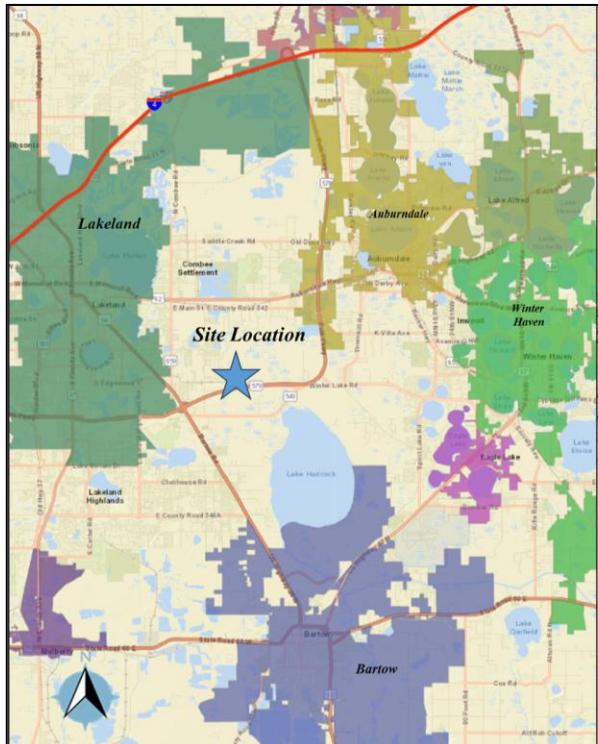


# POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

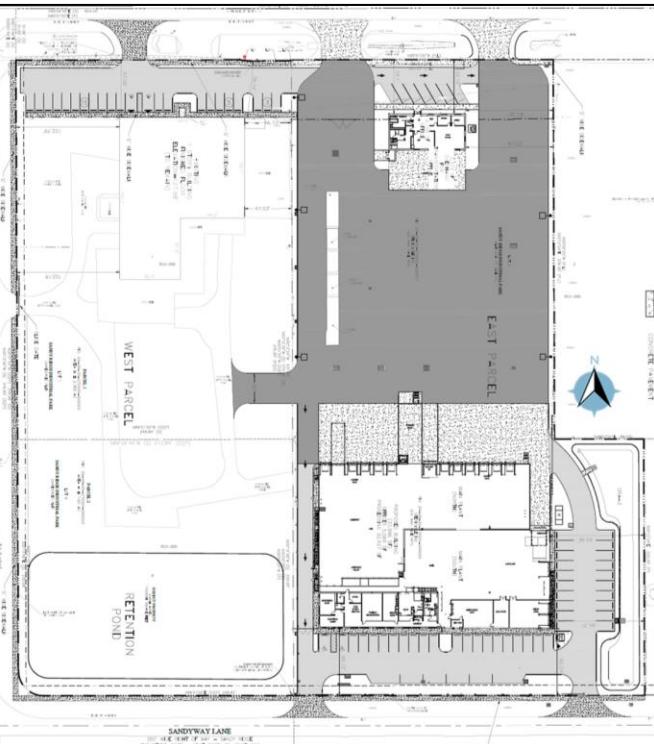
<b>DRC Date:</b>	August 28, 2025	<b>Level of Review:</b>	Level 4 Review
<b>PC Date:</b>	January 7, 2026	<b>Type:</b>	Expansion of Non-Conforming Use
<b>BoCC Date:</b>	January 20, 2026	<b>Case Numbers:</b>	LDCU-2025-21
<b>Applicant:</b>	Stericycle, Inc.	<b>Case Name:</b>	Stericycle Reconstruction
		<b>Case Planner:</b>	Ian Nance

<b>Request:</b>	Conditional Use request for an expansion of a non-conforming Solid Waste Management Facility (SWMF) to include a new operations building and additional parcels. This application also includes a request for a permit in accordance with the SWMF Siting and Operation Ordinance No. 2014-14.
<b>Location:</b>	4235 & 4245 Maine Avenue, north of the Polk Parkway, east of Reynolds Road, east of the city of Lakeland in Section 35, Township 28, Range 24.
<b>Property Owners:</b>	Stericycle, Inc.; KBGreen & Associates
<b>Parcel Number:</b>	242835-270500-000017; 242835-270501-000050; 242835-270500-000022; 242835-270500-000023
<b>Future Land Use:</b>	Industrial (IND)
<b>Development Area:</b>	Urban Growth Area (UGA)
<b>Nearest Municipality:</b>	Lakeland
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Approve 7-0

**Site Location**



**Site Plan**



## **Summary:**

This is a request for a Conditional Use Approval necessary for the expansion of a non-conforming Solid Waste Management Facility (SWMF). The applicant proposes demolishing the existing facility (+/- 17,924 sq. ft.) used for processing medical waste and replacing it with a new +/- 38,000 sq. ft. processing building and separate +/- 6,200 sq. ft. transportation office. The request also includes the expansion of the site to add parcels to the west for use as an accessory commercial vehicle parking lot. Approval of this application will serve to formally permit this operation in accordance with the SWMF Siting and Operation Ordinance No. 2014-14.

Overall, the use and impacts to the surrounding area are not changing. Given the length of time this use has been located onsite, the questions of compatibility have more to do with the structure and layout. The non-conformity in this case is the operation of a SWMF within an IND land use district. LDC Table 2.1 requires these facilities within Institutional-2 (INST-2) districts. In large part, this is because the definition of a SWMF is broad, capturing businesses that primarily operate indoors with few externalities affecting neighboring properties, to outdoor uses such as municipal landfills.

To introduce a new SWMF would require a Comprehensive Plan Amendment (CPA) to change from IND to INST; a Sub-District Change from INST-1 to INST-2; a Level 4 Conditional Use Approval; and adoption of a SWMF Ordinance. Provisions within the Polk County Solid Waste Management Facility Siting and Operation Ordinance allow SWMFs approved prior to March 20, 2014, to operate and expand in accordance with the Land Development Code (LDC). LDC Section 120 allows the expansion of a non-conforming use as a Level 4 Review in instances when new property is added to this use. Staff advised the applicant to pursue this path to avoid the extra applications while achieving the same result of allowing the Board to make the necessary decisions on whether to approve expansion of this facility.

In this instance, the applicant has been using the eastern parcels of the project areas since 1999 when this would have been categorized under manufacturing in General Industrial (GI) zoning. This facility has served as a processor of Regulated Medical Waste which includes used sharps, tubing, gauze, surgical waste, renal dialysis waste, etc. Waste arrives at the site in bulk and non-bulk packaging on trucks and trailers and are sterilized in what is known as an “autoclave.” The treated waste is transferred to a compactor which then feeds into a transfer container and is ultimately transported to a permitted landfill for final disposal. The treatment of waste will be wholly contained within the facility, with no outdoor storage of waste that could prove hazardous to surrounding properties.

The need for the building expansion is to modernize the efficient operations of this site. The expansion of land provides for organized parking of the company's vehicle fleet, as well as for employees and vendors. The overall ISR and FAR will be well below those required in IND, and all setbacks from adjacent properties will be exceeded. Surrounding uses include intense operations such as aggregate processing but also warehousing, manufacturing, and vehicle repair. Landscaping buffers, sidewalks, and pedestrian lighting will be required along the frontage of Maine Avenue, where the traffic to the site accesses from the public roadway. The applicant is proposing a new stormwater management facility to improve upon the drainage and treatment of rainwater run-off.

