



**STALWART BUSINESS PARK
2 - POLK COUNTY –**

**COMPREHENSIVE PLAN MAP
AMENDMENT**

September 5, 2024

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Table of Contents

EXECUTIVE SUMMARY1

DEMONSTRATION OF NEED.....2

URBAN SPRAWL ANALYSIS.....4

IMPACT ASSESSMENT.....7

COMPREHENSIVE PLAN CONSISTENCY15



EXECUTIVE SUMMARY

Project Request:

This Comprehensive Plan Amendment (CPA) application is hereby requested to update the Subject Property's Future Land Use (FLU) designation from Agriculture/Residential Rural (A/RR) and Residential Low 1 (RL-1) to Business Park Center (BPC) to support the development of a multi-building business park, including light industrial/warehousing uses (See Map F: Existing FLU and Map G: Proposed FLU). A portion of the property will remain Agriculture/Residential Rural (A/RR) and Residential Low 1 (RL-1).

Existing and Proposed Land Use:

The Subject Property, a 165.48± acre site, is located generally north of Swindell Road and Interstate 4 and east of Alderman Road in Polk County, Florida (See Map A: Location). The site is composed of four (4) parcels, including: 23-28-18-000000-014010, 23-28-18-000000-012000, 23-28-18-087000-000701 and 23-28-18-000000-021090. The site currently is being used for agricultural, pasture and residential uses and has a Future Land Use designation of A/RR and RL-1. The Subject Property is within the Rural Development Area (RDA), Transit Supportive Development Areas (TSDA), Transit Corridors and Centers Overlay (TCCO) (Core and Center) (See Map H: RDA and TSDA).

Infrastructure and Urban Services:

The Site will utilize the existing roadway network, specifically accessing the site via Swindell Road, a Town Medium Collector roadway adjacent to the property. Improvements to the roadway, if determined necessary, will accommodate the new development. The proposed development will utilize existing City of Lakeland water/wastewater facilities located near the site and will extend services, where necessary. Capacity of the existing public utility system (sewage, water supply) to meet the level of service standards to serve this site is being currently reviewed by the City of Lakeland. It is anticipated that there are adequate public safety facilities (EMS, Fire, and Law Enforcement) to serve the proposed Future Land Use designation of BPC. The proposed amendment request is consistent with Comprehensive Plan policies related to the characteristics, location criteria, compatibility and development standards for BPC land uses, as further detailed in the consistency section of this report.

Compatibility Summary:

The proposed land use change will not negatively impact the property's compatibility with surrounding areas due to the nature of the existing vegetative habitat on-site, as well as the implementation of significant buffering and landscaping, as discussed in more detail in the concurrent Land Development Code (LDC) Text Amendment application.



Surrounding uses include residential, agricultural, vacant, and industrial uses with future land use designations of A/RR, RL-1, and Business Park (BP – City of Lakeland). Similar industrial and warehousing uses are active in the area, including land south of the property along Swindell Road and further southeast along Frontage Road. Residential areas to the north and east of the site will be highly buffered from the proposed warehousing buildings through the existing native habitat present in these areas, proposed ponds, and flood compensation areas. Residential land to the west will also be sufficiently separated from active uses on the property, through the implementation of buffering techniques such as landscaping and berms. Other buffering and compatibility measures that are proposed include building height limitations, lighting requirements, use limitations and substantial building setbacks. Please see Map X: Context Map, Map C: Site Plan, and Cross Section for more information.

The lands remaining as A/RR and RL-1 will serve as a buffer to lands lying north and east of the development. Those lands will retain wetlands and will be used for open space, stormwater and floodplain compensation only.

Environmental Conditions Summary:

The proposed plan for the site seeks to avoid native habitat impacts through its design, however minor wetland impacts may be necessary due to the nature of industrial development. Most of the proposed project is within Zone AE, which denotes a base floodplain where the base flood elevation is provided. The base flood elevation is assumed to be 115 feet based on the FEMA Firmette. The site will maintain the original drainage patterns. Stormwater ponds will be provided on site to account for the additional impervious area treatment and attenuation. All impacts to wetlands/floodplain will be mitigated, compensated, or proven to have no adverse impacts by the proposed development in accordance with State and Local jurisdictional requirements. Please see Impact Assessment for more details on environmental conditions.

