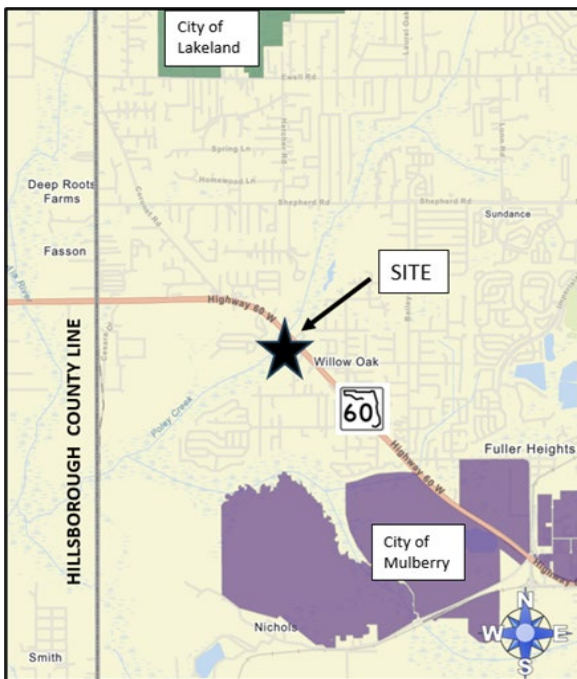
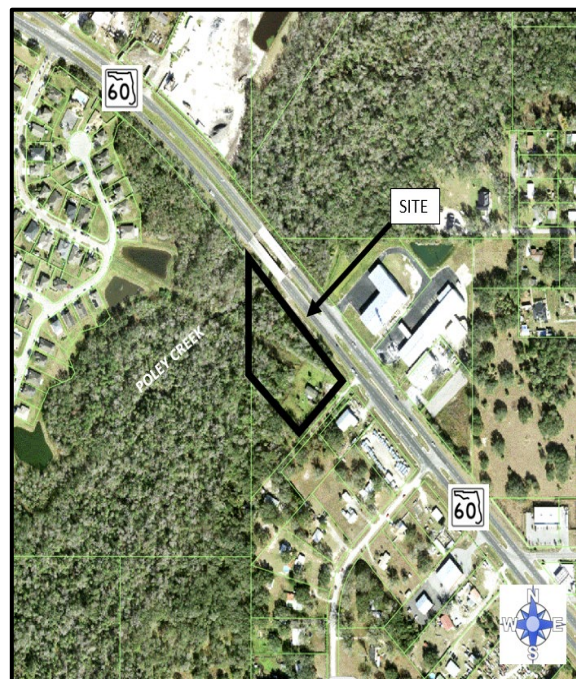


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date:	March 26, 2026
Planning Commission Date:	June 3, 2026
BoCC Dates:	July 21, 2026
Applicant:	Tom Wodrich, AICP
Level of Review:	Level 4 Review, Small-Scale Comprehensive Plan Amendment
Case Number and Name:	LDCPAS-2026-10 (GrayLineX CPA)
Request:	Change 3.81 acres from Residential-Suburban (RS) to Industrial (IND) and change the text of Section 2.135 of the Comprehensive Plan to limit the intensity of the IND activity on the site. This case is related to LDCT-2026-7, an LDC text amendment for the same property.
Location:	West of State Road 60, south of Poley Creek, and north of the City of Mulberry, in Section 32, Township 29, Range 23.
Property Owner:	GrayLineX LLC
Parcel Size:	3.81 acres
Development Area:	Suburban Development Area (SDA)
Future Land Use:	Residential-Suburban (RS)
Nearest Municipality:	Mulberry
DRC Recommendation:	Approval
Planning Commission Vote:	Approval (6:1)
Florida Commerce:	N/A
Case Planner(s):	Mark J. Bennett, AICP, FRA-RA, CNU-A, Senior Planner



Location Map



Aerial Photo

Summary:

This is an applicant-initiated Comprehensive Plan map amendment to change 3.81 acres from Residential-Suburban (RS) to Industrial (IND) on the Future Land Use Map, and change the text of Section 2.135 of the Comprehensive Plan to limit the intensity of the IND activity on the site. This case is related to LDC-2026-7, an LDC text amendment for the same property. The approval justification for this request is based on the following:

- 1) The presence of industrial uses within the general area;
- 2) Property east and southeast of the site has industrial uses; and
- 3) The property has direct access to a full median opening onto SR 60.

Compatibility Summary

There are several reasons why this request is considered to be compatible and consistent with the Comprehensive Plan and Land Development Code. The location of transportation facilities such as arterial highways is a factor in determining the appropriateness of industrial lands. This property has direct access to an arterial highway. Specifically, one of the criteria for locating Industrial lands is the location of roads with full median access, as outlined in Policy 2.113-A3.f.3.(a). The site has access to SR 60, which has a full median opening on the property frontage. Therefore, this request is consistent with the applicable policies in the Comprehensive Plan.

There are adjacent properties that are used for industrial activities. Because of the similarity with current uses in the area and the proposed use of the site for industrial activities, designating this site as Industrial will be compatible.

Infrastructure Summary

The site is in the Polk County Southwest Regional Water Distribution System service area. Because this amendment is for a non-residential use, schools will not be impacted. There is sufficient roadway capacity. Public safety facilities and services are available.

Environmental Summary

Portions of the site are within the 100-year floodplain and contain wetlands. Poley Creek is north of the site. No adverse environmental impacts are expected due to the development of this site, subject to compliance with applicable floodplain and wetland regulations.

Comprehensive Plan

Listed below are the relevant sections of the Comprehensive Plan that are applicable to this request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.106(A1-A7): Suburban Development Areas (SDAs)
- Policy 2.113(A1-A5): Industrial (IND)
- Policy 2.120(A1-A4): Residential-Suburban (RS)
- Section 2.123B(B1-B5): Floodplain-Protection Areas
- Section 2.123C(C1-C6): Wetland-Protection Areas
- Section 2.124-B Airport-Impact Districts

Findings of Fact

Request and Legal Status

- LDCPAS-2026-10 is an applicant-initiated request for a Comprehensive Plan Amendment (CPA) to designate approximately 3.81 acres from Residential-Suburban (RS) to Industrial (IND) and change the text of Section 2.135 of the Comprehensive Plan to limit the intensity of the IND activity on the site.
- This case is related to LDCT-2026-7, an LDC text amendment for the same property. The LDC text amendment is proposed to limit certain types of industrial uses on the site.
- The LDC text amendment is proposed to ensure that the request is compatible with the adjoining residential uses, and that the use of the site is similar to the existing industrial uses in the adjoining LCC land use district.
- POLICY 2.106-A1: DESCRIPTION - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.
- POLICY 2.113-A1 describes the Industrial land use district as follows: “Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.
- POLICY 2.109-A11: The purpose of the Industrial (IND) land use district is to provide areas for general manufacturing, processing, and distribution of goods. General commercial uses necessary to support the industrial area are also permitted.
- The property contains a mobile home and has a power line easement across the property.

Compatibility

- The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”
- The proposed request is for a Industrial (IND) Future Land Use designation.
- This area of Polk County is characterized by industrial and residential uses.

