policy 2.124-A3 Design Principles. Table 2.104.1 also includes recommended minimum densities to support future investments in public transportation. These recommended minimum densities may be required under the Land Development Code to coincide with planned public or private sector transit investments. Residential projects with less than the recommended minimum density will be encouraged to include a site design that allows for project phasing in order to preserve the maximum development potential of the subject parcel(s).
- POLICY 2.120-D1: CHARACTERISTICS Densities up to, and including, 10.00 DU/AC. The Residential-Medium classification is characterized by single-family dwelling units, duplex units, and multi-family units.
- POLICY 2.120-D2: DESIGNATION AND MAPPING Residential-Medium districts shall be located throughout TSDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "RM."

- POLICY 2.120-D3: LOCATION CRITERIA Residential-Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEAs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.
- POLICY 2.120-D4: DEVELOPMENT CRITERIA Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.
- POLICY 2.113-C1: CHARACTERISTICS Office Centers are intended to accommodate the office needs of the community they serve. They generally contain lawyer, real estate, engineering, and other professional offices. Medical offices and support offices are also allowable in this category.
 - Usable Area: 10 acres or less
 - Gross Leasable Area (GLA): 1,000 to 30,000 square feet
 - Minimum Population Support: 2,500 people
 - o Service-Area Radius: 2 miles or more
 - Typical Leading Tenant: Professional offices
 - Other Typical Tenants: Medical offices
- POLICY 2.113-C2: DESIGNATION AND MAPPING Office Centers shall be located throughout Polk County as designated on the Future Land Use Map Series as "Office Centers" (OC).
- POLICY 2.113-C3: LOCATION CRITERIA The establishment of a new Office Center designation shall be located according to the following:
 - \circ a. at the intersection of a local and collector/arterial road, or at the intersection of two collector roads; or at the intersection of two arterial roads;
 - b. along a collector or arterial roadway adjacent to an existing Activity Center that contains 10% or less in land area developed with professional offices;
 - o c. Policy 2.404-A1; and
 - d. the total acreage for Office Center Districts within a two mile radius shall not exceed ten (10) acres unless one of the following can be met:
 - 1.the total land area of the existing Office Centers within the two mile radius are 60 percent (60%) developed and the total land area of the existing Activity Centers within the two miles radius are also at least 60 percent (60%) developed with less than 10 percent (10%) of the land area developed as professional office uses; or
 - 2.the remaining undeveloped acreage of the Office Centers within the two mile radius are owned by a single interest or have final, valid engineered construction plans (with building-permit application) or have a valid CU/PD approval; or
 - ➤ 3.when item b above is met.
 - When considering the establishment of a new Office Center designation or the expansion of an existing Office Center consideration shall be given to maximizing access to a

collector or arterial road and to the guidelines outlined in Policy 2.404-A1. Polk County shall seek to minimize the routing of office traffic through residential areas.

- POLICY 2.113-C4: DEVELOPMENT CRITERIA Development within an Office Center shall conform to the following criteria:
 - a. Development in Office Centers shall have frontage on, or direct access to, a collector or arterial roadway, or a frontage road or service drive which directly serves these roadways. Development within Office Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical;
 - b. Office Center expansions, new locations for Office Centers and development within Office Centers may front on or accessed via local roads if the subject parcel(s) is within a quarter mile of a collector or arterial road. If the local road is classified as residential then traffic from the OC shall not be permitted on the local road if there is residential traffic between the driveway for the OC and the collector roadway and until a waiver, per the requirements and standards in the LDC, is approved;
 - c. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic;
 - d. Buffering shall be provided where the effects of lighting, noise, 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 which may require special buffering provisions; and
 - e. Retail uses within an Office Center shall not exceed ten (10) percent of the total land area of the Office Center as the OC is meant for professional employment businesses.
- POLICY 2.113-C5: ADJACENT DEVELOPMENT Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to a Office Center may include the following uses: Medium and High Residential, Neighborhood Activity Centers, Institutional, and Recreation and Open Space.

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-2024-19**.

Planning Commission Recommendation: On October 2, 2024, in an advertised public hearing, the Planning Commission voted ?:? to recommend APPROVAL or DENIAL of LDCPAS-2024-19.

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.

Northwest	North	Northeast
CITY; low density detached	CITY; medium density	CITY; medium density
single family residential	townhomes, Village at	apartments, Village at Lake
	Lake Highland	Highland
West	Subject Site	East
OC; undeveloped and CITY;	RM; undeveloped	RM; undeveloped and CITY;
low density detached single		medium density apartments,
family residential		Village at Lake Highland
Southwest	South	Southeast
CITY; low density detached	INST-2; Highlands	CITY; medium density
single family residential	Grove Elementary	apartments, Village at Lake
		Highland

Table 1 Surrounding Uses

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

Compatibility with the Surrounding Uses

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

A. Land Uses

The purpose of TSDA's is to serve as a foundation from which a future urban pattern is established, and to provide areas for development at urban densities and intensities. TSDA's are areas within the County that, at a minimum, are currently served, or are programmed within the applicable Comprehensive Plan Capital Improvement Program to be served within the next ten years by County owned, municipal, or County franchised central sanitary sewage and potable water systems. TSDA's are also supported by, or programmed to be supported by, other services typically found to accompany urban development such as public safety services, an urban road network, and developed parks.

The request is a Future Land Use designation that is compatible with the surrounding area. In Section 2.113-C of the Land Development Code, development adjacent to an Office Center may include the following uses: Medium and High Residential, Neighborhood Activity Centers, Institutional, and Recreation and Open Space. To the north and east of the subject site is an apartment complex in Residential Medium land use. To the south is Highlands Grove Elementary in an Institutional 2 land use. Both of these are compatible uses with Office Center.

The nearest Office Center (OC) future land use to the subject site is over two (2.23) miles away on County Road 540A where the Watson Clinic Highlands location is and is listed at $6.98 \pm acre$.

B. Infrastructure

The subject site will be serviced by City of Lakeland's Utility Service Area for potable water and wastewater. The Utilities GIS confirms that these lines run adjacent to the west end of the subject site. The site is adjacent to County Road 37B (Lakeland Highlands Road), an Urban Collector, while also having close access to State Road 570 (Polk Parkway), a Principal Arterial. There is available transportation capacity on both roads. Public safety response times are normal for this part of the County. While there is capacity within the schools, this area has many approved projects currently in development which could alter that capacity. The request is compatible with the available infrastructure.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below. Per the requirements in Chapter 7 of the Land Development Code, the applicant will have to work out capacity for any development request with the school board.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2022-2023 School Year	Average driving distance from subject site
Highlands Grove Elementary School	1 student	86%	0.06 miles
Crystal Lake Middle School	1 student	83%	4.9 miles
George Jenkins High School	1 student	100%	2.3 miles

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

It is important to note that the Office Center (OC) use does allow for multifamily development with a Level 4 Review. However, most OC development does not involve residential use, so the numbers of anticipated demand are a maximum level buildout.

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.

Table 3 Public Safety Information

	Name of Station	Distance
		Response Time*
Sheriff	Southwest District Command Unit (4120 US Highway	4 +/- miles
	98 South, Lakeland, FL)	Priority 1 – 8:38
		Priority 2 – 18:23
Fire/ EMS	Station #28 (4101 Clubhouse Road, Highland City, FL)	3.8 +/- miles

Source: Polk County Sheriff's Office & Polk County Fire Rescue. Response times for August 2024.

Water and Wastewater

A. Estimated Demand

The subject site is within the City of Lakeland's Utility Service Area for potable water and wastewater. The proposed OC has the potential to require more water and generate more wastewater than with the current land use.

Table 4 Estimated Water and Sewer Impact Analysis

Tuble T Estimated Water and Sewer impact That yis			
Permitted Intensity	Current RM	Proposed OC	
1.40± acres			
60,984 sq ft	1.40 * 10 du/ac = 14 units	60,984 sf * 0.30 FAR = 18,295 sf	
@0.30 FAR = 18,295			
Potable Water Consumption	14 X 198 = 2,772 GPD	18,295 * 0.24 = 4,391 GPD	
Wastewater Generation	14 X 180 = 2,520 GPD	4,391 * 80% = 3,513 GPD	

Source: Concurrency Manual: RM for multifamily residence is 198 GPD for water and 180 GPD for wastewater, Office Center uses General Offices FAR of 0.3, 0.24/sf, and 80% of water for wastewater.

B. Service Provider

The subject site is within the City of Lakeland's Utility Service Area for water and wastewater. There is a Distribution Main Line for water and wastewater that runs north to south on the west side of the subject property along County Road 37B (Lakeland Highlands Road).

C. Available Capacity

Information is not available for capacity as the water and wastewater is handled by City of Lakeland Utilities.

D. Planned Improvements

There are no improvements planned at this time.

Roadways/Transportation Network

A. Estimated Demand

Table 5, following this paragraph, shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The Future Land Use change may result in higher trips.

Permitted Intensity	Current RM	Proposed OC
1.40± acres		
60,984 sq ft	1.40 * 10 du/ac = 14 units	18,295 sf / 1,000 = 18 units
@0.30 FAR = 18,295		
Average Annual Daily	14 X 6.74 AADT =	18 * 11.07 * 92% new trips =
Trips (AADT)	95 AADT	188 AADT
PM Peak Trips	14 X 0.51 Peak Hour = 7	18 * 1.30 * 92% new trips =
	Trips	22 Trips

Table 5 Estimated Transportation Impact Analysis

Source: Concurrency Manual and Table for Minor Traffic Study –Residential Medium (RM) Multifamily Housing (Low-Rise) at 6.74 AADT and 0.51 PM Peak Hours (100% new trips), and Office Center Office Park at 11.07 AADT and 1.3 Peak Hours (92% new trips).

B. Available Capacity

The roads surrounding the subject site have sufficient PM Peak capacity available for a professional office development. There is currently nothing developed on the site. The road directly accessing the site, County Road 37B (Lakeland Highlands Road) has available capacity. The table after this paragraph provides the current PM Peak Hour capacities of the nearby road links.

Table 6					
Link #	Road Name	Current LOS	Available Capacity	Minimum LOS Standard	Projected Five Year LOS
4163N	CP 37B (Lakeland Highlands Road)	С	910	Е	С
4163S	3S CK 57D (Lakeland Highlands Road)		873	Е	С
Source: Polk Transportation Planning Organization, Roadway network Database 2023					

C. Roadway Conditions

County Road 37B is an Urban Collector with available capacity in both directions. County Road 37B has a PCI rating of Good on this Road Link. The condition of the roadways and the LOS change over time. The conditions are addressed when development accesses a road during the Level 2 Review. LOS is a tool that can limit the intensity of a development.

D. Sidewalk Network

There are sidewalks running north and south along the east side of County Road 37B, directly abutting the subject site.

E. Planned Improvements:

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

F. Mass Transit

The closest mass transit route is the Silver Line with Citrus Connection, with the closest stop being on US Highway 98 at the Sanlan Ranch intersection, 2.9 miles to the northeast of the site.

Park Facilities:

The following analysis is based on public recreation facilities. The nearest neighborhood park is the Peterson Park 3.4 miles driving northwest of the site and the nearest regional Park is Banana Lake Park three (3) miles driving to the southwest of the subject site.

A. Location:

The nearest neighborhood park is Peterson Park 3.4 miles driving northwest of the site on County Road 37A (Cleveland Heights Boulevard) and the nearest regional Park is Banana Lake Park three (3) miles to the southwest of the subject site on Tillery Road.

B. Services:

Peterson Park has a baseball complex, playground, hiking trails, a boat ramp, and open pavilion space. Banana Lake Park has picnic areas, a playground, a walking trail, boat ramp, and a fishing pier.

C. Multi-use Trails:

The closest free hiking trail is in the Peterson Park Trail which is 3.4 +/- miles to the northwest of the subject site. Banana Lake Park has a trail, but it is a very short walking trail, and doesn't quantify as hiking.

D. Environmental Lands:

This site contains no County owned environmental lands. The closest environmental lands to the site is the Circle B Bar Reserve which is 2.23 +/- miles to the west of the subject site.

E. Planned Improvements:

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

Environmental **Conditions**

The site is entirely composed of Immokalee Sand, which is suitable for building.

A. Surface Water:

There is no surface water on the subject site. The sites highest elevation is on the western side at 115 feet and slopes down to the east with an elevation of 109 feet.

B. Wetlands/Floodplains:

There are no wetlands or floodplains on the subject site. There is Flood Zone A to the north of the subject site along Lake Highland Boulevard.

C. Soils:

The subject site is comprised of a mix of soil types as listed in Table 8 following this paragraph. According to the soil survey of Polk County, the soil is 100% Candler Sand which is suitable for most construction.

Table 8			
Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Immokalee sand (21)	Severe; wetness	Severe: wetness.	100%

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

D. Protected Species

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

E. Archeological Resources:

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

F. Wells (Public/Private)

The subject site is not located in a Wellfield Protection District and does not have any wells on site. The site will be connecting to water from City of Lakeland Utilities. The closest Well site is 2.41 miles to the southwest of the subject site.

G. Airports:

The site is not within an Airport Impact District.

Economic Factors:

There are no known economic factors that would impact the development of this site.

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:

Comprehensive Plan Policy	Consistency Analysis	
POLICY 2.102-A2: COMPATIBILITY - Land shall be	The Comprehensive Plan permits a variety of	
developed so that adjacent uses are compatible with	different Future Land Use designations in	
each other, pursuant to the requirements of other	urban areas and contribute to a combination	
Policies in this Future Land Use Element, so that one	of mixed uses. Office Center (OC) would be	
or more of the following provisions are accomplished:	compatible with the surrounding area, as OC	
a. there have been provisions made which buffer	is figured to access Urban Collector roads,	
incompatible uses from dissimilar uses; b.	and can abut Residential Medium and	
incompatible uses are made to be more compatible to	Institutional uses.	

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
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-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The lands surrounding the subject site are already detached single family homes to the west, apartments to the north and east, and an elementary school to the south. City of Lakeland Utilities are readily available in this area for water and wastewater. This request is consistent with this policy.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system. POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable);e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to; 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 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	The timing is consistent with the growth in the area as the surrounding sites are already being used for apartments, an elementary school, and housing. There is a hospital being constructed to the north of the apartments. There is ample connectivity to water, wastewater, and electricity. Fire and Sheriff are close by with low response times. Two of the three schools that are zoned for the site are not at capacity, with George Jenkins High School being the exception. The overall parcel does not contain wetlands or floodplains. The site is undeveloped and is surrounded by compatible uses.

Comprehensive Plan Policy	Consistency Analysis
fields; and 6. climatic conditions, including prevailing winds, when applicable.	
POLICY 2.104-A1: DESCRIPTION - Transit Supportive Development Areas shall meet the following criteria:	
 a. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development; b. be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon; c. be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options; d. include development criteria that:1. promote the development of walkable communities, 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. 	Office Center is an allowable use in the TSDA. There is ample infrastructure available in the area to support this land use with connections to water and wastewater. Sidewalks run north to south along the west side of the subject site along County Road 37B. County Road 37B is an Urban Collector road with available capacity. There are emergency services, parks, education, mass transit, and higher density residential development close by. The subject site sits within the Transit Corridor Center which allows for higher density developments.
POLICY 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria	
ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers. RESIDENTIAL: Residential-High, Residential- Medium, and Residential-Low Districts. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office	

Comprehensive Plan Policy	Consistency Analysis
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: increased densities and intensities within the Transit Corridors and Centers Overlay District subject to Policy 2.104-A7; and increased densities for affordable or workforce housing subject to Policy 2.104-A7.	

Comprehensive Plan Policy	Consistency Analysis
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 2.100 A1 and Policy 2.110 A1 and the	
noticies 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 Σ^{-1}	
Figure 1. include:	
Transit Corridor - an area within 1/4 mile of fixed route	
transit service;	
Transit Center - an area within a one mile radius of the	
point of access for transit services; and	
Transit Center Core - an area within ¹ / ₄ mile of the point	
of access for transit services.	
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	
Residential projects with less than the recommended	
minimum density will be encouraged to include a site	
design that allows for project phasing in order to	
preserve the maximum development potential of the	
subject parcel(s).	
POLICY 2.113-C1: CHARACTERISTICS - Office	The site is big enough to support the Office
Centers are intended to accommodate the office needs	Center use and necessary parking. There is
of the community they serve. They generally contain	sufficient population support within a 2 mile
lawyer, real estate, engineering, and other professional	radius of the site. The site directly accesses an
offices. Medical offices and support offices are also	Urban Collector in County Road 37B, and
allowable in this category.	teeds into State Road 5/0, a Principal Arterial

Comprehensive Plan Policy	Consistency Analysis
Usable Area: 10 acres or less Gross Leasable Area (GLA): 1,000 to 30,000 square feet	Road. Both have available capacity. Medium Density Residential and Institutional land uses are adjacent to the subject site. The closest Office Center (OC) to the subject site is over two (2.23) miles away to the south on
Minimum Population Support: 2,500 people Service-Area Radius: 2 miles or more	County Road 540A with the Watson Clinic Highlands location. Since there is no OC within two miles of the subject site, the two mile radius should not present itself as an
Typical Leading Tenant: Professional offices	issue.
Other Typical Tenants: Medical offices	
POLICY 2.113-C3: LOCATION CRITERIA - The establishment of a new Office Center designation shall be located according to the following:	
 a. at the intersection of a local and collector/arterial road, or at the intersection of two collector roads; or at the intersection of two arterial roads; b. along a collector or arterial roadway adjacent to an existing Activity Center that contains 10% or less in land area developed with professional offices; c. Policy 2.404-A1; and d. the total acreage for Office Center Districts within a two mile radius shall not exceed ten (10) acres unless one of the following can be met: 1.the total land area of the existing Office Centers within the two mile radius are 60 percent (60%) developed and the total land area of the existing Activity Centers within the two miles radius are also at least 60 percent (60%) developed with less than 10 percent (10%) of the land area developed as professional office uses; or 2.the remaining undeveloped acreage of the Office Centers within the two mile radius are owned by a single interest or have final, valid engineered construction plans (with building-permit application) or have a valid CU/PD approval; or 	
When considering the establishment of a new Office Center designation or the expansion of an existing Office Center consideration shall be given to maximizing access to a collector or arterial road and to the guidelines outlined in Policy 2.404-A1. Polk County shall seek to minimize the routing of office traffic through residential areas.	

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.113-C4: DEVELOPMENT CRITERIA -	
Development within an Office Center shall conform to	
the following criteria:	
a. Development in Office Centers shall have frontage	
on, or direct access to, a collector or arterial roadway,	
or a frontage road or service drive which directly serves	
these roadways. Development within Office Centers	
shall incorporate the use of frontage roads or shared	
ingress/egress facilities wherever practical;	
b. Office Center expansions, new locations for Office	
Centers and development within Office Centers may	
front on or accessed via local roads if the subject	
parcel(s) is within a quarter mile of a collector or	
arterial road. If the local road is classified as residential	
then traffic from the OC shall not be permitted on the	
local road if there is residential traffic between the	
driveway for the OC and the collector roadway and	
until a waiver, per the requirements and standards in	
the LDC, is approved;	
c. Adequate parking shall be provided to meet the	
demands of the uses, and interfor traine-circulation	
patients shall facilitate the safe movement of venicular,	
d Buffering shall be provided where the effects of	
lighting noise 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 which may require	
special buffering provisions: and	
e. Retail uses within an Office Center shall not exceed	
ten (10) percent of the total land area of the Office	
Center as the OC is meant for professional employment	
businesses.	
POLICY 2.113-C5: ADJACENT DEVELOPMENT -	
Subject to the criteria and requirements of Section	
2.125-C relating to Transitional Areas, development	
adjacent to a Office Center may include the following	
uses: Medium and High Residential, Neighborhood	
Activity Centers, Institutional, and Recreation and	
Open Space.	
POLICY 2.120-D1: CHARACTERISTICS - Densities	
up to, and including, 10.00 DU/AC. The Residential-	The subject site is currently designated as
Medium classification is characterized by single-	Residential Medium (RM) and Office Center
family dwelling units, duplex units, and multi-family	(ΩC) which are allowable uses in the TSDA
units.	and abuts appropriate land uses The change
	ill make the entirety of the parcel OC and
POLICY 2.120-D2: DESIGNATION AND	allow for a continuity of development.
MAPPING - Residential-Medium districts shall be	· ····································
located throughout TSDAs, UGAs, SDAs, and UEAs	

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Comprehensive Plan Policy	Consistency Analysis
as designated on the Future Land Use Map Series as "RM."	
POLICY 2.120-D3: LOCATION CRITERIA - Residential-Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEAs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.	
POLICY 2.120-D4: DEVELOPMENT CRITERIA - Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.	

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.

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

Table 9 Urban Sprawl Criteria

Comments from other agencies

No comments

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Exhibits:

Exhibit 1	Location Map
Exhibit 2	2023 Aerial Context Map
Exhibit 3	2023 Aerial Close Up
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6a	RM Permitted and Conditional Uses
Exhibit 6b	OC Permitted and Conditional Uses

Applicant's submitted documents and ordinance as separate files



LOCATION MAP

Exhibit 2



2023 AERIAL PHOTO CONTEXT

Planning Commission Staff Report Level 4/rlb



2023 AERIAL PHOTO CLOSE UP

Planning Commission Staff Report Level 4/rlb



CURRENT FLUM Residential Suburban (RM)



Residential Medium (OC)

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

Residential Suburban (RM) PERMITTED AND CONDITIONAL USES

FLU	PERMITTED	CONDITIONAL USE	CONDITIONAL USE
	(By Right)	Level 1 or 2 Review	Level 3 or 4 Review
		(Technical Staff Review)	(Public Hearing)
OC	Clinics & Medical	Recreation- Passive,	Multi-family, Planned
	Offices, Farming	Utilities- Class II,	Development, Agricultural
	General, Office, Studio-	Community Center,	Support- Off-Site,
	Production, Utilities-	Cultural Facility, Financial	Childcare Center, Financial
	Class I	Institution, Office Park,	Institution- Drive Through,
		Personal Service, Printing	Government Facility,
		& Publishing, Religious	Helistops, Hospitals,
		Institution, School-	Medical Marijuana
		Technical/Vocational/Trade	Dispensaries, Mining-
		& Training, Veterinary	Non-phosphate, Research
		Service	& Development, Retail-
			10-000 – 34-999 sq. ft.,
			Retail- Less than 10-000
			sq. ft., School-
			Leisure/Special Interest,
			Utilities- Class III

Residential Medium (OC) PERMITTED AND CONDITIONAL USES

ORDINANCE NO. 24 -

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF AMENDMENT LDCPAS 2024-19; AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN; ORDINANCE 92-36, AS AMENDED TO CHANGE THE FUTURE LAND USE DESIGNATION ON 1.40± ACRE SITE FRO RESIDENTIAL MEDIUM (RM) TO OFFICE CENTER (OC) IN THE TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA). THE SUBJECT SITE IS LOCATED EAST OF COUNTY ROAD 37B, WEST OF US HIGHWAY 98, AND NORTH OF LAKE MIRIAM DRIVE, SOUTH OF STATE ROAD 570, IN SECTION 04, TOWNSHIP 29, RANGE 24; PROVIDING FOR SEVERABILITY: AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on October 2, 2024; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on November 19, 2024; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on a five (5) acre site from Residential Suburban (RS) to Institutional (INST) in the Suburban Development Area (SDA) on the parcel listed below and graphically depicted on the parcel map in Attachment "A".

Parcel 242904-000000-044010

A parcel of land being a portion of the Southwest ¹/₄ of the Southwest ¹/₄ of Section 4, Township 29 South, Range 24 East, Polk County, Florida, being more particularly described as follows:

Commence at the Northwest corner of the Southwest ¹/₄ of the Southwest ¹/₄ of Section 4, Township 29 South, Range 24 East, Polk County, Florida; thence N89°47'30"E, along the North line of the Southwest ¹/₄ of the Southwest ¹/₄ of said Section 4, a distance of 392.86 feet to the Point of Beginning; thence continue N89°47'30"E along said North line, a distance of 317.15 feet; thence departing said North line, run S00°28'03"E, a distance of 191.75 feet; thence run N89°52'34"W, a distance of 316.29 feet; thence run N00°43'49"W, a distance of 189.92 feet to the Point of Beginning.

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on December 20, 2024 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 19th day of November 2024.

ATTACHMENT "A"





PARCEL DETAIL

Note: Not to Scale



4404 Lakeland Highlands Road CPA

Demonstration of Need

1. Could the proposed amendment promote substantial amounts of low-density, low intensity, or single use development in excess of demonstrated need?

The proposed amendment will not promote low-density or low intensity in excess of demonstrated need. This site is in an area that lacks office type uses. The nearest office center type land is located approximately two miles from the site and it is located directly adjacent to an existing OC zoned property.

2. Will passage of the proposed amendment allow a significant amount of urban development to occur in rural areas?

The proposed Office Center will allow for infill within an urbanized area of the County. It is located within the Transit Supportive Development Area, the area of greatest allowable development density and intensity within unincorporated Polk County.

3. Does the proposed amendment create or encourage urban development in radial, strip, isolated, or ribbon patterns emanating from existing urban development?

This site is located at a lighted intersection and an appropriate node for the proposed use and intensity. It will not create or encourage radial, strip, isolated, or ribbon patterns emanating from existing urban development.

4. Does the proposed amendment fail to adequately protect adjacent agriculture areas?

There are no agricultural areas adjacent to the site. This site is located within the Transit Supportive Development Area, the area of greatest urban development density and intensity within unincorporated Polk County.

5. Could the proposed amendment fail to maximize existing public facilities and services?

This site is one of the last vacant developable sites within close proximity along Lakeland Highlands Road. The site has remained vacant for years while nearly all other land has developed. The proposed amendment will help to maximize the return on the existing urban levels of infrastructure, services, and facilities by allowing an appropriate level of development which matches the available infrastructure and services.



6. Could the proposed amendment fail to minimize the need for future public facilities and services?

While this development site is located within the Transit Supportive Development Area and is planned for higher densities and intensities than other Development Areas, the site has been analyzed to ensure that development proposals being designed match the densities and intensities allowed by right within Office Center and Residential Medium.

7. Will the proposed amendment allow development patterns that will disproportionately increase the cost of providing public facilities and services?

No, the proposed Office Center will allow development that is within the planned capacities of public facilities and services.

8. Does the proposed amendment fail to provide clear separation between urban and rural areas?

The proposed Office Center is located within the Transit Supportive Development Area, the area of greatest allowable development density and intensity within unincorporated Polk County. This site is not located within proximity to any rural areas.

9. Will the proposed amendment discourage infill development or redevelopment of existing neighborhoods?

The proposed Office Center will allow for infill within an urbanized area of the County. This area of the County has a significant established residential population that travels extensive distances for commercial businesses, medical offices, and other services, and the proposed Office Center land use will accommodate the needs of the existing residents within a closer radius and shorter drive time.

10. Does the proposed amendment fail to encourage an attractive and functional mixture of land uses?

Policy 2.113-C5 of the Comprehensive Plan lists Office Center uses as ideal uses adjacent to Residential Medium (such as those adjacent to the north and east) and Institutional and Open Space uses (adjacent to the south), so the proposed Office Center is a functional and complimentary uses to the existing residential development.

11. Could the proposed amendment result in poor accessibility among linked or related land uses?



A driveway waiver was approved by the County on May 7th, 2020. This site has been evaluated for safe and appropriate access onto Lakeland Highlands Road and the County concluded that access should be granted.

12. As a result of approval of this amendment, how much open space will be lost?

This site is currently designated Residential Medium and OC and is not planned for open space, so no open space will be lost as a result of approving this amendment.



4404 Lakeland Highlands Road CPA IMPACT ASSESSMENT STATEMENT FORM

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A sufficient Impact Assessment Statement must address all of the following (*Note: N/A is an insufficient comment, if N/A an explanation must be included*):

Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses?

This site is located at the lighted intersection of Lakeland Highlands Road and Lakeland Highlands Boulevard between the Polk Parkway and CR 540A, in an area that lacks office type uses. The site is located directly adjacent to an existing OC zoned property.

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

This site is the last developable site within close proximity, and the proposed Office Center land use is compatible with the surrounding development. It is bordered by Lakeland Highlands Boulevard to the north, a boulevard entrance to an apartment and townhome community, a forested area to the east, a large retention pond to the south, and Lakeland Highlands Road, a collector road, to the west. Because Policy 2.113-C5 of the Comprehensive Plan lists Office Center uses as ideal uses adjacent to Residential Medium (adjacent to the north and east) and Institutional and Open Space uses (adjacent to the south), special efforts to minimize differences in the proposed Office Center uses will not be necessary.



3. How will the request influence future development of the area?

This parcel of land is one of the last remaining developable tracts of land in this area of the County, and the surrounding development has influenced this parcel more than this parcel will be able to influence future development of the area. This Office Center will provide opportunities for services that will capture existing traffic and reduce travel times.

Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

 What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed¹ methodology and calculations. (1. A minor traffic study will suffice for a detailed methodology and calculations for most applications.)

The potential traffic generated by this site varies by the type of use allowable in Office Center, but the typical office use will likely be a single tenant user. According to TPO staff, the ITE manual indicates that single tenant office uses generate 11.25 daily trips and 1.71 PM peak hour trips / 1,000 square feet of building area. The proposed site is approximately 1.3 acre and could allow for a 13,000 square foot building which equates to 146 AADT and 22 peak hour trips.

2. What modifications to the present transportation system will be required as a result of the proposed development?

The driveway waiver was approved by the County on May 7th, 2020.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

Section 708 of the LDC requires office uses to provide 1 space per 300 sq ft GFA. The pro posed building is 13,000 SF / 300 = 44 spaces.



4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

This Office Center is located at the lighted intersection of a collector and a local roadway and will have direct access to a collector meeting County standards with sufficient capacity for the proposed use.

NOTE: Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for "Infrastructure Impacts" items 3 through 9 above.

Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*)

The proposed office building is 13,000 square feet utilizing 0.18 gallons per day per square foot will equal 2,340 ADF of wastewater as provided by Polk County Utilities for office uses.

2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?

The City of Lakeland will provide wastewater service to this development site.

3. If offsite treatment, who is the service provider?

The City of Lakeland will provide wastewater service to this development site.

4. Where is the nearest sewer line (in feet) to the proposed development (*Sanitary sewer shall* be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code)

A 6 inch PVC sewer line is adjacent to the site on the east side of Lakeland Highlands Road, and a 36 inch sewer main line runs down the middle of Lakeland Highlands Road.

5. What is the provider's general capacity at the time of application?

The City's Glendale wastewater treatment site has sufficient capacity to serve this development site. Plant capacity is 13.7 Million Gallons per Day (MGD) and it is currently operating at 11.3 MGD.



6. What is the anticipated date of connection?

March 2025.

7. What improvements to the providers system are necessary to support the proposed request (*e.g.*, *lift stations, line extensions/expansions, interconnects, etc.*)?

No improvements are anticipated to support the proposed development. The line abuts the development site.

Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. What is the proposed source of water supply and/or who is the service provider?

The City of Lakeland will provide potable water service to this development site.

2. What is the estimated volume of consumption in gallons per day (GPD)? (*Response may be based on Section 703 of the LDC*)

The proposed 13,000 square foot office center building is anticipated to generate approximately 3,120 gallons per day of wastewater. This is based the 0.24 gallons per day per square foot as provided by Polk County Utilities for office uses.

3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

A 16 inch PVC potable water main is located along the east side of Lakeland Highlands Road adjacent to the site. Reclaimed water service is not available in this area.

4. Who is the service provider?

The City of Lakeland will provide potable water service to this development site.

5. What is the anticipated date of connection?

March 2025.

6. What is the provider's general capacity at the time of application?

The City's has sufficient capacity to serve this development site. The water distribution system consists of two plants, the Combee and T.B. Williams plants, and both contribute to the overall water supply in this area. The Combee plant has an 8 MGD plant capacity



with average daily flows of 3.671 MGD, and the T. B. Williams plant has 59 MGD plant capacity with average daily flows of 30.14 MGD.

7. Is there an existing well on the property(ies)?

Yes	NoX	Location:N/A	
What type? _	N/A	Permit Capacity N/A	

Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

There are no surface water features on-site. The site is relatively flat, and drains from west to east toward an off-site floodplain. All on-site drainage associated with the development of the site will be managed and treated according to LDC standards.

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

No alterations will be necessary to develop this site, no wetlands are located on the preposed site.

Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.

This development site is outside of the floodplain and any environmentally sensitive areas on-site will be avoided. It is relatively flat and most of the natural features were long ago removed.



2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.

County GIS mapping illustrates that no significant wetland or floodplain conditions exist that will preclude development of this site. Because the site drains from west to east toward an off-site floodplain, it is anticipated that on-site drainage retention associated with the development of the site will be located along the eastern portion of the site..

3. Discuss location of potable water supplies, private wells, public well fields (*discuss the location, address potential impacts*), and;

There are no private wells or public well fields located on-site. A 16 inch PVC potable water main is located along the east side of Lakeland Highlands Road adjacent to the site. Reclaimed water service is not available in this area.

4. Discuss the location of Airport Buffer Zones (if any) (*discuss the location and address*, *potential impacts*).

This site is located outside Airport Buffer Zones and is not anticipated to be affected by nearby aircraft or airport activity.

5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development.

The site is entirely comprised of Immokalee Sand, which can be generally described as a poorly drained flatwood nonhydric, upland soil with sandy marine sediments throughout the profile, some of which may have loamy sand substrates (source: SFWMD Technical Publication WS-06). Immokalee Sands have limitations for development related to a high water table and associated onsite water retention and percolation. (source: United States Soil Conservation Service). However, early site evaluation has demonstrated that sufficient land area exists for development and these soil characteristics are not anticipated to be a limiting factor for the proposed development.

Infrastructure Impact Information

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

1. Parks and Recreation;

Office uses do not generate the need for parks and recreation uses. The nearest parks and recreation space is the Cypress Youth Sports Complex located at 2399 Edgewood Drive South.



2. Educational Facilities (e.g., preschool, elementary, middle school, high school);

Office uses do not generate the need for educational facilities such as public schools. The site is within close proximity to Highlands Grove Elementary School. No impacts are anticipated.

3. Health Care (e.g., emergency, hospital);

The nearest medical facility is Watson Clinic, which includes an XpressCare facility, located at 2300 CR 540A approximately 2.5 miles south of the site. The nearest hospital is the Lakeland Regional Health Medical Center located approximately 7 travel miles north of the site. The proposed Office Center land use is not anticipated to generate significant emergency health care needs.

4. Fire Protection;

The nearest fire station (Lakeland Fire Station #2) is located approximately 4.5 travel miles north of the site. The proposed Office Center land use is not anticipated to generate significant fire protection needs.

5. Police Protection and Security;

The nearest Sheriff station (Southwest Command Center) is located approximately 3 travel miles east of the site. The proposed Office Center land use is not anticipated to generate significant police protection needs.

6. Emergency Medical Services (EMS);

The nearest EMS station (Polk County Rescue Station #34) is located approximately 3.5 travel miles west of the site. The proposed Office Center land use is not anticipated to generate significant EMS needs.

7. Solid Waste (collection and waste generation); and

Solid waste collection will likely be contained within typical residential sized bins as the site is not anticipated to generate significant waste. If necessary, an on-site dumpster (within an enclosure will be provided).

8. How may this request contribute to neighborhood needs?

The site is located in an area that lacks office type uses. The nearest office center type land is located approximately two miles from the site; however, these sites are approximately 95% developed. This area of the County has a significant established residential population that travels extensive distances for commercial businesses, medical offices, and other


services, and the proposed Office Center land use will accommodate the needs of the existing residents within a closer radius and drive time

Maps

Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following **maps shall 8 1/2" x 11"** and accompany Impact Assessment Statements:

- Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;
- Map B: Map depicting the site boundary (properties included in the request)
- Map C: A site plan consistent with *Site Plan Standards*² (multiple sheets may be used). In addition to the required number of copies please **include an 81/2**" x 11" **copy.** Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

NOTE: Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.

LDCPAS-2024-19 - POSH - OFFICE Lakeland Highland

Menu	Reports H	lelp					
	Application Name	: POSH - OFFICE	E Lakeland Highland				
	File Date	: 06/28/2024					
	Application Type	: BOCC-CPA Sm	all				
	Application Status	· Approved for He	earing				
	Application Comments		Comment			Date	
			Comment			Date	
	Description of Work	: Rezoning of rem	naining parcel from R	M to OC.			
	Application Detail	: <u>Detail</u>					
	Address	: <u>4340 LAKELAN</u>	D HIGHLANDS RD,	LAKELAND, FL 33813			
	Parcel No	: <u>242904000000</u>	044010				
	Owner Name	: COY PROPERT	TIES LLC				
	Contact Info	: Name		Organization Name	Contact Type	Contact Primary Address	Status
		<u>chirag kikani</u>			Applicant	Mailing, 4407 Vineland	Active
		COY PROPERT	TIES LLC	COY PROPERTIES LI	<u>_C</u> Property Owner		Active
Licen	sed Professionals Info	: Primary	License Number	License Type	e Name	Business Name	Business License #
	Job Value	: <u>\$0.00</u>					
	Total Fee Assessed	: <u>\$4,608.00</u>					
	Total Fee Invoiced	: <u>\$4,608.00</u>					
	Balance	: <u>\$0.00</u>					
	Custom Fields	: LD_GEN_PUB					
		PUBLIC HEAR	INGS				
		Development T	Type Dission		Application Type		
					EAR		
		variance Type			N/A		
		Affordable Hou	using		Type of Acreage		
					-		
		GENERAL INF	ORMATION				
		Expedited Rev	iew		Number of Lots		
					1		
		Will This Proje	ct Be Phased		Acreage 1.39		
		DPC Monting			DBC Monting Time		
		07/25/2024			<u>11:45</u>		
		Rescheduled D	ORC Meeting		Rescheduled DRC Meeting Ti	me	
		_ Green Swamp			– Number of Units		
		<u>No</u>			-		
		Case File Num	ber		Is this Polk County Utilities	Is this Application a result of a Co	ode Violation
		- One Year Exter	nsion		FS 119 Status	Code Violation Case Number	
		-			Non-Exempt	-	
		ADVERTISING					
		Legal Advertis	ing Date		BOCC1 Advertising Date		
		BOCC2 Advert	ising Date		Advertising Board		
		-			Board of County Commissioners		
		MEETING DAT	ES				
		Community Me	eeting		Planning Commission Date		
		– Land Use Hear	ring Officer 3		10/02/2024 1st BOCC Date		
		-	0		11/19/2024		
		2nd BOCC Date	e		LUHO-Level 3		
		_			-		
		HEARING					
		PC Hearing Re	sults		PC Vote Tally		
		_			_		

BOCC 1st Hearing Results

BOCC 2nd Hea	ring Results	BOCC 2nd Vote	Tally	
-		-		
FINAL LETTER	2			
Denovo Appea	1	Denovo Results	;	
		-		
Denovo Tally				
	EDI			
Opening DigEr	lan List			
DigEplan Docu	iment List			
_				
PLAN REVIEW	FIELDS			
TMPRecordID		DocumentGroupforD	PC	RequiredDocumentTypes
POLKCO-24ES	T-00000-31570 mentTypesComplete	DIGITAL PROJECTS L	<u>.D</u> Types	Activate DPC
Yes	mentrypesoonipiete	Applications, AutoCad	File,Binding Site Plans (PDs	Yes
		and CUs),CSV,Calcula	tions,Correspondence,Desi	
		gn Drawings,Flood/Tra	ffic Studies, Impact Stateme	
		nt,Inspections,Miscella	neous,Plats,Record Drawin	
		gs,Response Letter Re	esubmittal Complete,Staff R	
Activate FSA		DigitalSigCheck	survey, nue Opinion	
Yes		Yes		
PLAN UPLOAD Upload Plans A √	ACKNOWLEDGEMENT Acknowledgement			
SELECTED AR	EA PLANS			
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NOR Neighborhood PUBLIC MAILE Posting Board PC	Organization Registry (NOR) IRS Number of Boards (Number) 1	Number of Mailers (Number)	Date Mailed Date Poster 09/13/2024 09/13/2024	No

Workflow Status:	Task	Assigned To	Status	Status Date	Action By	
	Application Submittal	Lyndsay Rathke	Application	07/11/2024	Lyndsay Rathke	
	Surveying Review	Steve McQuaig	Approve	07/26/2024	Steve McQuaig	
	Roads and Drainage Review	Phil Irven	Approve	07/12/2024	Phil Irven	
	Engineering Review	Clinton Howerton	Approve	07/26/2024	Clinton Howerton	
	Fire Marshal Review	Kim Turner	Not Required	07/24/2024	Kim Turner	
	<u>Planning Review</u>	Robert Bolton	Approve	07/22/2024	Robert Bolton	
	School Board Review	School District	Approve	08/05/2024	School District	
	Review Consolidation	Lyndsay Rathke	Approved for	08/06/2024	Lyndsay Rathke	
	Staff Report					
	Public Notice					
	Planning Commision					
	BOCC Hearing					
	Final Letter					
	DEO Review					
	Second BOCC Hearing					
	Archive					
Condition Status:	Name	Short Comments	Status	Apply Date	Severity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	Inspector	Status	Comments	
Resulted Inspections:	Inspection Type	Inspection Date	Inspector	Status	Comments	



Polk County

Planning Commission

Agenda Item 9.

10/2/2024

SUBJECT

LDCPAS-2024-22 (Lake Blue Park CPA)

DESCRIPTION

County-initiated Small Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Residential Medium (RM) to Recreation/Open Space (ROS) at the Lake Blue Park. South of Havendale Boulevard Northwest, east of 42nd Street Northwest, west of Lake Drive Northwest, north of Avenue U Northwest east and west of Auburndale in Section 13, Township 28, Range 25.

RECOMMENDATION

Approval

FISCAL IMPACT

None

CONTACT INFORMATION

Malissa Celestine

Land Development Division

Contact 863-534-6412

MalissaCelestine@Polk-County.net <mailto:MalissaCelestine@Polk-County.net>

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	August 15, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 5, 2024
Applicant:	Polk County
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2024-22 (Lake Blue Park CPA)
Request:	County-initiated Small Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Residential Medium (RM) to Recreation/Open Space (ROS) at the Lake Blue Park.
Location:	South of Havendale Boulevard Northwest, east of 42nd Street Northwest, west of Lake Drive Northwest, north of Avenue U Northwest east and west of Auburndale in Section 13, Township 28, Range 25.
Property Owner:	Polk County
Parcel Size:	±10.85 acres (252813-342500-012390)
Development Area/Overlays:	Urban Growth Area (UGA)
Future Land Use:	Residential Medium (RM)
Nearest Municipality	Auburndale
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	Malissa Celestine, Planner II

Site Location



Current Future Land Use

Summary of Analysis

This is a County-initiated request for a Small-Scale Comprehensive Plan Amendment to change Future Land Use (FLU) Map designation from Residential Medium (RM) to Recreation Open Space (ROS) in the Urban Growth Area (UGA). The purpose of this amendment is to conform the uses at the County's Lake Blue Park with an appropriate FLU designation. Staff met with Parks and Natural Resources to agree on an appropriate land use for the site to take before the Board. No development or changes to the park are proposed or anticipated with this application. Staff has reviewed the request and finds it to be consistent with the Comprehensive Plan policies and Land Development Code (LDC).

Compatibility Summary

Lake Blue Park provides a boat ramp, covered picnic tables, a playground, and a paved path for walking and jogging to nearby residences. It is located south of Havendale Boulevard and east of 42nd street in the Inwood Unit 4 development.

The parcel currently within a Residential Medium (RM) land use district which is intended for residential development. Based on the facilities associated with this park, a Recreation/Open Space (ROS) land use is more appropriate for the site as it provides recreational activities and services for County residents and visitors.

Infrastructure Summary

The proposed CPA is not anticipated to degrade the Level-of-Service (LOS) standards for transportation and public safety facilities. The subject site will utilize the same public safety facilities as the existing FLU designation. School service will not be impacted. No structures are onsite that impact utilities.

Environmental Summary

There are documented protected species with a one-mile radius of the subject site; however, the occurrence has not been observed/reported within the last twenty years. A Flood Hazard "AE" zone is identified on the subject parcel, but the amenities are existing. No development or onsite improvements are anticipated at this time. The site is used to provide recreational opportunities along a natural lake. Therefore, the proposed future land use designation is not anticipated to have a negative impact upon the environmental features.

Comprehensive Plan

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

- POLICY 2.102 (A1-A15): Growth Management Policies
- POLICY 2.117: Recreation Open Space
- POLICY 2.105-A5: Urban Growth Area (UGA) Development Criteria

Findings of Fact

Request and Legal Status

- This is a County-initiated Small-Scale Comprehensive Plan Map Amendment (CPA) to change the Future Land Use (FLU) designation from Residential Medium (RM) to Recreation Open Space (ROS) on ±10.85 acres to conform the uses at the County's Lake Blue Park.
- The subject parcel is located in the Urban Growth Area (UGA). Per Chapter 2, Section 202.B of the Land Development Code (LDC), the purpose of UGA's is to "serve as a foundation from which a future urban pattern is established, and to provide future areas for development at urban densities and intensities."
- Per Chapter 2, Section 204.11 Of the Land Development Code (LDC), the purpose of the Recreation Open Space (ROS) district is to "provide for the use and development of lands and areas which are accessible to the public, and which are oriented towards providing recreational activities and services for County residents and visitors."
- According to LDC Section 204.A.8, the purpose of the Residential Medium (RM) district is to provide areas for "medium density residential development within urban areas. The RM district permits single-family dwelling units, duplex units, multi-family units, group living facilities, and community facilities."
- According to LDC Chapter 2, Table 2.1, "Recreation, Passive" uses are "C1" conditional uses in the RM and ROS land use districts.
- LDC Chapter 10 defines Passive Recreation as "non-competitive recreation facilities such as picnic pavilions, tot-lots, public beaches, hiking/jogging trails, walking tracks, dog parks, and public gardens. At these facilities there are no bleachers, theaters, or grandstands or any other structures intended to accommodate large crowds or sports competitions."
- According to LDC Chapter 2, Table 2.1, "Recreation, Vehicle-Oriented" use is a "C3" conditional use in the RM and "C2" conditional use ROS land use districts.
- LDC Chapter 10 defines Vehicle-Oriented Recreation is defined as "any type of recreation, competition, or facility designed to accommodate motorized vehicle use as part of the activity including, but not limited to, off-road vehicles, watercraft, and remote-control vehicles."

Compatibility

- The subject site is surrounded by residential, commercial development, a lake and vacant land. The description of the existing uses surrounding the subject site are as follows:
 - North of the subject site is a Religious Institution, Lake Blue and a retail store
 - East of the subject site are site-built homes and mobile homes
 - West of the subject site is Lake Blue, a Religious Institution and residential structures
 - South of the subject site is a Religious Institution and residential structures

Infrastructure

- The zoned schools for the site are Inwood Elementary, Westwood Middle, and Auburndale Senior High.
- Fire and Ambulance responses are from Polk County Fire Rescue Station 5, located at 333 American Spirit Rd, Winter Haven, FL 33880. The response time is seven (7) minutes.
- The subject site is within the Central District Commend Area for the Sheriff's office which is located at 3635 Avenue G NW, Winter Haven.
- The subject site is within the city of Winter Haven's utility service area. Potable water lines are located along the frontage of the site.
- The subject site does not have structures requiring public water or wastewater services.
- Bus stops for the Citrus Connection's Purple Line are located on Havendale Blvd NW, just north of the park.

Environmental

- There are no wetlands, but "AE" flood zone is identified on the subject site. The site abuts Lake Blue.
- The soil types for the subject site are Ona-Ona, wet, fine sand, Placid and Myakka fine sands, depressional, Myakka-Immokolee-Urban land complex, and Pomello-Urban Land Complex.
- Per the Polk County Protected Species Map there are documented protected species with a one-mile radius of the subject site. However, the occurrence has not been observed/reported within the last twenty years.
- There are no archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The site is not within any wellfields. The nearest wellfield is approximately 1.4 miles to the northwest.

Comprehensive Plan Policies

- POLICY 2.102-A1 <u>Development Location</u> 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 <u>Compatibility</u> 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 <u>Distribution</u> 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 <u>Timing</u> states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided.
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);
 - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;

- 3. storm-water management;
- 4. solid waste collection and disposal;
- 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
- 6. emergency medical service (EMS) provisions; and
- 7. other public safety features such as law enforcement;
- 8. schools and other educational facilities
- 9. parks, open spaces, civic areas and other community facilities

f. environmental factors, including, but not limited to:

- 1. environmental sensitivity of the property and adjacent property;
- 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
- 3. wetlands and primary aquifer recharge areas;
- 4. soil characteristics;
- 5. location of potable water supplies, private wells, public well fields; and
- 6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.117-A3: <u>Location Criteria</u> Designation of new Recreation and Open Space areas on the Future Land Use Map Series shall occur. Consider the following factors when determining the appropriateness of designating new Recreation and Open Space areas:

a. facilities meeting the recreation level-of-service standard (Policy 3.502-E2) and fulfilling the recreation and open space acquisition plan (Policies 3.502-E3, 3.502-E6, and 3.502-E9);

- b. satisfying resident and seasonal visitor/tourist recreation demand;
- c. impacts of the proposed uses on public facilities and services;
- d. vehicle access relative to the size and planned intensity of a proposed ROS district;

e. distance to lake and river access, greenways, bicycle, pedestrian, and fixed route transit facilities, both existing and planned; and,

f. the locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that 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 DRC recommends **APPROVAL of LDCPAS-2024-22.**

Planning Commission Recommendation: Pending Hearing

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, below, lists the Future Land Use (FLU) designation and the existing uses surrounding the subject site that are immediately adjacent.

Tuble 1		
Northwest	North	Northeast
Residential Medium (RM)	Residential Medium (RM)	Residential Medium (RM)
Retail Store	Religious Institution	Site-built home
	Lake Blue	
West	Subject Site	East
Lake Blue	Residential Medium (RM)	Residential Medium (RM)
	Lake Blue Park	Site-built homes
Southwest	South	Southeast
Linear Commercial Corridor (LCC)	Residential Medium (RM)	Residential Medium (RM)
Religious Institution	Site-built homes/ Vacant Residential	Site-built homes/ Mobile Homes

Table 1

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

The subject site is currently within a Residential Medium (RM) land use district. It is part of the Inwood Unit 4 residential subdivision platted on May 26, 1925. The park is located south of Havendale Blvd NW and east of 42nd street in Auburndale. As identified in the table above, the site is surrounded by non-residential and varying types of residential uses.

Compatibility with the Surrounding 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."

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.

As noted before, no development is being contemplated with this application. Lake Blue Park provides a boat ramp, covered picnic tables, a playground, and a paved path for walking and jogging. The boat ramp falls under the category of Vehicle-Oriented Recreation. To be approved today under RM, the ramp facilities would require Planning Commission approval and BoCC approval for 24-hour use. Because these uses are administrative approvals under the ROS designation the proposed land use designation makes the operation of the ramp more conforming to the land use map.

The other uses are termed under Passive Recreation, which are "C1" conditional uses across most land use districts, including RM and ROS. This park provides outdoor recreation for citizens of Polk County especially those residing near or within the Inwood subdivision. Parks provide not only recreation opportunities and open space but also a focal point and sense of place within a community.

Nearest Elementary, Middle, and High School

The zoned schools for the site are Inwood Elementary (\pm 2.6 miles), Westwood Middle (\pm 1.5 miles), and Auburndale Senior High (\pm 3.4 miles). No residential uses are onsite.

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 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.

Table 2, below, displays the nearest public safety facilities. Response time varies depending on where the nearest sheriff's deputy patrol car is located rather than the office. The facilities are within appropriate distances to the subject site for an urban area.

Table	2	
Lan		

	Name of Station	Distance	Response Times
Sheriff	Central District Command (3635 Ave G NW) Winter Haven	±1.4 miles	P1: 8:54 minutes
			P2: 22:33 minutes
Fire/EMS	Polk County Fire Rescue Station 5 located @ 333 American	±2 miles	7 minutes
	Spirit Rd, Winter Haven, FL 33880		

Source: Polk County Sheriff's Office and Polk County Fire Rescue

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. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. 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 improves 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

The subject site is within the City of Winter Haven Service Area. There is a potable water line along the frontage of Lake Blue Park, but no sewer lines were located.

A. Estimated Demand

The property is a County-owned parcel. Lake Blue Park has established amenities and will not need water or wastewater services based upon the current and proposed Future Land Use designation. Furthermore, the use of the property is not changing with approval of this application, and utility demand is not going to increase or decrease based upon an approval.

For purposes of illustration, though, recreation at the existing intensity is allowable in RM; however, residential uses are not allowed in ROS. Single-family units are assumed to demand 360 gallons per day (GPD) of potable water and generate 270 GPD of wastewater. Based on the raw upland acreage of this site (10.85 acres) and maximum residential density allowed in the RM (7 DU/AC), in theory this site could support up to 130 homes (46,8000 GPD Potable Water/ 35,100 GPD Wastewater). This amendment will eliminate this possibility.

B. Available Capacity

The site is within Winter Haven's utility service area. A potable water line is available along the frontage of the park. Capacity information from the city is not available. At any rate, connectivity to services is not warranted.

C. Planned Improvements

The County has no planned improvements contained in its Capital Improvement Plan for this area.

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

Lake Blue Park is established with recreation uses and the use of the property is not changing with approval of the subject application. Therefore, traffic demand is not going to increase or decrease upon an approval. For purposes of illustration, recreation at the existing intensity is allowable in RM; however, residential uses are not allowed in ROS. Single-family units are assumed to demand 7.81 AADT and 1 Peak PM Trip per unit. Based this site (10.85 acres) and maximum residential density allowed in the RM (7 DU/AC), in theory this site could support up to 130 homes (1,016 AADT/130 Peak PM Trips). While this would typically trigger a major traffic study, the proposed ROS designation will eliminate this possibility.

B. Available Capacity

The nearest road tracked for concurrency by Polk County's Transportation Planning Organization (TPO) is Havendale Blvd NW (SR544) located to the north of Lake Blue Park.

Table 3, below, displays the generalized available capacity on the surrounding roadway network.

Table 3

Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr. Projected LOS
6500 E	Havendale Blvd NW (SR544)	С	1,577	D	С
6500W	From US 92 to Twenty Sixth St NW	С	1,539	D	С

Source: Polk County Transportation Planning Organization Roadway Network Database 2023

C. Roadway Conditions

The subject site has direct access points along Avenue U NW and Lake Blue Dr NW. According to the Polk County Roads and Drainage data viewer, both roadways are classified as paved Local Roads (LR). Lake Blue Dr NW has approximately 20 feet of paved surface width; and Avenue U NW has approximately 22 feet of paved surface width. Lake Blue Dr NW connects to Havendale Blvd NW (SR 544) located to the north of the park. SR 544 is classified as a Principal Arterial six-lane throughfare with ample capacity, but this change will not bring added traffic demands.

D. Sidewalk Network

The subject site is located in the Urban Growth Area (UGA). A sidewalk is located along Havendale Blvd NW but there are no sidewalks identified in near the park.

E. Mass Transit

Bus stops for the Citrus Connection's Purple Line are located to the north of the park, along Havendale Blvd NW.

F. Planned Improvements

The subject site is in the Urban Growth Area. There are no planned improvements noted on the County's CIP.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, "The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur." There should be no serious environmental conditions that need to be addressed with this subject site as the amenities in the complex are existing.

A. Surface Water

This park is located on the eastern border of Lake Blue, a public waterbody that is approximately 54 acres. The site elevations are 148' at the water's edge and 150' near the roadway.

B. Wetlands/Floodplains

No wetlands are present, but "AE" flood hazard areas are located on the parcel as the site abuts Lake Blue.

C. Soils:

According to the soil survey by the United States Department of Agriculture the subject site is comprised of 6.8 percent Ona-Ona, wet, fine sand, 0 to 2 percent slopes, 18.1 percent Placid and Myakka fine sands, depressional, 73.6 percent Myakka-Immokolee-Urban land complex, and 0.6 percent Pomello-Urban Land Complex 0 to 5% Slopes. Any future development of the site will be subject to Section 2.303: "Soils" of the County's Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection's (DEP) Florida Development Manual.

D. Protected Species

According to Polk County Protected Species Observation Maps, the subject site is located within a one-mile radius of endangered animals, but the occurrence has not been observed/reported within the last twenty years.

E. Archeological Resources

The subject site does not have historical or archeological resources onsite.

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F. Wells (Public/Private)
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The subject site is not located within a Wellhead Protection district.

G. Airports

The subject site is located within the Airport Impact District (AID) Height Notification and Inflight Visual Interference Zone.

Economic Impact:

This County-initiated CPA is not intended to have an economic impact on the site. Lake Blue Park will remain accessible to the public providing the existing amenities to the surrounding rooftops.

