

POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

ID #:	N/A
DRC Date:	September 14, 2024
Planning Commission Date:	December 4, 2024
BoCC Dates:	January 21, 2025 (1 st Reading) and February 4, 2025 (Adoption)
Applicant:	Polk County Land Development Division
Level of Review:	Level 4 Review, Land Development Code Text Amendment
Case Number and Name:	LDCT-2024-18 Section 220 Warehouse Separation CPA
Request:	Amend Section 220, Compatibility, to add Agricultural/Residential Rural (A/RR) for applicability of the 50-foot compatibility zone, and to add a new Subsection H. “Four or more loading/unloading areas, docking facilities, and their accessory truck parking areas” for additional requirements for fencing, buffers, setbacks and prohibitions.
Location:	N/A
Property Owner:	N/A
Parcel Size:	N/A
Development Area/Overlays:	N/A
Future Land Use:	N/A
Nearest Municipality	N/A
DRC Recommendation:	Approval
Planning Commission Vote:	Pending
Case Planner:	Chanda Bennett, Comprehensive Planning Administrator

The changes to Section 220, Compatibility, include the following:

- 1) **Agricultural/Residential Rural (A/RR)** - add this land use district for applicability of the 50-foot compatibility zone, and
- 2) **New H. Additional Screening and Buffering for loading/unloading areas and docking facilities and accessory truck parking areas** – Within the 50-foot compatibility area, add eight (8)-foot wall and 30-foot landscape buffer requirements for uses with four (4) or more loading/unloading and docking areas and associated truck parking facilities. This includes an additional 100-foot building and parking separation from residential uses.

Summary of Analysis

This is a staff-initiated Land Development Code (LDC) text amendment to Chapter 2, Section 220, Compatibility Standards, to add Agricultural Residential Rural (A/RR) to the listed Future Land Use designations eligible for the 50-foot compatibility zones between non-residential and residential uses. This amendment will add Subsection H. to Section 220, to introduce screening and buffering standards for loading/unloading structures with four (4) or more docking bays.

The need for this amendment is proposed due to the concerns of warehouse distribution and their associated commercial vehicle parking areas in proximity to residential development or future residentially developed properties. The I-4 Corridor, County Line Road, and the Integrated Logistics Center (ILC) have become highly desired locations for warehouse and distribution facilities in central Florida and Polk County. The LDC section on compatibility currently focuses on typical retail development in proximity existing residences and residential Future Land Use Map categories.

With the increase of warehouse development in Polk County, the need for additional buffering and screening has been identified to help address the offsite impacts when these more impactful land uses abut residential uses and districts. Such situations have recently occurred along County Line Road where new warehouse/distribution facilities will border three sides of the residential community of Spring Creek. When this community was developed in the 1980s, the zoning along County Road was residential. Today, Business Park Center Future Land Use Map districts abut three sides and warehouses have also been constructed on the opposite side of County Line Road in Plant City.

It was difficult to imagine the need for so many warehousing facilities designed for rapid turnover product and distribution when the Comprehensive Plan was adopted in 1991 and the Land Development Code in 2000. It is not uncommon, however, for uses to change the size and method of operation. For example, the common depth of the commercial zoning required with the original zoning maps was 300 feet. This depth is enough for small commercial developments like Dollar Generals but not the larger neighborhood and community stores like Publix or Walmart. Just like commercial uses have changed over time so have warehouse uses. Therefore, the regulations to guide their construction must also be revised.

This amendment is recommended based on staff's interpretation of the Board of County Commissioners directions to draft regulations to address these issues. Staff recommends Section 220 be amended to add more buffering, screening, and landscaping that will address light and noise impacts while focusing on uses with four (4) or more loading/unloading docking bay doors. This is supported by the survey of warehouse uses and resident interviews conducted by staff, as well as a review of grocery stores and big box retail in unincorporated Polk County.

