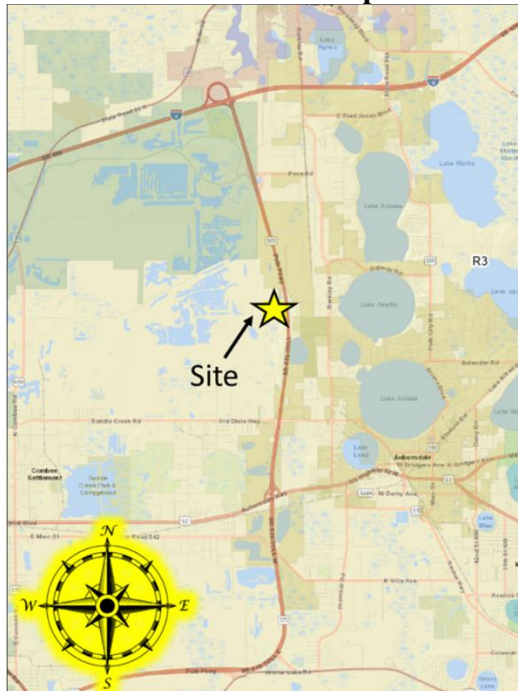


**POLK COUNTY DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT**

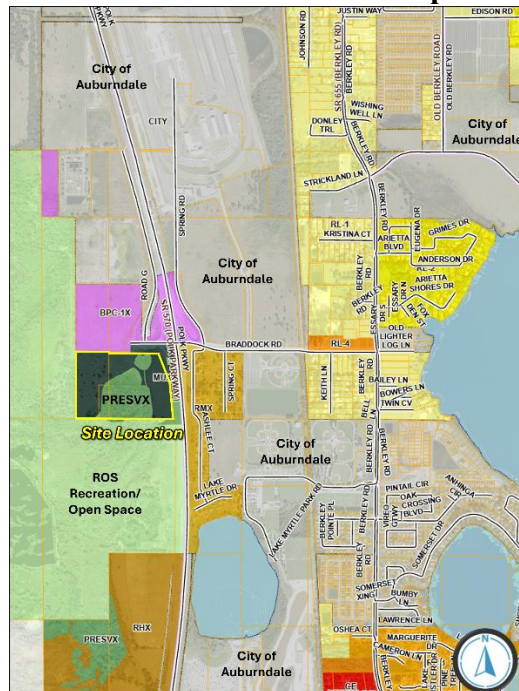
| | |
|---|---|
| DRC Date: January 8, 2026 | Level of Review: 4 |
| PC Date: April 1, 2026 | Type: Comprehensive Plan Amendment |
| BoCC Date: May 19, 2026 | Case Numbers: LDCPAS-2025-39 |
| Applicant: Bart Allen, Peterson & Myers, P.A. | Case Name: Braddock Road CPA |
| | Case Planner: Kyle Rogus, Planner II |

| | |
|----------------------------------|---|
| Request: | Applicant-Initiated Future Land Use designation change from Mixed-Use (MUX) to Business Park Center (BPCX) in the I-4/NE Polk Parkway Plan District Selected Area Plan |
| Location: | The subject site is located south of Interstate 4 and Braddock Road, west of the Polk Parkway (SR 570), north of Old Dixie Highway (CR 546), east of Tenoroc Mine Road, near the city limits of Auburndale, in Section 29, Township 27, and Range 25. |
| Property Owner: | Braddock Road Land Partners LLC |
| Parcel Size/number: | ± 36.00 acres of a 54.74 acre parcel (Parcel ID# 252729-000000-044010, 252729-000000-044020, & 252729-000000-042000) |
| Development Area: | Transit Supportive Development Area (TSDA), TCCO Corridor |
| Nearest Municipality: | City of Auburndale |
| DRC Recommendation: | Approval |
| Planning Commission Vote: | Approval (7:0) |
| DEO* | N/A - Department of Economic Opportunity (DEO) |

Location Map



Current Future Land Use Map



Summary

The applicant seeks this change to the Comprehensive Plan Future Land Use Map from Mixed-Use (MUX) to Business Park Center (BPC-1) on approximately 36 acres in the Transit Supportive Development Area (TSDA) and I-4 Selected Area Plan (SAP). The total size of the subject site is 54.74 acres, but portions of the site are designated Preservation, containing wetlands, so it is unusable. The site is also in the Polk Commerce Centre Development of Regional Impact (DRI), but it expired in December 2016. Also the site is in the Polk Commerce Centre Community Redevelopment Area (CRA)

Compatibility Summary

There is currently no other development nearby on the west side of State Road 570 Polk Parkway. The closest development is on the opposite east side of the Polk Parkway which is a residential development with Residential Medium (RMX) Future Land Use designation. All land to the west and south of the subject site is Recreation/Open Space (ROS). To the north is Business Park Center 1 (BPC-1) but is undeveloped. The entire subject site does reside within the I-4 SAP.

Infrastructure Summary

Braddock Road is currently categorized as an Urban Collector Road. Braddock Road has been expanded from a two-lane road into a four-lane road, with on and off ramps for the Polk Parkway being added near the subject site. The site sits within the Transit Centers and Corridors Overlay (TCCO) Corridor. The parcel will be serviced for utilities by City of Auburndale. Polk County Sheriff will provide police coverage, but fire coverage will be provided by City of Auburndale. The nearest park is the Lake Myrtle Sports Complex to the southeast on Berkley Road just over 1.4 miles away driving distance.

Environmental Summary

The nearest lake to the parcel is Lake Arietta to the east. Significant portions of the subject site are designated as Preservation (PRESVX) as they contain wetlands. Polk County Geographical Information System data viewers show wetlands are located within the small heart shaped Preservation site on the northeast part of the subject site. However, the wetland boundaries are not accurately aligned with the Preservation Future Land Use designation, therefore based on available data it cannot be determined what portions are uplands, and which are wetlands without a formal wetland delineation identifying the jurisdictional boundaries. For the purpose of this application, the isolated heart-shaped portion of Preservation has been added to the request as it gives the developer the benefit of considering the heart-shaped portion of the site as uplands minimizing the need for future requests to change PRESVX to Business Park Center (BPC) after a formal delineation. Any unavoidable impacts will need to be properly permitted and mitigated in coordination with the Southwest Florida Water Management District (SWFWMD). The soil at subject site is 66.2% Millhopper fine sand, 10.3% Candler sand, and 23.5% Hontoon muck. There are no conservation easements on site. The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 5 miles south of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page 2137 and owned by Polk County

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-A3 Land Use Categories
- Policy 2.104-A5 Development Criteria
- Policy 2.131-(A2-A3): I-4 SAP Development Criteria
- Policy 2.131-A4b Business Park Center (BPCX) Development Criteria
- Policy 2.131-A4f Preservation (PRESVX) Development Criteria

Findings of Fact

Request and Legal Status

- This is an applicant-initiated request for a Small-Scale Future Land Use designation change from Mixed Use (MUX) and Preservation (PRESVX) to Business Park Center (BPC-X) on approximately 36 +/- acres in the Transit Supportive Development Area (TSDA). Total parcel size is 54.74 acres.
- Subject site is close to the city limits of Auburndale and provided information on this request to the City in March. On the previous case LDCPAS-2022-40, to change the Future Land Use designation from Business Park Center (BPC-1) to Mixed-Use (MUX), Auburndale expressed concern about this project having residential development as opposed to just commercial, office, and hotel accommodations.

Compatibility

- The existing uses surrounding the site are
 - North – BPC-1; undeveloped
 - West – ROS; undeveloped
 - East – RMX; Single family mobile homes
 - South – ROS; undeveloped
- The subject site is surrounded by undeveloped land to the west, north, and south. East of the subject site is Country Acres Subdivision
- The subject site is located within the Interstate 4 Northeast Selected Area Plan and within the Polk Commerce Centre Development of Regional Impact (DRI), which expired in December 2016.