Consistency with the Comprehensive Plan and Land Development Code

The following policies in Table 4 have been included as being the most relevant policies to the proposed request. The policy is first stated and then an analysis of how the request may or may not be consistent with the County's Comprehensive Plan is provided. The policies reviewed are as follows:

- POLICY 2.102(A1-A15): Growth Management Policies
- POLICY 2.105-A5: Urban Growth Area (UGA) Development Criteria
- POLICY 2.117: Recreation Open Space

Table 4

Comprehensive Plan Policy	Consistency Analysis
Policy 2.102-A1: Development Location – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The site is surrounded by non-residential and varying types of residential uses. Direct access points are along Avenue U NW and Lake Blue Dr NW. Both roadways are classified as paved Local Roads (LR).
Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other.	The Comprehensive Plan permits ROS to be designated in the UGA areas. Recreation and open space areas are primarily sites and facilities which are accessible to the public, and which are oriented toward providing recreation services for the resident and the short and long-term visitor to Polk County.
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.	The park in the County's UGA. It is developed as a low-impact use, designed for open space and recreational opportunities. The is a potable water line along the road frontage of the site owned by the city of Winter Haven Utility Service Area. While there are no identified wastewater lines, utility connections are not needed.
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.	The subject site is surrounded by existing non- residential and residential development. It does not require public utilities. Emergency services are available to the site. The site provides recreational opportunities.
Policy 2.102-A10: Location Criteria - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:	
a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;	
b. nearness to agriculture-production areas;	The subject site is a developed public park with recreation facilities to serve nearby residents
c. distance from populated areas;	and tourists. The ROS designation recognizes these existing amenities.
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:	

Comprehensive Plan Policy	Consistency Analysis
 transportation facilities, including but not limited to mass transit, sidewalks, trails and bikeways; sanitary sewer and potable water service; storm-water management; solid waste collection and disposal; fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; emergency medical service (EMS) provisions; and other public safety features such as law enforcement; schools and other educational facilities parks, open spaces, civic areas and other community facilities. 	
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. 	The request is consistent with this policy. The change is from RM to ROS.
c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space , Preservation.	
POLICY 2.117-A3: Location Criteria shall consider the following factors when determining the appropriateness of designating new Recreation and Open Space areas:	
a. facilities meeting the recreation level-of-service standard (Policy 3.502-E2) and fulfilling the recreation and open space acquisition plan (Policies 3.502-E3, 3.502-E6, and 3.502-E9);	
b. satisfying resident and seasonal visitor/tourist recreation demand;	The site has a County-owned Park and boat
c. impacts of the proposed uses on public facilities and services;	ramp. This FLU designation is appropriate for
d. vehicle access relative to the size and planned intensity of a proposed ROS district;	the location, based upon the stated efficita.
e. distance to lake and river access, greenways, bicycle, pedestrian, and fixed route transit facilities, both existing and planned; and,	
f. the locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.	

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. Table 5 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 5 Urban Sprawl Criteria

Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes

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

Comments from other agencies: None

Exhibit 1: Location MapExhibit 2: Aerial Map 2023 (Context)Exhibit 3: Aerial Map 2023 (Close)Exhibit 4: Current Future Land Use MapExhibit 5: Proposed Future Land Use Map

Exhibit 1



Location Map



Aerial Map (Context)



Aerial Map (Close)

Exhibit 4



Current Future Land Use Residential Medium (RM)

Exhibit 5



Proposed Future Land Use Recreation Open Space (ROS)

ORDINANCE NO. 24-____

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF LDCPAS-2024-22, AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP CHANGE FROM RESIDENTIAL MEDIUM (RM) TO RECREATION OPEN SPACE (ROS) ON ±10.85 ACRES, LOCATED SOUTH OF HAVENDALE BOULEVARD NORTHWEST, EAST OF 42ND STREET NORTHWEST, WEST OF LAKE DRIVE NORTHWEST, NORTH OF AVENUE U NORTHWEST EAST AND WEST OF AUBURNDALE IN SECTION 13, TOWNSHIP 28, RANGE 25; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on October 2, 2024; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on November 5, 2024; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on an ± 10.85 -acre site from Residential Medium (RM) to Recreation Open Space (ROS) in the Urban Growth Area (UGA) on the parcel listed below and graphically depicted on the parcel map in Attachment "A".

Parcel # 252813-342500-012390

PENDING LEGAL DESCRIPTION

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on December 6, 2024 (31 days after adoption) unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 5th day of November 2024.

ATTACHMENT "A"

LDCPAS 2024-22 Development Area: Urban Growth Area Location: South of Havendale Boulevard Northwest, east of 42nd Street Northwest, west of Lake Drive Northwest, north of Avenue U Northwest east and west of Auburndale in Section 13, Township 28, Range 25.

AVENUE Z MV AVENUE Z MV AVENUE Z MV AVENUE Z MV AVENUE X MV AVENUE X MV AVENUE X MV AVENUE X MV

PARCEL DETAIL *Note: Not to Scale*

LDCPAS-2024-22 - Lake Blue Park

A notice was added to this record on 2024-08-15. Condition: Severity: Notice Total conditions: 1 (Notice: 1)

View notice

Menu Reports H	lelp					
Application Name	· Lake Blue Park					
File Date	• 07/30/2024					
Application Type	BOCC-CPA Sm	all				
Application Status	··· Approved for H	earing				
Application Status		Commont			Dato	
Application comments		Comment			Date	
Description of Work	: Small Scale to o	change land use to F	ROS			
Application Detail	: <u>Detail</u>					
Address	: <u>3819 NW AVEN</u>	NUE U, AUBURNDAL	<u>E, FL 33823</u>			
Parcel No	: <u>2528133425000</u>	012390				
Owner Name	E POLK COUNTY	Y				
Contact Info	: Name		Organization Name	Contact Type	Contact Primary Address	Status
	Polk County La	and Devel	Polk County Lan	Applicant	Mailing, 330 West Chur	Active
	<u>Malissa Celesti</u>	ine		Contact		Active
Licensed Professionals Info	: Primary	License Number	License Type	Name	Business Name	Business License #
Job Value	: <u>\$0.00</u>					
Total Fee Assessed	l: <u>\$4,608.00</u>					
Total Fee Invoiced	I: <u>\$0.00</u>					
Balance	: <u>\$0.00</u>					
Custom Fields	: LD_GEN_PUB	i				
	PUBLIC HEAR	RINGS				
	Board of Count	Type		Application Type CPA Small Scale Or_		
	Commissioners	2		EAR		
	Variance Type	1		Brownfields Request		
	Affordable Ho	using		Type of Acreage		
				-		
	,					
	GENERAL INF	ORMATION				
	Expedited Rev	view		Number of Lots		
		of Do Dhood				
	will this Proje	ect be Phased		Acreage 10.85		
	DRC Meeting			DRC Meeting Time		
	08/15/2024			<u>10:45</u>		
	Rescheduled I	DRC Meeting		Rescheduled DRC Meeting Tit	me	
	– Green Swamp			– Number of Units		
	No			-		
	Case File Num	ıber		Is this Polk County Utilities	Is this Application a result of	a Code Violation

– One Year Extension –	FS 119 Status <u>Non-Exempt</u>	No Code Violation Case Number –
ADVERTISING		
Legal Advertising Date	BOCC1 Advertising Date	
– BOCC2 Advertising Date –	– Advertising Board <u>Board of County</u> <u>Commissioners</u>	
MEETING DATES		
Community Meeting	Planning Commission Date	
– Land Use Hearing Officer 3 –	1st BOCC Date 11/5/2024	
2nd BOCC Date	LUHO-Level 3	
-	-	
HEARING		
PC Hearing Results	PC Vote Tally	
– BOCC 1st Hearing Results –	– BOCC 1st Vote Tally	
BOCC 2nd Hearing Results	BOCC 2nd Vote Tally	
-	-	
FINAL LETTER		
Denovo Appeal	Denovo Results	
– Denovo Tally	-	
_ LD_GEN_PUB_EDL		
Opening DigEplan List DigEplan Document List Open		
PLAN REVIEW FIELDS		
TMPRecordID POLKCO-REC24-00000-00QFX	DocumentGroupforDPC DIGITAL PROJECTS LD	RequiredDocumentTypes
RequiredDocumentTypesComplete	AdditionalDocumentTypes	Activate DPC
NO	<u>Applications, AutoCad File, Binding Site</u> and CUs), CSV, Calculations, Correspon	<u>Plans (PDs Yes</u> dence,Desi
	gn Drawings, Flood/Traffic Studies, Impa	act Stateme
	nt,Inspections,Miscellaneous,Plats,Rec	ord Drawin lete Staff R
	eport/Approval Letter, Survey, Title Opini	<u>on</u>
Activate FSA Yes	DigitalSigCheck Yes	
SELECTED AREA PLANS		
Selected Area Plans		
LAND USE		
Selected Area Plan LU Code		
DEVELOPMENT AREA		
Development Area		

NOR

Neighborhood Organization Registry (NOR)

PUBLIC MAILERS

Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR

 PC
 7

 BOCC 1
 7

Workflow Status:	Task	Assigned To	Status	Status Date	Action By	
	Application Submittal	Lyndsay Rathke	Application	08/02/2024	Lyndsay Rathke	
	Surveying Review	Steve McQuaig	Conditional	08/15/2024	Steve McQuaig	
	Roads and Drainage Review	Phil Irven	Approve	08/02/2024	Phil Irven	
	Engineering Review	Clinton Howerton	Approve	08/13/2024	Clinton Howerton	
	Fire Marshal Review	Kim Turner	Not Required	08/02/2024	Kim Turner	
	Planning Review	Malissa Celestine	Approve	08/02/2024	Malissa Celestine	
	School Board Review	School District	Approve	08/21/2024	School District	
	Review Consolidation	Lyndsay Rathke	Approved for	08/21/2024	Lyndsay Rathke	
	Staff Report					
	Public Notice					
	Planning Commision					
	BOCC Hearing					
	Final Letter					
	DEO Review					
	Second BOCC Hearing					
	Archive					
Condition Status:	Name	Short Comments	Status	Apply Date	Severity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	spector	Status	Comments	
Resulted Inspections:	Inspection Type	Inspection Date In	spector	Status	Comments	

LDCPAS-2024-22

This small-scale Comprehensive Plan Amendment in one in a series of Future Land Use Map changes intended to place Polk County parks in the land use districts for which they are best suited. In this case, Lake Blue includes a boat ramp, covered picnic tables, a playground, and a paved path for walking and jogging. Lake Blue is currently within a Residential Medium (RM) land use district. After consultation with the Parks & Natural Resources, this amendment will change it to Recreation/Open Space (ROS).



Polk County

Planning Commission

Agenda Item 10.

10/2/2024

<u>SUBJECT</u>

LDCPAS-2024-23 (Lake Cannon Park CPA)

DESCRIPTION

County-initiated Small-Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Residential Low (RL) to Recreation/Open Space (ROS) at the Lake Cannon Park, located at 1508 West Lake Cannon Drive, east of NW 26th Street, north of NW Avenue J, south of State Road 544, south and west of Winter Haven in Section 24, Township 28, Range 25.

RECOMMENDATION

Approve

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Ian Nance Land Development (863) 534-7621 ivannance@polk-county.net

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	August 15, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 5, 2024
Applicant:	Polk County
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2024-23 (Lake Cannon Park CPA)
Request:	County-initiated Small Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Residential Low (RL) to Recreation/Open Space (ROS) at the Lake Cannon Park.
Location:	1508 West Lake Cannon Drive, east of NW 26th Street, north of NW Avenue J, south of State Road 544, south and west of Winter Haven in Section 24, Township 28, Range 25.
Property Owner:	Polk County
Parcel Size:	±4.38 acres (252824-353602-003340)
Development Area/Overlays:	Urban Growth Area (UGA)
Future Land Use:	Residential Low (RL)
Nearest Municipality	Winter Haven
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	lan Nance

Location Map



Current Future Land Use Map



PC Staff Report Level 4/IAN

Summary of Analysis

This is a County-initiated Small-Scale Comprehensive Plan Map Amendment (CPA) to change the Future Land Use (FLU) designation from Residential Low (RL) to Recreation Open Space (ROS). The purpose of this amendment is to conform the uses at the County's Lake Cannon Park with an appropriate FLU designation. Staff met with Parks and Natural Resources to agree on an appropriate land use for the site to take before the Board. No development or changes to the park are proposed or anticipated with this application. Staff has reviewed the request and finds it **IS** consistent with the Comprehensive Plan policies and **IS** compatible with the surrounding land uses and infrastructure.

Compatibility Summary

This County facility has a parking lot on the west side of Lake Cannon features a boat ramp, picnic tables, walking trail, and a playground. It is at the terminus of Avenue O NW and Avenue N NW, along West Lake Cannon Drive in a long-developed area known as Inwood near Winter Haven. It was dedicated to the County through the plats of the Inwood No. 3 (PB 09 PGS 07A-C) and Inwood No. 5 subdivisions (PB 14 PG 1-A). Only the portion within the latter subdivision is within the County and subject to this request; the other portion is within the city of Winter Haven.

Passive Recreation and Vehicle-Oriented Recreation are allowable uses in both RL and ROS land use districts, though the ROS designation is more appropriate to the use of the park which serves as a focal point and provides a sense of place for the surrounding community.

Infrastructure Summary

The proposed CPA is not anticipated to degrade the Level-of-Service (LOS) standards for transportation and public safety facilities. The subject site will utilize the same public safety facilities as the existing FLU designation. School service will not be impacted. No structures are onsite that impact utilities.

Environmental Summary

The proposed request is not anticipated to have a negative impact upon the environmental features present on the subject site. The site is used to provide recreational opportunities along a natural lake. No development or onsite improvements are anticipated.

Comprehensive Plan

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

POLICY 2.102 (A1-A15): Growth Management Policies POLICY 2.117: Recreation Open Space POLICY 2.105: Urban Growth Area
Findings of Fact

Request and Legal Status

- This is a County-initiated Small-Scale Comprehensive Plan Map Amendment (CPA) to change the Future Land Use (FLU) designation from Residential Low (RL) to Recreation Open Space (ROS) on approximately 2.88 acres. The current Land Development Code (LDC) sub-district is RL-3.
- According to the Property Appraiser, Lake Cannon Park is approximately 4.38 acres. Approximately 1.50 acres are within the city of Winter Haven and not subject to this request. The park was platted through the Inwood No. 3 (PB 09 PGS 07A-C) and Inwood No. 5 subdivisions (PB 14 PG 1-A).
- The subject site is in the Urban Growth Area (UGA). According to LDC Section 202.B, the purpose of the UGA is "to serve as a foundation from which a future urban pattern is established, and to provide future areas for development at urban densities and intensities. UGA's are areas within the County that, at a minimum, are currently served, or are programmed within the applicable Comprehensive Plan Capital Improvement Program to be served within years 10 through 20 of the Comprehensive Plan's planning period. UGAs are also supported by, or programmed to be supported by, other services typically found to accompany urban development such as public safety services, an urban road network, and developed parks."
- Residential development within the RL Future Land Use designation and UGA may reach up to 5 DU/AC.
- According to LDC Section 204.A.6, "the purpose of the RL-3 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 10,000 square feet."
- According to LDC Section 204.C.11, the purpose of the ROS district is for the use and development of lands and areas which are accessible to the public, and which are oriented towards providing recreational activities and services for County residents and visitors.
- According to LDC Table 2.1, "Recreation, Passive" uses are "C1" conditional uses in RL-3 and ROS land use districts.
- According to LDC Table 2.1, "Recreation, Vehicle-Oriented" is a "C2" conditional use in ROS and a "C3" conditional use in RL-3.
- According to LDC Chapter 10, Passive Recreation is defined as "non-competitive recreation facilities such as picnic pavilions, tot-lots, public beaches, hiking/jogging trails, walking tracks, dog parks, and public gardens. At these facilities there are no bleachers, theaters, or grandstands or any other structures intended to accommodate large crowds or sports competitions."

• According to LDC Chapter 10, Vehicle-Oriented Recreation is defined as "any type of recreation, competition, or facility designed to accommodate motorized vehicle use as part of the activity including, but not limited to, off-road vehicles, watercraft, and remote-control vehicles."

Compatibility

- The nearest existing uses surrounding to the north, south, and west of the site are single-family homes.
- The subject site (Lake Cannon Park) has a boat ramp, picnic tables, walking trail, and playground.

Infrastructure

- The zoned schools for the site are Fred Garner and Inwood Elementary, Westwood Middle, and Winter Haven Senior High.
- Fire and Ambulance responses are from Polk County Fire Rescue Station 5, located at 33 American Spirit Road, Winter Haven 33880.
- The subject site is within the Central District Command Area for the Sheriff's office, which is located at 3635 Avenue G NW, Winter Haven 33881.
- The subject site is within the city of Winter Haven's utility service area. A potable water lines are located along the frontage of the site on the western right-of-way of West Lake Cannon Drive.
- The subject site does not have structures requiring public water or wastewater services.
- The subject site accesses Lake Cannon Drive, a Local Residential roadway. Sidewalks are not available along the site.
- Bus stops for the Citrus Connection's Purple Line 12 route from Lakeland to Winter Haven are located north of the site. No stops are found along the park.
- No sidewalks are located along the frontage of this site. A walking path is located within the park that connects to sidewalks along Boys Club Road and West Lake Cannon Drive.

Environmental

- There are wetlands or flood zones on the subject site. The site abuts Lake Cannon.
- The soil type for the subject site is Ona Fine Sand.
- Per the Polk County Protected Species Map there are no protected species with a one-mile radius of the subject site. The site is not within the Polk Green District.

- There are no archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- There are no wellfields near the subject site.

Comprehensive Plan Policies

- POLICY 2.102-A1 <u>Development Location</u> 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 <u>Compatibility</u> 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 <u>Distribution</u> 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 <u>Timing</u> 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 <u>Location Criteria</u> states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided.
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);

- e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities

f. environmental factors, including, but not limited to:

- 1. environmental sensitivity of the property and adjacent property;
- 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
- 3. wetlands and primary aquifer recharge areas;
- 4. soil characteristics;
- 5. location of potable water supplies, private wells, public well fields; and
- 6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.117-A3: <u>Location Criteria</u> Designation of new Recreation and Open Space areas on the Future Land Use Map Series shall occur. Consider the following factors when determining the appropriateness of designating new Recreation and Open Space areas:

a. facilities meeting the recreation level-of-service standard (Policy 3.502-E2) and fulfilling the recreation and open space acquisition plan (Policies 3.502-E3, 3.502-E6, and 3.502-E9);

b. satisfying resident and seasonal visitor/tourist recreation demand;

c. impacts of the proposed uses on public facilities and services;

d. vehicle access relative to the size and planned intensity of a proposed ROS district;

e. distance to lake and river access, greenways, bicycle, pedestrian, and fixed route transit facilities, both existing and planned; and,

f. the locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.

- The site is within the Inwood Redevelopment District. Comprehensive Plan Policy 2.124-F4 states, "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)"

•••

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that 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 DRC recommends APPROVAL of LDCPAS-2024-23.

Planning Commission Recommendation: Pending Hearing

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, below, lists the Future Land Use (FLU) designation and the existing uses surrounding the subject site that are immediately adjacent.

Table 1		
Northwest	North	Nouthcost
RL	Winter Haven	Northeast Lake Compon
Single-Family Homes	Single-Family Homes	Lake Cannon
West	Subject Site	Fact
RL	RL	East Labo Connon
Single-Family Homes	Lake Cannon Park	Lake Cannon
Southwest	South	Southeast
Single-Family Homes	Single-Family Homes	Lake Cannon

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

The subject site is currently within a RL-3 LDC sub-district district. The park was platted with the Inwood No. 5 subdivision (PB 14 PG 1-A). The park is to the west of Lake Cannon. A portion of it is within the Winter Haven city limits, but this part is not subject to this CPA. Single-family homes within Inwood are located to the west.

Compatibility with the Surrounding 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."

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.

As noted before, no development is being contemplated with this application. This County facility has a boat ramp, playground, walking trail, and picnic tables. The boat ramp falls under the category of Vehicle-Oriented Recreation. To be approved today under RL, the ramp facilities would require Planning Commission approval and BoCC approval for 24-hour use. These uses are administrative approvals under the ROS designation. So, this change makes the operation of the ramp more conforming to the land use map.

The other uses are termed under Passive Recreation, which are "C1" conditional uses across most land use districts, including RL-1 and ROS. This park provides outdoor recreation for residents in an area that is developed to urban densities. This site is within the Inwood Redevelopment District. Parks provide not only recreation opportunities and open space but also a focal point and sense of place within a community.

Nearest Elementary, Middle, and High School

The zoned schools for the site are Fred Garner (+/- 0.5 miles) and Inwood Elementary (+/- 1.0 mile), Westwood Middle (+/- 1.0 mile), and Winter Haven Senior High (+/- 5.0 miles). No residential uses are onsite that would create demand for students for the local schools.

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 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.

Table 2, below, displays the nearest public safety facilities. Response time varies depending on where the nearest sheriff's deputy patrol car is located rather than the office. The facilities are within appropriate distances to the subject site for an urban area.

Table 2

Table 2			
	Name of Station	Distance	Response Times
PCSO	Central District Command Area	1 mile	P1: 9:35 minutes
	3635 Avenue G NW, Winter Haven 33881		P2: 19:44 minutes
Fire/EMS	Polk County Fire Rescue Station 5	3 miles	12 minutes
	333 American Spirit Road, Winter Haven 33880		

Source: Polk County Sheriff's Office and Polk County Fire Rescue

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. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. 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 improves 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

The subject site is within the UGA where centralized utilities are available in coordination with urban-level services and intensities.

A. Estimated Demand

The property is a County-owned parcel. This site is a park and will not need water or wastewater services based upon the current and proposed Future Land Use designation. Furthermore, the use of the property is not changing with approval of this application, and utility demand is not going to increase or decrease based upon an approval.

For purposes of illustration, though, recreation at the existing intensity is allowable in RL; however, residential uses are not allowed in ROS. Single-family units are assumed to demand 360 gallons per day (GPD) of potable water and generate 270 GPD of wastewater. Based on the raw upland acreage of the County site (2.88 acres) and maximum residential density allowed in the RL (5 DU/AC), in theory this site could support up to 14 homes (5,040 GPD Potable Water/3,780 GPD Wastewater). This amendment will eliminate this possibility, though.

B. Available Capacity

The site is within Winter Haven's utility service area. A potable water line is available along the west side of Lake Cannon Drive. Capacity information from the city has not been provided. At any rate, connectivity to services is not warranted.

C. Planned Improvements

The County has no planned improvements contained in its Capital Improvement Plan for this area.

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

The subject site has an existing park with recreation uses, which does not create a regular demand on traffic as some of the traffic demand is seasonal, as tourism and nearby special events might create a fluctuation in activity.

At any rate, the use of the property is not changing with approval of this application, and traffic demand is not going to increase or decrease based upon an approval. For purposes of illustration, though, recreation at the existing intensity is allowable in RL; however, residential uses are not allowed in ROS. Single-family units are assumed to demand 7.81 AADT and 1 Peak PM Trip per unit. Based on the raw upland acreage of this site (2.88 acres) and maximum residential density allowed in the RL (5 DU/AC), in theory this site could support up to 14 homes (109 AADT/14 Peak PM Trips). This amendment will eliminate this possibility, though.

B. Available Capacity

The nearest road tracked for concurrency by TPO is SR 544 to the north of the site. This is a state Principal Arterial roadway with ample capacity. This change will not bring added traffic demands.

Table 3, below, displays the generalized available capacity on the surrounding roadway network.

Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr. Projected LOS	
6500 E	SR 544 (Havendale/Lucerne)	С	1,577	D	С	
6500 W	From US 92 to 26 th Street NW	С	1,539	D	С	

Table 3

Source: Polk County Transportation Planning Organization Roadway Network Database 2023

C. Roadway Conditions

The subject site accesses West Lake Cannon Drive, with a direct driveway onto this road. This is a Local Residential roadway with 60 feet of right-of-way. There is approximately 35 feet of paved surface width.

D. Sidewalk Network

No sidewalks are located along the frontage of this site. A walking path is located within the park that connects to sidewalks along Boys Club Road and West Lake Cannon Drive. These sidewalks help connect the area to SR 544 to the north.

E. Mass Transit

Bus stops for the Citrus Connection's Purple Line 12 route from Lakeland to Winter Haven are located north of the site. No stops are found along the park.

F. Planned Improvements

The subject site is in the UGA. There are no planned improvements noted on the County's CIP.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, "The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur." There should be no serious environmental conditions that need to be addressed with this subject site.

A. Surface Water

This park is located on the western shore of Lake Cannon, a public waterbody that is approximately 332 acres. It is part of the Winter Haven Southern Chain of Lakes. The lake is connected by four canals to Lake Mirror, Lake Idylwild, Lake Howard, and Lake Blue. The Idylwild-Cannon Canal connects the lake to Lake Idylwild to the north. This waterbody is located within the Peace River - Peace Creek Canal Watershed. The lakes of the greater Winter Haven area are considered some of its most important natural assets. The utilization of these water bodies by visitors and residents alike have cemented their role as economic, social, and ecological resources.

This waterbody is impaired, according to the Florida Dept. of Environmental Protection's (FDEP) implementation of the Impaired Waters Rule (IWR). The FDEP evaluates whether waters meet their designated uses, which include aquatic life use support, primary contact and recreation use support, fish and shellfish consumption use support, and drinking water use support.

B. Wetlands/Floodplains

Wetlands and flood hazard areas are located along the shores of the lake.

C. Soils:

According to the soil survey by the United States Department of Agriculture the subject site is comprised of Ona Fine Sand. The Ona series consists of poorly drained, moderately permeable

soils that formed in thick sandy marine sediments. They are in the flatwood areas of central and southern Florida.

D. Protected Species

According to Polk County Protected Species Observation Maps, the subject site is not located within a one-mile radius of endangered animals. The site is not within a Polk Green district.

E. Archeological Resources

The subject site does not have historical or archeological resources onsite.

F. Wells (Public/Private)

The subject site is not located within a Wellhead Protection district.

G. Airports

The subject site is within the Winter Haven Municipal airport district. No development is being considered which would be affected by this district.

Economic Impact:

This County-initiated CPA is not intended to have an economic impact on the site. Lake Cannon Park will remain accessible to the public and will be managed for long-term recreation and preservation purposes.

Consistency with the Comprehensive Plan and Land Development Code

The following policies in Table 4 have been included as being the most relevant policies to the proposed request. The policy is first stated and then an analysis of how the request may or may not be consistent with the County's Comprehensive Plan is provided. The policies reviewed are as follows:

- POLICY 2.102(A1-A15): Growth Management Policies
- POLICY 2.105: Urban Growth Area
- POLICY 2.117: Recreation Open Space

Table 4

Comprehensive Plan Policy	Consistency Analysis
Policy 2.102-A1: Development Location – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The area surrounding the subject site is comprised of single-family homes. The site accesses an Urban Collector road and will conserve the land for recreation.

Comprehensive Plan Policy	Consistency Analysis
Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other.	The Comprehensive Plan permits ROS to be designated in the UGA areas. Recreation and open space areas are primarily sites and facilities which are accessible to the public, and which are oriented toward providing recreation services for the resident and the short and long-term visitor to Polk County.
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.	The park onsite is a low-impact use, designed for open space and recreational opportunities. It is in the UGA where utilities are located, though connections are not needed.
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.	The subject site is surrounded by existing residential development. It does not require public utilities. Emergency services are available to the site. The site provides recreational opportunities.
 Policy 2.102-A10: Location Criteria - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided; b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to 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 firefighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement: 	The subject site is a developed public park with recreation facilities to serve nearby residents and tourists. The ROS designation recognizes these existing facilities.
 schools and other educational facilities parks, open spaces, civic areas and other community facilities. 	

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.105-A3: LAND USE CATEGORIES – The following land use categories shall be permitted within UGAs, in accordance with applicable criteria	
a. ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and Employment Centers, High-Impact Commercial Centers shall be permitted within UGAs in accordance with applicable criteria.	The request is consistent with this policy. The change is from RL to ROS.
b. RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria.	
c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space , Preservation.	
POLICY 2.117-A3: Location Criteria shall consider the following factors when determining the appropriateness of designating new Recreation and Open Space areas:	
a. facilities meeting the recreation level-of-service standard (Policy 3.502-E2) and fulfilling the recreation and open space acquisition plan (Policies 3.502-E3, 3.502-E6, and 3.502-E9);	
b. satisfying resident and seasonal visitor/tourist recreation demand;	
c. impacts of the proposed uses on public facilities and services;	FLU designation is appropriate for the location, based upon the stated criteria.
d. vehicle access relative to the size and planned intensity of a proposed ROS district;	
e. distance to lake and river access, greenways, bicycle, pedestrian, and fixed route transit facilities, both existing and planned; and,	
f. the locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.	

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. Table 5 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 5 Urban Sprawl Criteria

Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes

1 1011	au statutes	
Urba	n Sprawl Criteria	Where sections referenced in this report
а.	Promotes substantial amounts of low- density, low-intensity, or single use development in excess of demonstrated need.	Summary of analysis
b.	Allows a significant amount of urban development to occur in rural areas.	Summary of analysis
С.	Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.	Summary of analysis, surrounding Development, compatibility
d.	Fails to adequately protect and conserve natural resources and other significant natural systems.	Summary of analysis, surrounding Development, compatibility
е.	Fails to adequately protect adjacent agricultural areas.	Compatibility with Surrounding Land Uses
f.	Fails to maximize existing public facilities and services.	Summary of Analysis, Infrastructure
g.	Fails to minimize the need for future facilities and services.	Summary of Analysis, Infrastructure
h.	Allows development patterns that will disproportionately increase the cost of providing public facilities and services.	Summary of Analysis, Infrastructure
i.	Fails to provide a clear separation between urban and rural uses.	Summary of Analysis, Compatibility with Surrounding Land Uses
j.	Discourages infill development or redevelopment of existing neighborhoods.	Summary of Analysis, Compatibility with Surrounding Land Uses
k.	Fails to encourage an attractive and functional mixture of land uses.	Summary of Analysis, Compatibility with Surrounding Land Uses
l.	Will result in poor accessibility among linked or related land uses.	Summary of Analysis, Compatibility with Surrounding Land Uses
m.	Results in the loss of a significant amount of open space.	Summary of Analysis, Compatibility with Surrounding Land Uses

Comments from other agencies: None

Exhibit 1:	Location Map
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- Exhibit 2: Aerial Map 2023 (Context)
- Exhibit 3: Aerial Map 2023 (Close)
- Exhibit 4: Current Future Land Use Map
- Exhibit 5: Proposed Future Land Use Map

Exhibit 1



Location Map

Exhibit 2



Aerial Map (Context)



Aerial Map (Close)

Exhibit 4



Current Future Land Use Residential Low-1 (RL-3)



Proposed Future Land Use Recreation Open Space

ORDINANCE NO. 24-___

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF LDCPAS-2024-23, AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP CHANGE FROM RESIDENTIAL LOW (RL) TO RECREATION/OPEN SPACE (ROS) ON THE COUNTY PORTION OF LAKE CANNON PARK, 1508 WEST LAKE CANNON DRIVE, EAST OF NW 26TH STREET, NORTH OF NW AVENUE J, SOUTH OF STATE ROAD 544, SOUTH AND WEST OF WINTER HAVEN IN SECTION 24, TOWNSHIP 28, RANGE 25; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on October 2, 2024; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on November 5, 2024; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on an ± 2.88 -acre site from Residential Low (RL) to Recreation Open Space (ROS) in the Urban Growth Area (UGA) on the parcel listed below and graphically depicted on the parcel map in Attachment "A".

Parcel #252824-353602-003340

PENDING LEGAL DESCRIPTION

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on December 6, 2024 (31 days after adoption) unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 5th day of November 2024.

ATTACHMENT "A"

LDCPAS 2024-23 Development Area: Urban Growth Area (UGA)

Location: 1508 West Lake Cannon Drive, east of NW 26th Street, north of NW Avenue J, south of State Road 544, south and west of Winter Haven in Section 24, Township 28, Range 25.



PARCEL DETAIL *Note: Not to Scale*

LDCPAS-2024-23

This small-scale Comprehensive Plan Amendment in one in a series of Future Land Use Map changes intended to place Polk County parks in the land use districts for which they are best suited. In this case, the County park and boat ramp on Lake Cannon is within a Residential Low-3 (RL-3) land use district. After consultation with the Parks & Natural Resources, this amendment will change it to Recreation/Open Space (ROS). LDCPAS-2024-23 - Lake Cannon Park

Record Details

A notice was added to this record Condition: Severity: Notice	d on 2024-08-15.					
View potice						
<u>view notice</u>						
Menu Reports He	lp					
Application Name:	Lake Cannon Par	<u>'k</u>				
File Date:	07/30/2024					
Application Type:	BOCC-CPA Smal	<u>1</u>				
Application Status:	Approved for Hea	aring				
Application Comments:	View ID	Comment			Date	
Description of Work:	Lake Cannon Par	r <u>k to (ROS)</u>				
Application Detail:	Detail					
Address:	1508 W LAKE CA	ANNON DR, WINTE	R HAVEN, FL 33881			
Parcel No:	25282435360200	<u>13340</u>				
Owner Name:	POLK COUNTY					
Contact Info:	Name		Organization Name	Contact Type	Contact Primary Address	Status
	lan Nance		0	Applicant	Mailing, 330 W Church	Active
Licensed Professionals Info:	Primary	License Number	License Type	Name	Business Name	Business License #
	*					
Job Value:	<u>\$0.00</u>					
Total Fee Assessed:	<u>\$4,608.00</u>					
Total Fee Invoiced:	<u>\$0.00</u>					
Balance:	<u>\$0.00</u>					
Custom Fields:	LD_GEN_PUB	100				
	Development Tv	IGS me		Application Type		
	Planning Commis	ssion		CPA Small Scale Or		
	Variance Type			EAR Brownfields Request		
	-			-		
	Affordable Hous	sing		Type of Acreage		
				-		
	GENERAL INFO	RMATION		Number of Lots		
				-		
	Will This Project	t Be Phased		Acreage		
				4.38		
	DRC Meeting			DRC Meeting Time		
	08/15/2024 Rescheduled DE	C Mooting		11:00 Rescheduled DPC Meeting Ti	mo.	
	-	to meeting		-	lie	
	Green Swamp			Number of Units		
	INO			 Is this Polk County Utilities 	Is this Application a result of a C	ode Violation
	Case File Numb	er			No	
	One Year Extens	sion		FS 119 Status	Code Violation Case Number	
	-			Non-Exempt	-	
	,					
	ADVERTISING	ng Date		BOCC1 Advertising Date		
	_	3		-		
	BOCC2 Advertis	ing Date		Advertising Board		
	-			<u>Commissioners</u>		
	MEETING DATE	S		Planning Commission Data		
	-	ung		<u>10/02/2024</u>		
	Land Use Hearin	ng Officer 3		1st BOCC Date		
	- 2nd BOCC Date			LUHO-Level 3		
	-			-		

PM			Record I	Details					
	HEARING								
	PC Hearing Results		PC Vote Tally						
	- BOCC 1st Hearing Results		BOCC 1st Vote Tally						
	-		-						
	BOCC 2nd Hearing Results		BOCC 2nd Vote Tally	1					
	FINAL LETTER								
	Denovo Appeal		Denovo Results						
	– Denovo Tally		-						
	- LD GEN PUB EDI								
	Opening DigEplan List								
	DigEplan Document List								
	PLAN REVIEW FIELDS								
	TMPRecordID	D	ocumentGroupforDPC		RequiredDocumentTypes				
	POLKCO-REC24-00000-00QFY RequiredDocumentTypesComplet		IGITAL PROJECTS LD dditionalDocumentType		Activate DBC				
	No	- <u>A</u>	pplications,AutoCad File,B	ہ <u>inding Site Plans (PD</u>	s Yes				
		<u>a</u>	nd CUs),CSV,Calculations	,Correspondence,Desi	<u>i</u>				
		g.	n Drawings,Flood/Traffic S	tudies, Impact Stateme	2				
		<u>n</u>	t <u>,Inspections,Miscellaneou</u>	<u>s,Plats,Record Drawin</u>	<u>1</u>				
		y: e	oort/Approval Letter.Surve	v.Title Opinion					
	Activate FSA	D	igitalSigCheck	<u>,,</u>					
	Yes	<u>Y</u>	es						
	SELECTED AREA PLANS								
	Selected Area Plans								
	LAND USE								
	Selected Area Plan LU Code								
	Development Area								
	NOR								
	Neighborhood Organization Regis	try (NOR)							
	PUBLIC MAILERS								
	Posting Board Number of Boards	(Number) Number	of Mailers (Number) Dat	e Mailed Date Poste	d NOR				
	<u>PC</u> 3								
	<u>BOCC 1</u> 3								
Workflow Status:	Task	Assigned To	Status	Status Date	Action By				
	Application Submittal	Lyndsay Rathke	Application	08/01/2024	Lyndsay Rathke				
	Surveying Review	Steve McQuaig	Conditional	08/15/2024	Steve McQuaig				
	Roads and Drainage Review	Phil Irven	Approve	08/01/2024	Phil Irven				
	Engineering Review	Clinton Howerton	Approve	08/13/2024	Clinton Howerton				
	Fire Marshal Review	Kim Turner	Not Required	08/05/2024	Kim Turner				
	Planning Review	Ivan Nance	Approve	08/01/2024	Ivan Nance				

	Review Consolidation	Lyndsay Rathke	Approved	for	08/21/2024	Lyndsay	Rathke	
	Staff Report							
	Public Notice							
	Planning Commision							
	BOCC Hearing							
	Final Letter							
	DEO Review							
	Second BOCC Hearing							
	Archive							
Condition Status:	Name	Short Comments	:	Status	Apply Date	Se	verity	Action By
Scheduled/Pending Inspections:	Inspection Type	Scheduled Date	Inspector		Status		Comments	
Resulted Inspections:	Inspection Type	Inspection Date	Inspector		Status		Comments	

Approve

08/21/2024

School District

School District

School Board Review



Polk County

Planning Commission

Agenda Item 11.

10/2/2024

<u>SUBJECT</u>

LDCPAS-2024-24 (Lake Rosalie Park CPA)

DESCRIPTION

County-initiated Small Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Agricultural/Residential Rural (A/RR) to Leisure/Recreation (LR) at the Lake Rosalie Park, located at 2925 Rosalie Lake Road, east of Shore Drive, west of Tupelo Lane, north of State Road 60, east of Lake Wales, in Section 35, Township 29, Range 29.

RECOMMENDATION

Approve

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Ian Nance Land Development (863) 534-7621 ivannance@polk-county.net

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	August 15, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 5, 2024
Applicant:	Polk County
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAS-2024-24 (Lake Rosalie Park CPA)
Request:	County-initiated Small Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Agricultural/Residential Rural (A/RR) to Leisure/Recreation (LR) at the Lake Rosalie Park.
Location:	2925 Rosalie Lake Road, east of Shore Drive, west of Tupelo Lane, north of State Road 60, east of Lake Wales, in Section 35, Township 29, Range 29.
Property Owner:	Polk County
Parcel Size:	±4.90 acres (292935-000000-041010)
Development Area/Overlays:	Rural Development Area (RDA)
Future Land Use:	Agricultural/Residential Rural (A/RR)
Nearest Municipality	Lake Wales
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	lan Nance

Location Map





Current Future Land Use Map

Summary of Analysis

County-initiated Small Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation from Agricultural/Residential Rural (A/RR) to Leisure/Recreation (LR) at the Lake Rosalie Park. The purpose of this amendment is to conform the uses at the park with an appropriate FLU designation. Staff met with Parks and Natural Resources to agree on an appropriate land use for the site to take in front of the Board. The subject site has an RV Park for recreational camping and a boat ramp for access to Lake Rosalie, which are uses supported by the L/R land use district. No development or changes to the park are proposed or anticipated with this application. Staff has reviewed the request and finds it **IS** consistent with the Comprehensive Plan policies and **IS** compatible with the surrounding land uses and infrastructure.

Compatibility Summary

This County facility is located at the terminus of Rosalie Lake Road and is adjacent to largeacreage single-family properties to the east and south, ranging from 2.3 to 3 acres, within the A/RR land use district. To the north is Lake Rosalie, and to the west are wetlands also owned by Polk County. The boat ramp has been onsite since at least 1964. Since at least 1998, camping facilities have been onsite.

Infrastructure Summary

The proposed CPA is not anticipated to degrade the Level-of-Service (LOS) standards for transportation and public safety facilities. The subject site will utilize the same public safety facilities as the existing FLU designation. School service will not be impacted. The site is within the RDA where municipal potable water and wastewater services are unavailable.

Environmental Summary

The proposed request is not anticipated to have a negative impact upon the environmental features present on the subject site. The site is a parcel owned by the County, and no development is anticipated.

Comprehensive Plan

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

POLICY 2.102 (A1-A15): Growth Management Policies POLICY 2.115: Leisure/Recreation POLICY 2.108: Rural Development Area

Findings of Fact

Request and Legal Status

- This is a County-initiated Small-Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation on ±4.90 acres from Agricultural/Residential Rural (A/RR) to Leisure/Recreation (LR) at the Lake Rosalie Park.
- The subject site is in the Rural Development Area (RDA). According to LDC Section 202.E, the purpose of the RDA is to provide areas for rural activities such as agricultural uses, mining activities, and rural residential development.
- According to Land Development Code (LDC) Section 204.A.1, "The purpose of the A/RR district is to provide lands for the continuation of productive agricultural uses and to provide for very low-density residential development within unincorporated rural areas. The A/RR district permits agricultural activities, agricultural support facilities, multi-family dwelling units, farm labor housing, group living facilities, and community facilities."
- According to LDC Section 204.C.8, "The purpose of the L/R district is to provide for facilities and areas oriented primarily towards providing recreation-related services for residents and short-term visitors."
- The property is owned by the County and is used for the Lake Rosalie Park & Campground, located at 2925 Rosalie Lake Road. Staff has reviewed aerial imagery dating to 1941. The boat ramp has been onsite since at least 1964. Since at least 1998, camping facilities have been onsite. The Property Appraiser lists a 675 sq. ft. restroom building constructed in 1998 onsite.
- According to LDC Chapter 10, a Recreational Vehicle (RV) Park is defined as, "Land for sale, lease, or rent for the placement of recreational vehicles and Park Trailers for stays up to and exceeding 30 days. RV parks are not intended to accommodate year-round residential use."
- According to LDC Table 2.1, an RV Park is not permitted in A/RR land use districts. They are "C2" conditional uses in L/R.
- According to LDC Chapter 10, Recreational Camping is defined as, "Land under unified ownership and management which has been planned, designed, and constructed for the placement of Recreational Vehicles, cabins, and/or tents for short-term occupancy of spaces rented from the owner for recreational purposes and typically located away from urban areas. For purposes of this definition, unless otherwise limited in sections of this Code, short-term occupancy shall mean stays not exceeding 30 days. Such uses may be standalone or part of a larger park or resort facility.
- According to LDC Table 2.1, Recreational Camping is a "C3" conditional use in A/RR and a "C2" conditional use in L/R.

- Boat ramps are classified under the use of "Vehicle-Oriented Recreation," defined by LDC Chapter 10 as, "Any type of recreation, competition, or facility designed to accommodate motorized vehicle use as part of the activity including, but not limited to, off-road vehicles, watercraft, and remote-control vehicles."
- According to LDC Table 2.1, "Vehicle-Oriented Recreation" is a "C3" conditional use in A/RR and a "C2" conditional use in L/R land use districts.

Compatibility

- The existing uses surrounding the site are single-family homes on large properties, wetlands, and Lake Rosalie in the A/RR land use district.
- The subject site has an RV Park for recreational camping and a boat ramp for access to Lake Rosalie.
- The subject site accesses Rosalie Lake Road, a Rural minor Collector roadway.

Infrastructure

- The zoned schools for the site are Spook Hill Elementary, McLaughlin Middle, and Frostproof Senior High.
- Fire and Ambulance responses are from Polk County Fire Rescue Station 14, located at 10399 West Leisure Lane, Lake Wales 33898.
- The subject site is within the Southeast District Command Area for the Sheriff's office, which is located at 4011 Sgt. Mary Campbell Way, Lake Wales 33859.
- The subject site is not within a utility service area.
- The subject site is not within a Citrus Connection service area.

Environmental

- The subject site is on the south side of Lake Rosalie. Type "AE" Flood Hazard areas are located onsite.
- The soil type for the subject site is Arent-Urban Land Complex.
- This site is within the Florida Wildlife Corridor and Polk Green District. According to the Florida Natural Areas Inventory (FNAI), a bald eagle has been documented within Matrix ID Unit 46979.

- There are no archeological or historical resources on the subject site, per data from the Florida State Historical Commission.
- There are no wellfields near the subject site.

Comprehensive Plan Policies

- POLICY 2.102-A1 <u>Development Location</u> 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 <u>Compatibility</u> 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 <u>Distribution</u> 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 <u>Timing</u> states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided.
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);

- e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities

f. environmental factors, including, but not limited to:

- 1. environmental sensitivity of the property and adjacent property;
- 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
- 3. wetlands and primary aquifer recharge areas;
- 4. soil characteristics;
- 5. location of potable water supplies, private wells, public well fields; and
- 6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.115-A3: <u>Location Criteria</u> Retirement, recreation, leisure, and associated commercial development shall occur within designated L/R Areas. The following factors shall be taken into consideration when determining the appropriateness of establishing new L/R areas:

a. Accessibility to arterial or collector roadways, with consideration being given to regional transportation issues for L/R developments supported by a regional or national market.

b. Proximity to recreational attractions that would support the proposed development, to include, but not limited to: recreational water bodies, governmental recreational facilities, natural amenities, or other regional tourist attractions.

c. Economic issues, such as minimum population support and market area radius (where applicable).

d. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that 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 DRC recommends APPROVAL of LDCPAS-2024-24.

Planning Commission Recommendation: Pending Hearing

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.

<u>Analysis</u>

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, below, lists the Future Land Use (FLU) designation and the existing uses surrounding the subject site that are immediately adjacent.

Northwest	North	Northeast		
Lake Rosalie	Lake Rosalie	Lake Rosalie		
West A/RR Wetlands	Subject Site A/RR Lake Rosalie Park RV Park & Boat Ramp	East A/RR Lake Rosalie Shores Single-Family Homes		
Southwest	South	Southeast		
A/RR	A/RR	A/RR		
Wetlands	Single-Family Homes	Single-Family Homes		

Table 1

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

Staff has reviewed aerial imagery dating to 1941. The boat ramp has been onsite since at least 1964. Since at least 1998, camping facilities have been onsite. The Property Appraiser lists a 675 sq. ft. restroom building constructed in 1998. The subject site and all surrounding uses are within an Agricultural/Residential Rural (A/RR) land use district. The purpose of the A/RR district is to provide lands for the continuation of productive agricultural uses and to provide for very low-density residential development within unincorporated rural areas, but it does allow recreational facilities such as boat ramps. RV parks are not permitted in A/RR. The primary benefit of changing this to L/R would be to bring the existing RV Park into compliance with the LDC.

Compatibility with the Surrounding 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."

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.

As noted before, no development is being contemplated with this application. Lake Rosalie Park and Campground offers camping sites and restrooms, picnic tables, and a boat launching site. For camping, it can accommodate tents (20 spaces) and RVs (35 sites) with partial electric hook-ups and water. The boat ramp onsite is open 6:00 a.m. to 10:00 p.m. Most County ramps are open 24 hours, but with the RV Park located here, the hours are limited to prevent late-hour noises and traffic.

Lake Rosalie Shores subdivision is located to the east. This was approved by plat on January 6, 1986 (PB 80 Page 33). Lot sizes here are listed at five acres, but parcel lines are created through the lake. Upland areas are around two acres. The nearest home is over 100 feet from camping facilities.

Nearest Elementary, Middle, and High School

The zoned schools for the site are Spook Hill Elementary, McLaughlin Middle, and Frostproof Senior High. This application will have no bearing on school capacity or concurrency. No residential uses are onsite, and L/R does not permit single-family detached housing.

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 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.

Table 2, below, displays the nearest public safety facilities. Response time varies depending on where the nearest sheriff's deputy patrol car is located rather than the office. The facilities are within appropriate distances to the subject site for a rural area.

Table 2			
	Name of Station	Distance	Response Times
PCSO	Southeast District Command Area	21 miles	P1: 11:11 minutes
	4011 Sgt Mary Campbell Way, Lake Wales 33859		P2: 27:00 minutes
Fire/EMS	Polk County Fire Rescue Station 14	6.9 miles	12 minutes
	10399 West Leisure Lane, Lake Wales 33898		

Table 2

Source: Polk County Sheriff's Office and Polk County Fire Rescue.

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. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. 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 improves 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

The subject site is within the RDA where centralized utilities are neither present nor planned in the future.

A. Estimated Demand

The property is a County-owned parcel. This site is a park and will not need centralized water or wastewater services based upon the current and proposed Future Land Use designation.

For purposes of illustration, though, recreation at the existing intensity is allowable in L/R; however, single-family residential uses are not allowed in L/R. Single-family units are assumed to demand 360 gallons per day (GPD) of potable water and generate 270 GPD of wastewater. Based on the raw upland acreage of this site (4.90 acres) and maximum residential density allowed in the A/RR (1 DU/5AC), in theory this site could possibly support one home (360 GPD Potable Water/270 GPD Wastewater).

B. Available Capacity

The site is not within any utility service areas.

C. Planned Improvements

The County has no planned improvements contained in its Capital Improvement Plan for this area.

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

The subject site has an existing RV Park and boat ramp, neither of create a regular demand on traffic. Some of the traffic demand is seasonal, as tourism and nearby special events might create a fluctuation in activity. At any rate, the use of the property is not changing with this application, and traffic demand is not going to increase or decrease based upon an approval.

For purposes of illustration, though, recreation at the existing intensity is allowable in L/R; however, single-family residential uses are not allowed in L/R. Single-family units are assumed to create 7.81 AADT and 1 Peak PM Trip per unit. Based on the raw upland acreage of this site (4.90 acres) and maximum residential density allowed in the A/RR (1 DU/5 AC), in theory this site could support one home (7.81 AADT/1 Peak PM Trips). This amendment will eliminate this possibility, though. The existing use is more intense than a home onsite.

B. Available Capacity

The nearest road tracked for concurrency by Polk County's Transportation Planning Organization (TPO) is SR 60 south of the site. This is a Prinicipal Arterial roadway with ample capacity. This change will not bring added traffic demands.

Table 3 below displays the generalized available capacity on the surrounding roadway network.

Table 3					
Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr. Projected LOS
5910 E	SR 60	В	1,503	С	В
5910 W	Stoke Road to CR 630	В	1,531	С	В

Source: Polk County Transportation Planning Organization Roadway Network Database 2023

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C. Roadway Conditions

The subject site accesses Rosalie Lake Road (Road No. 090201), a Rural Minor Collector roadway, with a paved surface width of 20 feet and a right-of-way of 50 feet.

D. Sidewalk Network

There are currently no sidewalks along the perimeter roads of this park. This site is within the RDA where sidewalks are not anticipated. These are also local roads where sidewalks are not required.

E. Mass Transit

The subject site is not a Citrus Connection service area.

F. Planned Improvements

The subject site is in the RDA. There are no planned improvements.

Environmental Conditions

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, "The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur." There should be no serious environmental conditions that need to be addressed with this subject site.

A. Surface Water

The site is on the south side of Lake Rosalie and provides access to the lake. This waterbody is located within the Kissimmee River - Below Lake Hatchineha Watershed and is considered impaired, according to the Florida Dept. of Environmental Protection's (FDEP) implementation of the Impaired Waters Rule (IWR). The FDEP evaluates whether waters meet their designated uses, which include aquatic life use support, primary contact and recreation use support, fish and shellfish consumption use support, and drinking water use support.

B. Wetlands/Floodplains

The subject site is on the south side of Lake Rosalie. Type "AE" Flood Hazard areas are located onsite.

C. Soils:

According to the soil survey by the United States Department of Agriculture, the soil type for the subject site is Arent-Urban Land Complex. These soils have been disturbed by the addition of pavement and fill material.

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D. Protected Species

This site is within the Florida Wildlife Corridor and Polk Green District. According to the Florida Natural Areas Inventory (FNAI), a bald eagle has been documented within Matrix ID Unit 46979.

The PolkGreen District overlay was established to guide planning for, and the acquisition or conservation of, an interconnected network of open spaces, natural areas and agricultural lands.

The overlay will provide a framework for land use policies and community investments that provide:

- a. protection of natural resources and wildlife habitat;
- b. habitat corridors through linked open spaces;
- c. protection of historic and cultural resources;
- d. recreational opportunities;
- e. community health benefits;
- f. economic development opportunities; and
- g. multi-use trails connecting population centers to natural areas.

This change is consistent with the Polk Green policy, providing recreational opportunities around natural resources.

The Florida Wildlife Corridor is statewide network of nearly 18 million acres of connected lands and waters supporting wildlife and people. It is not incorporated in the Comprehensive Plan or LDC at this time.

E. Archeological Resources

No registered historical or archaeological resources are located within the park boundaries.

F. Wells (Public/Private)

The subject site is not located within a Wellhead Protection district.

G. Airports

The subject site is not located within an airport district.

Economic Impact:

This County-initiated CPA is not intended to have an economic impact on the site. Lake Rosalie Park will remain accessible to the public and will be managed for long-term recreation purposes.

Consistency with the Comprehensive Plan and Land Development Code

The following policies in Table 4 have been included as being the most relevant policies to the proposed request. The policy is first stated and then an analysis of how the request may or may not

be consistent with the County's Comprehensive Plan is provided. The policies reviewed are as follows:

- POLICY 2.102(A1-A15): Growth Management Policies
- POLICY 2.108: Rural Development Area
- POLICY 2.115: Leisure/Recreation

Table 4	1

Comprehensive Plan Policy	Consistency Analysis	
Policy 2.102-A1: Development Location – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The site provides access to Lake Rosalie in addition to camping and other recreational opportunities. This is a long-established park with large-acreage residential uses to the east and south.	
Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other.	The Comprehensive Plan permits L/R to be designated in the RDA areas. Recreation and open space areas are primarily sites and facilities which are accessible to the general public, and which are oriented toward providing recreation services for the resident and the short and long-term visitor to Polk County.	
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.	The park onsite is for limited recreational opportunities. It is in the RDA where water and wastewater utilities are neither programmed nor planned.	
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.	The subject site does not require public utilities and is within the RDA. The park has long been established at this location. The adoption of this amendment will conform the FLU with the uses onsite.	
Policy 2.102-A10: Location Criteria - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:		
a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;	The subject site is home to a developed public park and recreation facilities to serve nearby residents and tourists. The LR designation recognizes these existing	
b. nearness to agriculture-production areas;	facilities, which are allowed under this FLU designation. There is potential for future limited retail and commerce	
c. distance from populated areas;	in association with this change, pursuant to further reviews. However, the reality of this park would	
d. economic issues, such as minimum population support and market-area radius (where applicable);	severely curtail any uses that would create a significant impact on the community.	
e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:		

Comprehensive Plan Policy	Consistency Analysis
1. transportation facilities, including but not limited to mass transit, sidewalks, trails and bikeways:	
 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.	
POLICY 2.108-A3: LAND USE CATEGORIES – The following land use categories shall be permitted within Rural Development Areas:	
a. ACTIVITY CENTERS: Rural-Cluster Centers, and Tourism Commercial Centers shall be permitted within RDAs in accordance with applicable criteria.	
b. RESIDENTIAL: Rural Residential Districts (Section 2.121) and Rural Cluster Center (RCC) shall be permitted within RDA's in accordance with applicable criteria.	The request is consistent with this policy. The change is from A/RR to L/R
c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Agri-related Business-Park Centers, Office Centers, Phosphate Mining, Leisure/Recreation, Agricultural/Residential-Rural, Recreation and Open Space, Preservation, Institutional.	
POLICY 2.115-A3: LOCATION CRITERIA - Retirement,	The County owns the parcel. The site is a park and
recreation, leisure, and associated commercial development	accessible to the public. This site is in the RDA and
shall occur within designated L/R Areas.	oriented for recreation purposes.

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. Table 5 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 5 Urban Sprawl Criteria					
Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes					
Urba	Urban Sprawl Criteria Where sections referenced in this report				
а.	Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.	Summary of analysis			

Table 5 Urban Sprawl Criteria							
Urba Florio	Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes						
Urba	n Sprawl Criteria	Where sections referenced in this report					
b.	Allows a significant amount of urban development to occur in rural areas.	Summary of analysis					
С.	Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.	Summary of analysis, surrounding Development, compatibility					
d.	Fails to adequately protect and conserve natural resources and other significant natural systems.	Summary of analysis, surrounding Development, compatibility					
е.	Fails to adequately protect adjacent agricultural areas.	Compatibility with Surrounding Land Uses					
f.	Fails to maximize existing public facilities and services.	Summary of Analysis, Infrastructure					
g.	Fails to minimize the need for future facilities and services.	Summary of Analysis, Infrastructure					
h.	Allows development patterns that will disproportionately increase the cost of providing public facilities and services.	Summary of Analysis, Infrastructure					
i.	Fails to provide a clear separation between urban and rural uses.	Summary of Analysis, Compatibility with Surrounding Land Uses					
j.	Discourages infill development or redevelopment of existing neighborhoods.	Summary of Analysis, Compatibility with Surrounding Land Uses					
k.	Fails to encourage an attractive and functional mixture of land uses.	Summary of Analysis, Compatibility with Surrounding Land Uses					
l.	Will result in poor accessibility among linked or related land uses.	Summary of Analysis, Compatibility with Surrounding Land Uses					
m.	Results in the loss of a significant amount of open space.	Summary of Analysis, Compatibility with Surrounding Land Uses					

Comments from other agencies: None

- Exhibit 1: Location Map Exhibit 2: Aerial Map 2023 (Context)
- Exhibit 3: Aerial Map 2023 (Close) Exhibit 4: Current Future Land Use Map
- Exhibit 5: Proposed Future Land Use Map



Location Map



Aerial Map (Context)



Aerial Map (Close)



Current Future Land Use Agricultural/Residential Rural (A/RR)

731



Proposed Future Land Use Leisure/Recreation (L/R)

ORDINANCE NO. 24-___

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF LDCPAS-2024-24, AMENDMENT TO THE POLK AN COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP FROM AGRICULTURAL/RESIDENTIAL RURAL (A/RR)TO LEISURE/RECREATION (L/R) AT THE LAKE ROSALIE PARK, LOCATED AT 2925 ROSALIE LAKE ROAD, EAST OF SHORE DRIVE, WEST OF TUPELO LANE, NORTH OF STATE ROAD 60, EAST OF LAKE WALES, IN SECTION 35, TOWNSHIP 29, RANGE 29; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on October 2, 2024; and

WHEREAS, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on November 5, 2024; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on an ± 4.90 -acre site from Agricultural/Residential Rural (A/RR) to Leisure/Recreation (L/R) in the Rural Development Area (RDA) on the parcel listed below and graphically depicted on the parcel map in Attachment "A".