This is an industrial-type use in an industrial land use district, surrounded by uses of similar or greater intensity. This expansion is not anticipated to result in significant increased impacts to public infrastructure beyond what is currently realized but will allow the facility to efficiently

process waste products during a time when there has been an increase in hospitals, clinics, and other health care facilities approved and constructed in the area. Traffic capacity is available on Maine Avenue. Utilities to the site are supplied by a private provider. The application meets relevant Comprehensive Plan and LDC standards for the expansion of a non-conforming use and a SWMF. Staff recommends approval of this application.

### **Findings of Fact**

- *This is a request for a Conditional Use approval necessary for the expansion of a non-conforming Solid Waste Management Facility (SWMF). The applicant proposes to demolish the existing processing facility (+/- 17,924 sq. ft.) and replacing it with a new +/- 38,000 sq. ft. processing building and +/- 6,200 sq. ft. transportation office. The request also includes the expansion of the site to include parcels to the west for use as an accessory commercial vehicle parking lot.*
- *The subject site is within an Industrial (IND) future land use designation and Urban Growth Area (UGA).*
- *According to Land Development Code (LDC) Table 2.2, the following development standards are required in IND:*
  - *ISR: 0.75*
  - *FAR: 0.75*
  - *Urban Collector Setbacks: 35'*
  - *Private Road Setbacks: 25'*
  - *Side setbacks: 15'*
  - *Rear setbacks: 30'*
- *According to Comprehensive Plan Policy 2.105-A5, "Development within the Urban Growth Areas shall conform to the following criteria as further specified in the Land Development Code:*
  - a. connect to centralized potable water;*
  - b. connect to centralized sanitary sewer systems if available.*
  - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;*
  - d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;*
  - e. promote the integration of 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. be encouraged to 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 and mixed uses; and
  - k. additional standards supporting transit if development is within the "Corridor and Center Overlay" (Section 2.124-A)."
- According to Comprehensive Plan Policy 2.113-A1, "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."
- **LDC Section 120.J.2 states, "The addition of land to support an addition or expansion of structures, storage, or activity of a legally non-conforming use shall require a Level 4 Review. The Planning Commission shall make recommendation, and the Board shall render a decision based on the evaluation criteria set forth in Section 120 J.1.c."**
- **LDC Section 120.J.1.c states, The Planning Commission shall evaluate the expansion of legal non-conforming use rights with consideration of the following criteria:**
  - i. The degree to which the non-conformity can become more conforming;
  - ii. The extent of a government's obligation or liabilities including, but not limited to, infrastructure improvement, infrastructure maintenance, and public safety;
  - iii. The potential impact that the expansion may pose to neighboring properties;
  - iv. The extent of the use's longevity (i.e., how long has it been there and how long is it to continue at its location);
  - v. The applicant's future plans for the property relative to the County's plans; and,
  - vi. The improved development standards or infrastructure that may result from expansion of the use.
- **LDC Chapter 10 defines Non-Conforming Development as, "Development that does not conform to the Polk County Comprehensive Plan (Article I) and the development design and improvement standards in this Code (Article III)."**
- **LDC Chapter 10 defines Solid Waste Management Facility as "Any solid waste disposal facility, solid waste transfer station, materials recovery facility, volume reduction facility,**

*other facility, or combination thereof, the purpose of which is resource recovery or the disposal, recycling, processing or storage of solid waste. Salvage Yards, Cardboard and Shredded Paper Collection, Construction Aggregate Processing, and Construction Aggregate Storage are excluded from this definition but may be accessory uses to a solid waste management facility.”*

- *Comprehensive Plan Policy 2.125-P1 states, “Solid Waste Management Facilities including the following uses shall only be permitted in the Institutional Future Land Use designation per the standards in the Land Development Code, subject to County approval:*
  - a. solid waste disposal facility;*
  - b. solid waste transfer station;*
  - c. materials recovery facility; and*
  - d. volume reduction facility.*
- *Comprehensive Plan Policy 2.125-P2 states, “In order for proposed solid waste management facilities to address compatibility with surrounding uses and mitigate off-site impacts, the Land Development Code shall include regulations that allow for conditions of approval to mitigate the impacts of the proposed facility and minimize off site impacts.”*
- *LDC Section 303, Criteria for Conditional Uses, Solid Waste Management Facility, states, “In addition to the applicable district regulations in Table 2.2, the following standards shall apply:*
  1. *Consideration of an application for approval of a proposed solid waste management facility shall be in accordance with Chapter 9 of the LDC for a Level 4 Review and shall also include the review and consideration of the following additional information for compatibility review and consistency with the Comprehensive Plan and the LDC:*
    - a. The haul routes from the nearest arterial roadway, and proposed points of access to the property;*
    - b. The proposed date that construction will commence;*
    - c. The volume of waste to be received, expressed in cubic yards or tons per day;*
    - d. An explanation of the types of wastes to be received;*
    - e. A statement specifying the hours of operation;*
    - f. The source of the solid waste to be received;*
    - g. The levels of odor, dust, and noise anticipated to be generated by the facility and proposed mitigation thereof;*

*h. The proposed landscape buffer and other buffering techniques planned to address compatibility and other impacts of the facility. At a minimum, the facility shall propose a landscape buffer consistent with the requirements of this Code, however, additional buffering may be required by the County as part of the approval process if the county finds such is necessary to address compatibility and other impacts of the facility. Additional buffering proposed by the applicant or required by the county may include, without limitation, increased landscaped buffers, setbacks, spatial separations, lakes, berms or any combination thereof; and*

*i. Height of all structures and other improvements.*

2. *The facility shall have direct access to a paved local commercial, collector or arterial roadway. No access to the site shall be from a local residential road.*

3. *Minimum setbacks for new solid waste management facilities shall be as follows:*

*a. Landfills: All structures, uses and excavation sites shall be a minimum of 1,000 feet from all property lines. The landfill footprint shall be a minimum of 2,500 feet from all property lines.*

*b. Incinerators: Front, rear, and side yard setbacks shall be a minimum of 500 feet. When adjacent to residentially used or designated property, and Community Facilities as defined in the Comprehensive Plan, setbacks shall be a minimum of 1,000 feet.*

*c. Materials recovery facilities, solid waste transfer stations, and volume reduction plants: Front, rear, and side yard setbacks from the excavation site shall be a minimum of 100 feet. When adjacent to residentially used or designated property, and Community Facilities as defined in the Comprehensive Plan, setbacks shall be a minimum of 500 feet.*

*d. Modification or expansion of existing facilities with a valid Level 3 or Level 4 Review approval as of the effective date of the ordinance creating these regulations, shall not be considered new solid waste management facilities and not be subject to the minimum setback requirements of subsection 3.*

4. *Prior to the start of construction activities, the applicant shall obtain the appropriate Level 2 review, building permit(s), and solid waste management facility siting permit.*

5. *Solid Waste Management Facilities within the Institutional-2 (INST-2) Future Land Use, may be developed up to 380 feet above adjacent grade or as further limited by the Board of County Commissioners.”*

- *The Polk County Solid Waste Management Facility Siting and Operation Ordinance states, Solid waste management facilities with a valid Level 3 or Level 4 review approval issued under the Polk County Land Development Code as of March 20, 2014, may continue to develop the project and operate in accordance with the approval in place as of March 20,*

2014. Such facilities shall not be subject to the provisions of sections 11-117 through 11-121, below; provided, however, such facilities shall not be modified or expanded without receiving approvals for the facility modification or expansion required by the Polk County Comprehensive Plan, Land Development Code and this article thereby becoming subject to sections 11-117 through 11-121 below, except for the minimum distance requirements in section 11-118(3), which shall not apply to the modification or expansion of an existing facility with a valid Level 3 or Level 4 review approval as of March 20, 2014.

