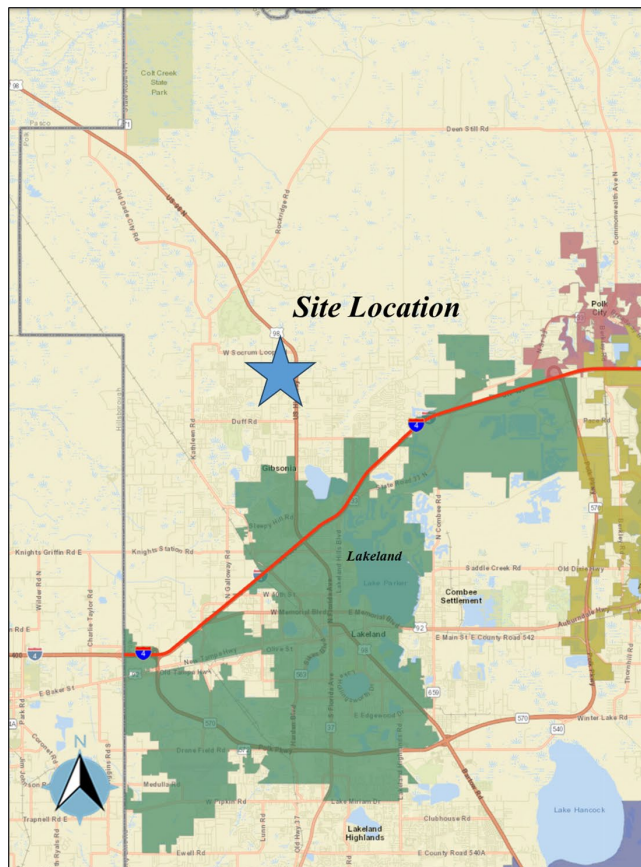


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

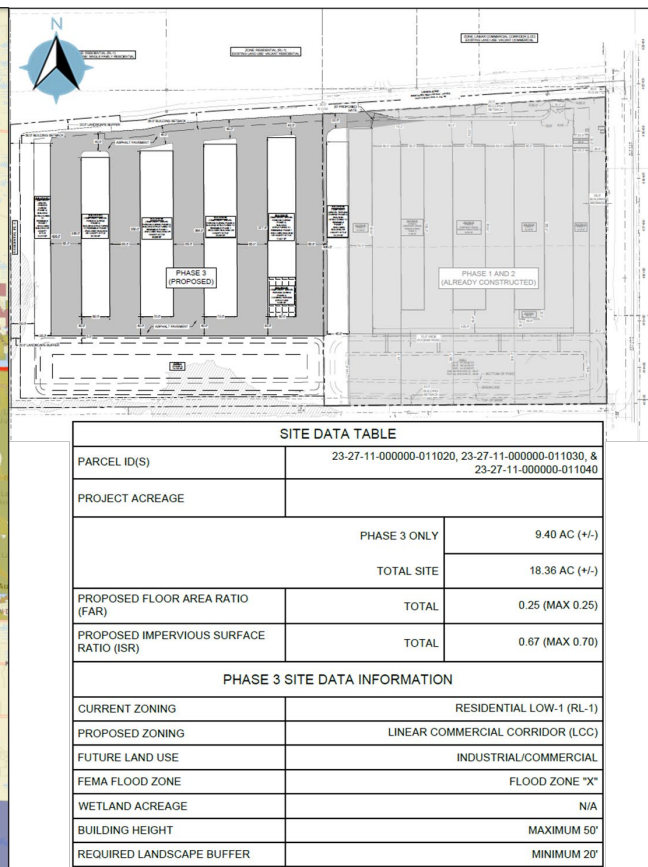
DRC Date:	September 18, 2025	Level of Review:	Level 4 Review
PC Date:	November 5, 2025	Type:	Transitional Area Development
BoCC Date:	December 2, 2025	Case Numbers:	LDPD-2025-10
Applicant:	Southern Storage, LLC	Case Name:	Southern Storage TAD
		Case Planner:	Ian Nance

Request:	The applicant is requesting a Transitional Area District for the expansion of an existing self-storage facility into a residential future land use designation.
Location:	1410 Lanier Road, west and south of US Highway 98, north of Banana Road, east of Park Byrd Road, in Section 11, Township 27, Range 23.
Property Owners:	Herman and Paulette Chin Loy
Parcel Number (Size):	232711-000000-011020 (+/- 9.40)
Future Land Use:	Residential Low-1 (RL-1)
Development Area:	Urban Growth Area (UGA)
Nearest Municipality:	City of Lakeland
DRC Recommendation:	Approval
Planning Commission Vote:	Approve 7-0

Site Location



Site Plan



Summary:

The applicant is requesting approval of a Self-Storage Facility in a Residential Low-1 (RL-1) land use district through the Transitional Area Development (TAD) tool found in Comprehensive Plan Policy 2.125-C1 and Land Development Code (LDC) Section 303. Normally, Self-Storage Facilities are not allowable uses in RL-1; however, the TAD allows these developments in certain locations as they are low-impact, transitional uses between higher-intensity non-residential uses and residential properties. TADs require Level 4 Reviews and BoCC approval because approved sites for these developments are not specifically designated nor mapped on the Future Land Use Map Series (FLUMS) of the Polk County Comprehensive Plan. In other words, this approval will permit a use in a land use district where it would not otherwise be allowed.

This facility is an expansion of what had been previously approved in a Linear Commercial Corridor (LCC) future land use district to the east (LDNON-2022-109). Given Comprehensive Plan policies regulating the LCC, expansion of the subject LCC district is not permitted, leaving the TAD tool the solution for expanding the facility westward. It will consist of six one-story storage buildings that will meet screening and buffering standards as required by the LDC, including landscaping, opaque fences, and separation from adjacent uses by the placement of stormwater ponds. Access will be from an existing driveway on Lanier Road to the north.

The surrounding residential areas consist primarily of single-family dwellings. To the west is LDPD-2020-42, a Planned Development approved for 150 single-family units with +/- 0.11 acre lots adjacent to the subject site. Single-family residences on larger lots are located to the north of Lanier Road. To the south there are multiple mobile homes in RL-1 and LCC districts. An electric substation owned by the city of Lakeland is located along the southern border of the existing self-storage facility.

No surface waters, wetlands, or flood zones are found onsite, and no other environmental constraints are present that would hinder development. The required stormwater ponds will be designed to retain the difference in pre- and post-development runoff volumes from a 100-year/24-hour storm event since this site is within a stressed basin. Centralized potable water and wastewater are available to the site, but self-storage facilities generate little demand for these utilities. The site has frontage along US Highway 98 North which has capacity to assimilate the minimal amount of traffic that will be generated from this development.

