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**February 04, 2026 Regular Planning Meeting**

**Call Agenda Workshop to Order 8:50 a.m.**

A. Planning Commission (PC) will discuss agenda items and consider additions, deferments, withdrawals to published agenda. Planning Commission will discuss any particular agenda items of concern with any Planning Commission member.

B. Planning Commission will consider and review with staff any upcoming ordinance revisions, comprehensive plan recommendations or other matters of concern to the Planning Commission.

Note: This first part of the monthly Planning Commission agenda is a workshop. No official action on any item will be taken at the workshop. While the public is invited to attend, no public comment will be solicited during the workshop.

**Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.**

**Roll Call / Attendance**

**Pledge of Allegiance**

**Approve Minutes**

January 7, 2026, Meeting Minutes

**Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.**

**1) Reorder Agenda**

a) At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.

2) Considerations of items to be withdrawn, deferred, or continued.

**Explanation of General Procedures**

**Explanation of Quasi-Judicial Proceedings**

**Voir Dire of Expert Witnesses**

Staff Resumes

## **Agenda Item**

### **New Business**

1. LDWA-2025-51 (Gabriel Road Easement)
2. LDCPAS-2025-35 (Recker Highway BPC CPA)
3. LDCCD-2025-11 (Recker Highway BPC-2 Sub-District)
4. LDCPAS-2025-32 (Kathleen & Duff NAC)
5. LDCT-2025-25 (Communication Towers LDC Text Amendment)
6. LDCT-2025-26 (Car Washes LDC Text Amendment)
7. LDCT-2025-27 (Drive-Thru Facilities Text Amendment)

### **Comprehensive Plan update**

### **Adjournment**



Polk County  
Planning Commission

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Agenda Item

2/4/2026

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**SUBJECT**

January 7, 2026, Meeting Minutes



# Polk County Planning Commission

## Meeting Minutes - Final

January 07, 2026 Regular Planning Meeting

### Call Agenda Workshop to Order 8:50 a.m.

**Minutes:** The workshop of the Polk County Planning Commission was called to order at 8:50 a.m. by the Chair, Merle Bishop, on Wednesday, January 7, 2026, in the County Commission Boardroom, Administration Building. In attendance were the following members: Julie Jackson, Mike Hickman, Angel Sims, Cyndi Jantomaso, Brooke Agnini and Robert Beltran. Also, Kevin Updike Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Ben Ziskal, Erik Peterson, Chanda Bennett, Robert Bolton, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Lyndsay Yannone, recording secretary.

### Call Public Hearing to Order 9:00 a.m. Or as soon thereafter as the particular case may be heard 9:00 a.m.

**Minutes:** The workshop of the Polk County Planning Commission was called to order at 9:00 a.m. by the Chair, Merle Bishop, on Wednesday, January 7, 2026, in the County Commission Boardroom, Administration Building. In attendance were the following members: Julie Jackson, Mike Hickman, Angel Sims, Cyndi Jantomaso, Brooke Agnini and Robert Beltran. Also, Kevin Updike Planning Commission alternate. Also, present were Sandra Howard, Deputy County Attorney, Ben Ziskal, Erik Peterson, Chanda Bennett, Robert Bolton, Kyle Rogus, Andrew Grohowski and Ian Nance of Land Development, and Lyndsay Yannone, recording secretary.

### Roll Call / Attendance

<b>Present</b>	Vice Chair Mike Hickman, Robert Beltran, Chair Merle Bishop, Kevin Updike, Brooke Agnini, Secretary Cyndi Jantomaso, and Angelic Sims
<b>Absent</b>	Adam Bass

### Pledge of Allegiance

### Approve Minutes

Meeting Minutes October 1, 2025

Approved

Meeting Minutes November 5, 2025

Approved

Meeting Minutes December 3, 2025

Approved

**Reordering of the Agenda - Prior to beginning the Business of the Planning Commission, the Commission may reorder the Agenda.**

**1) Reorder Agenda**

a) **At the discretion of the Planning Commission members, a lunch break may be called if the hearing of cases goes beyond 12:00 p.m.**

**2) Considerations of items to be withdrawn, deferred, or continued.**

LDCPAS-2025-32 Kathleen and Duff NAC CPA Continued to February 4, 2026

**Explanation of General Procedures**

**Voir Dire of Expert Witnesses**

Staff Resumes

**Agenda Item**

**Explanation of Quasi-Judicial Proceedings**

**New Business**

1. LDCU-2025-24 (Alexander MH)

**Minutes:** Helen Alexander, applicant, and Jimmy, Helen, & Joseph Alexander (Estate of S. J. Alexander), owners, are requesting a Conditional approval for a Mobile Home to be permitted on ±0.13 acres within a Residential Medium Future Land Use District. The subject site is located at 717 Henry Street, south of Havendale Boulevard and Derby Avenue, west of Hobbs Road, north of Lincoln Court, and southeast of the City of Auburndale in Section 14, Township 28, Range 25.

Andrew Grohowski, Land Development, introduced the case and reported 47 mailers sent to area property owners on December 22, 2025, one (1) sign posted on the property on December 19, 2025, and a legal advertisement was published in Polk Sun on December 24, 2025. No response from the public.

Motion to expedite- M- Belton 2nd- Hickman

Mr. Chair asked if anyone from public was to speak in favor or opposition.

Mr. Chair opened public portion.

No one spoke from public.

Mr. Chair closed public portion.

Approved

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Robert Beltran
<b>SECONDER:</b>	Mike Hickman
<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson

2. LDCU-2025-25 (Hudson MH)

Continued

3. LDCU-2025-28 (Pine Street Retail)

**Minutes:** Sloan Engineering, applicant, and K&M Homes Investments Inc., owner, are *requesting* a Conditional Use request for a 10,640 sq. ft. commercial retail establishment on 1.58 +/- acres located in the Convenience Center (CC) Future Land Use District. The subject site is located on the east side of Lake Marion Creek Drive, south of Pine Street, west of Hemlock Avenue, north of Marigold Avenue, east of the City of Haines City, in Section 03, Township 28, Range 28.

Aleya Inglima, Land Development, introduced the case and reported 58 mailers sent to area property owners on December 22, 2025, two (2) signs posted on the property on December 19, 2025, and a legal advertisement was published in Polk Sun on December 24, 2025. No response from the public.

Mr. Chair asked about the conditions being proposed for designing the Dollar General .

Aleya stated the applicant agreed to the conditions to the different prototype .

Applicant, Sam Medina, spoke and stated this was a different prototype, and agreed with staff.

Mr. Chair opened public portion.

No one spoke from public.

Mr. Chair closed public portion.

Approved

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Cyndi Jantomaso
<b>SECONDER:</b>	Robert Beltran

<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson
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4. LDCU-2025-33 (CU 00-27M Modification)

**Minutes:** Matt Mouncey, applicant, and Highland Sand LLC., owner, are *requesting* a Major Modification to existing Conditional Use (CU) 00-27M for a ±70.00-acre located in the Agriculture/Residential Rural-X (A/RRX) future Land Use, expansion of non-phosphate mining. The expansion is to allow an increase in depth of mining activity and mining method (hydraulic dredging) in a portion of the approved mine and add a sand processing plant with ancillary infrastructure on site. The subject site is located north of Scenic Highway, south of State Road 60, east of US Highway 27, west of Walk in Water Road in Section 17, Township 30, Range 28.

Kyle Rogus, Land Development, introduced the case and reported 15 mailers sent to area property owners on December 22, 2025, thirteen (13) signs posted on the property on December 19, 2025, and a legal advertisement was published in Polk Sun on December 24, 2025. No response from the public.

Julie Jackson, member, asked about the times of operation.

Mike Hickman, member, asked about truck trips along with the activity.

Bart Allen, applicant, spoke and presented a power point.

Bart provided an environmental analysis to Planning Commission members to be submitted to record.

Chair Members had questions for application.

Mr. Chair opened public portion.

Ed Dickinson spoke in opposition. He has concern for the 200-foot setback and his concern for only having 100-foot setback.

Bart answered Mr. Dickinson concerns.

Mr. Chair closed public portion.

Mr. Beltron asked if there would be any restrictions on Mr. Dickinson property.

Kyle Rogus answered, no restrictions.

Approved

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Cyndi Jantomaso
<b>SECONDER:</b>	Mike Hickman

<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson
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5. LDCU-2025-21 (Stericycle CU)

**Minutes:** Stericycle, Inc., applicant, and Stericycle Inc., KB Green & Associates, owners, are *requesting a Conditional Use* request for an expansion of a non-conforming Solid Waste Management Facility to include a new operations building and additional parcels within an Industrial (IND) future land use district. The subject site is located at 4235 & 4245 Maine Avenue, north of the Polk Parkway, east of Reynolds Road, east of the city of Lakeland in Section 35, Township 28, Range 24.

Ian Nance, Land Development, introduced the case and reported 17 mailers sent to area property owners on December 22, 2025, two (2) signs posted on the property on December 22, 2025, and a legal advertisement was published in Polk Sun on December 24, 2025. No response from the public.

Mr. Chair opened public portion.

Marshall Weston, applicant, spoke and agreed with staff.

No one spoke from public.

Mr. Chair closed public portion.

Approved

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Angelic Sims
<b>SECONDER:</b>	Mike Hickman
<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson

6. LDPD-2025-5 (Osprey Creek PD Modification)

**Minutes:** John Adams, applicant, and Osprey Creek LP, owner, are requesting a Modification to LDPD-2023-29 to increase the number of single-family detached units from 909 to 949. The request includes 40-foot-wide lots and establishes setbacks on approximately 404.48 +/- acres in the Development of Regional Impact (DRI); PUD 71-10; and RL-1 future land use designation located within the Utility Enclave Area (UEA). The subject property is located east of Marigold Avenue, north of Lake Hatchineha Road, south of Palmetto Street, southwest of the Osceola County Line, east of Haines City in Section 01, Township 28, Range 28.

Ian Nance, Land Development, introduced the case and reported 34 mailers sent to area property owners on December 22, 2025, five (5) signs posted on the property on December 22, 2025, and a legal advertisement was published in Polk Sun on December 24, 2025. No response from the public.

Mr. Chair opened public portion.

John Adams, application, spoke and agreed with staff.

No one spoke from public.

Mr. Chair closed public portion.

Approved

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Robert Beltran
<b>SECONDER:</b>	Mike Hickman
<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson

7. LDCPAS-2025-34 (CR 546 Map Correction)

**Minutes:** An ordinance of Polk County, Florida adopting **LDCPAS-2025-34**, an amendment to the Polk County Comprehensive Plan, Ordinance 92-36, as amended, modifying the Future Land Use Map and Development Area Map designation on 9.7± acres from Agricultural/Residential Rural (A/RR) in the Rural Development Area (RDA) to Residential Suburban (RS) in the Suburban Development Area (SDA), located between County Road 546 and Old Dixie Highway, east of Tenoroc High School, west of Tower Manor Drive, east of the city of Lakeland, west of the city of Auburndale in Section 6, Township 28, Range 25; providing for severability; and providing for an effective date.

Erik Peterson, Land Development, introduced the case and reported 26 mailers sent to area property owners on December 22, 2025, two (2) signs posted on the property on December 22, 2025, and a legal advertisement was published in Polk Sun on December 24, 2025. No response from the public.

Mr. Chair inquired about the isolated parcel due to it not being included in the application.

Mr. Peterson stated that going from old maps before property appraisers' property lines, that is correct on the isolated parcel.

James Mock stated he owns 5 parcels from this application.

No one spoke from public.

Mr. Chair closed public portion.

Approved

<b>RESULT:</b>	<b>APPROVED</b>
<b>MOVER:</b>	Mike Hickman
<b>SECONDER:</b>	Robert Beltran

<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson
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Comprehensive Plan update

**Adjournment**

Recommendation of Approval

<b>RESULT:</b>	<b>RECOMMENDATION OF APPROVAL</b>
<b>MOVER:</b>	Mike Hickman
<b>SECONDER:</b>	Robert Beltran
<b>AYE:</b>	Hickman, Beltran, Bishop, Agnini, Jantomaso, Sims, and Jackson



Polk County  
Planning Commission

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Agenda Item

2/4/2026

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**SUBJECT**  
Staff Resumes



Polk County  
Planning Commission

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Agenda Item 1.