Parcel #292935-000000-041010

PENDING LEGAL DESCRIPTION

SECTION 2: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 3: EFFECTIVE DATE

This ordinance shall be effective on December 6, 2024 (31 days after adoption) unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

SECTION 4: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 5th day of November 2024.

ATTACHMENT "A"

LDCPAS 2024-24

Development Area: Rural Development Area (RDA)

Location: 2925 Rosalie Lake Road, east of Shore Drive, west of Tupelo Lane, north of State Road 60, east of Lake Wales, in Section 35, Township 29, Range 29.



PARCEL DETAIL

LDCPAS-2024-24

This small-scale Comprehensive Plan Amendment in one in a series of Future Land Use Map changes intended to place Polk County parks in the land use districts for which they are best suited. In this case, the County park and boat ramp on Lake Rosalie is within an Agricultural/Residential Rural land use district. After consultation with the Parks & Natural Resources, this amendment will change it to Leisure/Recreation (LR).

LDCPAS-2024-24 - Lake Rosalie

Record Details

A notice w Condition Total cond	A notice was added to this record on 2024-08-15. Condition: Severity: Notice Total conditions: 1 (Notice: 1)						
View not	<u>View notice</u>						
Menu F	Reports He	lp					
	Application Name:	Lake Rosalie					
	File Date:	07/30/2024					
	Application Type:	BOCC-CPA Smal	<u>I</u>				
	Application Status:	Approved for Hea	<u>iring</u>				
Appl	lication Comments:	View ID	Comment			Date	
D	escription of Work:	Lake Rosalie to (I	<u>_R)</u>				
	Application Detail:	<u>Detail</u>					
	Address:	2925 ROSALIE L	AKE RD, LAKE WA	LES, FL 33898			
	Parcel No:	29293500000004	1010				
	Owner Name:	POLK COUNTY					
	Contact Info:	Name		Organization Name	Contact Type	Contact Primary Address	Status
		lan Nance			Applicant	Mailing, 330 W Church	Active
Licensed	Professionals Info:	Primary	License Number	License Type	e Name	Business Name	Business License #

-	Job value:	<u>\$0.00</u>					
I	otal Fee Assessed:	<u>\$4,608.00</u>					
	Total Fee Invoiced:	<u>\$0.00</u>					
	Balance:	<u>\$0.00</u>					
	Custom Fields:	LD_GEN_PUB	100				
		Development Ty	pe		Application Type		
		Planning Commis	sion		CPA Small Scale Or		
		Variance Type			<u>EAR</u> Brownfields Request		
		– Affordable Hous	sing		_ Type of Acreage		
					-		
		GENERAL INFO	RMATION				
		Expedited Revie	W		Number of Lots		
		Will This Droised	Do Dhoood		-		
		will this Project	De Fliaseu		<u>4.90</u>		
		DRC Meeting			DRC Meeting Time		
		08/15/2024			<u>11:15</u>		
		Rescheduled DF	RC Meeting		Rescheduled DRC Meeting T	ïme	
		Green Swamp			Number of Units		
		No			– Is this Polk County Utilities	Is this Application a result of a C	ode Violation
		Case File Numb	er			<u>No</u>	
		- One Year Extens	sion		FS 119 Status	Code Violation Case Number	
		-			Non-Exempt	-	
		ADVERTISING Legal Advertisin	g Date		BOCC1 Advertising Date		
		_			-		
		BOCC2 Advertis	ing Date		Advertising Board Board of County		
		-			Commissioners		
			_				
		MEETING DATE	S Itina		Planning Commission Date		
		_			<u>10/02/2024</u>		
		Land Use Hearin	ng Officer 3		1st BOCC Date 11/05/2024		
		- 2nd BOCC Date			LUHO-Level 3		
		-			-		

PM			Record D	etails	
	HEARING		PC Voto Tally		
	BOCC 1st Hearing Results		BOCC 1st Vote Tally		
	BOCC 2nd Hearing Results		BOCC 2nd Vote Tally		
	-		-		
	Denovo Appeal		Denovo Results		
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	LD_GEN_PUB_EDL				
	Opening DigEplan List DigEplan Document List				
	<u>Open</u>				
	PLAN REVIEW FIELDS	D	acument Grounfor DBC		Permired Decument Types
	POLKCO-REC24-00000-00QG0	<u>D</u>	IGITAL PROJECTS LD		-
	RequiredDocumentTypesComplete	e A	dditionalDocumentTypes pplications AutoCad File Bir	iding Site Plans (PD	Activate DPC
	<u></u>	<u>a</u>	nd CUs),CSV,Calculations,C	orrespondence,Des	<u>i</u>
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	Activate FSA	<u>e</u> D	port/Approval Letter,Survey, igitalSigCheck	Title Opinion	
	Yes	Y	es		
	SELECTED AREA PLANS				
	Selected Area Plans				
	LAND USE				
	Selected Area Plan LU Code				
	DEVELOPMENT AREA				
	Development Area				
	NOR				
	Neighborhood Organization Regis	try (NOR)			
	PUBLIC MAILERS				
	Posting Board Number of Boards	(Number) Number	of Mailers (Number) Date	Mailed Date Poste	ad NOR
	<u>PC</u> 1				
	<u>BOCC 1</u> 1				
Workflow Status:	Task	Assigned To	Status	Status Date	Action By
	Application Submittal	Lyndsay Rathke	Application	08/01/2024	Lyndsay Rathke
	Surveying Review	Steve McQuaig	Conditional	08/15/2024	Steve McQuaig
	Koads and Drainage Review		Approve	08/13/2024	
	Engineering Keview	Kim Turner	Not Required	00/13/2024	Kim Turner
		Ivan Nance	Approve	08/01/2024	Ivan Nance
		School District	Approve	08/21/2024	School District
	School Board Review	Jundsay Bathka	Approved for	08/21/2024	
	REVIEW CONSOIIDATION	Lynusdy Ratrike	Approved lot	00/21/2024	Lynusay Naune

Application Submittal	Lyndsay Rathke	Ap
Surveying Review	Steve McQuaig	Co
Roads and Drainage Review	Phil Irven	Ap
Engineering Review	Clinton Howerton	Ap
Fire Marshal Review	Kim Turner	No
Planning Review	Ivan Nance	Ap
School Board Review	School District	Ap
Review Consolidation	Lyndsay Rathke	Ap
Staff Report		
Public Notice		
Planning Commision		
BOCC Hearing		
Final Letter		
DEO Review		

Second BOCC Hearing Archive

eview	Ivan Nance	Approve	08/01/2024
rd Review	School District	Approve	08/21/2024
solidation	Lyndsay Rathke	Approved for	08/21/2024
t			
<u>e</u>			
ommision			
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Condition Status: Name Short Comments Status Apply Date Severity Action By Scheduled/Pending Inspections: Inspection Type Scheduled Date Inspector Status Comments Resulted Inspections: Inspection Type Inspection Date Status Comments Inspector



Polk County

Planning Commission

Agenda Item 12.

10/2/2024

<u>SUBJECT</u>

LDCPAL-2024-6 (Grenelefe UEA Comprehensive Plan Text changes)

DESCRIPTION

Applicant-initiated Large Scale Comprehensive Plan text amendment to Section 2.130-E1 Grenelefe Utility Enclave Area (UEA) revise land use and development totals and related policies for property designated Residential Low-X (RLX), Residential Medium-X (RMX), Residential High-X (RHX), Tourist Commercial Center-X (TCCX), Development of Regional Impact-X (DRIX), and add location criteria for Neighborhood Activity Center-X (NACX), and remove the requirement for a Planned Development. This case is related to a Comprehensive Plan map amendment (LDCPAL-2024-5) on 526± acres. LDCT-2024-10 is a companion Land Development Code Text Amendment. Grenelefe is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City, in Sections 05, 06, 07, and 08, Township 28, Range 28.

RECOMMENDATION

Approval

FISCAL IMPACT

None

CONTACT INFORMATION

Chanda Bennett, AICP, Comprehensive Planning Administrator

Land Development Division

863.534.6484

chandabennett@polk-county.net



LEVEL 4 LAND DEVELOPMENT CODE COMPREHENSIVE PLAN AMENDMENT APPLICATION

TYPE OF AMENDMENT

Land Development Code () Text () Sub-district							
Comprehensive Plan () Text () Large Scale Map () Small Scale Map							
Is property in a Selected Area Plan (SAP) () Yes () No							
SAP Name							
Pre Application Project # (Required)							
0	wner		Applicant		Contact Person		

	Owner	Applicant	Contact I er son
Name			
Work Number			
Fax Number			
Mailing Address			
Email			

If additional contacts, please list on a separate sheet and submit with application.

Brief Description Request (No more than 250 characters):

•

Request	From:		L	_ Land Use/Sub-District			
	То:					L	and Use/Sub-District
	Acreage: _						
		Range	- Township	- Section	Subdivision #	-	Parcel #
Parcel ID N	umber(s):	<u>R</u>	Т	S			<u>.</u>
		R	Т	(Include S	others on a separate attach	ement) –	
		R	Т	S		-	
		R	Т	S		-	<u> </u>
Address and	d Location of	' Property	7:				
							<u> </u>
Water Provi	der Name and	Phone N	umber:				
Sewer Provider Name and Phone Number:							

() Yes () No Is the property located in the Green Swamp Area of Critical State Concern? (If yes, a Green Swamp Impact Assessment Statement must be submitted with this application.)

Identify existing uses and structures on subject and surrounding properties (e.g. vacant, residential # du/ac, commercial approx. square feet, etc.):

NW	Ν	NE
W	Subject Property	E
SW	S	SE

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

John B. Allen

Property owner or property owner's authorized representative.

Date:

I, ________ (print name), the owner of the property which is the subject of this application, or the authorized representative of owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

Part II. Project Narrative and Justification of Request

The property owner, Grenelefe Resort Development, LLC (the "Applicant"), is pursuing a series of applications to facilitate the implementation of entitlements established in the original development approvals for the subject property. The Applicant acquired the golf course property and the utility system in 2022. Since that acquisition, the Applicant has worked to develop a plan to revitalize portions of the golf course and associated amenities and to develop other areas with complimentary uses to the existing development. The applications include a future land use map amendment, sub-district change, and text amendments to both the Polk County Comprehensive Plan and the Land Development Code. Each change will be discussed in more detail below. The cumulation of these changes will result in a partial redevelopment of the underutilized open space (former golf course) and provide an injection of new energy into the Grenelefe community.

By way of brief history, Grenelefe was originally approved in 1973 as a Development of Regional Impact ("DRI"). At that time, Polk County issued a development order approving the DRI for 1,935 dwelling units, two clubhouses, a conference center, three 18-hole golf courses, racquetball courts and yacht club, 12-15 tennis courts, stables, and a marina on 1,847 acres. The original intent of the Grenelefe DRI was to provide a resort style/short-term rental community. Over the years, the DRI and the development order have been amended several times over the decades and the use of the property has moved to a more permanent/traditional residential community. In addition, portions of the property have fallen into disrepair due to hurricane damage and a lack of investment by prior owners.

In 2008, Grenelefe Resort, LLC, owned the property and intended to break from the original design by incorporating a more contemporary design of resort community that included an urban style village center with retail and restaurant uses and resort amenities beyond golfing. The residential development proposed was more vertically oriented and compact to promote a more pedestrian oriented environment. At the time, the then property owner, Polk County, and the Department of Community Affairs (now known as the Department of Commerce) negotiated "Built Out Agreement." The effect of the "Built Out Agreement" was the recognition of the types and amount of the existing development, acknowledge the compliance with all applicable terms and conditions of the DRI development order, explicitly including all infrastructure and physical improvements, and to recognize the development remaining within the Grenelefe DRI.

The remaining development potential of the DRI reflected in the "Built Out Agreement" was incorporated into the Polk County Comprehensive Plan, citing Section 2.130-E1 Grenelefe Utility Enclave Area, which acknowledges the specific density limitations that apply to "new development" after the adoption of CPA 08-14.

USE	Maximum Limitation				
Residential Units	1,753				
Multi-Family	120				
Hotel Rooms	300				
Convention Center	*50,000 gross sq. ft.				
Other Non-Residential Uses (Commercial-Retail)	60,000 gross square feet				
*Does not include existing 50,000 square foot convention center.					

These limitations are above and beyond the existing Grenelefe Development and do not include the platted vacant lots within the boundary of the Grenelefe UEA. This was new development permitted within the Grenelefe UEA and was approved to recognize the existing development and the "revitalize the community by allowing for redevelopment and growth." The Comprehensive Plan policies and Land Development Code provisions recognized the potential and likelihood of redevelopment of the golf course and the expansion of the utility service. Specifically, Policy 2.130-E1.1B assigned the DRIX land use to the golf course and stated "the applicant may request to change the land use for those portions of the designated DRI" when the utility plant can support additional development.

At this time, the applicant is proposing to modify the allowances outlined above to a more traditional mix of single-family residential (attached and detached) development, while substantially reduce the current and future potential intensity of the site. The new development mix would be as follows:

USE	Maximum Limitation
Single Family Attached Residential Units	457
Single Family Detached Residential Units	1,612
Non-Residential Commercial/Retail	60,000 gross square feet

This proposed development schedule eliminates the infrastructure intensive (transportation and utilities) uses of convention center and hotel. The non-residential component would include neighborhood retail, personal service, and office uses allowed in the NACX and OCX categories. Moreover, the distribution of the proposed development within the areas currently identified as TCCX and the DRIX areas will effectively limit the intensity of the area, while providing an influx of new investment into community serving uses (i.e. amenities, golf, utilities, roads, etc.).

Since 2008, little to no new investment or development has occurred in the Grenelefe DRI (also referred to as the Grenelefe UEA). In 2002, the prior golf course operator and owner filed for bankruptcy and the property was heavily damaged by hurricanes in 2004 and 2005. Subsequent ownership did not result in significant improvement. However, the east side of Polk County has thrived with development and has transformed the character of the area. The growth in the Poinciana area and the City of Haines City has pushed development in this direction. Moreover, the prospects for the future expansion of the Polk Parkway and Power Line Road increase the accessibility to this art of Polk County. The site is no longer appropriate for redevelopment or new development for resort focused activities, as the golf courses are no longer viable.

However, the property has previously been established for future redevelopment by the original approvals in 1973, the amendments to the Polk County Comprehensive Plan and Land Development Code in 2008, and the "Built Out Agreement." The instant request respects existing development adjacent to the course by locating like development adjacent to like development. For instance, single family residential development (Residential Low) is adjacent to existing

single-family development. Likewise, townhome (Residential Medium) is adjacent to similar product. In addition, the applicant is seeking to introduce a non-residential node at the intersection of Kokomo Road and CR544 by establishing Neighborhood Activity Center (NACX) and Office Center (OCX) land uses. This will allow the opportunity to bring neighborhood level retail uses closer to the community (i.e. grocery, restaurant, personal services, etc.) and office type service (dentist, eye doctor, etc.), which has transitioned away from the tourist activity over the years. A summary of the applications and requests are as follows:

- 1. Comprehensive Plan Text Amendment
 - a. Amend existing policies and objectives to reflect a transition away from only a "resort" development.
 - b. Add NACX and OCX to the allowable mix of uses
- 2. Large Scale Future Land Map Amendment (Large Scale)
 - a. Future Land use changes summarized below.

Future Land Use Classification	Existing Acreage	Proposed Request
Tourist Commercial Center	185 acres	-
Development of Regional Impact	343 acres	-
(DRIX)		
Residential Low	-	442 acres
Residential Medium	22 acres	90 acres
Neighborhood Activity Center	-	10 acres
Office Center	-	5.0 acres
Total	550 acres	547 acres.

*The acreage differences are likely a result of differences between 2008 staff reports and more recent survey data.

- 3. Land Development Code Text Amendment
 - a. Amend existing code provisions to reflect a transition away from only a "resort" development and to implement development *standards for RL-1X, NACX, and OCX.*
 - b. Remove smaller alley loaded lots and implement binding development criteria and a binding site plan for the future re-development.
 - c. Provide typical lots for new development program.

One of the primary considerations given in this request relates to minimizing the opportunity for potential impacts with neighboring residential properties surrounding the proposed changes. In addition, the proposed change is a significant reduction in intensity from the TCCX on almost 200 acres. The proposed project contains landscaping, buffering, and separation of uses far exceeding those of the minimum code requirements and other similarly situated projects in Polk County to ensure a proper transition from the higher intensity uses and the nearby residential, while allowing a logical and timely redevelopment of the golf-course areas to bring new

investment into the area. While the applicant is proposing to remove the requirement for future development to be reviewed through a Planned Development (PD) process, the applicant has addressed the PD requirements within the Comprehensive Plan objectives/policies and the LDC standards for the Grenelefe UEA. This approach provides more protection to the residents because it affords a higher burden to amend these provisions than what otherwise is required for a major modification to a PD under the current rules.

Part III. Impact Assessment Statement

A. Land and Neighborhood Characteristics: to assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

1. Show how and why is the site suitable for the proposed uses;

As indicated in the Project Narrative and Justification of Request, the property owner, Grenelefe Resort Development, LLC (the "Applicant"), is pursuing a series of applications to facilitate the implementation of entitlements established in the original development approvals for the subject property. The Applicant acquired the golf course property and the utility system in 2022. Since that acquisition, the Applicant has worked to develop a plan to revitalize portions of the golf course and associated amenities and to develop other areas with complimentary uses to the existing development. The applications include a future land use map amendment, sub-district change, and text amendments to both the Polk County Comprehensive Plan and the Land Development Code. Each change will be discussed in more detail below. The cumulation of these changes will result in a partial redevelopment of underutilized open space (former golf

The development potential of the Grenelefe DRI or the Grenelefe UEA is reflected in the "Built Out Agreement," was incorporated into the Polk County Comprehensive Plan, see Section 2.130-E1 The Grenelefe UEA was adopted to recognize the existing development and to provide the opportunity for redevelopment and growth. While the the east side of Polk County has thrived with development, the Grenelefe re-development plan instituted in 2008 has not developed and the golf courses have not been re-activated. The applicant is proposing a substantial revision to the development program, including implementation of development specific design standards, densities, and a binding site plan within the Polk County Land Development Code. This approach removes any uncertainty and establishes a maximum development potential for the site, which currently does not exist.

The instant request respects existing development adjacent to the course by locating like development adjacent to like development. For instance, single family residential (attached and detached units) development is adjacent to existing single-family development and townhomes. Likewise, townhome (Residential Medium) is adjacent to similar product. In addition, the applicant is seeking to introduce a non-residential node at the intersection of Kokomo Road and CR544 by establishing Neighborhood Activity Center (NACX) and Office Center (OCX) land uses. This will allow the opportunity to bring neighborhood level retail uses closer to the community (i.e. grocery, restaurant, personal services, etc.) and office type service (dentist, eye doctor, etc.), which has transitioned away from the tourist activity over the years. A summary of the applications and requests are as follows:

- 1. Comprehensive Plan Text Amendment
 - a. Amend existing policies and objectives to reflect a transition away from only a "resort" development.
 - b. Add NACX and OCX to the allowable mix of uses

Large Scale Future Land Map Amendment (Large Scale)

 Future Land use changes summarized below.

Future Land Use Classification	Existing Acreage	Proposed Request
Tourist Commercial Center	185 acres	-
Development of Regional Impact	343 acres	-
(DRIX)		
Residential Low	-	442 acres
Residential Medium	22 acres	90 acres
Neighborhood Activity Center	-	10 acres
Office Center	-	5.0 acres
Total	550 acres	547 acres.

*The acreage differences are likely a result of differences between 2008 staff reports and more recent survey data.

- 3. Land Development Code Text Amendment
 - a. Amend existing code provisions to reflect a transition away from only a "resort" development and to implement development standards for RL, RM, NACX, and OCX.

The proposed project contains landscaping, buffering, and separation of uses far exceeding those of the minimum code requirements and other similarly situated projects in Polk County to ensure a proper transition from the higher intensity uses and the nearby residential, while allowing a logical and timely redevelopment of the golf-course areas to bring new investment into the area.

The proposed development program is a mix of single family attached and detached units, townhomes, and non-residential entitlements. In order to develop the site with this mix, the owner/applicant is removing the more intense uses of Hotel (300 rooms), Convention Center (100,000 sq. ft.), and the more condominium/resort style development program. In addition to reducing this overall intensity, the owner/developer is committed to spreading the units out over a larger area, which reduces the density of the site. Further, this will effectively prohibit future development beyond the intensity of the site today. Based on the analysis prepared by Tract Engineering, the new proposed land use mix results in a reduction in transportation impacts, as shown in the table below:

TRAFFIC COUNT CONVERSIONS (HOTEL AND CONVENTION CENTER)*									
EXISTING USE	NO.	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL				
HOTEL ROOMS	300	330	7.99PER ROOM		2,397				
CONVENTION CENTER	100,000	770	12.44PER 1000 S.F.		1,244				
		TOTAL (H	IOTEL AND CONVENTION	ON CENTER) =	3,641				

CONVERTING ABOVE ADT TO DETACHED SINGLE FAMILY*									
EXISTING USE	ADT	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL				
DETACHED SINGLE FAMILY	3,641	215	7.81 PER UNIT		466				

*All factors were obtained from the ITE Manual 11th Addition.

So, the proposed request is a reduction in transportation impacts, even in light of the nominal increase in total unit count requested as part of this request.

2. Provide a site plan showing each type of existing and proposed land use;

See attached Proposed Future Land Use Map and Binding Site Plan to be incorporated into the Polk County Land Development Code. .

3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;

Please see the Project Narrative, included in the application, and Justification of Request provided above. The Applicant will take all reasonable and necessary steps to minimize impacts to the properties surrounding the requested applications for future land use map amendments, sub-district changes, and amendments to the text of the Comprehensive Plan and Land Development code. When reviewing the compatibility issues, the Applicant has located similar land uses adjacent to each other to the greatest extent practicable. This will ensure development will be similar in intensity, density, and bulk with adjacent development. In addition, the Applicant is required to submit an application for a Planned Development Approval. This application will provide a binding site plan to further address any incompatibility with adjacent development.

4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped;

The proposed change does not introduce a new activity in the area and is consistent and supportive of the future development pattern. The proposed land use change is consistent with the current policies and objectives of the Polk County Comprehenisve Plan. In 2008, the golf course was designated as DRIX future land use with the intent to facilitate new development with future land use amendments and planned developments. The proposed project is consistent with the policies and the intensity of development at that time. 5. Describe each of the uses proposed in a Planned Development and identify the following:

a. The density and types of residential dwelling units;

b. The type of commercial and industrial uses;

c. The approximate customer service area for commercial uses;

d. The total area proposed for each type of use, including open space and recreation

Please see the attached future land use and sub-district maps included with the application. An application for a Planned Development, with a binding site plan, will be submitted in the future. Any development of the Property would be consistent with the Polk County Land Development Code, the Polk County Comprehensive Plan, and any conditions of approval.

B. Access to Roads and Highways: to assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations;

A detailed traffic analysis was commissioned and completed in June 2024 b Traffic Planning and Design, Inc. An analysis of the proposed land use based on current ITE data is provided below. For purposes of comparison, the 2008 Staff Report projected almost 18,000 AADT and 1,762 PM Peak Hour Trips generated solely for the TCCX and RMX areas included in this amendment. Pursuant to the transportation analysis, the proposed development will produce both less net daily trips and PM Peak Hour trips with the proposed development, which is 16,343 AADT and 1,488 PM Peak Hour Trips. In addition, all roadways and intersections will operate with a satisfactory Level of Service upon completion of the Project.

2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;

The Property will utilize the ingress/egress only from Kokomo Road and CR 544. It is anticipated minor transportation improvements and driveway intersections will need to approved. The specific intersection types will be will be fully addressed at Level 2.

3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

The proposed development shall provide the requisite number of parking spaces required by the Polk County Land Development Code, which will be determined at Level 2 based on the actual square footages of the buildings constructed.

4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and

The Property will utilize the ingress/egress only from Kokomo Road and CR 544. It is anticipated minor transportation improvements will be required for ingress/egress of the site. The specific intersection types will be will be fully addressed at Level 2.

5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.

The site will expand upon the existing network of sidewalks, golf paths, and trails to improve multi-modal opportunities. In addition, the inclusion of neighborhood level services will encourage shorter trip lengths for local conveniences and services.

C. Sewage: to determine the impact caused by sewage generated from the proposed development, the applicant shall:

1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;

The following table provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the proposed land use designations, RL-4X, RMX, NACX and OCX. The Planned development is anticipated to have 50% of the proposed dwelling units. Therefore, the anticipated actual impacts will be substantially less than what is projected.

Estimated Sanitary Sewer Impact Analysis								
Proposed Land		FAR /						
Use	Acres	DENSITY	Units/Sq. Ft		Sanitar	y Sewer Generation		
RLX	442	5.0	2,210	Units	260	GPD	574,600.00	GPD
RMX	90	7.0	630	Units	200	GPD	126,000.00	GPD
NACX	10	0.25	108,900	Sq. Ft.	0.2	GPD	0.50	GPD
OCX	5	0.3	65,340	Sq. Ft.	0.2	GPD	11.63	GPD
	Total 700,612.13							GPD

2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;

Any proposed system will be designed in conjunction with the applicable utility and the appropriate standards.

4. Identify the service provider; and

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

5. Indicate the current provider's capacity and anticipated date of connection.

Capacity and the date of connection will be more fully understood and addressed at Level 2.

D. Water Supply: to determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

1. Indicate the proposed source of water supply and, the type of treatment;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

2. Identify the service provider;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

3. Calculate the estimated volume of consumption in gallons per day (GPD); and

The following table provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the proposed land use designations, RL-4X, RMX, NACX and OCX. The Planned development is anticipated to have 50% of the proposed dwelling units. Therefore, the anticipated actual impacts will be substantially less than what is projected.

Estimated Potable Water Impact Analysis								
Proposed Land		FAR /						
Use	Acres	DENSITY	Units/Sq. Ft		Sanitar	y Sewer Generation		
RLX	442	5.0	2,210	Units	320	GPD	707,200.00	GPD
RMX	90	7.0	630	Units	240	GPD	151,200.00	GPD
NACX	10	0.25	108,900	Sq. Ft.	0.25	GPD	0.63	GPD
OCX	5	0.3	65,340	Sq. Ft.	0.25	GPD	14.54	GPD
Total 858,415.1							858,415.16	GPD

4. Indicate the current provider's capacity and anticipated date of connection

Capacity and the date of connection will be more fully understood and addressed at Level 2.

E. Surface Water Management and Drainage: to determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

1. Discuss the impact the proposed development will have on surface water quality;

The stormwater management system for the project site will be designed to meet regulatory requirements that will ensure adequate BMPs are instituted. Surface water quality will not be negatively impacted by the development.

2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;

There are no state or federal jurisdictional wetlands or surface water features anticipated to be impacted within the project site.

3. Describe the impact of such alterations on the fish and wildlife resources of the site;

Based on the available GIS information, there are no state or federally jurisdictional wetland or surface water features or other bodies of open water identified within the project site. No significant impact to existing wildlife resources is anticipated from the project.

4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

No change is anticipated.

F. Population: to determine the impact of the proposed developments additional population, the applicant shall:

1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;

Indeterminable at this time.

2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;

While the actual square footage will likely be less, the site will theoretically be able to develop up over 2,500 dwelling units of single family and multifamily development and almost 200,000 sq. ft. of non-residential uses. It is not possible to determine the number of employees at this time.

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and

Indeterminable at this time.

4. Describe the proposed service area and the current population thereof.

Indeterminable at this time.

G. General Information: to determine if any special needs or problems will be created by the proposed development, the applicant shall:

1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and

The proposed future land use map amendment would allow for the parcel to be developed consistent with the business park activities in the area.

2. Discuss the demand on the provision for the following services: a. Parks and Recreation;

There will be increased demand for parks and recreation activities. However, the project will be renovating a portion of the golf course and providing a number of new amenities as part of the project that will meet or exceed the County requirements.

b. Educational Facilities (preschool/elementary/middle school/high school);

A non-binding letter of concurrency will be requested from the Polk County School Board and provided to staff with the Planned Development request.

c. Health Care (emergency/hospital);

The project will increase residential and residences in the area. A portion of the site has been designated as OCX in order to provide opportunities for medical services to be located here.

d. Fire Protection;

Indeterminable at this time.

e. Police Protection and Security; and

Indeterminable at this time.

f. Electrical Power Supply

Indeterminable at this time.

H. Maps: the following maps shall accompany all Impact Assessment Statements:

Map A: A location map showing the relationship of the development to cities, highways, and natural features;

See attached Location Map

Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;

See attached Topographical Map.

Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;

See attached Future Land Use Map (current and requested).

Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;

See attached Soils Map
Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.

See attached Concept Plan.

Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and

See attached Concept Plan.

Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

A Drainage Map is not available at this time, as we do not have any engineered plans to evaluate the proposed location of stormwater ponds, buildings, impervious surface, etc.



Ben-Tech LLC

2517 Elm Circle lake Wales FL 33898 (772) 201-3299 (863) 368-0771

August 26, 2024

Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-6511 ballen@petersonmyers.com

Reference: Grenelefe UEA Utility Conversion Data Analysis

Mr. Allen,

Grenelefe wastewater plant, permitted with the FDEP (permit #FLA013016), currently has an already fully built plant capacity of 680,000 GPD, with 340,000 currently permitted by the FDEP. As new development occurs, the full plant capacity can be brought back online as needed with upgrades. Currently the existing residents and commercial are utilizing 120,000 GPD (averages, based on 12-month use). The proposed new development consisting of 2,069 single family units and 60,000 SF of commercial will need a set aside capacity (Polk County Utility Standards) of 537,188 GPD, see breakdown in below chart.

The existing plant can, with upgrades preformed as required, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial space. The existing customers and the single family and commercial space will not exceed the 680,000 GPD permitted plant.

PROPOSED UNITS	NO.	UNIT	GPD MULTIPLIER	SUBTOTAL GPD
TOWNHOMES (SINGLE FAMILY ATTACHED)	419	PER UNIT	244	102,236
34'X120' (SINGLE FAMILY ATTACHED)	38	PER UNIT	244	9,272
50'X120' (SINGLE FAMILY DETACHED)	1010	PER UNIT	260	262,600
60'X120' (SINGLE FAMILY DETACHED)	574	PER UNIT	260	149,240
125'X160' (ESTATE LOTS)	28	PER UNIT	280	7,840
OTHER NONE RESIDENTIAL (COMMERCIAL - RETAIL)	60,000	PER 1 S.F.	0.1	6,000
TOTAL GDP REC	537188			

In my professional opinion the existing plant can, with upgrades performed as necessary, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial with the existing 680,000 gpd permitted plant.

KEITH BURGE BEN-TECH LLC



Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-6511 ballen@petersonmyers.com

Reference: Grenelefe UEA Traffic Conversion Data Analysis

Mr. Allen,

Tract Engineering has completed the Traffic Conversion Data Analysis for the existing uses listed in the Grenelefe UEA. The existing uses are shown in the table below:

EXISTING DEA TABLE				
USE	MAXIMUM LIMITATION			
RESORT RESIDENTIAL UNITS	1753			
MULTI-FAMILY (WORKFORCE HOUSING)	120			
HOTEL ROOMS	300			
CONVENTION CENTER	100,000 square feet			
OTHER NONE-RESIDENTIAL (COMMERCIAL - RETAIL)	60,000 square feet			

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Per the Institute of Transportation Engineers 11th Addition Manual (ITE), average daily trips (ADT) were calculated utilizing the ITE Use Code and ADT Multipliers. The following tables list the conversions by use for the Existing and Proposed Uses of the Grenelefe UEA.

EXISTING USE	NO.	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL
RESORT RESIDENTIAL UNITS	1753	210	7.81	PER UNIT	13,690.93
MULTI-FAMILY (WORKFORCE					
HOUSING)	120	220	6.74	PER UNIT	808.8
HOTEL ROOMS	300	330	7.99	PER ROOM	2397
				PER 1000	
CONVENTION CENTER	120000	770	12.44	S.F.	1,492.8
OTHER NONE RESIDENTIAL				PER 1000	
(COMMERCIAL - RETAIL)	60000	821	67.52	S.F.	4,051.2
TOTAL EXISTING ADT =					



5137 S LAKELAND DR, SUITE 3 LAKELAND, FL 33813 FIRM REGISTRATION NUMBER - 34343 G

PROPOSED USE	NO.	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL
TOWNHOMES (SINGLE FAMILY					
ATTACHED)	419	215	7.2	PER UNIT	3,016.8
34'X120' (SINGLE FAMILY ATTACHED)	38	215	7.2	PER UNIT	273.6
50'X120' (SINGLE FAMILY DETACHED)	1010	210	7.81	PER UNIT	7,888.1
60'X120' (SINGLE FAMILY DETACHED)	574	210	7.81	PER UNIT	4,482.94
125'X160' (ESTATE LOTS)	28	210	7.81	PER UNIT	218.68
OTHER NONE RESIDENTIAL				PER 1000	
(COMMERCIAL - RETAIL)	60000	821	67.52	S.F.	4051.2
TOTAL PROPOSED ADT = 19,931.32					

Based on our calculations, the proposed uses will generate 2,509.41 less trips than the current entitled uses listed in the Grenelefe UEA.

Direct Conversions:

TRAFFIC COUNT CONVERSIONS (HOTEL AND CONVENTION CENTER)					
EXISTING USE	NO.	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL ADT
HOTEL ROOMS	300	330	7.99	PER ROOM	2,397
CONVENTION CENTER	100000	770	12.44	PER 1000 S.F.	1,244
TOTAL ADT (HOTEL AND CONVENTION CENTER) = 3,641					

CONVERTING ABOVE ADT TO DETACHED SINGLE FAMILY					
EXISTING USE ADT ITE CODE ADT MULITIPLIER UNIT SUBTOTAL					
DETACHED SINGLE FAMILY	3,641	330	7.81	PER ROOM	466

In summary, the total final unit count based on ADT is 1753 (Resort Res) + 120 (Multi-Family) + 466 (Conversion from Hotel and Convention Center) = 2,339 Single Family

Please contact our office should you have any questions.

Respectfully,

Dinil ! Davas

Daniel P. Kovacs, PE - 84168 President Tract Engineering, LLC



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VILLAGE 10 - 3.62 DU/AC
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COMMERCIAL
GOLF COURSE AND AMENITIES





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Ben-TechLLC 2517 Elm Circle, Lake Wales FL 33898

(772) 201-3299 (863) 368-0771

August 26, 2024

Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-601 1

Reference: Grenefefe UEA Utility Conversion Data Analysis

Mr. Allen,

Grenefefe water plant, permitted with SWFWMD (Water Use Permit No.: 20 021107.000), currently has an annual average quantity of 477,500 gallons per day (gpd) and the peak month quantity of 620,800 gpd (averages, based on 12-month use). Currently the existing residents and commercial are utilizing 144,000 gpd. The proposed new development consisting of 2,069 single family units and 60,000 s.f. of commercial will need to set aside capacity of 607,940 gpd, see breakdown in chart below.

The existing water plant has the capacity from both wells to withdraw 1 MGD of water in a given day. As new demand comes online the WUP permit will be expanded to account for the additional development.



Ben-Tech LLC

2517 Elm Circle, Lake Wales FL 33898 (772) 201-3299 (863) 368-0771

PROPOSED USE	NO.	UNIT	GPD MULTIPLIER	SUBTOTAL GPD
TOWNHOMES (SINGLE FAMILY				
ATTACHED)	298	PER UNIT	300	89400
34'X120' (SINGLE FAMILY				
ATTACHED)	38	PER UNIT	300	11400
50'X120' (SINGLE FAMILY				
DETACHED)	1010	PER UNIT	310	313100
60'X120' (SINGLE FAMILY				
DETACHED)	572	PER UNIT	310	177320
125'X160' (ESTATE LOTS)	28	PER UNIT	340	9520
OTHER NONE RESIDENTIAL				
(COMMERCIAL - RETAIL)	60000	PER 1 S.F.	0.12	7200
	607940			

In my professional opinion the existing plant can handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial with existing withdraw capacity of 1 MGD.

-> **KEITH BURGE BEN-TECH LLC**



Ben-Tech LLC

2517 Elm Circle lake Wales FL 33898 (772) 201-3299 (863) 368-0771

August 26, 2024

Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-6511 ballen@petersonmyers.com

Reference: Grenelefe UEA Utility Conversion Data Analysis

Mr. Allen,

Grenelefe wastewater plant, permitted with the FDEP (permit #FLA013016), currently has an already fully built plant capacity of 680,000 GPD, with 340,000 currently permitted by the FDEP. As new development occurs, the full plant capacity can be brought back online as needed with upgrades. Currently the existing residents and commercial are utilizing 120,000 GPD (averages, based on 12-month use). The proposed new development consisting of 2,069 single family units and 60,000 SF of commercial will need a set aside capacity (Polk County Utility Standards) of 537,188 GPD, see breakdown in below chart.

The existing plant can, with upgrades preformed as required, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial space. The existing customers and the single family and commercial space will not exceed the 680,000 GPD permitted plant.

PROPOSED UNITS	NO.	UNIT	GPD MULTIPLIER	SUBTOTAL GPD
TOWNHOMES (SINGLE FAMILY ATTACHED)	419	PER UNIT	244	102,236
34'X120' (SINGLE FAMILY ATTACHED)	38	PER UNIT	244	9,272
50'X120' (SINGLE FAMILY DETACHED)	1010	PER UNIT	260	262,600
60'X120' (SINGLE FAMILY DETACHED)	574	PER UNIT	260	149,240
125'X160' (ESTATE LOTS)	28	PER UNIT	280	7,840
OTHER NONE RESIDENTIAL (COMMERCIAL - RETAIL)	60,000	PER 1 S.F.	0.1	6,000
TOTAL GDP REC	537188			

In my professional opinion the existing plant can, with upgrades performed as necessary, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial with the existing 680,000 gpd permitted plant.

KEITH BURGE BEN-TECH LLC

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

ID #:	142
DRC Date:	April 11, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 5, 2024, Transmittal, and January 7, 2025 Adoption
Applicant:	Bart Allen, Peterson & Myers, P.A.
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAL-2024-6 Grenelefe Text Comp Plan CPA
Request:	Large Scale Comprehensive Plan text amendment to Section 2.130-E1 Grenelefe Utility Enclave Area (UEA) revise land use and development totals and related policies for property designated Residential Low-X (RLX), Residential Medium-X (RMX), Residential High-X (RHX), Tourist Commercial Center-X (TCCX), Development of Regional Impact-X (DRIX), and add location criteria for Neighborhood Activity Center-X (NACX), and remove the requirement for a Planned Development. This case is related to a Comprehensive Plan map amended (LDCPAL-2024-5) on 526± acres. LDCT-2024-10 is a companion Land Development Code Text Amendment.
Location:	Grenelefe is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City, in Sections 05, 06, 07, and 08, Township 28, Range 28
Property Owner:	Various property owners in Grenelefe
Parcel Size:	N/A
Development Area:	Utility Enclave Area (UEA)
Future Land Use:	N/A
Nearest Municipality	Haines City
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce	Pending transmittal
Case Planner:	Chanda Bennett, Comprehensive Planning Administrator

The Comprehensive Plan policy changes are to Section 2.130-E1 Grenelefe UEA to:

- 1) Introduction removing resort references; revise limitations for new development;
- Reducing development totals is current tables from 1873 residential units to 1,521, removing the 300 hotel rooms and reducing the amount of non-residential development and conference center excluding recreation amenities from 160,000 square feet to 60,000 square feet (exclusive of Smokey Groves);
- 3) Policy 2.130-E1.1A Remove Planned Development requirement and that new development must follow new Section 2.130-E1
- 4) Policy 2.130-E1.1B Remove language that indicate Grenelefe is resort, amend the Development of Regional Impact-X (DRIX) Future Land Use designation, add Neighborhood Activity Center-X (NACX), revised Tourist Commercial Center-X (TCCX), and remove language referencing the PEPUD.



Summary of Analysis

This is an applicant-initiated amendment to revise the Comprehensive Plan policies (LDCPAL-2024-6) and the Land Development Code regulations (LDCT-2024-10) for the Grenelefe Utility Enclave Area (UEA). These cases are related to LDCPAL-2024-5 which is a Comprehensive Plan map amendment to change Development of Regional Impact-X (DRIX) and Tourist Commercial Center-X (TCCX) on 526 +/- acres to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX). The residential is proposed on most of the golf course and the NACX is proposed at the intersection of CR 544 and Kokomo Road.

The Comprehensive Plan policy changes are to Section 2.130-E1 Grenelefe UEA to:

- 1) Revise the introduction to removing reference to Grenelefe being a Resort and revising the development limitations for new residential and non-residential development;
- 2) The unit count is proposed to be reduced from 1873 residential units to 1,521, removing the 300 hotel rooms and reducing the amount of non-residential and conference center development excluding recreation amenities from 160,000 square feet to 60,000 square feet (this is also exclusive of Smokey Groves);
- 3) Policy 2.130-E1.1A Remove the requirement for a Planned Development and add language that new development is to be reviewed against the policies in Section 2.130-E1
- 4) Policy 2.130-E1.1B Remove language that indicate Grenelefe is resort, amend the Development of Regional Impact-X (DRIX) Future Land Use designation, add Neighborhood Activity Center-X (NACX), revised Tourist Commercial Center-X (TCCX), and remove language referencing the PEPUD.

The Land Development Code text changes are to Chapter 4, Section 402. F and include:

- 1) Revise the introduction by removing references to Grenelefe being a Resort and revising the development limitations for new residential and non-residential development.
- 2) Section 402.F.1
 - a. Adding this section titled Development Standards to include references to the use Table (Table 4.25),
 - b. Revising the use table (Table 4.25) by adding NACX, adding new uses, and deleting DRIX,
 - c. adding NACX and deleting DRI from Table 4.26,
 - d. adding a section for the proposed Villages which are converting areas of the abandoned golf course, tennis and convention center including density, lot width and size and unit type limitations, and
 - e. adding Figure 4.4 to display the different villages.
- 3) Section 402.F.2
 - a. Adding this section titled Conditional Development Standards relating to the current residential units can maintain a status of Short-Term Rental but any new uses will have to follow Table 4.25 which require a Conditional Use Level 3 as Table 2.1 does for all other areas in unincorporated Polk County,
 - b. add a requirement that multifamily is limited to townhome and single family attached, and;
 - c. add a section for traffic study requirements;
 - d. adding additional requirements for using existing vegetation in buffer areas

- e. Requiring the public utility site to be reviewed as a Conditional Use Level 3 Review if expand beyond the existing parcel limits;
- f. Adding minimum parking standards and allowing for additional parking areas.
- 4) Remove all existing figures

History – The Grenelefe development was first adopted as a Planned Unit Development by the Board of County Commissioners on September 18, 1973 and used as the "Development Order" required under Chapter 380.07 (2) in October of 1973 (See separate attachment). The policies for the Grenelefe UEA and DRI areas were adopted into the Comprehensive Plan in 2008 under CPA 08A-14 and into the Land Development Code under LDC 08T-11 2009.

Grenelefe was first called Arrowhead and was approved as a Development of Regional Impact in 1973. The currently developed portions of Grenelefe are called the Grenelefe DRI. The request, if approved, will remove the Planned Development review requirement for development on what used to be the most southern portion of the Arrowhead Development of Regional Impact (DRI). This area is now called the Additional Development area (aka Smokey Groves) as noted in Section 2.130-E1 Grenelefe Utility Enclave Area in the Comprehensive Plan. Together, both areas are called the Grenelefe UEA. UEA stands for Utility Enclave Area (UEA).

Summary - The analysis in this report reviews the changes addressed above, transportation and infrastructure impacts. Golf course conversation is not meant to be easy but rather reviewed with consideration on the impacts to the existing residents. The requested Future Land Use map changes and the policy and development regulation amendments mostly match proposed attached units with existing attached units and the same for single family detached. Overall, the development totals are being reduced as described above which also reduces the overall transportation and utility impacts while leaving some availability for Smokey Groves which is the Additional Property. In reality, Smokey Groves will be depleting the available utility and transportation capacity for the new development which is somewhat of a timing tool. The applicant can apply for the proper land development applications to expand the onsite utilities beyond their parcel boundaries.

When Grenelefe was first permitted, it is was an isolated resort with a conference facility. Now it can be considered infill in the macro sense between the growing areas of Haines City and Poinciana as was described by LDCPAL-2024-8 and is herein incorporated by reference. The transportation system that has funded and unfunded improvements (also described in LDCPAL-2024-8 and the companion to this request LDCPAL-2024-5) includes Lake Hatchineha Road, Power Line Road, roads within Poinciana, and the anticipated Central Polk Parkway East See Exhibit 6).

It should also be noted that the applicant is bound by the recent LDC text changes that require one tree per lot, 25-foot garage setbacks, and open space requirements. In addition, the applicant has added open space requirements similar to the new Planned Development standards including 500 square feet per residence with no instances can each individual recreation area be less than 10,000 square feet and providing for landscaping areas. The requested text changes are meant to ensure the most compatible development for a golf course transition as can be developed.

Relevant Sections, Policies, and/or Regulations to Consider:

Policy 2.102-A1: Development Location

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request to amend Section 2.130-E1 Grenelefe Utility Enclave Area (UEA) to revise land use and development totals and related policies for property designated Residential Low-X (RLX), Residential Medium-X (RMX), Residential High-X (RHX), Tourist Commercial Center-X (TCCX), Development of Regional Impact-X (DRIX), and add location criteria for Neighborhood Activity Center-X (NACX), and remove the requirement for a Planned Development.
- LDCPAL-2024-6 also removes references to Grenelefe being a resort development.
- The Future Land Use designation of Development of Regional Impact-X (DRIX) will be amended to allow for the one parcel (1.5 +/- acres) to remain developable in the Grenelefe UEA if LDCPA-2024-5 is approved. Therefore, it is being recommended that the related policy in Section 2.130-E1 be amended.
- LDCT-2024-10 is a companion Land Development Code Text Amendment to the Comprehensive Plan text change to the Grenelefe UEA (LDCPAL-2024-6).
- This case is related to a Comprehensive Plan map amended (LDCPAL-2024-5) on 526± acres.
- On September 18, 1973, Polk County Issued a development order approving the Arrowhead (now called Grenelefe) Development of Regional Impact (DRI) with the following development approvals on 1,847 acres:
 - A. Total unit count of 1,935 residential units
 - B. Two clubhouses, a conference center, three 18-hole golf courses, a racquet and yacht club including 12-15 tennis courts, stables.
 - C. A marina
- On June 18, 2008, the Board of County Commissioners adopted CPA 08A-14 which approved Future Land Use designation map changes for Grenelefe consisting of Tourist Commercial Center-X (TCCX) and Residential Low-X (RLX) for the Grenelefe DRI.
- The Notice of Intent (NOI) to find CPA 08A-14 in compliance with the Polk County Comprehensive Plan was published in the Lakeland Ledger on August 13, 2008.
- The original master development plan includes the Grenelefe DRI and the Additional Property as described in Section 2.130-E1 and displayed in Exhibit 4.

• The Board of County Commissioners adopted an Essentially Built out Agreement in 2008 and the existing development at that time was and still is as follows:

Existing Grenelefe DRI				
LAND USE	ACREAGE	UNITS		
Owner and Rental Condominiums, and townhomes	299	1,035		
Single Family Houses/Country Homes/Golf and Lake Villas	148	324		
Golf Courses	467	54 holes		
Clubhouse/Recreation/Marina	33	N/A		
Maintenance Area	24	N/A		
TOTAL	971	1,359		

- LDC 08T-11, adopted in 2009, established Section 402, F. Grenelefe Utility Enclave Area in the Land Development Code.
- LDCPAL-2024-8 was approved by the Board of County Commissioners on August 6, 2024 to amend Policy 2.130-E1.1A in Section 2.130-E1 of the Comprehensive Plan to add "historic area of the", replace "UEA" with "DRI" in the last sentence of the policy, and require any development of the Additional Property that is either (1) in excess of four (4) dwelling units per acre or (2) has lot widths less than 50 feet wide that cannot meet the requirements of Section 822. B of the Land Development Code shall require a Planned Development approval.

Compatibility

• CPA 08A-14 also created Section 2.130-E1 Grenelefe Utility Enclave Area in the Comprehensive Plan Amendment. This section limits any additional new development to no more than the following:

0	Resort Residential Units	1,753
0	Multi-family (workforce housing)	120
0	Hotel Rooms	300
0	Convention Center	50,000 *
	*square feet in addition to the	e existing convention center
0	Other non-residential uses(commercial-retail	60,000 square feet

• The applicant has submitted documentation that demonstrates the changes in the new development plan displayed in the Figure 4.4 in LDCT-2024-10 ordinance can be met within the current permit and leaves enough available water and sewer capacity to serve the following:

246 Multifamily units1,275 single family units60,0000 gross square feet of non-residential commercial/retail uses9-hole golf course and other associated recreational amenities

• LDCPAL-2024-5, if approved will leave an isolated Tourist Commercial Center-X (TCCX) Future Land Use designation that include parcels and office for the Grenelefe Tennis Village Condominium and not the applicant. In addition, north of Lake Marion Road is developed with a convenience store owned by the applicant with other resort units. Therefore, the proposed policies for this request have been amendment to modify TCCX to being consistent with the current use.

Comprehensive Plan Policies and Land Development Code Regulations

- 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 2.107-A5: Utility Enclave Areas Development Criteria Development within UEAs shall conform to the following criteria as further specified by the Land Development Code: All uses developed after adoption of the Polk County Comprehensive Plan shall be required to connect to the existing centralized water and sewer system and may receive a development order provided all other provisions of this Plan are met. incorporate design features that promote healthy communities, green building practices, mixed use development, transit oriented design, variety in housing choices and other initiatives consistent with Section 2.1251 Community Design, of this element. provide access to parks, green areas, and open space and other amenities be designed to facilitate the provision of public safety services (i.e., fire, EMS and law enforcement); In order to achieve higher densities and intensities allowed by each land use, development in the UEA shall be required to connect to centralized water and sewer system and incorporate clustering and other low impact design criteria as established under the Conservation Development Section (Section 2.1251).
- Policy 2.120-C4: Residential Low Development Criteria Residential development may contain a variety of housing types as defined by the Land Development Code within the TSDA. Outside the TSDA, RL may contain single-family dwelling units, duplex units, small-scale multi-family units, and family-care homes, and shall be permitted, with County approval, at a density of up to, and including, 5 DU/AC. Additionally, community facilities may be allowed in accordance with policies of this Plan.

- Policy 2.120-D4: Residential Medium Development Criteria Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.
- Policy 2.120-E4: Residential High Development Criteria Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 15 DU/AC. Multi-family structures may contain non-residential uses to provide support retail and personal services for the residents. Additionally, educational facilities are permitted in accordance with policies of this Plan.
- Policy 2.130-E1-1B list the following for Residential Low, Residential Medium, and Residential High
 - **Residential Low "X" (RLX):** RLX includes single family detached and attached residential units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development within RLX shall have a maximum density of five (5) dwelling units per gross acre.
 - Residential Medium "X" (RMX): RMX includes single family detached and attached and multifamily units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development within RMX shall have a maximum density of seven (7) units per gross acre.
 - **Residential High "X" (RHX):** RHX includes multi-family units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development shall have a maximum density of 10 units per gross acre.

Recommendation

Development Review Committee Recommendation: Based on the information provided and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions the request **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPA-2024-6.**

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.

Analysis:

The Grenelefe UEA in the Comprehensive Plan was approved to transition the vacant properties and any golf course redevelopment from regulations under the Development of Regional Impact (DRI) status to those within the Comprehensive Plan and Land Development Code. In 2008, when the applicant proposed the Grenelefe policies wanted to update and revitalize the community, Comprehensive Plan policies and Land Development Code regulations were necessary at that time. Golf Course conversations need to be completed with mindfulness of the impact to the current residents in the design of the new structures to be constructed to preserve the viewshed provided by golf course landscapes as much as practicable. Therefore, the redevelopment is very personal to current residents. LDCPAL-2024-5 is to change the Future Land Use designation of the golf course and other areas within Grenelefe to residential on most parcels and Neighborhood Activity Center-X (NACX) at the intersection of CR 544 and Kokomo Road. These designations are appropriate next to existing residential based on the location criteria of the proposed land uses in the Comprehensive Plan and as has been established with the land use pattern throughout unincorporated Polk County. Due to the concern with the land uses, the applicant has proposed changes to the Comprehensive Plan policies as well as the Land Development Code.

Policy Changes – The development in Grenelefe during the 2008 modifications were intended to construct resort residential units that included multifamily development, continue the conference center and golf course and add more commercial uses. The proposed policy changes describe some of the history and remove the references to the future development in the Grenelefe UEA as being a resort. In fact, a table in the third paragraph of the current Comprehensive Plan section for the Grenelefe UEA (Section 2.130-E1) included the maximum number of units and non-residential units to be constructed for the area designed Tourist Commercial Center-X (TCCX) and the additional property now known as Smokey Groves (Exhibit 4). This development limitation is being replaced with a new development scheme that has a similar infrastructure impact as what is currently vested (See LDCPAL-2024-5). The following table provides the development vested versus the proposed. The proposed does not include the approved residential units for Smokey Groves.

Current Vesting for new development		Proposed Development Maximum	
Resort Residential	1,753 SF	Single Family Detached	1,275 units
Multi Family (Workforce)	120 units	Muli family	246 units
		(Townhome and single family attached)	
Hotel Rooms	300 rooms	Non-Residential ((not including golf	60,000 sq ft
		course and recreation amenities)	
Convention Center (New)	50,000 SF	N/A	N/A
Other Non-residential	60,000 SF	N/A	N/A
(Commercial/Retail)			
Convention Center (existing) 50,000 SF		N/A	N/A

This comparison is relevant due to the current policy for Development of Regional Impact-X (DRIX) that states the following:

Development of Regional Impact (DRIX): The DRI designation remains on the majority of the golf course due to the impacts on water and sewer. Once the existing water and wastewater plant has been expanded and has the permitted and plant

capacities to handle additional development, then the applicant may request to change the land use for those portions designated DRI.

This policy prohibits any land use changes until the wastewater utility system has been upgraded. However, the proposed land use changes as part of LDCPAL-2024-5 (See Exhibit 5) anticipates a new development scheme that has similar usage amounts to the current land use mix with some available capacity for a golf course and other recreational amenities and the development within the Smokey Groves portions of the Grenelefe UEA. Therefore, the intent of this policy is still met even though its amendment is proposed. Moreover, the applicant has provided water and wastewater capacity information that is attached under separate cover.

There is a one-and-a-half-acre parcel on the southwest corner of the property proposed in LDCPAL-2024-5 that will remain DRIX. Therefore, the DRIX Comprehensive Plan policy and the use table in the Land Development Code for DRIX will be revised so that this parcel has development rights. It does have a very small frontage on Kokomo Road that will have to be addressed like any other parcel in this situation. This may mean gaining easements from neighboring property owners along the road frontage as well as obtaining an waiver to road frontage.

Other amendments include adding a policy for Neighborhood Activity Center-X (NACX) as a new modified NACX Future Land Use designation from that in the Future Land Use Element (Objective 2.110-D) as it is proposed as part of LDCPAL-2024-5 at the intersection of Kokomo Road and County Road 544 (CR 544). The current Comprehensive Plan policies allow 160,000 square feet of commercial, and convention center uses. The proposed changes to the policies limit the non-residential to just 60,000 square feet. Therefore, the location support for a new NACX is not as relevant due to the limitation of non-residential development (not including recreation uses) to 60,000 square feet.

The current policies for the Grenelefe UEA include a policy for Tourist Commercial Center-X (TCCX). There is property to remain TCCX some of which are owned by the applicant, and some are not. An isolated parcel(s) south and west of CR 544 but east of Kokomo Road is developed with a residential condominium (add Name). The other area is north of CR 544 near Lake Marion. There are resort residential units as well as a gas station and restaurant. Therefore, to not hinder property rights, the TCCX policy is remaining mostly the same.

Land Development Code Changes – Much like the policy changes proposed for the Comprehensive Plan, there are amendments being recommended for the Land Development Code related to Grenelefe. This includes adding some of the history and removing references to the future development in the Grenelefe UEA as being a resort and updating some agency names. The use table, Table 4.25, includes the most significant changes as NACX must be added and DRI is to be removed. The changes include making everything in NACX a C2 or higher consistent with Table 2.1 in Chapter 2 of the LDC. Other modifications include adding new uses to be compliant with state laws related to religious and community institutions and medical marijuana dispensaries. The uses to be added are as follows.

• Short Term Rental

- Car Wash, Full Service
- Car Wash, Incidental
- Childcare center
- Clinics & Medical Offices
- Cultural Facilities
- Financial Institution
- Financial Institution, Drive Thru
- Gas Station
- Golf Course
- Marina
- Medical marijuana Dispensaries
- Nurseries and Greenhouses
- Office Park
- Religious Institution
- Recreational Vehicle Storage
- Restaurants, sit down/take-out
- Restaurant, Drive-thru/Drive-in
- Making retail use square footage consistent with Table 2.1
- School, Elementary
- School, Middle
- School, High
- Self-storage

The staff is proposing a "C2" so that the conditional in Chapter 3 will be applicable. One use to point out includes self-storage and Multifamily. Chapter 3 of the Land Development Code limits self-storage uses to only 50% of the NACX. Without the "C2" use in the table, the entire NACX can be used for self-storage uses. All the uses added, modified or removed are highlighted in red in the ordinance for ease of identification. The Comprehensive Plan policies for the Grenelefe UEA limits multifamily to townhouses and single family attached.