Staff has found this request consistent with the Comprehensive Plan and LDC. Self-storage facilities are complementary in nature to single-family residential developments. They tend to be land intensive but do not create intense impacts on infrastructure. The mid-block location is preferable for this use as self-storage facilities should not occupy high-trafficked intersections that are better-suited for higher intensity development. Staff finds this request is compatible with the surrounding area and adjacent uses and recommends approval.

Findings of Fact

- *The applicant is requesting approval of a Self-Storage Facility in a Residential Low-1 (RL-1) land use district through the Transitional Area Development (TAD) and Planned Development (PD) tools found in Land Development Code (LDC) Section 303. The proposed development consists of six storage structures with a maximum Floor Area Ratio (FAR) of 0.25.*
- *According to LDC Table 2.1, Self-Storage Facilities are not allowable uses in RL-1 land use districts.*
- *According to LDC Table 2.2, the maximum FAR in RL-1 is 0.25 with an ISR in of the Urban Growth Area (UGA) of 0.65. The maximum height is 50 feet.*
- *LDC Table 3.10 lists Self-Storage Facilities as a permitted use within a TAD.*
- *LDC Chapter 10 defines a TAD as, “Non-mapped areas which provide for the lessening of impacts between dissimilar uses by providing for transitional or ‘step-down’ uses between intensive use activities and lower density residential uses.”*
- *Comprehensive Plan POLICY 2.125-C1: TRANSITIONAL AREA LOCATIONAL CONTROLS states, “Transitional Areas are non-mapped areas to provide for the lessening of impacts between dissimilar uses by providing for transitional or ‘step-down’ uses between intensive-use activities and low-density residential uses, subject to the following controls:*
 - a. Transitional Areas shall be permitted in all land use categories within the TSDA, UGA, and SDA (except as prohibited herein), subject to County approval, adjacent to the following intensive-use land use categories:*
 - 1. All Activity Centers, except Convenience Centers and Rural Clusters;*
 - 2. Linear Commercial Corridors;*
 - 3. Commercial Enclaves, except in the SDA;*
 - 4. Industrial; and*
 - 5. Utilities as defined in Section 2.125-D*
 - b. Transitional Areas shall only be located on that portion of the vacant, undeveloped residentially designated tract immediately adjacent to the higher-intensity use (not to exceed 660 feet from the property line of that use).*
 - c. Transitional Areas shall be contiguous to an intensive-use land use and cannot be separated from that use by an arterial road, or a natural or man-made barrier which makes the Transitional Area unnecessary.*
 - d. Transitional Areas may not be established until such time as the adjacent intensive-use area is developed with a use for which transitioning is needed. However, a transitional area may be established concurrently with the adjacent intensive-use area when both areas are under the control of one developer.*

- e. *Transitional Areas shall be established through the approval of a Planned Development (PD), pursuant to Policy 2.125-M.*
- f. *Transitional Areas shall not intrude into developed areas of existing residential neighborhoods, except where such Transitional Area is made a part of a Redevelopment District Plan, as provided for in Policy 2.124-F2 and F3.*
- g. *Transitional Areas shall not be permitted within RDAs, UEAs, and the Green Swamp Area of Critical State Concern.*
- *Comprehensive Plan POLICY 2.125-C3: TRANSITIONAL AREA DEVELOPMENT CONTROLS states, “Transitional Areas shall be limited to the following:*
 - a. *Transitional Areas shall generally have the following attributes:*
 - 1. *normal-business hours (Monday-Saturday, 7 a.m. to 6 p.m.);*
 - 2. *low-traffic generation (40 trips per 1000 square feet per day, or less); and*
 - 3. *non- or low-external lighting glare, noise, odors, etc.*
 - b. *Development within a Transitional Area shall be responsible for providing appropriate buffering from the less-intensive use and shall meet, at a minimum, the development criteria applicable to the intensive-use area for which the Transitional Area is being established. Also, other Plan policies, such as Policies 2.102-A1, 2.119-A3.a., and 2.119-A3.b. still are applicable to Transitional Areas.*
 - c. *FAR may be increased in OC, RL, RM, and RH with an approved Planned Development associated with a Self-Storage Facility.”*
- *LDC Section 303 requires the following conditions for approval of TADs:*
 - 1. *Transitional Areas shall provide for buffering between the transitional use and adjacent uses in accordance with the requirements in Section 720.*
 - 2. *Uses which typically operate after normal business hours (i.e., after 6:00 p.m. daily or on Sundays) shall not be permitted.*
 - 3. *Lot areas, setbacks, height, and other similar development regulations within the Transitional Area shall be proposed by the applicant; and upon review and approval by the County, incorporated into the Final Development Plans for the project.*
 - 4. *Transitional Area development shall be compatible with the residential character of the surrounding area in terms of building design and scale, lighting, signage.*

5. Self-Storage facilities are permitted at a 0.75 FAR when utilizing the Planned Development process within the Transit Supportive Development Area.

- *Approval of a Transitional Area shall be in accordance with the procedures outlined in Section 906 for a Level 4 Review. In addition to the submittal requirements for a Level 4 Review, as prescribed in Section 907 and Section 909, Final Development Plan, an application for a Transitional Area shall include a Vicinity Plan including the following elements:*

- 1. The existing land uses surrounding the subject property;*
- 2. The horizontal and vertical dimensions, density (residential), and floor area ratio (non-residential) of surrounding uses (Note: if the subject property is adjacent to a residential neighborhood which contains several single-family homes, the applicant may use average dimensions for the neighborhood);*
- 3. The setbacks of surrounding uses; and*
- 4. An elevation of the proposed transitional use showing the proposal in its community setting between the more intensive use and the adjacent residential area. This elevation shall show the proposed architectural style/facade treatment of the transitional use, and the proposed landscaping/buffering design for the site.*

- *LDC Section 303 sets the following standards for Self-Storage Facilities:*

- 1. Parking and travel aisle design shall be consistent with the following:*

a. One-way travel aisles shall include one ten-foot parking/loading lane and one 15-foot travel lane. Traffic direction and parking/loading lanes shall be indicated by either pavement marking or signage.

b. Two-way travel aisles shall include one ten-foot wide parking/loading lane and two 12-foot wide travel lanes.

c. Aisles not serving storage spaces shall not be required to provide parking/loading lanes.

- 2. Outdoor storage of cars, boats, or recreational vehicles, may be permitted as an accessory use to a self-storage facility, except within the BPC-1 districts. Storage of boats, RVs, and other large items may be permitted in an NAC provided all the following are met:*

a. The item shall be completely screened from off-site view.

b. Storage of large items shall be prohibited within 50 feet of residential uses and residential districts.

c. All storage shall be limited to a 15-foot maximum height.