2/4/2026

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**SUBJECT**

LDWA-2025-51 (Gabriel Road Easement)

**DESCRIPTION**

Tom Wodrich requests approval for up to 8 single family lots to have access via an easement exceeding 0.25 miles in length on  $\pm 43.46$  acres within an Agriculture/Residential Rural (A/RR) future land use district. The subject site is located south of Lake Buffum off Gabriel Road, north of Lake Buffum Road S, south of Lake Buffum Road North, east of Doc Lindsey Road, west of Lake Buffum Road East, east of the City of Fort Meade in Section 13, Township 31, Range 26.

**RECOMMENDATION**

Approval with conditions.

**FISCAL IMPACT**

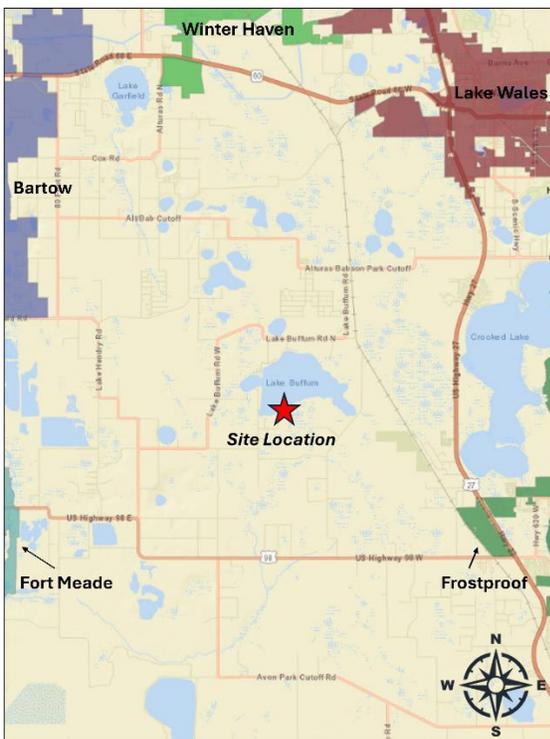
No fiscal impact.

**CONTACT INFORMATION**

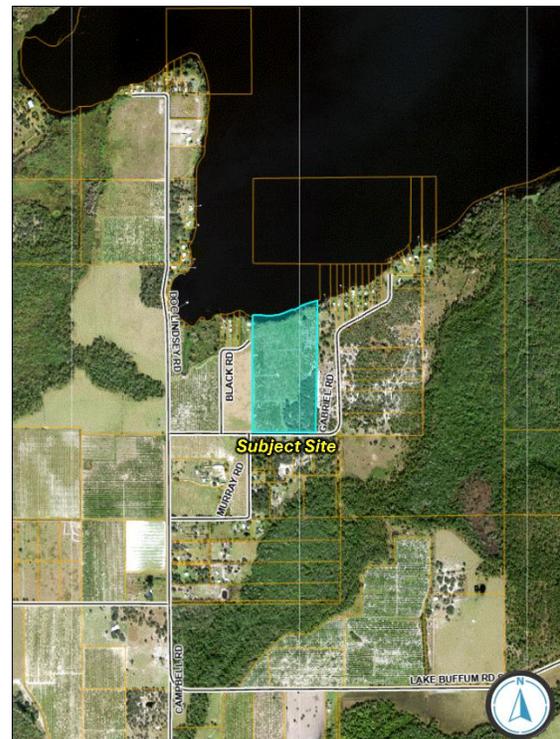
Kyle Rogus, Planner II  
Land Development Division  
863-534-7553  
kylerogus@polkfl.gov

**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

<b>DRC Date:</b>	November 1, 2025
<b>Planning Commission Date:</b>	February 4, 2026
<b>Applicant:</b>	Tom Wodrich
<b>Level of Review:</b>	Level 3 Review, Access Via Easement
<b>Case Number and Name:</b>	LDWA-2025-51 Gabriel Road Easement
<b>Request:</b>	The applicant is requesting approval for up to 8 single family lots to have access via an easement exceeding 0.25 miles in length on ±43.46 acres within an Agriculture/Residential Rural (A/RR) future land use district.
<b>Location:</b>	The subject site is located south of Lake Buffum off Gabriel Road, north of Lake Buffum Road S, south of Lake Buffum Road North, east of Doc Lindsey Road, west of Lake Buffum Road East, east of the City of Fort Meade in Section 13, Township 31, Range 26.
<b>Property Owner:</b>	734 LMC Groves LLC
<b>Parcel Numbers, Size:</b>	±43.46 acres Parcel IDs (#263113-000000-032020)
<b>Development Area/Overlays:</b>	Rural Development Area (RDA)
<b>Future Land Use:</b>	Agricultural/Residential Rural (A/RR)
<b>Nearest Municipality</b>	N/A
<b>DRC Recommendation:</b>	Conditional Approval
<b>Planning Commission Vote:</b>	Pending Public Hearing
<b>Case Planner:</b>	Kyle Rogus, Planner II



**Location**



**Context Aerial**

## Summary of Analysis:

The applicant is proposing eight (8) lots to access off the existing easement, exceeding a maximum four (4) lots and the 0.25 mile maximum allowable by Land Development Code (LDC) standards. Pursuant to Land Development Code 705.B that exceeds the four (4) lot maximum and ¼ mile length.

To be eligible for administrative approval the easement must:

1. *Provide access to no more than four (4) lots;*
2. *Be at least 20 feet wide; and,*
3. *Be no longer than a ¼ mile;*
4. *Provide for sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles; and*
5. *Be supported by the joinder and consent of all fee owners under easements to the use of the easement by the subject parcel(s). If joinders are provided for the easement, it shall be accompanied by an ownership and encumbrance report based on the legal description of the easement. In lieu of joinders, an applicant may provide a legal opinion from a licensed Florida attorney stating a lot has legal access, along with supporting documentation.*

Typically, an administrative Level 1 Review is used to determine eligibility; however, in this instance, the easement may provide access to more than four (4) lots and exceed ¼ of a mile. According to LDC Section 705.B.1.b, the Planning Commission may grant a waiver through the Level 3 Review process to overcome the number of lots and road length maximum. The request is for an private access easement to extend over approximately 0.42 acres while serving eight (8) residential lots.

Through the Development Review Committee (DRC) process, Land Development staff recommends approval of this application with the conditions listed on Page 4 and 5 of this staff report. The site plan utilizes a Cluster design outlined under Section 753 of the LDC to attain lot sizes (one acre) smaller than what is the norm in the A/RR of five (5) acres. The subject site totals approximately 43.46 acres allowing up to eight (8) dwelling units, maintaining the A/RR residential gross density. Minimum lot sizes may be reduced but shall not be smaller than one (1) acre (43,560 square feet) in the A/RR. This is preferable to multiple driveways off Gabriel Road in exchange for open space.

The maintenance of the easement is a private matter between the users, however as one of the conditions of approval, a residential driveway will be required prior to the Level 5 platting process. This places the burden on the property owner, not the first homeowner and ensures the inspection of the driveway and Gabriel Road as building permits come in. This review is to determine the extent to which an access easement can accommodate the usage proposed. There are many variables that separate one easement from another. These include, but are not limited to, the condition of the easement, how the surface is constructed, maintenance and sustainability, public input derived at a public hearing, and the amount of additional use proposed. It is these factors, as well as the waiver criteria in Section 932.A (1-5), that are to be considered. The Planning Commission will ultimately decide whether or not to approve the waiver request.

Furthermore, staff finds the request satisfies the LDC Waiver criteria found in Section 932. To provide frontage for each new property and meet LDC requirements would create an encumbrance on the remainder of the parcel. If this Waiver is approved, a Level 1 Review will be necessary when the applicant (s) applies for a building permit to ensure the easement meets the standards proposed and the approved conditions.

## Findings of Fact

- *The applicant is requesting approval of a waiver to LDC Section 705.B necessary to allow the issuance of a building permit for up to eight (8) single-family homes on properties that gain access solely via an easement that exceeds ¼ mile.*
- *The subject property is recorded as Parcel ID #263113000000032020. It is approximately 43.46 acres and vacant.*
- *The proposed easement will be 60 feet wide and has over 60 feet of frontage along Garfield Road. Access easements require a minimum 20-foot width.*
- *Per LDC Section 705.B.1, “an easement providing access to a residential lot from a paved road meeting County standard shall meet the following requirements; the easement shall:*
  - a. Have a minimum width of 20 feet;*
  - b. Not exceed 0.25 miles (1,320 feet) in length without a waiver approved by the Planning Commission pursuant to LDC Section 932;***
  - c. Provide for sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles; and*
  - d. Be supported by the joinder and consent of all fee owners under easements to the use of the easement by the subject parcel(s). If joinders are provided for the easement, it shall be accompanied by an ownership and encumbrance report based on the legal description of the easement. In lieu of joinders, an applicant may provide a legal opinion from a licensed Florida attorney stating a lot has legal access, along with supporting documentation; and,*
  - e. Be subject to a Level 1 Review and be provided written approval of same prior to obtaining a building permit.”*
- *Per LDC Section 705.B.2, “When subdividing a parcel that will utilize an easement for access, the following standards shall apply:*
  - a. No more than four lots. subject to density. minimum lot size requirements, and any other applicable requirements of this Code, shall be allowed to access solely via an easement. To exceed four lots on an easement, a waiver must be approved by the Planning Commission pursuant to LDC Section 932.***
  - b. When creating parcels that will be accessed solely via an easement as provided for herein, the parent tract (prior to subdividing) shall directly front on a public or private paved road meeting County standards. Waivers to the standards in this Subsection b. may be approved by the Planning Commission pursuant to LDC Section 932.*
    - i. If the parent parcel fronts an unpaved road that is maintained by the County and the road is less than 0.25 miles (1.320 feet) in length, this shall suffice as direct frontage.*

ii. In instances where the parent parcel accesses a County-maintained road or state highway solely via an easement and lacks direct deeded, fee-simple frontage on a County-maintained road or state highway, a one-time lot split consistent with the lot size and density requirements of the Future Land Use map may be permitted through a Level 1 Review, provided no more than four lots access the easement and the easement does not exceed 0.25 miles.

- The subject property is within an Agricultural/Residential Rural (A/RR) land use district in the Rural Development Area (RDA). Minimum lot sizes are five (5) acres.
- The subject property is zoned for Lewis Anna Woodbury Elementary, Fort Meade Middle, and Fort Meade Senior High schools.
- The subject property is served by the Polk County Sheriff's Southeast District, located at 4011 Sgt Mary Campbell Way, Lake Wales, FL.
- Fire/EMS responses are from Polk County Fire Rescue Station 19, located at 5361 Rifle Range Rd, Bartow, FL.
- Subject site is associated with flood hazard areas and wetlands to the north of the site within Lake Buffum.
- There are no known historical or archeological resources onsite, according to the Secretary of State's Department of Historical Resources Florida Master Site File.
- According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is located within a one-mile radius of the Lake Buffum Wildlife Refuge Conservation Lands..
- This application has been reviewed for consistency with LDC Sections 705, 753, 906, 932, and Tables 2.1 and 2.2.

### **Development Review Committee**

The Development Review Committee, based on submitted information, the findings of fact and analysis conducted as part of this staff report, and a recent site visit, finds that the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area; **IS CONSISTENT** with the Polk County Land Development Code and the Polk County Comprehensive Plan; and recommends **APPROVAL of LDWA-2025-51** with the following conditions:

### **CONDITIONS OF APPROVAL**

1. Approval of this waiver shall allow for residential permits for up to eight (8) single-family homes and accessory structures to access public roadways through the easement.
2. To allow for the access of emergency vehicles, all easements shall have an unobstructed width of not less than 20 feet. No fencing, landscaping, vehicles, machinery, equipment, or other accessory structures or features which could interfere with the passage of emergency vehicles shall be placed or stored within this 20 feet.

