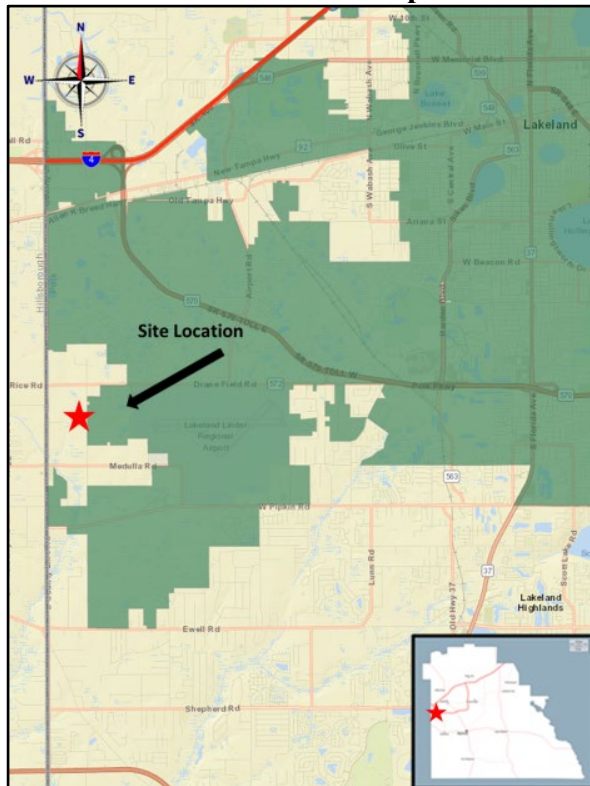


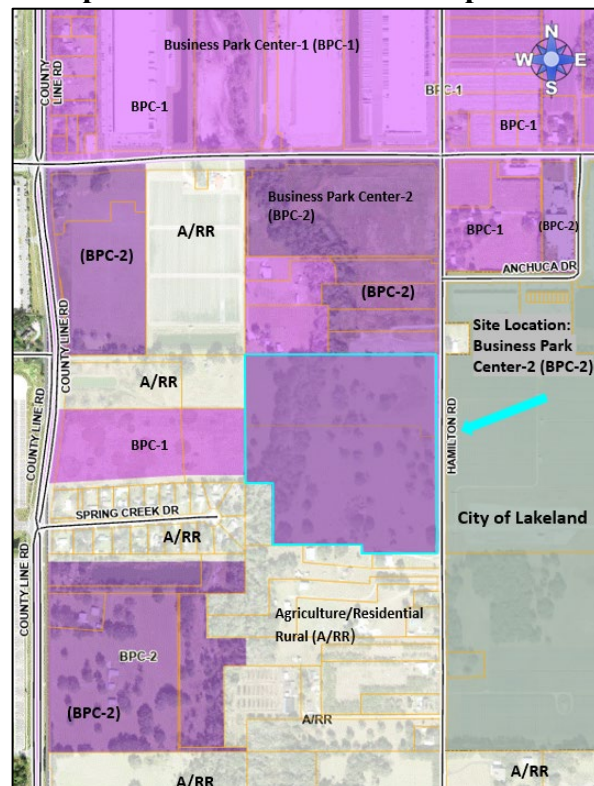
# POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

<b>DRC Date:</b>	June 26, 2025
<b>Planning Commission Date:</b>	September 10, 2025
<b>BoCC Dates:</b>	October 21, 2025
<b>Applicant:</b>	Kimley Horn
<b>Level of Review:</b>	Level 4 Review, Sub-district Change
<b>Case Number and Name:</b>	LDCD-2025-3 (Hamilton Road Sub-district)
<b>Request:</b>	Future Land Use Map sub-district change from Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2) to allow for outdoor storage.
<b>Location:</b>	South of Drane Field Road, North of Medulla Road, East of County Line Road, West of the City of Lakeland in Section 6, Township 29, Range 23.
<b>Property Owner:</b>	Arrowrock IV Hamilton Rd LLC
<b>Parcel Size:</b>	232906-000000-032010 (+/- 38 acres)
<b>Development Area:</b>	Urban Growth Area (UGA), Rural Development Area (RDA)
<b>Future Land Use:</b>	Business Park Center-1 (BPC-1)
<b>Nearest Municipality</b>	City of Lakeland
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending Hearing
<b>Case Planner:</b>	Aleya Inglima, Planner II

**Location Map**



**Proposed Land Use District Map**



## **Summary:**

This is an applicant-initiated Future Land Use Map sub-district change for 38+/- acres from Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2) on the Future Land Use Map.

### **Compatibility Summary**

The subject site is surrounded by A/RR to the south; BPC-2 to the north; and, the City of Lakeland to the east. The properties to the south are a mixture of single-family structures and agricultural uses. Most of the properties to the east are within Lakeland City limits and are used as a solar farm and industrial purposes for the Lakeland International Airport. The Future Land Use designation to the north of the site is BPC-2. One parcel to the east is in the unincorporated County and has a Future Land Use designation of A/RR. The remainder of the properties to the east are within the Lakeland City limits and have a designation of Industrial. The properties to the south have a Future Land Use designation of A/RR.