Infrastructure

- The zoned schools for the site are Lena Vista Elementary, JL Stambaugh Middle School, and Tenoroc Senior High School.
- This parcel is covered by the City of Auburndale Fire Department (100 Ariana Ave, Auburndale) under an interlocal automatic aid agreement. It is for fire response only. Ambulance response would primarily be from Polk County Station 16 located at 310 3rd St, Auburndale.
- The Polk County Sheriff Central District serves this area. The Central District is located at 36356 Ave G NW in Winter Haven. The response times for November 2026 were:
 - Priority 1 – 10:03
 - Priority 2 – 20:15
- Water and wastewater services will be provided by City of Auburndale. The closest utility connection is on the east side of the Polk Parkway.

- With the improvements to widen Braddock Road and incorporate roundabouts for on/off ramps to the Polk Parkway, sidewalks have been added to Braddock Road along the northern property boundary.
- The closest mass transit stop is to the south approximately two miles driving. The Pink 50 Line from Citrus Connection runs along Old Dixie Highway in Auburndale which is south of the subject site.
- The nearest park is Lake Myrtle Sports Complex southeast of the subject site on Berkley Road. The closest environmental site is the Tenoroc Fish Management Area which is abutting on the west side of the subject site.

Environmental

- The northeast corner of the subject parcel has a small heart-shaped area that is designated Preservation (PRESVX). The small area that is designated PRESVX is composed of Millhopper fine sand soils. The soil type of the larger PRESVX on the site not included in this land use change request is composed of Hontoon muck soil..
- The soil type for the subject site is 66.2% Millhopper fine sand, 0 to 5 percent slopes, 10.3% Candler sand, 0 to 5 percent slopes, and 23.5% Hontoon muck, frequently ponded, 0 to 1 percent slopes.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The subject site does not sit within a Wellfield Protection District, and the closest wellfield is 2.14 miles to the east between Lake Arietta and Lake Ariana.
- There are no conservation easements on site. The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 5 miles south of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page 2137 and owned by Polk County.
- 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. Stormwater 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 states that 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-A3 Land Use Categories states that the following land use categories shall be permitted within TSDAs, in accordance with applicable criteria
 - a. **ACTIVITY CENTERS:** Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers.
 - b. **RESIDENTIAL:** Residential-High, Residential-Medium, and Residential-Low Districts.
 - c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.
 - Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in the definitions in Section 2.109.
 - POLICY 2.104-A5 Development Criteria states that 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.
- GOAL 2.131-A I-4/NE Parkway Selected Area Plan is a vision based developed from area property owners around 1990. This vision leads to the creation of the Polk Commerce Centre Community Redevelopment Area (CRA) and the Polk Commerce Centre Development of Regional Impact. The objective of this planning effort is to provide an area of mixed uses where people can live, work, and play.
 - OBJECTIVE 2.131-A I-4/NE Parkway Selected Area Plan states that development within the I-4/NE Parkway Selected-Area Plan (SAP) shall occur in accordance with the set of Future Land Use designations and development parameters that enhance the quality of life for residents of unincorporated Polk County and surrounding cities. All development shall comply 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.
 - POLICY 2.131-A2 Land Use Categories states the following land-use categories shall apply:
 - a. Activity Centers
 - 1. Tourist Activity Centers (TCCX)
 - 2. Interchange Activity Centers (IACX)
 - b. Linear Commercial Corridors (existing)
 - c. Industrial Park and Business Park Center (BPCX)
 - d. Recreation and Open Space (RO SX)
 - e. Preservation (PRESVX)
 - f. Residential
 - 1. Residential-Low (RLX)
 - 2. Residential-Medium (RMX)
 - 3. Residential-High (RHX)
 - g. Preservation (PRESVX)

- POLICY 2.131-A3.C Modified Land Use Categories states that due to the specific characteristics of this SAP, development shall be more specifically defined and may vary from those allowed under the general provisions of that land-use category. Development within the following land-use categories shall be permitted as specified within this section:
 1. Tourist Commercial Center
 2. Business Park Center
 3. Recreation and Open Space
 4. Mixed Use
 5. Interchange Activity Center
 6. Preservation

- POLICY 2.131-A4b Business Park Center (BPC) states that the following provisions shall apply to BPCX within this SAP and alter policies under Objective 2.113-B as specified below:
 1. CHARACTERISTICS: The purpose of BPCX within this SAP is intended for a mixture of uses including professional office, limited amount light industrial, research and development, light assembly, commercial and retail, and multi-family uses. The office and light industrial uses shall have operational characteristics that have limited or no off-site impacts with regards to noise, particulate matter, vibrations, odor, fumes, glare, and fire hazard. BPC areas may be comprised of a single or mixed uses of manufacturing, assembly, fabrication, packaging, storage, distribution, and other activities for industrial purposes; may be permitted per the Land Development Code and this SAP. The minimum population support and service area radius shall be taken into consideration when increasing the size of this designation in the SAP as well as establishing any new locations of BPCX. The usable area, Gross Leasable Area, Minimum Population Support, Service-Area Radius, and typical leading tenants as listed in Policy 2.113-B1 shall apply to the BPCX areas within this SAP.
 2. LOCATION CRITERIA - An internal local service road that is not used for residential traffic and intersects with a collector or arterial road can also be used to meet Policy 2.113-B3., c. New BPCX or expansions of existing BPCX will be evaluated based on the direct connections to collector and arterial roads that limit routing of traffic through mostly residential areas where the mixing of BPCX and residential traffic does not currently exist.
 3. DEVELOPMENT CRITERIA:
 - i. Development within BPCX 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 roadway. Business-Park Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
 - ii. Retail sale of goods manufactured or assembled on the site of a business located within the BPCX is allowed without needing to exchange land uses per the Exchange Matrix of the Development Order for the Polk Commerce Centre DRI provided the operation is incidental and subordinate to the primary BPCX manufacturing activity conducted on site and does not exceed eight percent (8%) of the total floor area or 15,000 square feet, whichever is the lesser.

- iii. Commercial activities may be permitted within the BPCX designation for no more than 15% of total developable area which shall be the group of contiguous parcels designated as BPCX not bisected by collector or arterial roads or any physical natural barriers.
 - iv. New residential development within the BPCX shall be limited to Medium Density and High Density Residential (with proper buffering) limited to 20% of the BPCX designation.
 - v. All research and development, light-industrial, and distribution activities shall be conducted within enclosed structures with the exception of loading and unloading of transport and distribution vehicles.
 - vi. Floor Area Ratios are as defined per policy 2.131-A10.
 - vii. Outdoor storage shall be prohibited forward of the building's main facade. All development shall incorporate safe pedestrian oriented and multi-modal design to allow access from surrounding parking areas and adjacent parcels per the requirements of the Land Development Code.
 - viii. All development shall provide adequate access and amenities to support existing and the potential for future mass transit per the requirements of the Land Development Code.
- POLICY 2.131-A4f Preservation (PRESVX) states that the wetland and other similar features are designated as Preservation "X" (PRESVX) on the Future Land Use Map series for this SAP. They are depicted in their general terms. The size can be adjusted by no more than 10% if associated with a jurisdictional wetland survey and this shall not permit any increase in development without proceeding through any required Comprehensive Plan amendments or DRI amendments.

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 2025-39**.