DEMONSTRATION OF NEED

Provide a narrative discussing how the need for the proposed Future Land use meets market demands and outweighs adverse impacts upon existing public facilities, public services, and environmental resources. Also, address the amount of excess vacant land in the County that has the same Future Land Use as the proposed request. Most importantly, discuss why the change is needed now and why it is needed at the proposed location.

This application requests a Future Land Use change for a 165.4± acre property located generally north of Swindell Road and east of Alderman Road, just north of Interstate-4, in



Polk County, Florida. This request seeks to change the FLU designation from A/RR and RL-1 to BPC to allow the property to develop as a multi-building business park with light industrial/warehousing uses. A portion of the property will remain Agriculture/Residential Rural (A/RR) and Residential Low 1 (RL-1).

Due to factors such as the site's proximal location to other similar business park and light industrial/warehousing land uses, access to existing infrastructure, and proximity to vital inter-county and state transportation corridors, the implementation of the proposed development is logical and will support the continuation of a highly demanded use in this area of the County. Map X: Context Map showcases these characteristics.

The southern half of the property, adjacent to Swindell Road, is located with the Transit Supportive Development Area (TSDA) overlay, an overlay promoting and supporting the location of higher density and intensity compact, mixed-use development with a balance between employment and housing opportunities. The proposed amendment to BPC would support the goals of the TSDA by implementing a land use designation that promotes demanded employment opportunities, in a key business park/industrial hub in the area. This amendment, along with the concurrent LDC Text Amendment application, will encourage the suitable development of this site along important transportation corridors while remaining compatible with any residential or low intensity use adjacent to the site.

Policy 2.113-B-4: Development Criteria of the Comprehensive Plan allows BPC land with a maximum floor area ratio for non-commercial activities of 0.75 in the TSDA and 0.50 in the RDA. The companion LDC text amendment will limit the development of this Site to 640,000 sf of industrial uses and 45,000 sf of commercial uses. The floor area ratio for the site will be capped at 0.12 which is far below the allowable floor area ratio for the BPC future land use designation and the TSDA/RDA overlays.

The I-4 / County Line Road interchange has become a hub of industrial activity as it provides easy access to the industrial trade along I-4. Hillsborough County/ Plant City has experienced a burgeoning market for the industrial market. This hub extends west into Plant City and beyond toward the City of Tampa's industrial market. Also south of I-4 along County Line Road, both sides of County Line Road has millions of square feet of existing and proposed industrial uses. This shows a significant trend for industrial uses in this particular area in both Polk and Hillsborough Counties.

There are no known adverse impacts on existing public facilities and public services anticipated. Development of the property is expected to connect to existing public infrastructure for water, wastewater, and will utilize the existing and proposed roadway network.



There are onsite wetlands and the development of the site will seek to avoid wetland impacts; however, it is anticipated that minor impacts will be necessary to accommodate the industrial buildings and access to the buildings.

Analysis of Economic Issues is required when requesting a land use amendment from residential to a non-residential land use designation.

As displayed in Map X: Context Map, the Subject Property is located just east of the Plant City and Hillsborough County jurisdictional boundaries. Due to our Subject Property's proximity to the following report's study area, we can assume the findings from this report are applicable to our site. In a December 2023 report by the Plant City Economic Development Corporation, *Industrial Submarket Report – East Hillsborough/Plant City*, the area, East Hillsborough County and Plant City, is noted for its robust, growing industrial sub-market. Over 50% of the overall Tampa Industrial absorption rate (4.4 million SF) has occurred in this area over the last year. Furthermore, according to the report industrial demand for the area is continuously outpacing supply, leading to low vacancy rates and asking rent growth.