Relevant Comprehensive Plan Policies to Consider:

- Policy 2.102-A1: Development Location
- Policy 2.102-A2: Compatibility

Findings of Fact

- This is a County-initiated request to amend Section 220, Chapter 2, of the Land Development Code (LDC), to add Agricultural/Residential Rural (A/RR) for applicability of the 50-foot compatibility zone and add additional screening and buffering requirements for loading and unloading areas and accessory truck parking areas.
- Policy 2.113-B4, BPC Development Criteria in the Comprehensive Plan, specifies that:
 - 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.
 - 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 Board approved LDCPAL-2022-1 which removed the “agri-related” restriction from Policy 2.108-A3 relating to Business Park Center in Rural Development Areas (RDA) allowing uses in BPC to be the same as in other Development Areas except for Floor Area Ratio limitation. Uses such as manufacturing and warehouse have loading and unloading areas used by commercial vehicle trucks which can include refrigeration trucks.
- Based on a review of recent satellite imagery in Polk County, grocery stores and large retail structures have three or fewer loading/unloading and docking bay openings with a few exceptions.
- The Comprehensive Plan Policy 2.113-B-1 requires the usable area of a BPC to be ten (10) acres or greater, and includes light-assembly plants, warehouse facilities, distribution centers, office parks, research, and development firms, and High-Density residential.
- Warehouse and distribution are permitted in Linear Commercial Corridor (LCC), High Impact Commercial (HIC), Business Park Center (BPC), Industrial (IND), Employment Center (EC), and Mixed-Use (MU).
- Manufacturing uses also have loading/unloading facilities and docking bays. Manufacturing uses are also permitted in LCC, Tourist Commercial Centers (TCC), BPC and Phosphate Mining (PM).
- LCC, HIC, BPC, PM, IND, and TCC are permitted in the Rural Development Area (RDA).
- There are seven (7) BPC clusters in the RDA (See Exhibit 1). All of them but two (2) are on arterial roadways within Polk County, such as SR 37, US 17, SR 60, and US 27. The first of these is on Hamilton Road, west of Lakeland, near County Line Road, and south of Drane Field Road. The second is located on Maine Avenue on the east side of Lakeland just north of the Polk Parkway.
- The company names and characteristics of uses for these BPC clusters are listed in Table 1 to follow. The Polk Property Appraiser Department of Revenue Codes (DOR) for these

include Commercial and Miscellaneous, Light Manufacturing, Warehouse, Distribution, Truck, and Industrial and Commercial.

Table 1

BPC Area	Property Owners or Company Names	Characteristics of Use
SR 37 - South of Mulberry	<ul style="list-style-type: none"> •Shamile Shams Kassam II •Florida Metallizing Service, Inc •Florida Air Tool Inc •Best Fence •PhosChem Supply Company •Hydro Chem Psc •Bay Port Valve & Fitting •Phoenix Coating Resources •Snider Fleet Solutions 	Outdoor storage of equipment and supplies
SR 17 – South of Bartow	<ul style="list-style-type: none"> • Balls Wrecker • S&S Welding • Bartow RV and Boat Storage 	Pallet Storage outdoors Warehouse buildings Fence Manufacturing and assembly Outdoor storage of RVs, boats, and large vehicles
SR 60 – West of Lake Wales	<ul style="list-style-type: none"> • AAA Stidham’s Rentals • B&M Thrift and Antique • TSI Truck and Trailer Sales • Ridge Energy Savers • Viking Recycling • Tito’s Tire Shop 	Tractor trailer storage Outdoor salvage storage (behind fence) Port a let (behind fence)
SR 60 – East of Lake Wales	<ul style="list-style-type: none"> • Mullins Storage, LLC • Lake Haven Live Bait • Bryan Stanley 	Outdoor Storage Tractor trailer storage
US 27 – South of Lake Wales	Chemical Containers	Warehouse buildings, outside storage of containers, truck cabs, and some trailers
Maine Avenue – East of Lakeland	<ul style="list-style-type: none"> • Maine Avenue (East of Lakeland) • Southwest Florida Water Management District • Florida Audubon Society Inc • Florida Firearms Shooting Foundation • WHS Visions of Lakeland, LLC 	Preservation property Vegetation storage

- There have been three Future Land Use designation changes to Business Park Center near County Line Road just south of Dranefield Road that have brought BPC to the north, east, and south of the residential community of Spring Creek.
- Planning staff has reviewed the land development requirements of 12 central Florida counties that bear commonalities with Polk. Setbacks from residential development range from 20’ to 100.’