- 3. Plumbing shall not be extended to individual storage spaces.*

...

- *The subject site will have access to Lanier Road (Road No. 731102), a County-maintained Local Residential roadway.*
- *According to the National Wetland Inventory (NWI) Maps, no wetlands are located within the project site.*
- *According to the most recent Federal Management Inventory Map (FEMA) Federal Insurance Rate Maps (FIRM), no flood zones are located on the property.*
- *The general topography of the subject site has an elevation of 141' at the northeast property line and slopes down steeply to an elevation of 137' towards the southwestern property line.*
- *The subject site consists of Zolfo Fine Sand and Pomona Fine Sand.*
- *Fire and EMS responses are from Polk County Fire Rescue Station 6 Providence, located at 8936 US Highway 98 North, Lakeland.*
- *The subject site is located within Polk County Sheriff's Office Northwest District, headquartered at 1045 Wedgewood Estates, Lakeland.*
- *The subject site is served by Polk County Utilities for potable water and wastewater services.*
- *The zoned schools for the proposed project are Churchwell Elementary, Sleepy Hill Middle, and Kathleen Senior High School.*
- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master File, no archeological sites are found within the parcel's boundaries.*
- *According to the Florida Natural Resources Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a recent endangered animal species sighting.*
- *According to the 2030 Comprehensive Plan Map Series Airport Impact District Map, the site is not within the Height Notification zones.*
- *The site is not located within a well-field protection district.*
- *This request has been reviewed for consistency with Table 2.1 and Section 303 of the LDC.*
- *LDC Section 220 requires 50 feet of separation between non-residential structures and residential property lines.*

- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.105 Urban Growth Area (UGA); and POLICY 2.125-C1 TRANSITIONAL AREAS of the Comprehensive Plan.*
- *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.”*
- *Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other.” To achieve this, three options are provided:*
 - *Provisions made which buffer incompatible uses from dissimilar uses;*
 - *Incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and/or*
 - *Uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that the proposed requests **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, and therefore, DRC recommends **APPROVAL of LDPD-2025-10.**

On November 5, 2025, the Planning Commission voted 7-0 to recommend approval to the Board of County Commissioners.

CONDITIONS OF APPROVAL

Based upon the findings of fact, DRC recommends **APPROVAL** of LDPD-2025-10. DRC recommends the following conditions to be applied.

1. This TAD/PD approval shall be for a Self-Storage facility with a maximum FAR of 0.25, as described in the staff report. [PLG]
2. 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. [PLG]
3. No commercial business or business transactions take place in the storage units. [PLG]
4. The site plan included herein together with the conditions of approval shall be considered the “Binding Site Plan.” Any modifications to LDPD-2025-10, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]

5. The project shall be designed to retain the difference in pre and post-development runoff volumes from a 100 year/24-hour storm event. The rate of discharge from the post-development site shall not exceed the rate of runoff from the pre-development condition for a 100 year/24-hour storm event. [PLG]

GENERAL NOTES

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

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

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

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commissioners' jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

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

Surrounding Land Use Designations and Current Land Use Activity

Table 1 provides a reference point for notable and pertinent Future Land Use Map designations and existing land uses upon them in the vicinity of the subject site.

Table 1

Northwest: LDPD-2020-42 Single-Family Residential	North: RL-1 Single-Family Residential	Northeast: RL-1 Single-Family Residential
West: LDPD-2020-42 Stormwater Pond	Subject Property: RL-1 Single-Family Residential	East: LCC Self-Storage Facility
Southwest: LDPD-2020-42 Stormwater Pond	South: RL-1 Mobile Homes	Southeast: LCC Mobile Homes & Power Station

The proposed TAD is an extension into RL-1 of an existing Self-Storage facility (LDNON-2022-109) constructed in the adjacent LCC land use district. Given Comprehensive Plan policies regulating the LCC, expansion of the subject LCC district is not permitted, leaving the TAD tool the solution for expanding the facility westward.

The surrounding residential areas consist primarily of single-family dwellings. To the west is LDPD-2020-42, a Planned Development approved for 150 single-family units with +/- 0.11 acre lots adjacent to the subject site. Single-family residences on larger lots are located to the north of Lanier Road. To the south are multiple mobile homes in RL-1 and LCC districts. An electric substation owned by the city of Lakeland is located along the southern border of the existing self-storage facility.

Compatibility with the Surrounding Land Uses and Infrastructure:

The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion.”

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

A. Land Uses:

Self-storage facilities are complementary components of higher density residential development. While land intensive, they are not typically very active sites as would be expected from retail or other commercial businesses. With a proper layout, buffering, and screening, they are relatively benign uses.

Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to ameliorate incompatibilities. The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering
- Limiting Scale & Intensity
- Transition through the use of innovative techniques

For this application, Type “B” landscaping buffers will be required installed along the western and southern property lines in accordance with LDC Section 720. A Type “A” buffer will be planted along the frontage of Lanier Road. In addition, a six-foot opaque fence will be placed on the north and south side of the facility, and the west side will be fenced by a storage building. The overall height of the buildings will be one-story (10-15 feet); the maximum height in RL-1 is 50 feet. The parking requirement of one space per 300 sq. ft. of office has been provided with the previous phase. All lighting will be shielded to prevent light trespassing onto neighboring properties. All non-residential structures are set back a minimum of 50 feet from residential property lines, as required by LDC Section 220.

In addition, the site abuts a stormwater tract within LDPD-2020-42, creating between 70 and 350 feet between the closest non-residential structure and the nearest residential lot to the west. Stormwater ponds – existing and proposed - internal to the site buffer the storage units from properties to the south. Access will be off an existing entrance onto Lanier Road, preventing additional traffic west along this road.

Finally, neither the LCC nor the RL-1 favors large, multi-story self-storage facilities because of low FARs, 0.35 and 0.25, respectively. This makes the “barracks-style” self-storage facility ideal for a TAD that serves to transition from commercial to residential uses.

B. Infrastructure & Timing:

The subject site lies within the Urban Growth Area (UGA). Self-storage facilities do not demand much from utilities or create significant traffic impacts. Still, this parcel is located within an area that has a significant amount of urban infrastructure and services and should probably be mapped for a Transit Supportive Development Area (TSDA).