- Surrounding uses include industrial uses east of the site, across SR 60, and consist of a citrus packing plant and a warehouse/distribution/storage facility. These uses are within the existing Linear Commercial Corridor (LCC) land use district.
- Southeast of the site is a light manufacturing facility. Property north and east of the site is undeveloped and contains Poley Creek and associated woodlands. Vacant land and residential uses are south and southwest of the site.
- Policy 2.106-A3: Land Use Categories (for Suburban Development Areas (SDAs)) list Industrial as a permitted use in SDAs.

Infrastructure

- The property is zoned for Willow Oak Elementary, Mulberry Middle, and Mulberry Senior High.
- Fire response is provided by the Polk County Fire Station 8, located at 4210 Willis Road, Mulberry. This station is located .5 mile from the site. The estimated response time from this station is about three to five minutes.
- Emergency Medical Service (EMS) is provided by Polk County Fire Rescue Station 15, 300 Kid Ellis Road, Mulberry. This facility is located 5.6 miles from the site, and has a response time of 11-13 minutes.
- Sheriff's response to the site is served by the Southwest District, located at 4120 US 98 South, Lakeland. The response times are as follows: Priority One: 8:58 minutes; Priority Two: 22:54 minutes.
- The subject property is next to State Road 60. SR 60 is an Urban Principal Arterial, according to the Polk County TPO Roadway Network Database, and is the closest road to the site that is monitored for concurrency.
- The site is in the Polk County Southwest Water Distribution System service area.
- No sewer service is available to this site.

Environmental

- There are 1.66 acres of wetlands and Zone "AE" floodplains on the site.
- The site is comprised primarily of Nittaw Sandy Clay Loam, with a small percentage of the site also containing Sparr Sand.
- According to the Polk County Protected Species Observations Map dated July 22, 2021, the site is located within one mile of protected species of animals.
- The PolkGreen Map displays this parcel as being near to a potential connection of an overall natural network.

- The site is not within the Florida Wildlife Corridor.
- There is a 26.35 ± acre conservation easement north of the site and across the Poley Creek Bridge over SR 60. Polk County and the Southwest Florida Water Management District jointly own property with a conservation easement further downstream along Poley Creek, located about .3 mile southwest of the site.
- This property is within the Height Notification Zone and the In-Flight Visual Interference Zone for the South Lakeland Airpark.
- The site is not within a Wellfield Protection District.
- Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

Comprehensive Plan Policies

- POLICY 2.102-A1 Development Location, states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2 Compatibility, states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:
 - a. there have been provisions made which buffer incompatible uses from dissimilar uses;
 - b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;
 - c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution, states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing, states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria, states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:

- a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
- b. nearness to agriculture-production areas;
- c. distance from populated areas;
- d. economic issues, such as minimum population support and market-area radius (where applicable);
- e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
 - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
 - 2. sanitary sewer and potable water service;
 - 3. storm-water management;
 - 4. solid waste collection and disposal;
 - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
 - 6. emergency medical service (EMS) provisions; and
 - 7. other public safety features such as law enforcement;
 - 8. schools and other educational facilities
 - 9. parks, open spaces, civic areas and other community facilities
- f. environmental factors, including, but not limited to:
 - 1. environmental sensitivity of the property and adjacent property;
 - 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
 - 3. wetlands and primary aquifer recharge areas;
 - 4. soil characteristics;
 - 5. location of potable water supplies, private wells, public well fields; and
 - 6. climatic conditions, including prevailing winds, when applicable.
- **POLICY 2.106-A1: DESCRIPTION** - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to

multimodal transportation facilities, public safety, recreational and educational services.

- **POLICY 2.106-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within the Suburban Development Areas:
 - a. **ACTIVITY CENTERS:** Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
 - b. **RESIDENTIAL:** Residential-Suburban.
 - c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.

- **POLICY 2.113-A1: CHARACTERISTICS** - Industrial lands are characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.
- **POLICY 2.113-A2: DESIGNATION AND MAPPING** - Industrial areas shall be designated and mapped on the Future Land Use Map Series as "Industrial" (IND); shall include all major existing industrial areas; and shall provide for the projected future industrial development needs of the County.
- **POLICY 2.113-A3: LOCATION CRITERIA** - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas:
 - a. Industrial development shall be located within an Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area.
 - b. Accessibility to major air and ground transportation, including but not limited to arterial roadways, rail lines, and cargo airport terminals.
 - c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.
 - d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages.

e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code.

f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to:

1. arterial roads;
2. collector roads, if the subject parcel is within 2 miles of an intersecting arterial road; or
3. local commercial roads or private roads under the following conditions:
 - (a) the road has full median access onto to an arterial road;
 - (b) the road does not serve existing or expected future residential traffic from the surrounding area;
 - (c) the road has a structural integrity and design characteristics suitable for truck traffic.

g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5.

- **POLICY 2.113-A4: DEVELOPMENT CRITERIA** - Development within an Industrial area shall conform to the following criteria:
 - a. Permitted uses include facilities for the processing, fabrication, manufacturing, recycling, bulk material storage, and distribution of goods, disposal yards, and limited retail commercial in accordance with Policy 2.113-A4.b. Other non-residential uses that produce significant amounts of noise, odor, vibration, dust, and lighting on and off-site may be permitted within an industrial district through conditional approval. Permitted uses also include any use found within a Business-Park Center.
 - b. Retail commercial uses within an industrial area shall be sized for the purpose of serving just the employees of, and visitors to, the industrial area, and shall be limited to a scale appropriate for that purpose. The maximum floor area ratio for commercial uses within an industrial area shall not exceed 0.25.
 - c. Industrial sites shall be designed to provide for:
 1. adequate parking to meet the demands of the use; and
 2. buffering where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc., are examples of facilities which may require special buffering provisions.
 - d. The maximum floor area ratio for non-commercial uses within an Industrial area shall not exceed 0.75 in the TSDA, 0.65 in the UGA, 0.50 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development.

- e. Retail sale of goods manufactured on the site of a business located within an Industrial area is allowed provided the operation is incidental and subordinate to the 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.
 - f. Where centralized water or wastewater services are not available, the maximum impervious surface ratio shall be reduced to afford better protection and function of well and septic tank systems and as required if within a Nutrient Restoration Plan Overlay.
 - g. Planned Developments within the Industrial district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the Industrial district.
 - h. Industrial districts shall be separated from existing schools and developed residential areas through physical separation, screening, buffering, or a combination thereof, consistent with the standards in the County's Land Development Code.
 - i. Workforce housing for unaccompanied workers in barrack, dormitory, or apartment units under specific design parameters listed in the Land Development Code not to exceed an intensity of thirty-two (32) workers per acre or the limitations established by the Department of Health for water and wastewater usage, whichever allowed intensity is the lesser.
- POLICY 2.123-B1: DESIGNATION AND MAPPING - The Future Land Use Map Series shall designate and map as the "Floodplain-Protection Area" overlay the Special Flood Hazard Areas and Regulatory Floodways identified by the Federal Emergency Management Agency in the Flood Insurance Study (FIS) for Polk County, originally dated January 19, 1983, with the accompanying maps and other supporting data, and any subsequent revisions thereto, are adopted by the reference and declared to be a part of this ordinance.
 - POLICY 2.123-B2: DEVELOPMENT CRITERIA - Development within a "Floodplain-Protection Area" shall conform to the following criteria:
 - a. Development shall be encouraged to locate on the non-floodplain portions of a development site and density may be transferred from undeveloped floodplain areas to contiguous non-floodplain areas per the Land Development Code.
 - b. Development or redevelopment shall meet the requirements of the Polk County Land Development Code, and shall not:
 - 1. enlarge the off-site floodplain;
 - 2. alter the natural function of the floodplain; nor