Recommendation

Development Review Committee Recommendation: Based on the information provided and the analysis conducted within this staff report, the Development Review Committee finds that with the proposed conditions the request **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCT-2024-18.**

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.

Analysis:

This amendment recommends two changes. The first is to add Agricultural/Residential Rural (A/RR) to the listed Future Land Use designations in the introduction of Section 220, which states the applicability of the 50-foot compatibility zone. The second is to add screening and buffering standards for structures with four (4) or more loading/unloading docking bays.

Addition of Agricultural/Residential Rural (A/RR)

It states in Section 220 that all development within 50 feet of an existing residence or property designated as Residential Suburban (RS), Residential-Low (RL-1, RL-2, RL-3, RL-4), Residential-Medium (RM), Residential High (RH) or Rural Cluster Center-Residential (RCC-R) by the Future Land Use Map Series shall be subject to a set of compatibility standards. The request is to add Agricultural/Residential Rural (A/RR) to this list of residential Future Land Use designations. The reason is due to the number of land uses in the Rural Development Area that can include structures with more than four (4) loading/unloading docking bays.

There are seven (7) BPC clusters in the RDA (See Exhibit 1). All of them but two (2) are on arterial roadways within Polk County, such as SR 37, US 17, SR 60, and US 27. The first of these is on Hamilton Road, west of Lakeland, near County Line Road, and south of Drane Field Road. The second is located on Maine Avenue on the east side of Lakeland just north of the Polk Parkway.

The company names and characteristics of uses for these RDA BPC clusters are listed in Table 2 following this paragraph. The Polk County Property Appraiser Department of Revenue Codes (DOR) for these include Commercial and Miscellaneous, Light Manufacturing, Warehouse, Distribution, Truck, and Industrial and Commercial.

Table 2

BPC Area	Property Owners or Company Names	Characteristics of Use
SR 37 - South of Mulberry	<ul style="list-style-type: none">•Shamile Shams Kassam II•Florida Metallizing Service, Inc•Florida Air Tool Inc•Best Fence•PhosChem Supply Company•Hydro Chem Psc	Outdoor storage of equipment and supplies

Table 2

BPC Area	Property Owners or Company Names	Characteristics of Use
	<ul style="list-style-type: none"> • Bay Port Valve & Fitting • Phoenix Coating Resources • Snider Fleet Solutions 	
SR 17 – South of Bartow	<ul style="list-style-type: none"> • Balls Wrecker • S&S Welding • Bartow RV and Boat Storage 	Pallet Storage outdoors Warehouse buildings Fence Manufacturing and assembly Outdoor storage of RVs, boats, and large vehicles
SR 60 – West of Lake Wales	<ul style="list-style-type: none"> • AAA Stidham’s Rentals • B&M Thrift and Antique • TSI Truck and Trailer Sales • Ridge Energy Savers • Viking Recycling • Tito’s Tire Shop 	Tractor trailer storage Outdoor salvage storage (behind fence) Port a let (behind fence)
SR 60 – East of Lake Wales	<ul style="list-style-type: none"> • Mullins Storage, LLC • Lake Haven Live Bait • Bryan Stanley 	Outdoor Storage Tractor trailer storage
US 27 – South of Lake Wales	Chemical Containers	Warehouse buildings, outside storage of containers, truck cabs, and some trailers
Maine Avenue – East of Lakeland	<ul style="list-style-type: none"> • Maine Avenue (East of Lakeland) • Southwest Florida Water Management District • Florida Audubon Society Inc • Florida Firearms Shooting Foundation • WHS Visions of Lakeland, LLC 	Preservation property Vegetation storage

Source Date: 2022

In addition, the land designated for BPC is growing. There is more BPC designated property in the Rural Development Area (13.6%) than in the Suburban Development Area (11.68%) (See Table 3 below).