In terms of the appropriateness of this site for a TAD, staff finds it meets the standards in the Comprehensive Plan and LDC:

1. Transitional Areas shall only be located on that portion of a vacant, undeveloped, residentially designated tract immediately adjacent to properties primarily developed as Utilities (as defined in Section 2.125-D of the Comprehensive Plan) or a NAC, CAC, RAC, BPC, HIC, TCC, LCC, CE (except in the SDA), or IND district. A Transitional Area Development may not extend further than 660 feet from the boundary of the higher intensity district.

The subject site is adjacent to a developed LCC district – once completed, the entirety of the self-storage facility will be adjacent to utilities. The depth of this TAD is 610 feet.

2. Transitional Areas shall be contiguous to a more intensive use and cannot be separated from that use by an arterial road or other natural or man-made buffer which makes the Transitional Area unnecessary.

Lanier Road, a Local Residential roadway, separates the site from residential uses to the north; otherwise, no roads separate the proposed use from surrounding residential properties. Stormwater facilities within the planned development to the west provide some buffering, but staff finds that the proposal meets this standard due to the uneven boundaries of that stormwater tract. No such manmade buffers exist to the south.

3. Transitional Areas may not be established until such time as the adjacent intensive district is developed with a use for which transitioning is needed. A Transitional Area may be established concurrently with the adjacent intensive district when both areas are under the control of one developer.

This phase of the development will be under the control of the same developer as Phase I. Given that it is within the LCC, Phase I was able to develop at a higher FAR than what will be allowed within the TAD.

Nearest and Zoned Elementary, Middle, and High School

The zoned schools for the proposed project are Churchwell Elementary, Sleepy Hill Middle, and Kathleen Senior High School. Churchwell is the nearest elementary school to the site. Lake Gibson Middle (3.28 miles) is closer to the site than Sleepy Hill, and Lake Gibson Senior (3.6 miles) is closer than Kathleen Senior. Regardless, given the limited traffic generated by self-storage facilities, no significant impacts to bus routes or bus stops are anticipated. School capacity is not an issue with non-residential uses.

Table 2

Name of School	% Utilization	Average driving distance from subject site
Churchwell Elementary	85%	±1.78 miles driving distance
Sleepy Hill Middle	87%	±5.67 miles driving distance
Kathleen Senior High	66%	±10.34 miles driving distance

Source: Polk County School Board, GIS

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to all of unincorporated Polk County and the municipalities of Eagle Lake, Polk City, Mulberry, Lake Hamilton, and Hillcrest Heights. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

Fire and EMS responses to this project are from Polk County Fire Rescue Station 6 Providence, located at 8926 US Highway 98 North. The travel distance is approximately 0.7 miles with a response time of four to seven minutes. Fire service lines were placed on the site during the first phases of this development. Table 3, to follow, lists the locations, distances, and response times for emergency services that would respond to this site.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	PCSO Northwest District 1045 Wedgewood Estates, Lakeland	±4.75 miles	Priority 1 – 10:38 minutes Priority 2 – 44:30 minutes
Fire	Polk County Fire Station 6 8926 US Highway 98 North, Lakeland	±0.7miles	4-6 minutes

Source: Polk County Sheriff's Office and Public Safety.

*Response times are based from when the station receives the call, not from when the call is made to 911.

As noted in Table 3, the nearest Sheriff's substation is the Northwest District. Priority 1 Calls are considered to be 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. Response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County. Current response times are 10 minutes and 38 seconds for a Priority 1 Call and 44 minutes and 30 seconds for a Priority 2 Call based upon times from September 2025. Information provided by the Polk County Sheriff's Office.

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

dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

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

Water and Wastewater Demand and Capacity:

There is adequate capacity available in the PCU's Northwest Regional Utility Service Area for water and wastewater services for the proposed development.

A. Estimated Demand and Service Provider:

The site is located within the Urban Growth Area (UGA) where centralized water and sewer services typically exist, and connections to these services are generally required. The service provider in this area is Polk County Utilities. This expansion, though, will not require additional demand on utilities, as there will be no expansion to the office (980 sq. ft.), and individual storage bays are prohibited from installing plumbing.

In terms of existing infrastructure, a 10-inch pressurized potable water main was routed under US Highway 98 from the east to provide water to the site. A private 8-inch fire service loop was installed with the previous phase of the facility. The proposed phase will connect to this infrastructure. A 4-inch wastewater line is also located in the eastern right-of-way, but extension was not required due to the low demand.

Self-storage facilities are not anticipated to significantly impact public utilities. Per Polk County's Concurrency Manual, general office uses are anticipated to generate approximately 0.24 gallons per day (GPD) of potable water demand per square-foot (235 GPD) and generate 0.19 GPD per square-foot of wastewater (186 GPD).

B. Available Capacity:

The Northwest Utility Service Area potable water system is permitted up to 5.7 MGD. Current flow is approximately 3.7 MGD. There is approximately 2.0 MGD in uncommitted capacity. No changes to the permitted levels are anticipated to 2034.

C. Planned Improvements:

According to the Polk County Community Investment Program (CIP) database, no improvements nearby are projected.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current

traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

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

A. Estimated Demand:

Trip generation for the proposed self-storage facility was calculated according to procedures published in the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The Land Use Code (LUC) 151 (Mini-Warehouse) trip rates were used to calculate the daily (1.51 AADT/1,000 sq. ft.) and PM peak hour trips (0.17 Trips/1,000 sq. ft.).

The proposed facility (0.25 FAR/102,366 sq. ft.) is projected to generate 155 total daily trips and 18 PM peak hour trips. Alone, this will trigger a Minor Traffic Study at the Level 2 Review stage. Based on past studies, the average 100K sq. ft. self-storage facility generates approximately 12-15 actual customers per day.

To further analyze the traffic that could be created from this site, staff has compared the demand on the roadways that would be generated if a single-family development was built here under the RL land use district. On 9.4 acres, there could be a maximum of 47 dwelling units (5 DU/AC), each generating 7.81 Average Annual Daily Trips (AADT) and 1.00 Peak PM Trips. This results in 367 AADT and 47 Peak PM Trips. This still falls under the threshold of a Minor Traffic Study but is more than double the AADT and more than 2-1/2x the Peak PM Trips than this expansion will theoretically create.

B. Capacity:

There is more than adequate capacity on the roadway network to serve the proposed development. Table 4, to follow, provides the generalized link information for US Highway 98 N. It is currently operating at a “B” Level of Service (LOS).

Table 4

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
5419N	US 98 North Socrum Loop West to Rock Ridge Road	B	1,975	D
5419S	US 98 North Rock Ridge Road to Socrum Loop West	B	2,003	D

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

Given the estimated Peak PM vehicle trips from above and the capacity available on the nearest roadway facility, there is ample capacity to accommodate the full development of this site.