- Sec. 11-119 (7) of the Siting Ordinance states, “The board, in the review of the development application shall consider the following:
  - (a) Whether there is a local need in Polk County for a new solid waste management facility, or for the modification or expansion of an existing solid waste management facility;
  - (b) The written report of the land development director containing the recommendations of the development review committee, the third party professional (if applicable), and the recommendation of the planning commission;
  - (c) The evidence and testimony presented during the hearing;
  - (d) Whether the proposed development is consistent with all relevant requirements of the comprehensive plan, land development code and this article;
  - (e) Whether the proposed use is compatible with land uses and conditions in relative proximity to the proposal and the general character of the area, including such factors as density, height, bulk, scale, scope, intensity, traffic, odor, setbacks, topography, and noise appearance;
  - (f) The factors listed in section 907D.9 and 907D.10 of the land development code; and,
  - (g) Any other matter which the board may deem appropriate and relevant to the specific development proposal.
- The closest schools for the site are Oscar Pope Elementary; Crystal Lake Middle; and Lakeland Senior High.
- Fire response to this site is primarily from Polk County Fire Rescue Station 35, 340 Reynolds Rd, Lakeland.
- The site is served by the Polk County Sheriff's Office Southwest District Command Center, located at 4120 US 98 South, Lakeland.
- The site is in the city of Lakeland's Utility Service Area. Florida Governmental Utility Authority (FGUA) is the provider of potable water and wastewater.
- The site access to the subject property is on Maine Avenue (Road No. 843422), an Urban Collector roadway. The redevelopment is proposed to have access to Pavers Road and Sandyway Lane, a private roadway within the Sandy Ridge Industrial Park.

- *There are no wetlands and floodplains on the site. The nearest surface water is Lake Hancock to the southeast.*
- *The site is comprised of Neilhurst-Urban Land Complex soils, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.*
- *The property is not located within the Polk Green District. No conservation easements are adjacent to the property.*
- *The site is not within an airport flight path and height notification zone.*
- *This application has been reviewed for consistency with LDC Sections 120, 303, 907, and the Polk County Solid Waste Management Facility Siting and Operation Ordinance Section 8, standards 1, 2, 4-10.*

**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-2025-21**.

**Planning Commission:** *The Planning Commission voted to approve this application 7-0 on January 7, 2026. The BoCC will vote on January 20, 2026.*

### **CONDITIONS OF APPROVAL**

Based upon the findings of fact, the DRC recommends APPROVAL of LDCU-2025-21 with the following conditions:

1. This conditional approval shall be for a Solid Waste Management Facility permit as defined by the Polk County Solid Waste Management Facility Siting and Operation Ordinance 2014-014, as amended, to allow the expansion of the existing non-conforming Medical Waste Processing Facility. The request will include adding parcels #242835-270500-000022 and #242835-270500-000023 to the facility, as described on the site plan and within the staff report. The proposed structures shall include a new +/- 38,000 sq. ft. building processing building and separate +/- 6,200 sq. ft. transportation office. [PLG]
2. The proposed structures shall include a new +/- 38,000 sq. ft. building processing building and separate +/- 6,200 sq. ft. transportation office. [PLG]
3. Additional accessory structures necessary for the operation of this facility may be permitted as minor modifications to the site plan. [PLG]
4. The site plan included herein together with the conditions of approval shall be considered the “Binding Site Plan.” Any modifications to LDCU-2025-21, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 4 Review before the BoCC. [PLG]

## **GENERAL NOTES**

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

**NOTE:** *Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with the LDC.*

**NOTE:** *All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.*

**NOTE:** *Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. 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.

**Table 1**

<b>Northwest:</b> IND Maine Avenue Aggregate Processing	<b>North:</b> IND Maine Avenue Aggregate Processing/Outdoor Storage	<b>Northeast:</b> IND Maine Avenue Manufacturing
<b>West:</b> IND Manufacturing/Distribution/Helipad	<b>Subject Property:</b> IND Solid Waste Management Facility	<b>East:</b> IND Vehicle Repair
<b>Southwest:</b> IND Polk Parkway	<b>South:</b> IND Polk Parkway	<b>Southeast:</b> IND Warehousing

The subject properties are comprised of four parcels within the Sandy Ridge Industrial Park (PB 75 PG 21), recorded on October 4, 1983. According to the Property Appraiser, the existing structure which currently houses the SWMF was built in 1973 and has since expanded to 17,924 sq. ft. under roof. The expansion area to the west (Parcel #242835-270500-000022 and #242835-270500-000023) has been used for Light Manufacturing and has a 15,400 sq. ft. warehouse onsite. All properties are within an Industrial (IND) Future Land Use District, intense surrounding uses such as warehousing and manufacturing, aggregate processing, and outdoor storage of materials reflect this designation.

Since 1999, when this would have been categorized under manufacturing in General Industrial (GI) zoning, this facility has served as a processor of Regulated Medical Waste or "RMW." Since 2014, it has been classified as a SWMF. RMW received for processing is generated from hospitals, physicians' offices, blood banks, veterinary hospitals/clinics, dental practices, medical research facilities and laboratories. The types of waste include used sharps, tubing, gauze, surgical waste, renal dialysis waste, etc. Waste arrives at the site in bulk and non-bulk packaging on trucks and trailers. Containers and packages are removed from the vehicles and staged on the plant floor. The

containers are loaded onto conveyors and moved to the weigh station. Each container is weighed and scanned for billing and tracking purposes.

After the containers are weighed, they proceed down a conveyor, where they are emptied into autoclave treatment bins for subsequent transfer into the autoclaves for steam sterilization. Reusable empty containers are washed and sent back to our customers, while clean cardboard boxes are baled for recycling. When all the treatment bins are filled and the autoclave is ready for loading, the operator opens the autoclave door and loads the bins into the autoclave. The autoclave door is closed, then the steam sterilization cycle is initiated.

The time required for treating the load is the sum of three components: the ramp-up time, the treatment time, and the ramp-down time. The ramp-up time is necessary to allow the entire load to reach the optimum temperature which is accomplished by the replacement of air in the autoclave with saturated steam. The treatment time is the minimum time at a given temperature that is known to destroy all types of microorganisms. This time is based on the thermal death of heat-resistant spores recommended for use in monitoring this treatment process.

Once the cycle is complete, the unit is vented through a blow-down process. A vacuum is pulled to remove any excess steam in the autoclave. The unit is then brought back to atmospheric pressure, and the doors are opened. The treated waste in the autoclave bins is transferred to a compactor which then feeds into a transfer container. Once full, the box is transported to a permitted landfill for final disposal.

The facility currently operates four autoclave units with a total waste processing capability of 9,000 pounds/hour. After reconstruction, the plan is to operate three of these units. The parameters of temperature and pressure of the autoclave system used at this facility are continuously monitored throughout the sterilization process. The temperature of the autoclave unit must reach at least 121 degrees Celsius (250 degrees Fahrenheit). All required records and documentation regarding operating parameters are initiated and maintained for three years.

### **Compatibility with the Surrounding Land Uses and Infrastructure:**

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.”

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 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.

#### **A. Land Uses:**

The non-conformity in this case is the operation of a Solid Waste Management Facility (SWMF) within an IND land use district. LDC Table 2.1 requires these facilities within Institutional-2 (INST-2) districts. In large part, this is because the definition of a SWMF is broad, capturing businesses that primarily operate indoors with few externalities affecting neighboring properties to outdoor uses such as municipal landfills.