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

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

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Analysis

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

Surrounding Uses

Table 1 identifies the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

Table 1 Surrounding Uses

| | | |
|---|--|---|
| <p style="text-align: center;">Northwest</p> <p>Recreation Open Space (ROS) Rural Development Area (RDA) Tenoroc Fish Management Area DOR Code: Vacant State</p> | <p style="text-align: center;">North</p> <p>Business Park Center-1 (BPC-1) Transit Supportive Development Area (TSDA) I-4 Selected Area Plan (SAP) Vacant undeveloped DOR Code: Pasture</p> | <p style="text-align: center;">Northeast</p> <p>City of Auburndale SunTrax</p> |
| <p style="text-align: center;">West</p> <p>Recreation Open Space (ROS) Rural Development Area (RDA) Tenoroc Fish Management Area DOR Code: Vacant State</p> | <p style="text-align: center;">Subject Site</p> <p>Mixed Use (MUX) & Preservation (PRESVX) Transit Supportive Development Area (TSDA) I-4 Selected Area Plan (SAP) Vacant undeveloped DOR Code: Pasture</p> | <p style="text-align: center;">East</p> <p>Residential Medium (RMX) Transit Supportive Development Area (TSDA) I-4 Selected Area Plan (SAP) SR 570 Polk Parkway Residential lots Country Acres Mobile Homes</p> |
| <p style="text-align: center;">Southwest</p> <p>Recreation Open Space (ROS) Rural Development Area (RDA) Tenoroc Fish Management Area DOR Code: Vacant State</p> | <p style="text-align: center;">South</p> <p>Recreation Open Space (ROS) Rural Development Area (RDA) & Transit Supportive Development Area (TSDA) Tenoroc Fish Management Area DOR Code: Vacant State</p> | <p style="text-align: center;">Southeast</p> <p>Residential Medium (RMX) Transit Supportive Development Area (TSDA) I-4 Selected Area Plan (SAP) SR 570 Polk Parkway Residential lots Country Acres Mobile Homes</p> |

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

Transit Supportive Development Areas (TSDA) are characterized by 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. It is supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon. TSDA is 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. It includes development criteria that 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, and improve access to employment areas, schools, shopping and recreational opportunities.

The lands to the west and south are all part of the Tenoroc Fish Management Area. The Tenoroc Fish Management Area is one of 56 Wildlife Management Areas (WMAs) that the Florida Fish and Wildlife Conservation Commission (FWC) own or manage spanning from the Florida Keys to Santa Rosa County. These lands are managed to protect fish and wildlife resources and provide wildlife-based recreation. WMAs are more rugged than parks and have fewer developed amenities. The land to the north is designated Business Park Center but remains undeveloped. Across the Polk Parkway to the east is a mobile home park area with a Residential Medium (RMX) Future Land Use. With the new on and off ramp built since the approval of case LDCPAS-2022-40 enhancing accessibility to the site, the proposed Business Park Center (BPC) land use would complement the surrounding land uses as the BPC district permits office, research and development parks, distribution centers and wholesaling activities. Some retail uses are also permitted to support the businesses and activities within the Business Park Center.

B. Infrastructure

While the County does not provide water or sewer service to the subject property, the City of Auburndale provides utilities in the surrounding area. Wastewater and potable water connections are available, There is available transportation capacity on the surrounding roadway network. Public safety response times are normal. The given request is non-residential and will not trigger school concurrency. There are a number of different types of recreation available offered nearby within City limits.

C. Environmental

The site presents some environmental limitations. The topography of the site presents one limitation as there are extreme slopes associated with the portions of the property designated Preservation (PRESVX). According to current Polk County Geographical Information System data, these designations contain wetlands and are in Flood Zone "A". Wetland boundaries vary depending on the viewer selected, therefore it is difficult to determine the exact location and boundaries of wetlands onsite without a formal delineation. The soil within the larger, centralized PRESVX is Hontoon muck, frequently ponded, 0 to 1 percent slope. The remainder of the site included in the Future Land Use change contains Millhopper fine sand and Candler

sand. As a result, the smaller, isolated PRESVX was included with the application. The wetland survey has yet to be verified by the Southwest Florida Water Management District. The site is in an open drainage basin known as Lake Fannie Outlet that feeds into the surrounding natural lakes. The site is not located within an Airport Impact District or overlay for flight path and height restrictions.

Nearest Elementary, Middle, and High School

The schools zoned for the subject property are listed in Table 2 below this paragraph. The proposed request will most likely generate zero (0) students as Business Park Center (BPC) does not typically develop as residential other than multi-family. New residential development within the BPCX shall be limited to Medium Density and High Density Residential (with proper buffering) limited to 20% of the BPCX designation.

Table 2 School Information

| Name of School | Annual Estimated Demand | % Capacity 2024-2025 School Year | Distance from subject site |
|------------------------------------|-------------------------|----------------------------------|------------------------------|
| Lena Vista Elementary (Zoned) | 0 students | 79% | 4.4 ± miles driving distance |
| JL Stambaugh Middle School (Zoned) | 0 students | 85% | 5.4 ± miles driving distance |
| Tenoroc Senior High School (Zoned) | 0 students | 62% | 4.2 ± miles driving distance |

Source: Polk County School Board, Duncan Associates Educational Facility Impact Fee Study, GIS

There is capacity in all the zoned schools for the subject site. Since the previous request to change the Future Land Use designation from Business Park Center (BPCX) to Mixed Use (MUX), Lena Vista Elementary school year capacity decreased by 5%, JL Stambaugh Middle school increased by 4%, and Tenoroc Senior High School increased 4%. However, final concurrency is determined at Level 2 Review approval and not at Comprehensive Plan amendment or Planned Development approvals. If at Level 2 Review, the Level of Service (LOS) will be exceeded by the development or there is no capacity, County and School Board staff will discuss the mitigation options to ensure available space for new students and develop a plan with the applicant.

Nearest Sheriff, Fire, and EMS Station

Fire and EMS response to this project is covered by the City of Auburndale Fire Department (100 Ariana Ave, Auburndale) under an interlocal automatic aid agreement. It is for fire response only. Ambulance response would primarily be from Polk County Station 16 located at 310 3rd St, Auburndale. The shortest travel distance from the subject site to the City of Auburndale Fire Department located at 100 Ariana Avenue is 4.9 miles. The shortest travel distance from the subject site to Polk County Station 16 located at 310 3rd St, Auburndale is 5.9 miles. There are no fire hydrants within the immediate area, which will need to be addressed in the future.

Sheriff's response to the site is served by the Central District, located at 3635 Avenue G Northwest in Winter Haven. The response times for the Central District were: P1 – 8:04 minutes; P2 – 24:25 minutes. 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 district. The facilities are within appropriate distances to the subject site for an urban area.

Table 3 Public Safety Information

| | Name of Station | Distance Response Time* |
|------------------|--|---|
| Sheriff | Central District Command Unit (36356 Ave G NW, Winter Haven) | 9.0 +/- miles Priority 1 – 10:03 Priority 2 – 20:15 |
| Fire/ EMS | Fire: Auburndale Fire Department, 100 Ariana Avenue, Auburndale. EMS: Polk County Station 16 located at 310 3rd St, Auburndale. | 4.4 +/- miles |

Source: Polk County Sheriff's Office & City of Auburndale Fire Rescue.

Water and Wastewater

A. Estimated Demand and Service Provider

The subject site is within the City of Auburndale's utility service area for water and wastewater. The 1.5 FAR will be used because depending on density of development, there are three tiers for non-residential uses. Tier 3 allows 1.0 to 1.5 FAR. The 0.24 in Water GPD is the same usage for office park and for warehouse and both BPC and MUX permit these uses as well as research and development.

Table 4 Estimated Water and Sewer Impact Analysis

| Permitted Intensity | Maximum Permitted in Existing Land Use MUX | | | | Maximum Permitted in Proposed BPC-1 | | | |
|----------------------------------|---|----------|----------------------------|-------------------------------|---|----------|----------------------------|-------------------------------|
| | 36 ac 1,568,160 sf | X | 1.5 FAR = | 2,352,240 sf | 36 ac 1,568,160 sf | X | 1.5 FAR = | 2,352,240 sf |
| Potable Water Consumption | 2,352,240 sf | X | 0.24 = | 564,538 GPD | 2,352,240 sf | X | 0.24 = | 564,538 GPD |
| Wastewater Generation | 564,538 sf | X | (80%) = | 451,631 GPD | 564,538 sf | X | (80%) = | 451,631 GPD |

Source: Concurrency Manual: BPC-1 uses 0.24 GPD per sq ft in Potable Water and 80% Wastewater GPD per sq ft. MUX uses the same amount as BPC per the Land Development Code for the I-4 SAP.