Transportation - The applicant has proposed approaching transportation like other uses in unincorporated Polk County consistent with Chapter 7, Section 703 of the LDC. However, Grenelefe was once a Development of Regional Impact (DRI) which makes it different than other developments in unincorporated Polk County. Staff's proposal is to have the traffic impacts of the entire development analyzed with the first Level 2 Review and then have each Level 2 Review identify that project's impact on the surrounding transportation network in comparison with the first traffic study. It is not the intention to make any one Village bear the burden of disproportionate transportation improvements as is done today especially in a failing condition but rather ensure the best solutions are identified on the project as a whole and how those transportation improvements may change over the build out of the project. This approach for transportation studies is above and beyond that of other developments but similar and less than current Developments of Regional Impact (DRI). Per Appendix E., e. 5. For Minor Traffic Studies, the Polk TPO can add segments when it would be in the best interest of Polk County to do so to maintain the adopted Level-of-Service standards. The additional evaluation is needed to ensure the proper planning and scheduling of any needed improvements that cannot be constructed by any one developer meaning the County will bear the responsibility.

Current DRIs must bear the burden of the transportation impacts and improvements identified at the approval of the project. DRIs are also required to submit Annual Reports or Biennial Reports with a monitoring and modeling study that provides an analysis on what has been built both approved development and identified transportation improvements along with a prediction of further development. The approach for Grenelefe is to have the analysis of how each Village contributes to the identified transportation improvements and their significance. The first transportation analysis will identify how many and which Villages can be approved before improvements are necessary. This will help the County prepare for needed improvements in the surrounding transportation system as the Grenelefe UEA builds out.

Buffers and Recreation -A new section for buffers and recreation has been added that requires existing trees in the village, commercial and golf course/amenity areas to be preserved and mixed in with the buffers added by the applicant when required by Chapter 7 of the LDC.

Infrastructure Impacts - The infrastructure impacts with the proposed development totals in comparison with the current have been analyzed as part of LDCPAL-2024-5. The current development rights have been estimated to be 727,040 for potable water needs and 552,670 for wastewater consumption while the proposed is decreased to 520,908 (28.4% decrease) and 399,090 (27.8% decrease) respectively. The trips rates are also reduced from 2,366 PM Peak Hour trips to 1,557 PM Peak Hour trips (34.19% decrease). This is the justification to amend the DRI policy. The remaining available capacities may be decreased with the recreational amenities and the golf course and the Smokey Groves development that is expected. Smokey Groves has an approved Level 2 Review and Community Development District. The utility capacity used by Smokey Groves will provide a timing mechanism for the new development proposed by the applicant. However, the applicant will have to demonstrate compliance with Section 703, Concurrency of the Land Development Code as all uses will have to connect to public water and sewer.

Comparisons to other Jurisdictions:

Special policies and development code regulations are common in other jurisdictions throughout Florida. The current section on Grenelefe is equivalent to the County's section of the Comprehensive Plan and Land Development Code regarding Selected Area Plans. Section 2.130 of the Comprehensive Plan was created for Developments of Regional Impact (DRI). It seems appropriate to retain the policies on the Grenelefe UEA currently as this is a modification to an existing section. Perhaps it maybe combined with the other SAPs with the update to the Comprehensive Plan without changing any of the current and proposed policy changes if adopted.

Limits of the Proposed Ordinances

The scope of the amendment will impact new development within the Grenelefe UEA. The policy and Land Development Code changes are meant to limit development to single family, townhomes, single family attached development and permit some neighbonrood commercial commercial uses within the proposed NACX along with other recreational amenities. The changes to the Comprehensive Plan and the Land Development Code do not impact property outside of the Grenelefe UEA.

Consistency with the Comprehensive Plan

Consistency with the Comprehensive Plan and Land Development Code

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 or inconsistent** with the Comprehensive Plan is listed below:

Policy	Consistency	
Policy 2.102-A1: Development Location – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The proposed text amendments support a changing type of development for Grenelefe that was originally developed in the 1970s. The limits for this request apply to an existing development. Therefore, the request is consistent with this policy as this amendment will guide redevelopment for an existing development.	
 Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development. 	The proposed policy and Land Development Code text changes are to ensure compatibility with the new uses.	

Table 8 Consistency with the Comprehensive Plan

Policy	Consistency
Policy 2.107-A5: Utility Enclave Areas Development Criteria - Development within UEAs shall conform to the following criteria as further specified by the Land Development Code: All uses developed after adoption of the Polk County Comprehensive Plan shall be required to connect to the existing centralized water and sewer system and may receive a development order provided all other provisions of this Plan are met. incorporate design features that promote healthy communities, green building practices, mixed use development, transit oriented design, variety in housing choices and other initiatives consistent with Section 2.1251 – Community Design, of this element. provide access to parks, green areas, and open space and other amenities be designed to facilitate the provision of public safety services (i.e., fire, EMS and law enforcement); In order to achieve higher densities and intensities allowed by each land use, development in the UEA shall be required to connect to centralized water and sewer system and incorporate clustering and other low impact design criteria as established under the Conservation Development Section (Section 2.1251).	The proposed text changes will not change the requirement to connect to public water and sewer. Therefore, the proposed requests for LDCPAL-2024-6 and LDCT-2024-10 are consistent with the UEA policies.
Development of Regional Impact (DRIX): The DRI designation remains <u>ed</u> on the majority of the golf course due to the impacts on water and sewer. <u>LDCPAL-2024-6 changed the majority of the DRIX designation to RLX. However, one parcel remains DRI and so to provide similar property rights, the Land Development Code will reflect uses consistent with its location. Once the existing water and wastewater plant has been expanded and has the permitted and plant capacities to handle additional development, then the applicant may request to change the land use for those portions designated DRI.</u>	The original DRIX policy prohibited any land use changes until the existing water and wastewater plants have been expanded. The proposed land use changes the limitations on the development approval will not generate any additional impact to the water and wastewater than was contemplated in the 2008 amendments. Therefore, the requested changes are still consistent with the original DRIX policy. However, based on the land use changes this change to the DRIX policy is needed to address the remnant parcel.

Comments from Other Agencies: None

Exhibits:

Exhibit 1	Location of the Grenelefe UEA
Exhibit 2	Context Aerial
Exhibit 3	Close Up Aerial
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	East Polk County Roads

Under separate attachment

- Draft Ordinances with proposed text
- Application information



LOCATION MAP

Exhibit 2



AERIAL (2023 CONTEXT)

Planning Commission Hearing Staff Report Level 4/CB LDCPAL-2024-6 Page **17** of **21** October 2 , 2024

Exhibit 3



AERIAL (2023 CLOSE UP)

Planning Commission Hearing Staff Report Level 4/CB LDCPAL-2024-6 Page **18** of **21** October 2 , 2024



THE GRENELEFE UEA



PROPOSED FUTURE LAND USE MAP

Planning Commission Hearing Staff Report Level 4/CB LDCPAL-2024-6 Page **20** of **21** October 2 , 2024





EAST POLK COUNTY ROADS

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF LDCPAL-2024-6, AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO MODIFY POLICIES IN SECTION 2.130-E1, GRENELEFE UTILITY ENCLAVE AREA (UEA), TO REMOVE REFERENCES TO A RESORT COMMUNITY, UPDATE THE REFERENCE TO THE ESSENTIALLY BUILDOUT AGREEMENT, REVISE LAND USE AND DEVELOPMENT TOTALS AND RELATED POLICIES FOR RESIDENTIAL LOW-X (RLX), RESIDENTIAL MEDIUM-X (RMX), RESIDENTIAL HIGH-X (RHX), TOURIST COMMERCIAL CENTER-X (TCCX), DEVELOPMENT OF REGIONAL IMPACT-X (DRIX), AND ADD LOCATION CRITERIA FOR NEIGHBORHOOD ACTIVITY CENTER-X (NACX), AND REMOVE THE REQUIREMENT FOR A PLANNED DEVELOPMENT. GRENELEFE IS SOUTH OF HWY 544, WEST OF LAKE MARION ROAD, ON BOTH SIDES OF KOKOMO ROAD, NORTH OF LAKE HATCHINEHA ROAD, SOUTHEAST OF AND ABUTTING THE CITY OF HAINES CITY, IN SECTIONS 05, 06, 07, AND 08, TOWNSHIP 28, RANGE 28; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3184, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Large-Scale Comprehensive Plan Amendments; and

WHEREAS, Application LDCPAL-2024-6 is an Applicant-initiated request to change Section 2.130-E1 Grenelefe Utility Enclave Area (UEA) revise land use and development totals and related policies for property designated Residential Low-X (RLX), Residential Medium-X (RMX), Residential High-X (RHX), Tourist Commercial Center-X (TCCX), Development of Regional Impact-X (DRIX), and add location criteria for Neighborhood Activity Center-X (NACX), and remove the requirement for a Planned Development. This case is related to a Comprehensive Plan map amended (LDCPAL-2024-5) on 526± acres. LDCT-2024-10 is a companion Land Development Code Text Amendment. (the "Amendment"); and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, Amendment on October 2, 2024; and

WHEREAS, pursuant to Section 163.3184, FS, the Board of County Commissioners on November 5, 2024, held an initial public hearing and authorized transmittal of the Amendment to the Florida Department of Commerce (Florida Commerce) for written comment, and

WHEREAS, Florida Commerce, by letter dated ????????, ##, 2024, transmitted objections, recommendations, and comments on the Amendment; and

WHEREAS, pursuant to Section 163.3184, FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the Amendment on January 7, 2025; and

WHEREAS, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; if any; and

WHEREAS, the Board of County Commissioners has considered the data and analysis contained within the staff report; and

WHEREAS, the Amendment is consistent with Chapter 163, FS, and the Polk County Comprehensive Plan.

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: LEGISLATIVE FINDINGS OF FACT

The findings of fact set forth in the recitals to this Ordinance are true and correct and hereby adopted.

SECTION 2: COMPREHENSIVE PLAN AMENDMENT

The Comprehensive Plan of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect the amended text displayed in Attachment "A" with added text shown as underlined and deleted text with a strikethrough.

SECTION 3: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 4: EFFECTIVE DATE

The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the Department of Economic Opportunity posts a notice of intent determining that this amendment is in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall

become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

SECTION 5: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 7th day of January 2025.

NOTE: The <u>underlined text</u> indicates proposed additions to the current language. The <u>strikeout</u> indicates text to be removed from the current ordinance.
ATTACHMENT "A"

SECTION 2.130-E1 GRENELEFE UTILITY ENCLAVE AREA.

The Grenelefe Utility Enclave Area (UEA) is was first adopted in the Comprehensive Plan by Ordinances 08-031 and 08-032 to recognize the existing developed Grenelefe DRI and to update and revitalize the community by allowing for redevelopment and growth. The Grenelefe Resort and Convention Center was originally constructed in 1979 as part of is a mixed-use DRI, primarily oriented towards retirees, tourists, and conventions. The approved Grenelefe DRI consists of 971 acres and 1,359 units (as indicated in the approved PUD73-19) and is considered to be built-out. There is an executed "Essentially Built-Out Agreement" that is currently being negotiated between the Department of Community Affairs (now Florida Commerce) and the property owner, developer, their successors and assigns, and Polk County (of the convention center and golf courses) that will show states the DRIs has met all of its development obligation. This shall be executed prior to any new development. The table below represents the existing DRI use, acreages, and number of units at the time of the Comprehensive Plan adoption of amendments creating the Grenelefe UEA:

Existing Grenelefe DRI				
LAND USE	ACREAGE	UNITS		
Rental Condominiums	243	780		
Condominiums	14	94		
Townhouses	42	161		
Single Family Houses	67	118		
Country Homes	43	92		
Golf & Lake Villas	38	114		
Golf Courses	467	54 holes		
Clubhouse/Recreation/Marina	33	N/A		
Maintenance Area	24	N/A		
TOTAL	971	1,359		

Table 2.130-E1-A – Existing	g Grenelefe DRI Development

The existing resort property is to be redeveloped as consist with the existing development pattern of the surrounding property a premier tourist/convention destination; therefore the DRI Future Land Use category is no longer appropriate. The Grenelefe UEA will combine combined the original DRI acreages and existing DRI units with 276 acres of Additional Property (located adjacent to the south). Any further development or redevelopment within the Grenelefe UEA shall follow the guidelines of the elements of this section of the Comprehensive Plan and shall be reviewed according to the County's Land Development Code, any applicable state, and local laws. Additional development shall be subject to the following overall limitations applicable to the total new development within the Grenelefe UEA:

USE	Maximum Limitation
-Resort Residential Units	1,753
Multi-Family (Workforce Housing)	120

Hotel Rooms	300		
Convention Center	*50,000 gross square feet		
Other Non-Residential Uses (Commercial-	60,000 gross square feet		
Retail)			
*Does not include existing 50,000 square foot convention center.			

Table 2.130-E1-B

Use	Maximum Development
Single family detached	<u>1,275 units</u>
Multi-family (townhomes and single family attached)	<u>246 units</u>
Non-residential development* (not including golf course and	60,000 gross square feet
recreation amenities)	
*Non-residential development will be permitted based on the use t	table in Chapter of the Land
Development Code for Grenelefe	-

The density limitations allowable development set forth above in Table 2.130-E1-B, appliesy only to new development within the Grenelefe UEA after the date of adoption of LDCPAL-2024-6 (*date to be added at adoption hearing*) CPA 08A-14, and does not include existing platted vacant lots within the Grenelefe UEA or the units in 2.130-E1.A of the Existing Grenelefe DRI as of the date of the adoption of the Comprehensive Plan Amendment creating the Grenelefe UEA.

GOAL 2.130-E1: Provide for the redevelopment of Grenelefe Resort development and Additional Property as a premier Resort/Convention Community in Polk County.

OBJECTIVE 2.130-E1.1: Development within the Grenelefe Utility Enclave Area (UEA) shall occur in accordance with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements of the Comprehensive Plan not in conflict with these policies.

<u>POLICY 2.130-E1.1A:</u> The Grenelefe UEA is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map (FLUM) which is included as part of the Future Land Use Map Series. The Grenelefe UEA includes the historic area of Grenelefe (DRI) as well as the Additional Property as shown in the FLUM. All development within the historic area of the Grenelefe DRI shall be reviewed as part of a Planned Development. All development within the next sentence, shall be reviewed and approved in accordance with this section of the Comprehensive Plan, the Land Development Code provisions for the Grenelefe UEA, and other elements of the Comprehensive Plan, and Land Development Code provisions. Any development of the Additional Property that is either (1) in excess of four (4) dwelling units per acre or (2) has lot widths less than 50 feet wide that cannot meet the requirements of Section 822. B of the Land Development Code, shall require a Planned Development approval.

<u>POLICY 2.130-E1.1B</u>: Land Uses within the Grenelefe UEA will be a mix of uses to provide a diversity of residential and commercial tourist/vacation oriented uses. Uses allowed will consist of low, medium, and high density residential, resort residential, hotel, restaurant, retail, recreation, marina, utilities accessory and ancillary uses, and be further defined in the Land Development Regulations. Land Use Designations are to include:

Development of Regional Impact (DRIX): The DRI designation remains<u>ed</u> on the majority of the golf course due to the impacts on water and sewer. <u>LDCPAL-2024-6 changed the majority of the DRIX designation to RLX. However, one parcel remains DRI and so to provide similar property rights, the Land Development Code will reflect uses consistent with its location. Once the existing water and wastewater plant has been expanded and has the permitted and plant capacities to handle additional development, then the applicant may request to change the land use for those portions designated DRI.</u>

Neighborhood Activity Center "X" (NACX): The purpose of the NACX is to provide for the daily shopping needs of residents within neighborhoods surrounding the center. The NACX policies applicable to the Grenelefe UEA is the same as listed under Objective 2.110-D. However, the minimum population support of 5,000 people within a mile and a half has not been met in 2024. Therefore, any development proposed over 5 acres, cumulative, will requiring demonstrating existing population of 5,000 people.

Preservation "X" (PRESVX): This land use shall be as provided in Section 2.118 except that the following additional permitted development and uses shall be allowed: (1) when necessary for golf course routing and circulation, which shall only include elevated golf cart paths allowing motorized golf carts and which otherwise meet the development criteria for Wetland-Protection Areas set forth in Section 2.125-C2 as not impacting the wetlands and the permitting criteria imposed by SWFWMD for such structures located in wetland areas; and (2) roadways for internal traffic circulation, where other alternatives do not exist, or for purposes of public safety. The PRESVX boundary lies in its general location on the FLUM but shall be finally determined by a wetlands delineation survey.

Residential Low "X" (RLX): RLX includes single family detached and attached residential units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development within RLX shall have a maximum density of five (5) dwelling units per gross acre.

Residential Medium "X" (RMX): RMX includes single family detached and attached and multifamily units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development within RMX shall have a maximum density of seven (7) units per gross acre.

Residential High "X" (RHX): RHX includes multi-family units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development shall have a maximum density of 10 units per gross acre.

Tourist Commercial Center "X" (TCCX): The <u>original</u> purpose of the TCCX <u>was is</u> to provide for the tourist, recreational needs and activities for short term, seasonal and second home visitor to Polk County. The TCCX includes attached and detached residential resort dwelling units as well as non-residential uses such as <u>hotel, convention</u>, golf, tennis, pools, shops, restaurants, employee housing (workforce) and convenience shops. General characteristics of the development in the TCCX are:

Usable area: 10 acres or more.

Typical Uses: Hotel, convention center, golf course, restaurants, entertainment, shops, tennis, pools, marinas, low, medium and high density resort residential units and supportive workforce housing.

FAR: The FAR applicable to the TCCX shall be 1.0.

<u>POLICY 2.130-E1.1C:</u> Development within the existing Grenelefe, approved as part of the Preexisting Planned Unit Development (PEPUD), shall be processed as an amendment to a PEPUD. The Additional Property is not subject to the PEPUD. Nevertheless, Residential densities and nonresidential intensities within the Grenelefe UEA will be designated in accordance with the Future Land Use Map (FLUM), the Comprehensive Plan, and the Land Development Code.

<u>POLICY 2.130-E1D:</u> Pursuant to Policy 2.107-A5, development with the Grenelefe UEA will be consistent with the following criteria:

- a. Non-Residential and Residential Development All new development shall be required to connect to centralized water and sewer system and may receive a development order provided all other provisions of this Plan are met.
- b. The area known as the Grenelefe DRI is currently served by an existing water and sewer plant. The existing water and wastewater plant currently serve approximately 1,500 existing residential units including single family homes, townhomes and condominiums as well as the existing resort conference center and golf courses. Any additional development (excluding the additional property) other than that described above shall not be permitted until the existing water and wastewater plant has permitted and plant capacity to provide services for additional development; and
- c. The Additional Property is located in its general terms as south of SR 546 and south of the developed portion of Grenelefe and is within the Utility Service Area for the City of Haines City. The provision of water and wastewater services for the area of the Grenelefe UEA that is within the Utility Service Area for the City of Haines City shall be consistent with the Interlocal Agreement between the Polk County and the City of Haines City. This Agreement provides that the City of Haines City has the right to serve the development with water and wastewater services to development within their Utility Service Area. If Haines City is unable to provide service, then public water and wastewater services shall be provided according to applicable law.

From: Sent: To: Subject: White, Margo Monday, September 23, 2024 8:14 AM Yannone, Lyndsay FW: [EXTERNAL]: Case No. LDCPAL-2024-5

Margo White Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-6012 margowhite@polk-county.net



From: GreenAcresRanch@proton.me <GreenAcresRanch@proton.me> Sent: Thursday, September 19, 2024 2:29 PM To: White, Margo <MargoWhite@polk-county.net> Cc: Call, Planner On <PlannerOnCall@polk-county.net> Subject: [EXTERNAL]: Case No. LDCPAL-2024-5

You don't often get email from <u>greenacresranch@proton.me</u>. <u>Learn why this is important</u> UNCLASSIFIED

Ref: Case # LDCPAL-2024-5

Proposed Land Use Designation Change

Country Homes Estates

Request Following Entered Officially into 10/02/2024 Hearing Record:

Country Homes Estates is privately owned and predominantly a retirement community.

I share the sentiment of being inexorably against 2,500 homes built behind our property lines.

The destruction of the natural beauty of this area cannot be tolerated in no uncertain terms.

None of us understand the negative long term effects of this Project.

(sinkhole development, crime, traffic congestion, increased costs.....)

Personally; if any construction equipment, materials or unknown people are seen within an uncomfortable distance from my property, it will be met with whatever resistance deemed necessary.

That is my opinion and stand by it.

Kevin Carnahan

4 Robyn Lane

Haines City, FL 33844

Tel: 850.305.1302

GreenAcresRanch@proton.me

(sent encrypted from a secure mail server)

UNCLASSIFIED

OPPOSITION PHONE CALLS				
CASE#_LDC	4L-2024-51 LPCT-5 CPAL-2024-61	Lo 24-10 HEARING DATE	8.2.2024	
1. NAME	Ruben Labiosa	ADDRESS:		
REASON:_ 6	growth in ar	ea.		
	PHONE CALL 🕅	LETTER()	PETITION ()	
2. NAME		ADDRESS:		
REASON:				
	PHONE CALL ()	LETTER ()	PETITION ()	
3. NAME :		ADDRESS:		
REASON:				
	PHONE CALL ()	LETTER ()	PETITION ()	
4. NAME :		ADDRESS:		
REASON:				
	PHONE CALL ()	LETTER()	PETITION ()	
5. NAME :		ADDRESS:		
REASON:				
	PHONE CALL ()	LETTER ()	PETITION ()	
TOTAL RESONS	SES			
PHONE CALLS				
PETITION				

From:Irizarry, LisaSent:Tuesday, October 1, 2024 7:02 AMTo:Yannone, LyndsaySubject:FW: [EXTERNAL]: Grenelefe development. I Steve Quackenbush is I favor of the plans for
the much needed upgrade to our area I I I've in Grenelefe. Ths.

Grenelefe email.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Steven Quakenbush <sqsq121254@gmail.com> Sent: Monday, September 30, 2024 7:56 AM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe development. I Steve Quackenbush is I favor of the plans for the much needed upgrade to our area I I I've in Grenelefe. Ths.

You don't often get email from sqsq121254@gmail.com. Learn why this is important

From: Sent: To: Subject: Irizarry, Lisa Tuesday, October 1, 2024 7:03 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Redevelopment

Email #2

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Mindy Dunnahoe <adunnahoe@aol.com> Sent: Tuesday, October 1, 2024 6:13 AM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Redevelopment

You don't often get email from adunnahoe@aol.com. Learn why this is important

Good morning,

I am a Haines City Native and worked at Grenelefe Resort back in the early 80's right after graduating from Haines City High School.

It was a beautiful place. We had Professional golf and tennis tournaments. I met Arnold Palmer and Martina Navratilova, plus many more professional athletes. I watched the William sisters grow up out there practicing with the tennis pro.

We also had alot of companies such as JC Penneys, etc have conferences out there.

All these events brought alot of revenue to our little town and put us on the map.

l eventually bought a lake villa out there in 2005. Grenelefe had been devastated by the three 2004 hurricanes and never recovered. The properties, tennis courts and golf courses are disastrous amd mon existence now.

That is why I'm writing this email. I feel with the new Grenelefe development we finally have a chance to have our beautiful Grenelefe back and all the great amenities that we once enjoyed. And not all the condos and cookie cutter homes the other developers are throwing up in Florida.

Please take this into consideration when making your decision and make Grenelefe Beautiful again.

Thank you,

Mindy Keen

Sent from AOL on Android

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 4:28 PM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Support

See below for Grenelefe.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

1

From: michelle wilson <laurnicwil@gmail.com> Sent: Monday, September 30, 2024 4:27 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Support

You don't often get email from laurnicwil@gmail.com. Learn why this is important

My name is Michelle Wilson, 23 Huntley CT. My husband and I are in support of the Grenelefe redevelopment project.

I respectfully submit the following document to demonstrate my support for the Grenelefe Redevelopment Project & specifically Scott House. Scott has taken on a huge responsibility, especially financially to revitalize Grenelefe, a tired old lady who has suffered at the hands of slum landlords and a devastating bankruptcy by offshore ownership.

I have owned my Grenelefe property for 35 years and have experienced Grenelefe in the glory days of what some people called "Florida's Centre Piece". Grenelefe boasted diamond standard amenities, most of which no longer exist. Now in 2024 the new planned amenities, and some to be resurrected will provide a vital active lifestyle to those who currently live in Grenelefe and the many families who will come to live and enjoy!

- 。 3 Distinctly different Championship Golf Courses
 - the West Course designed by Robert Trent Jones, one of three World renown designers inducted into The World Golf Hall of Fame
 - 。South Course
 - 。East Course
- Golf Schools 2 driving ranges
- 。 20 Tennis Courts grass & clay courts
- Marina providing access to 6,400 acre Lake Marion
- 。 5 Swimming Pools
- Nature Trails beautiful green space
- Fine Dining two high calibre restaurants

Last year, I sold my original Grenelefe home and purchased another. I reinvested in Grenelefe again because I believe she can be resurrected, there is truly no property comparable in Polk County. I have seen the development plan and have had it fully explained by Scott House. My home will no longer border a golf course, I will have a home built behind me, however I support Scott's vision of what the 1000+ acres can be again. The big picture MUST rule the day.

The Grenelefe property is a Polk County gem that needs to be uncovered & revitalize. I have seen how Scott House intends to do just that:

- . Info structure improvements & renovations
- . New amenities to provide an excellent life style
- Quality of homes to be built, appropriate lot dimensions, which will all enhance existing property values
- As more & more existing Grenelefe property owners become aware of the Development Plan and how it will revitalize our communities within, they realize how critical this plan gets approval and is able to move forward - Grenelefe cannot afford to wait.

Page 2





Page 3

I enclosed these pictures of Grenelefe, one from good times, one taken very recently demonstrating the devastation of a property not cared for. I have confidence in the planning process and in Scott House intentions. I request you as a Polk County Officer to insure through a fair and vital process Grenelefe will once again be a Polk County GEM - providing a excellent lifestyle for many new families

Please approve this plan.

Respectfully submitted,

Catherine Treloar - Home Owner 35 years 13 Huntley Court, Grenelefe FL

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:41 AM Yannone, Lyndsay FW: [EXTERNAL]:

#7

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Doris Alicea <dalicea717.da@gmail.com> Sent: Wednesday, September 25, 2024 7:57 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from dalicea717.da@gmail.com. Learn why this is important

Hello wanted to voice that Rey Rivera and Doris Alicea from 31 Pipers Pass Haine City, FL 33844 are in Support of the Grenelefe redevelopement project. We give our Yes vote to move foward with the redevelopment project of Grenelefe.

Thank you Rey Rivera & Doris Alicea

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:10 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Support

Email #4

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Robert Lewis <iceman28570@yahoo.com> Sent: Friday, September 27, 2024 9:34 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Support

[You don't often get email from iceman28570@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Robert Lewis and I live at 6 Grenewood Ln in the Grenelefe community. I like to declare my support for the Grenelefe Redevelopment and the amendment that will be discussed on Wednesday before the Planning Commission. Sent from my iPhone

From: Sent: To: Subject: lrizarry, Lisa Monday, September 30, 2024 7:10 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe redevelopment project

Email #3

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: mike diaz <diazmike920@yahoo.com> Sent: Saturday, September 28, 2024 5:50 AM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe redevelopment project

You don't often get email from diazmike920@yahoo.com. Learn why this is important

Good morning,

My name is Mike Diaz and i live in the Grenelefe community at 2 Grenewood Ln. Im a big supporter of what Scott House and his team have proposed for the future of Grenelefe. Im unable to attend Wednesday's hearing but please let the Board know I'm 100% behind this plan.

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:09 AM Yannone, Lyndsay FW: [EXTERNAL]: Redevelopment

Email #2

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 LisaIrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Christine Sugranes <christines102682@gmail.com> Sent: Saturday, September 28, 2024 12:56 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Redevelopment

[You don't often get email from christines102682@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We want our amenities back and are not interested in more Condos, hotels, or rental properties. We pay HOA fees, and the pools are shut down, The tennis courts are shut. Bring back our amenities

From:Irizarry, LisaSent:Monday, September 30, 2024 7:09 AMTo:Yannone, LyndsaySubject:FW: [EXTERNAL]: Grenelefe Redevelopment

Email #1

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Kimberly Ayala <dawne_kimmie@yahoo.com> Sent: Sunday, September 29, 2024 6:48 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Redevelopment

[You don't often get email from dawne_kimmie@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening,

My name is Kimberly Lewis and I live at 6 Grenewood Ln, Haines City in the Grenelefe Community. I am writing this email to say I am excited for the redevelopment of Grenelefe.

Thank you for your time, Kimberly Lewis

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:03 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Redevelopment Plan

See email below.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Wes Shaver <wes.shaver@gmail.com> Sent: Tuesday, September 24, 2024 5:39 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Cc: Sandy <Sms3850@aol.com> Subject: [EXTERNAL]: Grenelefe Redevelopment Plan

You don't often get email from <u>wes.shaver@gmail.com</u>. <u>Learn why this is important</u> Hi Lisa,

My name is Wes Shaver and I'm a property owner at Grenelefe (on Fairway Drive). I purchased my home in 2019 for a dual purpose: a vacation home for me, but also a full time home for my mom and grandmother. I'm 39 and I've been coming to Grenelefe my whole life; my grandparents started visiting the resort in the mid 80's and purchased a property in the early 90s. Grenelefe is a very special place.

I wanted to send a personal note to endorse and show my support for the projects and proposed plans. These latest updates are the first of many, many empty promises. I can see myself considering Grenelefe "home" for another 40 years now. My mom and grandma do attend all the meetings and keep me in the loop as I'm in Wisconsin most of the time/year. I've CC: my mom, Sandy Salupo on this email as well since she is the full time resident and represents me on all things Grenelefe.

I know you have a lot on your plate and this is a massive undertaking. Thank you for taking the time and working with everyone to explore the possibilities. I believe Scott and the team have the vision to see something great happen here.

If I can be of any help, please ask. I wish you nothing but the best in the process and am grateful for all of the hard work being invested in this from ALL sides - especially the folks in the municipality, city and county levels.

Thank you, again.

Cheers,

Wes

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:03 AM Yannone, Lyndsay FW: [EXTERNAL]: I support greenlefe plan. Steve neff

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Stephen Neff <sveln22@yahoo.com> Sent: Tuesday, September 24, 2024 5:39 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: I support greenlefe plan. Steve neff

[You don't often get email from sveln22@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Sent from my iPhone

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:02 AM Yannone, Lyndsay FW: [EXTERNAL]:

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Jerrold Gonsalves <jerroldgonsalves@gmail.com> Sent: Tuesday, September 24, 2024 5:46 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from jerroldgonsalves@gmail.com. Learn why this is important

Won't be at meeting we'll be out of town. Tell Scott I'm with him.

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:02 AM Yannone, Lyndsay FW: [EXTERNAL]:

Please see email below.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Jerrold Gonsalves <jerroldgonsalves@gmail.com> Sent: Tuesday, September 24, 2024 5:52 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from jerroldgonsalves@gmail.com. Learn why this is important

A little league baseball park would be awesome. Families would love it..we could have our own teams and softball there to for the boys and girls. Think about it everyone would get something out of that , be a great selling point with families that have athletic kids. Plus it keeps them out of trouble .



Polk County

Planning Commission

Agenda Item 13.

10/2/2024

SUBJECT

LDCT-2024-10 (Grenelefe UEA LDC Text changes)

DESCRIPTION

Applicant-initiated Land Development Code text amendment to Chapter 4, Special District, Section 402, F. Grenelefe Utility Enclave Area (UEA), revise development standards for all land use districts in the Grenelefe UEA use Table 4.26, revise residential lot standards in Table 4.27, revise references to short term rentals, add a general land development plan, and other related changes. This case has a companion Comprehensive Plan text amendment (LDCPAL-2024-6) and a related Comprehensive Plan map change (LDCPAL-2024-5). Grenelefe is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City, in Sections 05, 06, 07, and 08, Township 28, Range 28.

RECOMMENDATION

Approval with changes

FISCAL IMPACT

None

CONTACT INFORMATION

Chanda Bennett, AICP, Comprehensive Planning Administrator

Land Development Division

863.534.6484

chandabennett@polk-county.net



LEVEL 4 LAND DEVELOPMENT CODE COMPREHENSIVE PLAN AMENDMENT APPLICATION

TYPE OF AMENDMENT

Land Development Co	ode () Text	() Sub-district				
Comprehensive Plan () Text () Large Scale Map () Small Scale Map						
Is property in a Select	Is property in a Selected Area Plan (SAP) () Yes () No					
SAP Name						
Pre Application Project # (Required)						
Own	er	Applicant	Contact Person			

	Owner	Applicant	Contact Person
Name			
Work Number			
Fax Number			
Mailing Address			
Email			

If additional contacts, please list on a separate sheet and submit with application.

Brief Description Request (No more than 250 characters):

•

Request	From:					L	and Use/Sub-District
	То:					L	and Use/Sub-District
	Acreage: _						
		Range	- Township	- Section	Subdivision #	-	Parcel #
Parcel ID N	umber(s):	<u>R</u>	Т	S		_	<u>.</u>
		R	Т	(Include S	others on a separate attach	ment) -	
		R	Т	S		-	
		R	Т	S		-	<u> </u>
Address and	d Location of	' Property	7:				<u>.</u>
Water Provi	der Name and	Phone N	umber:				
Sewer Provi	der Name and	Phone N	umber:				

() Yes () No Is the property located in the Green Swamp Area of Critical State Concern? (If yes, a Green Swamp Impact Assessment Statement must be submitted with this application.)

Identify existing uses and structures on subject and surrounding properties (e.g. vacant, residential # du/ac, commercial approx. square feet, etc.):

NW	Ν	NE
W	Subject Property	E
SW	S	SE

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

Date:

I, _______ (print name), the owner of the property which is the subject of this application, or the authorized representative of owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

John B. Allen

Property owner or property owner's authorized representative.

Part II. Project Narrative and Justification of Request

The property owner, Grenelefe Resort Development, LLC (the "Applicant"), is pursuing a series of applications to facilitate the implementation of entitlements established in the original development approvals for the subject property. The Applicant acquired the golf course property and the utility system in 2022. Since that acquisition, the Applicant has worked to develop a plan to revitalize portions of the golf course and associated amenities and to develop other areas with complimentary uses to the existing development. The applications include a future land use map amendment, sub-district change, and text amendments to both the Polk County Comprehensive Plan and the Land Development Code. Each change will be discussed in more detail below. The cumulation of these changes will result in a partial redevelopment of the underutilized open space (former golf course) and provide an injection of new energy into the Grenelefe community.

By way of brief history, Grenelefe was originally approved in 1973 as a Development of Regional Impact ("DRI"). At that time, Polk County issued a development order approving the DRI for 1,935 dwelling units, two clubhouses, a conference center, three 18-hole golf courses, racquetball courts and yacht club, 12-15 tennis courts, stables, and a marina on 1,847 acres. The original intent of the Grenelefe DRI was to provide a resort style/short-term rental community. Over the years, the DRI and the development order have been amended several times over the decades and the use of the property has moved to a more permanent/traditional residential community. In addition, portions of the property have fallen into disrepair due to hurricane damage and a lack of investment by prior owners.

In 2008, Grenelefe Resort, LLC, owned the property and intended to break from the original design by incorporating a more contemporary design of resort community that included an urban style village center with retail and restaurant uses and resort amenities beyond golfing. The residential development proposed was more vertically oriented and compact to promote a more pedestrian oriented environment. At the time, the then property owner, Polk County, and the Department of Community Affairs (now known as the Department of Commerce) negotiated "Built Out Agreement." The effect of the "Built Out Agreement" was the recognition of the types and amount of the existing development, acknowledge the compliance with all applicable terms and conditions of the DRI development order, explicitly including all infrastructure and physical improvements, and to recognize the development remaining within the Grenelefe DRI.

The remaining development potential of the DRI reflected in the "Built Out Agreement" was incorporated into the Polk County Comprehensive Plan, see Section 2.130-E1 Grenelefe Utility Enclave Area, which acknowledges the specific density limitations that apply to "new development" after the adoption of CPA 08-14. These limitations are not applied to existing platted vacant lots within the boundary of the Grenelefe UEA. Moreover, the Grenelefe UEA was adopted to recognize the existing development and the "revitalize the community by allowing for redevelopment and growth." The Comprehensive Plan policies and Land Development Code provisions recognized the potential and likelihood of redevelopment of the golf course and the expansion of the utility service. Specifically, Policy 2.130-E1.1B assigned the DRIX land use to the golf course and stated "the applicant may request to change the land use for those portions of the designated DRI" when the utility plant can support additional development.

Project Narrative and Justification Grenelefe Redevelopment Package March 7, 2024

Since 2008, little to no new investment or development has occurred in the Grenelefe DRI (also referred to as the Grenelefe UEA). In 2002, the prior golf course operator and owner filed for bankruptcy and the property was heavily damaged by hurricanes in 2004 and 2005. Subsequent ownership did not result in significant improvement. However, the east side of Polk County has thrived with development and has transformed the character of the area. The growth in the Poinciana area and the City of Haines City has pushed development in this direction. Moreover, the prospects for the future expansion of the Polk Parkway and Power Line Road increase the accessibility to this art of Polk County. The site no longer appropriate for redevelopment or new development for resort focused activities, as the golf courses are no longer viable.

However, the property has previously been established for future redevelopment by the original approvals in 1973, the amendments to the Polk County Comprehensive Plan and Land Development Code in 2008, and the "Built Out Agreement." The instant request respects existing development adjacent to the course by locating like development adjacent to like development. For instance, single family residential development (Residential Low-4X) is adjacent to existing single family development. Likewise, townhome (Residential Medium) is adjacent to similar product. In addition, the applicant is seeking to intrdocue a non-residential node at the intersection of Kokomo Road and CR544 by establishing Neighborhood Activity Center (NACX) and Office Center (OCX) land uses. This will allow the opportunity to bring neighborhood level retail uses closer to the community (i.e. grocery, restaurant, personal services, etc.) and office type service (dentist, eye doctor, etc.), which has transitioned away from the tourist activity over the years. A summary of the applications and requests are as follows:

- 1. Comprehensive Plan Text Amendment
 - a. Amend existing policies and objectives to reflect a transition away from only a "resort" development.
 - b. Add NACX and OCX to the allowable mix of uses
- 2. Large Scale Future Land Map Amendment (Large Scale)
 - a. Future Land use changes summarized below.

Future Land Use Classification	Existing Acreage	Proposed Request
Tourist Commercial Center	185 acres	-
Development of Regional Impact	343 acres	-
(DRIX)		
Residential Low	-	442 acres
Residential Medium	22 acres	90 acres
Neighborhood Activity Center	-	10 acres
Office Center	-	5.0 acres
Total	550 acres	547 acres.

*The acreage differences are likely a result of differences between 2008 staff reports and more recent survey data.

- 3. Sub-District Change
 - a. Reflect Change from RLX to RL-4X.
- 4. Land Development Code Text Amendment
 - a. Amend existing code provisions to reflect a transition away from only a "resort" development and to implement development *standards for RL-4X, NACX, and OCX.*

One of the primary considerations given in this request relates to minimizing the opportunity for potential impacts with neighboring residential properties surrounding the proposed changes. In addition, the proposed change is a significant reduction in intensity from the TCCX on almost 200 acres. The off-set of these impacts has not been precisely quantified as part of this initial application. The proposed project contains landscaping, buffering, and separation of uses far exceeding those of the minimum code requirements and other similarly situated projects in Polk County to ensure a proper transition from the higher intensity uses and the nearby residential, while allowing a logical and timely redevelopment of the golf-course areas to bring new investment into the area.

Part III. Impact Assessment Statement

A. Land and Neighborhood Characteristics: to assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

1. Show how and why is the site suitable for the proposed uses;

As indicated in the Project Narrative and Justification of Request, the property owner, Grenelefe Resort Development, LLC (the "Applicant"), is pursuing a series of applications to facilitate the implementation of entitlements established in the original development approvals for the subject property. The Applicant acquired the golf course property and the utility system in 2022. Since that acquisition, the Applicant has worked to develop a plan to revitalize portions of the golf course and associated amenities and to develop other areas with complimentary uses to the existing development. The applications include a future land use map amendment, sub-district change, and text amendments to both the Polk County Comprehensive Plan and the Land Development Code. Each change will be discussed in more detail below. The cumulation of these changes will result in a partial redevelopment of underutilized open space (former golf

The development potential of the Grenelefe DRI or the Grenelefe UEA is reflected in the "Built Out Agreement," was incorporated into the Polk County Comprehensive Plan, see Section 2.130-E1 The Grenelefe UEA was adopted to recognize the existing development and to provide the opportunity for redevelopment and growth. While the, the east side of Polk County has thrived with development Grenelefe has not developed and the golf courses have not been re-activated. While typically challenging land use cases, re-development of golf course property provides opportunities to bring growth into previously distrurbed areas and discourage impacts to agricultural lands.

The instant request respects existing development adjacent to the course by locating like development adjacent to like development. For instance, single family residential development (Residential Low-4X) is adjacent to existing single family development. Likewise, townhome (Residential Medium) is adjacent to similar product. In addition, the applicant is seeking to intrdocue a non-residential node at the intersection of Kokomo Road and CR544 by establishing Neighborhood Activity Center (NACX) and Office Center (OCX) land uses. This will allow the opportunity to bring neighborhood level retail uses closer to the community (i.e. grocery, restaurant, personal services, etc.) and office type service (dentist, eye doctor, etc.), which has transitioned away from the tourist activity over the years. A summary of the applications and requests are as follows:

- 1. Comprehensive Plan Text Amendment
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- 3. Sub-District Change
 - a. Reflect Change from RLX to RL-4X.
- 4. Land Development Code Text Amendment
 - a. Amend existing code provisions to reflect a transition away from only a "resort" development and to implement development standards for RL-4X, NACX, and OCX.

The proposed project contains landscaping, buffering, and separation of uses far exceeding those of the minimum code requirements and other similarly situated projects in Polk County to ensure a proper transition from the higher intensity uses and the nearby residential, while allowing a logical and timely redevelopment of the golf-course areas to bring new investment into the area.

2. Provide a site plan showing each type of existing and proposed land use;

See attached Proposed Future Land Use Map and Sub-District Maps.

3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;

Please see the Project Narrative, included in the application, and Justification of Request provided above. The Applicant will take all reasonable and necessary steps to minimize impacts to the properties surrounding the requested applications for future land use map amendments, sub-district changes, and amendments to the text of the Comprehensive Plan and Land Development code. When reviewing the compatibility issues, the Applicant has located similar land uses adjacent to each other to the greatest extent practicable. This will ensure development will be similar in intensity, density, and bulk with adjacent development. In addition, the Applicant is required to submit an application for a Planned Development Approval. This application will provide a binding site plan to further address any incompatibility with adjacent development. 4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped;

The proposed change does not introduce a new activity in the area and is consistent and supportive of the future development pattern. The proposed land use change is consistent with the current policies and objectives of the Polk County Comprehenisve Plan. In 2008, the golf course was designated as DRIX future land use with the intent to facilitate new development with future land use amendments and planned developments. The proposed project is consistent with the policies and the intensity of development at that time.

- 5. Describe each of the uses proposed in a Planned Development and identify the following:
 - a. The density and types of residential dwelling units;
 - b. The type of commercial and industrial uses;
 - c. The approximate customer service area for commercial uses;
 - d. The total area proposed for each type of use, including open space and recreation

Please see the attached future land use and sub-district maps included with the application. An application for a Planned Development, with a binding site plan, will be submitted in the future. Any development of the Property would be consistent with the Polk County Land Development Code, the Polk County Comprehensive Plan, and any conditions of approval.

B. Access to Roads and Highways: to assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations;

A detailed traffic analysis has been commissioned. An increase in traffic generation is anticipated based on the conversion of the golf course to Residential Low. However, this increase will be off-set by the removal of the 185 acres of TCCX future land use intensity. An analysis of the proposed land use based on current ITE data is provided bewlow. For purposes of comparison, the 2008 Staff Report projected almost 18,000 AADT and 1,762 PM Peak Hour Trips generated solely for the TCCX and RMX areas included in this amendment. Once, the traffic study has been completed the updated conclusions will be provided.

				Estimated Impact Analysis								
Proposed Land		FAR /			Average Annual Daily Trips					Peak Hourt Trips		
Use	Acres	DENSITY	Units/Sq. Ft		(AADT)*					(PHT)*		
RLX	442	5.0	2,210	Units	7.81	AADT	17,260.10	AADT	1.00	PHT	2,210.00	PM PHT
RMX	90	7.0	630	Units	6.63	AADT	4,176.90	AADT	0.58	PHT	365.40	PM PHT
NACX	10	0.25	108,900	Sq. Ft.	845.6	AADT	2,114.00	AADT	60.61	PHT	25.76	PM PHT
OCX	5	0.3	65,340	Sq. Ft.	37.6	AADT	2,186.54	AADT	3.69	PHT	214.58	PM PHT
Total							25,737.54	AADT			2,815.74	PM PHT
** Assumed 17% new trips for NACX and 89% new trips for OCX												

2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;

The Property will utilize the ingress/egress only from Kokomo Road and CR 544. It is anticipated minor transportation improvements will be required for ingress/egress of the site. The specific intersection types will be will be fully addressed at Level 2.

3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

The proposed development shall provide the requisite number of parking spaces required by the Polk County Land Development Code, which will be determined at Level 2 based on the actual square footages of the buildings constructed.

4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and

The Property will utilize the ingress/egress only from Kokomo Road and CR 544. It is anticipated minor transportation improvements will be required for ingress/egress of the site. The specific intersection types will be will be fully addressed at Level 2.

5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.

The site will expand upon the existing network of sidewalks, golf paths, and trails to improve multi-modal opportunities. In addition, the inclusion of neighborhood level services will encourage shorter trip lengths for local conveniences and services.

C. Sewage: to determine the impact caused by sewage generated from the proposed development, the applicant shall:

1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;

The following table provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the proposed land use designations, RL-4X, RMX, NACX and OCX. The Planned development is anticipated to have 50% of the proposed dwelling units. Therefore, the anticipated actual impacts will be substantially less than what is projected.

Estimated Sanitary Sewer Impact Analysis											
Proposed Land		FAR /									
Use	Acres	DENSITY	Units/Sq. Ft		Sanitar	Sewer Generation					
RLX	442	5.0	2,210	Units	260	GPD	574,600.00	GPD			
RMX	90	7.0	630	Units	200	GPD	126,000.00	GPD			
NACX	10	0.25	108,900	Sq. Ft.	0.2	GPD	0.50	GPD			
OCX	5	0.3	65,340	Sq. Ft.	0.2	GPD	11.63	GPD			
Total								GPD			

2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;

Any proposed system will be designed in conjunction with the applicable utility and the appropriate standards.

4. Identify the service provider; and

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

5. Indicate the current provider's capacity and anticipated date of connection.

Capacity and the date of connection will be more fully understood and addressed at Level 2.

D. Water Supply: to determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

1. Indicate the proposed source of water supply and, the type of treatment;
The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

2. Identify the service provider;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

3. Calculate the estimated volume of consumption in gallons per day (GPD); and

The following table provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the proposed land use designations, RL-4X, RMX, NACX and OCX. The Planned development is anticipated to have 50% of the proposed dwelling units. Therefore, the anticipated actual impacts will be substantially less than what is projected.

	Estimated Potable Water Impact Analysis							
Proposed Land		FAR /						
Use	Acres	DENSITY	Units/Sq. Ft		Sanitar	y Sewer Generation		
RLX	442	5.0	2,210	Units	320	GPD	707,200.00	GPD
RMX	90	7.0	630	Units	240	GPD	151,200.00	GPD
NACX	10	0.25	108,900	Sq. Ft.	0.25	GPD	0.63	GPD
OCX	5	0.3	65,340	Sq. Ft.	0.25	GPD	14.54	GPD
			Total				858,415.16	GPD

4. Indicate the current provider's capacity and anticipated date of connection

Capacity and the date of connection will be more fully understood and addressed at Level

2.

E. Surface Water Management and Drainage: to determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

1. Discuss the impact the proposed development will have on surface water quality;

The stormwater management system for the project site will be designed to meet regulatory requirements that will ensure adequate BMPs are instituted. Surface water quality will not be negatively impacted by the development.

2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;

There are no state or federal jurisdictional wetlands or surface water features anticipated to be impacted within the project site.

3. Describe the impact of such alterations on the fish and wildlife resources of the site;

Based on the available GIS information, there are no state or federally jurisdictional wetland or surface water features or other bodies of open water identified within the project site. No significant impact to existing wildlife resources is anticipated from the project.

4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

No change is anticipated.

F. Population: to determine the impact of the proposed developments additional population, the applicant shall:

1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;

Indeterminable at this time.

2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;

While the actual square footage will likely be less, the site will theoretically be able to develop up over 2,500 dwelling units of single family and multifamily development and almost 200,000 sq. ft. of non-residential uses. It is not possible to determine the number of employees at this time.

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and

Indeterminable at this time.

4. Describe the proposed service area and the current population thereof.

Indeterminable at this time.

G. General Information: to determine if any special needs or problems will be created by the proposed development, the applicant shall:

1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and

The proposed future land use map amendment would allow for the parcel to be developed consistent with the business park activities in the area.

2. Discuss the demand on the provision for the following services: a. Parks and Recreation;

There will be increased demand for parks and recreation activities. However, the project will be renovating a portion of the golf course and providing a number of new amenities as part of the project that will meet or exceed the County requirements.

b. Educational Facilities (preschool/elementary/middle school/high school);

A non-binding letter of concurrency will be requested from the Polk County School Board and provided to staff with the Planned Development request.

c. Health Care (emergency/hospital);

The project will increase residential and residences in the area. A portion of the site has been designated as OCX in order to provide opportunities for medical services to be located here.

d. Fire Protection;

Indeterminable at this time.

e. Police Protection and Security; and

Indeterminable at this time.

f. Electrical Power Supply

Indeterminable at this time.

H. Maps: the following maps shall accompany all Impact Assessment Statements:

Map A: A location map showing the relationship of the development to cities, highways, and natural features;

See attached Location Map

Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;

See attached Topographical Map.

Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;

See attached Future Land Use Map (current and requested).

Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;

See attached Soils Map

Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.

See attached Concept Plan.

Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and

See attached Concept Plan.

Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

A Drainage Map is not available at this time, as we do not have any engineered plans to evaluate the proposed location of stormwater ponds, buildings, impervious surface, etc.



Ben-Tech LLC

2517 Elm Circle lake Wales FL 33898 (772) 201-3299 (863) 368-0771

August 26, 2024

Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-6511 ballen@petersonmyers.com

Reference: Grenelefe UEA Utility Conversion Data Analysis

Mr. Allen,

Grenelefe wastewater plant, permitted with the FDEP (permit #FLA013016), currently has an already fully built plant capacity of 680,000 GPD, with 340,000 currently permitted by the FDEP. As new development occurs, the full plant capacity can be brought back online as needed with upgrades. Currently the existing residents and commercial are utilizing 120,000 GPD (averages, based on 12-month use). The proposed new development consisting of 2,069 single family units and 60,000 SF of commercial will need a set aside capacity (Polk County Utility Standards) of 537,188 GPD, see breakdown in below chart.

The existing plant can, with upgrades preformed as required, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial space. The existing customers and the single family and commercial space will not exceed the 680,000 GPD permitted plant.

PROPOSED UNITS	NO.	UNIT	GPD MULTIPLIER	SUBTOTAL GPD
TOWNHOMES (SINGLE FAMILY ATTACHED)	419	PER UNIT	244	102,236
34'X120' (SINGLE FAMILY ATTACHED)	38	PER UNIT	244	9,272
50'X120' (SINGLE FAMILY DETACHED)	1010	PER UNIT	260	262,600
60'X120' (SINGLE FAMILY DETACHED)	574	PER UNIT	260	149,240
125'X160' (ESTATE LOTS)	28	PER UNIT	280	7,840
OTHER NONE RESIDENTIAL (COMMERCIAL - RETAIL)	60,000	PER 1 S.F.	0.1	6,000
TOTAL GDP REC	537188			

In my professional opinion the existing plant can, with upgrades performed as necessary, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial with the existing 680,000 gpd permitted plant.

KEITH BURGE BEN-TECH LLC



Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-6511 ballen@petersonmyers.com

Reference: Grenelefe UEA Traffic Conversion Data Analysis

Mr. Allen,

Tract Engineering has completed the Traffic Conversion Data Analysis for the existing uses listed in the Grenelefe UEA. The existing uses are shown in the table below:

USE	MAXIMUM LIMITATION
RESORT RESIDENTIAL UNITS	1753
MULTI-FAMILY (WORKFORCE HOUSING)	120
HOTEL ROOMS	300
CONVENTION CENTER	100,000 square feet
OTHER NONE-RESIDENTIAL (COMMERCIAL - RETAIL)	60,000 square feet

EVICTINO LIEA TADI E

Per the Institute of Transportation Engineers 11th Addition Manual (ITE), average daily trips (ADT) were calculated utilizing the ITE Use Code and ADT Multipliers. The following tables list the conversions by use for the Existing and Proposed Uses of the Grenelefe UEA.

EXISTING USE	NO.	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL
RESORT RESIDENTIAL UNITS	1753	210	7.81	PER UNIT	13,690.93
MULTI-FAMILY (WORKFORCE					
HOUSING)	120	220	6.74	PER UNIT	808.8
HOTEL ROOMS	300	330	7.99	PER ROOM	2397
				PER 1000	
CONVENTION CENTER	120000	770	12.44	S.F.	1,492.8
OTHER NONE RESIDENTIAL				PER 1000	
(COMMERCIAL - RETAIL)	60000	821	67.52	S.F.	4,051.2
TOTAL EXISTING ADT = 22,440.73					



5137 S LAKELAND DR, SUITE 3 LAKELAND DK, SOTE S LAKELAND, FL 33813 FIRM REGISTRATION NUMBER - 34343 G

PROPOSED USE	NO.	ITE CODE	ADT MULITIPLIER	UNIT	SUBTOTAL
TOWNHOMES (SINGLE FAMILY					
ATTACHED)	419	215	7.2	PER UNIT	3,016.8
34'X120' (SINGLE FAMILY ATTACHED)	38	215	7.2	PER UNIT	273.6
50'X120' (SINGLE FAMILY DETACHED)	1010	210	7.81	PER UNIT	7,888.1
60'X120' (SINGLE FAMILY DETACHED)	574	210	7.81	PER UNIT	4,482.94
125'X160' (ESTATE LOTS)	28	210	7.81	PER UNIT	218.68
OTHER NONE RESIDENTIAL				PER 1000	
(COMMERCIAL - RETAIL)	60000	821	67.52	S.F.	4051.2
			TOTAL PROP	OSED ADT =	19,931.32

Based on our calculations, the proposed uses will generate 2,509.41 less trips than the current entitled uses listed in the Grenelefe UEA.

Direct Conversions:

TRAFFIC COUNT CONVERSIONS (HOTEL AND CONVENTION CENTER)					
EXISTING USE NO. ITE CODE ADT MULITIPLIER UNIT SUBTOTAL AD					SUBTOTAL ADT
HOTEL ROOMS	300	330	7.99	PER ROOM	2,397
CONVENTION CENTER	100000	770	12.44	PER 1000 S.F.	1,244
TOTAL ADT (HOTEL AND CONVENTION CENTER) = 3,6					

CONVERTING ABOVE ADT TO DETACHED SINGLE FAMILY					
EXISTING USE ADT ITE CODE ADT MULITIPLIER UNIT SUBT				SUBTOTAL	
DETACHED SINGLE FAMILY	3,641	330	7.81	PER ROOM	466

In summary, the total final unit count based on ADT is 1753 (Resort Res) + 120 (Multi-Family) + 466 (Conversion from Hotel and Convention Center) = 2,339 Single Family

Please contact our office should you have any questions.

Respectfully,

Duril ! Dawas

Daniel P. Kovacs, PE - 84168 President Tract Engineering, LLC



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VILLAGE 3 - 2.03 DU/AC
VILLAGE 4 - 2.75 DU/AC
VILLAGE 5 - 2.59 DU/AC
VILLAGE 6 - 2.77 DU/AC
VILLAGE 7 - 6.00 DU/AC
VILLAGE 8 - 3.68 DU/AC
VILLAGE 9 - 2.86 DU/AC
VILLAGE 10 - 3.62 DU/AC
VILLAGE - 4.29 DU/AC
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Ben-TechLLC 2517 Elm Circle, Lake Wales FL 33898

(772) 201-3299 (863) 368-0771

August 26, 2024

Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-601 1

Reference: Grenefefe UEA Utility Conversion Data Analysis

Mr. Allen,

Grenefefe water plant, permitted with SWFWMD (Water Use Permit No.: 20 021107.000), currently has an annual average quantity of 477,500 gallons per day (gpd) and the peak month quantity of 620,800 gpd (averages, based on 12-month use). Currently the existing residents and commercial are utilizing 144,000 gpd. The proposed new development consisting of 2,069 single family units and 60,000 s.f. of commercial will need to set aside capacity of 607,940 gpd, see breakdown in chart below.

The existing water plant has the capacity from both wells to withdraw 1 MGD of water in a given day. As new demand comes online the WUP permit will be expanded to account for the additional development.



Ben-Tech LLC

2517 Elm Circle, Lake Wales FL 33898 (772) 201-3299 (863) 368-0771

PROPOSED USE	NO.	UNIT	GPD MULTIPLIER	SUBTOTAL GPD
TOWNHOMES (SINGLE FAMILY				
ATTACHED)	298	PER UNIT	300	89400
34'X120' (SINGLE FAMILY				
ATTACHED)	38	PER UNIT	300	11400
50'X120' (SINGLE FAMILY				
DETACHED)	1010	PER UNIT	310	313100
60'X120' (SINGLE FAMILY				
DETACHED)	572	PER UNIT	310	177320
125'X160' (ESTATE LOTS)	28	PER UNIT	340	9520
OTHER NONE RESIDENTIAL				
(COMMERCIAL - RETAIL)	60000	PER 1 S.F.	0.12	7200
	607940			

In my professional opinion the existing plant can handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial with existing withdraw capacity of 1 MGD.