3. The lot dimensions shown on the site plan may change so long as the minimum lot size of 43,560 square feet, one (1) acre, set forth in Section 753, Table 7.15 is met.
4. The owner shall dedicate space within the easement for garbage receptacles and mailboxes for mail and delivery services such that a safe flow of travel is maintained on Gabriel Road.
5. Through the Level 5 plat, the owner shall dedicate 30.25 acres, identified as “Tract A”, as an Agriculture/Conservation Easement not subject for future development.
6. Access approval for a residential driveway shall be required prior to final approval of the plat.

**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 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: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commission’s jurisdiction. Upon completion of the Level 3 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.*

**DEMONSTRATIONS OF THE CRITERIA FOR GRANTING WAIVERS SUMMARIZED BELOW:**

*Note: Below are staff’s responses and opinions to the applicant’s request relative to demonstrating the criteria for granting a waiver. Since this particular request requires a Level 3 Review approval, by the Planning Commission on whether the waiver should be granted, and access should be allowed.*

1. *Whether the application of the provisions of the Code would cause unnecessary and undue hardship on the use of the property;*

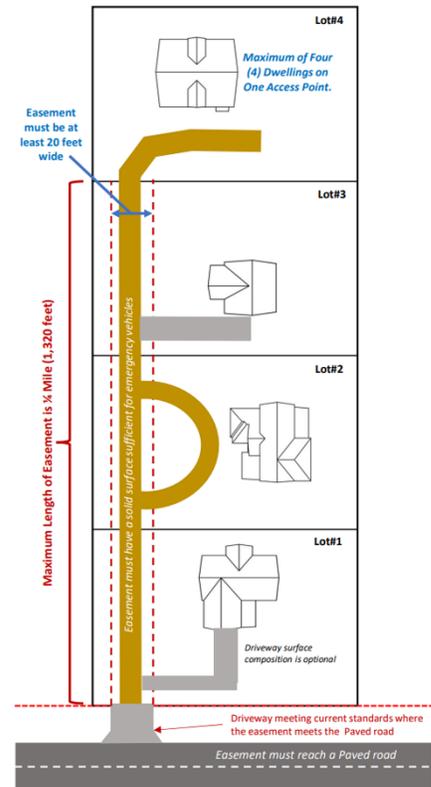
The subject site is ±43.46 acres. This lot is eligible for eight (8) lots of 5 acres administratively. The request does not exceed the density allotted in the Agriculture/Residential Rural (A/RR) land use district. The density will remain consistent with the district; however the individual lot sizes will be below the minimum lot size for the district. The eight (8) total properties, as proposed, will meet the minimum lot size for the A/RR district of one (1) acre utilizing the cluster design criteria laid out in Section 753. With ±43.46 acres subdivided into eight (8) newly proposed lots, there is a significant amount of each property that is uplands and buildable without significant environmental limitations. Construction of a road to County standards, either publicly or privately owned, has both fixed and variable costs that are a substantial expense to defray over eight (8) residential lots. If constructed, the applicant would have the ability to turn this road over to the County for perpetual maintenance. This would likely become a burden to the tax payers because a road in this rural location presents a

higher cost of maintenance that is not offset by the tax revenue from eight (8) total lots, especially for the duration that they may remain vacant.

2. *Whether the waiver granted is the minimum adjustment that will make possible the reasonable and permitted use of the property;*

While the private access easement exceeds the maximum length of 0.25 miles and serves more than four (4) lots, the proposal exceeds the minimum width requirement by providing a 60-foot easement, which enhances safety and accommodates emergency vehicle access in compliance with ingress and egress standards. The easement also utilizes a cul-de-sac for enhanced traffic circulation for fire trucks and Emergency Medical Services (EMS). Additionally, the development maintains compliance with the County’s density requirement of one (1) dwelling unit five (5) acres allotted in the A/RR future land use district. Without the requested waiver, reasonable access to the property would be constrained; therefore, the waiver is limited in scope and necessary to facilitate development consistent with the intent of the Land Development Code (LDC).

If an internal roadway constructed to County standards were in place, the applicant’s total property can support eight (8) homes at the allotted base density of one dwelling unit per 5 acres. The granting of the waiver is to allow eight (8) homes on this easement. They only wish to place the proposed homes allowed by the base A/RR density of this land on the lakefront and preserve the frontage in agricultural conservation use.



3. *Whether the granting of the waiver will be in harmony with the general intent and purpose of this Code and that such waiver will not be injurious or detrimental to the public health, safety or welfare by, without limitation, creating unsafe traffic conditions or cause increased maintenance expenses in connection with the subdivision improvements;*

The request utilizes a cluster design. A cluster design may reduce some or all the lots below the minimum lot size for the district provided that the approved density is maintained. The minimum lot size in the Agriculture/Residential Rural (A/RR) land use district is 5 acres. The subject site totals approximately 43.46 acres allowing up to eight (8) dwelling units while maintaining the A/RR residential gross density. Minimum lot sizes may be reduced but shall not be smaller than one (1) acre (43,560 square feet) in the A/RR.

The easement will be privately maintained. Given the rural nature of the area, as it is deemed Agriculture/Residential Rural (A/RR), County utilities will not be extended, therefore the takeover and maintenance of an internal roadway is unlikely. If an internal road was constructed, the applicant would have the ability to turn the road over to the County for perpetual maintenance. This would likely cause increased maintenance expenses in connection with the subdivision improvements because a street in this rural location presents a higher cost of maintenance that is not offset by the tax revenue from eight (8) total lots.

The owner shall dedicate a singular location for garbage receptacles and mailboxes for mail and delivery services. Trash pick-up and mailing services are easier consolidated to one location versus multiple along a roadway. As one of the conditions of approval, a residential driveway is required prior to Level 5 plat approval. This condition places the burden on the property owner, not the first homeowner. It also allows for the driveway to be inspected for each lot as building permits come in ensuring the safety and condition of Gabriel Road. Given these factors, an internal roadway built to County standards will not be built, offering access via easement as the best alternative.

4. *The granting of the waiver will not likely result in setting a precedent for a similar waiver request in the area; and*

While there is always a chance that somewhere in this County one might draw a parallel to this situation, the probability is low. The surrounding area to the north is Lake Buffum. Directly to the east of the subject site is existing single-family developments. Further east is Lake Buffum Wildlife Refuge Conservation Lands. Directly to the west of the subject site is more single-family developments. The developments to the west utilize an easement to gain access off Gabriel Road for four (4) lots. Due to the rural location of this property and the extent of rural residential development immediately adjacent to the east and west, it is unlikely there are other sites in the area that could have a similar waiver request. As such, no precedent will be set for other surrounding properties.

5. *Whether all other avenues of relief have been exhausted.*

The other avenue of relief would require a paved road built to County standards. The cost of constructing a road to reach all eight (8) proposed lots that will not have direct access off Gabriel Road will likely not meet the return on investment. Reducing the subdivision to only four lots grossly diminishes the potential value of the property.

To the west of the subject site is a similar scenario, where an existing easement that provides access to four (4) total lots that exceeds a quarter mile length. These lots vary in size, from approximately 1.20 acres to 17.16 acres.

Due to these factors and the rural nature of the site and size/density of the existing and proposed lots, maintaining access via easement is the best solution for accessing this site. The full buildout would allow access for up to eight (8) single family lots over 43.46 acres. Additionally, the site utilizes a Cluster Design to create a more efficient design of land. Lots 1 through 8 will meet the 43,560 square feet, one (1) acre, minimum lot size in the A/RR set forth in Section 753, Table 7.15.

**Surrounding Land Use Designations and Current Land Use Activity:**

The properties surrounding the site are mostly single-family within the A/RR land use district and RDA development area. Unplatted lots within A/RR are located to the southwest. Directly to the west is an approximate 17.16-acre lot providing access to three (3) additional lots via an existing easement.

**Table 1**

<p><b>Northwest:</b> LAKES Lake Buffum</p>	<p><b>North:</b> LAKES Lake Buffum</p>	<p><b>Northeast:</b> LAKES Lake Buffum</p>
<p><b>West:</b> A/RR Black Properties LLLP Citrus w/ Residential 17.16 acres Access: Easement Lots: 4 total lots Length: +/- 0.34 acres</p>	<p><b>Subject Property:</b> A/RR 734 LMC Groves LLC Citrus w/undeveloped land 43.46 acres Access: Easement Lots: 8 total lots Length: +/- 0.42 miles</p>	<p><b>East:</b> A/RR 2499 Gabriel Road Single-Family Residence (MH) 16.27 acres Access: Gabriel Road</p>
<p><b>Southwest:</b> A/RR 0 Murray Road Vacant 3.93 acres Access: None</p>	<p><b>South:</b> A/RR 2485 Gabriel Road Single-Family Residence (MH) 5.40 acres Access: Gabriel Road</p>	<p><b>Southeast:</b> A/RR 2489 Gabriel Road Single-Family Residence (MH) 4.76 acres Access: Gabriel Road</p>

**Compatibility with the Surrounding Land Uses:**

The proposed use is believed to be compatible with adjacent land uses. Single-family uses are to the east and west of the subject site. The majority of the lots are below the 5-acre minimum lot size in the A/RR resulting in a higher density than is proposed with this waiver request. Eight (8) additional homes will not create a reasonable burden on the adjacent uses. This is not

For a comparison, to the west of the subject site is an existing easement exceeding a quarter mile which supports four (4) dwelling units. These residences are situated on the lakefront with undeveloped land along the frontage of Gabriel Road similar to the applicants request.

**Urban Services and Infrastructure Analysis**

The surrounding area has public safety service facilities that are operating within their adopted Level-of-Service (LOS) standard with no deficiencies. Placement of eight (8) additional homes will not trigger school concurrency however a minor traffic study will be required. Table 2, to follow, summarizes urban services and infrastructure for the surrounding area. Based upon the nature and size of the request, the proposed request is not anticipated to create any significant demand on these services.

According to Polk County’s Road Inventory, Gabriel Road (Road No. 161302) is a County-maintained Rural Minor Collector Road with a paved surface width of 20’. Gabriel Road functions more as a local roadway than its classification as a Rural Minor Collector Road. The TPO 2025 Roadway Network Database, does not list Gabriel Road as a measured road segment as it does not experience enough vehicular traffic to warrant measuring, further supporting the argument that the proposed request is not anticipated to create any significant demand on these services.

**Table 2**

<b>Urban Services and Infrastructure Summary</b>	
<b>Schools (Zoned)</b>	Lewis Anna Woodbury Elementary Fort Meade Middle School Fort Meade Senior High
<b>Parks</b>	Lake Buffum Boat Ramp
<b>Sheriff</b>	Polk County Sheriff’s Southeast District, located at 4011 Sgt Mary Campbell Way, Lake Wales, FL. The response times for February 2025 were:  Priority 1: 8:55 Priority 2: 23:43
<b>Fire/EMS</b>	Polk County Fire Rescue Station 19, located at 5361 Rifle Range Rd, Bartow, FL. (4.2 miles)
<b>Water</b>	Private Well
<b>Sewer</b>	Septic
<b>Transportation</b>	Gabriel Road (Road No. 161302) Available Capacity

**Table 3**

<b>Impact Analysis Summary</b> Proposed Use (EIGHT Single-Family Home)			
<b>Potable Water Impact</b>	<b>Wastewater Impact</b>	<b>*AADT Impact</b>	<b>*PHT Impact</b>
2,880 GPD	2,160 GPD	63 AADT	8.00 PHT
<i>Source: Polk County Concurrency Manual. The proposed development assumes that the potable water rate for a single-family home will consume 360 GPD and generate 270 GPD in wastewater. ITE 210-Single Family rate was used to determine similar AADT and PM Peak Hour rates for mobile homes. The AADT rate was 7.81 and the PM Peak Hour rates was 1.00 per unit.</i>			

**Environmental Conditions Analysis**

There are no known environmental conditions that should pose a threat to existing environmental resources based upon the proposed request (See Table 4, below). The site has flood zones wetlands located on the northern portion of the site within Lake Buffum. The subject property is not located within any of the County’s identified wellhead protection areas; the subject site is not located within an identified protected species area. The soil on the property is not of such that would limit compliance with applicable Land Development Code regulations for the proposed use. In addition, the subject property is not located within a Historical Preservation area.