C. Roadway Conditions:

The subject site will access Lanier Road through an existing driveway approved through the Level 2 Review of the first phase. Lanier Road (Road No. 731102) is a County-maintained Local Residential roadway that provides access to US Highway 98 North, a state-maintained Principal Arterial roadway. US 98 is a four-lane divided highway and is the primary thoroughfare into Lakeland.

D. Sidewalk Network

No sidewalks are located along the frontage of the site or within the general vicinity of the site. FDOT maintains the right-of-way and determines the suitability of sidewalks.

E. Planned Improvements:

There are no planned improvements for the immediate roadways in the area. However, US 98 North is being expanded to four lanes north of the site.

F. Mass Transit

A bus stop for the Citrus Connection Blue Line 2 is located on the corner of US 98 and Banana Road, approximately 0.25 miles to the south of the subject site. No sidewalk connectivity is provided. The Blue Line provides transportation from north Lakeland south along US 98 to downtown.

Park Facilities and Environmental Lands:

The proposed TAD will have no impact on local parks or environmental lands.

A. Location:

Hunt Fountain Park is located approximately two (2) miles southwest.

B. Services:

One of Polk County's largest parks, Hunt Fountain Park features 63 acres of recreational opportunities. The park has four basketball courts, two racquetball courts and two tennis courts. There are also two playgrounds, covered picnic areas and a large, screened-in pavilion that is available to rent. It also features a horse arena – the Hunt Fountain Horse Arena – that is open to the public unless it has been reserved for a special event.

C. Environmental Lands:

Gator Creek Reserve is located less than a mile to the north of the site. It is comprised of 2,700 acres and has five miles of well-established trails taking hikers through marshes, cypress swamps and hardwood forests.

D. Planned Improvements

There are no further recreational improvements scheduled for this quadrant of the County at this time.

Environmental Conditions

No flood zones or wetlands are noted in Polk County's DataViewer. No surface water is present. No endangered animal species have been documented. The primary soil type is suitable for non-residential development.

A. Surface Water:

There are no surface water bodies within the project area. Lake Gibson is approximately 2.5 miles to the southwest.

B. Wetlands/Floodplains:

According to Polk County's DataViewer, there are no flood zones or wetlands on the subject site. The nearest flood zones and wetlands are approximately located on the parcel to the south.

C. Soils:

The subject site consists of Zolfo Fine Sand and Pomona Fine Sand. Table 5, to follow, shows the approximate percentage of each of these soil types and limitations of each according to the Soil Survey of Polk County.

Table 5

Soil Name (at project area)	Limitations to Dwellings w/o Basements	Septic Tank Limitations	% of Site (approximate)
Pomona Fine Sand	Severe: Wetness	Severe: Seepage, Wetness	50
Zolfo Fine Sand	Moderate: Wetness	Severe: Seepage, Wetness	50

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

The Pomona series consists of very deep, poorly and very poorly drained soils that formed in sandy and loamy marine sediments. The Zolfo series consists of very deep, somewhat poorly drained soils that formed in sandy marine sediments. All future development is required by the LDC to implement best management practices for erosion-control, and the soils are not of such that would limit compliance with applicable LDC regulations for the proposed use.

The general topography of the subject site has an elevation of 141' at the northeast property line and slopes to an elevation of 137' towards the southwestern property line.

D. Drainage & Stormwater Management:

The subject site is located within the Fish Hatchery Drainage Basin, noted by Land Development staff as a stressed basin due to limited soil percolation and natural obstructions that affect a positive outfall. Engineering and Roads & Drainage will require a 100-year/24-hour stormwater design, therefore a condition to accommodate this has been recommended. For the first phases of this development, an ERP Permit 46079.000 was issued on 3/9/23. Ponds discharge into an existing FDOT ditch on the south side of the property.

E. Protected Species:

According to the Florida Natural Resources Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a recent endangered animal species sighting. 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.

F. Archeological Resources:

There are no protected archeological resources on this site, according to the Florida Master Site File.

G. Wells (Public/Private)

The site is not located in a Well-Head protection area. A private domestic ground water well is located onsite.

H. Airports:

According to the 2030 Comprehensive Plan Map Series Airport Impact District Map, the site is not within a Height Notification zone.

Economic Factors:

Self-storage facilities are complementary in nature to single-family residential developments and apartment complexes. HOAs throughout Florida have various restrictions and covenants causing the need for additional self-storage space, according to the applicant. Some examples of these restrictions include parking personal vehicles in the garage; restricting accessory buildings like sheds; restricting parking RVs or boats on residential property; limiting the number of vehicles parked in a driveway; and prohibiting the parking of commercial or work trucks within a neighborhood. Therefore, residents look for alternative places to store items away from their home to avoid HOA liens and fines.

Self-storage facilities tend to be land intensive but do not create intense impacts upon infrastructure. They also tend to be affected during economic downturns as people limit personal expenses. The mid-block location of this site is preferable for this use as self-storage facilities should not occupy high-trafficked intersections that are better-suited for higher intensity development.

Consistency with the Comprehensive Plan and Land Development Code:

Table 6, to follow, provides an analysis of the proposed request when compared to typical policies of the Comprehensive Plan selected by staff for evaluation of development proposals. Based upon this analysis, the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Table 6

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.	As proposed and conditioned, the request is compatible with the surrounding land uses. The applicant has worked to soften any impacts presented by the proposed development from the adjacent uses through buffering strategies and structural design.
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 an area planned for urban development. It also represents a transition between non-residential and residential development.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	The proposed development is consistent with services available in the Urban Growth Area (UGA).
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it.
POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).	The subject site is located within an area of the County that has adequate public safety services as identified in the staff report.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 7 in accordance with Section 906.D.7 of the Land Development Code.

Table 7

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC Section 303, Section 220, and Table 2.1. The applicant has addressed concerns regarding compatibility through the use of buffering strategies as allowed by the Comprehensive Plan.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, Comprehensive Plan POLICY 2.102-A2 states, "Land shall be developed so that adjacent uses are compatible with each other." As detailed in the staff report, the applicant will adhere to buffering strategies to minimize the impact of this development on surrounding uses.</i>
Whether the proposed use is compatible with	<i>Yes, the request is compatible with surrounding uses and</i>

surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	<i>the general character of the area. See this staff report for data and analysis on surrounding uses and compatibility.</i>
How the concurrency requirements will be met, if the development were built.	<i>The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See this staff report for data and analysis.</i>

The BoCC, in the review of development plans, shall consider the following factors listed in Table 8 in accordance with Section 907.D.10 of the Land Development Code.