B. Available Capacity

Since water and wastewater is to be provided by the City of Auburndale, capacity on Polk County Utilities will not be affected. In order for this site to connect, the developer will need to

extend the utility lines to the west side of the Polk Parkway. Also, there is currently no guarantee of capacity availability at this time.

C. Planned Improvements

The City of Auburndale is working on utility system improvements.

Roadways/Transportation Network

D. 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 almost the same traffic than the current Future Land Use designation, but overall, the two uses between BPC and MUX are very similar.

Table 5 Estimated Transportation Impact Analysis

| Permitted Intensity | Maximum Permitted in Existing Land Use MUX | Maximum Permitted in Proposed BPC-1 |
|--|--|--|
| 36.00 acres 1,568,160 sf | 1,568,160 sf X 1.50 FAR = 2,352,240 2,352,240 / 1,000 2,352 sq ft | 1,568,160 sf X 1.50 FAR = 2,352,240 2,352,240 / 1,000 2,352 sq ft |
| Average Annual Daily Trips (AADT) | 2,352 du X 1.71 AADT = 3,701 Trips | 2,352 du X 1.71 AADT 3,701 Trips |
| PM Peak Hour Trip | 2,352 du X 0.18 AADT = 390 Trips | 2,352 du X 0.18 AADT = 390 Trips |

Source: Warehousing calculation from Table 1: Minor Traffic Study used for calculation numbers. Warehousing rate per unit 1.71 AADT and 0.18 AADT PM Peak Hour and same calculation used for MUX.

B. Available Capacity

There is available traffic capacity in the network to accommodate more development at this location. Surrounding roadway networks in the immediate area are within minimum Level of Service (LOS) standards. The table below displays the available capacity on the surrounding roadway network.

| Link # | Road Name | Current Level of Service (LOS) | Available PM Peak Hour Capacity | Minimum LOS Standard | Projected Five Year LOS |
|---------------|---|---------------------------------------|--|-----------------------------|--------------------------------|
| 8450E | Braddock Road From: SR 570 (Polk Parkway) To: SR 655 (Berkley Road) | C | 675 | D | C |
| 8450W | Braddock Road From: SR 570 (Polk Parkway) To: SR 655 (Berkley Road) | C | 672 | D | C |

| | | | | | |
|-------|--|---|-------|---|---|
| 8119N | SR 655 (Berkley Road) From: CR 546 (Old Dixie Highway) To: Pace Road | C | 1,134 | D | C |
| 8119S | SR 655 (Berkley Road) From: CR 546 (Old Dixie Highway) To: Pace Road | C | 1,107 | D | C |
| 7402E | SR 570 (Polk Parkway) From: CR 546 (Old Dixie Highway) To: I-4 | B | 3,376 | D | B |
| 7402W | SR 570 (Polk Parkway) From: CR 546 (Old Dixie Highway) To: I-4 | B | 3,396 | D | B |

C. Roadway Conditions

Braddock Road is an Urban Collector (UC) Roadway with a condition level of “Good”. It has undergone improvements from a two-lane road into a four-lane road with on and off ramps being constructed for the Polk Parkway. Berkley and the Polk Parkway are both in “Good” condition. Level of Service is currently showing as a “C” and has available capacity. 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

With the improvements on Braddock Road, sidewalks have been constructed along the northern property boundary.

E. Planned Improvements:

Braddock Road is currently being improved from a two-lane road into a four-lane road with sidewalks and an on/off ramp being constructed for the Polk Parkway near the subject site.

F. Mass Transit

The Pink Line 50 Auburndale runs along Old Dixie Highway to the south of the subject site at just over 2 miles away. Citrus Connection services this line.

Park Facilities and Environmental Lands:

The subject site is near the city limits of Auburndale. Therefore, many of the park facilities nearby fall within city limits.

A. Location:

The nearest park is the Lake Myrtle Sports Complex approximately 1.5 miles to east of the subject site on Berkley Road. In the same area, Lake Ariana Park at 1060 Lake Ariana Blvd in Auburndale is 3.6 miles southeast. Lake Ariana Park is open from dawn to dusk. Tenoroc Fish Management Area is the closest environmental lands abutting the site to the west and south.

Tenoroc Fish Management Area provides natural areas known for its largemouth bass and other excellent fishing opportunities.

B. Services:

As part of a shared effort between Polk County and the City of Auburndale, Lake Myrtle Sports Complex provides nine (9) collegiate-sized baseball fields and 11 lighted soccer fields.

C. Multi-use Trails:

The closest free hiking nature trail is the Auburndale TECO Trail South Trailhead which is 2.5 miles driving to the southeast of the subject site on Berkley Road in Auburndale.

D. Environmental Lands:

The Tenoroc Fish Management Area is abutting the subject site to the west and south. There are no rookeries near the subject site, but there is supposedly an eagle's nest to the north and south of the subject site. Per the FWS website, there are no protected species at 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 presents a variation of topographical issues as it nears the two Preservation portions of the parent parcel. The soil on the site is a combination of Millhopper fine sand, Candler sand, and Hontoon muck associated with the wetlands on site. Formal wetland determination will need to be verified by the Southwest Florida Water Management District.

A. Surface Water:

The highest point of elevation on site reaches 154 feet at the north end of the site. The elevation then quickly slopes downhill as you move south towards the center of the site designated as Preservation (PRESVX) area. Here the lowest point of elevation reaches 126 feet identified as the central low. The western portion of the property abutting the Tenoroc Fish Management Area has a starting elevation of 146 feet which gradually declines as you travel east towards the central low. The eastern portion of the site along SR 570 Polk Parkway has a starting elevation of 153 feet and gradually declines as you travel west towards the central low. The northeast portion of the site contains a smaller, isolated PRESVX designation which too slopes downhill where it reaches an elevation of 133 feet. Upon visiting the site, it is important that any retention or drainage from the development be contained as it approaches the wetland or PRESVX areas as they correlate with the lowest elevations on site. There are no surface waters on the portion of the site subject to the applicants request as outlined in the legal description.

B. Wetlands/Floodplains:

According to Polk County Geographical Informational System the portions of the site under the Future Land Use designation of Preservation (PRESVX) are within Flood Zone A and contain wetlands. Based on current available data, the wetland boundaries do not align with the PRESVX Future Land Use designation therefore it cannot be determined what portions are uplands, and which are wetlands without a formal wetland delineation identifying the jurisdictional boundaries. For the purpose of this application, the isolated heart-shaped portion of Preservation has been added to the request as it gives the developer the benefit of a smaller wetland area on identifying that no wetlands exists in the heart-shaped portion of the site as uplands minimizing the need for future requests to change PRESVX to Business Park Center (BPC).

In addition, due to access limitations, frontage on Braddock Road, underground gas lines, and overhead electric, there may be some impacts to isolated wetlands. Any unavoidable impacts will need to be properly permitted and mitigated in coordination with the Southwest Florida Water Management District (SWFWMD). Notably, any such impacts would be consistent with Policy 2.123-C2 of the Polk County Comprehensive Plan, which governs development criteria within wetlands. The larger, centralized portion of PRESVX is not included in the request as outlined by documents submitted with the application. This portion of the site will remain preserved and untouched. The rest of the parcel does not sit in any known flood zone.

C. Soils:

According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the subject site is comprised of 66% Millhopper fine sand, 0 to 5 percent slopes, 23.5% Hontoon muck, frequently ponded, 0 to 1 percent slopes, and 10.3% Candler sand, 0 to 5 percent slopes. The Hontoon muck soils are located within the larger PRESVX portion of the site, which is not part of the applicant’s request. The smaller portion of PRESVX on site contains Millhopper fine sand. While site grading and preparation will be necessary to support site development, these soils are generally not difficult to work with. Site will need to be connected to City of Auburndale utilities for water and wastewater so septic will not be an issue.