Table 3

Development Area	Percent of Total BPC
Neighborhood Utility Service Area (NUSA)	0.18%
Rural Development Area (RDA)	13.6%
Suburban Development Area (RDA)	11.68%
Transit Utility Development Area (TSDA)	46.94%
Urban Growth Area (UGA)	27.56%

Source Date: 2022

New Buffers and Screening Standards

The second part of this amendment is to add a new Subsection H. “Large Loading/Unloading Areas and Accessory Truck Parking Areas.” Staff is recommending additional fencing requirements, planting requirements, and setbacks from residential property lines and structures for buildings with four or more loading/unloading docking by door openings, and their accessory truck parking areas. One reason is due to lighting. As the trucks maneuver around a warehouse building, the headlights from the trucks shine into nearby residential homes. Fencing adjacent to these truck maneuvering and parking areas block the headlights from the trucks. In addition, the noise from commercial vehicles, such as beeping and refrigeration equipment, can travel a significant distance, as does the noises associated with loading and unloading these vehicles. Staff is recommending that these vehicles not be parked within 50 feet and the building where loading activities occur be set back 100 feet from residential property lines.

Staff did a random survey of warehouse uses along Drane Field Road, northwest Polk County, Auburndale, Winter Haven, and northeast Polk County. The results of this study are provided under separate cover. The distance between the parking areas adjacent to the loading bays for small buildings ranged from 35 feet to 50 feet. However, the distance between the parking areas adjacent to larger warehouse buildings extended to 100 feet and even 180 feet. Staff also interviewed residents adjacent to these existing warehouse uses (see Exhibit 1 attached separately). The residents’ complaints include noise by trucks maneuvering and lights during evening hours. These complaints were gathered from residents that lived 50 feet to 100 feet from the loading and unloading areas.

Staff carefully crafted the recommended changes to Section 220 to be responsive to the trend of placing warehouse uses closer to residential units. Staff also reviewed a few grocery stores and big box retail stores (See Exhibit 2). The loading areas for these uses ran from one (1) to three (3) loading or docking bays. Therefore, the threshold for the additional standards is four (4) bays.

Benefit-cost Analysis of the Amendment

Who does it help?

This ordinance will help existing future residents abutting future warehouse buildings that have four (4) or more loading/unloading areas and docking bays. It will not apply to existing warehouse developments or approved Level 2 Review plans for new warehouses.

Who does it hurt?

There may be an increase in future land acquisition costs as a larger property might be needed to construct a warehouse business that meets these standards. However, the 100-foot setback, additional buffer areas, and fencing have all been offered by applicants for past BPC cases that are found in Appendix E, Parcel Specific Future Land Use in the Land Development Code.

What does it cost?

A Business Impact Estimate pursuant to FS 15.66 (3)(a) has been prepared as an attachment to the casefile.

Background - The Business Park Center (BPC) Future Land Use designation was adopted in the original 1991 Comprehensive Plan as the main office park district. However, since this time, the BPC Future Land Use designation has grown to be the County's main warehouse/distribution land use. Some areas have even developed with light manufacturing uses, such as north of Polk State College on US 98; the Bartow Airport; along Recker Highway near Highway 542; and Metromont south of Bartow. Moreover, with the popularity of online ordering, Polk County has become essential in the distribution market of goods via truck and rail as evidenced by the Integrated Logistics Center in south Winter Haven and the development of warehouse uses along I-4 and US 27, County Line Road, Dranefield Road, and Saddle Creek. Exhibit 2 displays a map of the BPC land uses throughout the County.

These warehouses have increasingly used larger buildings with cross-dock configurations rather than loading and unloading areas on only one side of these buildings. According to Wikipedia, cross-docking is a logistical practice where materials are delivered directly from a manufacturer or a mode of transportation to accelerate delivery to a customer or another mode of transportation. Cross-docking takes place in a distribution docking terminal, usually consisting of trucks and dock doors on two (inbound and outbound) sides with minimal storage space.

As the population of Polk County and Florida has increased together with the growth in online shopping, the construction of these warehouses has accelerated faster than our ability to determine the best buffering method adjacent and near residential uses. The development of a Dollar General at Duff Road and Kathleen Road lead to an amendment to Section 220 of the Land Development Code in 2018 to prohibit buildings within the 50-foot compatibility zone when adjacent to existing residential. Other measures included additional lighting standards to prohibit light trespass and buffering requirements. The 24-hour nature of warehouse uses have more light and noise issues beyond the 50-foot compatibility zone appropriate for a typical retail, restaurant, and other commercial uses. Therefore, the need for this amendment is based on the behavior of the warehouse uses and not the small buildings associated with retail stores, grocery stores, or big box retailers.