**Table 4**

<b>Environmental Conditions Summary</b>	
<b>Surface Water</b>	Lake Buffum located at the northern extent of the site
<b>Wetlands/Floodplains</b>	Flood zones and wetlands indicated at the northern extent of the site.
<b>Soils</b>	Sparr Sand, Duette Fine Sand, and Smyrna and Myakka Fine Sands.
<b>Protected Species</b>	The subject property is located within a one-mile radius of Lake Buffum Wildlife Refuge Conservation Lands (Source: Florida Natural Areas Inventory Biodiversity Matrix).
<b>Wellfield Protection</b>	The site is not located within a wellfield protection area.

<b>Historical Preservation</b>	The subject property contains no historical resources as monitored by the State of Florida's Division of Historical Resources.
<b>Airports</b>	The site is not within close proximity to any public airports.

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 5 in accordance with Section 906.D.7 of the LDC.

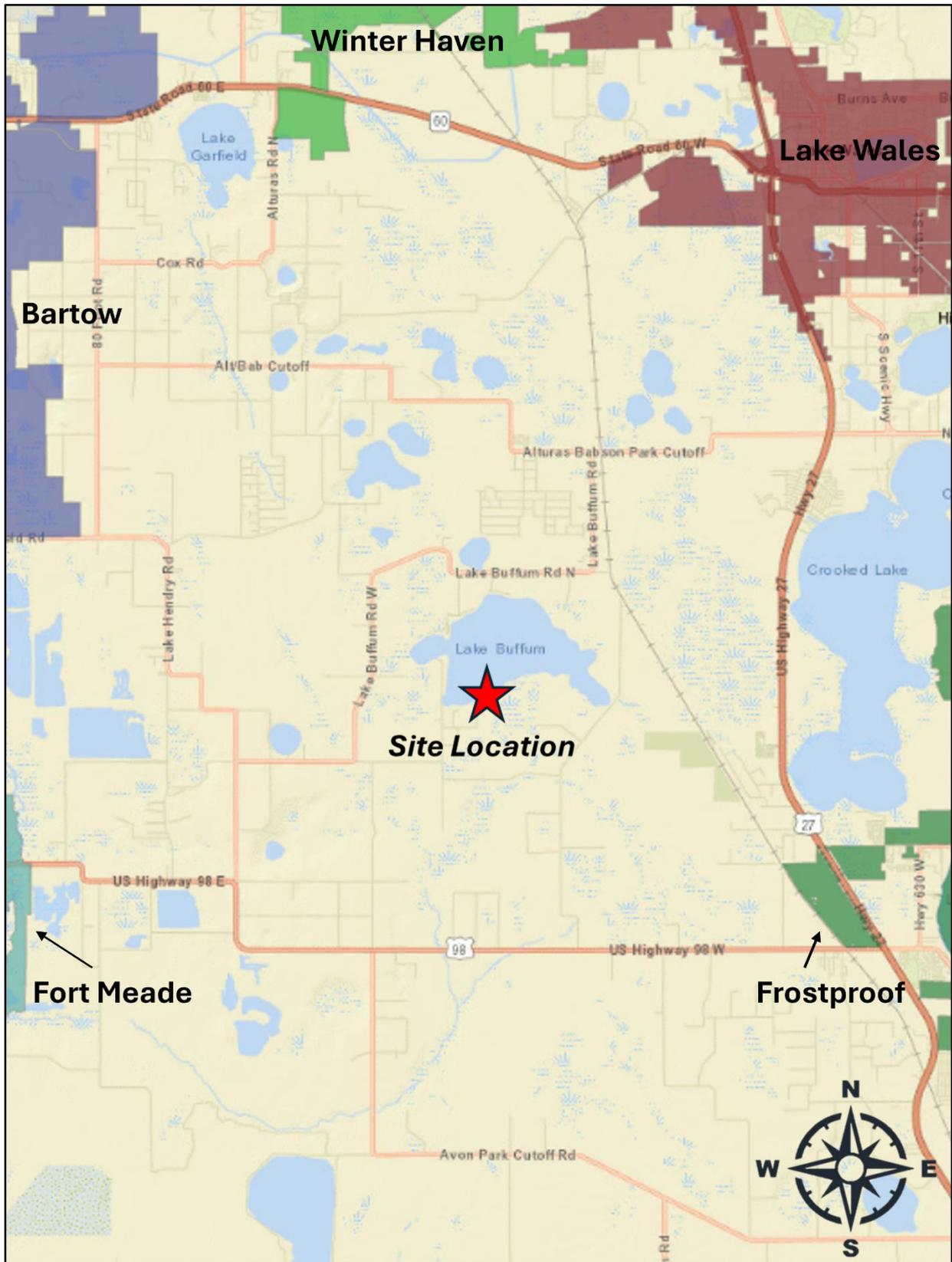
**Table 5**

<b>The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:</b>	
<b>Whether the proposed development is consistent with all relevant requirements of this Code;</b>	<i>Yes, this request is consistent with the LDC, specifically Sections 705.B, 753, and 932 which permit this Waiver upon completion of a Level 3 Review. These can be found in the Findings of Fact on Pages 3-4 of the staff report.</i>
<b>Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;</b>	<i>Yes, this request is consistent with the Comprehensive Plan, as reviewed above.</i>
<b>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</b>	<i>Yes, the request is compatible with surrounding uses and the general character of the area. See Page 7 of this staff report for data and analysis on surrounding uses and compatibility.</i>
<b>How the concurrency requirements will be met if the development were built.</b>	<i>This request will not require concurrency determinations from utilities, the School Board, or TPO. The impact on public services can be found in the analysis found on Pages 8 - 9 of the staff report.</i>

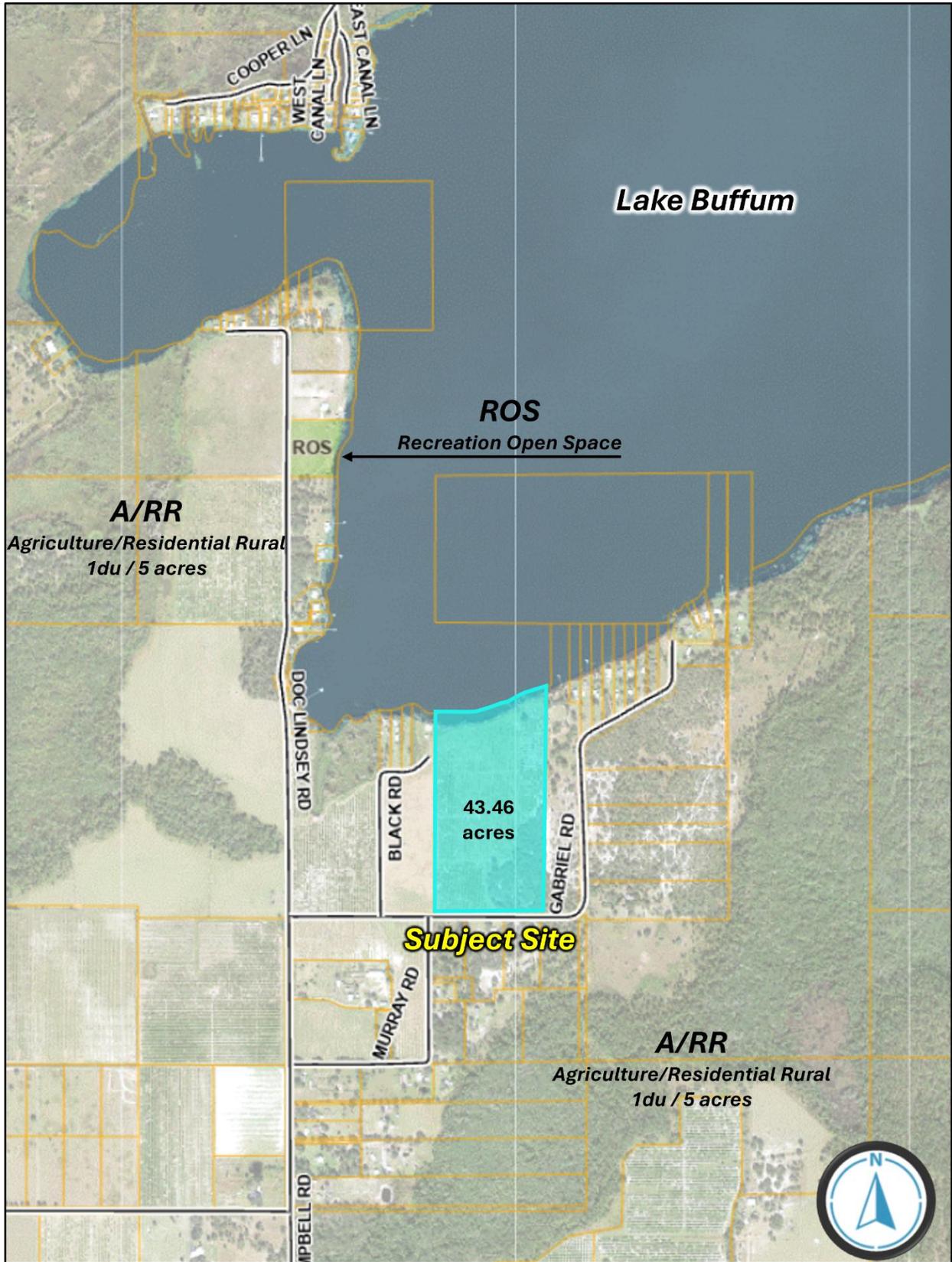
**Comments from other Agencies:** No Comments

**Exhibits:**

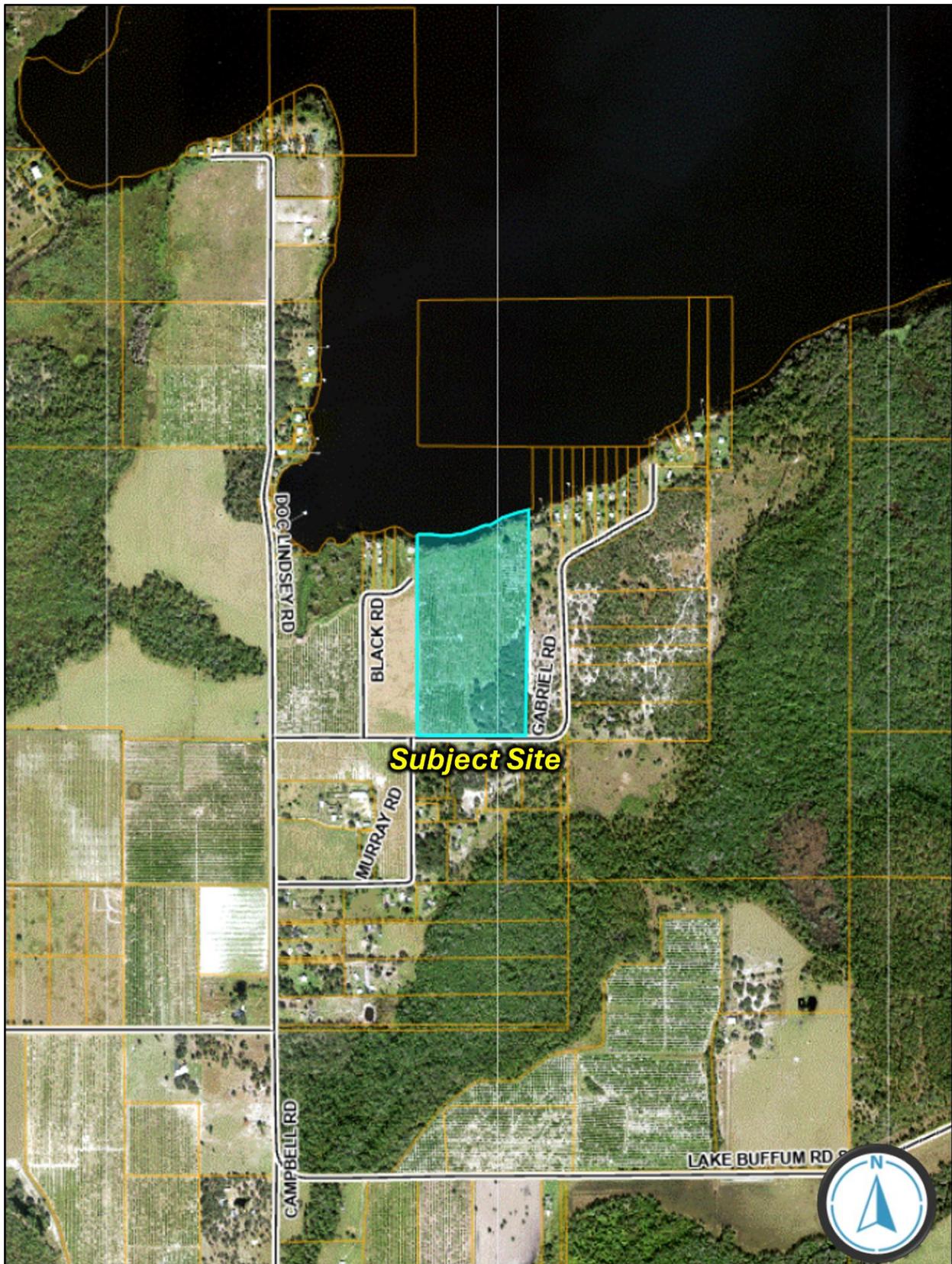
Exhibit 1	Location Map	Exhibit 3	Aerial Image (Context)
Exhibit 2	Future Land Use Map	Exhibit 4	Aerial Image (Close)
		Exhibit 5	Site Plan (Applicant)