Table 8

| Soil Name | Septic Tank Absorption Field Limitations | Limitations to Dwellings w/o Basements | % of Site (approximate) |
|--|---|---|--------------------------------|
| Millhopper Fine Sand, 0 to 5% slopes | Moderate: wetness | Slight | 66.2% |
| Candler Sand, 0 to 5% slopes | Slight | Slight | 10.3% |
| Hontoon muck, frequently ponded, 0 to 1 slopes | Severe: subsides, ponding, poor filter | Severe: subsides, ponding, low strength | 23.5% |

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

D. Protected Species

According to Polk County Endangered Habitat Maps, 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. Polk Green Districts and Conservation Easements

The site is located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 5 miles south of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page 2137 and owned by Polk County.

F. 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.

G. Wells (Public/Private)

The subject site is not within a Wellfield Protection district. However, the nearest public Wellfield is 2.41 miles southeast of the site between Lake Ariana and Lake Arietta. The land use change on the subject site is not anticipated to impact any wellfields.

H. Airports:

The site is not within an Airport Impact District.

Economic Factors:

There is currently no other development on the west side of the Polk Parkway in the area. The closest development is a subdivision on the east side of the Polk Parkway. The SunTrax facility is to the northeast of the subject site on the east side of the Polk Parkway with its entrance also on Braddock Road. A majority of the Interstate 4 Northeast Selected Area Plan has been built out or annexed by the City of Auburndale leaving small remnants of vacant, undeveloped land within the County. By changing the land use designation to Business Park Center (BPC) this will allow for a centralized district at a major intersection of the Polk Parkway as originally intended. This will provide ample opportunity as we see the surrounding area get built out.

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 as listed below:

Table 8 Comprehensive Plan and Land Development Code

| 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 | The area surrounding the subject site to the west and south is part of the Tenoroc Fish Management Area and Preservation, so it will remain undeveloped. However, |

| Comprehensive Plan Policy | Consistency Analysis |
|---|---|
| <p>costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are bypassed in favor of development more distant from services and existing Communities.</p> | <p>the improvements to the Polk Parkway's new on/off ramps on Braddock Road improve accessibility to the site off a arterial roadway. Therefore, this commercial development is appropriate for the location.</p> |
| <p>POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.</p> | <p>The Comprehensive Plan permits Business Park Center (BPC) to be designated in the I-4 SAP and TSDA. BPC allows office, research and development parks, distribution centers and wholesaling activities. Some retail uses are also permitted to support the businesses and activities within the area. The property was once part of the larger BPC district that still remains to the north of the site.</p> |
| <p>POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.</p> | <p>Timing is consistent with the growth in the area. Braddock Road has already been improved to meet higher standards of road quality which includes sidewalks, roundabouts for traffic dispersal, and quick entry/exit from the Polk Parkway.</p> |
| <p>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:</p> <ul style="list-style-type: none"> a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: | <p>The location is near the city limits of Auburndale near a multitude of uses surrounding the site.</p> <p>The neighboring properties west and south of the site are owned by the State of Florida and are part of the Tenoroc Fish Management Area. This consists of a mixture of active and passive recreational activities. The land to the north is designated Business Park Center but remains undeveloped. Across the Polk Parkway to the east is a mobile home park area with a Residential Medium (RMX) Future Land Use. The new on and off ramp enhances accessibility to the site therefore, the</p> |

| Comprehensive Plan Policy | Consistency Analysis |
|--|--|
| <ol style="list-style-type: none"> 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, <p>f. environmental factors, including, but not limited to:</p> <ol style="list-style-type: none"> 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable. | <p>proposed Business Park Center (BPC) land use would complement the surrounding land uses.</p> <p>Capacity of utility services is unknown, the roads are in good shape as they are being seriously redeveloped, emergency services are available, and the schools do have sufficient capacity. Mass transit runs to the south of the subject site, with entry and exit from the Polk Parkway being constructed at this moment. Therefore, the timing of development on the subject site is consistent with the Comprehensive Plan’s growth management strategy.</p> |
| <p>POLICY 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria</p> <ol style="list-style-type: none"> a. ACTIVITY CENTERS: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, Employment Centers and High-Impact Commercial Centers. | <p>Business Park Center (BPC) is allowed in the I-4 SAP and TSDA and will be eligible at this site with the adoption of LDCPAL-2025-39. Access to transit facilities are available with the Citrus Connection bus stop to the south of the subject site on Old Dixie Highway. The site can connect to City of Auburndale for water and sewer. Public safety is close by and available. There is capacity at all zoned schools. This become part of</p> |

| Comprehensive Plan Policy | Consistency Analysis |
|---|--|
| <p>b. RESIDENTIAL: Residential-High, Residential-Medium, and Residential-Low Districts.</p> <p>c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure Recreation, Mixed Use, Institutional, Professional Institutional, Recreation and Open Space, Preservation.</p> | <p>the larger BPC district in the area as it was originally intended, prior to the adoption of LDCPAS-2022-40.</p> |
| <p>POLICY 2.104-A5: DEVELOPMENT CRITERIA - Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by the Land Development Code:</p> <ul style="list-style-type: none"> b. provide access to transit facilities; c. connect to centralized potable water and sanitary sewer systems; d. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element; e. implement "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element; f. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings; g. provide access to civic space, parks, green areas, and open space and other amenities; h. be supported by public safety (i.e., fire, EMS and law enforcement); i. have access to public schools; j. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas k. encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in | <p>There is construction being completed that will allow for direct connection the Polk Parkway from Braddock Road. The subject site will be serviced by City of Auburndale for water and wastewater.</p> <p>Based upon inconsistent information regarding wetland boundaries and Future Land Use designations, the small heart shaped Preservation land use designation has been included in the request. This allows the developer the benefit of conducting a formal wetland delineation to determine the upland portions of the site without the need for future requests to change the land use designation from PRESVX to BPC.</p> <p>Braddock Road is already being improved to meet higher standards of road quality which will include sidewalks, roundabouts for traffic dispersal, and quick entry/exit from the Polk Parkway. Lake Myrtle Sports Complex is close by on Berkley Road and is accessible by emergency services. Schools have capacity for potential impact. There are currently no other developments on this side of the Polk Parkway at Braddock Road, but there is potential for the parcels to the north of the subject site to be developed into complimentary areas.</p> |

| Comprehensive Plan Policy | Consistency Analysis |
|--|--|
| <p>mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.</p> | |
| <p>Policy 2.131-A4b: Business Park Center (BPC) - The purpose of BPCX within this SAP is intended for a mixture of uses including professional office, limited amount light industrial, research and development, light assembly, commercial and retail, and multi-family uses. The office and light industrial uses shall have operational characteristics that have limited or no off-site impacts with regards to noise, particulate matter, vibrations, odor, fumes, glare, and fire hazard. BPC areas may be comprised of a single or mixed uses of manufacturing, assembly, fabrication, packaging, storage, distribution, and other activities for industrial purposes; may be permitted per the Land Development Code and this SAP. The minimum population support and service area radius shall be taken into consideration when increasing the size of this designation in the SAP as well as establishing any new locations of BPCX. The usable area, Gross Leasable Area, Minimum Population Support, Service-Area Radius, and typical leading tenants as listed in Policy 2.113-B1 shall apply to the PBCX areas within this SAP.</p> | <p>The proposed request is to facilitate future development which will be complimentary to the growing development in the Innovation District, Sun Trax, Pace Road, and other uses in the area. In addition, the completion of the new interchange for Braddock Road and the Polk Parkway is transforming the development potential of this area. In conjunction with other developments, it is anticipated that a Transit Center will be established at this intersection. As part of this process, the applicant is initiating conversations with the Citrus Connection leadership to confirm the viability of bringing transit to this area and identifying locations for bus stops. In addition, the site will allow for new jobs to be located in central Polk County which will be complimentary to the surrounding area. The location of new jobs in this area will help reduce the labor shed that Polk County currently experiences as residents move east/west along the I-4 corridor.</p> |
| <p>POLICY 2.131-A4f: Preservation (PRESVX) - The wetland and other similar features are designated as Preservation "X" (PRESVX) on the Future Land Use Map series for this SAP. They are depicted in their general terms. The size can be adjusted by no more than 10% if associated with a jurisdictional wetland survey and this shall not permit any increase in development without proceeding through any required Comprehensive Plan amendments or DRI amendments.</p> | <p>The applicant has identified that the small, isolated PRESVX portion of the site does not contain wetlands and has been included in the request to change the Future Land Use designation to BPC. This still needs to be verified by the Southwest Florida Water Management District prior to any development approvals. The larger, centralized portion of PRESVX is not included in the request as outlined by the legal description submitted with the application. This portion of the site will remain preserved and untouched. The rest of the parcel does not sit in any</p> |

