February 4th, 2024

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Subject: Section 910 Impact Assessment Statements

The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

Project description:
In an emerging district of Polk County, a 49,000 square foot industrial warehouse is in the works to cater to the needs of the community for efficient goods and food distribution services. The project is located at **4815 North Tampa Hwy, Lakeland, FL 33815.** Currently utilized for commercial purposes, the owner owns two parcels zoned for BPC-1 (75') and BPC-2 (100'), next to each other; the properties are primed for development, underscoring the site's potential as a key player in the area's future growth and prosperity.

The petitioner would like to apply for a district change from parcel 1 zoned BPC-1 to be changed to BCP-2 given the following information.

Current zoned type: BCP-1
Allowable building height: 75'-0"
Proposed Zoned Type: BCP-2
Proposed building height: 100'-0"

Business Park Center-1 (BPC-1): The purpose of the BPC-1 district is to provide areas for office and business park development. The BPC-1 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.

Business Park Center-2 (BPC-2): The purpose of the BPC-2 district is to provide areas for light-industrial activities. The BPC-2 district permits light manufacturing, fabrication, assembly, distribution and wholesaling activities, and some retail uses to support the businesses and activities within the Business Park Center.

The following justification criteria have been provided to the best of our knowledge according to the impact assessment questionnaire:

A. LAND AND NEIGHBORHOOD CHANCE
Assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, as follows:

1. Show how and why is the site suitable for the proposed uses.
The site is ideal for the proposed uses due to its existing land use BCP-1, convenient location with easy access to transportation routes, ample space for construction, and compatibility with surrounding industrial zoning. Additionally, its proximity to existing infrastructure reduces costs and enhances feasibility, making it a suitable choice for the intended industrial activities.

These factors collectively contribute to the site's suitability for the proposed uses, ensuring that it can effectively accommodate the intended industrial warehouse activities while minimizing adverse impacts on the surrounding environment and neighboring properties.

2. **Provide a site plan showing each type of existing and proposed land use.**
Please refer to the attached Site Plan showcasing zoning types of business park center (BCP-1 and BCP-2). We would like to request a proposed land use of BCP-2 for both sites to maintain consistency of heights amount the proposed buildings.

3. **Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses.**
The proposed use aligns with the surrounding zoning and land uses, minimizing incompatibility. However, to address any potential differences with adjacent uses, special efforts will be employed. These efforts may include implementing buffer zones, landscaping measures, or architectural design features that promote harmony between the proposed development and neighboring properties. By carefully integrating these elements, we aim to mitigate any perceived incompatibility and foster a cohesive and aesthetically pleasing transition between the proposed use and adjacent uses.

4. **Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped.**

There's not much difference between BCP-1 and BCP-2 land use except for its height restriction which is what we would like to attain. However, the requested district can significantly shape future development patterns, particularly in currently undeveloped areas. Its introduction establishes a framework for the type of development that may occur, attracting interest from developers and investors drawn to the specific zoning regulations and land use opportunities it offers. Additionally, the requested district may influence the character and design of future development, guiding the scale, density, and overall aesthetics of projects to ensure consistency and coherence within the evolving development landscape.

5. **Describe each of the uses proposed in a Planned Development and identify the following:**

a. **The density and types of residential dwelling units.**
There are no proposed residential elements as part of our request; however, some of the existing residential components in the Planned Development consist of a limited density of dwelling units, with a focus on providing a variety of housing options. The types of residential dwelling units are expected to be diverse, catering to different demographics and lifestyle preferences.

The proposed chance does not promote substantial amounts of low-density, low-intensity, or single-use development beyond demonstrated need. Instead, it seeks to balance development with existing demand and community needs. The focus is on sustainable growth and efficient land use, ensuring that any new development aligns with the broader goals of the community while avoiding unnecessary sprawl or overdevelopment.

b. **The type of commercial and industrial uses.**
The commercial and industrial uses proposed in the Planned Development are primarily geared towards industrial activities, reflecting the predominant land use of the adjacent properties. Commercial uses may include ancillary services or light commercial activities to support the industrial operations within the development.

c. **The approximate customer service area for commercial uses; and**
The approximate customer service area for commercial uses in this undeveloped area is expected to be modest, reflecting the limited commercial component of the Planned Development. The focus is likely to be on serving the needs of residents and employees within the development, rather than attracting a large customer base from outside the immediate vicinity.

d. The total area proposed for each type of use, including open space and recreation.

The total area proposed for each type of use, including open space and recreation, will vary based on the specific design and layout of the Planned Development. While industrial and commercial uses may occupy the majority of the land area, provisions for open space and recreation are essential for enhancing the quality of life for residents and employees. The allocation of space for each type of use will be determined through careful planning and consideration of local zoning regulations and community needs.