The City of Lakeland has completed a sector plan for this area as a guide to growth. Policy 4.102-A13: City of Lakeland Sector Planning Program states that the sector plans are to be used as a shared resource and guide for planning efforts. The SW Lakeland Sector Plans displays the general vision for this area as business park.

### **Infrastructure Summary**

Infrastructure is made of public safety, the school public system, utilities, and the accessed roadways. The City has the capacity to serve water and wastewater for the subject site. Public safety services (Fire, EMS, and Sheriff) are available in this area as shown on Table 2 of this staff report.

The subject site has road frontage on Hamilton Road. Hamilton Road is a local commercial road with 20 feet of pavement and available road capacity (Level of Service or concurrency).

### **Environmental Summary**

The proposed request is not anticipated to have a negative impact upon the environmental features present on site. The development is existing and was designed in accordance with the Southwest Florida Water Management District and Polk County requirements to help address any potential alterations to wetlands and floodplain areas. This request is to allow outdoor storage.

### **Comprehensive Plan**

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

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.105(A1-A5): Urban-Growth Areas
- Section 2.113B(B1-B5): Business Park Center
- Section 2.124-B Airport-Impact Districts

## **Findings of Fact**

### **Request and Legal Status**

- LDCD-2025-3 is an applicant-initiated request for a Level 4 Subdistrict change to designate approximately 38 +/- acres from Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2).

- The site currently is fully developed with industrial buildings and associated truck docks (LDNON-2023-133). The approval is to allow for outdoor storage.
- LDCPAL-2018-17 was approved August 6, 2019, to allow the site to go from Agricultural/Rural Residential (A/RR) to Business Park Commercial (BPC-1)
- LDCPAL-2019-7 was approved November 5, 2019, to allow the site to go from Rural Development Area to Urban Growth Area.
- POLICY 2.105-A1 Description - Urban-Growth Areas, states that UGAs shall:
  - a. complement the TSDA in guiding growth, while promoting orderly and compact development;
  - b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas;
  - c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon;
  - d. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs;
  - e. include development criteria that:
    1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
    2. improve access to employment areas, schools, shopping and recreational opportunities;
    3. support the preservation of open space and natural areas;
    4. reduce capital and operating cost for the provision of infrastructure and public services.
- POLICY 2.113-B1 states that “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.”

## **Compatibility**

- The Comprehensive Plan defines Compatibility in Section 4.400 as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”
- The subject site is surrounded by A/RR to the south; BPC-2 to the north; and, the City of Lakeland to the east.
- The City of Lakeland has completed a sector plan for this area as a guide to growth. Policy 4.102-A13: City of Lakeland Sector Planning Program states that the sector plans are to be used as a shared resource and guide for planning efforts. The SW Lakeland Sector Plans displays the general vision for this area as business park

## **Infrastructure**

- The schools which would serve the subject site are Southwest Elementary, Sleepy Hill Middle and George Jenkins Senior High School.
- Both fire and ambulance response to this address is primarily from Polk County Fire Rescue Station 2, 2523 Ewell Rd, Lakeland. The travel distance is 5.7 miles. Last year, Polk County Fire Rescue entered into an Automatic Aid Agreement with the City of Lakeland to provide first alarm fire assistance to this area. Their closest fire station is Lakeland Fire Station Number 7, 3150 Drane Field Rd, Lakeland. Their travel distance is 2.7 miles. Over the last five years, there have been no responses to this address. Responses to this vicinity have averaged between 12 and 15 minutes.
- Sheriff’s response to the site is served by the Southwest District, located at 4120 US 98 South, Lakeland. The response times for August 20252 were: Priority 1 – 8:55 minutes, Priority 2 – 26:47 minutes.
- Potable water and wastewater services are available to the subject site by the City of Lakeland.
- The subject property has road frontage on Hamilton Road and Drane Field Road. Hamilton Road is a local commercial road.
- The nearest park facilities and environmental lands are Alafia River Reserve, seven miles south of the site.

## **Environmental**

- The subject property does have wetlands and floodplains and includes a stream system called Hamilton Branch running north to south on the western portion of the property.
- The subject site is made up of Tavares Fine Sand, Placid Fine Sand, and Zolo Fine Sand. Both Tavares and Zolo fine sands are well drained and not limited as site development. The site is approximately 66% Tavares fine sand and 22% Zolo fine sand. Placid fine sand is found on 12% of the site. Placid fine sand is not well drained and is very limited as site development because of the wetness. This soil type can be found in Flood Zone A on the property.

- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not within an area of protected species and habitat observations.
- The southern half of the subject site is located within the Transitional Surface Limits and the Approach Surface Limits Zone of the Lakeland Linder Airport to the east.
- The site is not within a Wellfield-Protection District.
- According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, there are no archeological sites on the subject property.