| Comprehensive Plan Policy | Consistency Analysis |
|---------------------------|---|
| | known flood zone. The heart-shaped PRESVX is approximately 2.03 acres, which equates to 9.23 percent of the total PRESVX located on site. |

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

| Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes | |
|---|---|
| Urban Sprawl Criteria | Sections where referenced in this report |
| a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i> | Summary of analysis |
| b. <i>Allows a significant amount of urban development to occur in rural areas.</i> | Summary of analysis |
| c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i> | Summary of analysis, surrounding Development, compatibility |
| d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i> | Summary of analysis, surrounding Development, compatibility |
| e. <i>Fails to adequately protect adjacent agricultural areas.</i> | Compatibility with Surrounding Land Uses |
| f. <i>Fails to maximize existing public facilities and services.</i> | Summary of Analysis, Infrastructure |
| g. <i>Fails to minimize the need for future facilities and services.</i> | Summary of Analysis, Infrastructure |
| h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i> | Summary of Analysis, Infrastructure |
| i. <i>Fails to provide a clear separation between urban and rural uses.</i> | Summary of Analysis, Compatibility with Surrounding Land Uses |
| j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i> | Summary of Analysis, Compatibility with Surrounding Land Uses |

Table 9 Urban Sprawl Criteria

| Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes | |
|--|---|
| Urban Sprawl Criteria | Sections where referenced in this report |
| k. <i>Fails to encourage an attractive and functional mixture of land uses.</i> | Summary of Analysis, Compatibility with Surrounding Land Uses |
| l. <i>Will result in poor accessibility among linked or related land uses.</i> | Summary of Analysis, Compatibility with Surrounding Land Uses |
| m. <i>Results in the loss of a significant amount of open space.</i> | Summary of Analysis, Compatibility with Surrounding Land Uses |

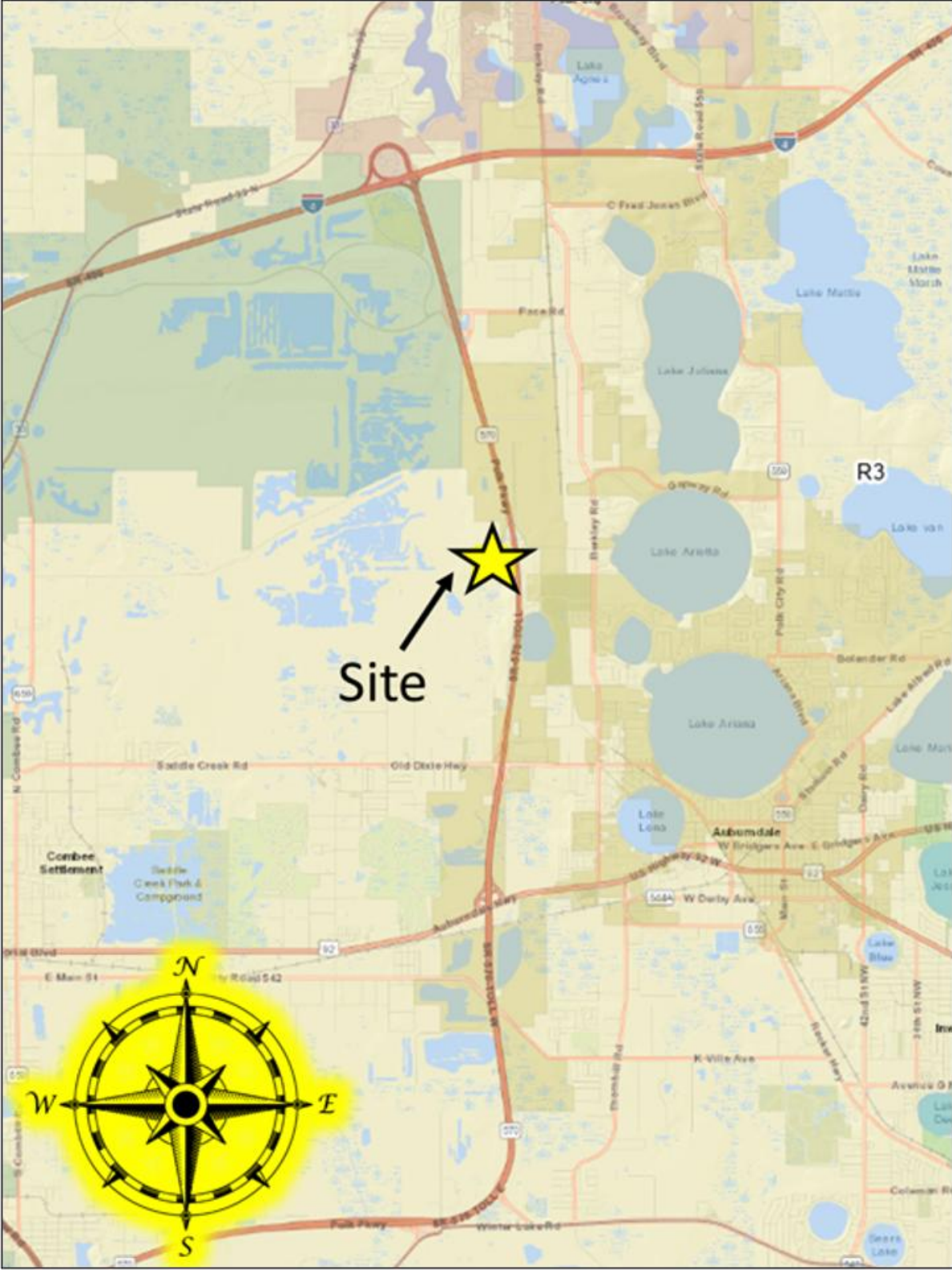
Comments from other agencies

Staff reached out to the City of Auburndale and received no response.