-> **KEITH BURGE BEN-TECH LLC**



Ben-Tech LLC

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August 26, 2024

Bart Allen Peterson & Myers, P.A. 225 E. Lemon St. Lakeland, FL 33801 Tel 863-683-6511 ballen@petersonmyers.com

Reference: Grenelefe UEA Utility Conversion Data Analysis

Mr. Allen,

Grenelefe wastewater plant, permitted with the FDEP (permit #FLA013016), currently has an already fully built plant capacity of 680,000 GPD, with 340,000 currently permitted by the FDEP. As new development occurs, the full plant capacity can be brought back online as needed with upgrades. Currently the existing residents and commercial are utilizing 120,000 GPD (averages, based on 12-month use). The proposed new development consisting of 2,069 single family units and 60,000 SF of commercial will need a set aside capacity (Polk County Utility Standards) of 537,188 GPD, see breakdown in below chart.

The existing plant can, with upgrades preformed as required, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial space. The existing customers and the single family and commercial space will not exceed the 680,000 GPD permitted plant.

PROPOSED UNITS	NO.	UNIT	GPD MULTIPLIER	SUBTOTAL GPD
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34'X120' (SINGLE FAMILY ATTACHED)	38	PER UNIT	244	9,272
50'X120' (SINGLE FAMILY DETACHED)	1010	PER UNIT	260	262,600
60'X120' (SINGLE FAMILY DETACHED)	574	PER UNIT	260	149,240
125'X160' (ESTATE LOTS)	28	PER UNIT	280	7,840
OTHER NONE RESIDENTIAL (COMMERCIAL - RETAIL)	60,000	PER 1 S.F.	0.1	6,000
TOTAL GDP REC	537188			

In my professional opinion the existing plant can, with upgrades performed as necessary, handle all the existing customers in addition to the proposed 2,069 residential units and 60,000 SF of commercial with the existing 680,000 gpd permitted plant.

KEITH BURGE BEN-TECH LLC

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

ID #:	N/A
DRC Date:	April 11, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 5, 2024, Transmittal, and January 7, 2025, Adoption
Applicant:	Bart Allen, Peterson & Myers, P.A.
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCT-2024-10 Grenelefe UEA LDC Text
Request:	Land Development Code text amendment to Chapter 4, Special District, Section 402, Development of Regional Impact and Pre-Development of Regional Impact, and Utility Enclave Areas, revise introductory statements in Section 402, F. Grenelefe Utility Enclave Area (UEA), revise development standards for all land use districts in the Grenelefe UEA use Table 4.26, revise residential lot standards in Table 4.27, revise references to short term rentals, add a general land development plan, and other related changes. This case has a companion Comprehensive Plan text amendment (LDCPAL-2024-6) and a related Comprehensive Plan map change (LDCPAL-2024-5).
Location:	Grenelefe is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City, in Sections 05, 06, 07, and 08, Township 28, Range 28
Property Owner:	Various property owners in Grenelefe
Parcel Size:	N/A
Development Area:	Utility Enclave Area (UEA)
Future Land Use:	N/A
Nearest Municipality DRC Recommendation: Planning Commission Vote: Florida Commerce	Haines City Approval Pending N/A Chanda Bennett, Comprehensive Planning Administrator
Case Flaillel.	Chanda Dennett, Comprehensive Flamming Auministrator

The Land Development Code text changes are to Chapter 4, Section 402. F and include:

- 1) Introduction remove resort references, revise development limitations.
- Section 402.F.1 Add new Development Standards section, revise Table 4.25 uses and Table 4.26 dimensions to add NACX, amend DRIX, add description for Villages' limitations on density, lot width and size and unit type, adding village display Figure 4.4.
- Section 402.F.2 Add new Conditional Development Standards section, Short-Term Rental status for existing homes, add multifamily limited to townhome and single family attached, and; add requirements for traffic studies; buffers; utility site, parking standards.
- 4) Remove all existing figures

Smokey

Summary of Analysis

This is an applicant-initiated amendment to revise the Comprehensive Plan policies (LDCPAL-2024-6) and the Land Development Code regulations (LDCT-2024-10) for the Grenelefe Utility Enclave Area (UEA). These cases are related to LDCPAL-2024-6 which is a Comprehensive Plan map amendment to change Development of Regional Impact-X (DRIX) and Tourist Commercial Center-X (TCCX) on 526 +/- acres to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX). The residential is proposed on most of the golf course and the NACX is proposed at the intersection of CR 544 and Kokomo Road.

The Comprehensive Plan policy changes are to Section 2.130-E1 Grenelefe UEA to:

- 1) Revise the introduction to removing reference to Grenelefe being a Resort and revising the development limitations for new residential and non-residential development;
- 2) The unit count is proposed to be reduced from 1873 residential units to 1,521, removing the 300 hotel rooms and reducing the amount of non-residential and conference center development excluding recreation amenities from 160,000 square feet to 60,000 square feet (this is also exclusive of Smokey Groves);
- 3) Policy 2.130-E1.1A Remove the requirement for a Planned Development and add language that new development is to be reviewed against the policies in Section 2.130-E1
- 4) Policy 2.130-E1.1B Remove language that indicate Grenelefe is resort, amend the Development of Regional Impact-X (DRIX) Future Land Use designation, add Neighborhood Activity Center-X (DRIX), revised Tourist Commercial Center-X (TCCX), and remove language referencing the PEPUD.

The Land Development Code text changes are to Chapter 4, Section 402. F and include:

- 5) Revise the introduction by removing references to Grenelefe being a Resort and revising the development limitations for new residential and non-residential development.
- 6) Section 402.F.1
 - a. Adding this section titled Development Standards to include references to the use Table (Table 4.25),
 - b. Revising the use table (Table 4.25) by adding NACX, adding new uses, and deleting DRIX,
 - c. adding NACX and deleting DRI from Table 4.26,
 - d. adding a section for the proposed Villages which are converting areas of the abandoned golf course including density, lot width and size and unit type limitations, and
 - e. adding Figure 4.4 to display the different villages.
- 7) Section 402.F.2
 - a. Adding this section titled Conditional Development Standards relating to the current residential units can maintain a status of Short-Term Rental but any new uses will have to follow Table 4.25 which require a Conditional Use Level 3 as Table 2.1 does for all other areas in unincorporated Polk County,
 - b. add a requirement that multifamily is limited to townhome and single family attached, and;
 - c. add a section for traffic study requirements;
 - d. adding additional requirements for using existing vegetation in buffer areas

- e. Requiring the public utility site to be reviewed as a Conditional Use Level 3 Review if expand beyond the existing parcel limits;
- f. Adding minimum parking standards and allowing for additional parking areas.
- 8) Remove all existing figures

History – The Grenelefe development was first adopted as a Planned Unit Development by the Board of County Commissioners on September 18, 1973 and used as the "Development Order" required under Chapter 380.07 (2) in October of 1973 (See separate attachment). The policies for the Grenelefe UEA and DRI areas were adopted into the Comprehensive Plan in 2008 under CPA 08A-14 and into the Land Development Code under LDC 08T-11 2009.

Grenelefe was first called Arrowhead and was approved as a Development of Regional Impact in 1973. The currently developed portions of Grenelefe are called the Grenelefe DRI. The request, if approved, will remove the Planned Development review requirement for development on what used to be the most southern portion of the Arrowhead Development of Regional Impact (DRI). This area is now called the Additional Development area (aka Smokey Groves) as noted in Section 2.130-E1 Grenelefe Utility Enclave Area in the Comprehensive Plan. Together, both areas are called the Grenelefe UEA. UEA stands for Utility Enclave Area (UEA).

Summary - The analysis in this report reviews the changes addressed above, transportation and infrastructure impacts. Golf course conversation is not meant to be easy but rather reviewed with consideration on the impacts to the existing residents. The requested Future Land Use map changes and the policy and development regulation amendments mostly match proposed attached units with existing attached units and the same for single family detached. Overall, the development totals are being reduced as described above which also reduces the overall transportation and utility impacts while leaving some availability for Smokey Groves which is the Additional Property. In reality, Smokey Groves will be depleting the available utility and transportation capacity for the new development which is somewhat of a timing tool. The applicant can apply for the proper land development applications to expand the onsite utilities beyond their parcel boundaries.

When Grenelefe was first permitted, it is was an isolated resort with a conference facility. Now it can be considered infill in the macro sense between the growing areas of Haines City and Poinciana as was described by LDCPAL-2024-8 and is herein incorporated by reference. The transportation system that has funded and unfunded improvements (also described in LDCPAL-2024-8 and the companion to this request LDCPAL-2024-5) includes Lake Hatchineha Road, Power Line Road, roads within Poinciana, and the anticipated Central Polk Parkway East See Exhibit 6).

It should also be noted that the applicant is bound by the recent LDC text changes that require one tree per lot, 25-foot garage setbacks, and open space requirements. In addition, the applicant has added open space requirements similar to the new Planned Development standards including 500 square feet per residence with no instances can each individual recreation area be less than 10,000 square feet and providing for landscaping areas. The requested text changes are meant to ensure the most compatible development for a golf course transition as can be developed.

Relevant Sections, Policies, and/or Regulations to Consider:

Policy 2.102-A1: Development Location

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request to amend Section 2.130-E1 Grenelefe Utility Enclave Area (UEA) to revise land use and development totals and related policies for property designated Residential Low-X (RLX), Residential Medium-X (RMX), Residential High-X (RHX), Tourist Commercial Center-X (TCCX), Development of Regional Impact-X (DRIX), and add location criteria for Neighborhood Activity Center-X (NACX), and remove the requirement for a Planned Development.
- LDCPAL-2024-6 also removes references to Grenelefe being a resort development.
- The Future Land Use designation of Development of Regional Impact-X (DRIX) will no longer remain in the Grenelefe UEA if LDCPA-2024-5 is approved. Therefore, it is being recommended that the related policy in Section 2.130-E1 be amended.
- LDCT-2024-10 is a companion Land Development Code Text Amendment to the Comprehensive Plan text change to the Grenelefe UEA (LDCPAL-2024-6).
- This case is related to a Comprehensive Plan map amended (LDCPAL-2024-5) on 526± acres.
- On September 18, 1973, Polk County Issued a development order approving the Arrowhead (now called Grenelefe) Development of Regional Impact (DRI) with the following development approvals on 1,847 acres:
 - A. Total unit count of 1,935 residential units
 - B. Two clubhouses, a conference center, three 18-hole golf courses, a racquet and yacht club including 12-15 tennis courts, stables.
 - C. A marina
- On June 18, 2008, the Board of County Commissioners adopted CPA 08A-14 which approved Future Land Use designation map changes for Grenelefe consisting of Tourist Commercial Center-X (TCCX) and Residential Low-X (RLX) for the Grenelefe DRI.
- The Notice of Intent (NOI) to find CPA 08A-14 in compliance with the Polk County Comprehensive Plan was published in the Lakeland Ledger on August 13, 2008.
- The original master development plan includes the Grenelefe DRI and the Additional Property as described in Section 2.130-E1 and displayed in Exhibit 4.

• The Board of County Commissioners adopted an Essentially Built out Agreement in 2008 and the existing development at that time was and still is as follows:

Existing Grenelefe DRI				
LAND USE	ACREAGE	UNITS		
Owner and Rental Condominiums, and townhomes	299	1,035		
Single Family Houses/Country Homes/Golf and Lake Villas	148	324		
Golf Courses	467	54 holes		
Clubhouse/Recreation/Marina	33	N/A		
Maintenance Area	24	N/A		
TOTAL	971	1,359		

- LDC 08T-11, adopted in 2009, established Section 402, F. Grenelefe Utility Enclave Area in the Land Development Code.
- LDCPAL-2024-8 was approved by the Board of County Commissioners on August 6, 2024 to amend Policy 2.130-E1.1A in Section 2.130-E1 of the Comprehensive Plan to add "historic area of the", replace "UEA" with "DRI" in the last sentence of the policy, and require any development of the Additional Property that is either (1) in excess of four (4) dwelling units per acre or (2) has lot widths less than 50 feet wide that cannot meet the requirements of Section 822. B of the Land Development Code shall require a Planned Development approval.

Compatibility

• CPA 08A-14 also created Section 2.130-E1 Grenelefe Utility Enclave Area in the Comprehensive Plan Amendment. This section limits any additional new development to no more than the following:

0	Resort Residential Units	1,753
0	Multi-family (workforce housing)	120
0	Hotel Rooms	300
0	Convention Center	50,000 *
	*square feet in addition to the	e existing convention center
0	Other non-residential uses(commercial-retail	60,000 square feet

• The applicant has submitted documentation that demonstrates the changes in the new development plan displayed in the Figure 4.4 in LDCT-2024-10 ordinance can be met within the current permit and leaves enough available water and sewer capacity to serve the following:

457 Multifamily units1,612 single family units60,0000 gross square feet of non-residential commercial/retail uses9-hole golf course and other associated recreational amenities

• LDCPAL-2024-5, if approved will leave an isolated Tourist Commercial Center-X (TCCX) Future Land Use designation that include parcels and office for the Grenelefe Tennis Village Condominium and not the applicant. In addition, north of Lake Marion Road is developed with a convenience store owned by the applicant with other resort units. Therefore, the proposed policies for this request have been amendment to modify TCCX to being consistent with the current use.

Comprehensive Plan Policies and Land Development Code Regulations

- 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 2.107-A5: Utility Enclave Areas Development Criteria Development within UEAs shall conform to the following criteria as further specified by the Land Development Code: All uses developed after adoption of the Polk County Comprehensive Plan shall be required to connect to the existing centralized water and sewer system and may receive a development order provided all other provisions of this Plan are met. incorporate design features that promote healthy communities, green building practices, mixed use development, transit oriented design, variety in housing choices and other initiatives consistent with Section 2.1251 Community Design, of this element. provide access to parks, green areas, and open space and other amenities be designed to facilitate the provision of public safety services (i.e., fire, EMS and law enforcement); In order to achieve higher densities and intensities allowed by each land use, development in the UEA shall be required to connect to centralized water and sewer system and incorporate clustering and other low impact design criteria as established under the Conservation Development Section (Section 2.1251).
- Policy 2.120-C4: Residential Low Development Criteria Residential development may contain a variety of housing types as defined by the Land Development Code within the TSDA. Outside the TSDA, RL may contain single-family dwelling units, duplex units, small-scale multi-family units, and family-care homes, and shall be permitted, with County approval, at a density of up to, and including, 5 DU/AC. Additionally, community facilities may be allowed in accordance with policies of this Plan.

- Policy 2.120-D4: Residential Medium Development Criteria Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 10 DU/AC. Additionally, community facilities are permitted in accordance with policies of this Plan.
- Policy 2.120-E4: Residential High Development Criteria Residential development may contain a variety of housing types as defined by the Land Development Code and shall be permitted at a density of up to 15 DU/AC. Multi-family structures may contain non-residential uses to provide support retail and personal services for the residents. Additionally, educational facilities are permitted in accordance with policies of this Plan.
- Policy 2.130-E1-1B list the following for Residential Low, Residential Medium, and Residential High
 - **Residential Low "X" (RLX):** RLX includes single family detached and attached residential units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development within RLX shall have a maximum density of five (5) dwelling units per gross acre.
 - Residential Medium "X" (RMX): RMX includes single family detached and attached and multifamily units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development within RMX shall have a maximum density of seven (7) units per gross acre.
 - **Residential High "X" (RHX):** RHX includes multi-family units that may be included in the rental pool (resort residential). Any resort residential shall be requested as a conditional use Level 3 (C3) Review per the requirements of the Land Development Code. Development shall have a maximum density of 10 units per gross acre.

Recommendation

Development Review Committee Recommendation: Based on the information provided and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions the request **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCT-2024-10**.

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.

Analysis:

The Grenelefe UEA in the Comprehensive Plan was approved to transition the vacant properties and any golf course redevelopment from regulations under the Development of Regional Impact (DRI) status to those within the Comprehensive Plan and Land Development Code. In 2008, when the applicant proposed the Grenelefe policies wanted to update and revitalize the community, Comprehensive Plan policies and Land Development Code regulations were necessary at that time. Golf Course conversations need to be completed with mindfulness of the impact to the current residents in the design of the new structures to be constructed to preserve the viewshed provided by golf course landscapes as much as practicable. Therefore, the redevelopment is very personal to current residents. LDCPAL-2024-5 is to change the Future Land Use designation of the golf course and other areas within Grenelefe to residential on most parcels and Neighborhood Activity Center-X (NACX) at the intersection of CR 544 and Kokomo Road. These designations are appropriate next to existing residential based on the location criteria of the proposed land uses in the Comprehensive Plan and as has been established with the land use pattern throughout unincorporated Polk County. Due to the concern with the land uses, the applicant has proposed changes to the Comprehensive Plan policies as well as the Land Development Code.

Policy Changes – The development in Grenelefe during the 2008 modifications were intended to construct resort residential units that included multifamily development, continue the conference center and golf course and add more commercial uses. The proposed policy changes describe some of the history and remove the references to the future development in the Grenelefe UEA as being a resort. In fact, a table in the third paragraph of the current Comprehensive Plan section for the Grenelefe UEA (Section 2.130-E1) included the maximum number of units and non-residential units to be constructed for the area designed Tourist Commercial Center-X (TCCX) and the additional property now known as Smokey Groves (Exhibit 4). This development limitation is being replaced with a new development scheme that has a similar infrastructure impact as what is currently vested (See LDCPAL-2024-5). The following table provides the development vested versus the proposed. The proposed does not include the approved residential units for Smokey Groves.

Current Vesting for new development		Proposed Development Maximum	
Resort Residential	1,753 SF	Single Family Detached	1,275 units
Multi Family (Workforce)	120 units	Muli family	246 units
		(Townhome and single family attached)	
Hotel Rooms	300 rooms	Non-Residential ((not including golf	60,000 sq ft
		course and recreation amenities)	
Convention Center (New)	50,000 SF	N/A	N/A
Other Non-residential	60,000 SF	N/A	N/A
(Commercial/Retail)			
Convention Center (existing)	50,000 SF	N/A	N/A

This comparison is relevant due to the current policy for Development of Regional Impact-X (DRIX) that states the following:

Development of Regional Impact (DRIX): The DRI designation remains on the majority of the golf course due to the impacts on water and sewer. Once the existing water and wastewater plant has been expanded and has the permitted and plant

capacities to handle additional development, then the applicant may request to change the land use for those portions designated DRI.

This policy prohibits any land use changes until the wastewater utility system has been upgraded. However, the proposed land use changes as part of LDCPAL-2024-5 (See Exhibit 5) anticipates a new development scheme that has similar usage amounts to the current land use mix with some available capacity for a golf course and other recreational amenities and the development within the Smokey Groves portions of the Grenelefe UEA. Therefore, the intent of this policy is still met even though its deletion is proposed. Moreover, the applicant has provided water and wastewater capacity information that is attached under separate cover.

There is a one-and-a-half-acre parcel on the southwest corner of the property proposed in LDCPAL-2024-5 that will remain DRIX. Therefore, the DRIX Comprehensive Plan policy and the use table in the Land Development Code for DRIX will be revised so that this parcel has development rights. It does have a very small frontage on Kokomo Road that will have to be addressed like any other parcel in this situation. This may mean gaining easements from neighboring property owners along the road frontage as well as obtaining an waiver to road frontage.

Other amendments include adding a policy for Neighborhood Activity Center-X (NACX) as a new modified NACX Future Land Use designation from that in the Future Land Use Element (Objective 2.110-D) as it is proposed as part of LDCPAL-2024-5 at the intersection of Kokomo Road and County Road 544 (CR 544). The current Comprehensive Plan policies allow 160,000 square feet of commercial, and convention center uses. The proposed changes to the policies limit the non-residential to just 60,000 square feet. Therefore, the location support for a new NACX is not as relevant due to the limitation of non-residential development (not including recreation uses) to 60,000 square feet.

The current policies for the Grenelefe UEA include a policy for Tourist Commercial Center-X (TCCX). There is property to remain TCCX some of which are owned by the applicant, and some are not. An isolated parcel(s) south and west of CR 544 but east of Kokomo Road is developed with a residential condominium (add Name). The other area is north of CR 544 near Lake Marion. There are resort residential units as well as a gas station and restaurant. Therefore, to not hinder property rights, the TCCX policy is remaining mostly the same.

Land Development Code Changes – Much like the policy changes proposed for the Comprehensive Plan, there are amendments being recommended for the Land Development Code related to Grenelefe. This includes adding some of the history and removing references to the future development in the Grenelefe UEA as being a resort and updating some agency names. The use table, Table 4.25, includes the most significant changes as NACX must be added and DRI is to be removed. The changes include making everything in NACX a C2 or higher consistent with Table 2.1 in Chapter 2 of the LDC. Other modifications include adding new uses to be compliant with state laws related to religious and community institutions and medical marijuana dispensaries. The uses to be added are as follows.

• Short Term Rental

- Car Wash, Full Service
- Car Wash, Incidental
- Childcare center
- Clinics & Medical Offices
- Cultural Facilities
- Financial Institution
- Financial Institution, Drive Thru
- Gas Station
- Golf Course
- Marina
- Medical marijuana Dispensaries
- Nurseries and Greenhouses
- Office Park
- Religious Institution
- Recreational Vehicle Storage
- Restaurants, sit down/take-out
- Restaurant, Drive-thru/Drive-in
- Making retail use square footage consistent with Table 2.1
- School, Elementary
- School, Middle
- School, High
- Self-storage

The staff is proposing a "C2" so that the conditional in Chapter 3 will be applicable. One use to point out includes self-storage and Multifamily. Chapter 3 of the Land Development Code limits self-storage uses to only 50% of the NACX. Without the "C2" use in the table, the entire NACX can be used for self-storage uses. All the uses added, modified or removed are highlighted in red in the ordinance for ease of identification. The Comprehensive Plan policies for the Grenelefe UEA limits multifamily to townhouses and single family attached.

Transportation - The applicant has proposed approaching transportation like other uses in unincorporated Polk County consistent with Chapter 7, Section 703 of the LDC. However, Grenelefe was once a Development of Regional Impact (DRI) which makes it different than other developments in unincorporated Polk County. Staff's proposal is to have the traffic impacts of the entire development analyzed with the first Level 2 Review and then have each Level 2 Review identify that project's impact on the surrounding transportation network in comparison with the first traffic study. It is not the intention to make any one Village bear the burden of disproportionate transportation improvements as is done today especially in a failing condition but rather ensure the best solutions are identified on the project as a whole and how those transportation improvements may change over the build out of the project. This approach for transportation studies is above and beyond that of other developments but similar and less than current Developments of Regional Impact (DRI). Per Appendix E., e. 5. For Minor Traffic Studies, the Polk TPO can add segments when it would be in the best interest of Polk County to do so to maintain the adopted Level-of-Service standards. The additional evaluation is needed to ensure the proper planning and scheduling of any needed improvements that cannot be constructed by any one developer meaning the County will bear the responsibility.

Current DRIs must bear the burden of the transportation impacts and improvements identified at the approval of the project. DRIs are also required to submit Annual Reports or Biennial Reports with a monitoring and modeling study that provides an analysis on what has been built both approved development and identified transportation improvements along with a prediction of further development. The approach for Grenelefe is to have the analysis of how each Village contributes to the identified transportation improvements and their significance. The first transportation analysis will identify how many and which Villages can be approved before improvements are necessary. This will help the County prepare for needed improvements in the surrounding transportation system as the Grenelefe UEA builds out.

Buffers and Recreation -A new section for buffers and recreation has been added that requires existing trees in the village, commercial and golf course/amenity areas to be preserved and mixed in with the buffers added by the applicant when required by Chapter 7 of the LDC.

Infrastructure Impacts - The infrastructure impacts with the proposed development totals in comparison with the current have been analyzed as part of LDCPAL-2024-5. The current development rights have been estimated to be 727,040 for potable water needs and 552,670 for wastewater consumption while the proposed is decreased to 520,908 (28.4% decrease) and 399,090 (27.8% decrease) respectively. The trips rates are also reduced from 2,366 PM Peak Hour trips to 1,557 PM Peak Hour trips (52% decrease). This is the justification to amend the DRI policy. The remaining available capacities may be decreased with the recreational amenities and the golf course and the Smokey Groves development District. The utility capacity used by Smokey Groves will provide a timing mechanism for the new development proposed by the applicant. However, the applicant will have to demonstrate compliance with Section 703, Concurrency of the Land Development Code as all uses will have to connect to public water and sewer.

Comparisons to other Jurisdictions:

Special policies and development code regulations are common in other jurisdictions throughout Florida. The current section on Grenelefe is equivalent to the County's section of the Comprehensive Plan and Land Development Code regarding Selected Area Plans. Section 2.130 of the Comprehensive Plan was created for Developments of Regional Impact (DRI). It seems appropriate to retain the policies on the Grenelefe UEA currently as this is a modification to an existing section. Perhaps it maybe combined with the other SAPs with the update to the Comprehensive Plan without changing any of the current and proposed policy changes if adopted.

Limits of the Proposed Ordinances

The scope of the amendment will impact new development within the Grenelefe UEA. The policy and Land Development Code changes are meant to limit development to single family, townhomes, single family attached development and permit some neighbonrood commercial commercial uses within the proposed NACX along with other recreational amenities. The changes to the Comprehensive Plan and the Land Development Code do not impact property outside of the Grenelefe UEA.

Consistency with the Comprehensive Plan

Consistency with the Comprehensive Plan and Land Development Code

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 or inconsistent** with the Comprehensive Plan is listed below:

Tuble 6 Consistency with the Comprehensive T tuh			
Policy	Consistency		
Policy 2.102-A1: Development Location – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.	The proposed text amendments support a changing type of development for Grenelefe that was originally developed in the 1970s. The limits for this request apply to an existing development. Therefore, the request is consistent with this policy as this amendment will guide redevelopment for an existing development.		
 Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development. 	The proposed policy and Land Development Code text changes are to ensure compatibility with the new uses.		

Table 8 Consistency with the Comprehensive Plan

Policy	Consistency	
Policy 2.107-A5: Utility Enclave Areas Development Criteria - Development within UEAs shall conform to the following criteria as further specified by the Land Development Code: All uses developed after adoption of the Polk County Comprehensive Plan shall be required to connect to the existing centralized water and sewer system and may receive a development order provided all other provisions of this Plan are met. incorporate design features that promote healthy communities, green building practices, mixed use development, transit oriented design, variety in housing choices and other initiatives consistent with Section 2.1251 – Community Design, of this element. provide access to parks, green areas, and open space and other amenities be designed to facilitate the provision of public safety services (i.e., fire, EMS and law enforcement); In order to achieve higher densities and intensities allowed by each land use, development in the UEA shall be required to connect to centralized water and sewer system and incorporate clustering and other low impact design criteria as established under the Conservation Development Section (Section 2.1251).	The proposed text changes will not change the requirement to connect to public water and sewer. Therefore, the proposed requests for LDCPAL-2024-6 and LDCT-2024-10 are consistent with the UEA policies.	
Development of Regional Impact (DRIX): The DRI designation remains <u>ed</u> on the majority of the golf course due to the impacts on water and sewer. <u>LDCPAL-2024-6 changed the majority of</u> the DRIX designation to RLX. However, one parcel remains DRI and so to provide similar property rights, the Land Development Code will reflect uses consistent with its location. Once the existing water and wastewater plant has been expanded and has the permitted and plant capacities to handle additional development, then the applicant may request to change the land use for those portions designated DRI.	The original DRIX policy prohibited any land use changes until the existing water and wastewater plants have been expanded. The proposed land use changes the limitations on the development approval will not generate any additional impact to the water and wastewater than was contemplated in the 2008 amendments. Therefore, the requested changes are still consistent with the original DRIX policy. However, based on the land use changes this change to the DRIX policy is needed to address the remnant parcel.	

Comments from Other Agencies: None

Exhibits:

Exhibit 1	Location of the Grenelefe UEA
Exhibit 2	Context Aerial
Exhibit 3	Close Up Aerial
Exhibit 4	Current Future Land Use Map
Exhibit 5	Proposed Future Land Use Map
Exhibit 6	East Polk County Roads

Under separate attachment

- Draft Ordinances with proposed text
- Application information



LOCATION MAP

Exhibit 2



AERIAL (2023 CONTEXT)

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Exhibit 3



AERIAL (2023 CLOSE UP)

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THE GRENELEFE UEA



PROPOSED FUTURE LAND USE MAP

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EAST POLK COUNTY ROADS

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ORDINANCE NO. 25-____

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2024-10, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE; AMENDING CHAPTER 4, SECTION 402, F, GRENELEFE UTILITY ENCLAVE AREA (UEA) TO MODIFY INTRODUCTORY STATEMENTS, **REVISE DEVELOPMENT STANDARDS FOR ALL LAND USE DISTRICTS** IN THE GRENELEFE UEA USE TABLE 4.26, REVISE RESIDENTIAL LOT STANDARDS IN TABLE 4.27, REVISE REFERENCES TO SHORT TERM RENTALS, ADD A GENERAL LAND DEVELOPMENT PLAN, AND OTHER PROVIDING RELATED CHANGES: FOR SEVERABILITY: AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Land Development Regulations consistent with the Polk County Comprehensive Plan; and

WHEREAS, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

WHEREAS, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

WHEREAS, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

WHEREAS, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

WHEREAS, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on October 2, 2024; and

WHEREAS, the proposed text amendment to the Polk County Land Development Code shall amend standards and limit intensity and density for uses in the Grenelefe Utility Enclave Area (UEA) in Chapter 4; and
WHEREAS, the Board of County Commissioners held two public hearings on September 3, 2024 and September 17, 2024 wherein the Board reviewed and considered the Planning Commission's recommendation, the staff report, and all comments received during said public hearings, and provided for necessary revisions; and

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Polk County, Florida that:

NOTE: The <u>underlined text</u> indicates proposed additions to the current language. The strikeout indicates text to be removed from the current ordinance.

SECTION 1: FINDINGS The Board hereby finds and determines that:

- a) The findings set forth in the recitals to this Ordinance are true and correct and hereby adopted.
- b) The Planning Commission, acting in its capacity as the Local Planning Agency for the County, held a public hearing on October 2, 2024, to consider the LDC text amendments contained within Application LDCT-2024-10 and found them to be consistent with the Comprehensive Plan and recommended that the Board adopt the LDC Text Amendment contained within Application LDCT-2024-10.
- c) The adoption of LDCT-2024-15 is consistent with the Comprehensive Plan and LDC.

SECTION 2: Chapter4, Section 402.F, Grenelefe Utility Enclave Area (UEA), of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

Section 402 Development of Regional Impact and Pre-Development of Regional Impact, and Utility Enclave Areas

This Section describes the land use densities and intensities for all mixed use Developments of Regional Impact (DRI), Pre-DRIs without land use designations, and Utility Enclave Areas as mapped in the Future Land Use Map Series. The numbers provided are subject to revisions based on amendments to the Development Orders for DRIs and the Binding Letters of Interpretation for Pre-DRIs. The Utility Enclave Areas possess special uses and standards pertinent to the level of urban services provided with them.

A. Purpose and Intent

This PRE-DRI and DRI SAP Section includes a brief summary of each the County's two PRE-DRI projects — Poinciana New Township and Indian Lake Estates — and all nonphosphate DRIs. This summary contains a description of the approved land uses, along with the number of dwelling units and any other applicable information, and shall be the maximum densities and intensities allowed within the subject DRI. More detailed information on these projects is available through the Planning Division, or with the Florida Department of Economic Opportunities (DEO), Division of Resource Planning and Management. All DRIs except Poinciana, Indian Lake Estates, and Grenelefe have approved Development Orders on file with the Polk County Planning Division. The Development Order includes a Map of where the uses listed in this Section will be permitted.

Any proposed use that will render a legal use nonconforming shall require a Level 3 Review.

F. Grenelefe Utility Enclave Area (UEA) (Revised 4/8/09 - Ord. 09-012)

The Grenelefe <u>Development of Regional Impact</u> Resort and Convention Center (Grenelefe DRI) is a mixed-use DRI, which was originally primarily oriented towards retirees, tourists, and conventions, but has transitioned to a more permanent residential area. Encompassing 971 acres, the original Grenelefe DRI has reached built-out status. An "Essentially Built-Out Agreement" among the land owner, developer, their successors and assigns, Polk County, and the Department of Community Affairs (now called Florida Department of Commerce) has been approved stating that the DRI has met all of its obligations.

The lands within the Grenelefe DRI, together with an approximate 278-acre tract contiguous to the southeast border of the Grenelefe DRI (the additional property), have been incorporated into a Utility Enclave Area (UEA) Development Area category within the Polk County Comprehensive Plan called the "Grenelefe Utility Enclave Area." <u>Any new development other than on vested and platted lots shall be limited to 1,275 single family units, 246 multifamily units as limited by this section 402, F, and 60,0000 square feet of non-residential development excluding golf course and other recreation amenities.</u>

- 1. Development Standards
- a. Uses and Standards Listed below are the table of allowable uses and standards within the Grenelefe UEA. Further development or redevelopment within the existing Grenelefe DRI portion of the Grenelefe UEA, approved as part of the pre-existing Planned Unit Development (PUD), shall be processed as an amendment to a PUD. Any further development or redevelopment within the additional property of the Grenelefe UEA or changes to an approved Planned Development (PD) approval to be consistent with the development standards and requirements contained in Tables , unless otherwise indicated in Table 4.25, 4.26, and 4.27 and other development standards contained in this section and reviewed according to the County's Land Development Code. Residential densities and non-residential intensities within the Grenelefe UEA shall be in accordance with Section 2.130-E of the Polk County Comprehensive Plan and the Future Land Use Map Series. The Grenelefe UEA maximum residential densities shall not be subject to Section 303, Table 3.3 Locational Eligibility Score Density Bonuses of the Polk County Land Development Code.

Uses listed as conditional may be established only after compliance with the specific conditions and procedures in this Chapter and outlined in Chapter 3, Conditional Uses, and all applicable codes of Polk County and other governmental agencies. See Section 205, E for descriptions of P, C1, C2, C3 and C4

	Table 4.25 <u>Use Table</u>						
	NACX RLX RMX RHX TCCX DRI PR						PRESVX
Residential							
Single-family residential		CI	C2	C3	C3		
Duplex		C3	Р	Р	C3		

Multifamily Residential		C3 <u>C2</u>	Ρ	Р	C3		
Short-Term Rental		<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>		
Non-Residential							
Bars, Lounges and Taverns	<u>C3</u>				<u>-Р С2</u>		
Car Wash, Full Service	<u>C2</u>						
Car Wash, Incidental	<u>C2</u>						
Childcare center	<u>C2</u>				<u>C2</u>		
Clinics & Medical Offices	<u>C2</u>						
Community Centers	<u>C2</u>	C3	C3	C3	C2		
Convention Facilities					P-<u>C2</u>		
Cultural Facilities	<u>C2</u>						
Financial Institution	<u>C2</u>						
Financial Institution, Drive Thru	<u>C2</u>						
Gas Station	<u>C2</u>						
Golf Course							
Helistops					<u>Р СЗ</u>	<u>Р СЗ</u>	
Hotel/Motel					<u>-Р С2</u>		
Marina					<u>C1</u>		
Medical Marijuana Dispensaries	<u>C2</u>						
Night Clubs and Dance Halls					P		
Nurseries and Greenhouses	<u>C2</u>						
Offices	<u>C2</u>				Р		
Office Park	<u>C2</u>						
Outdoor Concert Venue					C3		
Personal Services	<u>C2</u>				Р		
Recreation and Amusement, General	<u>C2</u>				<u>Р С2</u>		
-Recreation, Active		P	₽	₽	<u>Р С2</u>	₽	
Recreation, High Intensity		C3	C3	C3	Р <u>СЗ</u>	<u>Р СЗ</u>	
Recreation, Low Intensity		Р	Р	Р	Р	<u>Р СЗ</u>	C2
Recreational Vehicle Storage	<u>C2</u>				C2		
Religious Institution	<u>C2</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C2</u>	<u>C3</u>	
Restaurant, Drive-thru/Drive-in	<u>C2</u>						
Restaurants, sit down/take-out	<u>C2</u>				<u>Р С2</u>		
Retail <u>10,000 – 34,999</u> 5,000 – 15,000	<u>C2</u>				C2		
sq.ft. /unit							
Retail <u>35,000 – 64,999</u> above 15,000	<u>C2</u>				C3		
sq.ft. /unit							
Retail less than <u>10,000</u> 5,000	<u>C2</u>				<u>-Р С2</u>		
sq.ft. /unit							
School, Elementary	<u>C2</u>	<u>C2</u>	<u>C2</u>	<u>C2</u>	<u>C2</u>		
School, Middle	<u>C2</u>	<u>C2</u>	<u>C2</u>	<u>C2</u>	<u>C2</u>		
School, High	<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>		
School, Leisure/Special Interest	<u>C2</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>		
School, Technical/Vocational/Trade &	<u>C3</u>						
Iraining	62			 			
School, University/College	<u>C3</u>	<u> </u>		 			
Self-Storage	<u> (2</u>						
Utilities, Class 1	<u> </u>	<u> </u>	<u> </u>	<u>C1</u>	<u> </u>		

Utilities, Class 2	<u>P</u>	<u>C1</u>	<u>C1</u>	<u>C1</u>	<u>C2</u>	<u>P</u>
Utilities, Class 3	<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>	<u>C3</u>	
Veterinary Service	<u>C2</u>				<u>C2</u>	
Vehicle Storage, Enclosed					₽	

	Table 4.26-Dimensional Table								
	<u>NACX</u>	RL <u>-1</u> X	RMX	RHX	тссх	DRI	PRESVX		
MAXIMUM RESIDENTIAL GROSS	<u>N/A</u>	5 du/ac	7 du/ac	10	15	n/a	n/a		
DENSITY				du/ac	du/ac				
MAX. NON-RESIDENTIAL	<u>0.7</u>	0.7	0.9	0.9	n/a	0.7	n/a		
IMPERVIOUS SURFACE RATIO									
MAX. NON-RESIDENTIAL FLOOR	<u>0.25*</u>	0.25	0.35	0.4	1.0	0.25	n/a		
AREA RATIO									
MINIMUM SETBACKS: (from road rights-of-way)									
URBAN COLLECTOR	<u>35/65</u>	35'	35'	35'	35'	35'	35'		
RURAL MAJOR COLLECTOR	<u>35/65</u>	35'	35'	35'	35'	35'	35'		
RURAL MINOR COLLECTOR	<u>35/65</u>	35'	35'	35'	35'	35'	35'		
LOCAL, 60' R/W, or greater	<u>30/60</u>	20'	10'	10'	10'	20'	20'		
LOCAL, 41- 60' R/W	<u>30/60</u>	20'	5'	5'	5'	20'	20'		
LOCAL, 40> R/W	<u>30/55</u>	20'	5'	5'	5'	20'	20'		
Garage setbacks	<u>N/A</u>	<u>25'</u>	<u>25'</u>	<u>25'</u>	<u>N/A</u>	N/A	<u>N/A</u>		
MINIMUM SETBACKS (Principal Strue	cture/Acce	ssory Structu	res)					
INTERIOR SIDE	<u>15/15</u>	5'	3'	3'	5'	10'	0'		
INTERIOR REAR	<u>15/15</u>	10'/5'	5'	5'	5'	20'	0'		
MAX. STRUCTURE HEIGHT	<u>50</u>	40'	50'	60'	85'	40'	0'		
<u>*See Table 4.27</u>	*See Table 4.27								

* Minimum setbacks above apply only to front loaded product, see table 4.37 for minimum setback requirements for alley loaded product.

b. Village Areas Development Standards Minimum Residential Lot Area

The Following Standards apply to all new <u>development displayed in Figure 4.4. A Planned</u> Development will be required if any density, lot width and unit type are inconsistent with Table 4.27 below. Table 4.27 is meant to limit the density, lot width, unit type and minimum lot size for purposes of compatibility rather than specific unit counts for each village. This will allow some flexibility of the 1,275 single family units and 246 multifamily units to shift between village without future text amendments. <u>single family and townhouse development in the Grenelefe</u> development with garages in rear of the structure otherwise Table 4.26 shall apply:

Table 4.27 Development Limitations Table									
	Residential								
	Maximum Density or	Minimum Lot	Unit type	Minimum	Figure				
	FAR for NAC and	<u>Widths</u>		Lot size	<u>Reference</u>				
	Golf course amenity								
	area								
Village 1	Three (3) dwelling	<u>50'</u>	Single Family	<u>6,000</u>	<u>4.4</u>				
_	units per acre		Detached						
Village 2	Three and a half (3.5)	<u>60'</u>	Single Family	6,000	4.4				
	dwelling units per acre		Detached						

X7'11 0	$T_{} = 1 + 1 + 10 + (2 + 5)$	502	C' 1 E '1	(000	4.4		
<u>village 3</u>	<u>I wo and a half (2.5)</u>	<u>50°</u>	Single Family	<u>6,000</u>	<u>4.4</u>		
	dwelling units per acre		<u>Detached</u>				
Village 4	Three (3) dwelling	60'	Single Family	Half an acre	4.4		
	units per acre		Detached				
Village 5	Two and six tenths	50'	Single Family	6.000	44		
<u>vinago s</u>	(2.6) dwelling units	<u></u>	Detached	0,000	<u> </u>		
	(2.0) dwennig units		Detacticu				
	per acre						
<u>Village 6</u>	Three (3) dwelling	<u>60'</u>	Single Family	<u>6,000</u>	<u>4.4</u>		
	units per acre		Detached				
Village 7	Seven and a half (7.5)	Per Chapter 2, 7.	Multifamilv*	N/A	4.4		
	dwelling units per acre	8					
Village 8	Four (4) dwelling	50'	Single Family	6.000	44		
<u>vinage o</u>	units per sere	<u>50</u>	Deteched	0,000	<u></u>		
		(0)	Detactied	6.000			
Village 9	Three (3) dwelling	<u>60'</u>	Single Family	<u>6,000</u>	<u>4.4</u>		
	<u>units per acre</u>		<u>Detached</u>				
Village 10	Four (4) dwelling	<u>50'</u>	Single Family	<u>6,000</u>	4.4		
	units per acre		Detached				
Village 11	Four and a half (4.5)	Per Chapter 2. 7.	Multifamilv*	6.000	4.4		
<u></u>	dwelling units per acre	8	<u></u>	<u></u>	<u></u>		
Willage 12	Three and a half (2.5)	<u>0</u> 50'	Multiformilu*	6.000	1 1		
<u>vmage 12</u>	$\frac{1}{1}$ mee and a man (3.3)	<u>30</u>	<u>Multifamily</u>	0,000	<u>4.4</u>		
	dwelling units per acre						
Village 13	Four (4) dwelling	<u>50'</u>	Single Family	<u>6,000</u>	<u>4.4</u>		
	units per acre		Detached				
Non-residential							
Maximum FAR or Square footage							
Commercial	60,000 square feet for al		4.4				
Golf Course	FAR based on land use district, recreation and open space requirements and 4.						
and amenties	other requirements						
*See Section 402, F. 2, b							



Table 4.37							
LOT STANDARDS	Single- Family 35' x 85'	Single- Family 35' x 105'	Single- Family 35' × 118'	Single- Family 35' 50' × 120'	Single- Family 4 0' x 85'	Single- Family 40' * 105'	Townhomes 20-30'x120'
- Maximum Building Height	35 FT	35 FT	35 FT	35 FT	35 FT	35 FT	35 FT
Minimum Lot Size	2,975 SF	3,675 SF	4 ,130 SF	4 ,200 SF	3,400 SF	4 ,200 SF	2,400 SF
Front Yard	5 FT	10 FT	10 FT	10 FT	5 FT	10 FT	10 FT
Side Yard	3 FT	3 FT	3 FT	3 FT	3 FT	3 FT	0 FT
Street Side Yard	9 FT	12 FT	7 FT	7 FT	9 FT	12 FT	5 FT
Rear Yard (Principle)	0 FT	13 FT	20 FT*	4-FT*	0 FT	10 FT*	20 FT*
Rear Yard- Detached Garage*			-5 FT				-4-FT
CR 544 Minimum Landscaped Buffer Width	30 FT	30 FT	30 FT	30 FT	30 FT	30 FT	30 FT
See Figure #	4.5	4.6	4.7	4.8	4.9	4.10	4.11

 Lots fronting amenities, where on street parking is more than 225 feet away from the front property line shall provide a minimum 20 FT garage rear yard setback.
 <u>** Minimum setback between buildings shall be 35 FT</u>

2. Conditional Development Standards

a. Short Term Rental Ownership

All residential units within Horizons at Grenelefe have the option to become short term rental units, including timeshares and fractional ownership, by right, upon the fulfillment of the short-term rental requirements listed under the heading "Short Term Rental" in Chapter 3Section 303 of the LDC, as modified hereby. In recognition of the fact that the existing residential units within the Grenelefe UEA have been allowed short term rental status to date, all the units existing of the approval date of this paragraph under the "Ownership" section, January ??, 2025 shall continue to be allowed use as a short-term rental unit status. the notices required under Subsection 1.b. of Chapter 3, Section 303 (Short Term Rental) shall not be required to be sent. Additionally, since all residential units within Horizons at Grenelefe are potentially eligible for short term rental status, no vegetative buffer shall be required along boundaries separating short- term rental units from non-short term rental units.

<u>b. Multifamily – Multifamily shall be limited to town homes and single family attached.</u>



Figure 4.5



Figure 4.6





35'x 118' Lot with Rear Alley South Teachy Detected 35'-50' x 120' Lot with Rear Alley South Comits Director



^{20&#}x27;-30'× 120' Lot with Rear Alley -Templone

c. Transportation Study – Section 703 of the LDC provides the concurrency review process to ensure adequate public facilities. Appendix C of the LDC identifies the purpose of a traffic impact study to identify the potential impacts of new development on the Polk County transportation system and to provide information which will allow a concurrency determination to be made on each impacted segment. It is anticipated that not all the developable land will be submitted with the first Level 2 Review which means some Level 2 Reviews will require a Major Traffic Study, some a Minor Traffic Study and some Level 2 Review requests will be too small for any traffic study per the requirements of Appendix C of the LDC.

Prior to the first Level 2 Review approval, a Major Traffic study will be prepared and performed in accordance with a methodology to be developed in conjunction with Polk County and the Polk Transportation Planning Organization (TPO) to analyze all future development and identified improvements on impacted links. Subsequent Major Traffic Studies shall incorporate previous development as required per Appendix C of the LDC.

Consistent with Appendix E, e. Minor Traffic Studies, for those Level 2 Reviews meeting the threshold for a Minor Traffic study, the study shall include the standard form for a Minor Traffic Study and an evaluation of the first directly accessed segment and additional segments where the

original Major Traffic Study indicated all of the future development displayed in Figure 4.4 as being significant. Significancy means that project traffic is five percent (5 %) or more of the capacity of the impacted links. Per Appendix E., e. 5., the Polk TPO can add segments when it would be in the best interest of Polk County to do so to maintain the adopted Level-of-Service standards. The additional evaluation is needed to ensure the proper planning and scheduling of any needed improvements that cannot be constructed by any one developer meaning the County will bear the responsibility. The methodology for the additional analysis to be part of each subsequent Minor Traffic Study shall be reviewed for a final approval by Polk County and the Polk TPO. The developer is eligible to implement transportation improvements negotiated from a Development Agreement or proportionate share agreement as permitted by the Comprehensive Plan and Land Development Code.

d. Buffers and recreation and open space – The following shall apply:

- i. Existing trees in the Village, Commercial and Golf Course/amenity area shall be preserved to the greatest extent possible to maintain the mature trees.
- ii. Open space shall be required per section 750 of the Land Development Code
- e. Public Utilities Site Improvements to the public utilities requested on a separate parcel from that existing in 2024 shall require a review consistent with Table 4.25.

f. Open Space and Recreation Area Requirements

- i. Recreation Land dedicated within the development shall meet the Open Space and Recreation requirements which shall require a minimum 500 sq. ft. of park-andrecreation space per unit. In no case shall any individual recreation area be less than 10,000 square feet in area.
- <u>An Open Space Plan shall be submitted as part of the application for each Level 2</u>
 <u>Development approval. The plan shall designate the boundaries, the size, and the proposed use of all Open Space for each plan and the overall cumulative area provided. The plan shall specify whether the Open Space areas will be dedicated or preserved and by what mechanism. Open Space shall not consist of setbacks, landscaped parking i lands, tracts for lift stations, wetlands, stormwater management facilities, rights-of-way, parking lots, or landscaping buffers unless noted below:</u>
 - 1.Landscaping buffers meeting or exceeding 25 feet in width and planted with
Type "C" landscaping which provide a transition from neighboring
developments may count towards Open Space requirements.
 - 2. Stormwater facilities may be used to meet Open Space requirements only if all facilities onsite are curvilinear in design and meet the canopy and understory tree planting requirements of a Type "C" Buffer. This landscaping may be clustered and shall be landscaped with species native to the area.

- 3. To meet recreation requirements, stormwater facilities shall meet the Open Space standards above and be utilized for active or passive recreation. Pedestrian connectivity to these features is required.
- 4. Where Type II-IV Amenities abut residential lots, Type "C" landscape buffering shall be provided to separate the residential property from the park.
- 5. Wetland buffers may be counted towards Open Space if a 25-foot setback is maintained throughout the entire buffer.

h. Parking Standards –

- i. Parking requirements for each unit, recreational uses, and non-residential development shall be required per Chapter 7 of the LDC.
- ii. In addition, a minimum of two exterior spaces per unit shall be required of all single family attached and detached, duplex, and townhome developments whether lots are platted or not platted.
- <u>iii.</u> Additional parking is required for developments with upland densities above three dwelling units per acre or lot widths less than 65 feet in width. This parking can be provided in the development through evenly distributed clustered parking lots or parallel parking on private roads or drive aisles. Additional parking shall be provided in accordance with Table 3.6 located in Chapter 3 of the Land Development Code.

PARKING STANDARDS

General Parking Standards for Horizon's at Grenelefe are as follows:

Residential Use: 2 spaces per dwelling unit

- Hotel Use: 1.25 spaces per room
- Conference Center: 3 spaces per 1000 SF
- Commercial/Office: 3 spaces per 1000 SF
- Golf Course: 3 spaces per hole

Shared parking: Where a mix of uses creates staggered peak periods of parking demand, shared parking calculations may reflect a reduction in the total amount of required parking.

Parking Spaces: In order to better facilitate traditional neighborhood design, all 90 degree parking spaces (except for handicap spaces) will be a minimum of 9 feet by 18.5 feet. See Figure 4.11 below for typical parking layout.

On street parking: Adjacent on-street parking shall be counted towards a land use parking requirement. The amount of on-street parking should be maximized. On street parking within 225 feet of a residential lot may be counted toward one space of the residential requirement.

Figure 4.11 Typical Parking Layout All figures that follow are being removed



STREETS AND ROADWAY STANDARDS

Street Sections: Street Sections for Horizon's at Grenelefe are indicated in figures 4.12-4.18 in street sections based on width. These street sections may be modified as required to address environmental constraints. Street sections to be selected for construction will be detailed and submitted to the County during Level 2 Review. However, where the curb radii are proposed to be less than the standards established by the County, the Developer will provide adequate ADA accessibility accommodations at the intersections, prohibit parking within 15' of the intersection and eliminate storm drain inlets from the radii of the intersection.

Street Lighting: The Developer will establish lighting standards to be consistent with the community character to be established at Horizon's at Grenelefe. The lighting standards shall be consistent with the Polk County minimum standards for distance between lighting and the amount of light emitted. Detailed street lighting plans will be submitted to the County during Level 2 Review.

Dead end streets/alleys: Streets and alleys shall have a length no greater than 500 feet measured the full length of the right-of-way and shall be provided at the closed end with a turnaround.

Utilities: All utilities are to be placed underground and within the rights-of-way unless a utility easement exists otherwise. See figure 4.19 for a graphic depiction of this requirement.

Figure 4.12











5'¹6.5' 1.5' 55' R/W





Figure 4.18







SECTION 3: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 4: EFFECTIVE DATE

This ordinance shall become effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY, FLORIDA this 7th day of January 2025.

From: Sent: To: Subject: White, Margo Monday, September 23, 2024 8:14 AM Yannone, Lyndsay FW: [EXTERNAL]: Case No. LDCPAL-2024-5

Margo White Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-6012 margowhite@polk-county.net



From: GreenAcresRanch@proton.me <GreenAcresRanch@proton.me> Sent: Thursday, September 19, 2024 2:29 PM To: White, Margo <MargoWhite@polk-county.net> Cc: Call, Planner On <PlannerOnCall@polk-county.net> Subject: [EXTERNAL]: Case No. LDCPAL-2024-5

You don't often get email from <u>greenacresranch@proton.me</u>. <u>Learn why this is important</u> UNCLASSIFIED

Ref: Case # LDCPAL-2024-5

Proposed Land Use Designation Change

Country Homes Estates

Request Following Entered Officially into 10/02/2024 Hearing Record:

Country Homes Estates is privately owned and predominantly a retirement community.

I share the sentiment of being inexorably against 2,500 homes built behind our property lines.

The destruction of the natural beauty of this area cannot be tolerated in no uncertain terms.

None of us understand the negative long term effects of this Project.

(sinkhole development, crime, traffic congestion, increased costs.....)

Personally; if any construction equipment, materials or unknown people are seen within an uncomfortable distance from my property, it will be met with whatever resistance deemed necessary.

That is my opinion and stand by it.

Kevin Carnahan

4 Robyn Lane

Haines City, FL 33844

Tel: 850.305.1302

GreenAcresRanch@proton.me

(sent encrypted from a secure mail server)

UNCLASSIFIED

	OPPOSITION PHONE CALLS								
CASE#_LDC	4L-2024-5/LPCT-1 CPAL-2024-6/	HEARING DATE	8.2.2024						
1. NAME	Ruben Labiosa	ADDRESS:							
REASON:_ 6	growth in ar	ea.							
	PHONE CALL 🕅	LETTER ()	PETITION ()						
2. NAME	:	ADDRESS:							
REASON:									
3	PHONE CALL ()	LETTER ()	PETITION ()						
3. NAME :		ADDRESS:							
REASON:									
	PHONE CALL ()	LETTER ()	PETITION ()						
4. NAME :	No	ADDRESS:							
REASON:									
. <u>.</u>	PHONE CALL ()	LETTER ()	PETITION ()						
5. NAME :		ADDRESS:							
REASON:									
	PHONE CALL ()	LETTER ()	PETITION ()						
TOTAL RESONS	SES								
PHONE CALLS									
PETITION									

From:Irizarry, LisaSent:Tuesday, October 1, 2024 7:02 AMTo:Yannone, LyndsaySubject:FW: [EXTERNAL]: Grenelefe development. I Steve Quackenbush is I favor of the plans for
the much needed upgrade to our area I I I've in Grenelefe. Ths.

Grenelefe email.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Steven Quakenbush <sqsq121254@gmail.com> Sent: Monday, September 30, 2024 7:56 AM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe development. I Steve Quackenbush is I favor of the plans for the much needed upgrade to our area I I I've in Grenelefe. Ths.

You don't often get email from sqsq121254@gmail.com. Learn why this is important

From: Sent: To: Subject: Irizarry, Lisa Tuesday, October 1, 2024 7:03 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Redevelopment

Email #2

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Mindy Dunnahoe <adunnahoe@aol.com> Sent: Tuesday, October 1, 2024 6:13 AM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Redevelopment

You don't often get email from adunnahoe@aol.com. Learn why this is important

Good morning,

I am a Haines City Native and worked at Grenelefe Resort back in the early 80's right after graduating from Haines City High School.

It was a beautiful place. We had Professional golf and tennis tournaments. I met Arnold Palmer and Martina Navratilova, plus many more professional athletes. I watched the William sisters grow up out there practicing with the tennis pro.

We also had alot of companies such as JC Penneys, etc have conferences out there.

All these events brought alot of revenue to our little town and put us on the map.

l eventually bought a lake villa out there in 2005. Grenelefe had been devastated by the three 2004 hurricanes and never recovered. The properties, tennis courts and golf courses are disastrous amd mon existence now.

That is why I'm writing this email. I feel with the new Grenelefe development we finally have a chance to have our beautiful Grenelefe back and all the great amenities that we once enjoyed. And not all the condos and cookie cutter homes the other developers are throwing up in Florida.

Please take this into consideration when making your decision and make Grenelefe Beautiful again.

Thank you,

Mindy Keen

Sent from AOL on Android

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 4:28 PM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Support

See below for Grenelefe.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: michelle wilson <laurnicwil@gmail.com> Sent: Monday, September 30, 2024 4:27 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Support

You don't often get email from laurnicwil@gmail.com. Learn why this is important

My name is Michelle Wilson, 23 Huntley CT. My husband and I are in support of the Grenelefe redevelopment project.

1

I respectfully submit the following document to demonstrate my support for the Grenelefe Redevelopment Project & specifically Scott House. Scott has taken on a huge responsibility, especially financially to revitalize Grenelefe, a tired old lady who has suffered at the hands of slum landlords and a devastating bankruptcy by offshore ownership.

I have owned my Grenelefe property for 35 years and have experienced Grenelefe in the glory days of what some people called "Florida's Centre Piece". Grenelefe boasted diamond standard amenities, most of which no longer exist. Now in 2024 the new planned amenities, and some to be resurrected will provide a vital active lifestyle to those who currently live in Grenelefe and the many families who will come to live and enjoy!