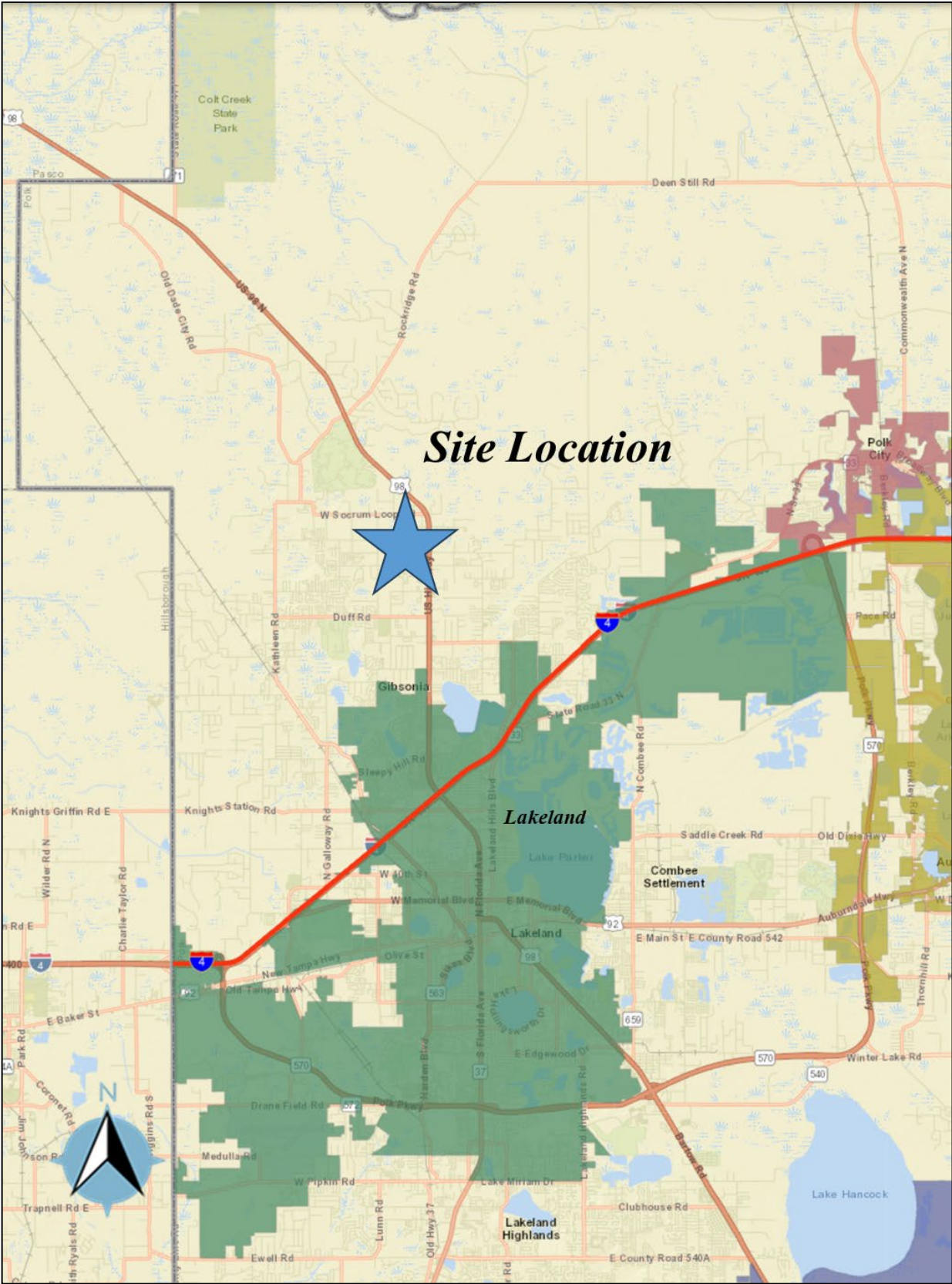
Table 8

The BoCC, in the review of development plans, shall consider the following factors in accordance with Section 907.D.10 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	<i>Yes, this request is consistent with the LDC Section 303, 220, and Table 2.1. The applicant has addressed concerns regarding compatibility using buffering strategies as allowed by the Comprehensive Plan.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, this request is consistent with the Comprehensive Plan, as reviewed above.</i>
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	<i>Yes, the request is compatible with surrounding uses and the general character of the area. See this staff report for data and analysis on surrounding uses and compatibility.</i>
Any other matter which the BoCC may deem appropriate and relevant to the specific development proposal.	<i>The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See this staff report for data and analysis.</i>

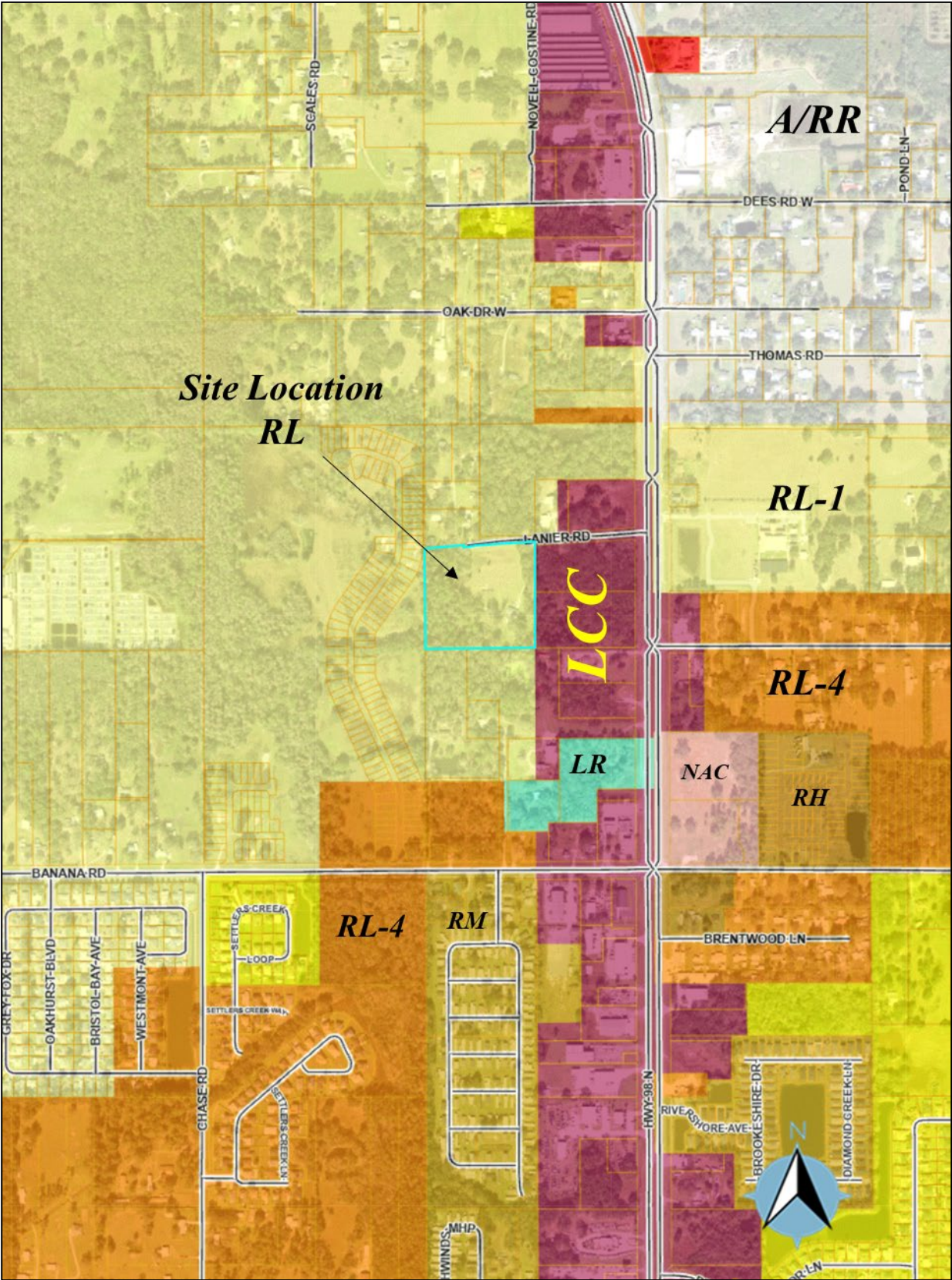
Comments from other agencies: No Additional Comments