The existing use falls under the former category. On the eastern two parcels, the applicant is proposing to demolish the existing structure (+/- 17,924 sq. ft.) and replace it with a new +/- 38,000 sq. ft. processing building and +/- 6,200 sq. ft. transportation office. The business will then expand to the western parcels where the existing buildings will be demolished, and the site will be used for stormwater treatment and commercial vehicle parking associated with the primary use. Since this expansion exceeds 20% and includes an addition of land, a review before the BoCC is required, per LDC Section 120.

Overall, the use and impacts to the surrounding area are not changing. Given the length of time this use has been located onsite, the questions of compatibility have more to do with the structure and layout. In a sense, the layout of the operation better organizes the site. The larger processing facility helps modernize the company, but parking is greatly improved with 77 spots for employees and visitors to the site. Access will be from existing driveways on Maine Avenue, and the private roads, Pavers Road and Sandyway Lane. Interior vehicle driveways between the parcels will also be provided. Landscaping will be required along Maine Avenue, as well as within the parking areas, in accordance with LDC Section 720. Overall, the proposed Floor Areas Ratio (FAR) is 0.16. The maximum allowed at this location is 0.75. All proposed setbacks exceed those required in IND.

**LDC Section 303, Criteria for Conditional Uses, requires that the following be evaluated when reviewing a Solid Waste Management Facility:**

***a. The haul routes from the nearest arterial roadway, and proposed points of access to the property;***

*Primary ingress and egress will be from Maine Avenue, Pavers Road, and Sandway Lane. Waste arrives at the site in bulk and non-bulk packaging on trucks and trailers from US Highway 98, approximately two miles to the west, and US Highway 92 approximately 3.4 miles to the north. Treated waste is transported to a permitted landfill for final disposal. The County landfill is approximately seven miles driving distance, but approximately two miles to the east. In short, the site is well-sited near arterial roadways and a location for disposal.*

***b .The proposed date that construction will commence;***

2026

***c. The volume of waste to be received, expressed in cubic yards or tons per day;***

*The facility currently operates four Bondtech autoclave units with a total waste processing capability of 9,000 pounds/hour. The treated waste in the autoclave bins is transferred to a compactor which then feeds into a 40-yard receiver box. Once full, the box is transported to a permitted landfill for final disposal.*

***d. An explanation of the types of wastes to be received;***

*The types of waste will include used sharps, contaminated PPE, tubing, gauze, surgical waste, renal dialysis waste, etc.*

**e. A statement specifying the hours of operation;**

*Operations typically begin on Sunday at 11 p.m. and run continually until Friday at 11:00 p.m. Saturday and Sunday hours vary but typically 4 - 8 hours. Our permits issued by Florida DOH currently authorize operations 24 hours/day, 7 days per week. Commercial vehicles exit the property in the morning hours and are at various customer locations providing service throughout the day. Due to this, commercial truck and trailer traffic is minimal during the midday hours. After servicing customers, commercial trucks and trailers return to the facility to be unloaded and domiciled in a controlled access parking area overnight.*

**f. The source of the solid waste to be received;**

*Medical waste received for processing is generated from hospitals, physicians' offices, blood banks, veterinary hospitals/clinics, dental practices, medical research facilities, and laboratories. The facility provides regulated medical waste collection and treatment services to all of Polk County and the surrounding counties. There are currently 680 customers with a Polk County zip code, such as hospitals, physician offices, nursing homes, retail pharmacies, hotels/resorts, schools, police & sheriff offices, all types of government facilities, and many other types of businesses.*

**g. The levels of odor, dust, and noise anticipated to be generated by the facility and proposed mitigation thereof;**

*Minimum – operations are conducted indoors.*

**h. The proposed landscape buffer and other buffering techniques planned to address compatibility and other impacts of the facility. At a minimum, the facility shall propose a landscape buffer consistent with the requirements of this Code, however, additional buffering may be required by the County as part of the approval process if the county finds such is necessary to address compatibility and other impacts of the facility. Additional buffering proposed by the applicant or required by the county may include, without limitation, increased landscaped buffers, setbacks, spatial separations, lakes, berms or any combination thereof; and**

*The applicant will be required to install a Type "A" landscaping buffer along Maine Avenue in accordance with LDC 720. Existing fencing and vegetation will be evaluated during the Level 2 Review process; however, no additional buffering beyond LDC standards is recommended. This is a Class 5 use adjacent to other Class 5 uses. No additional landscaping is typically required.*

**i. Height of all structures and other improvements.**

*The existing structure is 35 feet. The proposed structure is 37.5 feet. There is no maximum height in IND.*

Given the placement of this facility among industrial uses, the nature of this use, and the period in which it has been onsite, staff finds this request compatible with surrounding uses.

B. Timing & Infrastructure:

Polk County Comprehensive Plan Policy 2.102-A3 states, “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 is within a UGA with available potable water and wastewater. Access is from private roads and an Urban Collector roadway. There will be no impact on the volume of vehicular traffic or the PM peak hour due to the proposed redevelopment. The number of vehicle movements and the times they enter and exit the property will not change because of the redevelopment and building modernization.

**In accordance with LDC Section 120, the Planning Commission and BoCC shall evaluate the expansion of legal non-conforming use rights with consideration of the following criteria:**

*i. The degree to which the non-conformity can become more conforming;*

*The proposed facility meets standards for SWMFs, as described above. Changing this property to INST-2 provides no benefit to the County or the applicant and could potentially lead to more intense uses than what is currently surrounding the site.*

*ii. The extent of a government's obligation or liabilities including, but not limited to, infrastructure improvement, infrastructure maintenance, and public safety;*

*No infrastructure improvements will be required with this proposal.*

*iii. The potential impact that the expansion may pose to neighboring properties;*

*The proposed structure will move further from neighboring structures, while meeting or exceeding the IND setbacks. Accessory commercial vehicle parking will be moved away from the eastern neighbor and be better organized. These parcels are currently being used for CV parking. All processing activities will be conducted indoors with few externalities beyond truck traffic and standard employee activity.*

*iv. The extent of the use's longevity (i.e., how long has it been there and how long is it to continue at its location);*

*This facility has been in operation since 1999. It will continue to serve at this location for the foreseeable future. Its location near the landfill makes it ideal for disposing of the ultimate waste product.*

*v. The applicant's future plans for the property relative to the County's plans; and,*

*The site is within a platted Industrial Park within an Industrial future land use designation. The operation of this facility is meeting the intent of the Code.*

*vi. The improved development standards or infrastructure that may result from expansion of the use.*

*The proposed plan will improve commercial vehicle parking, stormwater management, and provide landscaping and sidewalks. The proposed FAR is 0.16, well shy of the 0.75 that could be allowed in IND districts. If approved, it will be reviewed again through the Level 2 Review process to allow engineering and other Land Development staff the opportunity to ensure the site is up to current LDC standards.*

### **Nearest Elementary, Middle, and High School**

School capacity is not a concern for this use. Oscar J. Pope Elementary is located approximately 1.6 miles to the west. This school has been located here since at least 1970 with direct access to Maine Avenue. The zoned schools for the site are Oscar Pope Elementary; Crystal Lake Middle; and Bartow Senior High.

**Table 2**

Name of School	Average driving distance from subject site
Oscar J. Pope Elementary	1.64 Miles
Crystal Lake Middle	3.28 Miles
Lakeland Senior High	5.13 Miles

As a non-residential use, the expansion of this site will have no impact on school capacity. Commercial vehicles from this property will pass Oscar Pope Elementary to the west. Again, though, this facility has been in operation here since 1999.

### **Nearest Sheriff, Fire, and EMS Station**

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to all 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. All PCFR stations are staffed 24/7 by career fire or EMS personnel and augmented by response from other PCFR stations.