- 。 3 Distinctly different Championship Golf Courses
 - the West Course designed by Robert Trent Jones, one of three World renown designers inducted into The World Golf Hall of Fame
 - 。South Course
 - 。East Course
- Golf Schools 2 driving ranges
- 。 20 Tennis Courts grass & clay courts
- Marina providing access to 6,400 acre Lake Marion
- 。 5 Swimming Pools
- Nature Trails beautiful green space
- Fine Dining two high calibre restaurants

Last year, I sold my original Grenelefe home and purchased another. I reinvested in Grenelefe again because I believe she can be resurrected, there is truly no property comparable in Polk County. I have seen the development plan and have had it fully explained by Scott House. My home will no longer border a golf course, I will have a home built behind me, however I support Scott's vision of what the 1000+ acres can be again. The big picture MUST rule the day.

The Grenelefe property is a Polk County gem that needs to be uncovered & revitalize. I have seen how Scott House intends to do just that:

- . Info structure improvements & renovations
- . New amenities to provide an excellent life style
- Quality of homes to be built, appropriate lot dimensions, which will all enhance existing property values
- As more & more existing Grenelefe property owners become aware of the Development Plan and how it will revitalize our communities within, they realize how critical this plan gets approval and is able to move forward - Grenelefe cannot afford to wait.

Page 2





Page 3

I enclosed these pictures of Grenelefe, one from good times, one taken very recently demonstrating the devastation of a property not cared for. I have confidence in the planning process and in Scott House intentions. I request you as a Polk County Officer to insure through a fair and vital process Grenelefe will once again be a Polk County GEM - providing a excellent lifestyle for many new families

Please approve this plan.

Respectfully submitted,

Catherine Treloar - Home Owner 35 years 13 Huntley Court, Grenelefe FL

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:41 AM Yannone, Lyndsay FW: [EXTERNAL]:

#7

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Doris Alicea <dalicea717.da@gmail.com> Sent: Wednesday, September 25, 2024 7:57 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from dalicea717.da@gmail.com. Learn why this is important

Hello wanted to voice that Rey Rivera and Doris Alicea from 31 Pipers Pass Haine City, FL 33844 are in Support of the Grenelefe redevelopement project. We give our Yes vote to move foward with the redevelopment project of Grenelefe.

Thank you Rey Rivera & Doris Alicea

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:10 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Support

Email #4

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Robert Lewis <iceman28570@yahoo.com> Sent: Friday, September 27, 2024 9:34 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Support

[You don't often get email from iceman28570@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Robert Lewis and I live at 6 Grenewood Ln in the Grenelefe community. I like to declare my support for the Grenelefe Redevelopment and the amendment that will be discussed on Wednesday before the Planning Commission. Sent from my iPhone

From: Sent: To: Subject: lrizarry, Lisa Monday, September 30, 2024 7:10 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe redevelopment project

Email #3

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: mike diaz <diazmike920@yahoo.com> Sent: Saturday, September 28, 2024 5:50 AM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe redevelopment project

You don't often get email from diazmike920@yahoo.com. Learn why this is important

Good morning,

My name is Mike Diaz and i live in the Grenelefe community at 2 Grenewood Ln. Im a big supporter of what Scott House and his team have proposed for the future of Grenelefe. Im unable to attend Wednesday's hearing but please let the Board know I'm 100% behind this plan.

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:09 AM Yannone, Lyndsay FW: [EXTERNAL]: Redevelopment

Email #2

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Christine Sugranes <christines102682@gmail.com> Sent: Saturday, September 28, 2024 12:56 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Redevelopment

[You don't often get email from christines102682@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We want our amenities back and are not interested in more Condos, hotels, or rental properties. We pay HOA fees, and the pools are shut down, The tennis courts are shut. Bring back our amenities

From:Irizarry, LisaSent:Monday, September 30, 2024 7:09 AMTo:Yannone, LyndsaySubject:FW: [EXTERNAL]: Grenelefe Redevelopment

Email #1

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Kimberly Ayala <dawne_kimmie@yahoo.com> Sent: Sunday, September 29, 2024 6:48 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Redevelopment

[You don't often get email from dawne_kimmie@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening,

My name is Kimberly Lewis and I live at 6 Grenewood Ln, Haines City in the Grenelefe Community. I am writing this email to say I am excited for the redevelopment of Grenelefe.

Thank you for your time, Kimberly Lewis

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:03 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Redevelopment Plan

See email below.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Wes Shaver <wes.shaver@gmail.com> Sent: Tuesday, September 24, 2024 5:39 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Cc: Sandy <Sms3850@aol.com> Subject: [EXTERNAL]: Grenelefe Redevelopment Plan

You don't often get email from <u>wes.shaver@gmail.com</u>. <u>Learn why this is important</u> Hi Lisa,

My name is Wes Shaver and I'm a property owner at Grenelefe (on Fairway Drive). I purchased my home in 2019 for a dual purpose: a vacation home for me, but also a full time home for my mom and grandmother. I'm 39 and I've been coming to Grenelefe my whole life; my grandparents started visiting the resort in the mid 80's and purchased a property in the early 90s. Grenelefe is a very special place.

I wanted to send a personal note to endorse and show my support for the projects and proposed plans. These latest updates are the first of many, many empty promises. I can see myself considering Grenelefe "home" for another 40 years now. My mom and grandma do attend all the meetings and keep me in the loop as I'm in Wisconsin most of the time/year. I've CC: my mom, Sandy Salupo on this email as well since she is the full time resident and represents me on all things Grenelefe.

I know you have a lot on your plate and this is a massive undertaking. Thank you for taking the time and working with everyone to explore the possibilities. I believe Scott and the team have the vision to see something great happen here.

If I can be of any help, please ask. I wish you nothing but the best in the process and am grateful for all of the hard work being invested in this from ALL sides - especially the folks in the municipality, city and county levels.

Thank you, again.

Cheers,

Wes

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:03 AM Yannone, Lyndsay FW: [EXTERNAL]: I support greenlefe plan. Steve neff

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Stephen Neff <sveln22@yahoo.com> Sent: Tuesday, September 24, 2024 5:39 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: I support greenlefe plan. Steve neff

[You don't often get email from sveln22@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Sent from my iPhone

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:02 AM Yannone, Lyndsay FW: [EXTERNAL]:

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Jerrold Gonsalves <jerroldgonsalves@gmail.com> Sent: Tuesday, September 24, 2024 5:46 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from jerroldgonsalves@gmail.com. Learn why this is important

Won't be at meeting we'll be out of town. Tell Scott I'm with him.

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:02 AM Yannone, Lyndsay FW: [EXTERNAL]:

Please see email below.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Jerrold Gonsalves <jerroldgonsalves@gmail.com> Sent: Tuesday, September 24, 2024 5:52 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from jerroldgonsalves@gmail.com. Learn why this is important

A little league baseball park would be awesome. Families would love it..we could have our own teams and softball there to for the boys and girls. Think about it everyone would get something out of that , be a great selling point with families that have athletic kids. Plus it keeps them out of trouble .


Polk County

Planning Commission

Agenda Item 14.

10/2/2024

<u>SUBJECT</u>

LDCPAL-2024-5 (Grenelefe DRI CPA)

DESCRIPTION

Large Scale Comprehensive Plan map amendment from Tourism-Commercial Center-X (TCCX), and Development of Regional Impact-X (DRIX) to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX) on 526± acres. Related to LDCPAL-2024-6 a Comprehensive Plan Text Amendment, and LDCT-2024-10 a Land Development Code Text Amendment. Grenelefe is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City, in Sections 05, 06, 07, and 08, Township 28, Range 28

RECOMMENDATION

Approval

FISCAL IMPACT

No Fiscal Impact

CONTACT INFORMATION

Robert Bolton

Planner III

Land Development

863-534-6468

robertbolton@polk-county.net



LEVEL 4 LAND DEVELOPMENT CODE COMPREHENSIVE PLAN AMENDMENT APPLICATION

TYPE OF AMENDMENT

Land Development	Code () Text	() Sub	-district				
Comprehensive Plan () Text () Large Scale Map () Small Scale Map							
Is property in a Selected Area Plan (SAP) () Yes () No							
SAP Name							
Pre Application Pro	Pre Application Project # (Required)						
0	wner		Applicant		Contact Person		

	Owner	Applicant	Contact I er son
Name			
Work Number			
Fax Number			
Mailing Address			
Email			

If additional contacts, please list on a separate sheet and submit with application.

Brief Description Request (No more than 250 characters):

•

Request From: To: Acreage:						Land Use/Sub-Distric
						Land Use/Sub-Distric
		Range	- Township	- Section	Subdivision #	- Parcel #
Parcel ID N	umber(s):	<u>R</u>	Т	S	others on a separate attachmen	-
see list of Parcel IDs included		<u>R</u>	Т	S		-
application package.	<u>R</u>	Т	S		-	
		<u>R</u>	T	S		-
Address and	d Location of Pr	<u>R</u> operty	T /:	S		
Address and	d Location of Pr	R operty	T 7:	S		<u>-</u>
Address and	d Location of Pr	R operty one Nu	<u>T</u>	S		<u>-</u>

() Yes () No Is the property located in the Green Swamp Area of Critical State Concern? (If yes, a Green Swamp Impact Assessment Statement must be submitted with this application.)

Identify existing uses and structures on subject and surrounding properties (e.g. vacant, residential # du/ac, commercial approx. square feet, etc.):

NW	Ν	NE
W	Subject Property	Ε
SW	S	SE

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

Date:

I, _______ (print name), the owner of the property which is the subject of this application, or the authorized representative of owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

John B. Allen

Property owner or property owner's authorized representative.

Part II. Project Narrative and Justification of Request

The property owner, Grenelefe Resort Development, LLC (the "Applicant"), is pursuing a series of applications to facilitate the implementation of entitlements established in the original development approvals for the subject property. The Applicant acquired the golf course property and the utility system in 2022. Since that acquisition, the Applicant has worked to develop a plan to revitalize portions of the golf course and associated amenities and to develop other areas with complimentary uses to the existing development. The applications include a future land use map amendment, sub-district change, and text amendments to both the Polk County Comprehensive Plan and the Land Development Code. Each change will be discussed in more detail below. The cumulation of these changes will result in a partial redevelopment of the underutilized open space (former golf course) and provide an injection of new energy into the Grenelefe community.

By way of brief history, Grenelefe was originally approved in 1973 as a Development of Regional Impact ("DRI"). At that time, Polk County issued a development order approving the DRI for 1,935 dwelling units, two clubhouses, a conference center, three 18-hole golf courses, racquetball courts and yacht club, 12-15 tennis courts, stables, and a marina on 1,847 acres. The original intent of the Grenelefe DRI was to provide a resort style/short-term rental community. Over the years, the DRI and the development order have been amended several times over the decades and the use of the property has moved to a more permanent/traditional residential community. In addition, portions of the property have fallen into disrepair due to hurricane damage and a lack of investment by prior owners.

In 2008, Grenelefe Resort, LLC, owned the property and intended to break from the original design by incorporating a more contemporary design of resort community that included an urban style village center with retail and restaurant uses and resort amenities beyond golfing. The residential development proposed was more vertically oriented and compact to promote a more pedestrian oriented environment. At the time, the then property owner, Polk County, and the Department of Community Affairs (now known as the Department of Commerce) negotiated "Built Out Agreement." The effect of the "Built Out Agreement" was the recognition of the types and amount of the existing development, acknowledge the compliance with all applicable terms and conditions of the DRI development order, explicitly including all infrastructure and physical improvements, and to recognize the development remaining within the Grenelefe DRI.

The remaining development potential of the DRI reflected in the "Built Out Agreement" was incorporated into the Polk County Comprehensive Plan, citing Section 2.130-E1 Grenelefe Utility Enclave Area, which acknowledges the specific density limitations that apply to "new development" after the adoption of CPA 08-14.

USE	Maximum Limitation
Residential Units	1,753
Multi-Family	120
Hotel Rooms	300
Convention Center	*50,000 gross sq. ft.
Other Non-Residential Uses (Commercial-Retail)	60,000 gross square feet
*Does not include existing 50,000 square foot convention	on center.

These limitations are above and beyond the existing Grenelefe Development and do not include the platted vacant lots within the boundary of the Grenelefe UEA. This was new development permitted within the Grenelefe UEA and was approved to recognize the existing development and the "revitalize the community by allowing for redevelopment and growth." The Comprehensive Plan policies and Land Development Code provisions recognized the potential and likelihood of redevelopment of the golf course and the expansion of the utility service. Specifically, Policy 2.130-E1.1B assigned the DRIX land use to the golf course and stated "the applicant may request to change the land use for those portions of the designated DRI" when the utility plant can support additional development.

At this time, the applicant is proposing to modify the allowances outlined above to a more traditional mix of single-family residential (attached and detached) development, while substantially reduce the current and future potential intensity of the site. The new development mix would be as follows:

USE	Maximum Limitation
Single Family Attached Residential Units	457
Single Family Detached Residential Units	1,612
Non-Residential Commercial/Retail	60,000 gross square feet

This proposed development schedule eliminates the infrastructure intensive (transportation and utilities) uses of convention center and hotel. The non-residential component would include neighborhood retail, personal service, and office uses allowed in the NACX and OCX categories. Moreover, the distribution of the proposed development within the areas currently identified as TCCX and the DRIX areas will effectively limit the intensity of the area, while providing an influx of new investment into community serving uses (i.e. amenities, golf, utilities, roads, etc.).

Since 2008, little to no new investment or development has occurred in the Grenelefe DRI (also referred to as the Grenelefe UEA). In 2002, the prior golf course operator and owner filed for bankruptcy and the property was heavily damaged by hurricanes in 2004 and 2005. Subsequent ownership did not result in significant improvement. However, the east side of Polk County has thrived with development and has transformed the character of the area. The growth in the Poinciana area and the City of Haines City has pushed development in this direction. Moreover, the prospects for the future expansion of the Polk Parkway and Power Line Road increase the accessibility to this art of Polk County. The site is no longer appropriate for redevelopment or new development for resort focused activities, as the golf courses are no longer viable.

However, the property has previously been established for future redevelopment by the original approvals in 1973, the amendments to the Polk County Comprehensive Plan and Land Development Code in 2008, and the "Built Out Agreement." The instant request respects existing development adjacent to the course by locating like development adjacent to like development. For instance, single family residential development (Residential Low) is adjacent to existing

single-family development. Likewise, townhome (Residential Medium) is adjacent to similar product. In addition, the applicant is seeking to introduce a non-residential node at the intersection of Kokomo Road and CR544 by establishing Neighborhood Activity Center (NACX) and Office Center (OCX) land uses. This will allow the opportunity to bring neighborhood level retail uses closer to the community (i.e. grocery, restaurant, personal services, etc.) and office type service (dentist, eye doctor, etc.), which has transitioned away from the tourist activity over the years. A summary of the applications and requests are as follows:

- 1. Comprehensive Plan Text Amendment
 - a. Amend existing policies and objectives to reflect a transition away from only a "resort" development.
 - b. Add NACX and OCX to the allowable mix of uses
- 2. Large Scale Future Land Map Amendment (Large Scale)
 - a. Future Land use changes summarized below.

Future Land Use Classification	Existing Acreage	Proposed Request
Tourist Commercial Center	185 acres	-
Development of Regional Impact	343 acres	-
(DRIX)		
Residential Low	-	442 acres
Residential Medium	22 acres	90 acres
Neighborhood Activity Center	-	10 acres
Office Center	-	5.0 acres
Total	550 acres	547 acres.

*The acreage differences are likely a result of differences between 2008 staff reports and more recent survey data.

- 3. Land Development Code Text Amendment
 - a. Amend existing code provisions to reflect a transition away from only a "resort" development and to implement development *standards for RL-1X, NACX, and OCX.*
 - b. Remove smaller alley loaded lots and implement binding development criteria and a binding site plan for the future re-development.
 - c. Provide typical lots for new development program.

One of the primary considerations given in this request relates to minimizing the opportunity for potential impacts with neighboring residential properties surrounding the proposed changes. In addition, the proposed change is a significant reduction in intensity from the TCCX on almost 200 acres. The proposed project contains landscaping, buffering, and separation of uses far exceeding those of the minimum code requirements and other similarly situated projects in Polk County to ensure a proper transition from the higher intensity uses and the nearby residential, while allowing a logical and timely redevelopment of the golf-course areas to bring new

investment into the area. While the applicant is proposing to remove the requirement for future development to be reviewed through a Planned Development (PD) process, the applicant has addressed the PD requirements within the Comprehensive Plan objectives/policies and the LDC standards for the Grenelefe UEA. This approach provides more protection to the residents because it affords a higher burden to amend these provisions than what otherwise is required for a major modification to a PD under the current rules.

In support of this request, the applicant/property owner is proposing to include specific design criteria for the various unit types, streetscapes, site plan, and other key characteristics of the proposed development. These exhibits are included into the application and intended for incorporation into the Polk County Land Development Code for the Grenelefe UEA. The result is effectively creating the Planned Development site plan within the construct of the Comprehensive Plan and Land Development Code.

Part III. Impact Assessment Statement

A. Land and Neighborhood Characteristics: to assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

1. Show how and why is the site suitable for the proposed uses;

As indicated in the Project Narrative and Justification of Request, the property owner, Grenelefe Resort Development, LLC (the "Applicant"), is pursuing a series of applications to facilitate the implementation of entitlements established in the original development approvals for the subject property. The Applicant acquired the golf course property and the utility system in 2022. Since that acquisition, the Applicant has worked to develop a plan to revitalize portions of the golf course and associated amenities and to develop other areas with complimentary uses to the existing development. The applications include a future land use map amendment, sub-district change, and text amendments to both the Polk County Comprehensive Plan and the Land Development Code. Each change will be discussed in more detail below. The cumulation of these changes will result in a partial redevelopment of underutilized open space (former golf

The development potential of the Grenelefe DRI or the Grenelefe UEA is reflected in the "Built Out Agreement," was incorporated into the Polk County Comprehensive Plan, see Section 2.130-E1 The Grenelefe UEA was adopted to recognize the existing development and to provide the opportunity for redevelopment and growth. While the the east side of Polk County has thrived with development, the Grenelefe re-development plan instituted in 2008 has not developed and the golf courses have not been re-activated. The applicant is proposing a substantial revision to the development program, including implementation of development specific design standards, densities, and a binding site plan within the Polk County Land Development Code. This approach removes any uncertainty and establishes a maximum development potential for the site, which currently does not exist.

The instant request respects existing development adjacent to the course by locating like development adjacent to like development. For instance, single family residential (attached and detached units) development is adjacent to existing single-family development and townhomes. Likewise, townhome (Residential Medium) is adjacent to similar product. In addition, the applicant is seeking to introduce a non-residential node at the intersection of Kokomo Road and CR544 by establishing Neighborhood Activity Center (NACX) and Office Center (OCX) land uses. This will allow the opportunity to bring neighborhood level retail uses closer to the community (i.e. grocery, restaurant, personal services, etc.) and office type service (dentist, eye doctor, etc.), which has transitioned away from the tourist activity over the years. A summary of the applications and requests are as follows:

- 1. Comprehensive Plan Text Amendment
 - a. Amend existing policies and objectives to reflect a transition away from only a "resort" development.
 - b. Add NACX and OCX to the allowable mix of uses

Large Scale Future Land Map Amendment (Large Scale)

 Future Land use changes summarized below.

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Total	550 acres	547 acres.

*The acreage differences are likely a result of differences between 2008 staff reports and more recent survey data.

- 3. Land Development Code Text Amendment
 - a. Amend existing code provisions to reflect a transition away from only a "resort" development and to implement development standards for RL, RM, NACX, and OCX.

The proposed project contains landscaping, buffering, and separation of uses far exceeding those of the minimum code requirements and other similarly situated projects in Polk County to ensure a proper transition from the higher intensity uses and the nearby residential, while allowing a logical and timely redevelopment of the golf-course areas to bring new investment into the area.

The proposed development program is a mix of single family attached and detached units, townhomes, and non-residential entitlements. In order to develop the site with this mix, the owner/applicant is removing the more intense uses of Hotel (300 rooms), Convention Center (100,000 sq. ft.), and the more condominium/resort style development program. In addition to reducing this overall intensity, the owner/developer is committed to spreading the units out over a larger area, which reduces the density of the site. Further, this will effectively prohibit future development beyond the intensity of the site today. Based on the analysis prepared by Tract Engineering, the new proposed land use mix results in a reduction in transportation impacts, as shown in the table below:

TRAFFIC COUNT CONVERSIONS (HOTEL AND CONVENTION CENTER)*							
EXISTING USE	SUBTOTAL						
HOTEL ROOMS	300	330	7.99	7.99PER ROOM			
CONVENTION CENTER	100,000	770	12.44	PER 1000 S.F.	1,244		
		TOTAL (H	IOTEL AND CONVENTION	ON CENTER) =	3,641		

CONVERTING ABOVE ADT TO DETACHED SINGLE FAMILY*							
EXISTING USE ADT ITE CODE ADT MULITIPLIER UNIT SUBTO							
DETACHED SINGLE FAMILY	3,641	215	7.81	PER UNIT	466		

*All factors were obtained from the ITE Manual 11th Addition.

So, the proposed request is a reduction in transportation impacts, even in light of the nominal increase in total unit count requested as part of this request.

2. Provide a site plan showing each type of existing and proposed land use;

See attached Proposed Future Land Use Map and Binding Site Plan to be incorporated into the Polk County Land Development Code. .

3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;

Please see the Project Narrative, included in the application, and Justification of Request provided above. The Applicant will take all reasonable and necessary steps to minimize impacts to the properties surrounding the requested applications for future land use map amendments, sub-district changes, and amendments to the text of the Comprehensive Plan and Land Development code. When reviewing the compatibility issues, the Applicant has located similar land uses adjacent to each other to the greatest extent practicable. This will ensure development will be similar in intensity, density, and bulk with adjacent development. In addition, the Applicant is required to submit an application for a Planned Development Approval. This application will provide a binding site plan to further address any incompatibility with adjacent development.

4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped;

The proposed change does not introduce a new activity in the area and is consistent and supportive of the future development pattern. The proposed land use change is consistent with the current policies and objectives of the Polk County Comprehenisve Plan. In 2008, the golf course was designated as DRIX future land use with the intent to facilitate new development with future land use amendments and planned developments. The proposed project is consistent with the policies and the intensity of development at that time. 5. Describe each of the uses proposed in a Planned Development and identify the following:

a. The density and types of residential dwelling units;

b. The type of commercial and industrial uses;

c. The approximate customer service area for commercial uses;

d. The total area proposed for each type of use, including open space and recreation

Please see the attached future land use and sub-district maps included with the application. An application for a Planned Development, with a binding site plan, will be submitted in the future. Any development of the Property would be consistent with the Polk County Land Development Code, the Polk County Comprehensive Plan, and any conditions of approval.

B. Access to Roads and Highways: to assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

1. Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations;

A detailed traffic analysis was commissioned and completed in June 2024 b Traffic Planning and Design, Inc. An analysis of the proposed land use based on current ITE data is provided below. For purposes of comparison, the 2008 Staff Report projected almost 18,000 AADT and 1,762 PM Peak Hour Trips generated solely for the TCCX and RMX areas included in this amendment. Pursuant to the transportation analysis, the proposed development will produce both less net daily trips and PM Peak Hour trips with the proposed development, which is 16,343 AADT and 1,488 PM Peak Hour Trips. In addition, all roadways and intersections will operate with a satisfactory Level of Service upon completion of the Project.

2. Indicate what modifications to the present transportation system will be required as a result of the proposed development;

The Property will utilize the ingress/egress only from Kokomo Road and CR 544. It is anticipated minor transportation improvements and driveway intersections will need to approved. The specific intersection types will be will be fully addressed at Level 2.

3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;

The proposed development shall provide the requisite number of parking spaces required by the Polk County Land Development Code, which will be determined at Level 2 based on the actual square footages of the buildings constructed.

4. Indicate the proposed methods of access to the existing public roads (e.g., direct frontage, intersecting streets, frontage roads); and

The Property will utilize the ingress/egress only from Kokomo Road and CR 544. It is anticipated minor transportation improvements will be required for ingress/egress of the site. The specific intersection types will be will be fully addressed at Level 2.

5. Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train or air) and describe the modes.

The site will expand upon the existing network of sidewalks, golf paths, and trails to improve multi-modal opportunities. In addition, the inclusion of neighborhood level services will encourage shorter trip lengths for local conveniences and services.

C. Sewage: to determine the impact caused by sewage generated from the proposed development, the applicant shall:

1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;

The following table provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the proposed land use designations, RL-4X, RMX, NACX and OCX. The Planned development is anticipated to have 50% of the proposed dwelling units. Therefore, the anticipated actual impacts will be substantially less than what is projected.

Estimated Sanitary Sewer Impact Analysis								
Proposed Land		FAR /						
Use	Acres	DENSITY	Units/Sq. Ft		Sanitar	y Sewer Generation		
RLX	442	5.0	2,210	Units	260	GPD	574,600.00	GPD
RMX	90	7.0	630	Units	200	GPD	126,000.00	GPD
NACX	10	0.25	108,900	Sq. Ft.	0.2	GPD	0.50	GPD
OCX	5	0.3	65,340	Sq. Ft.	0.2	GPD	11.63	GPD
	Total 70						700,612.13	GPD

2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;

Any proposed system will be designed in conjunction with the applicable utility and the appropriate standards.

4. Identify the service provider; and

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

5. Indicate the current provider's capacity and anticipated date of connection.

Capacity and the date of connection will be more fully understood and addressed at Level 2.

D. Water Supply: to determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

1. Indicate the proposed source of water supply and, the type of treatment;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

2. Identify the service provider;

The Property will connect to existing private utility system, NC Real Estate Projects LLC, which is wholly owned and operated by the Applicant.

3. Calculate the estimated volume of consumption in gallons per day (GPD); and

The following table provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the maximum development potential in the proposed land use designations, RL-4X, RMX, NACX and OCX. The Planned development is anticipated to have 50% of the proposed dwelling units. Therefore, the anticipated actual impacts will be substantially less than what is projected.

	Estimated Potable Water Impact Analysis								
Proposed Land		FAR /							
Use	Acres	DENSITY	Units/Sq. Ft		Sanitar	Sewer Generation			
RLX	442	5.0	2,210	Units	320	GPD	707,200.00	GPD	
RMX	90	7.0	630	Units	240	GPD	151,200.00	GPD	
NACX	10	0.25	108,900	Sq. Ft.	0.25	GPD	0.63	GPD	
OCX	5	0.3	65,340	Sq. Ft.	0.25	GPD	14.54	GPD	
	Total						858,415.16	GPD	

4. Indicate the current provider's capacity and anticipated date of connection

Capacity and the date of connection will be more fully understood and addressed at Level 2.

E. Surface Water Management and Drainage: to determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

1. Discuss the impact the proposed development will have on surface water quality;

The stormwater management system for the project site will be designed to meet regulatory requirements that will ensure adequate BMPs are instituted. Surface water quality will not be negatively impacted by the development.

2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;

There are no state or federal jurisdictional wetlands or surface water features anticipated to be impacted within the project site.

3. Describe the impact of such alterations on the fish and wildlife resources of the site;

Based on the available GIS information, there are no state or federally jurisdictional wetland or surface water features or other bodies of open water identified within the project site. No significant impact to existing wildlife resources is anticipated from the project.

4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

No change is anticipated.

F. Population: to determine the impact of the proposed developments additional population, the applicant shall:

1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;

Indeterminable at this time.

2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;

While the actual square footage will likely be less, the site will theoretically be able to develop up over 2,500 dwelling units of single family and multifamily development and almost 200,000 sq. ft. of non-residential uses. It is not possible to determine the number of employees at this time.

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and

Indeterminable at this time.

4. Describe the proposed service area and the current population thereof.

Indeterminable at this time.

G. General Information: to determine if any special needs or problems will be created by the proposed development, the applicant shall:

1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and

The proposed future land use map amendment would allow for the parcel to be developed consistent with the business park activities in the area.

2. Discuss the demand on the provision for the following services: a. Parks and Recreation;

There will be increased demand for parks and recreation activities. However, the project will be renovating a portion of the golf course and providing a number of new amenities as part of the project that will meet or exceed the County requirements.

b. Educational Facilities (preschool/elementary/middle school/high school);

A non-binding letter of concurrency will be requested from the Polk County School Board and provided to staff with the Planned Development request.

c. Health Care (emergency/hospital);

The project will increase residential and residences in the area. A portion of the site has been designated as OCX in order to provide opportunities for medical services to be located here.

d. Fire Protection;

Indeterminable at this time.

e. Police Protection and Security; and

Indeterminable at this time.

f. Electrical Power Supply

Indeterminable at this time.

H. Maps: the following maps shall accompany all Impact Assessment Statements:

Map A: A location map showing the relationship of the development to cities, highways, and natural features;

See attached Location Map

Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;

See attached Topographical Map.

Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;

See attached Future Land Use Map (current and requested).

Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;

See attached Soils Map

Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.

See attached Concept Plan.

Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and

See attached Concept Plan.

Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

A Drainage Map is not available at this time, as we do not have any engineered plans to evaluate the proposed location of stormwater ponds, buildings, impervious surface, etc.









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GRENELEFE - WETLAND & FLOOD PLAIN





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Grenelefe Redevelopment Land Use Submittal

Parcel ID List

Grenelefe Resort Development, LLC

282806-000000-041010

282807-000000-031010

282806-000000-021000

282807-000000-010000

282805-000000-032040

282808-000000-033010

282807-000000-021010

282808-000000-044020

282808-000000-043010

282808-000000-043020* Utility Plant - Owner is NC Real Estate Projects, LLC

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE CASE OVERVIEW

DRC Date:	April 11, 2024
Planning Commission Date:	October 2, 2024
BoCC Dates:	November 5, 2024 Transmittal, and January 7, 2025 Adoption
Applicant:	Bart Allen, Peterson & Myers, P.A.
Level of Review:	Level 4 Review, Comprehensive Plan Map Amendment
Case Number and Name:	LDCPAL-2024-5 Grenelefe DRI CPA
Request:	Large Scale Comprehensive Plan map amendment from Tourism- Commercial Center-X (TCCX), and Development of Regional Impact- X (DRIX) to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX) on 526± acres. Related to LDCPAL-2024-6 a Comprehensive Plan Text Amendment, and LDCT-2024-10 a Land Development Code Text Amendment.
Location:	Grenelefe is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City, in Sections 05, 06, 07, and 08, Township 28, Range 28
Property Owner:	Grenelefe Resort Development LLC, and NC Real Estate Projects LLC
Parcel Size:	$526\pm$ acres (eleven (11) parcels)
Development Area/Overlays:	Utility Enclave Area (UEA); Grenelefe (UEA)
Future Land Use:	Tourist Commercial Center-X (TCCX), and Development of Regional Impact (DRI)
Nearest Municipality	Haines City
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Florida Commerce	Pending Transmittal
Case Planner:	Robert Bolton, Planner III



Location



Current Future Land Use

Summary:

This is an applicant initiated Large Scale Comprehensive Plan Map Amendment to change the Future Land Use (FLU) designation on 526± acres from Tourism-Commercial Center-X (TCCX), and Development of Regional Impact-X (DRIX) to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX) in the Utility Enclave Area (UEA). The subject site consists of the Golf Course, Convention Center, former tennis center, and the wastewater treatment facility for Grenelefe UEA. The subject site is part of the original Grenelefe DRI (as approved by PUD73-19). The Grenelefe DRI has an executed "Essentially Build-Out Agreement" between the Department of Community Affairs (now Florida Commerce) and the owner, developer, their successors and assigns, and Polk County that states the DRI has met all of its development obligations. The request for the Land Use changes will allow for the vacant and deteriorating Convention Center, Tennis Facility, and dormant golf courses, located within the Tourism-Commercial Center-X (TCCX), and Development of Regional Impact-X (DRIX) districts to change to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX). This change will allow the requested area to be redeveloped to more viable uses of a Neighborhood Activity Center and Residential areas and reviving 9-holes of the former golf course.

Compatibility Summary

The subject site is intermixed within the existing Grenelefe DRI with a diversity of housing types, vacant and deteriorating Convention Center, Tennis Facility, and dormant golf courses. The existing housing types within Grenelefe include Condominiums, Attached Housing, and Detached Single-Family. The former golf course is intermixed throughout the Grenelefe UEA. The former golf course is located within both the DRIX and TCCX Land Use districts. The former tennis center is located in the northeastern portion of the Grenelefe UEA, with the former convention center south of the tennis center.

The total acreage of the request is $526\pm$ acres, of which $478\pm$ acres, or approximately 91%, are requested for Residential Low-X (RLX), $36\pm$ acres, or approximately 7%, are requested for Residential Medium-X (RMX), and $12\pm$ acres, or approximately 2%, are requested for Neighborhood Activity Center-X (NACX). The request is considered to be compatible and consistent with the adjacent and surrounding uses. The Residential Low-X (RLX) abuts other detached single family residential, the Residential Medium-X abut Collector Roads or other multifamily, and the Neighborhood Activity Center-X (NACX) is located in the east and west sides of the Kokomo Road and CR 544 (Lake Marion Road) intersection.

Utility Enclave Areas (UEA) are areas within the County which have developed at urban or suburban densities with County-owned, municipal or County-franchised potable-water systems, and centralized public sewer facilities, or private sewer system in excess of 400,000 GPD. UEAs are typically lacking the full complement of other urban services typically found in the Transit Supportive Development, Urban Growth, or Suburban Areas. The Grenelefe DRI was originally developed as an enclave with their own potable water and sewer treatment plant. The Grenelefe wastewater plant has a permitted capacity of 680,000 GPD, which is sufficient for the Future Land Use requests with the related text amendments (LDCPAL-2024-6 and LDCT-2024-10) that limits the development.

Infrastructure Summary

The subject site is intermixed within the existing Grenelefe DRI and has been being historically serviced by all forms of public infrastructure, except potable water and wastewater (UEA). The request, with proper planning of additional public safety will maintain public safety, a Major Traffic Study and follow-up analysis will be required for transportation, school concurrency will need to be meet at the time of development. The UEA's potable water and wastewater provider provided documentation that they have the permitted availability to meet water and wastewater needs, available actual capacity will be required at the time of a Level 2 Review for any development.

Environmental Summary

There are limited environmental limitations with the development of this property. Grenelefe was originally developed in the 1970's and 1980's. The former golf course, tennis center and convention center are the areas that are the areas that would be under consideration for redevelopment Grenelefe. Any new development will be required to meet standards for wetland and floodplain impacts and stormwater. There are two (2) public well fields within the subject area, within Chapter 6 of the LDC residential development is not listed as a prohibited use. There have been no sightings of protected species in the area. The sit is not in an Airport Notification Area or known archaeological resources onsite.

Comprehensive Plan

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

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.107-A1: Utility Enclave Area Description
- Policy 2.120-C3: Residential Low Location Criteria
- Policy 2.120-C4: Residential Low Development Criteria
- Policy 2.120-D3: Residential Medium Location Criteria
- Policy 2.120-D4: Residential Medium Development Criteria
- Policy 2.110-D: Neighborhood Activity Centers
- Policy 2.130-E1: Grenelefe Utility Enclave Area (UEA) (LDCPAL-2024-6)
- Section 402-F: Grenelefe Utility Enclave Area (UEA) (LDCT-2024-10)

Findings of Fact

Request and Legal Status

- Tourism-Commercial Center-X (TCCX), and Development of Regional Impact-X (DRIX) to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX) on 526± acres in the Utility Enclave Area (UEA). LDCPAL-2024-5 is related to LDCPAL-2024-6 a Comprehensive Plan Text Amendment, and LDCT-2024-10 a Land Development Code Text Amendment to the Grenelefe UEA.
- The Comprehensive Plan, Policy 2.120-C1, permits up to five (5) units to the acre in RL, Policy 2.120-D1, permits up to ten (10) units to the acre in RM. The related Comprehensive Plan Text Amendment (LDCPAL-2024-6), and Land Development Code Text Amendment (LDCT-2024-10) further limits the densities for both the RL and RM districts with specific

maximum numbers of dwelling units per district as well as a Village District maximum density, lot widths and lot minimum sizes.

- If this request and the related text amendments are approved, the Residential Low district, 478±acres, would be limited to a maximum of 1,700 detached single-family dwelling units, or 3.56± dwelling units to the acre. The Residential Medium district, 36± acres, would be limited to 246 dwelling units, or 6.83± dwelling units to the acre.
- The Comprehensive Plan, Policy 2.110-D, permits a maximum Floor Area Ratio (FAR) of 0.25 or 124,254± square feet. If this request and the related text amendments are approved would limit the total square foot of non-residential development to 60,000 square feet not including the golf course and other recreation amenities.
- The subject site consists deteriorating convention center, tennis facility, and dormant golf courses for the former Greenelefe DRI Resort.
- The Grenelefe Resort and Convention Center was constructed in the late 1970's and early 1980's as part of the Grenelefe DRI (PUD73-19).
- The subject site is within the Grenelefe Development of Regional Impact (DRI) first approved after the PUD approval in 1973. The Grenelefe DRI has an executed "Essentially Build-Out Agreement" between the Department of Community Affairs (now Florida Commerce) and the owner, developer, their successors and assigns, and Polk County that states the DRI has met all of its development obligations.
- Chapter 9, Section 906, H. and 907, G, permits a use in a previously approved PUD if the requested use is as a P, C1, or C2 in the Future Land Use designation. The subject site's Future Land Use designation of DRI ImperiaLakes is not in the use table. Since the DRI has been declared Essentially Built out, a DRI PUD modification will not permit another use unless the Future Land Use designation is amended.

Compatibility

- The existing uses surrounding the site are a variety of single-family detached, single-family attached, and condo developments throughout Grenelefe.
- There are limited commercial uses within the area. On the north side of SR 544 is a convenience store with gas and attached small restaurant.
- The subject site weaves through some single-family subdivisions and condominium sites as well as fronting the south and west sided of CR 544 (Lake Marion Road) and the east and west sides of Kokomo Road (CR 546).
- The Future Land Use designation surrounding the site are Residential Low-X (RLX), Residential Medium-X (RMX), Residential High-X (RHX), Tourist Commercial Center-X (TCCX), and Preservation-X (PRESVX).

• CR 544 (Lake Marion Road), on the north side of Grenelefe extends westward, on the south of Haines City and intersects with US Highway 27. Kokomo Road (CR 546 E), in the center of Grenelefe, intersects with CR 544 (Lake Marion Road), travels south through Grenelefe and on the south side of Grenelefe extends westward and intersects with US Highway 27, north of Lake Hamilton.

Infrastructure

- The subject site is within the zoned boundaries of Sandhill Elementary (Zoned), Lake Marion Creek Middle (Zoned), and Haines City High School (Zoned) districts. Of the 526± subject acres, at full buildout of 514± residential acres is 1,521 residential units, with the remaining 12± acres being non-residential NACX.
- The nearest Fire and EMS services are located at Polk County Fire Rescue Station 13 at 2021 Watkins Road, Haines City with an estimated travel distance of 4.5 miles.
- The subject site is within the Southwest District Commend Area for the Sheriff's office.
- The subject site is within the Utility Enclave Area (Grenelefe UEA) for potable water, and wastewater. The potable water system has permitted capacity of one (1) Million of Gallons Per Day (MGD) and 680,000 GPD of wastewater permitted capacity. The maximum buildout of 246 multi-family units, 1,275 single-family units and 60,000 sf of commercial/retail will require less than the available permitted capacity for potable water as well as less than the permitted capacity for wastewater. Actual capacity will be required during a Level 2 Review.
- Primary access to the subject site is from two (2) roads, CR 544 (Lake Marion Road) and Kokomo Road (CR 546). Both of these roads have direct connections to US 27 to the west. Kokomo Road is on the southern side of Grenelefe and turns northward bisecting the Grenelefe development and intersecting with CR 544 (Lake Marion Road) at the northern side of the development. On the eastern side of Grenelefe, CR 544 (Lake Marion Road) turns south and is the eastern side of Grenelefe. Near the southern end of Grenelefe, CR 544 (Lake Marion Road) turns east and ends with the intersection with Jim Edwards Road, which goes south and intersects with Lake Hatchineha Road (CR 542).
- There is available traffic capacity all the way from the site on the nearest affected traffic segment of U.S. Highway 27. Traffic patterns may change in the future as the area is expected to develop which will bring retail services in closer proximity. If and when this occurs more traffic could flow in a different direction such as to Lake Hatchineha Road. For now, there is capacity on Lake Hatchineha Road to support development but that could change with new retail attractors locating along the corridor. The related LDCPAL-2024-5 Comprehensive Plan Text Amendment adds language to Policy 2.130-E1D d. that specifically addresses transportation concurrency.
- The nearest park is the Poinciana Community Park about 5.5 miles to the southeast.

• There are no sidewalks on CR 544 (Lake Marion Road), Kokomo Road (CR 546), or within the Grenelefe UEA.

Environmental

- There are surface waters on the subject site created by the golf course. There are many elevation changes as part of the golf course design. These changes range from 70 feet above sea level to 97 feet.
- There are wetlands and floodplains on the subject site. The wetland and floodplains are predominantly related to the lakes/water hazards that were part of the prior golf course. Any future development would have to adhere to Section 620 Wetland Protection of the Land Development Code.
- The soils were analyzed with the DRI and the sites soils were reflected in the most recent soil surveys. The soils, include Candler Sand; Tavares fine Sand, Immokalee Sand, Placid and Myakka fine sands, Samsula Muck and water.
- There have not been any endangered species identified on site according to the Endangered Habitats map for Polk County based on 2011 Florida Natural Inventories Area data.
- There are no known archeological resources expected on the subject site due to the development of the golf course. This would have been addressed as part of the DRI review in the 1970s.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.

- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
 - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
 - b. nearness to agriculture-production areas;
 - c. distance from populated areas;
 - d. economic issues, such as minimum population support and market-area radius (where applicable);
 - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities
 - f. environmental factors, including, but not limited to:
 - 1. environmental sensitivity of the property and adjacent property;
 - 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
 - 3. wetlands and primary aquifer recharge areas;
 - 4. soil characteristics;
 - 5. location of potable water supplies, private wells, public well fields; and
 - 6. climatic conditions, including prevailing winds, when applicable.
- Policy 2.108-A3 Land Use Categories for the UEA list Residential Low, Residential Medium, and Neighborhood Activity Centers as permitted land use categories in this development area.
- Policy 2.120-C3 Location Criteria for RL states that RL shall be located only within the TSDAs, UGAs, SDAs, and UEAs and new Residential-Low development shall not be located within Activity Centers. The placement of Residential-Low shall be evaluated based on the general criteria listed in Policy 2.119-A2.
- Policy 2.120-D3 Location Criteria for RM states that RM shall be located only within the TSDAs, UGAs, SDAs, and UEAs and new Residential-Medium development shall not be

located within Activity Centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.

- POLICY 2.119-A3 Development Criteria for RL states residential development in RL shall conform to the following criteria:
 - a. BUFFERING: Buffering, when provided to lessen the impact and friction between residential and non-residential land uses, may take the form of physical barriers, such as walls, fences, berms, landscaping, open spaces, or other similar design features.
 - b. DENSITY AND SCALE: New residential development, immediately adjacent to existing residential areas, should be designed so as to minimize any potential adverse impacts due to dissimilar densities or building scale.
 - c. HOUSING TYPES: Residential structures may include all various types, such as: conventionally built single-family dwelling units; attached or detached units; zero-lot-line structures; factory-built modular units; mobile homes; duplexes; townhouses; and apartment complexes, provided they meet appropriate location standards and meet adopted building codes and construction standards.
 - d. ACCESS TO STREETS: New residential development should have direct access to local streets, as specified in Policy 2.128 – C3. Access to collector and arterial streets shall be provided by local streets at intervals meeting recognized safety standards. Private residential driveways should be discouraged on collector or arterial streets.
 - e. INTERNAL CIRCULATION: Residential developments should be designed to provide for an efficient internal circulation system to include the provision of collector streets and adequate parking in accordance to the scale of the development.
 - f. DENSITY COMPUTATIONS: Polk County shall use gross densities when determining residential densities. Gross density is determined by dividing the total number of dwelling units on the site by the total area of the residential site, exclusive of water bodies. The area for computing gross density shall include all public and institutional land uses (e.g. internal streets, sewer plants, schools, parks, etc.) located within the site, as well as one-half of the right-of-way area for perimeter "local" streets, and one-fourth of the right-of-way area for perimeter local street intersections, for those areas not already owned by the public.
- POLICY 2.110-E4 Development Criteria states Development within a Community Activity Center shall conform to the following criteria:
 - a. Community Activity Centers shall have frontage on, or direct access to, an arterial or collector roadway, or a frontage road or service drive which directly serves an arterial or collector roadway.
 - b. Different uses within a Community Activity Center shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
 - c. Adequate parking shall be provided to meet the demands of the uses, and interior trafficcirculation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
 - d. 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 which may require special buffering provisions.
 - e. New residential shall be limited to Special Residential and shall not exceed 30 percent of the total area of the community activity center. Location of residential units above

stores shall be encouraged by not considering such units against the maximum residential percentages.

- f. There shall be no limits on the mix of office and commercial uses within a Community Activity Center.
- g. The maximum floor area ratio shall not exceed 0.30 unless developed as a Planned Development.
- h. Planned Developments within the Community Activity Center may be permitted a maximum floor area ratio up to 1.0 and a maximum residential density of 25 dwelling units per acre. Intensity and density increases shall only be awarded to innovative, efficient, and compatible Planned Development proposals that are consistent with the general district characteristics and are located within the TSDA and UGA. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.

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 LDCPAL 2024-5**.

Planning Commission Recommendation: On October 2, 2024, at an advertised public hearing, the Planning Commission recommend **0:0**, to **APPROVE or DENY LDCPAL-2024-5**.

Department of Florida Commerce (Florida Commerce) Objections, Recommendations, and Comments (ORC Report): With an Approval for Transmittal to The Florida Commerce, by the Polk County Board of County Commissioners at the scheduled Transmittal hearing date of November 5, 2024, a report from The Florida Commerce is expected near the beginning of January 2025.

This report will be updated when comments are received and prior to the agenda review. Their report will be provided under separate cover.

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

T 1 1 1 C

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

The subject site is intermixed within the existing Grenelefe DRI with a diversity of housing types, vacant and deteriorating Convention Center, Tennis Facility, and dormant golf courses. The existing housing types within Grenelefe include Condominiums, Attached Housing, and Detached Single-Family. It is noted that none of the existing housing units are included within the requested Land Use Request. Approximately half of the Condominiums are owned by a single company Alya Grenelefe LLC, and are operated as residential rental units, similar to an apartment complex, The Condominium units are predominantly located on the east side of Kokomo Road and west of Lake Marion Road (CR 544), with a significant number located on the west side of Kokomo Road. The Country Homes neighborhood, generally located in the north and west portions of the Grenelefe UEA are Attached Housing units, along with the Grenelefe Club Estates in the southeastern part of the Grenelefe UEA. Many of the detached single-family lots are located within the Arrowhead Lake neighborhood located in the southwestern area of the Grenelefe DRI. Grenelefe Estates, located in the southwestern portion of the Grenelefe UEA is another neighborhood of detached single-family homes. The former golf course is intermixed throughout the Grenelefe UEA. The former golf course is located within both the DRIX and TCCX Land Use districts. The former tennis center is located in the northeastern portion of the Grenelefe UEA, with the former convention center south of the tennis center.

Table I Surrounding Uses		
Northwest	North	Northeast
City of Haines City, A/RR	City of Haines City	RLX
Former Diamondback Golf	Agricultural Land	Condominium Units
Course, Agricultural Land	A/RR, TCCX, RLX	Lake Marion
	Residential subdivisions,	
	convenience store w/gas,	
	and condominiums	
West	Subject Site	East
City of Haines City	DRI, TCCX;	A/RR; single-family detached lake
Agricultural Land	Dormant Golf Course,	front lots
A/RR; agricultural land,	abandoned Tennis Center,	Lake Marion
detached single-family	abandoned Convention	
residential	Center	
Southwest	South	Southeast
A/RR; Spring Pines and Sequoya	Spring Pines Residential	A/RR; single-family detached lake
Ridge subdivisions	development, future Smokey	front lots
	Groves residential, and	Lake Marion
	Preservation wetlands	

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

Exhibit 4 shows the proposed Future Land district request. The total acreage of the request is $526\pm$ acres, of which $478\pm$ acres, or approximately 91%, are requested for Residential Low-X (RLX), $36\pm$ acres, or approximately 7%, are requested for Residential Medium-X (RMX), and $12\pm$ acres,

936
or approximately 2%, are requested for Neighborhood Activity Center-X (NACX). The request is considered to be compatible and consistent with the adjacent and surrounding uses. The Residential Low-X (RLX) abuts other detached single family residential, the Residential Medium-X abut Collector Roads or other multi-family, and the Neighborhood Activity Center-X (NACX) is located in the east and west sides of the Kokomo Road and CR 544 (Lake Marion Road) intersection.

It is noted that the population support, of 5,000 people within a mile and a half radius, for a Neighborhood Activity Center has not been met. However, the related Comprehensive Plan Text Amendment (LDCPAL-2024-6) requires any development over 5 acres will need to demonstrate an existing population support. This will allow for residential support commercial to begin development at the intersection of Kokomo Road and Lake Marion Road.

Compatibility with the Surrounding Uses

Compatibility is often regarded as a subjective term used to express ones' opinion or feeling about the appropriateness of locating differentiating uses rather than being based upon facts or evidence to support those opinions or feelings. The American Planning Association (APA) defines compatibility as "the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony." Some elements affecting compatibility include (but are not limited to): height, scale, mass and bulk of structures, pedestrian or vehicular traffic, landscaping, lighting, noise, odor, or whether or not something is aesthetically pleasing (*Source: A Planner's Dictionary; American Planning Association*).

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."

Utility Enclave Areas (UEA) are areas within the County which have developed at urban or suburban densities with County-owned, municipal or County-franchised potable-water systems, and centralized public sewer facilities, or private sewer system in excess of 400,000 GPD. UEAs are typically lacking the full complement of other urban services typically found in the Transit Supportive Development, Urban Growth, or Suburban Areas. The Grenelefe DRI was originally developed as an enclave with their own potable water and sewer treatment plant. The Grenelefe wastewater plant has a permitted capacity of 680,000 GPD, which is sufficient for the Future Land Use requests with the related text amendments (LDCPAL-2024-6 and LDCT-2024-10) that limits the development.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are the zoned schools listed in Table 2 below. At full buildout of the site with the densities allowed by the relate LDCT-2024-10 LDC Text Amendment of 1,275 single-family and 246 multi-family or a total of 1,521 residential units may reach 849 students. At the time, there is currently available capacity at the zoned schools. Developments are required to achieve school concurrency to ensure there is adequate support. School capacities will be reviewed again during the binding school concurrency determination process at Level 2.

Table 2	2
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Name of School	Annual Estimated Demand	% Capacity 2022-2023 School Year	Average driving distance from subject site
Sandhill Elementary (Zoned)	424 students	84%	1.9± mile driving distance
Lake Marion Creek Middle (Zoned)	162 students	88%	9.4± miles driving distance
Haines City High School (Zoned)	263 students	87%	5.6± miles driving distance

Source: 2023-24 Polk County School Board Utilization Table, Polk County Impact Fee Ordinance, GIS

Nearest Sheriff, Fire, and EMS Station

Table 3 below displays that the nearest Sheriff District office is located approximately 12.6 miles from the subject site. Response time varies depending on where the nearest sheriff's deputy patrol car is located rather than the office. The nearest fire station and Emergency Medical Services (EMS) is out of Station #13 located approximately 4.5 miles from the subject site. Fire rescue provides immediate Emergency Medical Technician (EMT) services to a scene. Ambulance provides transport of the injured to the Hospital.

Table 3 Public Safety Information

	Name of Station	Distance
Sheriff	Polk County Sheriff Office's Southeast District 4011 Sgt. Mary Campbell Way, Lake Wales	12.6 +/- miles P1-14:52 P2-38:42
Fire/ EMS	Fire Rescue Station 13 2021 Watkins Rd, Haines City	4.5 +/- miles 12 minutes

Source: Polk County Sheriff's Office and Polk County Fire Rescue.

The responding Sheriff's substation will be out of the Southeast District located at 4011 Sgt. Mary Campbell Way, Lake Wales and is approximately 12.6 miles to the site. 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. Current response times for priority one (1) is 14:52, and priority two (2) responses are 38:42. The proposed land use changes are anticipated to increase the demands for services and new development occurs. If the proposed land use designations are adopted, prior planning of additional public safety substations could help alleviate the increased need for these services.

Water and Wastewater

A. Estimated Demand and Service Provider

The subject site is within the Grenelefe Utility Enclave Area (UEA). The Future Land Use request from TCCX and DRIX carries an estimated amount of entitled water and wastewater capacity currently allocated to the existing uses within the TCCX, Convention Center, Convention Center expansion, hotel rooms, workforce housing, and resort residential units reflected in Table .

		-			
Table 4 Estimated Water and Sewer Impact Analysis					
Permitted In Existing Land Use and Land Development Code Section 2.130-E1					
		Generation Rates Usage			
		Water	Sewer	Water	Sewer
Unit Description	<u>Units</u>	<u>GPD/Unit</u>	GPD/Unit	<u>GPD</u>	<u>GPD</u>
Resort Residential	1,753 units	360	270	631,080	473,310
Multi-Family (Workforce Housing)	120 units	198	180	23,760	21,600
Hotel Rooms	300 units	100	80%	30,000	24,000
Commercial Retail	60,000 sf	0.22	80%	13,200	10,560
Convention Center (Expansion)	50,000 sf	0.29	80%	14,500	11,600
Convention Center (Existing)	50,000 sf	0.29	80%	<u>14,500</u>	<u>11,600</u>
			<u>Total Usage</u>	<u>727,040</u>	<u>552,670</u>
Permitted In <u>Proposed</u> Land U	se and LDCT	C-2024-10 R	evised LDC S	ection 2.13	0-E1
		Generat	tion Rates	Usa	<u>age</u>
		Water	Sewer	Water	Sewer
Unit Description	<u>Units</u>	<u>GPD/Unit</u>	<u>GPD/Unit</u>	<u>GPD</u>	<u>GPD</u>
Multi-Family (townhouse)	246 units	198	180	48,708	44,280
Single-Family	1,275 units	360	270	459,000	344,250
Commercial Retail	60,000 sf	0.22	80%	13,200	10,560

Table 4 Estimated Water and Sewer Impact Analysis

Source: Polk County CPA Concurrency Manual

B. Available Capacity

The existing entitled water and wastewater uses for the subject site indicates potable water usage of 727,040 GPD and wastewater consumption of 552,670 GPD. The proposed Future Land Use designation changes along with the development standards set forth in the related text amendments LDCPAL-2024-6 a Comprehensive Plan Text Amendment, and LDCT-2024-10 a Land Development Code Text Amendment setting limits and standards for densities and intensities for development. Staff estimates a reduction in the anticipated usage for both potable water and wastewater usage.

Total Usage

520,908

513,840

The proposed requests would generate an estimated potable water usage of 673,9087 GPD and wastewater consumption of 513,840 GPD. This represents an approximate 28.4% reduction of the entitled potable water, and an approximate 7.03% reduction of the entitled wastewater. This allows for available utilities for the golf course and other amenities.

C. Planned Improvements

The Grenelefe UEA wastewater plant, permitted with the FDEP (permit #FLA013016), is reported to have an already fully built plant capacity of 680,000 GPD, with 340,000 GPD currently permitted by the FDEP. It is further reported that plant capacity can be brought back online as needed with upgrades. It is also reported that the current existing use of the wastewater treatment plant is utilizing 120,000 GPD, based in a 12-month average. To accommodate the request upgrades and expansion will be required and the applicant, the owner of the wastewater treatment plant, has acknowledged that upgrades and improvements will need to be made to reach the permitted capacity of 680,000 GPD. It is noted that some upgrades and improvements, such as additional Rapid Infiltration Basins (RIBs) will require a Level 3 Public Hearing Review (Planning Commission).

The above capacity and current utilization for wastewater were provided by the applicant and indicate an available, permitted capacity, of 560,000 GPD which is sufficient to accommodate this request. However, within the Grenelefe UEA is an approximate 278 acre tract known as the "additional property" or Smokey Groves. This property has a Level 2 approval (LDRES-2024-7 Smokey Groves) for development of 425 single family dwelling units for the "additional property". The above analysis does not include the Smokey Groves Level 2 approval. The allocated capacity for the 425 single-family residential units approved in Smokey groves (425 units X 270 GPD = 114,750 GPD) needs to be accounted for in conjunction with this analysis. Therefore 680,000 GPD permitted capacity, less 120,000 GPD current usage, less 114,750 GPD committed capacity (Smokey Groves) indicates an available capacity of 445,250 GPD. The request indicates a needed capacity of 399,090 GPD, indication a surplus of 46,160 GPD.

The above capacity and current utilization for potable water were provided by the applicant and indicate an available. The potable water system has permitted capacity of one (1) Million of Gallons Per Day (MGD). The maximum buildout of 246 multi-family units, 1,275 single-family units and 60,000 sf of commercial/retail will require less than the available permitted capacity for potable water as well as less than the permitted capacity for wastewater. Actual capacity will be required during a Level 2 Review.

Prior to any revisions by LDCT-2024-10, the Land Development Code Section 2.130-E1.1B states "**Development of Regional Impact (DRIX):** The DRI designation remains on the majority of the golf course due to the impacts on water and sewer. Once the existing water and wastewater plant has been expanded and has the permitted and plant capacities to handle additional development, then the applicant may request to change the land use for those portions designated DRI." The current request meets this policy in that fully built out the anticipated wastewater generation is below the capacity allowed under the current permit capacity. It is noted that as the project is built out, any new development will have to have existing plant capacity at the time of any review approval.

Roadways/Transportation Network

A. Estimated Demand

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed request will generate less traffic, a calculated 34.2% reduction, than the current uses.