In addition, recent land use changes along County Line Road have bordered existing residential neighborhoods constructed prior to the adoption of the Comprehensive Plan. Staff continues to receive requests for warehouse uses adjacent to existing residential neighborhoods such as in Alturas and northwest Lakeland. This is a stressful situation for the current residents who did not choose to live near these warehouse uses and in fact in some cases understood they would not have adjacent non-residential uses. In addition, the original Comprehensive Plan limited BPC uses in the rural areas to only agricultural uses. However, this was amended in 2022 (LDCPAL-2022-1) to accommodate the BPC expansion along County Line Road which removed the limitation of permitting only "agri-related" BPC uses in the rural area.

Comparisons to other Jurisdictions:

Staff reviewed the screening, buffering and building separations of warehouse uses from Alachua County, Brevard County, Duval County, Hardee County, Highlands County, Hillsborough County, Lake County, Manatee County, Orange County, Osceola County, Seminole County, Volusia County, and the cities of Lakeland and Winter Haven. Table 4 to follow displays the results.

Quick facts:

- Setbacks from residential uses range from 20' to 100' - the most (6) at 50' feet
- Buffer widths range from 20' to 50' the most (5) at 40'
- Nine (9) required a 6' or higher wall or fence

Table 4

Jurisdiction (Code citation)	Setbacks& Height limit from Residential	Landscaping & Buffering Requirements	Loading Dock/Zone Requirements	Other Requirements
Alachua County <i>Sec. 403.15, 407.43, 407.61, 407.105, 110.04</i>	50' side & rear 40' height	40' wide 5 canopy trees /100' 7 understory trees /100' 3 evergreen trees /100' 60 shrub /100'	Noise Limits 75 dbA	Building Design
Brevard County <i>Sec. 62-1541 thru 1543 and 62-4342</i>	50' from all sides. 50' to 100' from residential districts 35-45' height limits	6' high opaque fence Landscape buffer completely opaque from the ground up to a height of at least six feet. Where a fence or wall is used to fulfill the screening requirements within a vegetative buffer, it shall be located one foot inside of the property line that abuts the residential zoning.	75' - 120' setback from residential depending on district.	Performance standards and building design
Duval County <i>Sec. 656.399.45 656.1216</i>	50-100' depending on district	Minimum 10' wide 1 tree/25' 50% shade trees 6' high wall or fence	6' high opaque buffer	Industrial sanctuary overlay zone buffer requirements
Hardee County <i>Sec. 3.15.00, 3.21.93</i>	50' from all property lines	40' wide: 6 understory, 15 shrubs 30' wide: 8 understory, 20 shrubs 20' wide: 10 understory, 25 shrubs	1/3 of the loading area shall be shaded with canopy trees	A six-foot fence must be constructed along the property line adjacent to residential land use constructed of wood, chain link with inserts, masonry or metal.
Highlands County <i>Section 12.10.212, 12.11.105</i>	25' side and rear	20-40' wide depending on amount of plantings 10-6 trees/100' 25-15 shrubs/100'	All loading areas shall be screened from view by a solid wall.	BC-1, I-1 districts allow warehouse Only I-2 allows motor freight terminals
Hillsborough County <i>Sec. 6.01.01 & 6.06.06</i>	30'+1'/ft over 30' 30'+1'/10' width > 100'	30' wide Evergreen shade tree 20' OC 6' high masonry wall		Retail loading dock areas require masonry wall and 6' buffer with evergreen plants 6' high and no less than 6' apart on the exterior.