### **Comprehensive Plan Policies**

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

- b. nearness to agriculture-production areas;
- c. distance from populated areas;
- d. economic issues, such as minimum population support and market-area radius (where applicable);
- e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
  - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
  - 2. sanitary sewer and potable water service;
  - 3. storm-water management;
  - 4. solid waste collection and disposal;
  - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
  - 6. emergency medical service (EMS) provisions; and
  - 7. other public safety features such as law enforcement;
  - 8. schools and other educational facilities
  - 9. parks, open spaces, civic areas and other community facilities
- f. environmental factors, including, but not limited to:
  - 1. environmental sensitivity of the property and adjacent property;
  - 2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
  - 3. wetlands and primary aquifer recharge areas;
  - 4. soil characteristics;
  - 5. location of potable water supplies, private wells, public well fields; and
  - 6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.105-A1 Description - Urban-Growth Areas shall:
  - a. complement the TSDA in guiding growth, while promoting orderly and compact development;
  - b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas;
  - c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon;

- d. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs;
- e. include development criteria that:
  - 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities;
  - 2. improve access to employment areas, schools, shopping and recreational opportunities;
  - 3. support the preservation of open space and natural areas;
  - 4. reduce capital and operating cost for the provision of infrastructure and public services.
- According to POLICY 2.113-B1 of the Polk County Comprehensive Plan, 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.”
- POLICY 2.113-B3: Location Criteria - States that “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:
  - a. arterial roads;
  - b. collector roads, if the proposed district is within 2 miles of an intersecting arterial road;
  - c. local commercial roads or private roads under the following conditions:
    - 1. the road has full median access onto to an arterial road;
    - 2. the road does not serve existing or expected future residential traffic from the surrounding area; and
    - 3. the road has a structural integrity and design characteristics suitable for truck traffic.
  - d. properties abutting an Industrial (IND) district or railroad line.”

- POLICY 2.113-B4: 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, or a local commercial road or service drive that directly connects to a collector roadway or better. Business-Park Centers shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
  - 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.
  - 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.
  - d. Commercial activities to support activity within a Business Park Center shall not exceed 15 percent of the total area of the Business Park.
  - 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.
  - 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.
  - g. New residential development within Business Park Centers shall be limited to High-Density Residential (with proper buffering).
  - 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.
  - 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 and as required if within a Nutrient Restoration Plan Overlay.
  - 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 FAR in the RDA may be increased to 0.75 when connection to public water and sewer is available and within a half mile



of a transit route. The Land Development Code shall establish development standards and criteria for Planned Developments within the BPC district.

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

**Development Review Committee Recommendation:** Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that the request for Business Park Center-2 (BPC-2) **IS compatible** with the surrounding land uses and general character of the area and **IS consistent** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL** of the BPC-2 sub district for **LDCD-2025-3**.

### **GENERAL NOTES**

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

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

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

### **Compatibility with the Surrounding Uses**

According to *Policy 2.102-A2* of Polk County's Comprehensive Plan, "land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; and c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development." The "development criteria" and the "density and dimensional regulations" of a land use district are often the measuring tools used by staff to determine compatibility and the

appropriateness of locating differentiating uses. Compatibility is defined in the Comprehensive Plan as “a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”

#### A. Land Uses

This site is located in both the Urban Growth Area (UGA) and the Rural Development Area. UGAs complement the TSDA in guiding growth, while promoting orderly and compact development; are located contiguous to the TSDAs or a municipality as they represent the expansion areas; are supported by existing or planned urban type services that are programmed for the 20-year planning horizon; and are those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs.

Rural Development Areas (RDAs) are those unincorporated areas within the County that are not located within a Transit Supportive Development Area, Urban-Growth Area, Suburban-Development Area, or Utility-Enclave Area. Development in these areas is characterized by large open areas, agricultural use, with scattered development and rural centers. Services are limited and mostly found in the rural centers and clustered developments.

#### B. Infrastructure:

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

The subject properties are located in the Urban Growth Area (UGA) and the subject site is already constructed. There is public water adjacent to the site, with sewer located nearby. The development will not affect school capacity.

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

**Table 1**

<b>Northwest</b> A/RR Agriculture uses	<b>North</b> Business Park Industrial buildings and associated truck docks	<b>Northeast</b> Business Park, and Industrial (City) solar farm
<b>West</b> A/RR and Business Park Vacant	<b>Subject Site</b> Business Park Industrial buildings and associated truck docks	<b>East</b> Business Park, and Industrial (City) solar farm
<b>Southwest</b> A/RR; Agricultural and Spring Creek Subdivision	<b>South</b> A/RR; Single family homes	<b>Southeast</b> Business Park, and Industrial (City) solar farm

## Nearest and Zoned Elementary, Middle, and High School

The schools zoned for the subject property include those listed in the table below. The zoned schools all have capacity. BPC does not have residential development. Therefore, this request is not anticipated to have an impact to the school system.