3. result in post development run-off rates which exceed pre-development run-off rates for storm frequencies at least as stringent as those rates established by the applicable Water Management District pursuant to Titles 40D and 40E, F.A.C.
- POLICY 2.123-C2: Development Criteria within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria:
 - a. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards.
 - b. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:
 1. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions;
 2. access to the site;
 3. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety;
 4. utility transmission and collection lines;
 5. pre-treated storm-water management;
 6. mining that meets state and federal regulations; or
 7. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact.
 - c. Commercial and industrial development shall locate on the non-wetland portion of a development site.
 - d. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows:
 1. a maximum of one dwelling unit per Lot of Record; or
 2. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless accompanied by a deed restriction which prohibits future development on the parcel.
 - e. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3.
 - f. In accordance with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation amounts to the applicable federal, state or regional permitting agency.
 - g. All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order.

- h. Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.

SECTION 2.124-B - AIRPORT-IMPACT DISTRICTS.

OBJECTIVE 2.124-B: The Polk County Plan shall provide for aviation-compatible land uses around airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), consistent with the objectives and policies of the Transportation Element, Section 3.200.

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that the request **IS compatible** with the surrounding land uses and general character of the area and **IS consistent** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDCPAS-2026-10**.

Planning Commission Recommendation: On June 3, 2026, the Planning Commission recommended approval of this request (6:1).

GENERAL NOTES

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

NOTE: 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.

Compatibility with the Surrounding Uses

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

A. Land Uses

The site is within a Suburban Development Area (SDA). SDAs are those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.

Currently, the site has a Future Land Use designation of Residential-Suburban (RS). The purpose of this designation is to provide for suburban-density residential development to promote the proper transition of land from rural to urban uses. The RS land use permits single-family dwelling units, family care homes, agricultural support uses, and community facilities. It is characterized by densities of up to, and including, 1 DU/5 AC, unless permitted through SPD, RRD, RMD or the criteria established within the SR 17 Ridge Scenic Highway Provision of Section 2.124-H. The Residential-Suburban classification is characterized by single-family dwelling units and duplex units.

The proposed request is for an Industrial (IND) Future Land Use designation. Generally, Industrial districts contain more intensive uses and activities than contemplated in a Business-Park Center. The Comprehensive Plan describes Industrial Lands as characterized by facilities for the processing, fabrication, manufacturing, recycling, and distribution of goods, and may contain any use also found within a Business-Park Center. However, land use activities that operate externally to enclosed structures may be permitted within an Industrial Future Land Use designation. Industrial districts are also the appropriate location for land use activities that produce significant amount of noise, odor, vibration, dust, and lighting on and off-site that do not produce a physical product.

As shown on the Future Land Use Map, adjacent properties north, northeast, south, and east and southeast of the site are designated Linear Commercial Corridor (LCC). Northwest, west, and south west of the site, the property is designated as Residential-Suburban (RS).

The site contains a 2,108 square foot mobile home.

Generally, the predominant uses in this area of the county are industrial and residential. Surrounding uses include industrial uses east of the site, across SR 60, and consist of a citrus packing plant (Sizemore Sales) and a warehouse/distribution/storage facility (Barber & Associates Commercial Roofing Contractor). Southeast of the site is a light manufacturing facility (Elite Welding Services). Property north and east of the site is undeveloped and contains Poley Creek and associated woodlands. South and southwest of the site is vacant land and residential uses.

There are several reasons why this request is considered to be compatible, and consistent with the Comprehensive Plan and Land Development Code. The location of transportation facilities, such as arterial highways, is a factor in determining the appropriateness of industrial lands. This site has access to an arterial highway. Specifically, one of the criteria for locating Industrial lands is the location of roads with full median access, as outlined in Policy 2.113-A3.f.3.(a). The site is next to a full median opening for SR 60. Therefore, this request is consistent with the applicable policies in the Comprehensive Plan.

Adjacent properties are both designated for industrial types of uses and activities. Because of the similarity in current uses and Future Land Use designations, designating this site as Industrial will be compatible.

The corresponding Land Development Code (LDC) Text Amendment contains restrictions and limitations on certain types of intensive industrial uses such as construction aggregate processing. These restrictions are proposed to minimize the potential for adverse impacts to occur on adjoining residential uses and will further ensure compatible development of the site.

B. Infrastructure:

According to Comprehensive Plan POLICY 2.102-A1: DEVELOPMENT LOCATION, “Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.”

The site is in the Suburban Development Area (SDA), where connection to water service is required.

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

Table 1 Future Land Use Map Districts and Existing Uses

Northwest Residential-Suburban (RS) Vacant	North Linear Commercial Corridor (LCC) Preservation (PRESV) Vacant	Northeast Linear Commercial Corridor (LCC) Citrus Packing Plant
West Residential-Suburban (RS) Vacant	Subject Site Residential-Suburban (RS) Mobile Home	East Linear Commercial Corridor (LCC) Citrus Packing Plant, Warehousing/Distribution/Storage
Southwest Residential-Suburban (RS) Detached Garage, Mobile Home/Manufactured Home	South Residential-Suburban (RS) Vacant	Southeast Linear Commercial Corridor (LCC) Light Manufacturing

Nearest and Zoned Elementary, Middle, and High School

The schools zoned for the subject property are listed in Table 2 below. Because the request is for a non-residential use, the request will not impact school concurrency.

Table 2: School Information

School	Annual Estimated Demand	Distance from Subject Site
Willow Oak Elementary	0	1.7 miles
Mulberry Middle	0	4.8 miles
Mulberry Senior High	0	5.3 miles

Source: Polk County School Board website

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Sherriff response times are not as much a function of the distance to the nearest sheriff's substation rather more a function of the overall number of patrol officers within the County. Priority 1 Calls are considered true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered.

As part of their review of this project, Fire Rescue staff indicated that Fire Station 8 is scheduled to be rebuilt just down the street from its existing location at the intersection of Willis Road and Willow Oak Drive. Fire rescue staff also indicated that this move should not negatively affect response times in an appreciable manner.

Table 3 provides a breakdown of response times and travel distances for emergency services.

Table 3 Public Safety Information

	Name of Station	Distance	Response Time*
Sheriff	Southwest District, located at 4120 US 98 South, Lakeland	15.3 miles	P1: 8:58 minutes P2: 22:54 minutes
Fire	Polk County Fire Rescue Station 8, located at 4210 Willis Road, Mulberry	0.5 miles	3-5 minutes
EMS	Polk County Fire Rescue Station 15, 300 Kid Ellis Road, Mulberry	5.6 miles	11-13 minutes

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

Water and Wastewater

The subject property is in a Suburban Development Area (SDA), where connection to public water is required. The site is in Polk County's Southwest Regional Water Distribution System service area. A 12-inch water line is in front of the site. No sewer service is available to this site.

A. Estimated Demand

The development of the property under the proposed land use designation should not negatively impact the minimum LOS for the existing facilities, due to the relatively low consumption and generation rates. The following analysis assumes the maximum allowed density/intensity of 107,877 square feet of warehouse for IND.