Exhibits

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Image (Context)
Exhibit 4	Aerial Image (Close-Up)
Exhibit 5	Site Plan
Exhibit 6	Elevation Exhibit



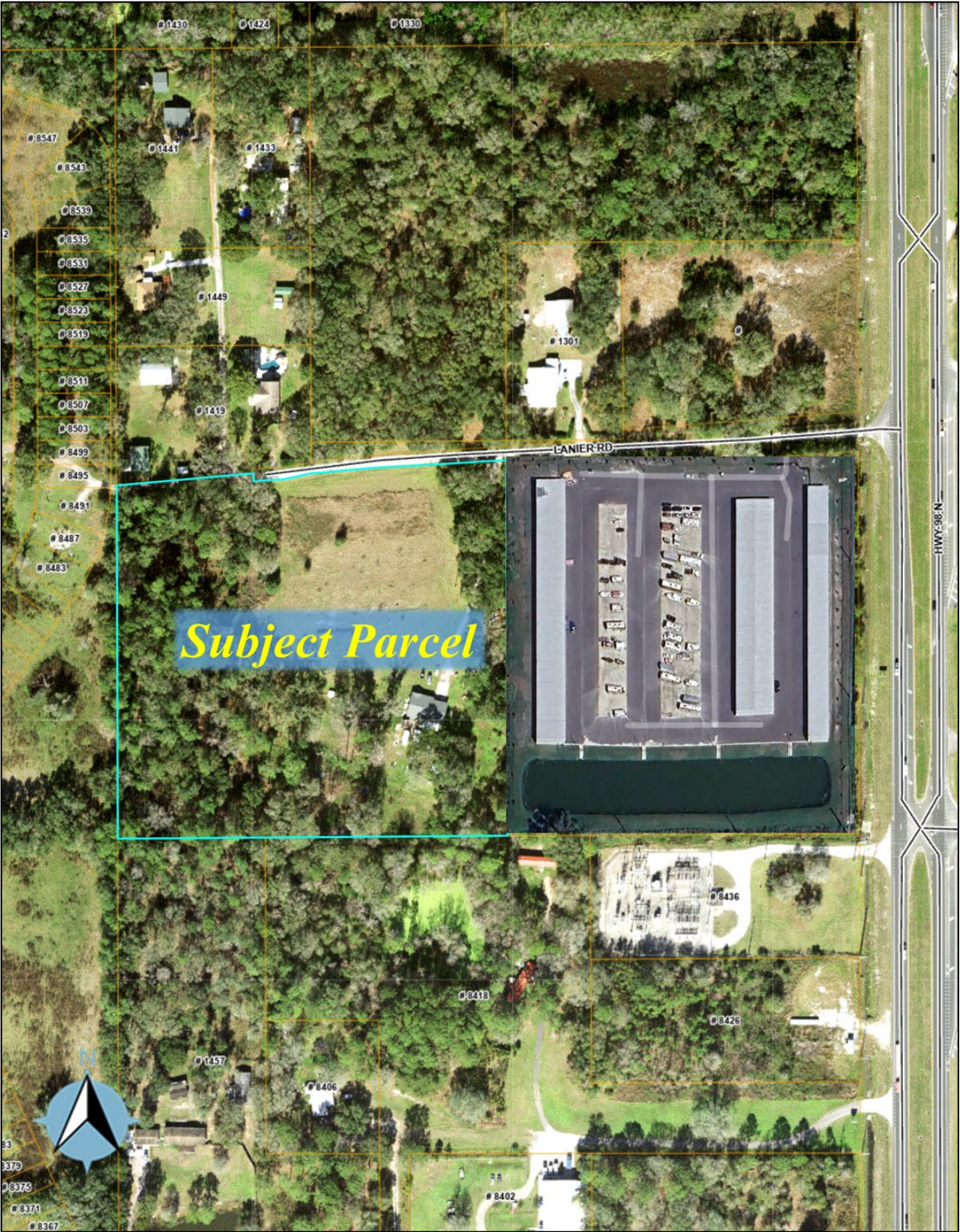