Table 2: School Information

School	Annual Estimated Demand	Distance from Subject Site	School Capacity (including portables)
Southwest Elementary	0	8 miles	56%
Sleepy Hill Middle	0	10 miles	87%
George Jenkins High	0	10 miles	89%

Source: Polk County School Board website

## Nearest Sheriff, Fire, and EMS Station

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

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

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

Table 3 Public Safety Information

	Name of Station	Distance	Response Time*
Sheriff	Southwest District, located at 4120 US 98 South, Lakeland	±12 miles	P1: 8:55 minutes P2: 26:47 minutes
Fire/ EMS	Lakeland Fire Station Number 7, 3150 Drane Field Rd, Lakeland	±2.7 miles	12 minutes

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

## Water and Wastewater

Because development is in the Urban Growth Area, it is required to connect to public water and sewer facilities.

### A. Estimated Demand

The subject is within the City of Lakeland's water and wastewater service area. The Comprehensive Plan (Policy 2.109 A1) permits BPC to achieve an FAR of 150%. However, this can only be achieved via a Planned Development. Development in the BPC throughout the County has not achieved an FAR above 75% to date.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity (38 acres)	Current Land Use designation BPC-1	Maximum Permitted Use in Proposed BPC-2
Current Maximum Allowable Use	38 acres x 43,560 sq. ft. x 0.75 Floor Area Ratio (FAR) = 1,241,460 sq. ft.	<b>38 acres x 43,560 sq. ft. x 0.75 Floor Area Ratio (FAR) = 1,241,460 sq. ft.</b>
Potable Water Consumption	1,241,460 sq. ft. x 0.24 GPD = 297,950 GPD	1,241,460 sq. ft. x 0.24 GPD = 297,950 GPD
Wastewater Generation	297,950 GPD. x 0.8 GPD = 238,360 GPD	297,950 GPD. x 0.8 GPD = 238,360 GPD
<i>GPD – Gallons Per Day; DU – Dwelling Unit Source: Polk County Concurrency Manual and Service Provider data *Gallons per Day (GPD), Warehousing at 0.24 GPD for water and 80% of 0.24 for wastewater</i>		

#### B. Available Capacity:

The subject is within the City of Lakeland's water and wastewater service area.

#### C. Planned Improvements:

No information is known currently about any planned improvements to utilities in this area.

### Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The data identifies both daily and peak hour traffic volumes. The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of 'A' to 'F' with LOS 'A' being the best (free-flow traffic) and LOS 'F' being the worst (severe traffic congestion).

The proposed Comprehensive Plan Amendment will not further affect surrounding roadways, the transportation network, and the LOS below the minimum established standards.

#### A. Estimated Demand

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The table below provides as estimate of a warehouse use in per our concurrency manual.

Table 5 Estimated Transportation Impact Analysis

Permitted Intensity (38 acres)	Demand as permitted in Existing Land Use	Maximum Permitted Use in Proposed Land Use
	38 acres x 43,560 sq. ft. x 0.75 Floor Area Ratio (FAR) = 1,241,460 sq. ft./1,000 = 2,090	<b>1,241 DUs</b>
<b>Average Annual Daily Trips (AADT)</b>	1,241 DU * 7.81 trips/DU = <b>9,696 AADT</b>	1,241 DU * 7.81 trips/DU = <b>9,696 AADT</b>

<b>PM Peak Hour Trips</b>	1,241 DU * 1 trip/DU = <b>1,241 AADT</b>	579 DU * 1 trip/DU = <b>1,241 AADT</b>
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Source: Polk County Concurrency Manual, Warehousing ITE code 150 AADT per 1,000 square feet 4.96 and 0.47 PM Peak Hour 92% percent new trips.

## B. Available Capacity:

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

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

**Table 6**

<b>Link #</b>	<b>Road Name</b>	<b>Current Level of Service (LOS)</b>	<b>Available Peak Capacity</b>	<b>PM Hour</b>	<b>Minimum LOS Standard</b>	<b>5-Year Peak Hour Projected LOS</b>
4087E	Drane Field Road (County Line to SR 572)	C	300		D	C
4087W	Drane Field Road (County Line to SR 572)	C	281		D	C

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

## C. Roadway Conditions

Hamilton Road is a County-maintained Local Commercial Roadway with a surface width of 20 feet.

## D. Planned Improvements:

With the exception of the Polk County Parkway, there are no roadway improvements planned in the next five years for this area of the County.

## E. Mass Transit

The nearest transit route is by New Tampa Highway and the Airport. None of these routes are in walking distance to the subject site.

## F. Sidewalks

There are existing sidewalks along the parcel.

## Park Facilities and Environmental Lands:

The nearest park facilities and environmental lands are The Alafia Reserve, seven miles south of the site.