Table 4 Estimated Water and Sewer Impact Analysis

Maximum Allowable Use: RS – 3.81 AC = 1 DU IND – 3.81 AC/165,964 SF of site *.65 FAR = 107,877 SF	Estimated Impact Analysis Residential-Suburban (RS) to Industrial (IND) <i>Development Area: SDA</i>	
	Current Land Use designation RS	Maximum Permitted Use in Proposed IND
Current Maximum Allowable Use	1 Dwelling Unit (DU)	107,877 Square Feet (SF)
Potable Water Consumption	1 DU * 250 GPD = 250 GPD	107,877 SF * .24 GPD/SF = 25,891 GPD
Wastewater Generation	1 DU * 200 GPD = 200 GPD	107,877 SF * 80% of water usage 20,713 GPD

GPD – Gallons Per Day Source: Polk County Concurrency Manual and Polk County Utilities: Warehouse @ .24 GPD/SF (water) & .18 GPD/SF (sewer), and a single-family residential rate of 250 GPD for water, and 200 GPD for sewer.

B. Available Capacity:

Public water is available, with a 12-inch water line in front of the site. According to the Polk County Utilities Capacity Summary Table, the Southwest Potable Water System has a permitted capacity of 6.78 million gallons per day, and with an anticipated June 2026 flow of 4.502 million gallons per day.

C. Planned Improvements:

There are no planned improvements to utilities in this area.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The data identifies both daily and peak hour traffic

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

The proposed Comprehensive Plan Amendment is not anticipated to affect surrounding roadways or transportation network. The Amendment will not change the LOS below the minimum established standards.

A. Estimated Demand

Table 5, following this paragraph, shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The analysis is based on a maximum allowed intensity of 107,877 square feet of general light industrial for IND.

Table 5 Estimated Transportation Impact Analysis

Maximum Allowable Use: RS – 3.81 AC = 1 DU IND – 3.81 AC/165,964 SF of site *.65 FAR = 107,877 SF	Estimated Impact Analysis Residential Suburban (RS) to Industrial (IND) Development Area: SDA	
	Current Land Use designation RS	Maximum Permitted Use in Proposed IND
	1 Dwelling Unit (DU)	107,877 Square Feet (SF)
Average Annual Daily Trips (AADT)	1 DU * 7.81 AADT = 7.81 AADT	107,877 SF * 4.27 trips/1,000 SF * 92% new trips = 424 AADT
PM Peak Hour Trips	1 DU * 1.01 Peak Hour Trips = 1 Peak Hour Trip	107,877 SF * .63 trips/1,000 SF * 92% new trips = 63 PM Peak Hour Trips

Source: Concurrency Manual and Table for Minor Traffic Study – General Light Industrial (ITE 140) – 4.27 AADT/1,000 SF, 0.63 peak-hour trips/1,000 SF. Single Family Detached Housing – ITE 210/Local Data – 7.81 AADT/DU, 1.00 PM Peak Hour Trip Rate.

B. Available Capacity:

The roads surrounding the subject site should have sufficient capacity available, depending on the eventual use and full build out of the site. The Polk Transportation Planning Organization (TPO) monitors certain roadways based on maximum approved traffic in comparison to current vehicle trips to determine what capacity is available.

The subject property is next to State Road (SR) 60. SR 60 is an Urban Principal Arterial, according to the Polk County TPO Roadway Network Database, and is the closet road to the site that is monitored for concurrency.

Table 6, below, charts the generalized available capacity of the most-affected links.

Table 6 Available Capacity

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hour Projected LOS
5900E	SR 60 From: Hillsborough County Line to CR 676 (Nichols Road)	C	986	D	C
5900W	SR 60 From: Hillsborough County Line to CR 676 (Nichols Road)	C	944	D	C

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database April 13, 2026

As identified above, SR 60 has sufficient PM peak hour capacity to support future development activity.

C. Roadway Conditions

Since SR 60 is a state-maintained road, no Pavement Condition Index information is available.

D. Planned Improvements:

There are no known improvements for this portion of SR 60 at this time.

E. Mass Transit

There are no mass transit routes next to the site. Route 21X West – Bartow/Mulberry/Fort Meade is the closest route to this site. It traverses Shepard Road to Bailey Road, with an endpoint at the Bailey Road/SR 60 intersection, .63 mile southeast of the site.

F. Sidewalks

There are no sidewalks in front of the subject property, nor along adjacent streets.

Park Facilities and Environmental Lands

The closest County Park is Fuller Heights Park, located 2.2 miles southeast of the site. Because the proposed amendment is for non-residential uses, it will not have an impact on this facility.

A. Location:

Fuller Heights Park has an address of 2205 4th Street, Mulberry, 33860.

B. Services:

Fuller Heights Park is a community park featuring a playground, basketball court, and picnic shelters.

C. Multi-use Trails:

The closest trails are located at Seven Wetlands facility owned by the City of Lakeland and located 8.3 miles east of the site. There is a 2.9-mile trail at this facility.

Environmental Lands

The PolkGreen Map displays this parcel as being near to a potential connection of an overall natural network. There is a 26.35 ± acre conservation easement north of the site and across the Poley Creek Bridge over SR 60. Polk County and the Southwest Florida Water Management District jointly own property with a conservation easement further downstream along Poley Creek, located about .3 mile southwest of the site. The site is not within the Florida Wildlife Corridor, based on the Florida Wildlife Corridor Interactive Map.

Environmental Conditions

There are wetlands and floodplains on this site. Because of these conditions, any development of the site will have to take these conditions into account and comply with the applicable requirements of Section 620 (Wetland Protection) and Section 630 (Flood Hazard Management and Floodplain Protection) of the Land Development Code.

A. Surface Water:

Poley Creek is north of the site.

B. Wetlands/Floodplains:

The site contains a Zone “AE” floodplain and wetlands. Combined, these features contain 1.66 acres, which is a significant portion of the 3.81 acre site. These limitations have an impact on site development by limiting the amount of developable land available. Careful site planning will be necessary to ensure that these environmental features are adversely affected.

C. Soils:

The site is comprised primarily of Nittaw Sandy Clay Loam, with a small percentage of the also containing Sparr Sand, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Table 7, below, lists the soils associated with the subject site.

Table 7 Soils

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings Without Basements	% of Site (approximate)
Nittaw Sandy Clay Loam, frequently flooded	Severe - Flooding, wetness, percs slowly	Severe – Flooding, wetness, shrink-swell	99%
Sparr Sand 0 to 5 Percent Slopes	Severe – Wetness, poor filter.	Moderate - Wetness	1%

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

Any future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all

development to implement Best Management Practices based on the Department of Environmental Protection's (DEP) Florida Development Manual.

D. Protected Species

According to the Polk County Protected Species Observations Map dated July 22, 2021, the site is located within one mile of protected species of animals. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

The PolkGreen Map displays this parcel as being near to a potential connection of an overall natural network. There is a $26.35 \pm$ acre conservation easement north of the site and across the Poley Creek Bridge over SR 60. Polk County and the Southwest Florida Water Management District jointly own property further downstream along Poley Creek, located about .3 mile southwest of the site.

E. Archeological Resources:

Based on information received from the Secretary of State's Department of Historical Resources office, there are no archeological or historic resources on the site.