Both fire and ambulance responses to the subject location are primarily from Polk County Fire Rescue Station 35. This travel distance is 2.8 miles, and the average response time should be 6-8 minutes. Response times can vary significantly based on many factors but are within the urban levels on average.

**Table 3**

	Name of Station	Distance	Response Time*
Sheriff	Sheriff's Office Southwest District Command Center 4120 US 98 South, Lakeland	±3.11 miles	9:21 minutes 25:28 minutes
Fire/EMS	Polk County Fire Rescue Station 35 340 Reynolds Road, Lakeland.	±2.83 miles	6-8 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 site is in the district of the Polk County Sheriff's Office Southwest District Command Center 4120 US 98 South, Lakeland. Sheriff response times are not as much a function of the distance to

the nearest Sheriff's substation, but more a function of the overall number of patrol officers within the County.

The PCSO is always trying to improve response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

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

### **Water and Wastewater Demand and Capacity:**

The proposed redevelopment will not result in any increased demand for water or wastewater services.

#### **A. Estimated Demand and Service Provider:**

The Florida Governmental Utility Authority (FGUA) currently supplies potable water and provides wastewater treatment for the site through existing connections.

According to FGUA usage data, the existing facility utilized 13,287.7 GPD for the YTD period between July 2024 – June 2025. Post-redevelopment water usage is expected to reduce because of more efficient processing equipment and the modernization of the facility.

The amount of sewage generated is expected to decrease with the proposed redevelopment. According to FGUA usage data, the existing facility generated 13,287.7 GPD for the YTD period between July 2024 – June 2025. Post redevelopment sewage discharge is expected to reduce because of more efficient processing equipment and the modernization of the facility.

#### **B. Available Capacity:**

FGUA capacity information is not available.

#### **C. Planned Improvements:**

No known improvements.

### **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 (RND) 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 RND contains over 26 fields of transportation data for over 1,300 miles of state, County, and city roads in Polk County – one of the largest road networks in the State of Florida.

Much of the transportation data contained in the updated RND is based on traffic counts taken recently by the TPO and Florida Department of Transportation (FDOT) and is used to calculate the level of service and how much capacity is available on a given road based on the road's level of service (LOS) standard. Also included are several safety and multi-modal indicators that help us track some of the TPO's performance measures and targets. This includes a calculation of crash rates, as well as if there is a presence of transit services, sidewalks and bicycle facilities for each road segment.

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:

According to the applicant, there is no category for Medical Waste Processing Facility in the most recent edition of ITE. Given that this is an existing facility, the number of daily vehicle trips and PM peak hour can be determined based on actual usage.

The peak PM hour is between 3-4 PM EST. The methodology for ascertaining Peak PM hour was determined by examining when most vehicles, both personal and company owned, enter or leave the location:

**Commercial Vehicles:** Existing route calculations and GPS show that between 3-4 PM EST is when most commercial vehicles return for the day. Commercial vehicles exit the property in the morning hours and are at various customer locations providing service throughout the day. Due to this, commercial truck and trailer traffic is minimal during the midday hours. After servicing customers, commercial trucks and trailers return to the facility to be unloaded and domiciled in a controlled access parking area overnight.

**Personal Vehicles:** The number of personal, delivery, and service providers will not change as a result of the redevelopment. It is uncommon for a customer or member of the public to visit Stericycle as the facility does not have any retail or other public-facing operations. The lobby is controlled access and the only personal vehicles entering and exiting the facility are employees. A limited number of delivery vehicles and service providers enter and exit the grounds each day as outlined in the table above.

In terms of personal vehicles, the same commercial drivers will exit the facility after their route, which concludes between 3-4 PM EST. Additionally, the end of 1st shift plant workers is 3:30 PM

EST and the start of 2nd shift is 3:30pm. 1st and 2nd shift plant workers account for the majority of personal vehicles.

Overall, there will be no impact on the volume of vehicular traffic or the PM peak hour due to the proposed redevelopment. The number of vehicle movements and the times they enter and exit the property will not change as a result of the redevelopment and building modernization.

**B. Available Capacity:**

The project will have direct access to Maine Avenue (Road No. 843422) a County-maintained Urban Collector roadway. The proposed request is not anticipated to directly increase the amount of traffic in a significant manner. A Minor Traffic study will be required during the Level 2 Review process. Although the request will have a limited impact on the transportation system, it is still pertinent to be aware of available capacity when making land use decisions. Table 4, to follow, provides a brief snapshot of the capacity on the surrounding road network.

**Table 4**

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
4162E	Maine Avenue From: Lakeland Highlands Road To: US 98	C	759	D
4162W	Maine Avenue From: US 98 To: Lakeland Highlands Road	C	759	D

*Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 17, 2025*

Based on above, there is ample capacity on the surrounding roadway network to accommodate this proposed expansion.

**C. Roadway Conditions**

The site access to the subject property is on Maine Avenue (Road No. 843422), an Urban Collector roadway. Maine Avenue has a right-of-way width of 100 feet and a paved surface width of 30 feet. These meet LDC standards. Any improvements to the roadways will be reviewed during the Level 2 Review process.

**D. Planned Improvements:**

No County improvements noted.

**E. Sidewalks**

Sidewalks are not currently located along Maine Avenue but will be provided in accordance with LDC Section 707. Lighted pedestrian crosswalks will also be required for safety.

**F. Mass Transit**

No mass transit is located along Maine Avenue. The nearest Citrus Connection route is the Green Line with the nearest bus stops located along Reynolds Road, approximately a mile from the subject site.

## **Park Facilities:**

Non-residential projects do not create a direct demand for parks or recreational facilities. This type of SWMF does not produce any odors which would diminish public enjoyment of parks, either.

### A. Location:

Highlands City Park, Crystal Lake Park, Highlands City Senior Field, and Banana Lake parks are all within four miles of the subject site.

### B. Services:

Banana Lake Park features covered picnic shelters, a short, paved walking trail, a boat launch site and a fishing pier.

Highland City Park is the home to recreational softball leagues. It has two Little League fields, one pony field, and one softball field. There is also a playground with a covered area, a pavilion, and basketball courts.

Highlands City Senior Field features baseball and softball fields, as well as picnic tables.

### C. Environmental Lands:

Circle B Bar Reserve, on the northwest shore of Lake Hancock, is a former cattle ranch that today boasts a wide variety of plants and animals and several distinct ecosystems in this reserve of 1,267 acres.

### D. Planned Improvements

There are no planned improvements to park facilities in this area, according to the County's 5-year capital improvements plan.

## **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:

Lake Hancock is approximately 1.75 miles southeast. According to the Polk County Water Atlas, Lake Hancock sits at the headwaters of the Peace River and plays an important role in meeting minimum flows in the Upper Peace River, as well as in improving water quality in the Peace River and Charlotte Harbor. It is in the Peace River - Saddle Creek Watershed and considered impaired due to poor nutrient levels. No impacts are anticipated with this proposal.

B. Wetlands/Floodplains:

There are no wetlands or 100-year flood hazard areas onsite.

C. Soils:

The site is comprised of Neilhurst-Urban Land Complex soils, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey.

D. Stormwater Management:

The existing site drains to a retention area located to the southeast of the property. It has a storm sewer pipe connection to the existing swale within Sandyway Lane to the south under SWFWMD Permit No. 4419869. The proposed stormwater management system for this redevelopment will consist of a retention area located to the southwest of the project as well as the existing pond on the southeast. This retention system and stormwater system will be permitted through the Southwest Florida Water Management District and/or FDEP and will conform to their current water quality and stormwater criteria as well as adhering to the stormwater code of Polk County. As a result, the redeveloped site will be an upgrade and discharge cleaner from the site. Stormwater management will be reviewed during the Level 2 Review process.