A. Location:

The subject property is part of a larger water system of wetlands and floodplains that traverse the property from north to south as well as drainage from the northeast in the City of Lakeland.

B. Services:

The Alafia Reserve is a 334-acre natural area with wetlands, wildlife, and hiking trails.

C. Multi-use Trails:

Multi-use trails can be found at the Alafia Reserve.

**Environmental Lands:**

The proposed request is not anticipated to have a negative impact upon the environmental features present on site. The development is existing and was designed in accordance with the Southwest Florida Water Management District and Polk County requirements to help address any potential alterations to wetlands and floodplain areas.

**Environmental Conditions**

The subject property is part of a larger water system of wetlands and floodplains that traverse the property from north to south as well as drainage from the northeast in the City of Lakeland.

A. Surface Water:

The subject site is highest on the northeast corner at 131 feet and slopes to the west to 111 feet in the middle of Hamilton Branch Creek and to southwest to an elevation of 104 feet in the middle of Hamilton Branch Creek. There is All Terrain Excavator Easement that the County maintains to assist with drainage from the north side of Drane Field Road to Hamilton Branch Creek.

B. Wetlands/Floodplains:

The subject property does have a wetland and floodplain system in the center of the property.

C. Soils:

The subject site is made up of Tavares Fine Sand, Placid Fine Sand, and Zolo Fine Sand. Both Tavares and Zolo Fine Sands are well drained and not limited as site development. The site is approximately 66% Tavares Fine Sand and 22% Zolo Fine Sand. Placid Fine Sand is found on 12% of the site. Placid Fine Sand is not well drained and is very limited at site development because of the wetness. This sand is found in the Hamilton Branch Creek. This soil type can be found in Flood Zone A on the property. Table 7 lists the soils associated with the subject site.

**Table 7**

Soil Name	Septic Tank Absorption Field Limitations	Dwellings Without Basements	% of Site (approximate)
Zolo Fine Sand	Severe: Wetness poor filter	Slight	22%
Placid Fine Sands	Severe: Flooding wetness poor filter	Severe: ponding	12%
Tavares Fine Sand	Moderate: wetness	Slight	66%

D. Protected Species

According to the Polk Endangered Habitat Map of the Future Land Use Map Series (FLUMS), the subject site is not within a one-mile radius of a protected animal and plant species sighting (Source: the Florida Natural Areas Inventory of 2011). This means that a certified environmentalist did not identify an endangered or protected animal(s) within one mile of the property during the survey period of the 2011 study. The proposed land use change request is not anticipated to have a significant negative impact

E. Archeological Resources:

There are no resources identified per the Historical Resources Map as part of the Comprehensive Plan map series.

F. Wells (Public/Private)

The subject site is not within a Wellfield Protection district.

G. Airports:

The subject property is located within the Lakeland Linder Regional Airport Impact District. The subject site lies due west of the main east-west runway.

**Economic Factors:**

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

**Consistency with the Comprehensive Plan**

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

**Table 9 Comprehensive Plan**

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;	The proposed request for BPC-2 is consistent with this policy as the expansion area is adjacent to other BPC-2 to the north of Drane Field Road and to the City of Lakeland to the east.

Comprehensive Plan Policy	Consistency Analysis
<p>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>	
<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>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.</p>	<p>Public water and sewer are available in the area and Drane Field is a collector road. In addition, the City of Lakeland's SW Sector Plan has a vision of business park uses.</p> <p>The subject site is located within an area that has some urban infrastructure with water and sewer availability and a collector road network. There are warehouses in the area to the east along Drane Field Road in the city limits of Lakeland.</p>
<p>POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:</p> <ul style="list-style-type: none"> <li>a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided,</li> <li>b. nearness to agriculture-production areas;</li> <li>c. distance from populated areas;</li> <li>d. economic issues, such as minimum population support and market-area radius (where applicable);</li> <li>e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: <ul style="list-style-type: none"> <li>1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;</li> <li>2. sanitary sewer and potable water service;</li> <li>3. storm-water management;</li> <li>4. solid waste collection and disposal;</li> <li>5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;</li> <li>6. emergency medical service (EMS) provisions; and</li> <li>7. other public safety features such as law enforcement;</li> <li>8. schools and other educational facilities</li> <li>9. parks, open spaces, civic areas and other community facilities,</li> </ul> </li> <li>f. environmental factors, including, but not limited to: <ul style="list-style-type: none"> <li>1. environmental sensitivity of the property and adjacent property;</li> <li>2. surface water features, including drainage patterns, basin characteristics, and flood hazards;</li> <li>3. wetlands and primary aquifer recharge areas;</li> <li>4. soil characteristics;</li> <li>5. location of potable water supplies, private wells, public well fields; and</li> <li>6. climatic conditions, including prevailing winds, when applicable.</li> </ul> </li> </ul>	