Table 4

Jurisdiction <i>(Code citation)</i>	Setbacks& Height limit from Residential	Landscaping & Buffering Requirements	Loading Dock/Zone Requirements	Other Requirements
Lake County <i>Sections 3.05.00 & 9.01.00</i>	50' height Buffers dictate setbacks from residential	Varies by residential district 30-80' wide 2-8 canopy/100' 3-7 ornamental/100' 2 rows of shrubs to 4' high berm w/shrubs	8'-12' fence or wall enough to block view of vehicles	Warehouse is a commercial use
Manatee County <i>Sec.531.34</i>	75' from residential property and districts	20' wide 6' high opaque wall 2 canopy/100' 3.3 understory/100'	six (6) foot high decorative, opaque fence	Maintenance is an 8' fence
Orange County <i>Art. VII. Div. 5-10 Section 24-5</i>	Determined through PH review	25' wide 6' opaque 4' high shrubs 70% opaque 1 shade tree every 40'	Truck Terminals require PH if w/in 1000' of residential district	No vehicle traffic allowed into residential districts.
Osceola County <i>Sec. 3.9.1, 4.8.3</i>	75' from residential No height limit	40' wide 7 canopy/100' 5 w/wall 7 understory/100' 4 w/wall 3' evergreen/100' 0 w/wall 45 shrubs/100' 30 w/wall		No bays may face the right-of-way
Seminole County <i>Sec. 30.14.1</i>	n/a	40' wide 6' masonry wall 3 evergreen/100 1 understory/100 13 shrubs/100	No.	
Volusia County <i>Sec. 72-241, 72-284</i>	35' side & rear 35' height +1' each 1' > 35'	30' wide 6' fence or wall 4 Group A Canopy Trees, 6 Group B Mid-Story Trees 25 Group C Understory Trees/Shrubs	"loading should not be located adjacent to residential lots"	Architectural standards
City of Lakeland <i>Sec. 3.2, 4.5</i>	30' side 50' rear 50' high +2' each 1' >5-0'	9.5' wide 6' fence or wall 16 shrubs/ 100' 4 trees /100'	No.	No.
City of Winter Haven <i>Ordinance 88-08 Sec.21-47</i>	20' side 25' rear 85' height	20-50' wide depending on amount of plantings 8-3 overstory trees/100' 10-4 understory trees/100' 32-12 large shrubs/100' 48-18 shrubs/100'		Industrial only I-1 & I-2

Limits of the Proposed Ordinances

The scope of the amendment will apply in unincorporated areas of the County including the Green Swamp Area of Critical State Concern. Florida Commerce requires a 45-day review on all policy changes affecting development in the Green Swamp Area of Critical State Concern regardless of whether it has a direct relationship to the primary purpose of the Critical Area, which is aquifer recharge and protection. Therefore, this request will be reviewed by the Florida Commerce Community Planning Department Areas of Critical State Concern Program.

This amendment will apply to new non-residential development that abuts A/RR districts. It will also apply higher standards for new docking facilities and areas where loading and unloading of goods and materials is conducted that have four (4) or more bay door openings and any associated truck or trailer parking areas abutting residential properties. It will not apply to development that has submitted applications for Level 2 Review approval prior to the effective date of this proposed

ordinance.

Consistency with the Comprehensive Plan

Many policies within the Comprehensive Plan are reviewed for consistency with an application. The most relevant policies for the proposed request are included in this section. The policy is first stated and then an analysis of how the policy may or may not be consistent with the Comprehensive Plan. How the request is **consistent or inconsistent** with the Comprehensive Plan is listed below:

Table 8 Consistency with the Comprehensive Plan

Policy	Consistency
<p>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.</p>	<p>The growth of the County has led to more locations for warehouse/distribution uses including accessory and primary commercial vehicle parking. The Land Development Code does not currently have any development standards for uses like warehouse/distribution uses that have multiple loading/unloading and docking bays. Therefore, it is necessary to ensure the compatibility of warehouse uses as the County’s population grows to approximately 1.2 million people in 2050.</p>
<p>Policy 2.102-A2: Compatibility - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished:</p> <ul style="list-style-type: none"> a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development. 	<p>Adding additional buffering and distance standards for loading areas will increase the compatibility of these uses adjacent to residential uses.</p>