Location Map



Future Land Use Map



Aerial Image – Context



Aerial Image – Close



## Applicant Site Plan

# LDWA-2025-51 - Gabriel Rd Road Frontage Waiver

Menu Reports Help

**Application Name:** [Gabriel Rd Road Frontage Waiver](#)

**File Date:** [11/05/2025](#)

**Application Type:** [BOCC-Waiver](#)

**Application Status:** [Revisions Required](#)

**Application Comments:** View ID Comment Date

**Description of Work:** [This is a request for a road frontage waiver for an 8 lot rural subdivision on 42 acres. The lots will access Gabriel Rd via a private road easement.](#)

**Application Detail:** [Detail](#)

**Address:** [0 GABRIEL RD, FORT MEADE, FL 33841](#)

**Parcel No:** [26311300000032020](#)

**Owner Name:** [Z34 LMC GROVES LLC](#)

Contact Info: Name	Organization Name	Contact Type	Contact Primary Address	Status
<a href="#">Tom Wodrich, AICP, TDW...</a>		Applicant	<a href="#">Mailing_218 E. Pine S...</a>	Active
<a href="#">Tom Wodrich, AICP, TDW...</a>		Contact	<a href="#">Mailing_218 E. Pine S...</a>	Active

Licensed Professionals Info: Primary	License Number	License Type	Name	Business Name	Business License #

**Job Value:** [\\$0.00](#)

**Total Fee Assessed:** [\\$1,556.00](#)

**Total Fee Invoiced:** [\\$706.00](#)

**Balance:** [\\$0.00](#)

**Custom Fields:** [LD\\_BOCC\\_WAIV](#)

GENERAL INFORMATION

<b>Expedited Review</b>	Number of Lots	-
<b>Will This Project Be Phased</b>	Acreage	<a href="#">42</a>
<a href="#">No</a>	DRC Meeting Time	-
<b>DRC Meeting</b>	Rescheduled DRC Meeting Time	-
<a href="#">11/01/2025</a>		
<b>Rescheduled DRC Meeting</b>		-
-		
<b>Green Swamp</b>	Number of Units	<a href="#">0</a>
<a href="#">No</a>	Is this Polk County Utilities	<a href="#">No</a>
<b>Case File Number</b>		-
-		
<b>One Year Extension</b>	FS 119 Status	<a href="#">Non-Exempt</a>
-		

WAIVER

<b>Is this waiver related to an existing project?</b>	Existing Project Number	-
<a href="#">No</a>		
<b>Provided Justification from Section 932A.1-5</b>	BOA Hearing Date	-
<a href="#">Yes</a>		

PUBLIC HEARINGS

<b>Development Type</b>	Application Type	<a href="#">Waiver</a>
<a href="#">Board of County Commissioners</a>		
<b>Variance Type</b>	Brownfields Request	-
<b>Affordable Housing</b>		-

ADVERTISING

<b>Legal Advertising Date</b>	BOCC1 Advertising Date	<a href="#">11/01/2025</a>
-		
<b>BOCC2 Advertising Date</b>	Advertising Board	<a href="#">Board of County Commissioners</a>
-		

MEETING DATES

<b>Community Meeting</b>	Planning Commission Date	<a href="#">02/04/2026</a>
-		
<b>1st BOCC Date</b>	2nd BOCC Date	-
-		

HEARING

<b>PC Hearing Results</b>	PC Vote Tally	-
-		
<b>BOCC 1st Hearing Results</b>	BOCC 1st Vote Tally	-
-		
<b>BOCC 2nd Hearing Results</b>	BOCC 2nd Vote Tally	-
-		

FINAL LETTER

<b>Denovo Appeal</b>	Denovo Results	-
-		
<b>Denovo Tally</b>		-
-		

APPLICABILITY AND CRITERIA FOR WAIVERS

**What is the hardship if the Waiver is not approved?**

[This area of the County has maintained its rural character balancing economically viable citrus and cattle operations with rural residential homes. Requiring a paved road meeting County standards for just eight lots will remove a large portion of the economically and agriculturally viable southern 30 acres that is planned to remain in active agriculture. In](#)

**Is this the minimum relief for the reasonable use of the land?**

[Yes, this is the minimum relief needed for the reasonable use of the land. The property owner is not requesting an increase in density or any additional entitlements. They only wish to place the proposed homes allowed by the base A/R/R density of this land on the lakefront and preserve the frontage in agricultural conservation use, rather than placing a road through the agricultural area which also serves as a sound and visual buffer from the traffic on Gabriel Rd.](#)

**Will the Waiver be injurious to the area involved or detrimental to the public welfare?**

[No, the Waiver will not be injurious to the area involved or detrimental to the public welfare. The driveway location proposed will meet County LDC standards and ensure public safety and welfare are maintained. In addition, the eight lots that are proposed within this development are similar in size and dimensions to the existing homesteads in the immediate vicinity and that can also be found currently around Lake Buffum.](#)

**Will the Waiver create future maintenance obligations for the County?**

[No, the Waiver will not create future maintenance obligations for the County. The Code allows three \(3\) homes to develop without road frontage. This request is not a significant increase in unit count, traffic impact, or County services demand and will not be detrimental to the public welfare or injurious to the area involved.](#)

**Will the Waiver result in setting a precedent for a similar waiver request in the area?**

[Each development application stands on its own and the Board of County Commissioners has the ability to review each application independently as to whether they are worthy of a waiver. Due to the rural location of this property and the extent of rural residential development immediately adjacent to the east and west \(with Lake Buffum lakefront as the northern boundary of the site\), this Waiver is not expected to set a precedent for a similar waiver request in the area.](#)

**Have all other avenues of relief been exhausted?**

[Yes, all other avenues of relief have been exhausted. The requested waiver is the only true avenue to meet the objectives of ensuring rural character is preserved to the greatest extent.](#)

possible.

**LD BOCC WAIV EDL**

Opening DigEplan List...  
DigEplan Document List

**PLAN REVIEW FIELDS**

TMPRecordID  
POLKCO-REC25-00000-01B03  
RequiredDocumentTypesComplete  
Yes

DocumentGroupforDPC  
DIGITAL\_PROJECTS\_LD  
AdditionalDocumentTypes  
Applications AutoCad File Binding Site Plans (PDS, Yes and CUs), CSV Calculations Correspondence Design Drawings Flood/Traffic Studies Impact Statement, Inspections Miscellaneous Plans Record Drawings, Response Letter Resubmittal Complete Staff Report/Approval Letter Survey Title Opinion  
DigitalSigCheck  
Yes

Activate FSA  
Yes

**PLAN UPLOAD ACKNOWLEDGEMENT**

Upload Plans Acknowledgement  
x

**SELECTED AREA PLANS**

Selected Area Plans

**LAND USE**

Selected Area Plan LU Code

**DEVELOPMENT AREA**

Development Area

**NOR**

Neighborhood Organization Registry (NOR)

**WAIVER SECTION**

LDC Chapters Waiver Section

**PUBLIC MAILERS**

Posting Board	Number of Boards (Number)	Number of Mailers (Number)	Date Mailed	Date Posted	NOR
PC	2	19	01/15/2026	01/20/2026	

Workflow Status:	Task	Assigned To	Status	Status Date	Action By
	<a href="#">Application Submittal</a>	Lyndsay Rathke	Application ...	11/25/2025	Lyndsay Rathke
	Engineering Review				
	<a href="#">Surveying Review</a>	Noelle S Colaianni	Resubmittal ...	12/12/2025	Noelle S Colaianni
	<a href="#">Roads and Drainage Review</a>	Phil Iven	Approve	12/01/2025	Phil Iven
	<a href="#">Fire Marshal Review</a>	Kim Turner	Approve	11/25/2025	Kim Turner
	<a href="#">Planning Review</a>	Kyle Rogus	Approve	12/12/2025	Kyle Rogus
	<a href="#">School Board Review</a>	School District	Approve	12/03/2025	School District
	<a href="#">Review Consolidation</a>	Lyndsay Rathke	Resubmittal ...	12/13/2025	Lyndsay Rathke
	Public Notice				
	Staff Report				
	Planning Commission				
	BOCC Hearing				
	Final Letter				
	DEO Review				
	Second BOCC Hearing				
	Archive				