F. Wells (Public/Private)

The site is not within the Wellfield Protection District. However, there is a wellfield protection district located 800 feet northwest of the site. This district is from the County well located at 4431 Lower Meadow Road, Mulberry, .6 mile southwest of the site.

G. Airports:

This property is within the Height Notification Zone and the In-Flight Visual Interference Zone for the South Lakeland Airpark.

Economic Factors:

Construction of buildings and site development activities create temporary jobs. Any new business activity that occurs at this site will need more goods and services, thereby generating more economic activity.

The proximity of this site next to SR 60 and near existing industrial/warehousing uses provide an opportunity for new businesses to locate on this site, thereby also providing jobs for the Mulberry/Willow Oak community.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the request is provided to state that it may or may not be consistent with the Comprehensive Plan.

How the request is **consistent** with the Comprehensive Plan is listed below:

Table 8 Comprehensive Plan

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The site is next to properties that are used for industrial activities, and would therefore be compatible. The corresponding LDC text amendment is proposed to limit certain types of industrial uses, thereby further ensuring compatibility with adjoining residentially designated properties.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The site is next to existing industrial uses.
POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d. economic issues, such as minimum population support and market-area radius (where applicable); e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2. sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics;	The proximity of the site next to SR 60 and is next to an existing industrial area. These features make the site appropriate for an industrial use.

Comprehensive Plan Policy	Consistency Analysis
5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	
POLICY 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas: a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria. b. RESIDENTIAL: Residential-Suburban. c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation. Note: Some land use categories are only allowed in adopted Selected Area Plans, special areas or neighborhood plans as specified in Section 2.109.	The site is in a Suburban Development Area (SDA).
POLICY 2.113-A3: LOCATION CRITERIA - Industrial development within the County shall occur within lands designated as Industrial on the Future Land Use Map Series. The following factors shall be taken into consideration when determining the appropriateness of establishing new Industrial areas: a. Industrial development shall be located within an Transit Supportive Development Area Urban-Growth Area, Suburban-Development Area, Rural-Development Area, or Utility-Enclave Area. b. Accessibility to major air and ground transportation, including but not limited to arterial roadways, rail lines, and cargo airport terminals. c. The locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10. d. Industrial facilities should group together in planned industrial districts on sites capable of being expanded and developed in stages. e. Industrial districts shall be separated significant distances from schools and developed residential areas through a combination of physical separation and screening and/or buffering in accordance with standards in the County's Land Development Code. f. The location criteria for Industrial Districts shall serve to maximize access to the arterial road system and minimize the routing of commercial traffic through residential areas by requiring access be limited to: 1. arterial roads;	Although mapped as a Linear Commercial Corridor (LCC), adjacent properties contain industrial uses and activities. Therefore, this request can be considered to be part of an expansion of an existing industrial district. The site is located near an arterial road (SR 60). This policy includes a reference to separating industrial districts a significant distance from residential areas. To ensure consistency with this policy, the corresponding LDC text amendment is proposed to limit certain types of intensive industrial uses. Limiting industrial uses will further ensure that the project is compatible.

Comprehensive Plan Policy	Consistency Analysis
2. collector roads, if the subject parcel is within 2 miles of an intersecting arterial road; or 3. local commercial roads or private roads under the following conditions: (a) the road has full median access onto to an arterial road; (b) the road does not serve existing or expected future residential traffic from the surrounding area; (c) the road has a structural integrity and design characteristics suitable for truck traffic. g. Applications for establishment of an Industrial district shall include a plan consistent with Policy 2.110-L5.	
POLICY 2.123-B2: DEVELOPMENT CRITERIA - Development within a "Floodplain-Protection Area" shall conform to the following criteria: a. Development shall be encouraged to locate on the non-floodplain portions of a development site and density may be transferred from undeveloped floodplain areas to contiguous non-floodplain areas per the Land Development Code. b. Development or redevelopment shall meet the requirements of the Polk County Land Development Code, and shall not: 1. enlarge the off-site floodplain; 2. alter the natural function of the floodplain; nor 3. result in post development run-off rates which exceed pre-development run-off rates for storm frequencies at least as stringent as those rates established by the applicable Water Management District pursuant to Titles 40D and 40E, F.A.C.	Compliance with this policy will be determined as part of a Level 2/site plan review.
POLICY 2.123-C2: Development Criteria within a wetland, as determined by appropriate regulatory agencies having the authority to designate areas as wetlands and exercise jurisdiction over the wetlands so designated shall conform to the following criteria: i. Every reasonable effort shall be required to avoid or minimize adverse impacts on wetlands through the clustering of development and other site planning techniques. Mitigation will only be permitted in accordance with applicable state standards. j. Wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for: 8. Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions;	Based on a review of the Polk GIS Viewer, 1.60 acres of the site consists of wetlands. This is a significant portion of the overall 3.81-acre site. Careful site planning will need to occur to ensure that development of the site is done in a manner that minimizes impacts to environmental resources.

Comprehensive Plan Policy	Consistency Analysis
9. access to the site; 10. necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety; 11. utility transmission and collection lines; 12. pre-treated storm-water management; 13. mining that meets state and federal regulations; or 14. expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact. k. Commercial and industrial development shall locate on the non-wetland portion of a development site. l. If a site is such that all beneficial use of the property is precluded due to wetland restrictions, then the parcel shall be allowed to develop as follows: 3. a maximum of one dwelling unit per Lot of Record; or 4. at a gross density of one dwelling unit per ten acres (1 DU/10 AC). No parcel shall be created after December 1, 1992, which consists entirely of wetlands, unless accompanied by a deed restriction which prohibits future development on the parcel. m. Development shall be required to locate on the non-wetland portions of a development site. The Land Development Code shall permit residential densities to be transferred from wetland areas to contiguous non-wetland areas within the same development subject to the provisions of Policy 2.123-C3. n. In accordance with Section 163.3184(6)(c), F.S., the County shall defer the delineation of jurisdictional wetland limits and wetland mitigation amounts to the applicable federal, state or regional permitting agency. o. All permits from an agency with jurisdiction shall be approved prior to, or concurrently with, the County issuing a final development order. Polk County will coordinate with regulatory agencies to identify and implement procedures to support compliance with permit terms and conditions as part of the County's building inspection and code enforcement activities.	

Comprehensive Plan Policy	Consistency Analysis
SECTION 2.124-B - AIRPORT-IMPACT DISTRICTS. OBJECTIVE 2.124-B: The Polk County Plan shall provide for aviation-compatible land uses around airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), consistent with the objectives and policies of the Transportation Element, Section 3.200.	This property is within the Height Notification Zone and the In-Flight Visual Interference Zone for the South Lakeland Airpark.

Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, the proposed request is not considered to be urban sprawl.

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
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:

On April 24, 2026, Florida Department of Transportation (FDOT) staff expressed concerns about this site. Specifically, their concerns are related to access, with their comments listed below:

We recently had the GraylineX CPA group come in for a pre-app and have concerns with their proposed access point at our full median opening just east of Polley Creek / Bridge. This was previously a residential site taking access from a private roadway to which they say they don't have access anymore or an access easement to allow them access. We would prefer to have them upgrade the current drive that has been used previously but if there isn't an access easement in place, we will have to provide them with reasonable and adequate access to SR60. This could potentially create safety and operational issues if approved at the full median. See below for current roadway classification criteria.