URBAN SPRAWL ANALYSIS

Address the following statements regarding the proposed land use amendment:

1. *Could the proposed amendment promote substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need?*

The proposed amendment will not promote substantial amounts of low-density, low-intensity, or single use development in this area. The intended land use of business park/light industrial warehousing is a logical extension of the larger area's existing industrial uses. Existing infrastructure will support the proposed use, especially the extensive roadway networks in close proximity to the property. Due to the nature of the requested use, the use would not attract low density or single-use development.

2. *Will passage of the proposed amendment allow a significant amount of urban development to occur in rural areas?*

Passage of the proposed amendment will not allow a significant amount of urban development to occur in rural areas. The proposed location for this amendment is adjacent to many other similarly intense developments and within the TSDA, encouraging this level of use along the Interstate 4 corridor.



3. *Does the proposed amendment create or encourage urban development in radial, strip, isolated, or ribbon patterns emanating from existing urban development?*

Business park and industrial uses are highly concentrated along the SIS railroads, Interstate 4, and Polk Pkwy (570). These transportation networks connect the industry in Polk County, Hillsborough County and throughout Florida. The property proposed for an amendment to BPC is within this hub of uses and situated just north of the intersection of Interstate 4 and Polk Pkwy (570). As displayed on the Proposed Future Land Use exhibit, the requested change to BPC will not create an isolated land use pattern. Land to the southeast of the property contains a large amount of BPC-2 designated property. Additionally, just south of the property, is Business Park designated land in the City of Lakeland.

4. *Does the proposed amendment fail to adequately protect adjacent agriculture areas?*

The limited agricultural areas adjacent to the property will be protected through buffering and site design. Impervious areas and structures will be setback from the property line, as required. Development of the site will require appropriate stormwater management design and permits from various review agencies which will insure the protection of the limited adjacent agricultural uses.

5. *Could the proposed amendment fail to maximize existing public facilities and services?*

The proposed amendment will utilize existing public facilities and services, maximizing their use in the City of Lakeland and Polk County.

6. *Could the proposed amendment fail to minimize the need for future public facilities and services?*

The proposed amendment will utilize existing public facilities and services.

7. *Will the proposed amendment allow development patterns that will disproportionately increase the cost of providing public facilities and services?*

The proposed amendment will utilize existing public facilities and services and remain consistent with development patterns in the area.

8. *Does the proposed amendment fail to provide a clear separation between urban and rural uses?*

The property is located within an existing hub of industrial and business park land uses. The proposed amendment will support the continuation of



this highly demanded use in this area of the county, while integrating buffering and landscaping characteristics into the design plan, when necessary.

9. *Will the proposed amendment discourage infill development or redevelopment of existing neighborhoods?*

The proposed amendment will not discourage infill development or development of existing neighborhoods. The surrounding properties are developed or proposed for development with built out residential areas and existing or proposed industrial uses.

10. *Does the proposed amendment fail to encourage an attractive and functional mixture of land uses?*

The proposed amendment will support the development of a highly demanded business park/warehousing use in this area of the County. This site is a logical location for this land use as it is in close proximity to similar industrial land uses, especially south in the City of Lakeland, south of I-4 along County Line Road and west in the City of Plant City. Special attention to buffering and landscaping will be included in the LDC text amendment in order to ensure compatibility with any adjacent residential properties.

11. *Could the proposed amendment result in poor accessibility among linked or related land uses?*

The proposed amendment will not result in poor accessibility among linked or related land uses. Swindell Road offers sufficient connection to I-4 via multiple interchanges and to County Line Road as major connectors. Commercial uses on the southern portion of the site will provide services for both employees and local residents. The LDC text amendment will restrict access to Alderman Road although adjacent residents are anticipated to utilize the commercial uses with access via Swindell Road.

12. *As a result of approval of this amendment, how much open space will be lost?*

The site has 49.8+ acres of land that will remain as wetlands with minimal impacts plus various open space, stormwater facilities and large floodplain areas. In addition, the LDC text amendment will require expanded buffers adjacent to residential areas which will allow for a large percentage of open space for the development. There are no public open spaces within the site boundaries, therefore, no public open space will be lost.