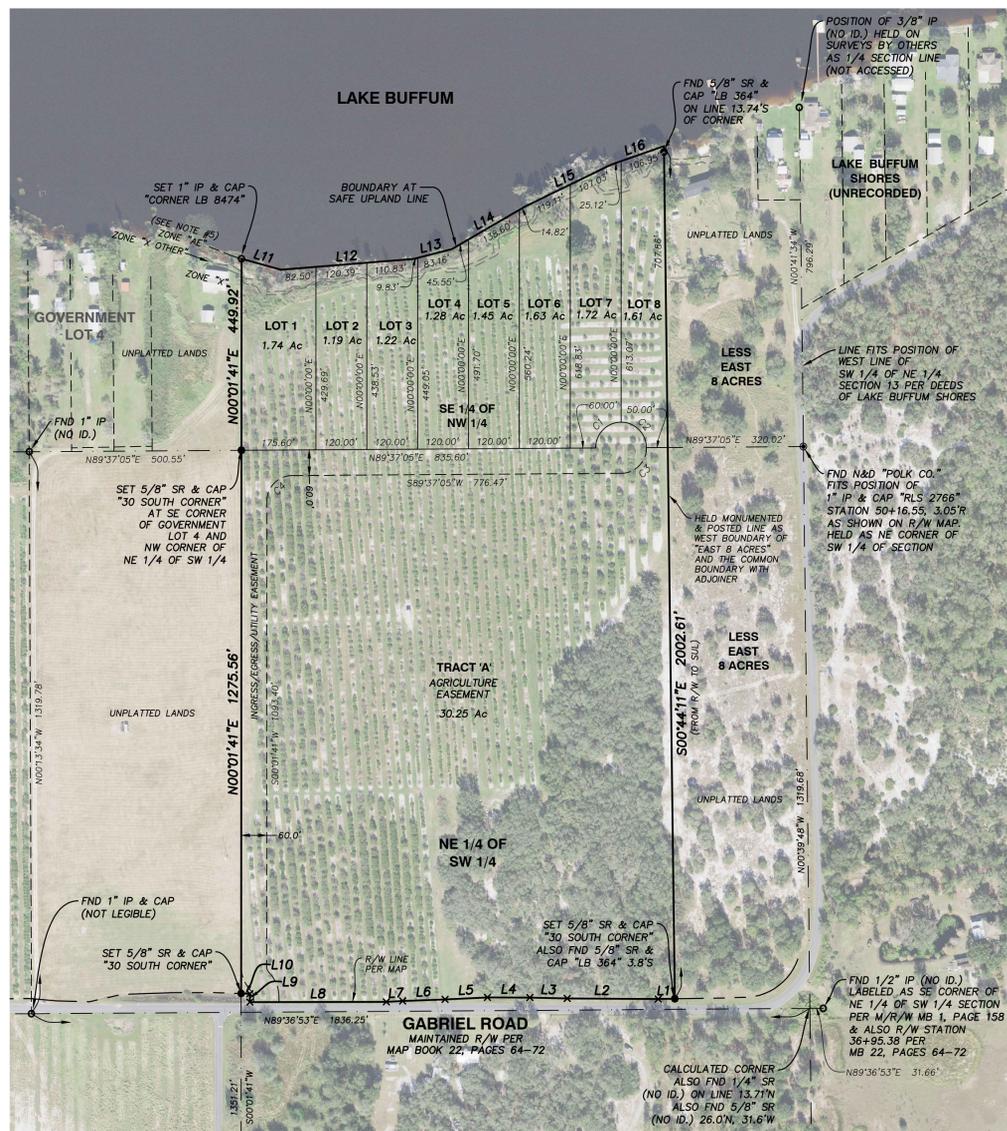
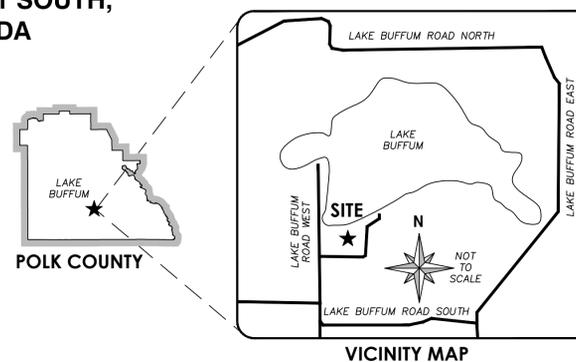
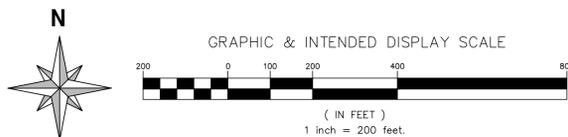
Condition Status:	Name	Short Comments	Status	Apply Date	Severity	Action By
<b>Scheduled/Pending Inspections:</b>	Inspection Type	Scheduled Date	Inspector	Status	Comments	
<b>Resulted Inspections:</b>	Inspection Type	Inspection Date	Inspector	Status	Comments	

# LAKE BUFFUM ALICO 734 LMC GROVES SITE PLAN

BEING LOCATED IN SECTION 13, TOWNSHIP 31 SOUTH,  
RANGE 26 EAST, POLK COUNTY, FLORIDA

## LEGAL DESCRIPTION:

The Southeast 1/4 of the Northwest 1/4, Less the East 8 acres AND the Northeast 1/4 of the Southwest 1/4, Less the East 8 acres and Less maintained road right of way, in Section 13, Township 31 South, Range 26 East, Polk County, Florida.



## LEGEND:

- FND FOUND
- SR STEEL ROD
- IP IRON PIPE
- CM CONCRETE MONUMENT
- N&D NAIL & DISK
- Ac ACRES
- CCR CERTIFIED CORNER RECORD
- R/W RIGHT OF WAY
- ID. IDENTIFYING #
- MB MAP BOOK
- O.R.B. OFFICIAL RECORDS BOOK
- CCR CERTIFIED CORNER RECORD
- SUL SAFE UPLAND LINE

Line #	Direction	Length
L1	S89° 07' 49"W	39.18'
L2	N89° 37' 31"W	214.61'
L3	N88° 39' 55"W	88.04'
L4	N89° 48' 38"W	100.07'
L5	S87° 19' 33"W	100.14'
L6	S87° 53' 53"W	100.11'
L7	S86° 45' 15"W	38.61'
L8	S89° 54' 39"W	321.87'
L9	N00° 05' 21"W	19.59'
L10	N88° 15' 28"W	20.47'
L11	S74° 35' 24"E	96.62'
L12	N85° 24' 20"E	313.72'
L13	N75° 37' 11"E	93.00'
L14	N59° 58' 36"E	198.97'
L15	N64° 07' 39"E	226.14'
L16	N70° 37' 55"E	132.07'

Curve #	Length	Radius	Delta	Chord Bearing	Chord Distance
C1	94.65'	60.00'	90°22'55"	S44°48'33"W	85.14'
C2	93.85'	60.00'	89°37'05"	N45°11'27"W	84.57'
C3	94.25'	60.00'	90°00'00"	S44°37'05"W	84.85'
C4	93.82'	60.00'	89°35'25"	S44°49'23"W	84.55'

## SURVEYOR'S NOTES:

- 1) NORTH, THE BEARINGS AND THE COORDINATES SHOWN HEREON ARE REFERENCED TO THE WEST ZONE OF THE FLORIDA STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83), ADJUSTMENT OF 2011. THE BEARING OF NORTH 89°37'05" EAST ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 31 SOUTH, RANGE 26 EAST, POLK COUNTY, FLORIDA AS SHOWN HEREON IS HELD AS A BEARING REFERENCE.
- ELEVATIONS ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE BASED ON NATIONAL GEODETIC SURVEY CONTROL STATION "749822 B", HAVING AN ELEVATION OF 130.29'.
- 2) PROPERTY IS LOCATED IN FLOOD ZONES "X" - AREA DETERMINED TO BE OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN, "X OTHER" - AREA OF 0.2% ANNUAL CHANCE FLOOD, AREA OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH OF LESS THAN 1.0 FEET, AREA PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD, AND "AE" - SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, BASE FLOOD ELEVATION DETERMINED (132.5' NAVD88) ACCORDING TO FEMA FLOOD INSURANCE RATE MAP 1210502720C, WITH AN EFFECTIVE DATE OF DECEMBER 22, 2016. THE APPROXIMATED FLOOD ZONE BOUNDARIES WERE DIGITIZED FROM SAID MAP AS SHOWN AND LABELED.
- 3) PER FLORIDA STATUTE 177.091 (28) ALL PLATTED UTILITY EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES.
- 4) POLK COUNTY, ITS EMPLOYEES, CONTRACTORS, OR DESIGNEES (COLLECTIVELY KNOWN AS "COUNTY") IS HEREBY AUTHORIZED TO ENTER UPON THE PRIVATE ROADS AND RIGHTS-OF-WAY FOR THE PURPOSE OF REMOVING DEBRIS AS A RESULT OF A DISASTER. IN ACCORDANCE WITH THE RIGHT OF ENTRY AND HOLD HARMLESS AGREEMENT FOR DEBRIS REMOVAL ("RIGHT OF ENTRY AGREEMENT") RECORDED IN OFFICIAL RECORD BOOK 13473, PAGES 597-599 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA. THE OWNER AND THE OWNER'S ASSIGNS AND SUCCESSORS AGREES TO INDEMNIFY AND HOLD HARMLESS THE COUNTY, ANY MUNICIPALITY, THE STATE OF FLORIDA, ANY STATE OF FLORIDA AGENCY, THE UNITED STATES OF AMERICA, OR ANY FEDERAL AGENCY, AND THEIR OFFICERS, EMPLOYEES, AGENTS, CONTRACTORS, AND SUBCONTRACTORS AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, LOSSES, RETENTIONS, DEMANDS, LIABILITY, JUDGMENTS, AWARDS, FINES, MECHANIC'S LIENS OR OTHER LIENS, LABOR DISPUTES, LOSSES, DAMAGES, EXPENSES, PERSONAL INJURY, CHARGES OR COSTS OF ANY KIND OR CHARACTER, INCLUDING ATTORNEY'S FEES AND COURT COSTS (HEREINAFTER REFERRED TO AS "CLAIMS"), WHICH ARISE FROM THE REMOVAL OF DISASTER DEBRIS OR OUT OF THE RIGHT OF ENTRY AGREEMENT.
- 5) NOTICE: THIS PLAT AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- 6) FLOOD HAZARD WARNING: THIS PROPERTY MAY BE SUBJECT TO FLOODING, EVEN MEETING FEDERAL, STATE OR LOCAL STANDARDS DOES NOT ENSURE THAT ANY IMPROVEMENTS SUCH AS STRUCTURES, DRIVEWAYS, YARDS, SANITARY SEWER SYSTEMS AND WATER WELL SYSTEMS WILL NOT BE FLOODED IN CERTAIN RAIN EVENTS.

# PRELIMINARY



30 SOUTH, LLC  
425 SOUTH FIRST AVENUE  
BARTOW, FLORIDA 33830  
PHONE: (863)-800-3539  
LICENSED BUSINESS NO. LB 8474



## Road Frontage Waiver: Lake Buffum 8-lot subdivision on 42 acres

Parcel ID #: 263113-000000-032020

### Section 932.A 1-5 - Waivers to Technical Standards

#### A. Minimum Requirements for Consideration of Waivers

1) Whether the application of the provisions of the Code would cause unnecessary and undue hardship on the use of the property:

*This area of the County has maintained its rural character balancing economically viable citrus and cattle operations with rural residential homes. Requiring a paved road meeting County standards for just eight lots will remove a large portion of the economically and agriculturally viable southern 30 acres that is planned to remain in active agriculture. In addition, a significant proportion of the existing lakefront homes on Lake Buffum have been established on unpaved, long dirt driveways with or without easements. Requiring a paved road access for each of the proposed homes will alter the rural character and increase the suburban feel for this area, both of which would be incompatible with surrounding rural residential development. The character of the land established in this area is such that a paved road meeting County standards will be out of character and therefore inconsistent with Comprehensive Plan Policy 2.102-A2: Compatibility, which states that "land shall be developed so that adjacent uses are compatible with each other".*

2) Whether the waiver granted is the minimum adjustment that will make possible the reasonable and permitted use of the property:

*Yes, this is the minimum relief needed for the reasonable use of the land. The property owner is not requesting an increase in density or any additional entitlements. They only wish to place the proposed homes allowed by the base A/RR density of this land on the lakefront and preserve the frontage in agricultural conservation use, rather than placing a road through the agricultural area which also serves as a sound and visual buffer from the traffic on Gabriel Rd.*

3) Whether the granting of the waiver will be in harmony with the general intent and purpose of this Code and that such waiver will not be injurious or detrimental to the public health, safety or welfare by, without limitation, creating unsafe traffic conditions or cause increased maintenance expenses in connection with the subdivision improvements:

*The Waiver will not be injurious to the area involved or detrimental to the public welfare. The driveway location proposed will meet County LDC standards and ensure public safety and welfare are maintained. In addition, the eight lots that are proposed within this development are similar in size and dimensions to the existing homesites in the immediate vicinity and that can also be found currently around Lake Buffum. In addition, the Waiver is not anticipated to create future maintenance obligations for the County. The Code allows three (3) homes to develop without road frontage. This request is not a significant increase in unit count, traffic impact, or County services demand and will not be detrimental to the public welfare or injurious to the area involved.*



4) The granting of the waiver will not likely result in setting a precedent for a similar waiver request in the area:

*Each development application stands on its own and the Board of County Commissioners have the ability to review each application independently as to whether they are worthy of a waiver. Due to the rural location of this property and the extent of rural residential development immediately adjacent to the east and west (with Lake Buffum lakefront as the northern boundary of the site), this Waiver is not expected to set a precedence for a similar waiver request in the area.*

5) Whether all other avenues of relief have been exhausted:

*Yes, all other avenues of relief have been exhausted. The requested waiver is the only true avenue to meet the objectives of ensuring rural character is preserved to the greatest extent possible.*

**POLK COUNTY PLANNING COMMISSION**

**FINAL ORDER**

**Case Number:** LDWA-2025-51

**Applicant:** Tom Wodrich

**Property Owner:** 734 LMC Groves LLC

**Hearing Date:** February 4, 2026

**I. Request:**

**II. Findings:**

The Planning Commission hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

1. Pursuant to section 906D.7 of the LDC, the Planning Commission shall, in the review of a level 3 application, consider the following factors:
  - a. Whether the proposed development is consistent with all relevant requirements of this Code;
  - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
  - c. 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
  - d. How the concurrency requirements will be met if the development was built.
2. The Application is consistent with all relevant requirements of the LDC, including without limitation, sections 906 and 303.
3. The Application is consistent with all applicable policies of the Comprehensive Plan.
4. The Application is compatible with surrounding uses and the general character of the area.
5. Concurrency requirements can be met if the development is built.