Permitted In <u>Existing</u> Land Use and Land Development Code Section 2.130-E1						l
			AADT	PM Peak	<u>%</u>	Peak
Unit Description	<u>Units</u>	AADT	<u>Trips</u>	<u>Hour</u>	New	<u>Trips</u>
Resort Residential	1,753 units	7.81	13,691	1.00	100%	1,753
Multi-Family (Workforce Housing)	120 units	6.74	809	0.51	100%	62
Hotel Rooms	300 units	7.99	2,397	0.59	76%	135
Commercial Retail	60,000 sf	24.43	1,466	3.40	76%	156
Convention Center (Expansion)	50,000 sf	12.44	622	3.40	76%	130
Convention Center (Existing)	50,000 sf	12.44	<u>622</u>	3.40	76%	<u>130</u>
	Total AA	DT Trips	<u>19,607</u>	Total PM P	eak Trips	<u>2,366</u>

Table 5 Estimated Transportation Impact Analysis

Permitted In <u>Proposed</u> Land Use and LDCT-2024-10 Revised LDC Section 2.130-E1

						<u>PM</u>
			AADT	PM Peak	<u>%</u>	Peak
Unit Description	Units	AADT	Trips	Hour	New	Trips
Multi-Family (townhouse)	246 units	6.74	1,659	0.51	100%	126
Single-Family	1,275 units	7.81	9,958	1.00	100%	1,275
Commercial Retail	60,000 sf	24.43	<u>1,466</u>	3.40	76%	<u>156</u>
	Total AA	DT Trips	<u>13,083</u>	Total PM P	eak Trips	<u>1,557</u>

Source: Resort Residential, Single-family: 7.81 AADT and 1.00 AADT PM Peak Hour; Multi-family; 6.74 AADT and 0.51 AADT PM Peak Hour; Hotel; 7.99 ADDT with 0.59 PM Peak Hour and 76% new trips; Commercial Retail: 24.43 AADT with 3.40; Single-family rate per unit 7.81 AADT and 1.00 AADT PM Peak Hour.

B. Available Capacity

There is available traffic capacity all the way from the site on the nearest affected traffic segment of U.S. Highway 27. Table 6, to follow displays the generalized capacity on the three most affected transportation links (CR 544/Lake Marion Road/Jim Edwards Road, U.S. Highway 27, and Lake Hatchineha Road). U.S. Highway 27 has adequate generalized capacity to assimilate some of the 1,557 PM Peak Hour Trips and not fall below the Level of Service standard set by the Board. Approximately 81 vehicle trips could reach U.S. Highway 27 adding to traffic during the peak hour. However, traffic patterns may change in the future as the area is expected to develop which will bring retail services in closer proximity. If and when this occurs more traffic could flow in a different direction such as to Lake Hatchineha Road. For now, there is capacity on Lake Hatchineha Road to support development but that could change with new retail attractors locating along the corridor. The related LDCPAL-2024-5 Comprehensive Plan Text Amendment adds language to Policy 2.130-E1D d. that specifically addresses transportation concurrency. It should be noted that the current development totals of 1,783 units, 300 hotel rooms, and non-residential development cannot be absorbed at once on the surrounding roadway network.

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4049E	CR 544/Lake Marion Road/Jim Edwards Road From: SR 17 (Scenic Highway) To: CR 542 (Lake Hatchineha Rd)	С	561	D
4049W	CR 544/Lake Marion Road/Jim Edwards Road From: CR 542 (Lake Hatchineha Rd) To: SR 17 (Scenic Highway)	С	551	D
6504E	SR 544 (Scenic Highway S) From: U.S. Hwy 27 To: SR 17 (Scenic Highway)	С	437	С
6504W	SR 544 (Scenic Highway S) From: SR 17 (Scenic Highway) To: U.S. Hwy 27	С	419	С
5107N	US Highway 27 From: CR 544 To: U.S. Highway 17/92	С	450	D
5107S	US Highway 27 From: U.S. Highway 17/92 To: CR 544	С	550	D
6503E	SR 544 (Scenic Highway S) From: 1 st Street (Winter Haven) To: U.S. Hwy 27	С	322	D
6503W	SR 544 (Scenic Highway S) From: U.S. Hwy 27 To: 1 st Street (Winter Haven)	D	287	D
5106 N	US Highway 27 From: SR 542 (Dundee Road) To: SR 544	С	1,253	D
5106 S	US Highway 27 From: SR 542 (Dundee Road) To: SR 544	С	1,322	D
4042E	Lake Hatchineha Road From: Scenic Highway (SR 17) To: Lake Hatchineha	С	468	D
4042W	Lake Hatchineha Road (CR 542) From: Lake Hatchineha To: Scenic Highway (SR 17)	С	455	D
8309E	CR 546 (Kokomo Road) From: US Highway 27 To: SR 17 (Scenic Highway)	С	549	Е
8309W	CR 546 (Kokomo Road) From: SR 17 (Scenic Highway) To: US Highway 27	С	479	Е

Table 6 Roadway Link Concurrency

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database April 8, 2022 *Indicates capacity after programmed improvements

Source: Polk County Transportation Planning Organization Roadway Network Database March 2020

C. Roadway Conditions

Lake Marion Road (CR 544), Jim Edwards Road, and Kokomo Roads are under County maintenance and rated in "very good condition" or better. Lake Hatchineha Road (CR 542) is rated in "good" condition or better according to the Pavement Surface Evaluation and Rating (PASER) method established by the Transportation Information Center at the University of Wisconsin-Madison. All the collector roads are 24 feet in width for much of the road's length.

Development of the site at 1,521 residential units and 60,000 square feet of non-residential will require a Major Traffic Study. The distribution of trips will be reviewed in terms of the direction of the trips as a significant portion are anticipated to travel by roads in the vicinity. Vehicle trips are considered significant when those from a proposed developed are anticipated to be five (5) percent (%) or more of the roadway's capacity. This is determined through Major traffic when the final unit count is proposed at Level 2 Review. The related LDCPAL-2024-5 Comprehensive Plan Text Amendment adds language to Policy 2.130-E1D d. that specifically addresses transportation concurrency.

D. Planned Improvements

In addition to any required improvements, incremental or in whole, as development occurs, there is a significant amount of funds being invested in the larger eastern side of the County for transportation improvements that include the following:

- a. Powerline Road
- b. Central Polk Parkway
- c. Johnson Avenue and Cypress Parkway
- d. Lake Hatchineha Road
- e. Kokomo Road
- f. Lake Marion Creek Road
- g. Marigold Avenue

Florida Department of Transportation (FDOT) is moving forward with the Central Polk Parkway East that has a proposed route just west of the subject area. (Exhibit 7)

E. Mass Transit and Sidewalk Network

There are no fixed-route mass transit services on Lake Marion Road. The closest is in the Poinciana development on the other side of the lake. Poinciana is served by two transit routes by two separate transit providers, Citrus Connection (Polk County Transit) and LYNX (Orlando Metro Area Transit) on the north side at the intersection of Coyote Road and Marigold Avenue just a block north of the Palmetto intersection.

The closest Citrus Connection route is 16X the Haines City/Poinciana Express approximately seven (7) miles from Grenelefe UEA. It connects to transfer points at Haines City Plaza and in Poinciana at the Wal-Mart just past the County line. Headways are one hour and 30 minutes.

There is a Sunrail station appriximately 20 miles from the site that provides a light rail connection to downtown Orlando and other stops within the Orlando Metro Area. There is a possibility that Sunrail may extend farther to the south towards Poinciana in the future bringing it even closer to the site.

Park Facilities:

The County's residential development standards require functional open space to be designed within a development that includes recreational amenities for the residents. Sidewalks are required on both sides of all residential streets connecting the residents to the open space and recreational amenities. While recreational amenities are not included in the Land Use request, they will be required at each of the Level 2 Reviews.

There are no sidewalk connections to any public recreational areas. The closest public park facilities are 6 miles driving distance to the vehicle entrance on Allegheny Road on the south end of Poinciana. The Poinciana Community Park has a complete array of recreational facilities to meet the demands of future residents. There is a public boat ramp with access to Lake Hatchineha at the terminus of Lake Hatchineha Road.

A. Location:

Poinciana Community Park is officially located at 5109 Allegheny Road (intersection of Lake Hatchineha Road and Marigold Avenue). Its current hours of operation are from 5 a.m. to 10 p.m.

B. Services:

There are three lighted soccer/football fields, four lighted baseball/softball fields with concession facilities, two basketball courts, restrooms, as well as playground facilities for children and a dog park.

C. Environmental Lands:

Within five (5) miles driving distance of the site is the Everglades Headwaters National Wildlife Refuge and Conservation Area.

D. Planned Improvements:

There are no further recreation improvements scheduled for this area by the County in the fiveyear Capital Investment Plan.

Environmental Conditions

There are limited environmental limitations with the development of this property. Grenelefe was originally developed in the 1970's and 1980's. The former golf course, tennis center and convention center are the areas that are the areas that would be under consideration for redevelopment Grenelefe. Any new development will be required to meet standards for wetland and floodplain impacts and stormwater. There are two (2) public well fields within the subject area, within Chapter 6 of the LDC residential development is not listed as a prohibited use. There have been no sightings of protected species in the area. The sit is not in an Airport Notification Area or known archaeological resources onsite.

A. Surface Water:

There are surface waters on the subject site created by the golf course. There are many elevation changes as part of the golf course design. These changes range from 85 feet above sea level to 100 feet.

B. Wetlands/Floodplains:

There are wetlands and floodplains on the subject site. There are some zone A areas. The golf course, tennis center and convention center were originally graded back in the 1970s with the majority of the residential neighborhoods in the 1970's and 1980's. The applicant will have to meet the current standards for wetland and floodplain impacts. It is anticipated that post development will not increase the flooding. Geotechnical analysis during Level 2 Review will determine the final drainage system.

C. Soils:

The soils types and limitation, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, are listed in Table 8.

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Candler Sand	Slight	Slight	43%
Samsula Muck	Severe: ponding, poor filter	Severe: ponding, low strength	5%
Tavares fine Sand	Moderate: wetness	Slight	23%
Immokalee Sand	Severe: wetness	Severe: wetness	12%
Placid and Myakka fine sands	Severe: ponding, poor filter	Severe: ponding	6%
Water			11%

Table 8 (Per the Applicant's IAS)

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

D. Protected Species

According to Polk County Endangered Habitat Maps, the proposed Land Use Change request is located within a one-mile radius of an endangered species sighting. (Source: Florida Natural Areas Inventory, 2002, 2006 &2011). A species study will be conducted prior to Level 2 Review (engineered plans). This will be necessary to receive funding under federal programs from either the Federal Housing Administration or Veterans Affairs. The burden of identifying endangered species is on the developer.

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 site has two (2) public use wellfields located within the boundaries. Chapter 6 of the LDC includes a list of prohibited development in a wellfield and this does not include residential development. Therefore, development of the subject site is not anticipated to impact this nearby wellfield.

G. Airports:

The site is not within the flight path and height restriction buffer zones of a public use airport. There are no public or private airport facilities within 10 miles from this site.

Economic Factors:

The proposed Comprehensive Plan Text Amendments (LDCPAL-2024-6) and Land Development Code Text Amendments (LDCT-2024-10), with this Comprehensive Plan Map Amendment, will allow this portion of the Grenelefe UEA to be redeveloped in a manor that makes full use of the dormant golf courses, dormant tennis facility and dilapidated convention center with existing and proposed improvements to the UEA's current infrastructure. As Polk County's population

continues to increase densities in areas where services are available. As stated previously proper planning of additional public safety will maintain public safety, schools will be required to meet concurrency and the UEA's service provider has FDEP permitted capacity for up to 680,000 GPD for wastewater treatment.

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 or inconsistent** with the Comprehensive Plan is listed below:

- Section 2.102 General Growth Management policies
- Policy 2.107-A1 UEA Description
- Policy 2.107-A3 UEA Land Use Categories
- Policy 2.120-C3 RL Location Criteria
- Policy 2.120-D3: RM Location Criteria
- Policy 2.130-E1.1B: Neighborhood Activity Centers (LDCPAL-2024-6)
- Policy 2.130-E1: Grenelefe Utility Enclave Area (UEA) (LDCPAL-2024-6)
- Section 402-F: Grenelefe Utility Enclave Area (UEA) (LDCT-2024-10)

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be	The existing uses surrounding the site are a
developed so that adjacent uses are compatible with	variety of single family detached, single
each other, pursuant to the requirements of other	family attached and condo developments
Policies in this Future Land Use Element, so that one	throughout Grenelefe. Approximately half of
or more of the following provisions are accomplished:	the condominiums, not contiguous, are owned
a. there have been provisions made which buffer	by one company and are operated like an
incompatible uses from dissimilar uses; b.	apartment complex. The requested RL would
incompatible uses are made to be more compatible to	be adjacent to the existing RLX districts
each other through limiting the intensity and scale of	within Grenelefe, with the RMX districts
the more intense use; c. uses are transitioned through a	being adjacent to either other RMX or RLX
gradual scaling of different land use activities through	districts that were developed with the
the use of innovative development techniques such as	condominiums. The NACX district is located
a Planned Unit Development.	at the northern terminus of Kokomo Road
	with Lake Marion Road and will provide for
	commercial support to the residential
	districts. Therefore, the RLX, RMX, and
	NACX districts are compatible Future Land
	Use designations adjacent to the existing
	residential communities in Grenelefe.

Comprehensive Plan Policy	Consistency Analysis
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	The request is a form of infill development as there are residential communities surrounding the subject site. Therefore, the request is consistent with this policy.
by-passed in favor of development more distant from services and existing Communities.	
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 - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system. POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration	The request is for RLX, RMX, and NACX where all forms of infrastructure are available for development on the subject site. Therefore, the timing of development of the subject site is consistent with the Comprehensive Plan's growth management strategy. All development will have to meet concurrency at the time of each Level 2 Review.
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	

Comprehensive Plan Policy	Consistency Analysis
recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	
 POLICY 2.107-A1 UEA Description - be those areas within the County which have developed at urban or suburban densities with County-owned, municipal or County-franchised potable-water systems, and centralized public sewer facilities, or private sewer system in excess of 400,000 GPD. UEAs are typically lacking the full complement of other urban services typically found in the Transit Supportive Development, Urban Growth, or Suburban Areas. POLICY 2.107-A3 UEA Land Use Categories - the following land use categories shall be permitted within UEAs: a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience 	Grenelefe was placed in the UEA at the time of the Comprehensive Plan adoption in 1991. Grenelefe is still serviced by the same utility provided and the provider has presented that thy have the permitted capacity to support the potential development allowed by the Land Use Change and Text Amendments The request is consistent with the policies of the UGA. The proposed Residential Low-X (RLX), Residential Medium-X (RMX) and Neighborhood Activity Center-X (NAX) are all permissible uses within the UEA.
Centers, Tourism Commercial Centers, and High- Impact Commercial Centers shall be permitted within UEA's in accordance with applicable criteria. b. RESIDENTIAL: Residential-High, Residential- Medium and Residential-Low Districts shall be permitted within UEA's in accordance with applicable criteria. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.	
Policy 2.120-C3 RL Location Criteria - Residential- Low areas shall be located only within the TSDAs, UGAs, SDAs, and UEAs and new Residential-Low development shall not be located within Activity Centers. The placement of Residential-Low shall be evaluated based on the general criteria listed in Policy 2.119-A2.	The request is in the UEA and therefore consistent with the location criteria of this policy.
Policy 2.120-D 3 RM Location Criteria - Residential- Medium areas shall be located only within TSDAs, UGAs, SDAs, and UEAs and activity centers. The placement of Residential-Medium shall be evaluated based on the general criteria listed in Policy 2.119-A2.	The request is in the UEA and therefore consistent with the location criteria of this policy.
Policy 2.130-E1 Grenelefe Utility Enclave Area – This section is the subject of the related LDCPAL-2024-6 Comprehensive Plan Text Amendment.	The request is consistent with the related LDCPAL-2024-6 Comprehensive Plan Text Amendment.
Section 402-F Grenelefe Utility Enclave Area – This section is the subject of the related LDCT-2024-10 Land Development Code Text Amendment.	The request is consistent with the related LDCT-2024-10 Land Development Code Text Amendment.

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 as this is a mapping error of a land use and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida

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

Table 9 Urban Sprawl Criteria

Comments from other agencies Florida Commerce - Pending

Exhibits: Exhibit 1 Exhibit 2 Exhibit 3 Exhibit 4 Exhibit 5 Exhibit 6 Exhibit 7	Location Map 2023 Aerial Context Map 2023 Aerial Closeup Map Current Future Land Use Map Proposed Future Land Use Map Policy 2.130-E Current & Proposed Uses Village Map / Density Table
Exhibit 6 Exhibit 7	Village Map / Density Table
Exhibit 8	East Polk County Future Road Networks

Applicant's submitted documents and ordinance as separate files



LOCATION MAP



2023 CONTEXT AERIAL MAP

Planning Commission Staff Report Level 4/rlb



2023 CLOSEUP AERIAL MAP



CURRENT FUTURE LAND USE MAP

Revised Clearer Map Wiil be submitted Prior to Planning Commission

Exhibit 4



PROPOSED FUTURE LAND USE MAP

Revised Clearer Map Will be submitted Prior to Planning Commission

USE	Maximum Limitation			
Resort Residential Units	1,753			
Multi-Family (Workforce Housing)	120			
Hotel Rooms	300			
Convention Center	*50,000 gross square feet			
Other Non-Residential Uses (Commercial-Retail)	60,000 gross square feet			
*Does not include existing 50,000 square foot convention center				

CURRENT DEVELOPMENT STANDARD USES (Policy 2.130-E1 Grenelefe UEA)

Use	Maximum Development			
Single family detached	<u>1,275 units</u>			
Multi-family (townhomes and single family attached)	<u>246 units</u>			
Non-residential development* (not including golf course and	60,000 gross square feet			
recreation amenities)				
*Non-residential development will be permitted based on the use table in Chapter of the Land				
Development Code for Grenelefe				

PROPOSED DEVELOPMENT STANDARD USES

(Policy 2.130-E1 Grenelefe UEA)

Table 2.130-E1-B Related LDCPAL-2024-5 and LDCT-2024-10

Exhibit 6



PROPOSED VILLAGE MAP

Location	<u>FLU</u>	DU/AC	Lot Width
Village 1	RL	3.00	50'
Village 2	RL	3.50	60'
Village 3	RL	2.50	Estate
Village 4	RL	3.00	60
Village 5	RL	2.60	50'
Village 6	RL	3.00	60'
Village 7	RM	7.50	Townhomes
Village 8	RL	4.00	50'
Village 9	RL	3.00	60'
Village 10	RL	4.00	50'
Village 11	RM	4.50	Attach SF
Village 12	RL	3.50	50'
Village 13	RL	4.00	50'
Commercial	NAC	60,000sf	

PROPOSED DENSITY TABLE



East Polk County Future Road Networks

ORDINANCE NO. 25 -___

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF AMENDMENT LDCPAL-2024-5; AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN; ORDINANCE 92-36, AS AMENDED TO CHANGE THE FUTURE LAND USE DESIGNATION ON 526± ACRES FROM TOURISM-COMMERCIAL CENTER-X (TCCX), AND DEVELOPMENT OF REGIONAL IMPACT-X (DRIX) TO RESIDENTIAL LOW-X (RLX), RESIDENTIAL MEDIUM-X (RMX), AND NEIGHBORHOOD ACTIVITY CENTER-X (NACX). THE SUBJECT SITE IS LOCATED SOUTH OF HWY 544, WEST OF LAKE MARION ROAD, ON BOTH SIDES OF KOKOMO ROAD, NORTH OF LAKE HATCHINEHA ROAD, SOUTHEAST OF AND ABUTTING THE CITY OF HAINES CITY, IN SECTIONS 05, 06, 07, AND 08, TOWNSHIP 28, RANGE 28; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

WHEREAS, Section 163.3184, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Large-Scale Comprehensive Plan Amendments; and

WHEREAS, Application LDCPAL-2024-5 is an applicant-initiated application to change the future land designation of 526± acres from Tourism-Commercial Center-X (TCCX), and Development of Regional Impact-X (DRIX) to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX) in the Utility Enclave Area (UEA) (the "Amendment"); and

WHEREAS, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the Amendment on October 2, 2024; and

WHEREAS, pursuant to Section 163.3184, FS, the Board of County Commissioners on November 5, 2024 held an initial public hearing and authorized transmittal of the Amendment to the Florida Commerce for written comment, and WHEREAS, DEO, by letter dated _____2024 transmitted objections, recommendations, and comments on the Amendment; and

WHEREAS, pursuant to Section 163.3184, FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the Amendment on January 27, 2025; and

WHEREAS, the Board of County Commissioners reviewed and considered all comments received during said public hearings, and provided for necessary revisions, if any; and

WHEREAS, the Board of County Commissioners has considered the data and analysis contained within the staff report; and

WHEREAS, the Amendment is consistent with Chapter 163, FS, and the Polk County Comprehensive Plan.

NOW THEREFORE, BE IT ORDAINED by the Polk County Board of County Commissioners:

SECTION 1: LEGISLATIVE FINDINGS OF FACT

The findings of fact set forth in the recitals to this Ordinance are true and correct and hereby adopted.

SECTION 2: COMPREHENSIVE PLAN AMENDMENT

The Future Land Use Map of Ordinance No. 92-36, as amended, (the "Polk County Comprehensive Plan") is hereby amended to reflect a change in the Future Land Use designation on 526± acres from Tourism-Commercial Center-X (TCCX), and Development of Regional Impact-X (DRIX) to Residential Low-X (RLX), Residential Medium-X (RMX), and Neighborhood Activity Center-X (NACX) on the parcels listed below and graphically depicted on the parcel map in Attachment "A".

Parcels included (entire or portion of):

28280600000041010, 28280600000021000, 28280500000032040, 282807000000031010, 282807000000010000, 28280800000033010, 282807000000021010, 28280800000044020, 28280800000043020, 28280800000043010, 28280800000044020

The following legal descriptions describe all or portions of the above Polk County Parcel Numbers.

Legally described as:

Parcel 1 – Residential Low-X

A PARCEL OF LAND LYING IN SECTIONS 6 AND 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN S00°06'50"E ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 OF SECTION 6, A DISTANCE OF 40.23 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544, PER STATE ROAD MAP SECTION 16841-2601, AS RECORDED IN MAP BOOK 2, PAGES 29-31, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN N89°38'51"E ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 482.06 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF COUNTY ROAD 546, SAID POINT LYING ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 89°58'15"; THENCE RUN THE FOLLOWING THREE (3) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 47.11 FEET (CHORD BEARING = S45°27'16"E, CHORD = 42.42 FEET); THENCE RUN S00°15'56"E, A DISTANCE OF 541.81 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 960.00 FEET AND A CENTRAL ANGLE OF 20°29'26"; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 343.32 FEET (CHORD BEARING = S09°57'52"W, CHORD = 341.50 FEET) TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING FIVE (5) COURSES: CONTINUE ALONG SAID CURVE, HAVING A RADIUS OF 960.00 FEET, AND A CENTRAL ANGLE OF 17°57'30";

THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 300.90 FEET (CHORD BEARING = S29°11'20"W, CHORD = 299.69 FEET); THENCE RUN S38°10'05"W, A DISTANCE OF 199.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1,039.81 FEET AND A CENTRAL ANGLE OF 38°17'21"; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 694.87 FEET (CHORD BEARING = \$19°01'25"W, CHORD = 682.02 FEET); THENCE RUN \$00°06'50"E, A DISTANCE OF 630.90 FEET; THENCE RUN S00°41'08"E, A DISTANCE OF 426.29 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE RUN S61°31'27"W, A DISTANCE OF 315.25 FEET; THENCE RUN N28°43'39"W, A DISTANCE OF 255.97 FEET; THENCE RUN N28°32'13"W, A DISTANCE OF 99.34 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 181.91 FEET AND A CENTRAL ANGLE OF 25°19'34"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 80.41 FEET (CHORD BEARING = N16°06'09"W, CHORD = 79.76 FEET); THENCE RUN N03°28'54"W, A DISTANCE OF 111.48 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 376.15 FEET AND A CENTRAL ANGLE OF 09°56'48"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 65.30 FEET (CHORD BEARING = N08°17'52"W, CHORD = 65.22 FEET); THENCE RUN N13°06'59"W, A DISTANCE OF 82.54 FEET; THENCE RUN S87°25'43"W, A DISTANCE OF 36.85 FEET; THENCE RUN N10°21'22"W, A DISTANCE OF 138.04 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 186.33 FEET AND A CENTRAL ANGLE OF 19°17'54"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 62.76 FEET (CHORD BEARING = N00°40'17"W, CHORD = 62.46 FEET) TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 186.33 FEET AND A CENTRAL ANGLE OF 18°08'05"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 58.98 FEET (CHORD BEARING = N19°03'28"E, CHORD = 58.73 FEET); THENCE RUN N27°21'33"E, A DISTANCE OF 68.03 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 258.07 FEET AND A CENTRAL ANGLE OF 12°07'45"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 54.63 FEET (CHORD BEARING = N21°32'41"E, CHORD = 54.53 FEET);

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THENCE RUN N14°54'38"E, A DISTANCE OF 49.11 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 89.39 FEET AND A CENTRAL ANGLE OF 37°42'17"; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 58.83 FEET (CHORD BEARING = N34°03'26"E, CHORD = 57.77 FEET); THENCE RUN N51°51'11"E, A DISTANCE OF 64.24 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 356.17 FEET AND A CENTRAL ANGLE OF 13°50'05"; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 86.00 FEET (CHORD BEARING = N60°31'13"E, CHORD = 85.79 FEET); THENCE RUN N66°44'36"E, A DISTANCE OF 135.88 FEET; THENCE RUN N26°19'51"E, A DISTANCE OF 91.25 FEET; THENCE RUN N80°27'56"W, A DISTANCE OF 291.40 FEET: THENCE RUN N55°35'59"W. A DISTANCE OF 254.45 FEET; THENCE RUN S34°21'23"W, A DISTANCE OF 254.86 FEET; THENCE RUN S03°42'38"W, A DISTANCE OF 280.04 FEET; THENCE RUN S43°59'23"W, A DISTANCE OF 135.64 FEET; THENCE RUN S04°05'01"E, A DISTANCE OF 100.06 FEET; THENCE RUN S27°22'25"E, A DISTANCE OF 229.57 FEET; THENCE RUN S07°21'38"W, A DISTANCE OF 177.59 FEET; THENCE RUN S15°41'52"E, A DISTANCE OF 273.55 FEET; THENCE RUN S13°25'14"E, A DISTANCE OF 461.31 FEET; THENCE RUN S06°13'17"E, A DISTANCE OF 409.68 FEET; THENCE RUN S37°23'34"W, A DISTANCE OF 178.39 FEET; THENCE RUN S17°01'39"W, A DISTANCE OF 123.27 FEET; THENCE RUN S25°46'06"E, A DISTANCE OF 173.77 FEET; THENCE RUN S54°02'36"E, A DISTANCE OF 150.62 FEET; THENCE RUN S56°53'41"E, A DISTANCE OF 122.01 FEET; THENCE RUN S21°34'12"E, A DISTANCE OF 134.21 FEET; THENCE RUN S42°55'19"E, A DISTANCE OF 134; THENCE RUN S58°03'48"W, A DISTANCE OF 314.00 FEET; THENCE RUN S81°37'12"W, A DISTANCE OF 87.04 FEET; THENCE RUN N86°20'53"W, A DISTANCE OF 282.37 FEET; THENCE RUN N69°57'59"W, A DISTANCE OF 109.25 FEET; THENCE RUN N66°52'55"W, A DISTANCE OF 335.20 FEET; THENCE RUN N67°59'05"W, A DISTANCE OF 133.32 FEET; THENCE RUN N73°26'59"W, A DISTANCE OF 137.62 FEET; THENCE RUN N79°20'52"W, A DISTANCE OF 136.95 FEET; THENCE RUN N88°19'36"W, A DISTANCE OF 137.67 FEET; THENCE RUN N89°24'49"W, A DISTANCE OF 485.31 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 325.00 FEET AND A CENTRAL ANGLE OF

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28°19'53"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 160.71 FEET (CHORD BEARING = N14°13'58"E, CHORD = 159.07 FEET); THENCE RUN N86°04'53"E, A DISTANCE OF 252.43 FEET; THENCE RUN N73°05'20"E, A DISTANCE OF 261.79 FEET; THENCE RUN N54°24'41"E, A DISTANCE OF 260.96 FEET; THENCE RUN N40°22'25"E, A DISTANCE OF 124.48 FEET; THENCE RUN N55°03'19"E, A DISTANCE OF 71.84 FEET; THENCE RUN N61°40'19"E, A DISTANCE OF 38.36 FEET; THENCE RUN N60°28'43"E, A DISTANCE OF 95.07 FEET; THENCE RUN N70°51'20"E, A DISTANCE OF 94.45 FEET; THENCE RUN N80°06'38"E, A DISTANCE OF 94.70 FEET; THENCE RUN N84°49'15"E, A DISTANCE OF 115.26 FEET; THENCE RUN N74°14'16"E, A DISTANCE OF 213.02 FEET; THENCE RUN N15°17'40"E, A DISTANCE OF 140.06 FEET; THENCE RUN N22°41'06"W, A DISTANCE OF 188.27 FEET; THENCE RUN S84°43'17"W, A DISTANCE OF 318.91 FEET; THENCE RUN S74°52'50"W, A DISTANCE OF 523.00 FEET; THENCE RUN S44°37'57"W, A DISTANCE OF 390.10 FEET; THENCE RUN S77°24'43"W, A DISTANCE OF 235.10 FEET; THENCE RUN S14°14'19"W, A DISTANCE OF 249.90 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 375.00 FEET AND A CENTRAL ANGLE OF 33°57'35"; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 222.27 FEET (CHORD BEARING = S34°02'00"W, CHORD = 219.03 FEET); THENCE RUN N71°10'00"W, A DISTANCE OF 36.07 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 192.22 FEET AND A CENTRAL ANGLE OF 31°11'00"; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 104.62 FEET (CHORD BEARING = N55°57'19"W, CHORD = 103.33 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 66.12 FEET AND A CENTRAL ANGLE OF 39°56'32"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 46.09 FEET (CHORD BEARING = N20°15'52"W, CHORD = 45.17 FEET); THENCE RUN N00°18'59"W, A DISTANCE OF 251.38 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 185.51 FEET AND A CENTRAL ANGLE OF 32°27'17"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 105.08 FEET (CHORD BEARING = N15°53'20"E, CHORD = 103.68 FEET); THENCE RUN N32°09'43"E, A DISTANCE OF 69.78 FEET TO A POINT ON A NON TANGENT

CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 238.86 FEET AND A CENTRAL ANGLE OF 34°19'58"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 143.13 FEET (CHORD BEARING = $N15^{\circ}07'04''E$, CHORD = 141.00 FEET); THENCE RUN N02°21'55"W, A DISTANCE OF 62.54 FEET; THENCE RUN S73°27'06"E, A DISTANCE OF 110.91 FEET; THENCE RUN N31°27'35"E, A DISTANCE OF 209.76 FEET; THENCE RUN N86°40'34"E, A DISTANCE OF 55.00 FEET; THENCE RUN N87°07'57"E, A DISTANCE OF 131.68 FEET: THENCE RUN N18°16'21"E, A DISTANCE OF 67.35 FEET; THENCE RUN N17°22'35"W, A DISTANCE OF 67.08 FEET; THENCE RUN N88°59'38"E, A DISTANCE OF 14.92 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 238.95 FEET AND A CENTRAL ANGLE OF 26°18'42"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 109.73 FEET (CHORD BEARING = N85°42'10"E, CHORD = 108.77 FEET); THENCE RUN N72°36'58"E, A DISTANCE OF 25.33 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 456.04 FEET AND A CENTRAL ANGLE OF 11°00'01"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 87.56 FEET (CHORD BEARING = N78°06'00"E, CHORD = 87.42 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 297.89 FEET AND A CENTRAL ANGLE OF 18°43'48"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 97.38 FEET (CHORD BEARING = N74°04'55"E, CHORD = 96.95 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 185.47 FEET AND A CENTRAL ANGLE OF 21°11'22"; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 68.59 FEET (CHORD BEARING = N54°55'31"E, CHORD = 68.20 FEET); THENCE RUN S34°38'21"E, A DISTANCE OF 25.66 FEET; THENCE RUN S84°56'51"E, A DISTANCE OF 259.92 FEET; THENCE RUN N78°18'27"E, A DISTANCE OF 200.23 FEET; THENCE RUN N15°21'52"E, A DISTANCE OF 99.89 FEET; THENCE RUN N11°15'04"W, A DISTANCE OF 413.07 FEET; THENCE RUN N47°49'54"W, A DISTANCE OF 66.04 FEET; THENCE RUN S42°29'00"W, A DISTANCE OF 136.30 FEET; THENCE RUN N20°08'45"W, A DISTANCE OF 175.53 FEET; THENCE RUN S30°05'46"W, A DISTANCE OF 200.51 FEET; THENCE RUN S44°09'58"W, A DISTANCE OF 229.94 FEET; THENCE RUN S38°31'15"W, A DISTANCE OF 111.72

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FEET; THENCE RUN S46°14'01"E, A DISTANCE OF 154.36 FEET; THENCE RUN S38°18'09"W, A DISTANCE OF 38.22 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 135.47 FEET AND A CENTRAL ANGLE OF 26°31'49"; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 62.73 FEET (CHORD BEARING = $S51^{\circ}34'03''W$, CHORD = 62.17 FEET) TO A POINT OF COMPOUND CURVE, CONCAVE TO THE NORTH HAVING A RADIUS OF 247.89 FEET AND A CENTRAL ANGLE OF 18°43'42"; THENCE WESTERLY ALONG THE ARC, A DISTANCE OF 81.03 FEET, (CHORD BEARING= S74°11'49"W, CHORD =80.67 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 506.04 FEET AND A CENTRAL ANGLE OF 10°50'05"; THENCE RUN WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 95.69 FEET (CHORD BEARING = \$79°17'12"W, CHORD = 95.55 FEET); THENCE RUN \$72°33'41"W, A DISTANCE OF 25.39 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 188.95 FEET AND A CENTRAL ANGLE OF 26°30'56"; THENCE RUN WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 87.44 FEET (CHORD BEARING = S84°29'01"W, CHORD = 86.66 FEET); THENCE RUN N80°49'04"W, A DISTANCE OF 24.63 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 521.07 FEET AND A CENTRAL ANGLE OF 10°42'56"; THENCE RUN WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 97.45 FEET (CHORD BEARING = N76°08'53"W, CHORD = 97.31 FEET); THENCE RUN N71°14'25"W, A DISTANCE OF 16.75 FEET; THENCE RUN N48°22'16"E, A DISTANCE OF 159.45 FEET; THENCE RUN N39°26'01"W, A DISTANCE OF 137.24 FEET; THENCE RUN N48°47'13"W, A DISTANCE OF 125.68 FEET; THENCE RUN N34°51'33"W, A DISTANCE OF 32.88 FEET; THENCE RUN N43°13'43"W, A DISTANCE OF 133.76 FEET; THENCE RUN N38°34'40"E, A DISTANCE OF 30.07 FEET; THENCE RUN N38°49'46"W, A DISTANCE OF 162.26 FEET; THENCE RUN S71°29'27"W, A DISTANCE OF 126.72 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 218.00 FEET AND A CENTRAL ANGLE OF 15°30'50"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 59.03 FEET (CHORD BEARING = N02°58'41"E, CHORD = 58.85 FEET); THENCE RUN N10°44'06"E, A DISTANCE OF 97.73 FEET TO A POINT ON A NON TANGENT

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CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 442.16 FEET AND A CENTRAL ANGLE OF 10°01'41"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 77.39 FEET (CHORD BEARING = $N07^{\circ}20'00''E$, CHORD = 77.29 FEET); THENCE RUN N87°40'03"E, A DISTANCE OF 44.83 FEET; THENCE RUN N21°12'38"E, A DISTANCE OF 140.11 FEET; THENCE RUN N38°32'24"E, A DISTANCE OF 80.46 FEET; THENCE RUN N33°48'51"E, A DISTANCE OF 79.41 FEET; THENCE RUN N54°34'05"E, A DISTANCE OF 195.26 FEET; THENCE RUN N21°27'58"E, A DISTANCE OF 104.64 FEET; THENCE RUN N00°08'58"W, A DISTANCE OF 70.16 FEET; THENCE RUN N00°32'34"W, A DISTANCE OF 125.01 FEET; THENCE RUN N35°12'44"W, A DISTANCE OF 479.67 FEET; THENCE RUN N04°47'51"E, A DISTANCE OF 185.22 FEET; THENCE RUN S78°19'02"E, A DISTANCE OF 54.91 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 247.76 FEET AND A CENTRAL ANGLE OF 31°34'41"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 136.55 FEET (CHORD BEARING = S62°33'13"E, CHORD = 134.83 FEET); THENCE RUN S46°47'22"E, A DISTANCE OF 282.92 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 83.35 FEET AND A CENTRAL ANGLE OF 36°14'25"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 52.72 FEET (CHORD BEARING = S64°52'50"E, CHORD = 51.85 FEET); THENCE RUN S17°05'53"E, A DISTANCE OF 505.30 FEET; THENCE RUN S03°41'29"E, A DISTANCE OF 230.01 FEET; THENCE RUN S80°35'12"E, A DISTANCE OF 31.54 FEET; THENCE RUN S01°29'46"E, A DISTANCE OF 6.74 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 235°50'52"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 205.82 FEET (CHORD BEARING = $S28^{\circ}31'18''E$, CHORD = 88.36 FEET); THENCE RUN S66^{\circ}35'17''E, A DISTANCE OF 142.70 FEET; THENCE RUN N18°53'11"E, A DISTANCE OF 268.09 FEET; THENCE RUN N10°51'46"E, A DISTANCE OF 480.04 FEET; THENCE RUN N11°52'23"E. A DISTANCE OF 160.06 FEET; THENCE RUN N10°21'06"E, A DISTANCE OF 159.94 FEET; THENCE RUN N31°43'41"E, A DISTANCE OF 134.75 FEET; THENCE RUN N57°32'44"E, A DISTANCE OF 107.43 FEET; THENCE RUN N47°05'17"E, A DISTANCE OF 65.93 FEET; THENCE RUN N46°12'52"E, A DISTANCE OF 53.18 FEET;

THENCE RUN N28°46'02"E, A DISTANCE OF 154.56 FEET; THENCE RUN N29°08'13"E, A DISTANCE OF 34.43 FEET; THENCE RUN N28°38'35"E, A DISTANCE OF 99.93 FEET; THENCE RUN N16°04'37"W, A DISTANCE OF 119.17 FEET; THENCE RUN N70°30'59"W, A DISTANCE OF 113.27 FEET; THENCE RUN S80°55'40"W, A DISTANCE OF 147.14 FEET; THENCE RUN N10°02'58"W, A DISTANCE OF 270.43 FEET; THENCE RUN S86°54'06"E, A DISTANCE OF 175.71 FEET; THENCE RUN N52°34'54"E, A DISTANCE OF 159.56 FEET; THENCE RUN N86°50'15"E, A DISTANCE OF 187.89 FEET; THENCE RUN N57°57'06"E, A DISTANCE OF 270.08 FEET; THENCE RUN S88°13'08"E, A DISTANCE OF 148.08 FEET; THENCE RUN S57°36'32"E, A DISTANCE OF 163.39 FEET; THENCE RUN N84°43'54"E, A DISTANCE OF 289.13 FEET; THENCE RUN S00°40'30"W, A DISTANCE OF 118.66 FEET; THENCE RUN S29°17'22"W, A DISTANCE OF 156.86 FEET; THENCE RUN S60°42'38"E, A DISTANCE OF 623.43 FEET TO THE POINT OF BEGINNING.

Parcel 2 – Residential Low-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN S00°06'50"E ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 OF SECTION 6, A DISTANCE OF 40.23 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544, PER STATE ROAD MAP SECTION 16841-2601, AS RECORDED IN MAP BOOK 2, PAGES 29-31, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA; THENCE RUN S89°38'51"W ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 5.84 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S89°38'51"W ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 2,173.57 FEET: THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE RUN S00°27'20"E. A DISTANCE OF 200.05 FEET; THENCE RUN S48°08'41"W, A DISTANCE OF 150.03 FEET; THENCE RUN S26°08'14"W, A DISTANCE OF 129.81 FEET; THENCE RUN S24°24'10"W, A DISTANCE OF 167.17 FEET; THENCE RUN S03°14'42"W, A DISTANCE OF 178.81 FEET; THENCE RUN S18°26'42"E, A DISTANCE OF 166.69 FEET; THENCE RUN S14°06'24"E, A DISTANCE OF 130.02 FEET; THENCE RUN

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S11°01'11"E, A DISTANCE OF 156.09 FEET; THENCE RUN S28°48'27"W, A DISTANCE OF 82.67 FEET; THENCE RUN S78°01'52"E, A DISTANCE OF 27.61 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 297.76 FEET AND A CENTRAL ANGLE OF 31°26'33"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 163.40 FEET (CHORD BEARING = $S62^{\circ}39'48''E$, CHORD = 161.36 FEET); THENCE RUN S46°52'10"E, A DISTANCE OF 257.15 FEET; THENCE RUN N00°14'23"E, A DISTANCE OF 134.36 FEET; THENCE RUN N17°49'42"E, A DISTANCE OF 217.59 FEET; THENCE RUN N70°00'38"E, A DISTANCE OF 190.36 FEET; THENCE RUN N51°36'45"E, A DISTANCE OF 250.44 FEET; THENCE RUN N58°57'59"E, A DISTANCE OF 345.19 FEET; THENCE RUN N10°02'58"W, A DISTANCE OF 269.81 FEET: THENCE RUN N51°55'12"W. A DISTANCE OF 225.32 FEET: THENCE RUN N51°19'50"E, A DISTANCE OF 267.88 FEET; THENCE RUN S83°17'09"E, A DISTANCE OF 205.21 FEET; THENCE RUN S18°54'02"E, A DISTANCE OF 24.25 FEET; THENCE RUN N48°08'48"E, A DISTANCE OF 28.30 FEET; THENCE RUN N48°56'51"E, A DISTANCE OF 110.90 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 650.11 FEET AND A CENTRAL ANGLE OF 09°45'58"; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 110.81 FEET (CHORD BEARING = N43°30'19"E, CHORD = 110.68 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 123.62 FEET AND A CENTRAL ANGLE OF 50°54'01"; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 109.82 FEET (CHORD BEARING = N63°57'09"E, CHORD = 106.25 FEET); THENCE RUN N89°26'36"E, A DISTANCE OF 164.85 FEET; THENCE RUN S82°32'09"E, A DISTANCE OF 49.85 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 490.37 FEET AND A CENTRAL ANGLE OF 08°10'16"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 69.93 FEET (CHORD BEARING = S78°31'04"E, CHORD = 69.87 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 383.13 FEET AND A CENTRAL ANGLE OF 20°39'49"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 138.17 FEET (CHORD BEARING = S84°47'45"E, CHORD = 137.43 FEET) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO

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THE SOUTH, HAVING A RADIUS OF 125.23 FEET AND A CENTRAL ANGLE OF $45^{\circ}06'26''$; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 98.59 FEET (CHORD BEARING = $572^{\circ}36'41''E$, CHORD = 96.06 FEET); THENCE RUN $550^{\circ}01'36''E$, A DISTANCE OF 52.29 FEET TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 131.17 FEET AND A CENTRAL ANGLE OF $48^{\circ}54'24''$; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 111.96 FEET (CHORD BEARING = $574^{\circ}37'01''E$, CHORD = 108.60 FEET); THENCE RUN $81^{\circ}08'57''E$, A DISTANCE OF 120.36 FEET; THENCE RUN $N00^{\circ}40'30''E$, A DISTANCE OF 146.39 FEET TO THE POINT OF BEGINNING.

CONTAINING 30.03 ACRES, MORE OR LESS.

Parcel 3 – Residential Medium-X

A PARCEL OF LAND LYING IN SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN S00°06'50"E ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 OF SECTION 6, A DISTANCE OF 2,639.15 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN S00°46'22"E ALONG THE EAST LINE OF SAID NORTHWEST 1/4 OF SECTION 7, A DISTANCE OF 425.95 FEET; THENCE DEPARTING SAID EAST LINE RUN S89°13'38"W, A DISTANCE OF 40.65 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF COUNTY ROAD 546, SAID POINT BEING THE POINT OF BEGINNING; THENCE RUN THE FOLLOWING THREE (3) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN S00°41'08"E, A DISTANCE OF 1,555.03 FEET; THENCE RUN S89°18'52"W, A DISTANCE OF 5.00 FEET; THENCE RUN S00°41'08"E, A DISTANCE OF 108.44 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF ARROWHEAD LANE, SAID POINT LYING ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 445.00 FEET AND A CENTRAL ANGLE OF 16°09'26"; THENCE RUN WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 125.49 FEET (CHORD BEARING = S80°03'13"W, CHORD = 125.07 FEET) TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE

SOUTHWEST, HAVING A RADIUS OF 267.71 FEET AND A CENTRAL ANGLE OF 20°48'48"; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 97.25 FEET (CHORD BEARING = N26°31'19"W, CHORD = 96.71 FEET); THENCE RUN N39°40'30"W, A DISTANCE OF 25.86 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 155.16 FEET AND A CENTRAL ANGLE OF 29°12'41"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 79.11 FEET (CHORD BEARING = $N22^{\circ}19'02''W$, CHORD = 78.25 FEET) TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 536.28 FEET AND A CENTRAL ANGLE OF 15°40'51"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 146.77 FEET (CHORD BEARING = N16°17'31"W, CHORD = 146.31 FEET) TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 213.64 FEET AND A CENTRAL ANGLE OF 23°56'42"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 89.28 FEET (CHORD BEARING = N12°09'01"W, CHORD = 88.64 FEET); THENCE RUN N00°10'50"W, A DISTANCE OF 336.67 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 144.48 FEET AND A CENTRAL ANGLE OF 27°54'24"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 70.37 FEET (CHORD BEARING = N13°44'41"E, CHORD = 69.68 FEET); THENCE RUN N27°57'09"E, A DISTANCE OF 99.76 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 112.93 FEET AND A CENTRAL ANGLE OF 43°28'49"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 85.70 FEET (CHORD BEARING = N06°17'18"E, CHORD = 83.66 FEET); THENCE RUN N15°32'36"W, A DISTANCE OF 149.99 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 615.66 FEET AND A CENTRAL ANGLE OF 12°33'30"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 134.94 FEET (CHORD BEARING = $N09^{\circ}14'33''W$, CHORD = 134.67 FEET); THENCE RUN N02°57'31"W, A DISTANCE OF 201.04 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 193.39 FEET AND A CENTRAL ANGLE OF 23°02'46"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 77.79 FEET (CHORD BEARING = N14°20'36"W, CHORD = 77.27 FEET); THENCE RUN N61°31'27"E, A DISTANCE OF 315.49 FEET TO THE POINT OF BEGINNING. CONTAINING 8.86 ACRES, MORE OR LESS.

Parcel 4 – Neighborhood Activity Center-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN S00°06'50"E ALONG THE EAST LINE OF SAID SOUTHWEST 1/4 OF SECTION 6, A DISTANCE OF 40.23 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544, PER STATE ROAD MAP SECTION 16841-2601, AS RECORDED IN MAP BOOK 2, PAGES 29-31, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING; THENCE RUN S89°38'51"W ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 5.84 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE RUN S00°40'30"W, A DISTANCE OF 463.13 FEET; THENCE RUN S29°17'22"W, A DISTANCE OF 156.86 FEET; THENCE RUN S60°42'38"E, A DISTANCE OF 623.43 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF COUNTY ROAD 546, SAID POINT LYING ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 960.00 FEET AND A CENTRAL ANGLE OF 20°29'26"; THENCE RUN THE FOLLOWING THREE (3) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 343.32 FEET (CHORD BEARING = N09°57'52"E, CHORD = 341.50 FEET); THENCE RUN N00°15'56"W, A DISTANCE OF 541.81 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 89°58'15"; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 47.11 FEET (CHORD BEARING = N45°27'16"W, CHORD = 42.42 FEET) TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF AFORESAID COUNTY ROAD 544; THENCE RUN S89°38'51"W ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 482.06 FEET TO THE POINT OF BEGINNING.

CONTAINING 9.50 ACRES, MORE OR LESS
Parcel 6 – Residential Low-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN N89°39'09"E ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 6, A DISTANCE OF 713.47 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°00'00"E, A DISTANCE OF 296.63 FEET; THENCE RUN S16°25'04"E, A DISTANCE OF 329.59 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE \$16°25'04"E, A DISTANCE OF 388.00 FEET; THENCE RUN S68°49'14"W, A DISTANCE OF 179.95 FEET: THENCE RUN N60°05'09"W, A DISTANCE OF 233.77 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF COUNTY ROAD 546, SAID POINT LYING ON A NON-TANGENT CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 1,040.00 FEET AND A CENTRAL ANGLE OF 17°56'30"; THENCE RUN NORTHERLY ALONG SAID EAST RIGHT OF WAY LINE AND ALONG THE ARC OF SAID CURVE. A DISTANCE OF 325.67 FEET (CHORD BEARING = N08°41'29"E, CHORD = 324.34 FEET); THENCE DEPARTING SAID EAST RIGHT OF WAY LINE RUN N90°00'00"E, A DISTANCE OF 211.74 FEET TO THE POINT OF BEGINNING. CONTAINING 2.61 ACRES, MORE OR LESS.

Parcel 7 – Neighborhood Activity Center-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN N89°39'09"E ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 6, A DISTANCE OF 713.47 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°00'00"E, A DISTANCE OF 40.17 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544, PER STATE ROAD MAP SECTION 16841-2601, AS RECORDED IN MAP BOOK 2, PAGES 29-31, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S00°00'00"E, A DISTANCE OF 256.46 FEET; THENCE RUN S16°25'04"E, A DISTANCE OF 329.59 FEET; THENCE RUN N90°00'00"W, A DISTANCE OF 211.74 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF COUNTY ROAD 546; THENCE RUN THE FOLLOWING TWO (2) COURSES ALONG SAID EAST RIGHT OF WAY LINE: RUN N00°15'56"W, A DISTANCE OF 541.81 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 90°01'45"; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 47.14 FEET (CHORD BEARING = N44°32'44"E, CHORD = 42.44 FEET) TO A POINT ON AFORESAID SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544; THENCE RUN N89°38'50"E ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 91.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 1.91 ACRES, MORE OR LESS.

Parcel 8 – Residential Medium-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST. POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN N89°39'09"E ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 6, A DISTANCE OF 2,485.18 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°20'51"E, A DISTANCE OF 877.89 FEET TO THE POINT OF BEGINNING; THENCE RUN S45°35'50"W, A DISTANCE OF 765.56 FEET; THENCE RUN S25°06'20"E, A DISTANCE OF 220.32 FEET; THENCE RUN S66°01'46"E, A DISTANCE OF 313.57 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 103.80 FEET AND A CENTRAL ANGLE OF 60°11'56"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 109.06 FEET (CHORD BEARING = S40°21'35"E, CHORD = 104.11 FEET) TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 116.71 FEET AND A CENTRAL ANGLE OF 112°17'25"; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 228.73 FEET (CHORD BEARING = S45°34'06"W, CHORD = 193.84 FEET); THENCE RUN N78°15'34"W, A DISTANCE OF 876.35 FEET; THENCE RUN N88°46'15"W, A DISTANCE OF 265.84 FEET; THENCE RUN N88°59'12"W, A DISTANCE OF 46.50 FEET; THENCE RUN N88°45'43"W, A DISTANCE OF 120.39 FEET; THENCE RUN N46°38'54"W, A DISTANCE OF 15.62 FEET; THENCE RUN S88°13'23"E, A DISTANCE OF 2.25 FEET; THENCE RUN N06°18'13"W, A DISTANCE OF 371.40 FEET; THENCE RUN N83°13'23"E, A DISTANCE OF 419.61 FEET; THENCE RUN N77°42'27"E, A DISTANCE OF 532.80 FEET; THENCE RUN N52°49'36"E, A DISTANCE OF 568.13 FEET; THENCE RUN N88°45'03"E, A DISTANCE OF 188.56 FEET TO THE POINT OF BEGINNING.

CONTAINING 16.62 ACRES, MORE OR LESS.

Parcel 9 – Residential Medium-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST; THENCE RUN N89°39'09"E ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 6, A DISTANCE OF 713.47 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°00'00"E, A DISTANCE OF 40.17 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544, PER STATE ROAD MAP SECTION 16841-2601, AS RECORDED IN MAP BOOK 2, PAGES 29-31, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S00°00'00"E, A DISTANCE OF 256.46 FEET; THENCE RUN N86°47'50"E, A DISTANCE OF 695.36 FEET; THENCE RUN S69°12'35"E, A DISTANCE OF 146.08 FEET: THENCE RUN N79°32'38"E, A DISTANCE OF 129.54 FEET; THENCE RUN N61°11'05"E, A DISTANCE OF 158.06 FEET; THENCE RUN S68°37'38"E, A DISTANCE OF 127.28 FEET; THENCE RUN S00°17'33"W, A DISTANCE OF 52.38 FEET; THENCE RUN N89°39'56"E, A DISTANCE OF 554.49 FEET; THENCE RUN N22°31'45"E, A DISTANCE OF 47.28 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 53°58'05"; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 23.55 FEET (CHORD BEARING = N04°27'17"W, CHORD = 22.69 FEET) TO A POINT OF REVERSE CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 60.00 FEET AND A CENTRAL ANGLE OF 18°55'02"; THENCE NORTHERLY ALONG THE ARC, A DISTANCE OF 19.81 FEET, (CHORD BEARING = N21°58'49"W, CHORD = 19.72 FEET) TO A POINT OF REVERSE CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 61°29'51"; THENCE NORTHWESTERLY ALONG THE ARC, A DISTANCE OF 26.83 FEET, (CHORD BEARING = N43°16'13"W, CHORD = 25.56 FEET); THENCE RUN N19°20'30"E, A DISTANCE OF 40.06 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 71°43'49"; THENCE RUN EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 31.30 FEET (CHORD BEARING = N70°36'51"E, CHORD = 29.29 FEET); THENCE RUN N34°44'57"E, A DISTANCE OF 153.60 FEET TO A POINT ON AFORESAID SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544; THENCE RUN S89°38'50"W ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 1,889.39 FEET TO THE POINT OF BEGINNING. CONTAINING 10.35 ACRES, MORE OR LESS.