IMPACT ASSESSMENT

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.

LAND AND NEIGHBORHOOD CHARACTERISTICS

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

- 1. Show how and why is the site is suitable for the proposed uses:*

The Site is suitable for the proposed use due to its proximal location to Interstate 4, its position within a highly demanded industrial/business park area, as well as its physical size and configuration.

Interstate 4, a Strategic Intermodal System (SIS) roadway chosen for its high importance in the state's strategic roadway network, contributes greatly to the property's proposed use as a business park with warehousing and light industrial uses. This proposed land use change will allow the site to develop with a highly demanded use that will support the County's workforce, as well as position in the industry.

Additionally, similar uses especially to the south in the City of Lakeland and to the west in The City of Plant City, are present and support the project's proposal for a similar use in the areas.

Lastly, the site's size and configuration will fit the proposed use physically and will support the implementation of significant buffering and landscaping inputs, creating a compatible addition to the area.

- 2. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses:*

There are no known adverse impacts on existing public facilities and public services anticipated at this time. The development would utilize the existing roadway network. Improvements to the roadway if determined necessary will



accommodate the new development. The overall development will provide adequate transition to adjacent land uses through enhanced buffering, site design, and setbacks. The existing adjacent land uses consist of mainly low density residential, agriculture, and industrial. Natural open space, ponds, and landscaping will also provide a buffer to the north and east. Please see Cross Section and Map C Site Plan for more details.

3. *Explain how the requested district will influence future development of the area:*

Development in the surrounding area already contains significant light industrial and business park land uses; thus, the proposed development will act as a logical extension of these proximal uses while acknowledging and remaining compatible with other land uses in the area through buffering techniques to be codified in the companion LDC text amendment.

ACCESS TO ROAD AND HIGHWAYS

To assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

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

Warehouse/Distribution:

Using ITE Land Use Code 155 (High-Cube Fulfillment Center Warehouse):

Daily: ITE Average Rate = 1.81 trip ends per 1,000 square feet

$1.81 \times 640 \text{ ksf} = 1,158 \text{ daily trips}$

PM Peak Hour: ITE Average Rate = 0.16 per 1,000 square feet

$0.16 \times 640 \text{ ksf} = 102 \text{ PM peak hour trips}$

Retail:

Using ITE Land Use Code 821 (Shopping Plaza 40-150 ksf):

Daily: ITE Average Rate = 67.52 trip ends per 1,000 square feet

$67.52 \times 45 \text{ ksf} = 3,038 \text{ daily trips}$

PM Peak Hour: ITE Average Rate = 5.19 per 1,000 square feet

$5.19 \times 45 \text{ ksf} = 234 \text{ PM peak hour trips}$

Total



Daily: $1,158 + 3,038 = 4,196$ daily trips

PM Peak Hour: $102 + 234 = 336$ PM peak hour trips

Traffic from the warehouse/distribution uses will be almost exclusively to and from I-4 via Swindell Road to County Line Road. It is estimated that 95% of this traffic will use I-4 to travel east and west, and 5% will travel County Line Road south of I-4. None of this traffic will have any reason to travel to areas north or east of the site.

It is anticipated that most of the traffic from the commercial land uses will be to and from the employment centers along County Line Road and US 92. Some of the trips may access the site via Clark Road and then travel west on Swindell Road to the site. Any commercial trips to and from north of the site will be limited, and will only be from existing residences, as the roads to the north do not provide any meaningful connectivity to the larger roadway network.

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

Access to the site will be from Swindell Road, between Alderman Road and Clark Road. No changes to the existing roadway network are anticipated.

- 3. List the total number of parking spaces and describe the type of parking facilities to be provided in the proposed development;*

The proposed site will construct adequate parking for both domestic vehicles and trucks. The exact number of parking spaces is not known at this time.

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

See response to 2., above.