Location Map



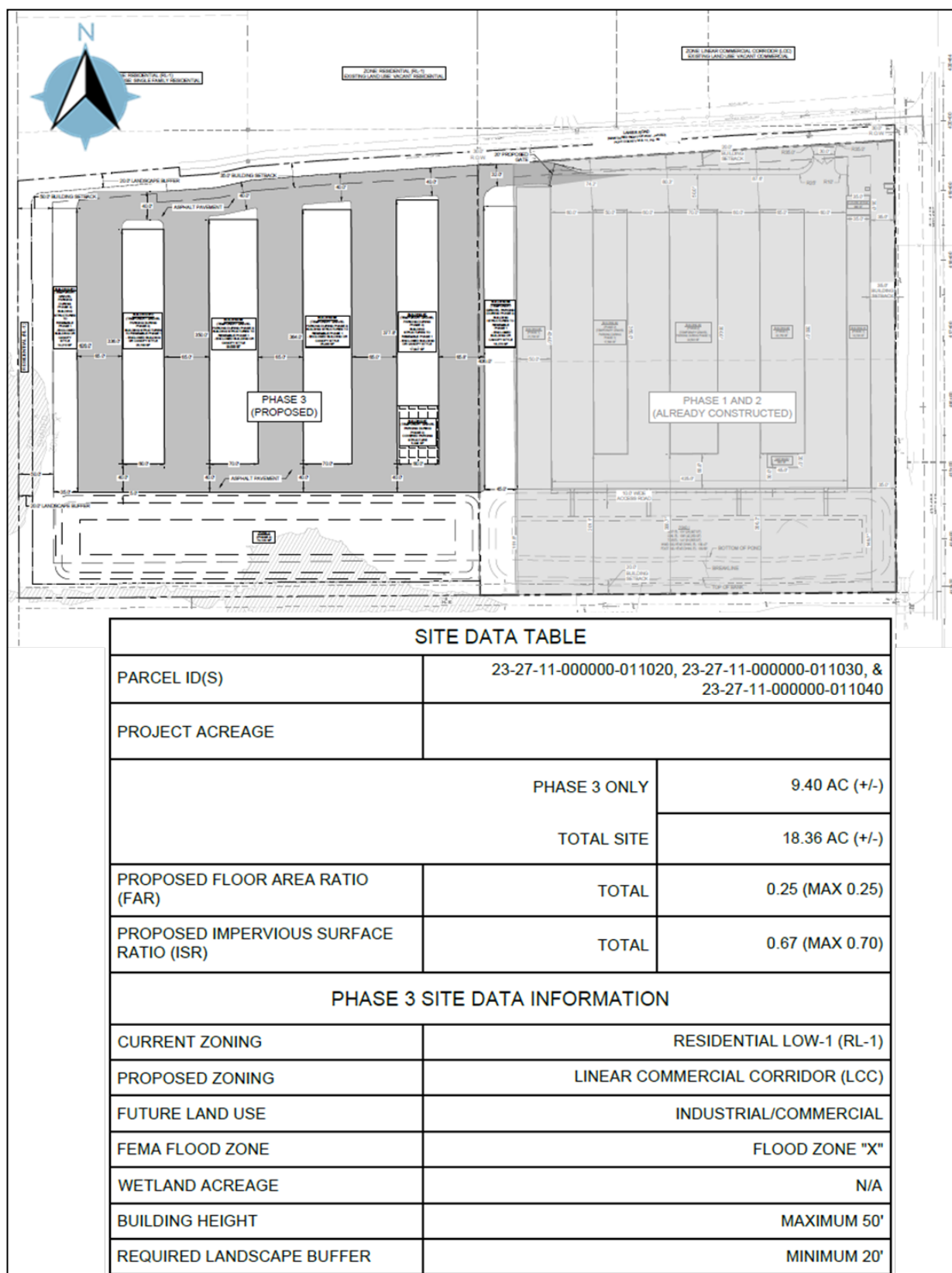
Future Land Use Map



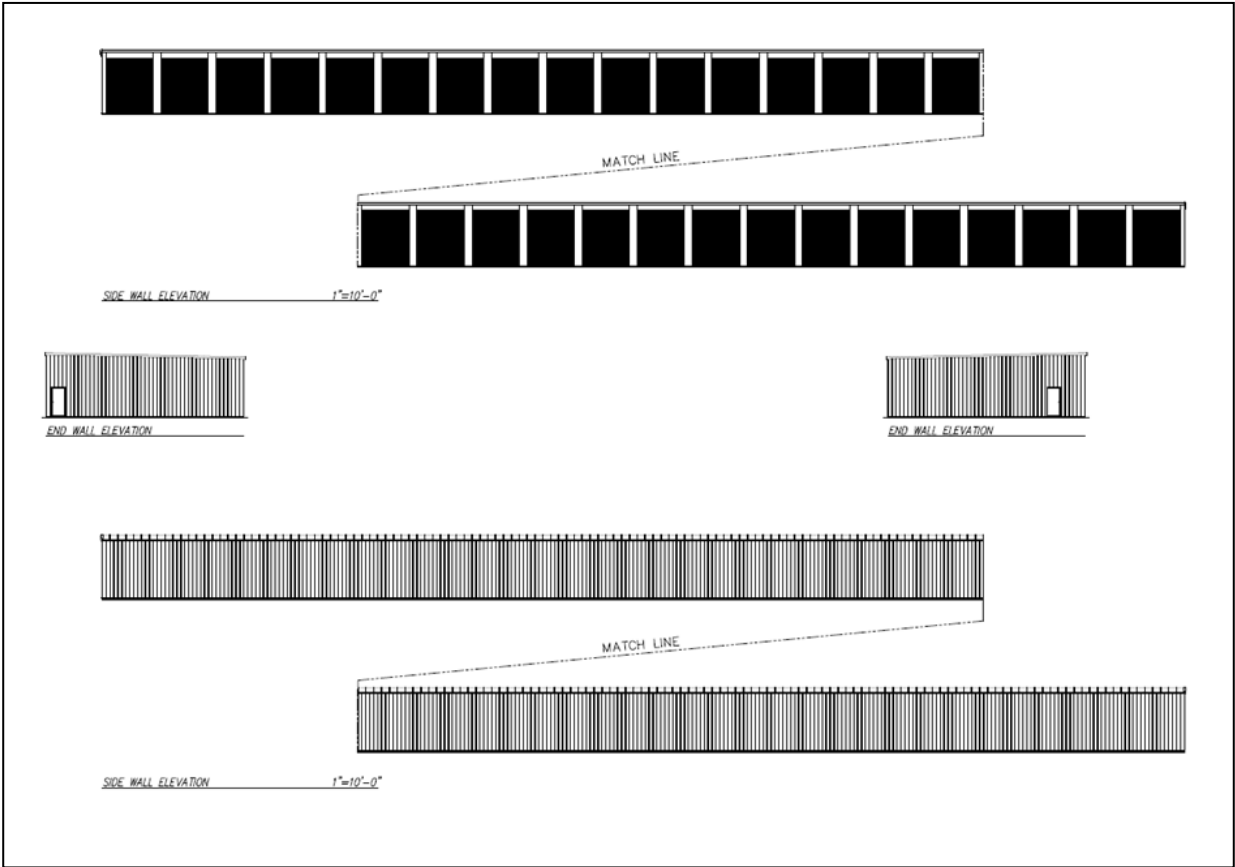
Aerial Image (Context)



Aerial Image (Close)



Site Plan



Elevation Exhibits