The Access Classification for this particular section of SR60 is:

Access Class 3 (Restrictive)

Context Class C3C

Spacing Standards:

Full Median Opening: 2640'

Directional: 1320

Signal: 2640'

Connection: 660'

Tim Funk

Traffic Specialist IV

Access Management

F.D.O.T. District 1

801 N. Broadway Ave.

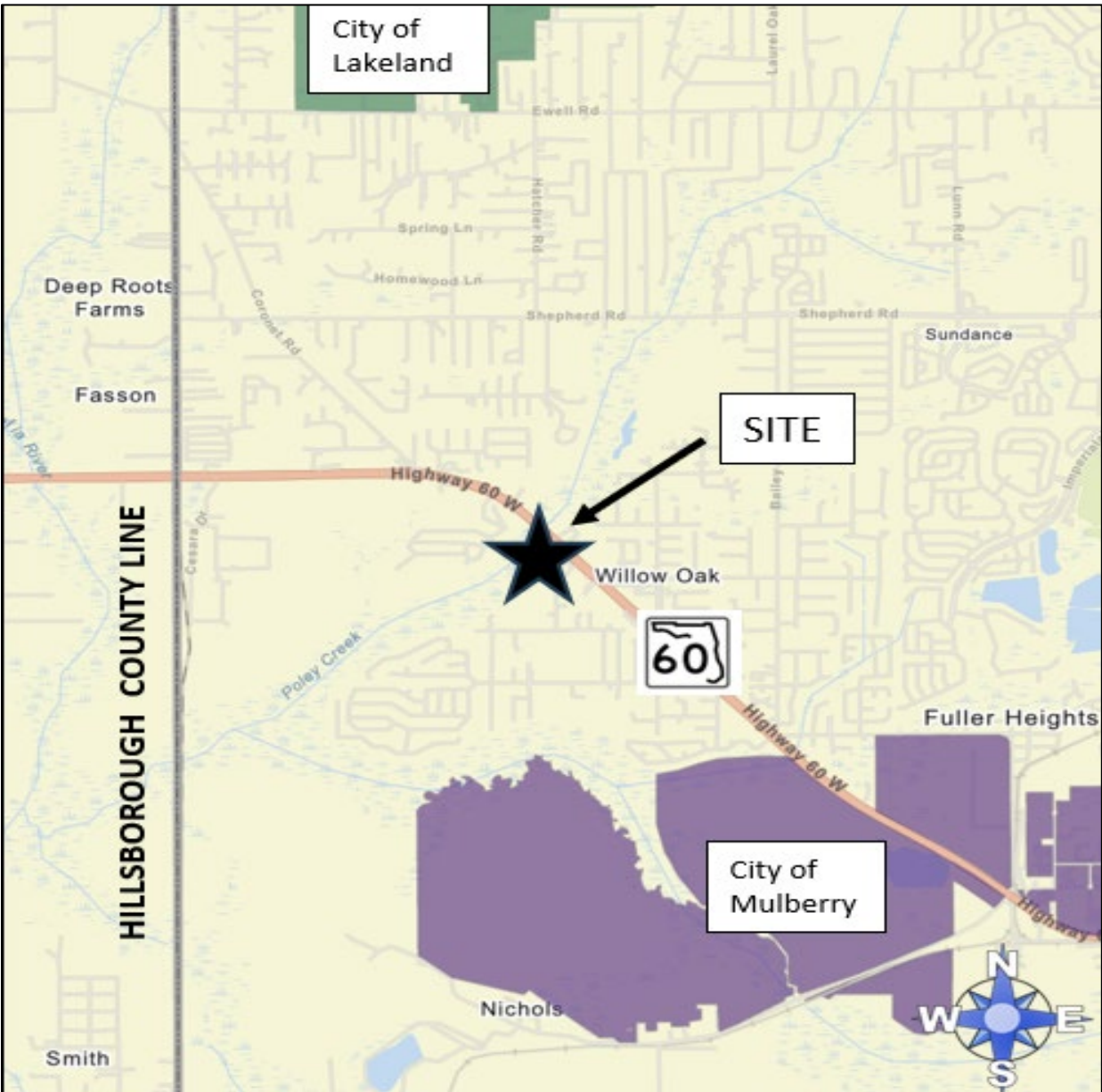
Bartow, Fl. 33830

863.519.2258 (Office)

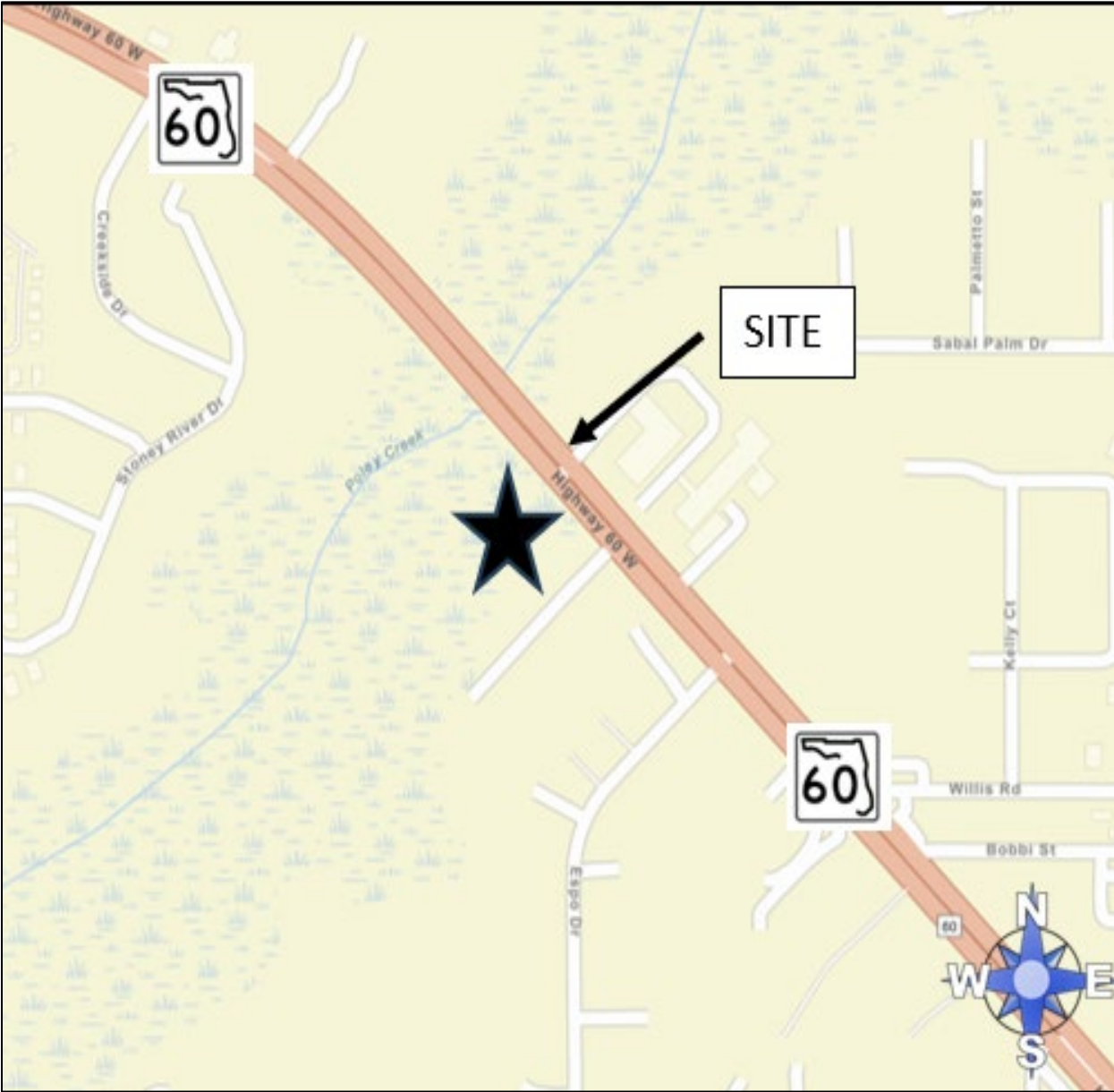
timothy.funk@dot.state.fl.us

Exhibits:

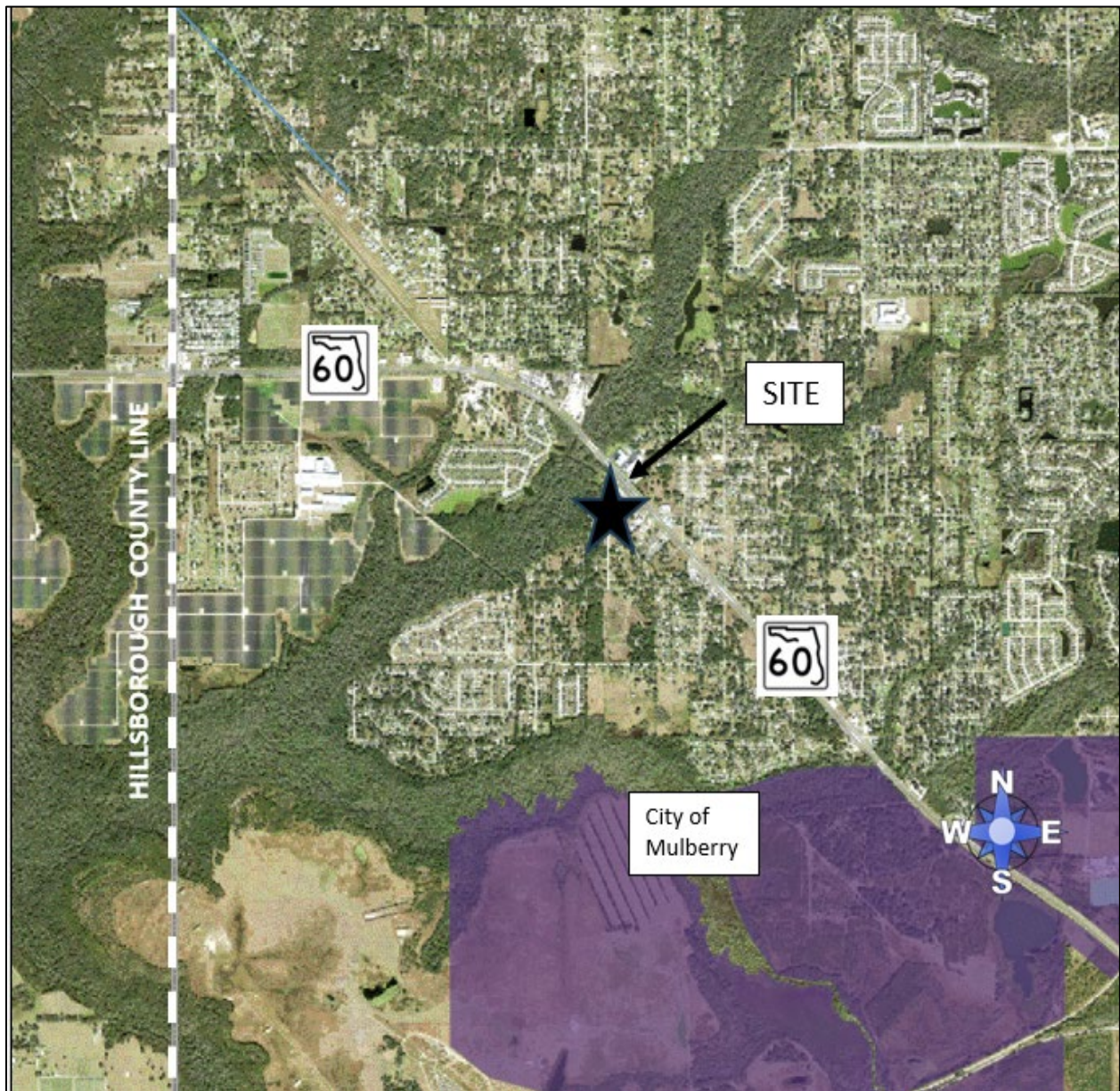
- Exhibit – 1 Location Map
- Exhibit – 2 Location Map (Detailed)
- Exhibit – 3 2023 Aerial Photo (Context)
- Exhibit – 4 2023 Aerial Photo (Detailed)
- Exhibit – 5 Current Future Land Use Map
- Exhibit – 6 Proposed Future Land Use Map
- Exhibit – 7 Proposed Text Change



Location Map (Context)



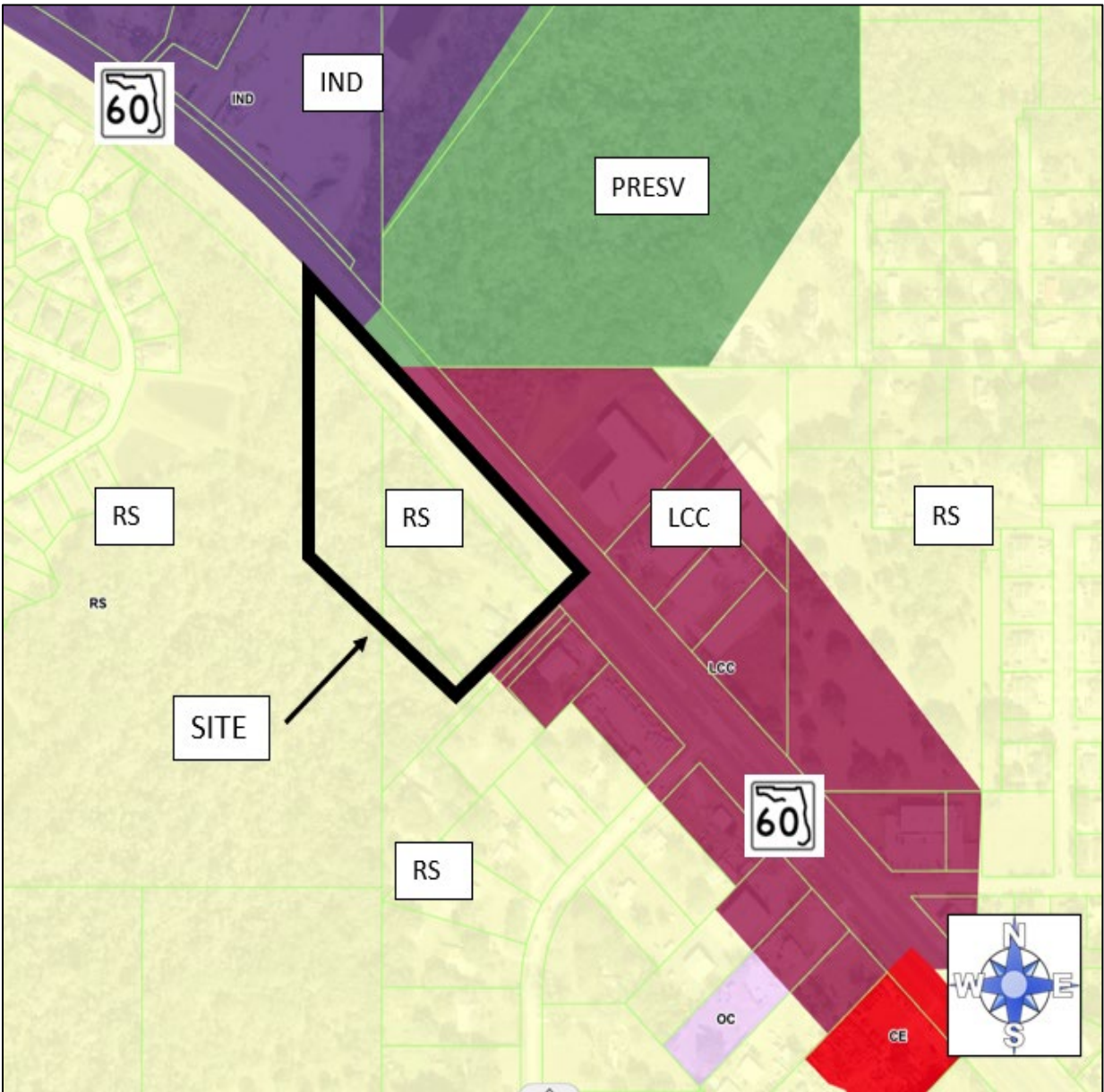
Location Map (Context)