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

The area in question is not currently amenable to access by foot or bicycle. The site is served by the Citrus Connection Lemon Line (a bus line) along Swindell Road. This line operates weekdays from 5:45 AM to 5:38 PM, and Saturdays from 7:15 AM to 3:08 PM. The Lemon Line connects the site down



to the Amazon fulfillment center South of US 92, the Citrus Connection main office, Welldyne, and the downtown Lakeland bus terminal. Transfer to other Citrus Connection lines is available at the downtown terminal.

SEWAGE

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

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

5,750 GPD.

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

Not Applicable.

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

City of Lakeland.

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

Approximately 65' (directly across road) from an 8" force main along Swindell Road.

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

Capacity has been confirmed by City of Lakeland.

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

June 2025.

7. *What improvements to the providers system are necessary to support the proposed request (e.g., lift stations, line extensions/expansions, interconnects, etc.)?*

Service connection crossing road to serve this project is the only anticipated improvement at this time.



WATER SUPPLY

To determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area, the applicant shall:

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

The City of Lakeland water main.

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

5,750 GPD.

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

Approximately 20' (same side of road) from a 16" water main along Swindell Road. No reclaim known.

4. *Who is the service provider?*

City of Lakeland.

5. *What is the anticipated date of connection?*

June 2025.

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

Capacity confirmed by City of Lakeland.

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

Yes.

What type? **Well Construction Permits.**

Permit Numbers:

534095- plugged

679945- denied monitor

877218- domestic

Location: **Lat/Long: 28° 03' 00.84" / 82° 02' 44.46"**

Water Use Permit #: **877218**



Constructed prior to Water Management District Permitting: No.

Casing Diameter: 4"

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 minimum address the following:

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

There is a small drainage ditch that travels through the center of the property south to north conveying water to the wetlands onsite. The lowest part of the site is located in the northeast portion of the property. Wetlands have been identified on the site and have been flagged, located, and approved by the WMD. There is a high point to the south of the property. Site drains to the creek/wetlands and flows north offsite. Most of the proposed project is within Zone AE, which denotes a base floodplain where the base flood elevation is provided. The base flood elevation is assumed to be 115 feet based on the FEMA Firmette.

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

The proposed buildings will need to be raised above the floodplain elevation, therefore portions of the site will need to be filled. In order to raise the building finished flood elevations there will be some impacts to the existing wetlands with the intent to have no or de-minimus impacts. The site will maintain the original drainage patterns. Stormwater ponds will be provided on site to account for the additional impervious area treatment and attenuation. All impacts to wetlands/floodplain will be mitigated, compensated or proven to have no adverse impacts by the proposed development in accordance with State and Local jurisdictional requirements.

ENVIRONMENTAL ANALYSIS

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



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

There is a small drainage ditch that travels through the center of the property. The lowest part of the site is located in the northeast portion of the property. Wetlands have been identified on the site and have been flagged, located, and approved by the WMD.

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

The proposed buildings will need to be raised above the floodplain elevation, therefore portions of the site will need to be filled. In order to raise the building finished flood elevations there will be some impacts to the existing wetlands with the intent to have no or de-minimus impacts. The site will maintain the original drainage patterns. Stormwater ponds will be provided on site to account for the additional impervious area treatment and attenuation. All impacts to wetlands/floodplain will be mitigated, compensated or proven to have no adverse impacts by the proposed development in accordance with State and Local jurisdictional requirements.

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

4" Domestic well located in the northwest portion of the site. Domestic well to be abandoned or utilized for irrigation. If used for irrigation it is a part of Northeast, Northwest, & Combee Wellfield. Any impacts to wellfield will need to be determined and the Water Use Permit revised to use for irrigation meeting FDEP requirements.

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

Not Applicable.

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

10% type A soils, 80% type A/D soils, and 10% B/D soils. Because of the high water table, the type A/D and B/D soils will act more like a Type D soil (high runoff in the existing conditions) so creating a “no net increase” in our proposed site runoff flow/volume should be easy to accomplish.



INFRASTRUCTURE IMPACT INFORMATION

What is the nearest location (travel distance), provider, capacity of general response time, and estimated demand of the provision for the following services:

1. *Parks and Recreation;*

The proposed use is business park/warehouse; thus, parks and recreational areas are not applicable.