B. ACCESS TO ROADS AND HIGHWAYS

Assess the impact of the proposed development on the existing, planned, and programmed road system, as follows:

1. **Calculate the number of vehicle trips to be generated daily and at PM peak hour based on the latest ITE or provide a detailed methodology and calculations.**

   Below is a detailed methodology / traffic study pertaining to the logistic services, based on the following:

2. **Capacity of Service:**
   - **a.** The logistics center has 6 available service doors.
   - **b.** We can serve 1 truck every 30 minutes at each door at most.

3. **Working Hours:**
   - **a.** The logistics center's working hours span 10 hours per day, equivalent to 600 minutes.

4. **Traffic Analysis:**
   - During the 10-hour period, the following truck flow is projected:
   - Total number of trucks that entered the logistics center: 120 trucks.
   - Considering the service capacity, the logistics center can handle a maximum of 120 trucks during a 10-hour workday.
   - An average of 12 trucks per hour is projected to enter.

5. **Conclusions:**

The logistics center's maximum service capacity is 120 trucks per day, factoring in the 6 service doors and a 30-minute service interval per truck. Evaluating and adjusting traffic operations is advised to ensure smooth truck flow and prompt customer service.

Furthermore, implementing improvement measures will streamline resources and improve satisfaction for both customers and staff. Continuously monitoring truck flow and service capacity is crucial to prevent congestion and minimize wait times.

6. **Indicate what modifications to the present transportation system will be required as a result of the proposed development.**

Given that the proposed development primarily consists of industrial land use, minimal modifications to the present transportation system are anticipated. Industrial developments typically generate lower levels of traffic compared to commercial or residential uses. Therefore, existing transportation infrastructure should adequately accommodate the transportation needs associated with the proposed industrial development. Additionally, since industrial activities often involve trucking and freight movement, ensuring sufficient access to major transportation routes may be a priority, but this would likely entail minor adjustments rather than major modifications to the existing transportation system. Overall, the industrial nature of the development suggests that significant alterations to the transportation network are unlikely to be required.

7. **List the total number of parking spaces required pursuant to Section 708 of the Land Development Code?**

Based on the use of this site as a Cold Storage Warehouse that will be automated it is estimated the parking will be between 10 and 20 spaces.

8. **Indicate the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, frontage roads)?**

The proposed development will have access off US Hwy 92 (New Tampa Hwy).

9. **Indicate the modes of transportation, other than the automobile, that have been considered (e.g., pedestrian, bicycle, bus, train, or air) and describe the modes.**

The modes of transportation considered include pedestrian, bicycle, and public transit (bus). Pedestrian options involve walking or foot traffic, suitable for short-distance travel within the development. Bicycle transportation accommodates cyclists, providing designated lanes or pathways for biking. Public transit, specifically buses, offers mass transportation for larger groups of people, facilitating travel to and from development and surrounding areas.

C. SEWAGE

Determine the impact caused by sewage generated from the proposed development, as follows:

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

Commercial: Warehouse estimated flow is 10,832 GPD or 40.12 ERC.

2. **Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed.**

An on-site septic tank is proposed for treatment and will be approved through the Polk County Health Department.

3. **Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems.**

The proposed development's sewage system will be via a septic system. No service provider has a sewer system in the area.

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

Private onsite septic system. The nearest sewer line is located over one mile from the site and is owned by the City of Lakeland.

5. **Indicate the current provider's capacity and anticipated date of connection.**

Not applicable.

D. WATER SUPPLY

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. **What is the proposed source of water supply?**

The proposed source of water supply is City of Lakeland Utilities.

2. **What is the estimated volume of consumption in gallons per day (GPD)? (Response may be based on Section 703 of the LDC or the Impact Fee Ordinance)**

Commercial: Warehouse site total estimated flow is 10.832 GPD or 30.09 ERC.

3. **Where is the nearest potable water connection and gray water connection, including the distance and size of the line?**

The nearest water line is located on US Hwy 92 which is adjacent to our project site.

4. **Who is the service provider?**

City of Lakeland Utilities is the service provider.

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

The city of Lakeland has the capacity to service this project.

6. **What is the anticipation date of connection?**

Connection will be within six months from the date of Governmental approval.

E. SURFACE WATER MANAGEMENT AND DRAINAGE

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

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

   The project site is located on uplands with surface water draining to the adjacent low areas. The post development plans will have stormwater ponds to capture and treat runoff.

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

   The proposed development will not significantly alter the site's natural drainage features or drainage patterns. Compensation areas and underground storage tanks will be designed on site to provide additional stormwater storage. Post-development run-off will not exceed pre-development run-off.

ENVIRONMENTAL ANALYSIS

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

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

   The subject property is located on an old Motel site and has an area of wetlands and a ditch located to the north of the proposed building areas.

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

   This project has some wetlands located north of the building site also the site contains an area of 100-year floodplain. The Floodplain will be impacted on a small portion of the site and a compensation pond will be provided to offset said impacts.

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

   To our knowledge there is one well located on our site that will be abandoned at the time of development.

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

   The property does not lie within any airport buffer zone of any of the airports located within Polk County.