E. Protected Species

According to FNAI Biodiversity Matrix, no endangered species have been identified onsite. The property is not located within the Polk Green District. No conservation easements are adjacent to the property.

F. Historical & Archeological Resources:

No protected archeological resources are located onsite, according to the Florida Department of State, Division of Historical Resources.

G. Wells (Public/Private)

No private wells are indicated onsite.

H. Airports:

The nearest airport is Bartow Airport, approximately seven miles to the southeast.

**Economic Factors:**

According to the applicant, 100% of the employees reside locally from within Polk County and the surrounding counties. Job skills range from CDL and Non-CDL drivers, forklift operators, maintenance, material handling, specific machine operation, and specific training on FDOH, FDA, and USDA policies and procedures.

## Consistency with the Comprehensive Plan:

Table 5

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.	This facility has been onsite since 1999 and is located within an IND future land use district surrounded by industrial uses. The SWMF is industrial in nature, and the operations will be conducted. The ISR, FAR, setbacks, and height of the structure are comparable to those surrounding the site
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	This is within a platted industrial park with private utilities. It has access from an Urban Collector roadway with capacity.
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 is in an Urban Growth Area with available utilities, traffic capacity, and mass transit within a reasonable distance. Sidewalks will be provided along County roads with this approval.
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 expansion of this facility is necessary to accommodate the growth in this area. It disposes of medical waste at a time when more medical facilities are being constructed around the Lakeland area.
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.

Table 6

The BoCC, in the review of development plans, shall consider the following factors in accordance with Section 907.D.6 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	Yes, this request is consistent with the LDC Sections 120 and 303, expansions of non-conforming uses and SWMFs, respectively.
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes, this development is consistent with the Comprehensive Plan Policies 2.113-A1 (Industrial Land Uses) and 2.125-P1 (SWMFs).
Whether the proposed use is compatible with	The use is industrial in nature, surrounded by industrial

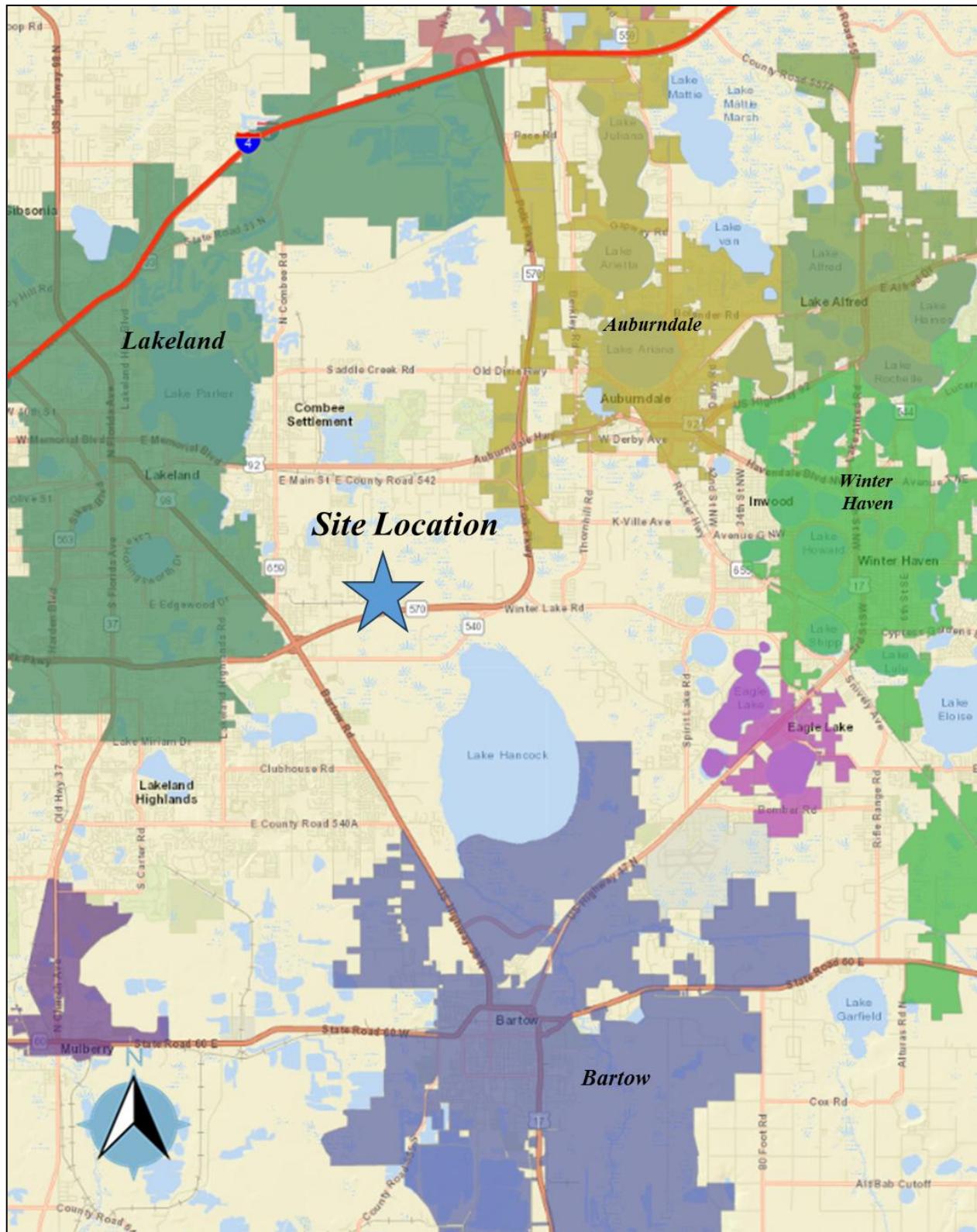
**Table 6**

<b>The BoCC, in the review of development plans, shall consider the following factors in accordance with Section 907.D.6 of the LDC:</b>	
<b>surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and</b>	<i>uses in a platted industrial subdivision.</i>
<b>Any other matter which the BoCC may deem appropriate and relevant to the specific development proposal.</b>	<i>The expansion will have little impact on public services. Traffic will be the biggest impact but should not increase significantly beyond what is created by the current facility.</i>