2. *Educational Facilities (preschool/elementary/middle school/high school);*

The proposed use is business park/warehouse. Residential is not proposed, not permitted in this development; thus, educational facilities areas are not applicable.

3. *Health Care (emergency/hospital);*

It is anticipated that the property can be served by the existing health care services in the area. It should be noted that the Lakeland Regional Medical Center is located about 10 miles east of the property. In addition, the relocated Plant City/Bay Care Hospital is scheduled to open in late 2024 and is within 4 miles of the site.

4. *Fire Protection;*

It is anticipated that the property can be served by the existing fire protection services. Lakeland Fire Station 4 is about 5 miles east from the property and Hillsborough County Fire Station 30 is about 2 miles west of the property.

5. *Police Protection and Security; and*

It is anticipated that the property can be served by the existing law enforcement services of Polk County. The Polk County Sheriff's Northwest District Office is located 9 miles northeast.

6. *Emergency Medical Services;*

It is anticipated that the property can be served by the existing health care systems through the Polk County Emergency Management System. It should be noted that the Lakeland Regional Medical Center is located about 10 miles east of the property.

7. *Solid Waste (collection and waste generation);*



Polk County Solid waste collection (household waste, yard waste, and recyclables) serves the subject site with weekly pickups. The Polk County Landfill is located in central Polk County, 15 miles southeast of the property.

8. *How may this request contribute to neighborhood needs?*

This request is not anticipated to require additional infrastructure needs beyond basic required infrastructure to accommodate the proposed business park/warehousing land use. The proposed use may benefit the area's workforce, as well as general economy in Polk County. The proposed commercial uses can serve the surrounding residential areas in addition to employee needs.

COMPREHENSIVE PLAN CONSISTENCY

The proposed Comprehensive Plan Amendment is compliant with the Polk County Comprehensive Plan. The following section includes excerpts from the Comprehensive Plan *italicized* and justification for compliancy **bolded**:

Division 1.200 – Basic Principles

In accordance with this philosophy, and with the intent and requirements of Florida's growth management legislation, Polk County seeks to develop a Comprehensive Plan in accordance with the following "Basic Principles":

4. *Residential neighborhoods are collectively recognized as an important asset to be protected.*

In accordance with this basic principle of the Polk County Comprehensive Plan, this Project will support the protection and resilience of nearby residential areas. Map C: Site Plan, showcasing the proposed design for the site, indicates how adjacent residential properties will be buffered from the proposed use through enhanced buffers, building placement, and natural habitat. A significant portion of the eastern side of the site and the entire north side of the site allocates space for wetlands, flood compensation ponds, open space and stormwater ponds. The natural habitat in these areas, as well as the proposed stormwater space, creates a large buffer ranging from 1,200 ft to over 1,700 ft in width for residential and other space north and east of the site. A 70 ft wide enhanced buffer will line the western boundary of the site and a 30 ft wide enhanced buffer will line the eastern boundary of the site when adjacent to proposed industrial uses. The Cross Section submitted with this application displays the western buffer which includes features such as a 70 ft minimum landscape buffer with a berm and 6 ft wall. As this Cross Section



indicates, existing residential uses will be substantially buffered through the proposed landscape buffer, as well as the 150 ft minimum building setback.

The proposed concurrent Land Development Code text amendment will also support compatibility within this area. Parcel specific restrictions in areas such as intensity, height, site access, and setbacks are being proposed in the text amendment and will support the protection of the surrounding properties.

Division 2.100 – Future Land Use Element

Section 2.102 – Growth Management

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 subject property is proposed to be developed in a compatible manner with adjacent uses, as required in this policy. Enhanced buffering practices will be included in the proposed development plan, including buffering and landscaping. These buffering properties will be especially enhanced along any areas of the property adjacent to residential space. A concurrent LDC text amendment application provides more detailed requirements for these buffering provisions. The text amendment also includes provisions on limiting intensity on the subject property, increasing compatibility with surrounding uses.