F. POPULATION

Determine the impact of the proposed developments additional population, as follows:

1. **Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses.**

   The projected resident population of the proposed development is not applicable as the development is industrial in nature.

   With 20 staff members working from 7am to 5pm, we can assume full attendance throughout the workday. Thus, the total number of people present during operational hours is 20 employees.

   This figure represents the generated population associated with commercial or industrial use during this timeframe. It's crucial to recognize that this estimation is based on the number of employees and their typical work schedule.

2. **Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift.**

   For industrial projects, the employment characteristics typically involve various factors:

   Anticipated Number of Employees: In this case, there are 20 staff members working from 7am to 5pm.

   Type of Skills or Training Required: The specific skills or training required for the new jobs would depend on the nature of the activities. For example, industrial projects like ours might require technical skills or specialized training relevant to manufacturing processes such as loading, receiving, packaging, unpacking, and storing, among others.

   Percentage of Employees: In most cases, we will prioritize hiring locally to support the community and reduce transportation costs for employees. However, for specialized skills or during periods of low local unemployment, businesses may need to recruit from outside Polk County, Lakeland, or immediate areas.

   Number of Shifts per Day and Employees per Shift: The number of shifts per day and employees per shift would depend on operational requirements and production schedules. In this scenario, there is one shift per day with all 20 employees present during operational hours (7am to 5pm).

   These employment characteristics provide insight into the workforce dynamics associated with commercial and industrial projects, helping to inform planning and recruitment strategies.

3. **Indicate the expected demographic composition of the additional population (age/socio-economic factors).**
   This is not applicable since this is a commercial site. However, in a light industrial community like Polk County, Florida, the expected demographic composition of the additional population and local workforce would likely include individuals of varying ages and socio-economic backgrounds. The workforce may consist of both younger individuals seeking entry-level positions and older workers with specialized skills or experience relevant to light industrial activities. The local workforce is expected to primarily comprise individuals residing in Polk County and nearby areas, contributing to the community's diversity. Overall, the workforce in a light industrial community such as Polk County is diverse, reflecting the range of employment opportunities available in the industrial sector.

4. **Describe the proposed service area and the current population thereof.**
   The proposed service area for the warehouse facility in the light industrial sector is designed to accommodate storage, distribution, and logistical operations. It serves as a hub for the movement of goods and materials, facilitating commerce and trade within the region.

   As for the current population within this service area, it likely comprises a mix of individuals, including younger demographics. These individuals may be employed within the warehouse facility or nearby businesses, contributing to the local workforce. Additionally, younger residents may be drawn to the area for employment opportunities, affordable housing options, or proximity to educational institutions.

   Overall, the proposed service area caters to the needs of the light industrial sector, providing employment opportunities and supporting economic growth within the community. The presence of younger individuals in the population reflects the diverse demographics and workforce dynamics characteristic of industrial areas like this.

G. GENERAL INFORMATION

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

1. **List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs.**
   Overall, the industrial warehouse development incorporates special features that promote desirability and contribute to neighborhood needs by creating jobs, stimulating economic growth, improving infrastructure, prioritizing environmental sustainability, enhancing aesthetics, and fostering community engagement. These features demonstrate a commitment to responsible development practices and enrich the quality of life for residents in the surrounding neighborhood.

2. **Discuss the demand on the provision for the following services:**

a. Parks and Recreation;
b. Educational Facilities (preschool/elementary/middle school/high school);
c. Health Care (emergency/hospital);
d Fire Protection;
e. Police Protection and Security; and
f. Electrical Power Supply

The demand for various services in industrial warehouse developments includes parks and recreation facilities to enhance employee well-being and attract potential residents. Educational facilities are essential to accommodate families attracted to the area by job opportunities, necessitating access to preschools, elementary, middle, and high schools. Access to health care services, including emergency and hospital facilities, is crucial for employees and residents alike. Robust fire protection measures are necessary to mitigate risks associated with industrial operations and ensure the safety of employees and nearby properties. Adequate police protection and security measures are essential to maintain law and order within the development and surrounding neighborhood. Finally, ensuring a reliable electrical power supply is critical to support uninterrupted operations and meet the energy needs of industrial tenants and businesses in the area.

H. MAPS

1. Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development.

2. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scales shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following maps shall accompany all Impact Assessment Statements:

3. **Map A: A location map showing the relationship of the development to cities, highways, and natural features.**
    a. Acknowledged. Please refer to the attachment.

4. **Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100-year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County.**
    a. Acknowledged. Please refer to the attachment.

5. **Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density.**
    a. Acknowledged. Please refer to the attachment.

6. **Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable.**
    a. Acknowledged. Please refer to the attachment.

7. **Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.**
    a. Acknowledged. Please refer to the attachment.

8. **Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and.**
    a. Acknowledged. Please refer to the attachment.

Please feel free to contact me if you have any questions or comments.

Respectfully submitted,
(Authorized Representative):

Ramon Cruz
Project Manager

A consulting company serving the built environment.