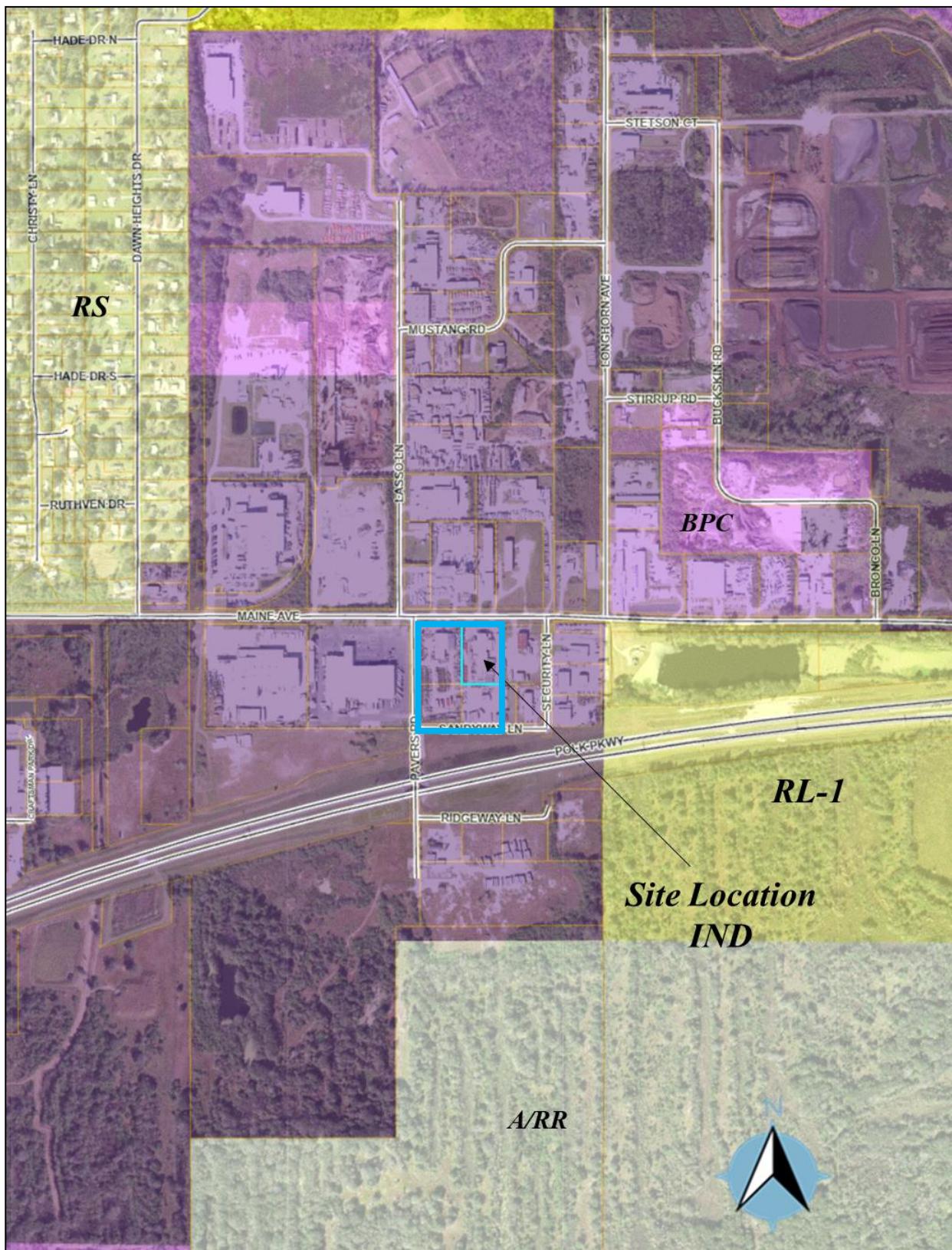
**Comments from other Agencies:** None

**Exhibits:**

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Image (Context)
Exhibit 4	Aerial Image (Close)
Exhibit 5	Site Plan
Exhibit 6	East Parcel Site Data
Exhibit 7	West Parcel Site Data
Exhibit 8	Overall Site Detail