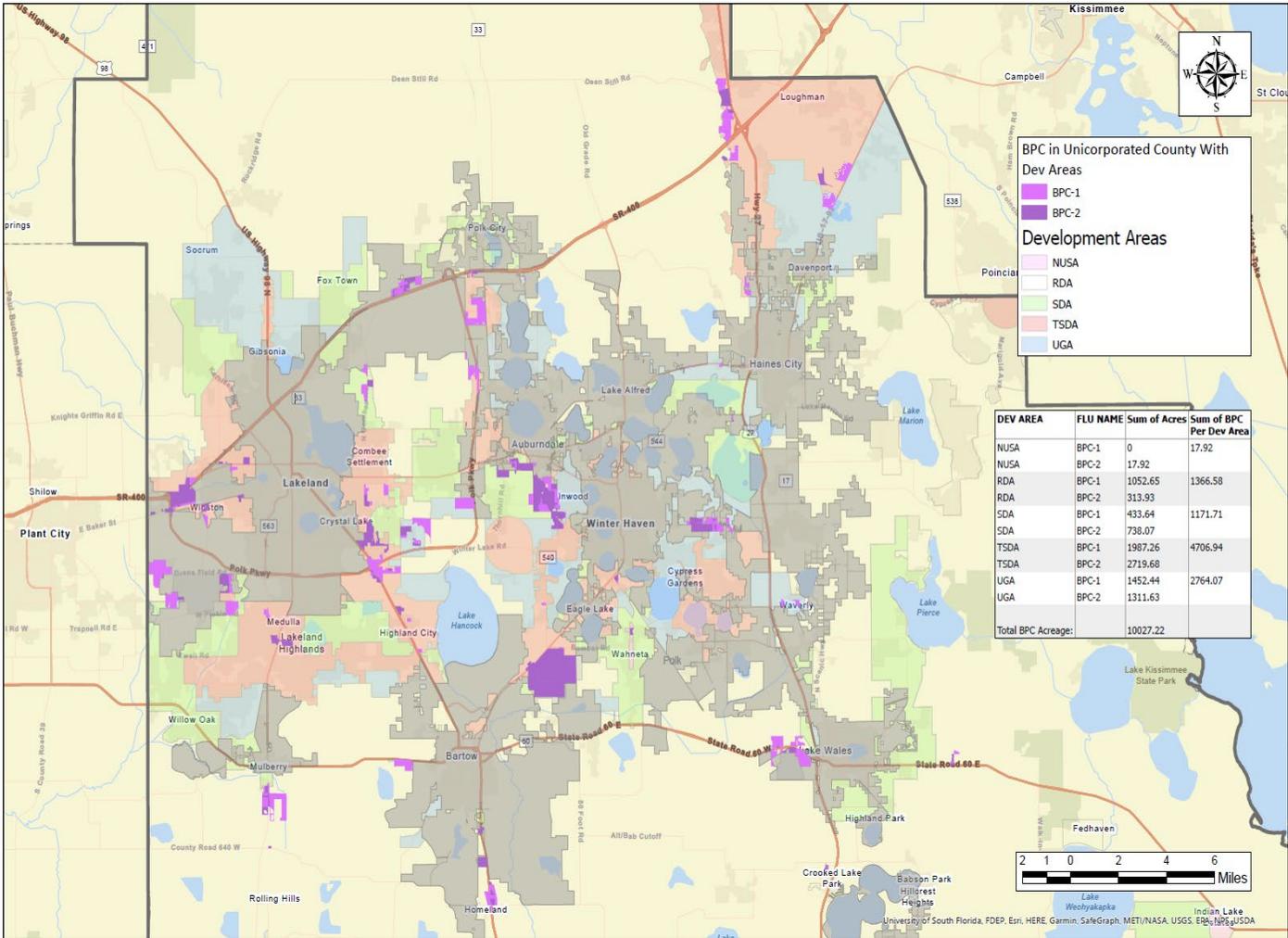
Comments from Other Agencies: None

Exhibits:

- Exhibit 1 Areas of Staff Research (separate attachment)
- Exhibit 2 Business Park Centers (BPC) by Development Areas
- Exhibit 3 Loading Areas

- Draft Ordinance under separate attachment

Staff Research under separate cover.



BUSINESS PARK CENTER IN EACH DEVELOPMENT AREA



LOADING AREAS