Comprehensive Plan Policy	Consistency Analysis
<p>POLICY 2.105A1: DESCRIPTION -Urban Growth Areas shall: a. complement the TSDA in guiding growth, while promoting orderly and compact development; b. be located contiguous to the TSDAs or a municipality as they represent the expansion areas; c. be supported by existing or planned urban type services that are programmed for the 20-year planning horizon; d. be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs; e. include development criteria that: 1. promote the development of walkable communities which include a balance between employment opportunities, mix of complementary uses and activities, and a range of housing opportunities; 2. improve access to employment areas, schools, shopping and recreational opportunities; 3. support the preservation of open space and natural areas; 4. reduce capital and operating cost for the</p>	<p>The subject site is located within an area that has the appropriate levels of infrastructure and services. In addition, the City of Lakeland’s Sector Plan provides for this area to have business park uses.</p>
<p>SECTION 2.124-B - AIRPORT-IMPACT DISTRICTS.</p> <p>OBJECTIVE 2.124-B: The Polk County Plan shall provide for aviation-compatible land uses around airports licensed for public use, by limiting or restricting incompatible land uses and activities, as defined by the Polk County Airport Zoning Regulations of the Joint Airport Zoning Board (JAZB), consistent with the objectives and policies of the Transportation Element, Section 3.200.</p>	<p>The site is located in the Height Notification Zone for Lakeland International Airport. Due to the distance of the subject property away from the airport, no adverse impacts upon airport operations are expected.</p>

## Urban Sprawl Analysis

After analyzing the primary indicators of Urban Sprawl per *Policy 2.109-A10* of the Polk County Comprehensive Plan, it is apparent that the proposed request is not considered urban sprawl based on these criteria and it is permitted in the designated area. Table 9 (below) depicts the Urban Sprawl Criteria used by staff as indicators of Urban Sprawl.

Table 9 Urban Sprawl Criteria

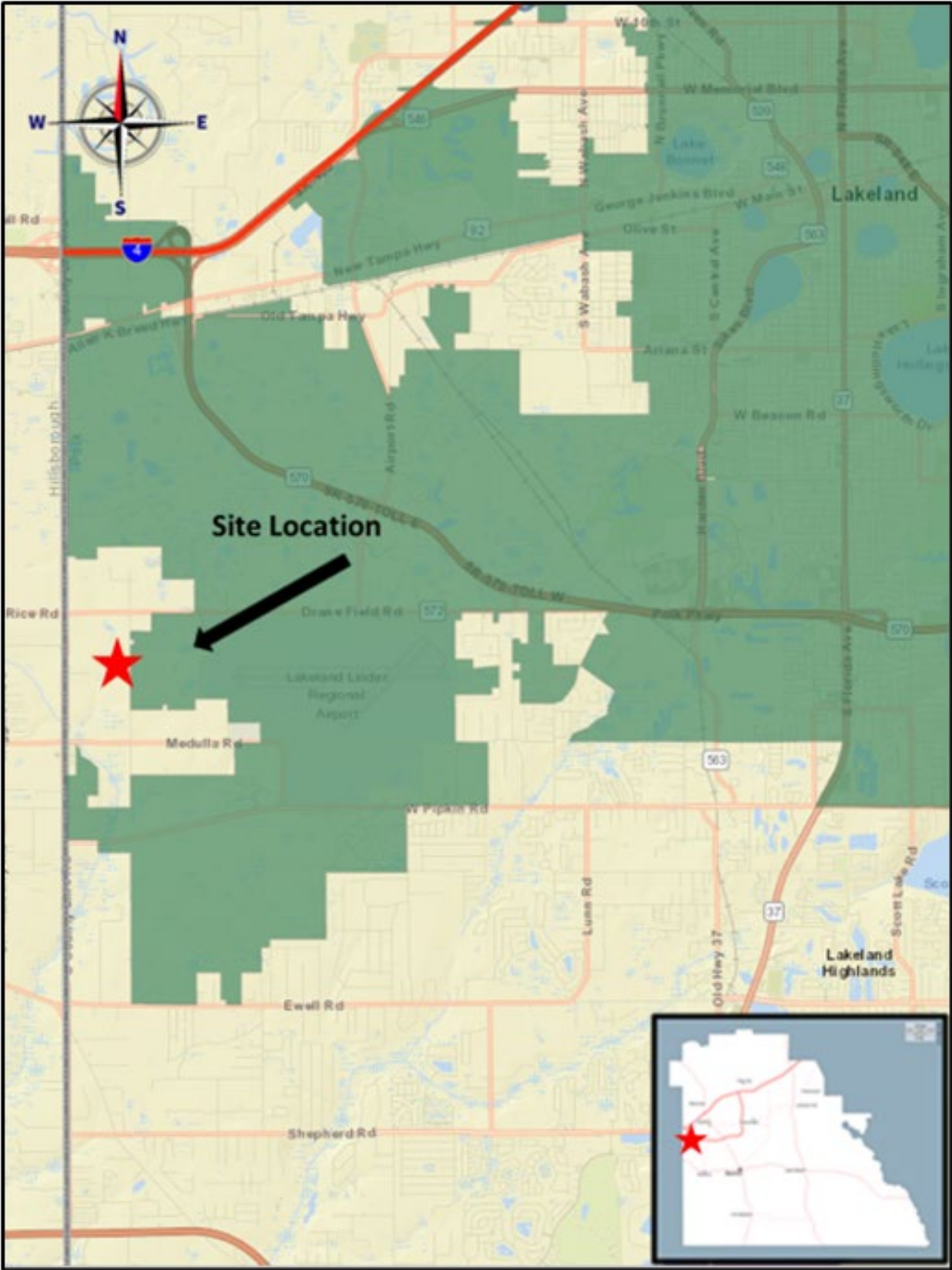
<b>Urban Sprawl Criteria: The following criteria are the primary indicators of urban sprawl per Florida Statutes</b>	
<b>Urban Sprawl Criteria</b>	<b>Sections where referenced in this report</b>
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Summary of analysis
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Summary of analysis
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Summary of analysis, surrounding Development, compatibility
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Summary of analysis, surrounding Development, compatibility
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Compatibility with Surrounding Land Uses
f. <i>Fails to maximize existing public facilities and services.</i>	Summary of Analysis, Infrastructure
g. <i>Fails to minimize the need for future facilities and services.</i>	Summary of Analysis, Infrastructure
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Summary of Analysis, Infrastructure
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses
m. <i>Results in the loss of a significant amount of open space.</i>	Summary of Analysis, Compatibility with Surrounding Land Uses