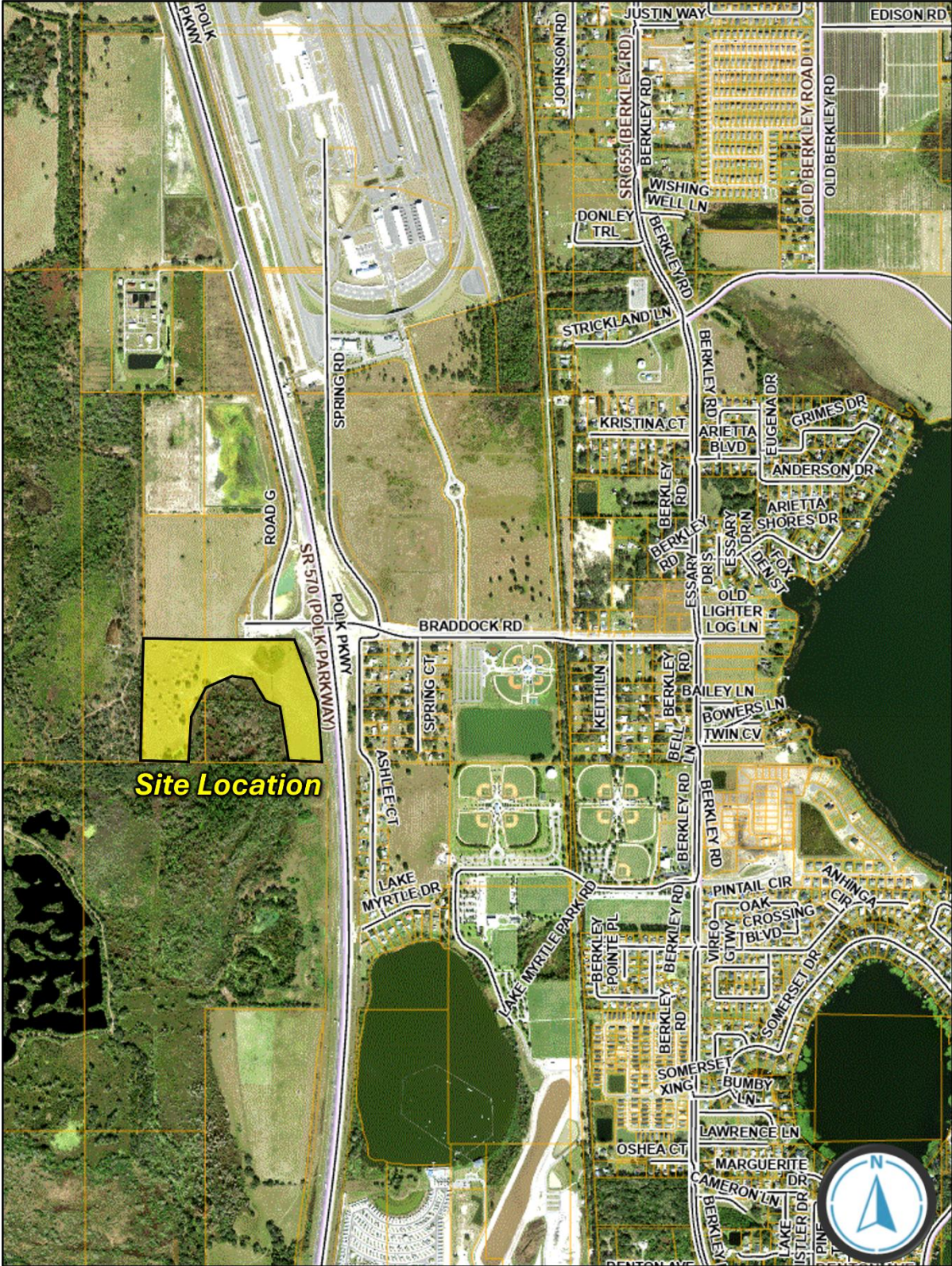
Exhibits:

- Exhibit 1 Location Map
- Exhibit 2 2020 Aerial Context Map
- Exhibit 3 2020 Aerial Close Up
- Exhibit 4 Current Future Land Use Map
- Exhibit 5 Proposed Future Land Use Map
- Exhibit 6 Permitted and Conditioned Uses

Applicant’s submitted documents and ordinance as separate files.