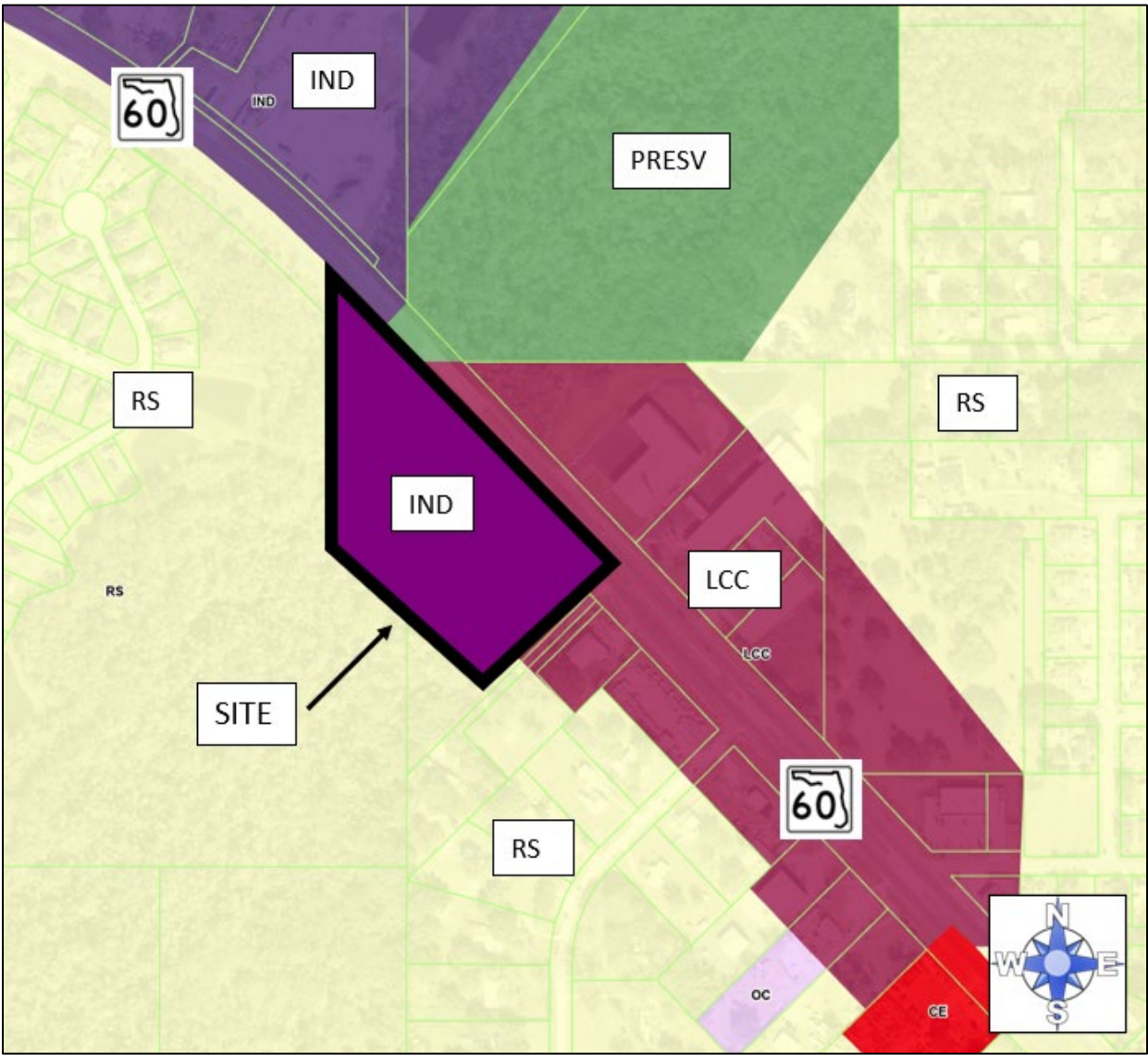
2023 Aerial Photo (Context)



2023 Aerial Photo (Detailed)



Current Future Land Use Map



Proposed Future Land Use Map

APPENDIX 2.135 PARCEL SPECIFIC FUTURE LAND USE MAP AMENDMENTS WITH CONDITIONS

SECTION 2.135-X - Development Guidelines for Parcel number 232932000000013180.

OBJECTIVE 2.135-X: Through the adoption of LDCPAS 2026-10, this section of the plan enables this specific property to be developed with Industrial (IND) land uses in a limited fashion as established in the Polk County Land Development Code with conditions adopted into the Land Development Code through LDCT-2026-7.

POLICY 2.135-X1: DESIGNATION AND MAPPING - Land use for this parcel shall be designated and mapped on the Future Land Use Map Series as Industrial (IND).

POLICY 2.135-X2: LOCATION CRITERIA – This section applies to the property legally described as:

COMM SW COR OF SW1/4 OF NE1/4 RUN N 2093.05 FT FOR POB CONT N 459.69 FT TO S-R/W SR 60 SELY ALONG R/W 684.63 FT SWLY 320 FT NWLY 354 FT TO POB BEING TRACTS I & J OF UNRE WILLOW HGTS

POLICY 2.135-X3: DEVELOPMENT CRITERIA - Development within this IND area shall conform to the criteria established in Section 2.113A of this Comprehensive Plan consistent with the development standards adopted for this parcel in the Polk County Land Development Code.

Proposed Text Change