### Comments from other agencies

None

### Exhibits:

- Exhibit - 1      Location Map
- Exhibit - 2      2023 Aerial Photo
- Exhibit - 3      Current Future Land Use Map
- Exhibit - 4      Proposed Future Land Use Map



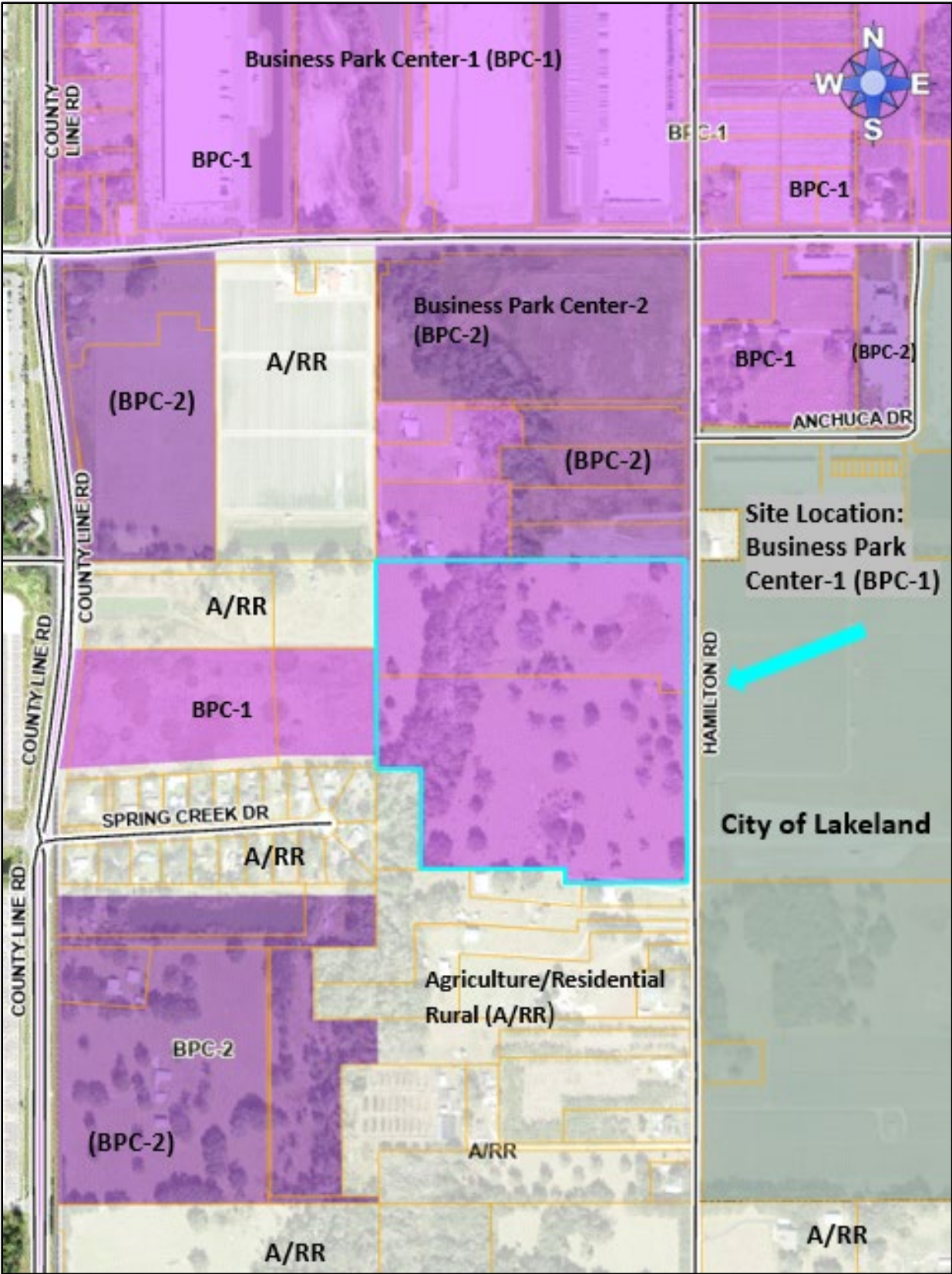
Location Map



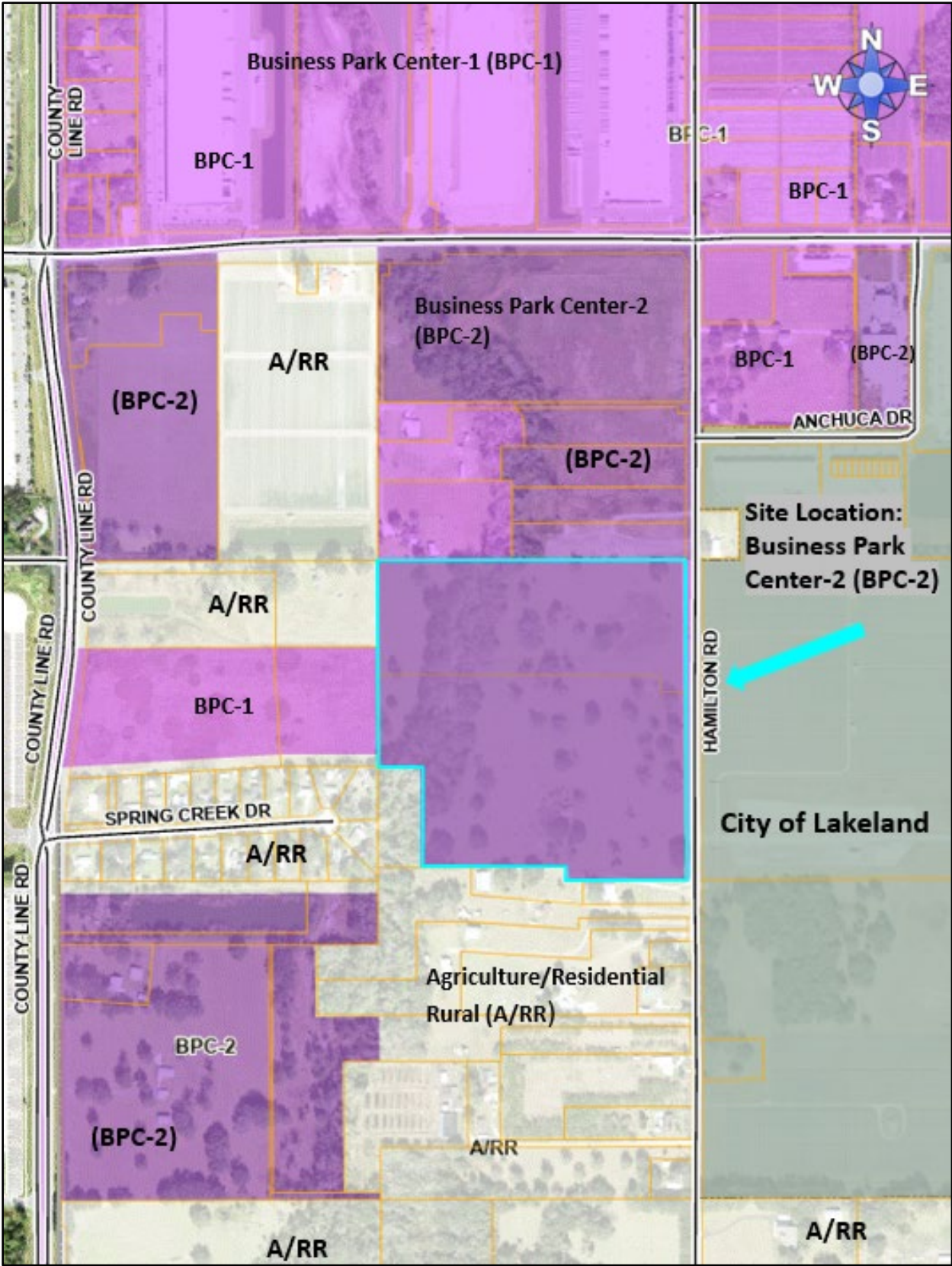


2023 Aerial Photo





Current Future Land Use Map



Proposed Future Land Use Map