Section 2.104 – Transit Supportive Development Area (TSDA)

POLICY 2.104-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within TSDAs, in accordance with applicable criteria

- 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.*



Section 2.104 – Rural-Development Areas (RDA)

***POLICY 2.108-A3: LAND USE CATEGORIES** - The following land use categories shall be permitted within Rural-Development Areas:*

- c. **OTHER:** Linear Commercial Corridors, Commercial Enclaves, Industrial, Agri-related Business-Park Centers, Office Centers, Phosphate Mining, Leisure/Recreation, Agricultural/Residential-Rural, Recreation and Open Space, Preservation, Institutional.*

Approximately 51% of the site is designated as a TSDA, the remaining part of the site is designated as RDA. The proposed land use of business park, limited commercial, and light industrial/warehousing is permitted within the TSDA and RDA.

Section 2.113B – Business Park Center

***POLICY 2.113-B-1: CHARACTERISTICS** - Business-Park Centers are intended to promote employment opportunities within the region by allowing for the establishment of office parks, research and development parks, areas for light-industrial facilities, distribution centers, and mixed-use employment parks. Business-Park Centers are intended for land use activities that are conducted entirely within enclosed structures with the exception of loading and un-loading. These centers are not intended to accommodate major commercial or other similar high-traffic producing facilities. However, these centers often contain other minor commercial facilities, and wholesale facilities, within the Business-Park Center to support the businesses located there. General (approximate) characteristics of Business-Park Centers are:*

The requested comprehensive plan amendment proposes to change the future land use designation of the property from A/RR and RL-1 to BPC. A portion of the property will remain Agriculture/Residential Rural (A/RR) and Residential Low 1 (RL-1). In compliance with this policy, the proposed land use, a business park with light industrial/warehousing and potential limited commercial, would align perfectly with the required characteristics for BPC-designated land. The proposed land use will encourage employment opportunities in the area's existing business park/industrial hub, while not implementing extraneous outdoor activities or high-traffic land uses in the area.

Usable Area: 10 acres or more

The property is 165.4 ± AC.

Gross Leasable Area (GLA): 500,000 to 2,000,000 sq. ft.



The development proposes 640,000 sq. ft. of industrial/ warehousing and 45,000 sq. ft. of limited commercial uses.

Minimum Population Support: 150,000 or more people

This proposed land use will support the residents of Polk County, as well as neighboring Hillsborough County and the greater Florida area.

Service-Area Radius: 20 miles or more

This proposed land use will support the residents of Polk County, as well as neighboring Hillsborough County and the greater Florida area.

Typical Leading Tenant: One or more light-assembly plants, or warehouse facilities

The site is proposed for mainly warehousing/distribution facilities.

Other Typical Tenants: Offices, distribution centers, research and development firms, High-Density Residential (with proper buffering).

Limited Commercial may be included in the site.

POLICY 2.113-B-3: LOCATION CRITERIA - Business-Park Centers shall be located with consideration being given to maximizing access to the arterial road system and with consideration given to the guidelines outlined in POLICY 2.404.-A1. In locating Business-Park Centers, Polk County shall seek to minimize the routing of commercial traffic through residential areas. Business-Park Centers shall be located on:

- b. collector roads, if the proposed district is within 2 miles of an intersecting arterial road;*

The subject property is located off of and will be accessed via Swindell Road, an urban collector roadway. The site is within 2 miles of New Tampa Highway (SR 92), a principal arterial, and is located just north of Interstate 4 and the Polk Parkway.

POLICY 2.113-B-4: DEVELOPMENT CRITERIA - Development within a Business-Park Center shall conform to the following criteria:

- a. Business-Park Center developments shall have frontage on, or direct access to, a collector or better roadway... Business-Park Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.*



The subject property is located off of and will be accessed via Swindell Road, an urban collector roadway.

- b. Adequate parking shall be provided to meet the demands of the uses, and interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.*

The proposed site will construct adequate parking for both domestic vehicles and trucks. Interior-circulation patterns will prioritize the safe movement of vehicular and other modal traffic, when applicable.