LOCATION MAP

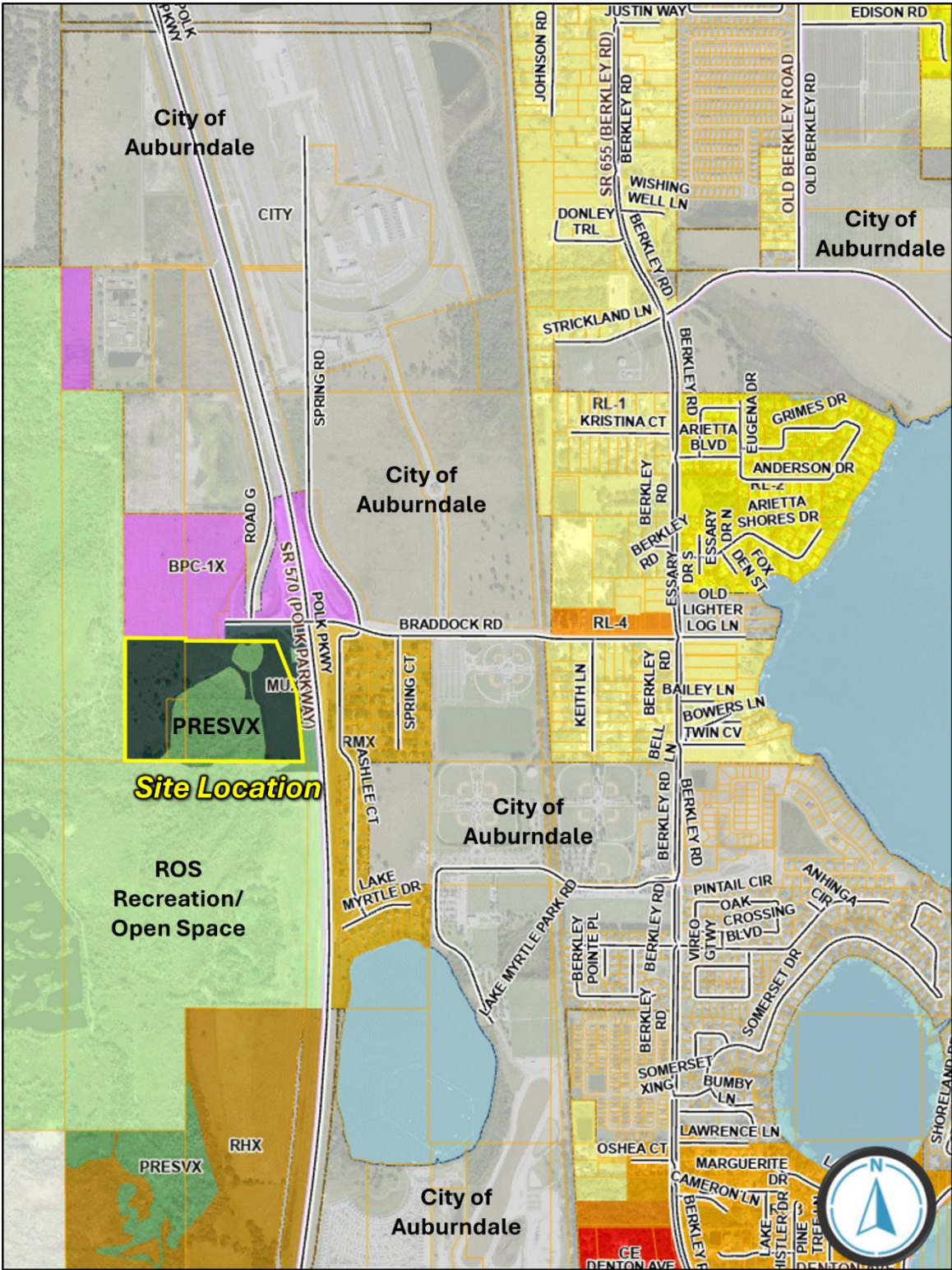


2023 AERIAL PHOTO CONTEXT

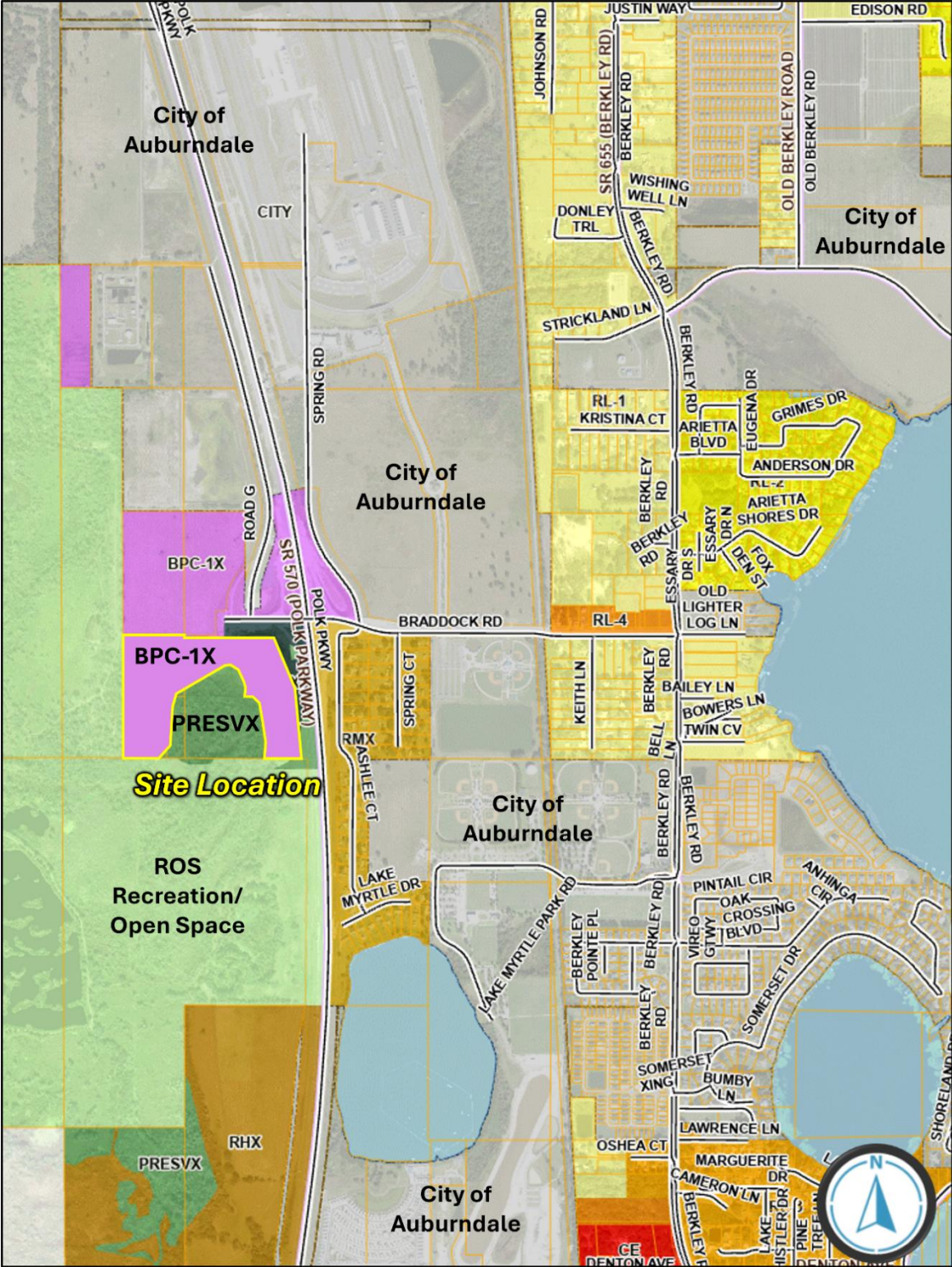


Site Location

2023 AERIAL PHOTO CLOSE UP



CURRENT FUTURE LAND USE MAP MIXED-USE – X (MUX)



PROPOSED FUTURE LAND USE MAP BUSINESS PARK CENTER-1X (BPC-1X)

| Mixed-Use (MUX) in the Interstate 4 Selected Area Plan | | | |
|--|---|---|--|
| Technical Staff Review -Level 1& 2 | | Public Hearing (s) Required-Level 3 & 4 | |
| Residential Uses: | Duplex, Two-family Attached, C2 Multi-family, C2 Single-family Detached Home & Subdivision, C2 | Mixed Uses: | Planned Development, C3 |
| All Other Uses: | Agricultural Support, On-site, P Assembly, Light, C1 Childcare Center, C1 Clinics and Medical Offices, C2 Communication Towers, Guyed and Lattice, C2 Communication Tower, Monopole, C2 Correctional Facility, C2 Cultural Facilities, P Financial Institution, C2 Financial Institution, Drive Through, C2 Gas Station, C1 Helistops, C2 Hospitals, C2 Hotels and Motels, C2 Lodges and Retreats, C2 Manufacturing light, C2 Medical Marijuana Dispensaries, C2 Motor Freight Terminal, C2 Nurseries and Greenhouses, C2 Office, P Personal Service, P Printing & Publishing, P Recreation Passive, C1 Recreation, High Intensity, C1 Recreation and Amusement, General, C2 Religious Institution, P Research & Development, P Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, P Retail, Less than 5,000 sq. ft., P Retail, 5,000-34,999 sq. ft., P Retail, 35,000-64,999 sq. ft., C2 Retail, Outdoor Sales/Display, C2 School, Elementary, C2 School, Middle, C2 School, High, C2 Schools, Leisure/Special Interest, C2 School, Technical/Vocational/ Trade & Training, P School, University/College, C2 Self-Storage Facility, C2 Studio Production, P Transit, Commercial, P Transit, Facility, P Utilities Class I, P Utilities Class II, P Veterinary Services, C2 Warehousing/Distribution, up to 50,000 sq. ft., C1 Warehousing/Distribution, up to 50,001 to 100,000 sq. ft., C2 | All Other Uses: | Cemeteries, C3 Commercial Vehicle Parking, C3 Funeral Home and Related, C3 Golf Course, C3 Heliports, C3 Nursing Home, C3 Retail, More than 65,000 sq. ft., C3 Utilities, Class III, C3 Warehousing/Distribution, up to 100,001 to 250,000 sq. ft., C3 Warehousing/Distribution, up to 250,001 and over sq. ft., C4 |

PERMITTED AND CONDITIONAL USES MIXED-USE (MUX)

| Business Park Center-1 (BPC-1) in the Interstate 4 Selected Area Plan | | | |
|---|---|---|---|
| Technical Staff Review -Level 1& 2 | | Public Hearing (s) Required-Level 3 & 4 | |
| All Other Uses: | Agricultural Support, On-site, P Alcohol Package Sales, C1 Assembly, Light, C1 Bars, Lounges, and Taverns, C1 Childcare Center, C1 Commercial Vehicle Parking, C2 Communication Tower, Monopole, C2 Cultural Facility, C2 Financial Institution, C2 Financial Institution, Drive Through, C2 Gas Station, C1 Helistops, C2 Hotels and Motels, C2 Manufacturing light, C2 Medical Marijuana Dispensaries, C2 Office, P Personal Service, P Printing & Publishing, P Recreation Passive, C1 Recreational Vehicle Storage, C2 Religious Institution, C2 Research & Development, P Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, C2 Retail, Less than 5,000 sq. ft., C2 Retail, 5,0000-34,999 sq. ft., C2 Retail, 35,000-64,999 sq. ft., C2 Schools, Leisure/Special Interest, C2 School, Technical/Vocational/ Trade & Training, C2 Solar Electric-Power Generation Facility, C2 Studio Production, P Transit, Facility, P Utilities Class I, P Utilities Class II, P Warehousing/Distribution, up to 50,000 sq. ft., C1 Warehousing/Distribution, up to 50,001 to 100,000 sq. ft., C2 | Mixed Uses: | Multi-family, C3 Planned Development, C3 |
| | | All Other Uses: | Communication Towers, Guyed and Lattice, C3 Helistops, C3 Lime Stabilization Facility, C3 Mining, Non-Phosphate, C3 Power Plants, Non-Certified, Low, C4 Retail, More than 65,000 sq. ft., C3 Utilities, Class III, C3 Warehousing/Distribution, up to 100,001 to 250,000 sq. ft., C3 Warehousing/Distribution, up to 250,001 and over sq. ft., C4 Water Ski Schools, C3 |

PERMITTED AND CONDITIONAL USES BUSINESS PARK CENTER-1X (BPC-1X)