Parcel 10 - Residential Low-X

A PARCEL OF LAND LYING IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING A PORTION OF UNPLATTED LANDS LYING IN SAID SECTIONS 5, 6, 7, AND 8, TOGETHER WITH A PORTION OF GRENELEFE ESTATES PHASE "D," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 80, PAGES 20-21, TOGETHER WITH A PORTION OF GRENELEFE CLUB ESTATES PHASE 2, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 87, PAGES 27-28, ALL OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

Commence AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST; thence run N00°35'24"W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 7, a distance of 839.32 feet to the POINT OF BEGINNING; thence run S72°31'31"E, a distance of 169.96 feet; thence run S26°07'58"E, a distance of 163.75 feet; thence run S00°36'18"E, a distance of 142.63 feet; thence run N89°35'20"E, a distance of 2,345.55 feet; thence run N89°57'54"E, a distance of 961.80 feet to a point on THE WEST RIGHT OF WAY LINE OF WEST LAKE MARION ROAD, SAID POINT LYING ON a non-tangent curve, concave to the East, having a Radius of 612.96 feet and a Central Angle of 07°27'14"; thence run THE FOLLOWING SEVEN (7) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN Northerly along the arc of

said curve, a distance of 79.74 feet (Chord Bearing = $N03^{\circ}38'28''W$, Chord = 79.69 feet); thence run N00°04'03"E, a distance of 2,068.42 feet; thence run N89°50'07"E, a distance of 5.02 feet; thence run N00°04'56"E, a distance of 2,611.15 feet; thence RUN N00°06'45"W, a distance of 896.68 feet; thence run N02°58'31"W, a distance of 400.42 feet; thence run N00°06'46"W, a distance of 1,281.68 feet TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD 544; thence run S89°39'08"W ALONG SAID SOUTH RIGHT OF WAY LINE, a distance of 980.72 feet; thence DEPARTING SAID SOUTH RIGHT OF WAY LINE run S34°44'57"W, a distance of 153.61 feet to the Point of Curvature of a curve concave to the North, having a Radius of 25.00 feet and a Central Angle of 71°43'49"; thence run Westerly along the Arc of said curve, a distance of 31.30 feet (Chord Bearing = $S70^{\circ}36'51''W$, Chord = 29.29 feet); thence run $S19^{\circ}20'30''W$, a distance of 40.06 feet to a point on a non-tangent curve, concave to the Southwest, having a Radius of 25.00 feet and a Central Angle of 61°29'51"; thence run Southeasterly along the arc of said curve, a distance of 26.83 feet (Chord Bearing = $S43^{\circ}16'13''E$, Chord = 25.56 feet) to a point of reverse curve concave to the East having a Radius of 60.00 feet and a Central Angle of 18°55'02"; thence Southerly along the arc, a distance of 19.81 feet, (Chord Bearing = $S21^{\circ}58'49''E$, Chord = 19.72 feet) to a point of reverse curve concave to the West having a Radius of 25.00 feet and a Central Angle of 53°58'05"; thence Southerly along the arc, a distance of 23.55 feet, (Chord Bearing = $S04^{\circ}27'17''E$, Chord = 22.69 feet); thence run $S22^{\circ}31'45''W$, a distance of 47.28 feet; thence run S89°39'56"W, a distance of 554.49 feet; thence run S00°17'33"W, a distance of 29.75 feet; thence run S19°53'57"W, a distance of 105.77 feet; thence run S63°35'14"W, a distance of 974.37 feet; thence run S00°38'03"E, a distance of 72.39 feet; thence run N70°56'18"E, a distance of 588.02 feet; thence run N74°54'02"E, a distance of 823.39 feet; thence run S11°42'22"W, a distance of 341.13 feet; thence run N88°45'03"E, a distance of 188.56 feet to a point on a non-tangent curve, concave to the Southwest, having a Radius of 223.37 feet and a Central Angle of 40°51'43"; thence run Southeasterly along the arc of said curve, a distance of 159.30 feet (Chord Bearing = $S22^{\circ}35'21''E$, Chord = 155.95 feet); thence run S02°05'52"E, a distance of 55.18 feet to a point on a non-tangent curve, concave to the West, having a Radius of 3,796.31 feet and a Central Angle of 05°35'57"; thence run Southerly along the arc of said curve, a distance of 370.99 feet (Chord Bearing = $S00^{\circ}36'39''W$, Chord = 370.84 feet) to a point on a non-tangent curve, concave to the East, having a Radius of 88.00 feet and a Central Angle of 31°39'35"; thence run Southerly along the arc of said curve, a distance of 48.63 feet (Chord Bearing = $S12^{\circ}33'54''E$, Chord = 48.01

feet); thence run S28°16'11"E, a distance of 136.71 feet to a point on a non-tangent curve, concave to the West, having a Radius of 104.60 feet and a Central Angle of 43°39'48"; thence run Southerly along the arc of said curve, a distance of 79.71 feet (Chord Bearing = $S06^{\circ}22'49''E$, Chord = 77.80 feet); thence run $S15^{\circ}24'47''W$, a distance of 214.94 feet; thence run S18°27'47"W, a distance of 94.34 feet; thence run S30°58'39"W, a distance of 134.17 feet to a point on a non-tangent curve, concave to the East, having a Radius of 101.18 feet and a Central Angle of 52°36'28"; thence run Southerly along the arc of said curve, a distance of 92.90 feet (Chord Bearing = S04°39'57"W, Chord = 89.67 feet); thence run S21°32'54"E, a distance of 160.16 feet to a point on a non-tangent curve, concave to the West, having a Radius of 372.90 feet and a Central Angle of 30°42'49"; thence run Southerly along the arc of said curve, a distance of 199.89 feet (Chord Bearing = S06°15'14"E, Chord = 197.51 feet); thence run N44°51'40"W, a distance of 135.66 feet; thence run S71°10'49"W, a distance of 447.40 feet; thence run S79°18'01"W, a distance of 315.43 feet; thence run S54°56'32"W, a distance of 610.71 feet; thence run N10°06'22"W, a distance of 569.61 feet; thence run N06°32'14"W, a distance of 584.65 feet; thence run N46°38'54"W, a distance of 141.91 feet; thence run N88°13'23"W, a distance of 274.41 feet; thence run N17°43'50"W, a distance of 615.98 feet; thence run N60°12'20"W, a distance of 35.41 feet to a point on THE EAST RIGHT OF WAY LINE OF COUNTY ROAD 546, SAID POINT LYING ON a nontangent curve, concave to the Northwest, having a Radius of 1,040.00 feet and a Central Angle of 08°25'49"; thence run THE FOLLOWING FIVE (5) COURSES ALONG SAID EAST RIGHT OF WAY LINE: RUN Southwesterly along the arc of said curve, a distance of 153.02 feet (Chord Bearing = $S33^{\circ}57'11''W$, Chord = 152.88 feet); thence run $S38^{\circ}10'05''W$, a distance of 199.57 feet to the Point of Curvature of a curve concave to the East, having a Radius of 959.81 feet and a Central Angle of 38°17'23"; thence run Southerly along the Arc of said curve, a distance of 641.42 feet (Chord Bearing = S19°01'23"W, Chord = 629.55 feet); thence run S00°06'51"E, a distance of 630.68 feet; thence run S00°41'08"E, a distance of 2,539.46 feet; thence DEPARTING SAID EAST RIGHT OF WAY LINE N89°05'41"E, a distance of 40.14 feet; thence run S54°55'57"E, a distance of 95.14 feet; thence run S24°27'13"E, a distance of 106.17 feet; thence run S22°47'53"E, a distance of 132.40 feet; thence run S32°27'28"E, a distance of 19.89 feet; thence run S80°16'51"E, a distance of 76.10 feet; thence run N86°59'06"E, a distance of 479.93 feet; thence run S86°40'28"E, a distance of 350.13 feet; thence run S85°36'28"E, a distance of 456.79 feet to a point on a non-tangent curve, concave to the North, having a Radius of 303.88 feet and a Central Angle

of 11°22'50"; thence run Easterly along the arc of said curve, a distance of 60.36 feet (Chord Bearing = $N88^{\circ}50'34''E$, Chord = 60.26 feet) to a point on a non-tangent curve, concave to the South, having a Radius of 290.45 feet and a Central Angle of 18°03'10"; thence run Easterly along the arc of said curve, a distance of 91.51 feet (Chord Bearing = $887^{\circ}52'37''E$, Chord = 91.14 feet); thence run N65°49'00"E, a distance of 217.69 feet; thence run N87°02'24"E, a distance of 824.31 feet; thence run N01°25'13"E, a distance of 121.24 feet; thence run N89°50'10"E, a distance of 542.04 feet; thence run S00°00'27"W, a distance of 686.09 feet; thence run S00°02'43"E, a distance of 738.59 feet; thence run S17°22'30"W, a distance of 337.27 feet; thence run S64°32'36"W, a distance of 302.66 feet to a point on a non-tangent curve, concave to the Northwest, having a Radius of 190.20 feet and a Central Angle of 39°03'09"; thence run Southwesterly along the arc of said curve, a distance of 129.64 feet (Chord Bearing = S50°30'26"W, Chord = 127.14 feet); thence run S71°00'00"W, a distance of 64.12 feet; thence run N31°33'08"W, a distance of 224.75 feet to a point on a non-tangent curve, concave to the Northwest, having a Radius of 140.10 feet and a Central Angle of 69°52'32"; thence run Northeasterly along the arc of said curve, a distance of 170.86 feet (Chord Bearing = $N31^{\circ}24'01''E$, Chord = 160.47 feet); thence run $N03^{\circ}35'29''W$, a distance of 777.22 feet; thence run N45°05'46"W, a distance of 67.92 feet; thence run S51°30'56"W, a distance of 86.78 feet; thence run S37°14'10"E, a distance of 15.89 feet; thence run S56°41'37"W, a distance of 151.89 feet to a point on a non-tangent curve, concave to the Southeast, having a Radius of 160.87 feet and a Central Angle of 23°54'37"; thence run Southwesterly along the arc of said curve, a distance of 67.13 feet (Chord Bearing = $S38^{5}3'34''W$, Chord = 66.65 feet); thence run $S88^{3}6'26''E$, a distance of 134.79 feet; thence run S01°26'18"W, a distance of 260.01 feet; thence run N89°19'22"W, a distance of 150.01 feet; thence run S01°26'18"W, a distance of 20.00 feet; thence run S89°19'22"E, a distance of 150.01 feet; thence run S01°25'23"W, a distance of 219.89 feet; thence run S24°49'54"W, a distance of 163.56 feet; thence run S67°57'02"W, a distance of 270.09 feet; thence run N22°02'58"W, a distance of 239.94 feet; thence run N50°07'15"E, a distance of 91.40 feet; thence run N41°44'56"W, a distance of 5.00 feet; thence run N50°04'36"E, a distance of 37.27 feet; thence run N01°31'10"E, a distance of 218.98 feet; thence run N81°24'52"W, a distance of 166.39 feet; thence run S04°55'35"W, a distance of 529.67 feet; thence run S85°04'25"E, a distance of 30.00 feet; thence run S04°55'35"W, a distance of 250.00 feet; thence run N85°04'25"W, a distance of 338.00 feet; thence run S04°55'35"W, a distance of 10.00 feet; thence run N85°04'25"W, a distance of 10.00 feet; thence run N04°55'35"E, a

distance of 15.00 feet; thence run S85°23'16"E, a distance of 2.94 feet; thence run N04°54'10"E, a distance of 320.13 feet; thence run S85°29'02"E, a distance of 40.01 feet; thence run N05°44'15"E, a distance of 9.75 feet; thence run N85°11'37"W, a distance of 39.83 feet; thence run N04°55'11"E, a distance of 789.83 feet; thence run S85°10'08"E, a distance of 200.27 feet; thence run S04°59'02"W, a distance of 90.17 feet; thence run S85°05'09"E, a distance of 403.50 feet to a point on a non-tangent curve, concave to the Southeast, having a Radius of 210.87 feet and a Central Angle of 21°41'14"; thence run Northeasterly along the arc of said curve, a distance of 79.82 feet (Chord Bearing = N39°38'58"E, Chord = 79.34 feet); thence run N56°05'39"E, a distance of 73.57 feet; thence run N33°42'32"W, a distance of 82.77 feet; thence run N82°39'18"W, a distance of 29.33 feet; thence run N63°40'09"W, a distance of 168.50 feet; thence run N61°23'42"W, a distance of 331.48 feet; thence run N61°52'01"W, a distance of 324.88 feet; thence run N83°13'31"W, a distance of 173.18 feet; thence run S87°03'08"W, a distance of 281.34 feet; thence run S66°13'31"W, a distance of 250.18 feet; thence run S65°29'40"W, a distance of 248.85 feet; thence run S61°41'46"W, a distance of 64.29 feet; thence run S08°56'57"E, a distance of 83.22 feet; thence run N72°22'02"E, a distance of 170.10 feet; thence run S00°08'49"E, a distance of 190.80 feet; thence run S24°38'26"E, a distance of 222.27 feet; thence run S53°19'37"W, a distance of 281.00 feet; thence run S78°46'11"W, a distance of 255.76 feet; thence run N45°47'37"W, a distance of 112.88 feet; thence run N59°31'39"W, a distance of 101.57 feet; thence run N00°49'52"W, a distance of 377.58 feet; thence run N07°31'16"W, a distance of 358.89 feet; thence run N02°42'00"E, a distance of 56.83 feet to a point on a non-tangent curve, concave to the Northeast, having a Radius of 165.00 feet and a Central Angle of 22°04'54"; thence run Northwesterly along the arc of said curve, a distance of 63.59 feet (Chord Bearing = N42°03'25"W, Chord = 63.20 feet); thence run N31°54'56"W, a distance of 146.49 feet; thence run N22°24'34"W, a distance of 135.95 feet; thence run N24°47'07"W, a distance of 91.51 feet; thence run N54°43'34"W, a distance of 64.37 feet; thence run S89°34'31"W, a distance of 24.46 feet TO A POINT ON AFORESAID EAST RIGHT OF WAY LINE OF COUNTY ROAD 546; thence run THE FOLLOWING THREE (3) COURSES ALONG SAID EAST RIGHT OF WAY LINE: RUN S00°41'08"E, a distance of 1,533.49 feet to a point on a non-tangent curve, concave to the West, having a Radius of 1,185.92 feet and a Central Angle of 14°43'38"; thence run Southerly along the arc of said curve, a distance of 304.83 feet (Chord Bearing =

S06°40'53"W, Chord = 303.99 feet); thence run S00°35'24"E, a distance of 18.80 feet to the POINT OF BEGINNING.

LESS OUT 5

A PARCEL OF LAND LYING IN SECTIONS 5, 6, AND 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING A PORTION OF UNPLATTED LANDS LYING IN SAID SECTION 7, TOGETHER WITH GRENELEFE ABBEY COURT, UNIT 1, PHASE 1, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 5, PAGES 5-7, TOGETHER WITH GRENELEFE ABBEY COURT, UNIT 1, PHASE 2, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 5, PAGES 12-14, TOGETHER WITH GRENELEFE CAMELOT, UNIT 4, PHASE 1, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 4, PAGES 24-28, TOGETHER WITH GRENELEFE CAMELOT, UNIT 4, PHASE 2, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 4, PAGES 33-38, TOGETHER WITH GRENELEFE CAMELOT, UNIT 4, PHASES 3-5, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 4, PAGES 42-47, AS AMENDED IN CONDOMINIUM BOOK 4, PAGES 50-52, TOGETHER WITH GRENELEFE CAMELOT, UNIT 5, PHASE 1, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 5, PAGES 41-43, TOGETHER WITH GRENELEFE CAMELOT, UNIT 5, PHASE 2, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 5, PAGES 48-51, ALL OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

Commence AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST; thence run N00°35'24"W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 7, a distance of 839.32 feet; thence DEPARTING SAID WEST LINE run S72°31'31"E, a distance of 169.96 feet; thence run S26°07'58"E, a distance of 163.75 feet; thence run S00°36'18"E, a distance of 142.63 feet; thence run N89°35'20"E, a distance of 2,345.55 feet; thence run N89°57'54"E, a distance of 961.80 feet to a point ON THE WEST RIGHT OF WAY LINE OF WEST LAKE MARION ROAD, SAID POINT LYING on a non-tangent curve, concave to the East, having a Radius of 612.96 feet and a Central Angle of 07°27'14"; thence run THE FOLLOWING FOUR (4) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN Northerly along the arc of said curve, a distance of 79.74 feet (Chord Bearing = $N03^{\circ}38'28''W$, Chord = 79.69 feet); thence run N00°04'03"E, a distance of 2,068.42 feet; thence run N89°50'07"E, a distance of 5.02 feet; thence run N00°04'56"E, a distance of 2,144.69 feet; thence DEPARTING SAID WEST RIGHT OF WAY LINE run N89°55'04"W, a distance of 1,185.22 feet to the POINT OF BEGINNING; thence run N27°45'26"E, a distance of 360.91 feet; thence run N14°38'20"E, a distance of 214.31 feet; thence run N76°23'57"W, a distance of 109.10 feet; thence run S59°55'36"W, a distance of 194.59 feet; thence run S75°04'48"W, a distance of 494.08 feet; thence run S67°15'28"W, a distance of 475.53 feet; thence run S60°05'15"W, a distance of 289.33 feet; thence run N17°05'45"W, a distance of 77.67 feet; thence run N76°22'12"W, a distance of 126.48 feet; thence run N20°05'53"W, a distance of 365.70 feet; thence run N01°38'35"W, a distance of 476.29 feet; thence run N12°03'08"W, a distance of 201.10 feet; thence run N70°52'52"W, a distance of 273.37 feet; thence run N63°21'58"W, a distance of 377.04 feet; thence run S17°41'01"W, a distance of 113.21 feet; thence run S37°10'58"E, a distance of 93.70 feet; thence run S16°39'37"E, a distance of 338.85 feet; thence run S01°55'25"W, a distance of 332.81 feet; thence run S32°27'49"W, a distance of 331.28 feet; thence run S15°36'15"W, a distance of 181.74 feet; thence run S86°38'01"E, a distance of 60.17 feet to a point on a non-tangent curve, concave to the Southwest, having a Radius of 89.84 feet and a Central Angle of 82°00'09"; thence run Southeasterly along the arc of said curve, a distance of 128.58 feet (Chord Bearing = S45°41'33"E, Chord = 117.88 feet); thence run S04°50'03"E, a distance of 947.14 feet; thence run S28°24'45"W, a distance of 338.12 feet; thence run S07°20'26"W, a distance of 375.40 feet; thence run S25°44'44"W, a distance of 52.60 feet; thence run S47°20'16"E, a distance of 233.78 feet; thence run S75°37'50"E, a distance of 767.75 feet; thence run N08°07'58"E, a distance of 138.69 feet to a point on a non-tangent curve, concave to the Southeast, having a Radius of 142.83 feet and a Central Angle of 84°58'23"; thence run Northeasterly along the arc of said curve, a distance of 211.83 feet (Chord Bearing = N50°36'02"E, Chord = 192.94 feet) to a point on a nontangent curve, concave to the West, having a Radius of 33.70 feet and a Central Angle of 142°32'46"; thence run Northerly along the arc of said curve, a distance of 83.84 feet (Chord Bearing = $N21^{\circ}56'48''E$, Chord = 63.83 feet); thence run $N43^{\circ}25'18''W$, a distance of 351.20 feet; thence run N10°40'08"E, a distance of 429.43 feet; thence run N02°52'16"E, a distance of 397.74 feet to a point on a non-tangent curve, concave to the Southeast, having a Radius of

65.00 feet and a Central Angle of $128^{\circ}39'12''$; thence run Northeasterly along the arc of said curve, a distance of 145.95 feet (Chord Bearing = N67^{\circ}09'18''E, Chord = 117.17 feet); thence run S84^{\circ}05'07''E, a distance of 91.33 feet; thence run N62^{\circ}48'18''E, a distance of 67.13 feet to a point on a non-tangent curve, concave to the Southeast, having a Radius of 110.00 feet and a Central Angle of 156^{\circ}38'02''; thence run Northeasterly along the arc of said curve, a distance of 300.72 feet (Chord Bearing = N56^{\circ}39'06''E, Chord = 215.44 feet); thence run S37^{\circ}19'20''E, a distance of 397.29 feet; thence run S77^{\circ}32'47''E, a distance of 496.75 feet; thence run N40^{\circ}34'46''E, a distance of 74.88 feet to a point on a non-tangent curve, concave to the Northeast, having a Radius of 172.05 feet and a Central Angle of 41^{\circ}23'55''; thence run Northwesterly along the arc of said curve, a distance of 124.31 feet (Chord Bearing = N32^{\circ}52'25''W, Chord = 121.63 feet); thence run N12^{\circ}26'57''E, a distance of 714.02 feet to the POINT OF BEGINNING.

LESS OUT 6

A PARCEL OF LAND LYING IN SECTION 5, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

Commence AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST; thence run N00°35'24"W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 7, a distance of 839.32 feet; thence DEPARTING SAID WEST LINE run S72°31'31"E, a distance of 169.96 feet; thence run S26°07'58"E, a distance of 163.75 feet; thence run S00°36'18"E, a distance of 142.63 feet; thence run N89°35'20"E, a distance of 2,345.55 feet; thence run N89°57'54"E, a distance of 961.80 feet to a point ON THE WEST RIGHT OF WAY LINE OF WEST LAKE MARION ROAD, SAID POINT LYING on a non-tangent curve, concave to the East, having a Radius of 612.96 feet and a Central Angle of 07°27'14"; thence run THE FOLLOWING SIX (6) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN Northerly along the arc of said curve, a distance of 79.74 feet (Chord Bearing = $N03^{\circ}38'28''W$, Chord = 79.69 feet); thence run N00°04'03"E, a distance of 2,068.42 feet; thence run N89°50'07"E, a distance of 5.02 feet; thence run N00°04'56"E, a distance of 2,636.15 feet; thence RUN N00°06'45"W, a distance of 921.68 feet; thence run N02°58'31"W, a distance of 201.89 feet; thence DEPARTING SAID WEST RIGHT OF WAY LINE run S87°01'29"W, a distance of 645.40 feet to the POINT OF BEGINNING; thence run N24°05'05"W, a distance of 115.00 feet;

thence run S64°01'28"W, a distance of 271.24 feet; thence run S24°05'24"E, a distance of 130.24 feet; thence run N65°54'36"E, a distance of 46.46 feet; thence run N38°56'30"E, a distance of 39.54 feet; thence run N64°01'28"E, a distance of 189.49 feet to the POINT OF BEGINNING.

LESS OUT 7

A PARCEL OF LAND LYING IN SECTIONS 5 AND 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING ALL OF GRENELEFE TENNIS VILLAGE CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 5, PAGES 1-2, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

Commence AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST; thence run N00°35'24"W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 7, a distance of 839.32 feet; thence DEPARTING SAID WEST LINE run S72°31'31"E, a distance of 169.96 feet; thence run S26°07'58"E, a distance of 163.75 feet; thence run S00°36'18"E, a distance of 142.63 feet; thence run N89°35'20"E, a distance of 2,345.55 feet; thence run N89°57'54"E, a distance of 961.80 feet to a point ON THE WEST RIGHT OF WAY LINE OF WEST LAKE MARION ROAD, SAID POINT LYING on a non-tangent curve, concave to the East, having a Radius of 612.96 feet and a Central Angle of 07°27'14"; thence run THE FOLLOWING SEVEN (7) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN Northerly along the arc of said curve, a distance of 79.74 feet (Chord Bearing = $N03^{\circ}38'28''W$, Chord = 79.69 feet); thence run N00°04'03"E, a distance of 2,068.42 feet; thence run N89°50'07"E, a distance of 5.02 feet; thence run N00°04'56"E, a distance of 2,636.15 feet; thence RUN N00°06'45"W, a distance of 921.68 feet; thence run N02°58'31"W, a distance of 400.42 feet; thence run N00°06'46"W, a distance of 126.59 feet; thence DEPARTING SAID WEST RIGHT OF WAY LINE run S89°53'14"W, a distance of 331.15 feet to the POINT OF BEGINNING; thence run N04°54'22"W, a distance of 254.73 feet; thence run S68°33'34"W, a distance of 283.63 feet; thence run S24°21'56"W, a distance of 87.06 feet; thence run S81°46'56"W, a distance of 222.69 feet; thence run S76°23'39"W, a distance of 110.68 feet to a point on a non-tangent curve, concave to the West, having a Radius of 3,846.31 feet and a Central Angle of 04°06'05"; thence run Southerly along the arc of said curve, a distance of 275.33 feet (Chord Bearing = S01°18'53"W, Chord = 275.27 feet) to a point on a non-tangent curve,

concave to the East, having a Radius of 37.99 feet and a Central Angle of $31^{\circ}52'10''$; thence run Southerly along the arc of said curve, a distance of 21.13 feet (Chord Bearing = $S11^{\circ}14'16''E$, Chord = 20.86 feet); thence run $S28^{\circ}12'51''E$, a distance of 31.28 feet to a point on a non-tangent curve, concave to the North, having a Radius of 25.00 feet and a Central Angle of $87^{\circ}42'34''$; thence run Easterly along the arc of said curve, a distance of 38.27 feet (Chord Bearing = $S72^{\circ}08'42''E$, Chord = 34.64 feet); thence run N64°01'35''E, a distance of 478.76 feet; thence run N63°33'47''E, a distance of 159.84 feet; thence run N50°31'49''E, a distance of 27.35 feet to a point on a non-tangent curve, concave to the Northwest, having a Radius of 26.60 feet and a Central Angle of 55°03'39''; thence run Northeasterly along the arc of said curve, a distance of 25.56 feet (Chord Bearing = N22°47'09''E, Chord = 24.59 feet) to the POINT OF BEGINNING.

LESS OUT 8

A PARCEL OF LAND LYING IN SECTIONS 7 AND 8, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING GRENELEFE ABBEY COURT, UNIT 2, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 6, PAGES 4-6, TOGETHER WITH A PORTION OF GRENELEFE ESTATES, PHASE "D", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 80, PAGES 20-21, TOGETHER WITH ASPENWOOD AT GRENELEFE PHASE 1, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 9, PAGES 5-8, TOGETHER WITH ASPENWOOD AT GRENELEFE PHASE 2, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 9, PAGES 20-25, TOGETHER WITH ASPENWOOD AT GRENELEFE PHASE 3, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 9, PAGE 32, TOGETHER WITH ASPENWOOD AT GRENELEFE PHASE 5, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN CONDOMINIUM BOOK 10, PAGE 10, ALL OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

Commence AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 28 SOUTH, RANGE 28 EAST; thence run N00°35'24"W ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 7, a distance of 839.32 feet; thence DEPARTING SAID WEST LINE run S72°31'31"E, a distance of 169.96 feet; thence run S26°07'58"E, a distance of 163.75 feet; thence run S00°36'18"E, a distance of 142.63 feet; thence run N89°35'20"E, a distance of 2,345.55 feet; thence run N89°57'54"E, a distance of 961.80 feet to a point ON THE WEST RIGHT OF WAY LINE OF WEST LAKE MARION ROAD, SAID POINT LYING on a non-tangent curve, concave to the East, having a Radius of 612.96 feet and a Central Angle of 07°27'14"; thence run THE FOLLOWING FOUR (4) COURSES ALONG SAID WEST RIGHT OF WAY LINE: RUN Northerly along the arc of said curve, a distance of 79.74 feet (Chord Bearing = $N03^{\circ}38'28''W$, Chord = 79.69 feet); thence run N00°04'03"E, a distance of 2,068.42 feet; thence run N89°50'07"E, a distance of 5.02 feet; thence run N00°04'56"E, a distance of 473.95 feet; thence DEPARTING SAID WEST RIGHT OF WAY LINE run N89°55'04"W, a distance of 702.87 feet to the POINT OF BEGINNING; thence run N22°24'37"W, a distance of 395.92 feet to a point on a nontangent curve, concave to the East, having a Radius of 144.88 feet and a Central Angle of 53°36'18"; thence run Northerly along the arc of said curve, a distance of 135.55 feet (Chord Bearing = $N04^{\circ}21'33''E$, Chord = 130.66 feet); thence run N31°10'36''E, a distance of 194.57 feet; thence run N23°58'01"W, a distance of 144.53 feet to a point on a non-tangent curve, concave to the Northeast, having a Radius of 108.61 feet and a Central Angle of 114°49'41"; thence run Northwesterly along the arc of said curve, a distance of 217.67 feet (Chord Bearing = $N67^{\circ}28'59''W$, Chord = 183.03 feet); thence run $N10^{\circ}08'35''W$, a distance of 238.56 feet; thence run S84°13'10"W, a distance of 69.30 feet; thence run S07°49'15"W, a distance of 139.34 feet to a point on a non-tangent curve, concave to the Northwest, having a Radius of 112.30 feet and a Central Angle of 82°37'04"; thence run Southwesterly along the arc of said curve, a distance of 161.93 feet (Chord Bearing = $S49^{\circ}08'57''W$, Chord = 148.26 feet); thence run S05°36'54"E, a distance of 68.47 feet; thence run S66°18'22"E, a distance of 168.29 feet to a point on a non-tangent curve, concave to the Southwest, having a Radius of 67.74 feet and a Central Angle of 80°19'48"; thence run Southeasterly along the arc of said curve, a distance of 94.97 feet (Chord Bearing = S26°05'58"E, Chord = 87.38 feet); thence run S13°50'37"W, a distance of 9.09 feet; thence run N30°35'18"W, a distance of 19.95 feet; thence run N89°59'45"W, a distance of 597.19 feet; thence run N79°17'55"W, a distance of 242.06 feet; thence run N40°45'19"W, a distance of 524.94 feet; thence run S68°38'36"W, a distance of 122.28 feet; thence run S23°25'47"E, a distance of 145.31 feet; thence run S10°29'24"E, a distance of 218.48 feet; thence run S45°48'37"E, a distance of 78.63 feet; thence run S44°11'23"W, a distance of 28.74 feet; thence run S18°24'55"W, a distance of 12.42 feet; thence run N78°56'25"W, a distance of 170.01 feet; thence run S01°55'53"W, a

distance of 255.11 feet; thence run S37°19'41"E, a distance of 150.09 feet; thence run S65°58'02"E, a distance of 389.76 feet; thence run S38°15'52"E, a distance of 297.09 feet; thence run S05°06'38"E, a distance of 64.96 feet; thence run S42°11'26"W, a distance of 139.89 feet; thence run S03°29'03"W, a distance of 140.00 feet; thence run S75°22'41"E, a distance of 183.83 feet; thence run N87°28'35"E, a distance of 121.64 feet; thence run N75°33'48"E, a distance of 83.39 feet; thence run N14°31'38"W, a distance of 115.23 feet; thence run N43°46'20"W, a distance of 67.01 feet; thence run N69°35'05"E, a distance of 45.31 feet to a point on a non-tangent curve, concave to the East, having a Radius of 117.91 feet and a Central Angle of 19°57'22"; thence run Northerly along the arc of said curve, a distance of 41.07 feet (Chord Bearing = N11°01'26"W, Chord = 40.86 feet); thence run N01°06'14"W, a distance of 82.00 feet; thence run N88°53'46"E, a distance of 51.80 feet; thence run N75°17'42"E, a distance of 94.95 feet; thence run S61°55'56"E, a distance of 29.96 feet to a point on a non-tangent curve, concave to the Northeast, having a Radius of 185.04 feet and a Central Angle of 56°24'33"; thence run Southeasterly along the arc of said curve, a distance of 182.18 feet (Chord Bearing = S33°05'24"E, Chord = 174.91 feet); thence run N30°31'44"E, a distance of 144.86 feet to a point on a non-tangent curve, concave to the East, having a Radius of 116.60 feet and a Central Angle of 53°36'18"; thence run Northerly along the arc of said curve, a distance of 109.09 feet (Chord Bearing = N00°21'31"W, Chord = 105.15 feet) to a point on a non-tangent curve, concave to the South, having a Radius of 122.86 feet and a Central Angle of 87°36'43"; thence run Easterly along the arc of said curve, a distance of 187.87 feet (Chord Bearing = N69°59'19"E, Chord = 170.09 feet); thence run S66°18'45"E, a distance of 219.29 feet; thence run N46°15'53"E, a distance of 123.07 feet to the POINT OF BEGINNING.

CONTAINING 295.95 ACRES, MORE OR LESS.

Parcel 13 – Residential Low-X

A PARCEL OF LAND LYING IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 28 EAST, BEING A PORTION OF GRENELEFE SHERWOOD LANE CONDOMINIUM, ACCORDING TO THE CONDOMINIUM BOOK THEREOF, AS RECORDED IN CONDOMINIUM BOOK 5, PAGES 15-16, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 6: THENCE RUN N89°39'09"E ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF SECTION 6, A DISTANCE OF 713.47 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°00'00"E, A DISTANCE OF 296.63 FEET TO THE NORTHWEST CORNER OF SAID GRENELEFE SHERWOOD LANE CONDOMINIUM; THENCE RUN S16°25'04"E ALONG THE WEST LINE OF SAID GRENELEFE SHERWOOD LANE CONDOMINIUM, A DISTANCE OF 692.49 FEET TO THE POINT OF BEGINNING; THENCE RUN THE FOLLOWING THREE (3) COURSES ALONG THE PERIMETER OF SAID GRENELEFE SHERWOOD LANE CONDOMINIUM: CONTINUE S16°25'04"E, A DISTANCE OF 25.10 FEET; THENCE RUN N68°23'48"E, A DISTANCE OF 112.01 FEET; THENCE RUN N00°38'03"W, A DISTANCE OF 26.77 FEET: THENCE DEPARTING SAID PERIMETER RUN S68°23'48"W, A DISTANCE OF 119.33 FEET TO THE POINT OF BEGINNING. CONTAINING 0.07 ACRES, MORE OR LESS.

Water Plant Parcel – Residential Low-X

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 28 SOUTH, RANGE 28 EAST, POLK COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS: COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 8; THENCE RUN N89°50'10"E ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 OF SECTION 8, A DISTANCE OF 194.74 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N89°50'10"E ALONG SAID NORTH LINE, A DISTANCE OF 541.80 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°02'43"E, A DISTANCE OF 686.09 FEET; THENCE RUN N90°00'00"W, A DISTANCE OF 317.07 FEET; THENCE RUN N32°15'17"W, A DISTANCE OF 145.75 FEET; THENCE RUN N88°01'37"W, A DISTANCE OF 159.57 FEET; THENCE RUN N01°14'12"E, A DISTANCE OF 555.92 FEET TO THE POINT OF BEGINNING. CONTAINING 8.07 ACRES, MORE OR LESS.

Summary of Land Use and Parcels:

Residential Low-X: Parcels 1, 2, 6, 10, 13, Water Plant Parcel

Residential Medium-X: Parcels 3, 8, 9

Neighborhood Activity Center-X: Parcels 4, 7

SECTION 3: SEVERABILITY

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

SECTION 4: EFFECTIVE DATE

This ordinance shall be effective 31 days after the Department of Economic Opportunity notifies the County that the plan amendment package is complete. If timely challenged, this amendment becomes effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

SECTION 5: FILING WITH THE DEPARTMENT OF STATE:

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

ADOPTED, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 27th day of January 2025.

CPAL-2024-5 Land Use: TCCX, DRIX to RLX, RMX, NACX Location: The site is is south of HWY 544, west of Lake Marion Road, on both sides of Kokomo Road, north of Lake Hatchineha Road, southeast of and abutting the City of Haines City. Sections-05, 06, 07, 08 Township-28 Range-28



From: Sent: To: Subject: White, Margo Monday, September 23, 2024 8:14 AM Yannone, Lyndsay FW: [EXTERNAL]: Case No. LDCPAL-2024-5

Margo White Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-6012 margowhite@polk-county.net



From: GreenAcresRanch@proton.me <GreenAcresRanch@proton.me> Sent: Thursday, September 19, 2024 2:29 PM To: White, Margo <MargoWhite@polk-county.net> Cc: Call, Planner On <PlannerOnCall@polk-county.net> Subject: [EXTERNAL]: Case No. LDCPAL-2024-5

You don't often get email from <u>greenacresranch@proton.me</u>. <u>Learn why this is important</u> UNCLASSIFIED

Ref: Case # LDCPAL-2024-5

Proposed Land Use Designation Change

Country Homes Estates

Request Following Entered Officially into 10/02/2024 Hearing Record:

Country Homes Estates is privately owned and predominantly a retirement community.

I share the sentiment of being inexorably against 2,500 homes built behind our property lines.

The destruction of the natural beauty of this area cannot be tolerated in no uncertain terms.

None of us understand the negative long term effects of this Project.

(sinkhole development, crime, traffic congestion, increased costs.....)

Personally; if any construction equipment, materials or unknown people are seen within an uncomfortable distance from my property, it will be met with whatever resistance deemed necessary.

That is my opinion and stand by it.

Kevin Carnahan

4 Robyn Lane

Haines City, FL 33844

Tel: 850.305.1302

GreenAcresRanch@proton.me

(sent encrypted from a secure mail server)

UNCLASSIFIED

CASE# LDCPAL-2024-61 HEARING DATE: 8.2.2024 1. NAME: Ruben Labiosa ADDRESS:							
				REASON:_ (growth in ar	ea.	
					PHONE CALL 🕅	LETTER()	PETITION ()
2. NAME :		ADDRESS:					
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	PHONE CALL ()	LETTER ()	PETITION ()				
TOTAL RESONS	SES						
PHONE CALLS							
PETITION							

From:Irizarry, LisaSent:Tuesday, October 1, 2024 7:02 AMTo:Yannone, LyndsaySubject:FW: [EXTERNAL]: Grenelefe development. I Steve Quackenbush is I favor of the plans for
the much needed upgrade to our area I I I've in Grenelefe. Ths.

Grenelefe email.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Steven Quakenbush <sqsq121254@gmail.com> Sent: Monday, September 30, 2024 7:56 AM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe development. I Steve Quackenbush is I favor of the plans for the much needed upgrade to our area I I I've in Grenelefe. Ths.

You don't often get email from sqsq121254@gmail.com. Learn why this is important

From: Sent: To: Subject: Irizarry, Lisa Tuesday, October 1, 2024 7:03 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Redevelopment

Email #2

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Mindy Dunnahoe <adunnahoe@aol.com> Sent: Tuesday, October 1, 2024 6:13 AM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Redevelopment

You don't often get email from adunnahoe@aol.com. Learn why this is important

Good morning,

I am a Haines City Native and worked at Grenelefe Resort back in the early 80's right after graduating from Haines City High School.

It was a beautiful place. We had Professional golf and tennis tournaments. I met Arnold Palmer and Martina Navratilova, plus many more professional athletes. I watched the William sisters grow up out there practicing with the tennis pro.

We also had alot of companies such as JC Penneys, etc have conferences out there.

All these events brought alot of revenue to our little town and put us on the map.

l eventually bought a lake villa out there in 2005. Grenelefe had been devastated by the three 2004 hurricanes and never recovered. The properties, tennis courts and golf courses are disastrous amd mon existence now.

That is why I'm writing this email. I feel with the new Grenelefe development we finally have a chance to have our beautiful Grenelefe back and all the great amenities that we once enjoyed. And not all the condos and cookie cutter homes the other developers are throwing up in Florida.

Please take this into consideration when making your decision and make Grenelefe Beautiful again.

Thank you,

Mindy Keen

Sent from AOL on Android

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 4:28 PM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Support

See below for Grenelefe.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: michelle wilson <laurnicwil@gmail.com> Sent: Monday, September 30, 2024 4:27 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Support

You don't often get email from laurnicwil@gmail.com. Learn why this is important

My name is Michelle Wilson, 23 Huntley CT. My husband and I are in support of the Grenelefe redevelopment project.

I respectfully submit the following document to demonstrate my support for the Grenelefe Redevelopment Project & specifically Scott House. Scott has taken on a huge responsibility, especially financially to revitalize Grenelefe, a tired old lady who has suffered at the hands of slum landlords and a devastating bankruptcy by offshore ownership.

I have owned my Grenelefe property for 35 years and have experienced Grenelefe in the glory days of what some people called "Florida's Centre Piece". Grenelefe boasted diamond standard amenities, most of which no longer exist. Now in 2024 the new planned amenities, and some to be resurrected will provide a vital active lifestyle to those who currently live in Grenelefe and the many families who will come to live and enjoy!

- 。 3 Distinctly different Championship Golf Courses
 - the West Course designed by Robert Trent Jones, one of three World renown designers inducted into The World Golf Hall of Fame
 - 。South Course
 - 。East Course
- Golf Schools 2 driving ranges
- 。 20 Tennis Courts grass & clay courts
- Marina providing access to 6,400 acre Lake Marion
- 。 5 Swimming Pools
- Nature Trails beautiful green space
- Fine Dining two high calibre restaurants

Last year, I sold my original Grenelefe home and purchased another. I reinvested in Grenelefe again because I believe she can be resurrected, there is truly no property comparable in Polk County. I have seen the development plan and have had it fully explained by Scott House. My home will no longer border a golf course, I will have a home built behind me, however I support Scott's vision of what the 1000+ acres can be again. The big picture MUST rule the day.

The Grenelefe property is a Polk County gem that needs to be uncovered & revitalize. I have seen how Scott House intends to do just that:

- . Info structure improvements & renovations
- . New amenities to provide an excellent life style
- Quality of homes to be built, appropriate lot dimensions, which will all enhance existing property values
- As more & more existing Grenelefe property owners become aware of the Development Plan and how it will revitalize our communities within, they realize how critical this plan gets approval and is able to move forward - Grenelefe cannot afford to wait.

Page 2





Page 3

I enclosed these pictures of Grenelefe, one from good times, one taken very recently demonstrating the devastation of a property not cared for. I have confidence in the planning process and in Scott House intentions. I request you as a Polk County Officer to insure through a fair and vital process Grenelefe will once again be a Polk County GEM - providing a excellent lifestyle for many new families

Please approve this plan.

Respectfully submitted,

Catherine Treloar - Home Owner 35 years 13 Huntley Court, Grenelefe FL

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:41 AM Yannone, Lyndsay FW: [EXTERNAL]:

#7

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Doris Alicea <dalicea717.da@gmail.com> Sent: Wednesday, September 25, 2024 7:57 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from dalicea717.da@gmail.com. Learn why this is important

Hello wanted to voice that Rey Rivera and Doris Alicea from 31 Pipers Pass Haine City, FL 33844 are in Support of the Grenelefe redevelopement project. We give our Yes vote to move foward with the redevelopment project of Grenelefe.

Thank you Rey Rivera & Doris Alicea

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:10 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Support

Email #4

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Robert Lewis <iceman28570@yahoo.com> Sent: Friday, September 27, 2024 9:34 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Support

[You don't often get email from iceman28570@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Robert Lewis and I live at 6 Grenewood Ln in the Grenelefe community. I like to declare my support for the Grenelefe Redevelopment and the amendment that will be discussed on Wednesday before the Planning Commission. Sent from my iPhone

From: Sent: To: Subject: lrizarry, Lisa Monday, September 30, 2024 7:10 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe redevelopment project

Email #3

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: mike diaz <diazmike920@yahoo.com> Sent: Saturday, September 28, 2024 5:50 AM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe redevelopment project

You don't often get email from diazmike920@yahoo.com. Learn why this is important

Good morning,

My name is Mike Diaz and i live in the Grenelefe community at 2 Grenewood Ln. Im a big supporter of what Scott House and his team have proposed for the future of Grenelefe. Im unable to attend Wednesday's hearing but please let the Board know I'm 100% behind this plan.

From: Sent: To: Subject: Irizarry, Lisa Monday, September 30, 2024 7:09 AM Yannone, Lyndsay FW: [EXTERNAL]: Redevelopment

Email #2

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net

"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Christine Sugranes <christines102682@gmail.com> Sent: Saturday, September 28, 2024 12:56 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Redevelopment

[You don't often get email from christines102682@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We want our amenities back and are not interested in more Condos, hotels, or rental properties. We pay HOA fees, and the pools are shut down, The tennis courts are shut. Bring back our amenities

From:Irizarry, LisaSent:Monday, September 30, 2024 7:09 AMTo:Yannone, LyndsaySubject:FW: [EXTERNAL]: Grenelefe Redevelopment

Email #1

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-----Original Message-----From: Kimberly Ayala <dawne_kimmie@yahoo.com> Sent: Sunday, September 29, 2024 6:48 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Subject: [EXTERNAL]: Grenelefe Redevelopment

[You don't often get email from dawne_kimmie@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening,

My name is Kimberly Lewis and I live at 6 Grenewood Ln, Haines City in the Grenelefe Community. I am writing this email to say I am excited for the redevelopment of Grenelefe.

Thank you for your time, Kimberly Lewis

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:03 AM Yannone, Lyndsay FW: [EXTERNAL]: Grenelefe Redevelopment Plan

See email below.

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"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Wes Shaver <wes.shaver@gmail.com> Sent: Tuesday, September 24, 2024 5:39 PM To: Irizarry, Lisa <LisaIrizarry@polk-county.net> Cc: Sandy <Sms3850@aol.com> Subject: [EXTERNAL]: Grenelefe Redevelopment Plan

You don't often get email from <u>wes.shaver@gmail.com</u>. <u>Learn why this is important</u> Hi Lisa,

My name is Wes Shaver and I'm a property owner at Grenelefe (on Fairway Drive). I purchased my home in 2019 for a dual purpose: a vacation home for me, but also a full time home for my mom and grandmother. I'm 39 and I've been coming to Grenelefe my whole life; my grandparents started visiting the resort in the mid 80's and purchased a property in the early 90s. Grenelefe is a very special place.

I wanted to send a personal note to endorse and show my support for the projects and proposed plans. These latest updates are the first of many, many empty promises. I can see myself considering Grenelefe "home" for another 40 years now. My mom and grandma do attend all the meetings and keep me in the loop as I'm in Wisconsin most of the time/year. I've CC: my mom, Sandy Salupo on this email as well since she is the full time resident and represents me on all things Grenelefe.

I know you have a lot on your plate and this is a massive undertaking. Thank you for taking the time and working with everyone to explore the possibilities. I believe Scott and the team have the vision to see something great happen here.

If I can be of any help, please ask. I wish you nothing but the best in the process and am grateful for all of the hard work being invested in this from ALL sides - especially the folks in the municipality, city and county levels.

Thank you, again.

Cheers,

Wes

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:03 AM Yannone, Lyndsay FW: [EXTERNAL]: I support greenlefe plan. Steve neff

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"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

-----Original Message-----From: Stephen Neff <sveln22@yahoo.com> Sent: Tuesday, September 24, 2024 5:39 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]: I support greenlefe plan. Steve neff

[You don't often get email from sveln22@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Sent from my iPhone
Yannone, Lyndsay

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:02 AM Yannone, Lyndsay FW: [EXTERNAL]:

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Jerrold Gonsalves <jerroldgonsalves@gmail.com> Sent: Tuesday, September 24, 2024 5:46 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from jerroldgonsalves@gmail.com. Learn why this is important

Won't be at meeting we'll be out of town. Tell Scott I'm with him.

Yannone, Lyndsay

From: Sent: To: Subject: Irizarry, Lisa Wednesday, September 25, 2024 8:02 AM Yannone, Lyndsay FW: [EXTERNAL]:

Please see email below.

Lisa Irizarry Development Coordinator II Polk County Board of County Commissioners Office of Planning & Development | Land Development Division 330 West Church Street Bartow, FL 33830 863-534-7652 Lisalrizarry@polk-county.net



"Individual commitment to a group effort, that is what makes a team work, a company work, a society work, a civilization work." - Vince Lombardi

From: Jerrold Gonsalves <jerroldgonsalves@gmail.com> Sent: Tuesday, September 24, 2024 5:52 PM To: Irizarry, Lisa <Lisalrizarry@polk-county.net> Subject: [EXTERNAL]:

You don't often get email from jerroldgonsalves@gmail.com. Learn why this is important

A little league baseball park would be awesome. Families would love it..we could have our own teams and softball there to for the boys and girls. Think about it everyone would get something out of that , be a great selling point with families that have athletic kids. Plus it keeps them out of trouble .



TRAFFIC CONCURRENCY MINOR TRAFFIC REVIEW FEE \$50.00

Growth Management Department

Land Development Division

330 W. Church St. P.O. Box 9005, Drawer GM03 Bartow, FL 33831-9005 Telephone:(863) 534-6792 Fax: (863) 534-6407

This procedure should be followed when applying for a Final or Conditional Concurrency Determination. These trips can then be assigned to the "Directly Accessed Segment" on the "Concurrency Determination Network." (Note: The requirements for the completion of a Minor Traffic Review can be found in Appendix C of the Polk County Land Development Code, "Traffic Impact Study Methodology and Procedures".)

Project Name: T. Mims Corp. – North Prong Mine Project Number: _____

A. Developments generating more than 50 and less than or equal to 750 average daily trips will be required to submit a

Minor Traffic Review with any application for a Final or Conditional Concurrency Determination.

- B. Submit <u>four copies</u> of the completed Minor Traffic Review to Land Development Division with any application for a Concurrency Determination.
- C. Complete the following information (for help filling out this form refer to the Institute of Transportation (ITE) Manual or Table 1 "Polk County Traffic Impact Study, " attached below):
- A. Provide a description and location of the project: <u>Request is for a Conditional Use to operate a non-</u>

phosphate mine on approximately xxx +/- acres. This area located on the north and west of CR 676, just

south of SR 60 .

Note: Because the intended use does not fit any of the Polk ITE designations, an individual

Project calculation is Attached.

Identify the Directly Accessed Segment from the proposed project onto the Concurrency Determination Network. (Note: Road segments on the Concurrency Determination Network can be obtained from the Polk County Roadway Network Database. The Directly Accessed Segment is the first road on the Concurrency Determination Network which is accessed by a vehicle leaving the project site.)

4075Nichols Road CR 676 (From Hillsborough County Line to SR 60Link #Road Segment Name including the From Road to the To Road

- B. Identify each use category and number of units by using the ITE or Column B of Table 1 below.
 - Land use category:
 SEE LAST PAGE FOR PROJECT INFORMATION
 - Number of units: N/A
- C. Estimate of the number of daily and peak hour trips generated (use ITE or Table 1) by multiplying the number of units from above, times the daily trip rate and peak hour trip rate,
 - Number of units (above) N/A X daily trip rate (ITE or Table 1, Column D) N/A
 - = <u>84</u> daily trips (*SEE ASSUMPTION PAGE)
 - Number of units (above) N/A X peak hour trip rate (ITE or Table 1, Column E) N/A
 - = 8 (See Assumption Page) peak hour trips
- D. Indicate the Peak Hour Directional Capacity number of the Directly Accessed Segment and percent of capacity consumed by the project traffic. (See Polk County Transportation Planning Organization's (TPO's) Roadway Network Database.)

Peak Hour Directional Capacity of the Directly Accessed Segment 750

To calculate the percent of capacity consumed by the project traffic, divide the number of peak hour trips by the answer above.

Peak hour trips (from Step 3.C. above) _____ + peak hour directional capacity Directly Accessed Segment

<u>750</u> = <u>0.01</u> X 100 = <u>1</u> percent (%) consumed

- E. Determine the number of net external peak hour trips that will impact each Directly Accessed Segment for both the peak and off-peak directions (e.g. after internal capture and/or adjacent street capture is considered).
- 1. Each road segment consists of two (2) directional links, i.e. east and west, or north and south. The direction factor is the percentage (%) of the total traffic traveling a given direction during the peak hour. Identify the direction factor which accompanies each directional link.

4075 E	0.490
Link # (E, W, N, S)	D-Factor

<u>4075 W</u> Link # (E, W, N, S) <u>0.510</u> D-Factor To locate the Direction Factor (D-Factor) see (TPO's) Roadway Network Database.)

- 2. Steps to Determine Peak Hour Trips by Direction:
 - a) Multiply the number peak hour trips times the "Percent New Trips" factor (ITE or Table 1, Column F)

• <u>8</u> peak hour trips (Step 3.C.) X "Percent New Trips" factor <u>100</u>%

= <u>8</u> peak hour trips ("new trips")

b) Identify the greater of the two: the number of vehicle trips entering or exiting the site during the peak hour. For the land use category identified under Step 3.A., identify the percentage (%) of trips entering and exiting the site during the peak hour (ITE or Table 1, Column G). Multiply the higher percentage (%) times the number of peak hour trips calculated under Step 3.E.2.a. (Always round this number <u>up</u> to the next whole number.)

(%) of trips entering the site:		50	(%) of tr	(%) of trips exiting the site:			50	
greater percentage0.50	X	<u>8</u> peak hou	r trips (Step 3.E.2.) =	4	_ peak hou	ır trips (round up))	

c.) Identify the peak hour trips the project will add to each directional link on the Directly Accessed Segment.

Multiply the number of peak hour trips obtained from Step 3.E.2.B. time the direction factors identified under Step 3.E.1 for each directional link on a segment. These are the peak hour trips for both the peak and off-peak direction. (Round these numbers to the nearest whole number. Peak and off-peak trips should equal the total trips.) These trips can be assigned to each link on the Directly Accessed Segment.

Segment/Link # 4075 E : 0.490 Direction Factor (Step 3.E.1.) X 4 peak hour trips (Step 3.e.2.b.)

= <u>2</u> peak hour trips (round to nearest whole number)

Segment/Link # 4075 E : 0.510 Direction Factor (Step 3.E.1.) X 4 peak hour trips (Step 3.e.2.b.)

= <u>2</u> peak hour trips (round to nearest whole number)

D. The impact of project traffic on the first Directly Accessed Segment on the Concurrency Determination Network, shall be evaluated relative to its adopted level of service. Additional impacted segments may be added by the Land Development Division when it would be in the best interest of Polk County to do so in order to maintain the adopted level of service standards. Based upon this information, a determination shall be made by the Land Development Division whether or not the road facilities are adequate to maintain adopted service levels upon build-out of the proposed development. A Certificate of Concurrency may then be issued according to the procedures identified in the Polk County Land Development Code.

- E. If the information submitted pursuant to Chapter 7, Section 703 of the Polk County Land Development Code indicates the level of service will fall below the adopted standard, then the applicant may undertake a more detailed evaluation of future roadway operating conditions to demonstrate acceptable operating conditions (see Appendix C, Section R. Segment Analysis), or the applicant may propose roadway improvements to restore acceptable conditions.
- F. The appeals process for a Minor Traffic Review shall be governed by the procedure set forth in the Polk County Land Development Code.

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

I, **David C. Carter, Authorized Representative** (print name), the owner of the property which is the subject of this application, or the authorized representative or owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

I.C. Cart

Property owner or property owner's authorized representative

<u>June 30, 2024</u> Date NOTE: Because the intended use does not fit any of the Polk ITE designations, an individual project calculation is shown below.

MINOR TRAFFIC STUDY

Traffic Impact - Detailed methodology and calculations

Assumptions:

- 1. Based on the predicted demand, the site will be operated with one excavator/operator per day. The hours of operation for the mine are 6:30 a.m. to 5:30 p.m. (11 hours with one hour for operator's lunch).
- 2. At peak operation, the mine will be able to load 4 trucks per hour (one truck per 15 minutes).
- 3. Based on location, the project will access link 4075 E CR 676). 67% of the project trips will travel on east on CR 676 and 33% will head west towards Hillsborough County.

Trip Calculation:

4 trucks/hour x 10 hours = 40 loads

1 operator arriving/leaving

1 operator leaving/arriving for lunch

(Must multiply load by 2 since entering & exiting) = $42 \times 2 = 84$ AADT (Total Trips Entering/Exiting the Site Entrance)

84 x 67% = 56 AADT (Total Trips Traveling East on CR 676)

84 x 33% = 28 AADT (Total Trips Traveling West on CR 676)

56 ADT/11 HRS = 5 PHT (East ADT/Daily hours mining is operational)

28 ADT/11 HRS = 3 PHT (West ADT/Daily hours mining is operational)

NORTH PRONG MINE REQUEST FOR CU APPROVAL IMPACT ASSESSMENT STATEMENT

A. Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1) How and why is the location suitable for the proposed uses?

The property is currently listed as Phosphate Mining (PM), but, if approved, will soon have a FLU of Industrial. The area is largely rural and undeveloped, mostly surrounded by other mines, industrial uses, or vacant land. Large portions of the site have previously been mined for phosphate, with sand tailings present. The surrounding road system has been used for decades by trucks carrying phosphate to the Mosaic plant located south of the site on CR 640. In addition, there is an existing Phosphate Gypsum stack located adjacent to the property.

2) What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

Intense development, including an existing borrow pit adjoining and to the east, the BB Mine, as well as the rural nature of the surrounding properties minimize incompatibility. The site has had intensive use for over 100-years.

3) How will the requested district (if the request is a district change) influence future development patterns if the proposed change occurs?

Not a district change.

B. Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response.

1) What are the number of vehicle trips to be generated daily and at PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed methodology and calculations.

See attached Minor Traffic Review

2) What modifications to the present transportation system will be required because of the proposed development?

One entrance onto Old Nichols Road, (which becomes Nichols Road), and two entrances onto Nichols Road directly on the east side of the project, and one entrance on the south to Nichols Road are being proposed for access. No other modifications are planned.

3) What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

No structures on site. No required paved parking.

4) What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, frontage roads)?

Access will be directly onto Nichols Road, which per the Polk County Road Inventory data is a paved county major rural collector, 24 feet in width. Trucks would then proceed north to SR 60.

C. <u>Sewage</u>

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1) What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (Response may be based on Section 703 of the LDC or the Impact Fee Ordinance)

No additional sewage generated if the proposed CU is granted.

2) What is the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed?

N/A

3) What is the relationship of the proposed sewage system to the service provider's plans and policies for sewage treatment systems (e.g., will it be integrated into a larger system)?

N/A

4) Where is the nearest sewer line (in feet) to the proposed development (Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of-way under certain conditions listed in Section 702E.3 of the Land Development Code).

N/A

5) Who is the service provider?

N/A

6) What is the current provider's capacity?

N/A

7) What is the anticipated date of connection?

No connection anticipated.

D. Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1) What is the proposed source of water supply?

No additional water consumption if the CU is granted.

2) What is the estimated volume of consumption in gallons per day (GPD)? (*Provide Methodology*).

No additional.

3) Where is the nearest potable water connection and gray water connection, including the distance and size of the line?

N/A

4) Who is the service provider?

N/A

5) What is the current provider's capacity?

N/A

6) What is the anticipated date of connection?

No connection anticipated.

7) Is there an existing well on the property(ies)?

NA

E. Surface Water Management and Drainage

Determine the impact of drainage on the ground water and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1) Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

The site has been mined, so the county topo maps are questionable in this area. However, review of the USGS Topo maps show that the southwestern part of the site drains westerly to Thirtymile Creek. The northeastern part of the site drains to the North Prong of the Alafia River.

There are surface water features onsite which consist of a pond system remnant of the previous phosphate mining on the southwest mining area labeled Block F. This area is listed as floodplain on the flood maps. The western edge of Block E has a strip of floodplain also listed. The central area between Blocks A and B, known as Phossy Pond (not included in the request) is also labeled floodplain, as is an area just southeast of the Phossy Pond.

We should point out that because much of the site was mined, the flood maps may not represent current conditions and therefore may not be accurate in all areas.

The Nation Wetlands Inventory maps indicate a wetland strip on the western side of Block E. Another wetland strip is indicated on the northeastern side of Block C.

We should point out that because much of the site was mined, the wetland maps may not represent current conditions and therefore may not be accurate in all areas.

2) What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

Much of the site not used for Industrial will be excavated for the borrow pit. The two smaller wetland areas may be impacted; wetland mitigation is planned either onsite, or by using wetland credits that the developer has available.

The floodplain areas may be excavated. Flood storage on the site will be greatly increased post development because of the pit areas created.

F. Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1) Discuss the environmental sensitivity of the property and adjacent property by identifying any significant features of the site and the surrounding properties.

The site is located in a general area that has seen significant phosphate mining operations. In fact, the site itself has been mined previously under the Nichols mine operation. It is unlikely that environmentally sensitive areas exist on the site. Further environmental studies to be conducted at Level 2 approval.

2) What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.

As mentioned above, the wetland and floodplain within the mine area may be impacted. Wetland mitigation will be provided within the pit area or by the use of wetland credits. Flood storage on the site will be greatly increased post development.

3) Discuss location of potable water supplies, private wells, public well fields (discuss the location, address potential impacts) and;

N/A

4) Discuss the location of Airport Buffer Zones (if any) discuss the location, address potential impacts).

Project is not located in an Airport Buffer Zone.

G. <u>Population</u> (Response is only required for district changes and uses generating more than 750 AADT based on the methodology of Appendix C of the Land Development Code)

AADT generated is less than 750. Minor Traffic Study is provided.

H. General Information

Determine if any special needs or problems will be created by the proposed development. At a minimum, address the following specific questions in your response:

1) What are the special features of the proposed development that contribute to neighborhood needs?

N/A

- 2) What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:
 - A. Parks and Recreation;

No impact to these facilities.

B. Educational Facilities (e.g., preschool, elementary, middle school, high school);

No impact to these facilities.

C. Health Care (e.g., emergency, hospital);

Minimal

D. Fire Protection;

Minimal

E. Police Protection and Security;

Minimal

F. Electrical Power Supply;

No impact to these facilities.

G. Emergency Medical Services (EMS); and

Emergency Medical Services are provided by Polk County. No excessive demands on EMS are expected due to the proposed development.

H. Solid Waste.

No impact to these facilities.