- c. Buffering shall be provided where the effects of lighting, noise, odors, and other such factors would adversely affect adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions.*

The proposed site will incorporate buffering techniques, such as increased landscaping, berms, and significant building setback to ensure compatibility with surrounding properties. There is a companion application for a LDC text amendment that will codify the site design and restrictions. Site design will also utilize existing native habitat, ponds, and flood compensation areas to reduce potential impacts from the proposed development.

- d. Commercial activities to support activity within a Business Park Center shall not exceed 15 percent of the total area of the Business Park.*

The application proposes 45,000 sq ft of commercial uses which can be located on approximately 6 acres of land. These potential commercial activities within the subject property will not exceed 15 percent of the total area of the subject property.

- e. The maximum floor area ratio for commercial activities shall not exceed 0.25. The maximum floor area ratio for non-commercial activities shall not exceed 0.75 in the TSDA, 0.65 in the SDA, and 0.50 in the RDA, unless developed as a Planned Development.*

The maximum floor area ratio for any proposed commercial activities will not exceed 0.25. The maximum floor area ratio for non-commercial activities will not exceed 0.75 in the TSDA areas of the site and 0.50 in the RDA areas of the site (about 49% of the site is designated as RDA and 51% of the site is designated as TSDA). The companion LDC text amendment will limit the development of this Site to 640,000 sf of industrial uses and 45,000 sf of commercial uses. The floor area ratio for the site will be capped at 0.1 which is far below the allowable floor area ratio for the BPC future land use designation and the TSDA/RDA overlays.



- f. Retail sale of goods manufactured on the site of a business located within a Business Park Center is allowed without affecting the fifteen percent (15%) of commercial activity permitted for the entire activity center 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.*

The development does not currently propose retail sales of goods manufactured on-site, however if applicable, future uses will remain compliant with this policy.

- g. New residential development within Business Park Centers shall be limited to High-Density Residential (with proper buffering).*

Residential is not proposed for this property.

- h. 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. Outdoor storage shall be screened from off-site view and significantly limited in respect to the floor area provided within enclosed structures.*

The proposed development will remain compliant with this policy. When applicable, any 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. Although not currently proposed, if applicable, outdoor storage will be screened from off-site view and significantly limited in respect to the floor area provided within enclosed structures.

- i. 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 septic.*

Centralized water and wastewater services are available to the subject property.

- j. Planned Developments within the Business Park Center 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 BPC district.*

A Planned Development is not proposed for this site.



- k. *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.*

Workforce housing is not proposed for this site.

Division 2.400 – Economic Development

Section 2.404 – Economic Development Integrated with Planning

OBJECTIVE 2.404-A: The County shall ensure that land is allocated for future agricultural/commercial/industrial land uses to allow for a viable economy.

POLICY 2.404-A1: The County Planning Division shall encourage the location and clustering of major commercial and industrial activities according to the following guidelines:

- a. *in close proximity to principal arterials;*
- b. *with access to appropriate utilities (water, sewer, electricity, gas, telephone) or to allow for provision of these utilities;*
- c. *with on-site rail facilities, if appropriate;*
- d. *with access to mass transit routes where feasible; and*
- e. *so as to minimize impacts to the natural environment and adjacent land uses.*

The amendment to change a portion of the site’s FLU designation to BPC supports the County’s goal of encouraging land allocation for industrial uses. As discussed, this area of the county, along with the adjacent Plant City and Hillsborough County properties, contains a hub of industrial-based development (See Map X: Context Map for more information). The subject property is located off of and will be accessed via Swindell Road, an urban collector roadway. The site is within 2 miles of New Tampa Highway (SR 92), a principal arterial, and is located just north of Interstate 4 and the Polk Parkway. Additionally, the site will utilize existing utilities and is being designed in a manner that works to minimize impacts to the natural environment. Buffering and landscaping provisions are also included to minimize impacts to adjacent land uses.