**III. Incorporation of the Record**

The record is hereby incorporated by reference into this order and is on file with the Land Development Division. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, and all testimony and evidence presented at the hearing.

**IV. Planning Commission's Decision:**

Based upon the record and the foregoing findings, the Application is APPROVED, subject to the conditions, if any, set forth in the Staff Report attached hereto and incorporated herein as Exhibit "A", and those conditions, if any, agreed upon by the Applicant and approved by the Planning Commission during the public hearing. Any such additional conditions approved during the public hearing, as applicable, are set forth on the attached Addendum 1 to Final Order and fully incorporated herein. This order becomes final on the date rendered to the Clerk.

**V. Effective Date, Appeals:**

This order shall be rendered to the Clerk and becomes effective on the date rendered. The Planning Commission's decision may be appealed to the Board of County Commissioners by filing an application for de novo review with the Land Development Division within 7 calendar days after the Planning Commission hearing. If a de novo application is timely filed, this order shall not be final and effective until final action of the Board of County Commissioners.

DONE AND ORDERED in Bartow, Polk County, Florida, in regular session this day 4<sup>th</sup> day of February, 2026 by the Polk County Planning Commission.

**Polk County Planning Commission**

**ATTEST:**

By: \_\_\_\_\_  
Merle Bishop, FAICP, Chair

By: \_\_\_\_\_  
Lyndsey Yannone, Recording Secretary

Date rendered to the Clerk: \_\_\_\_\_

cc: Land Development Division Official File  
Erin Valle, Clerk of Court (under separate cover)

## **ADDENDUM 1 to FINAL ORDER**

The following conditions of approval were agreed upon by the Applicant and approved by the Planning Commission during the public hearing held on February 4<sup>th</sup>, 2026, and are fully incorporated into the Final Order. In the event any conflict or inconsistency arises between the conditions listed in the Staff Report and those listed in this Addendum 1, the conditions listed in this Addendum 1 shall control.

### *Additional Conditions of Approval:*

1. The lots depicted on "Area B" of the site plan shall be no less than 50-feet wide.

**Exhibits to Planning Commission's Order**

Exhibit A-Staff Report and Exhibits

# OPPOSITION PHONE CALLS

CASE# LDWA-2025-51 HEARING DATE: 2/4/2026

1. NAME : Michael Ayers ADDRESS: \_\_\_\_\_

REASON: 803.581.7759

PHONE CALL ( )

LETTER ( )

PETITION ( )

2. NAME : \_\_\_\_\_ ADDRESS: \_\_\_\_\_

REASON: \_\_\_\_\_

PHONE CALL ( )

LETTER ( )

PETITION ( )

3. NAME : \_\_\_\_\_ ADDRESS: \_\_\_\_\_

REASON: \_\_\_\_\_

PHONE CALL ( )

LETTER ( )

PETITION ( )

4. NAME : \_\_\_\_\_ ADDRESS: \_\_\_\_\_

REASON: \_\_\_\_\_

PHONE CALL ( )

LETTER ( )

PETITION ( )

5. NAME : \_\_\_\_\_ ADDRESS: \_\_\_\_\_

REASON: \_\_\_\_\_

PHONE CALL ( )

LETTER ( )

PETITION ( )

TOTAL RESONSES \_\_\_\_\_

PHONE CALLS \_\_\_\_\_

LETTERS \_\_\_\_\_

PETITION \_\_\_\_\_



Polk County  
Planning Commission

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Agenda Item 2.

2/4/2026

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**SUBJECT**

LDCPAS-2025-35 (Recker Highway BPC CPA)

**DESCRIPTION**

Applicant initiated Small Scale Comprehensive Plan map amendment from Residential Suburban (RS) To Business Park Center (BPC), on 12.91± acres. Related to LDCCD-2025-11 request for a Sub-District Change to Business Park Center -2 (BPC-2). The property is located south side of Recker Highway, east of Thornhill Road, north of Highway 542 W, and west of McKean Street, south of the City of Auburndale, in Section 15, Township 28, Range 25.

**RECOMMENDATION**

Approval

**FISCAL IMPACT**

No Fiscal Impact

**CONTACT INFORMATION**

Robert Bolton

Planner III

Land Development

863-534-6468

robertbolton@polkfl.gov

**ORDINANCE NO. 26 - \_\_\_\_**

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF **LDCPAS-2025-35**, AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO CHANGE THE FUTURE LAND USE DESIGNATION ON A TOTAL OF 12.91± ACRES, FROM RESIDENTIAL SUBURBAN (RS) TO BUSINESS PARK CENTER (BPC) IN THE SUBURBAN DEVELOPMENT AREA (SDA). THE SUBJECT PROPERTY IS LOCATED ON THE SOUTH SIDE OF RECKER HIGHWAY, EAST OF THORNHILL ROAD, NORTH OF HIGHWAY 542 W, AND WEST OF MCKEAN STREET, SOUTH OF THE CITY OF AUBURNDALE, IN SECTION 15, TOWNSHIP 28, RANGE 25; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

**WHEREAS**, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

**WHEREAS**, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on February 4, 2026; and

**WHEREAS**, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on March 24, 2026; and

**WHEREAS**, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

**NOW THEREFORE, BE IT ORDAINED** by the Polk County Board of County Commissioners:

**SECTION 1: COMPREHENSIVE PLAN AMENDMENT**

The Future Land Use Map of Ordinance No. 92-36, as amended, (the “Polk County Comprehensive Plan”) is hereby amended to reflect a change in the Future Land Use designation on a 12.91± acre site from Residential Suburban (RS) to Business Park Center (BPC) in the Suburban Development Area (SDA) on the parcel listed below and graphically depicted on the parcel map in Attachment “A”.

Parcel 252815-000000-034070

W 165 FT OF SW1/4 OF NW1/4 LESS RD R/W

Parcel 252815-000000-034080

E 165 FT OF W 330 FT OF SW1/4 OF NW1/4 LESS R/W

Parcel 252815-000000-034050

BEG SW COR OF SW1/4 OF NW1/4 RUN E 165 FT TO POB CONT E 222.4 FT N 1271.5 FT TO SLY R/W SR S-655 W 220.2 FT S 1273 FT TO POB LESS W 165 FT & BEG SW COR SW1/4 OF NW1/4 RUN E 387.4 FT FOR POB CONT E 222.4 FT N 1270 FT TO SLY R/W SR S-655 W 220.2 FT S 1271.5 FT TO POB LESS E 165 FT

**SECTION 2: SEVERABILITY**

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

**SECTION 3: EFFECTIVE DATE**

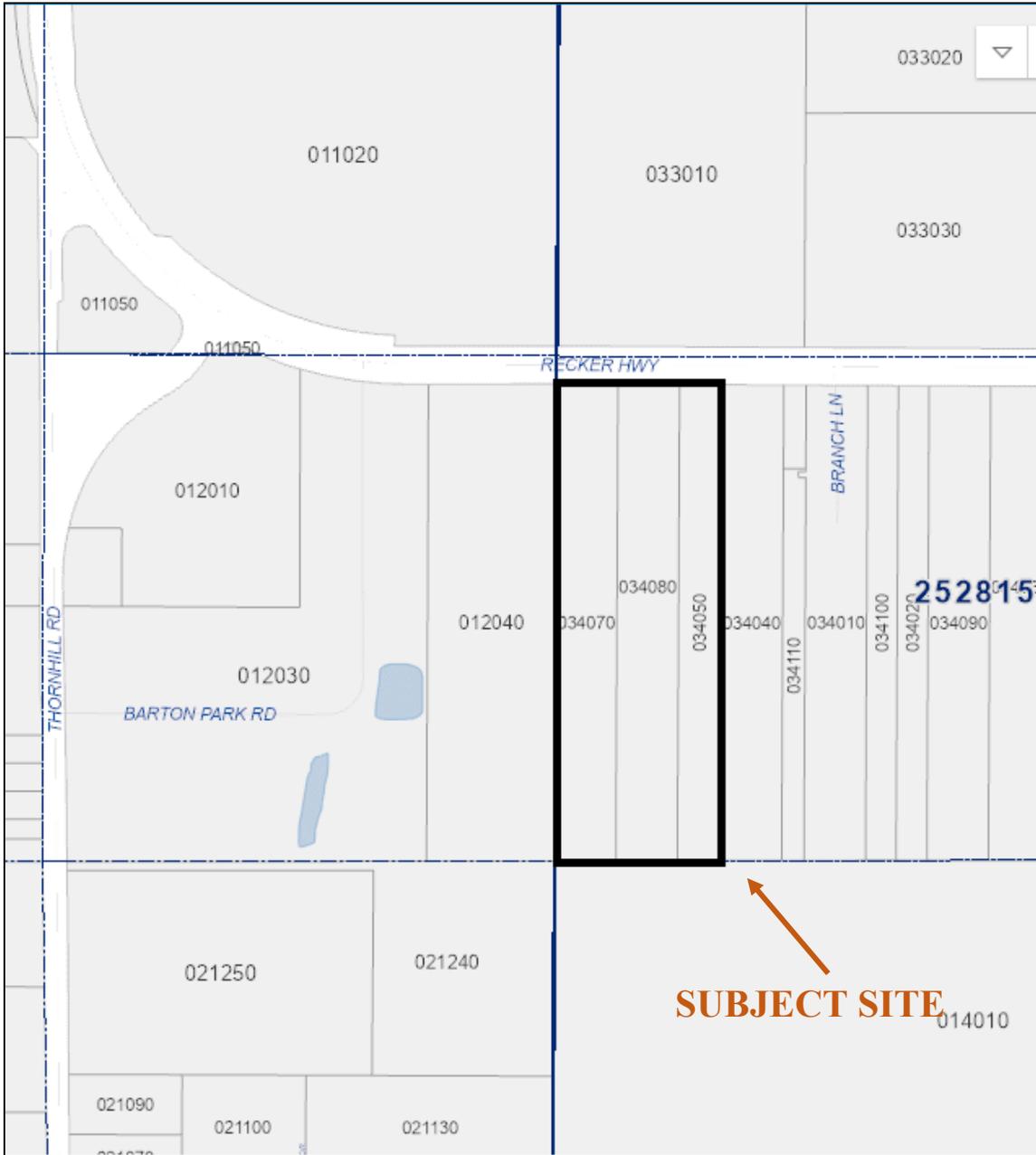
This ordinance shall be effective on April 24, 2026 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

**SECTION 4: FILING WITH THE DEPARTMENT OF STATE:**

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

**ADOPTED**, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 24<sup>th</sup> day of March, 2026.

**LDCPAS 2025-35**  
**Land Use:** Residential Suburban (RS) to Business Park Center (BPC)  
**Location:** South side of Recker Highway, east of Thornhill Road  
**Section-15 Township-28 Range-25**



**PARCEL DETAIL**

*Note: Not to Scale*



# TDW Land Planning

(863) 838-8511 | [tdwlandplanning@gmail.com](mailto:tdwlandplanning@gmail.com)

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**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreage:** +/- 12.91 acres

## **Project Narrative:**

This is a request for a Comprehensive Plan Amendment from Residential Suburban (RS) to Business Park Center (BPC-2) to recognize an existing auto recycling business consisting of existing warehouse buildings and outdoor storage. The existing use has been in place for more than 30 years and the site is adjacent to industrial food manufacturing, a concrete plant and land designated as BPC, with other manufacturers and a wastewater treatment facility one-half mile to the east. Therefore, the requested land use map amendment is consistent with adjacent properties and the surrounding land use plan for this area.