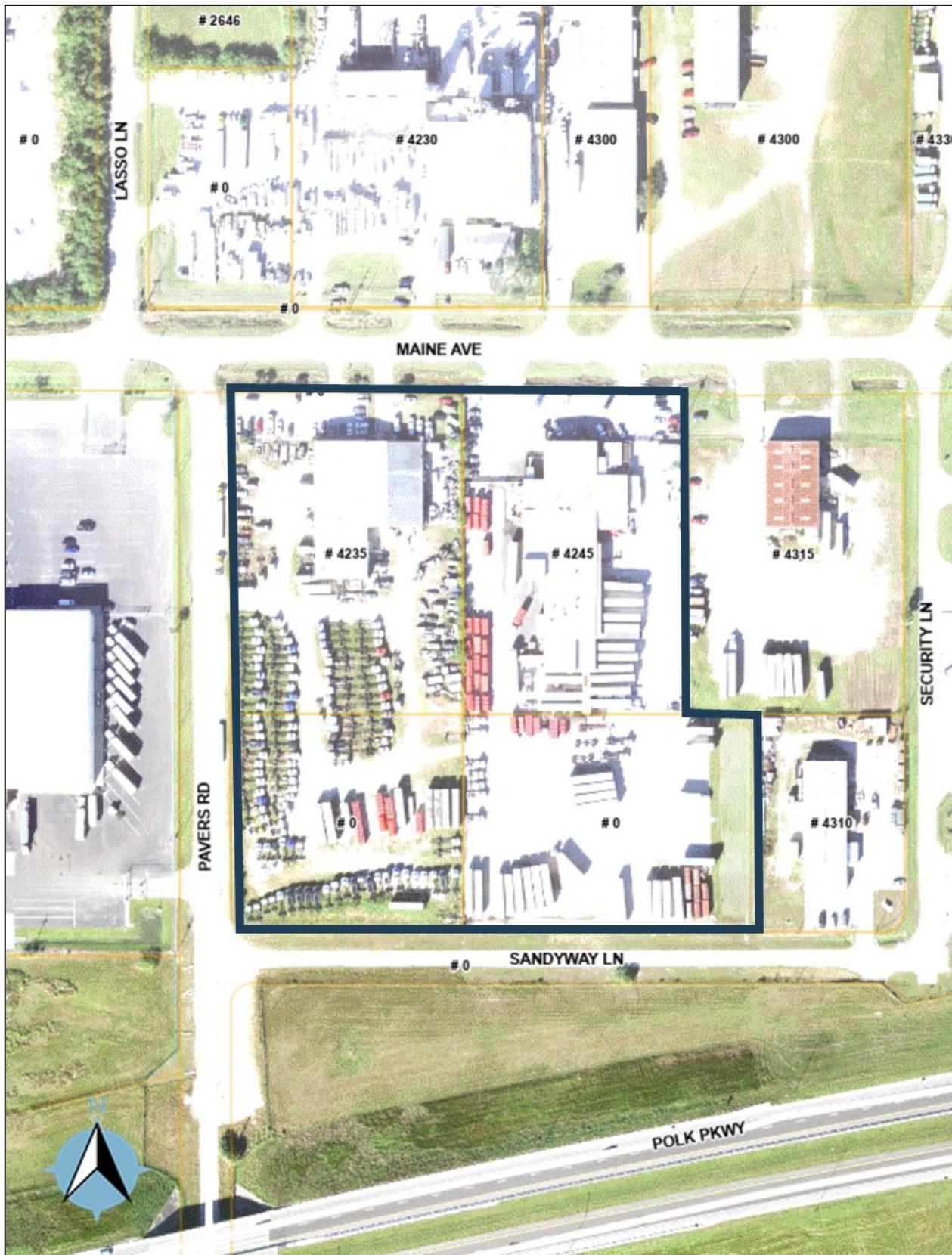
Location Map



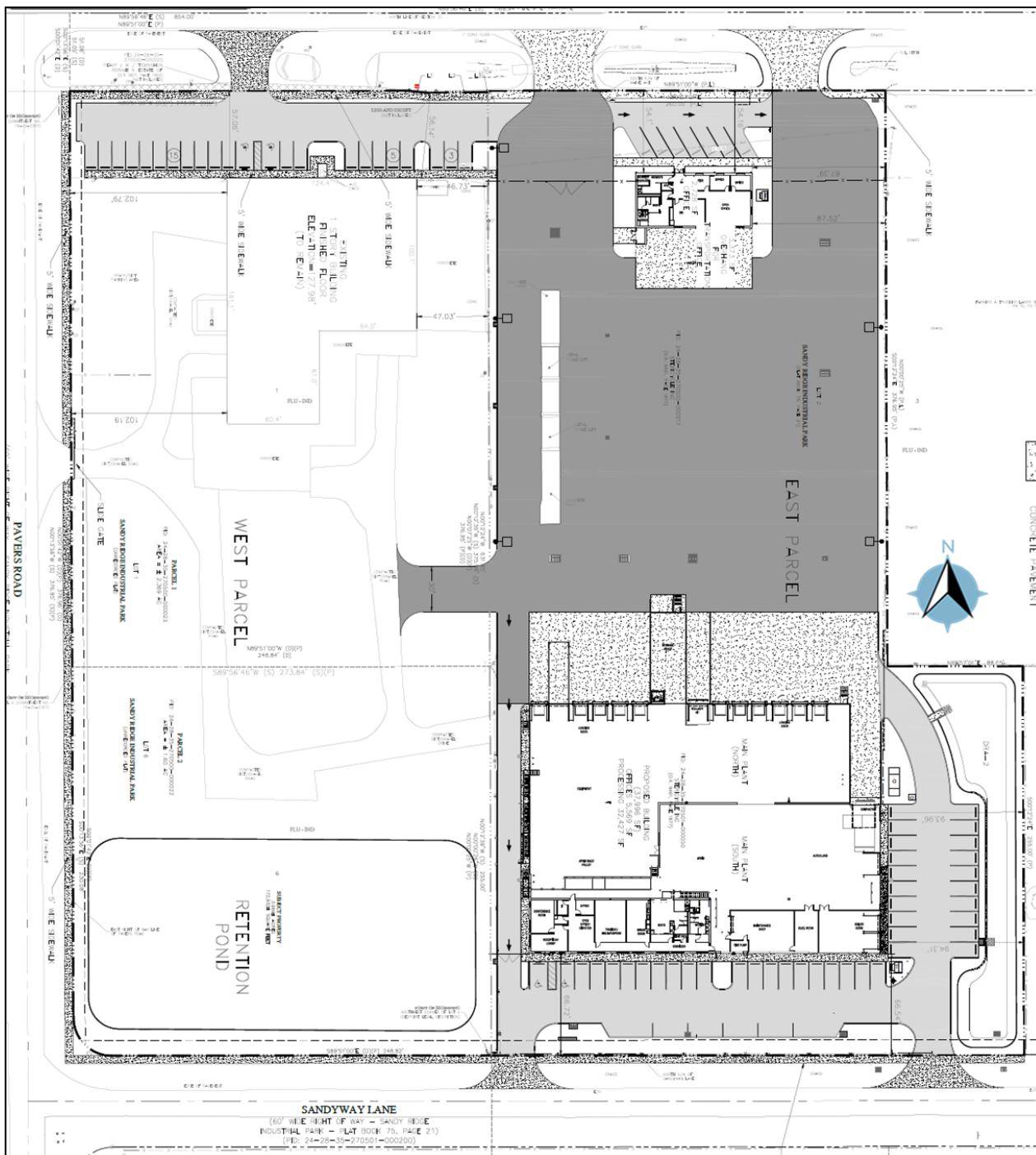
Future Land Use Map



Aerial Image (Context)



Aerial Image (Close)



# Site Plan

— SITE DATA TABLE (EAST PARCEL) —			
SITE ADDRESS:	4245 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000017 & 24-28-35-270501-000050		
PROPOSED USE:	REDEVELOPMENT OF STERICYCLE SITE WITH NEW BUILDING		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	±186,911 SF (±4.2909 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	19,006 SF	40,724 SF	
PAVEMENT/CONC:	76,788 SF	123,383 SF	
IMPERVIOUS:	171,671 SF (91.85%) (ASPHALT & ASPHALT MILLINGS)	164,107 SF (87.80%)	75% MAX
OPEN SPACE:	15,240 SF (8.15%)	22,804 SF (12.20%)	25% MIN
LOT AREA TOTAL:	186,911 SF	186,911 SF	
LOT WIDTH	348.65'	348.65'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.10	0.22	0.75 MAX
PARKING SPACES	39 SPACES	54 SPACES (INC 2 HDCP SPACES)	
BUILDING HEIGHT	35 FEET	37.5 FEET	N/A
BUILDING SETBACKS:			
FRONT (NORTH)	56.86'	54.10'	35 FT MIN
FRONT (SOUTH)	304.08'	66.54'	35 FT MIN
SIDE (EAST)	50.76'	87.39'	15 FT MIN
SIDE (WEST)	87.68'	24.97	15 FT MIN
<u>FLOOD ZONE:</u>	PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.		

## East Parcel Site Data

SITE DATA TABLE (WEST PARCEL)

SITE ADDRESS:	4235 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000022 & 24-28-35-270500-000023		
PROPOSED USE:	.		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND - INDUSTRIAL		
TOTAL LAND AREA:	±172,880 SF (±3.9688 AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	16,136 SF	16,136 SF	
PAVEMENT/CONC:	21,675 SF	27,136 SF	
IMPERVIOUS:	37,811 SF (21.87%)	43,272 SF (25.03%)	75% MAX
OPEN SPACE:	135,069 SF (78.13%)	129,608 SF (74.97%)	25% MIN
LOT AREA TOTAL:	172,880 SF	172,880 SF	
LOT WIDTH	273.98'	273.98'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.09	0.09	0.75 MAX
PARKING SPACES	N/A	23 SPACES INC 2 ADA SPACES	
BUILDING HEIGHT	N/A	N/A	N/A
BUILDING SETBACKS:			
FRONT (WEST)	102.19'	102.19'	35 FT MIN
FRONT (NORTH)	56.14'	56.14'	35 FT MIN
FRONT (SOUTH)	413.76'	413.76'	15 FT MIN
SIDE (EAST)	46.77'	46.77'	15 FT MIN
FLOOD ZONE:	PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.		

## West Parcel Site Data

## SITE DATA TABLE

SITE ADDRESS:	4235 & 4245 MAINE AVE LAKELAND FL 33801		
PARCEL ID:	24-28-35-270500-000017 & 24-28-35-270501-000050 (EAST PARCEL) 24-28-35-270500-000022 & 24-28-35-270500-000023 (WEST PARCEL)		
PROPOSED USE:	REDEVELOPMENT OF STERICYCLE SITE WITH NEW BUILDING		
DEVELOPMENT AREA:	URBAN GROWTH AREA		
FUTURE LAND USE MAP DESIGNATION:	IND – INDUSTRIAL		
TOTAL LAND AREA:	$\pm 359,791$ SF ( $\pm 8.2597$ AC)		
SITE DATA TOTALS	EXISTING	PROPOSED	MIN/MAX REQUIRED
BUILDING:	35,142 SF	56,860 SF	
PAVEMENT/CONC:	98,463 SF	150,519 SF	
IMPERVIOUS:	209,482 SF (58.22%)	207,379 SF (57.64%)	75% MAX
OPEN SPACE:	15,240 SF (8.15%)	152,412 SF (42.36%)	25% MIN
LOT AREA TOTAL:	359,791 SF	359,791 SF	
LOT WIDTH	622.63'	622.63'	
LOT DEPTH	631.95'	631.95'	
F.A.R.	.10	0.16	0.75 MAX
PARKING SPACES	39 SPACES	77 SPACES (INC 4 HDCP SPACES)	
BUILDING HEIGHT (E PARCEL)	35 FEET	37.5 FEET	N/A
BUILDING SETBACKS:			
FRONT (NORTH)	56.14'	54.10'	35 FT MIN
FRONT (SOUTH)	304.08'	66.54'	35 FT MIN
SIDE (EAST)	50.76'	87.39'	15 FT MIN
FRONT (WEST)	102.19'	102.19'	15 FT MIN
FLOOD ZONE:	PROJECT LIES WITHIN FLOOD ZONE X AS DELINEATED IN FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 12105C0320G, INDEX DATED DECEMBER 22, 2016.		

## Overall Site Data