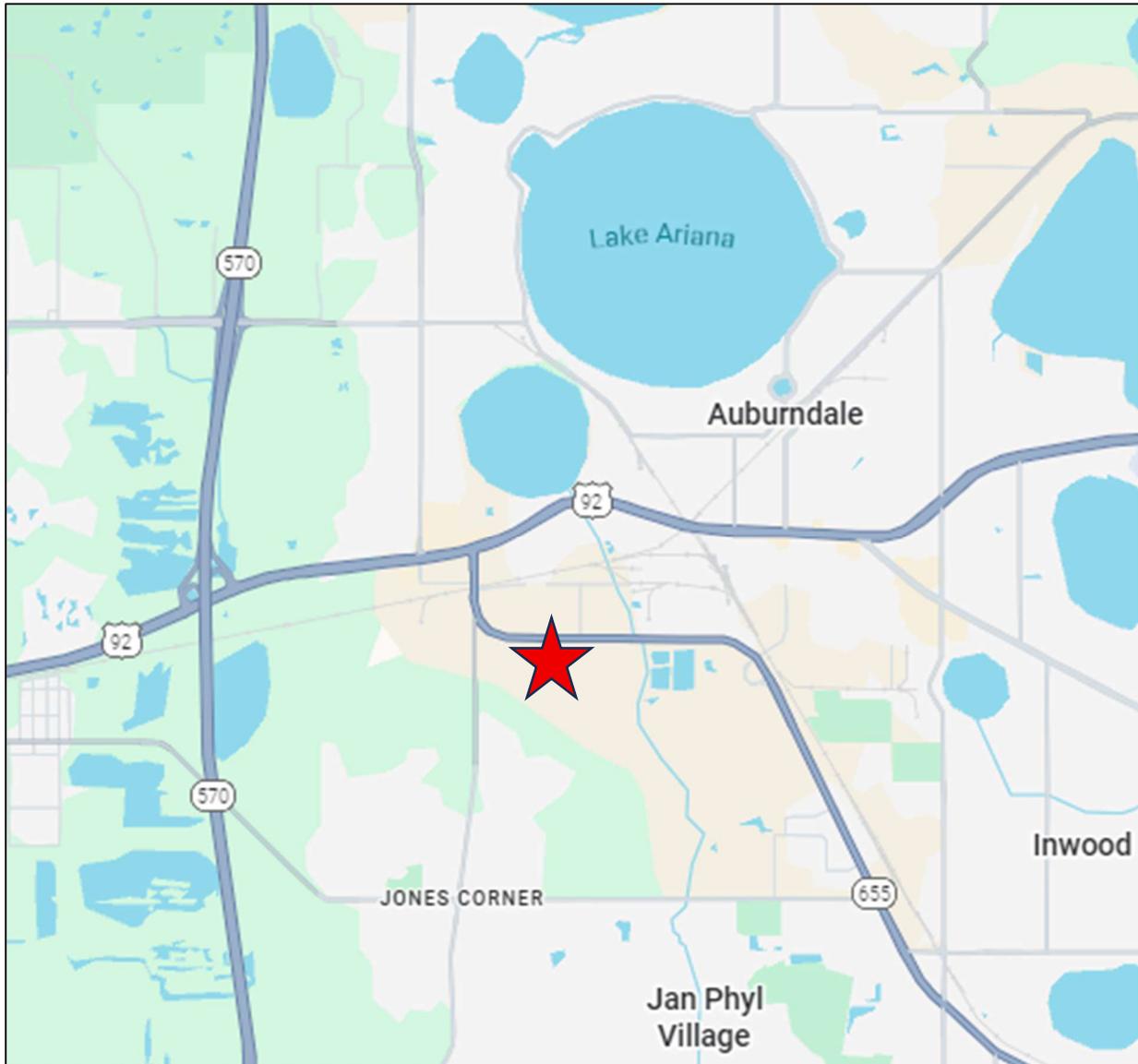


# TDW Land Planning

(863) 838-8511 | [tdwlandplanning@gmail.com](mailto:tdwlandplanning@gmail.com)

**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

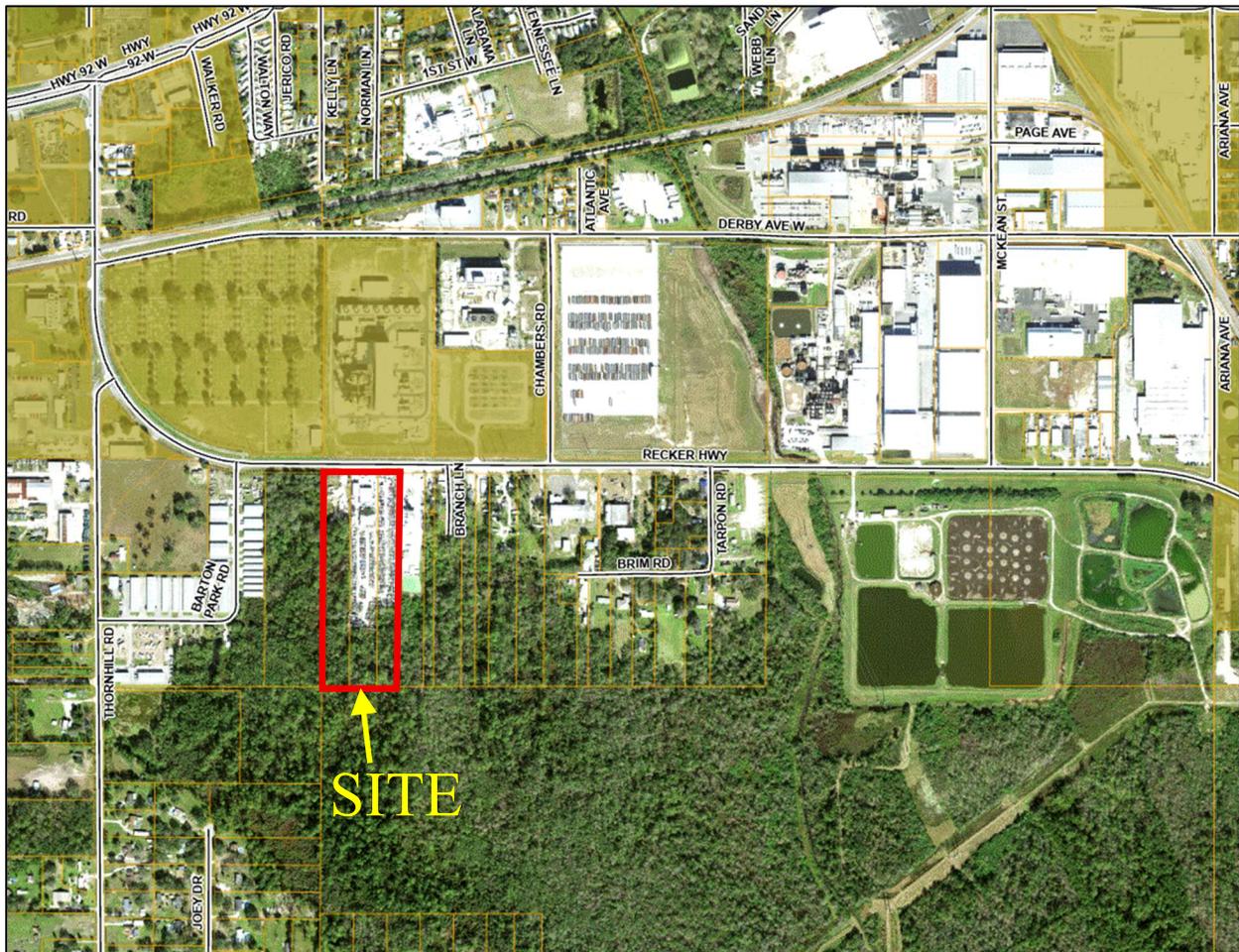
## Exhibit 1: Location Map





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

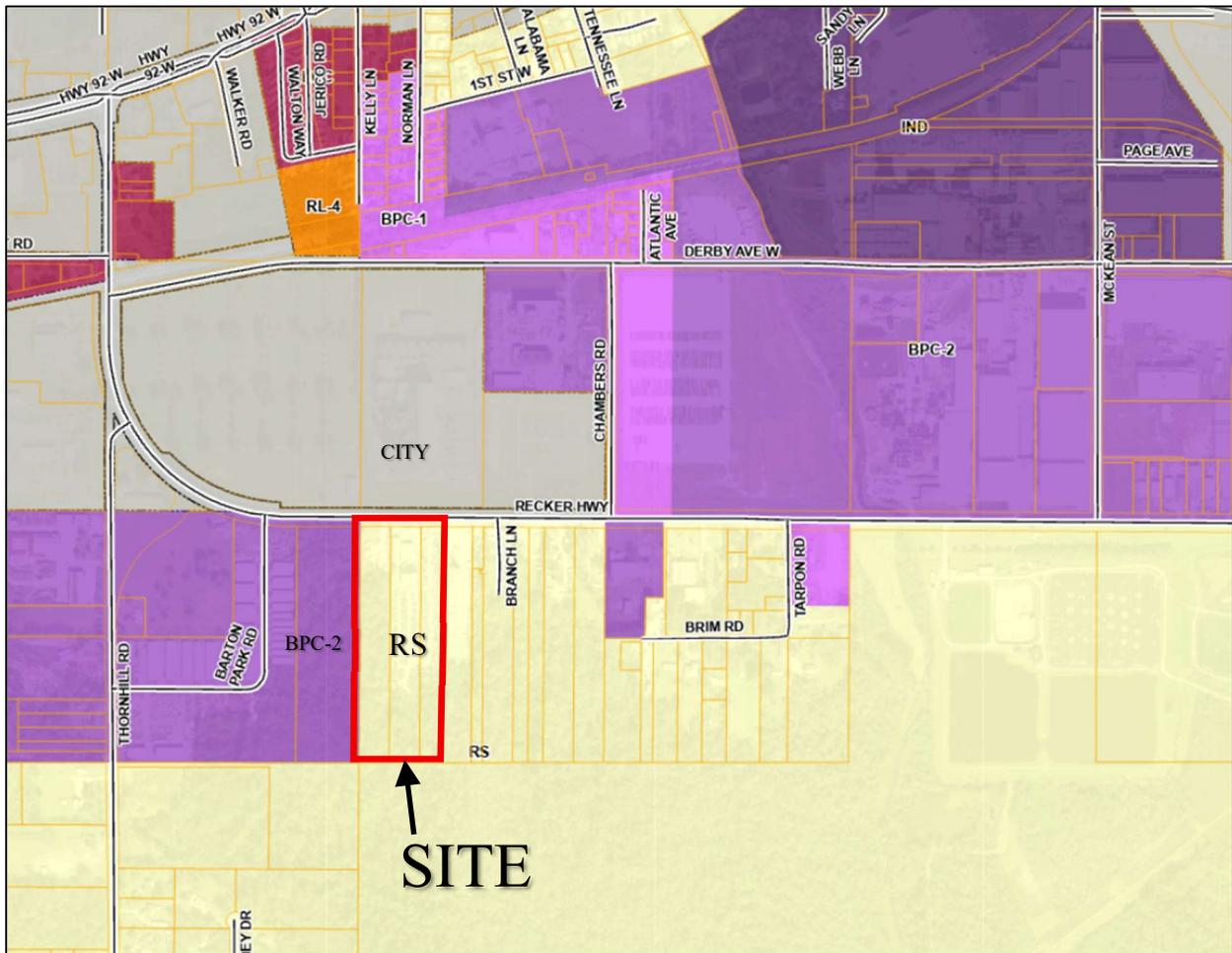
## Exhibit 2: Aerial Photo of Site





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

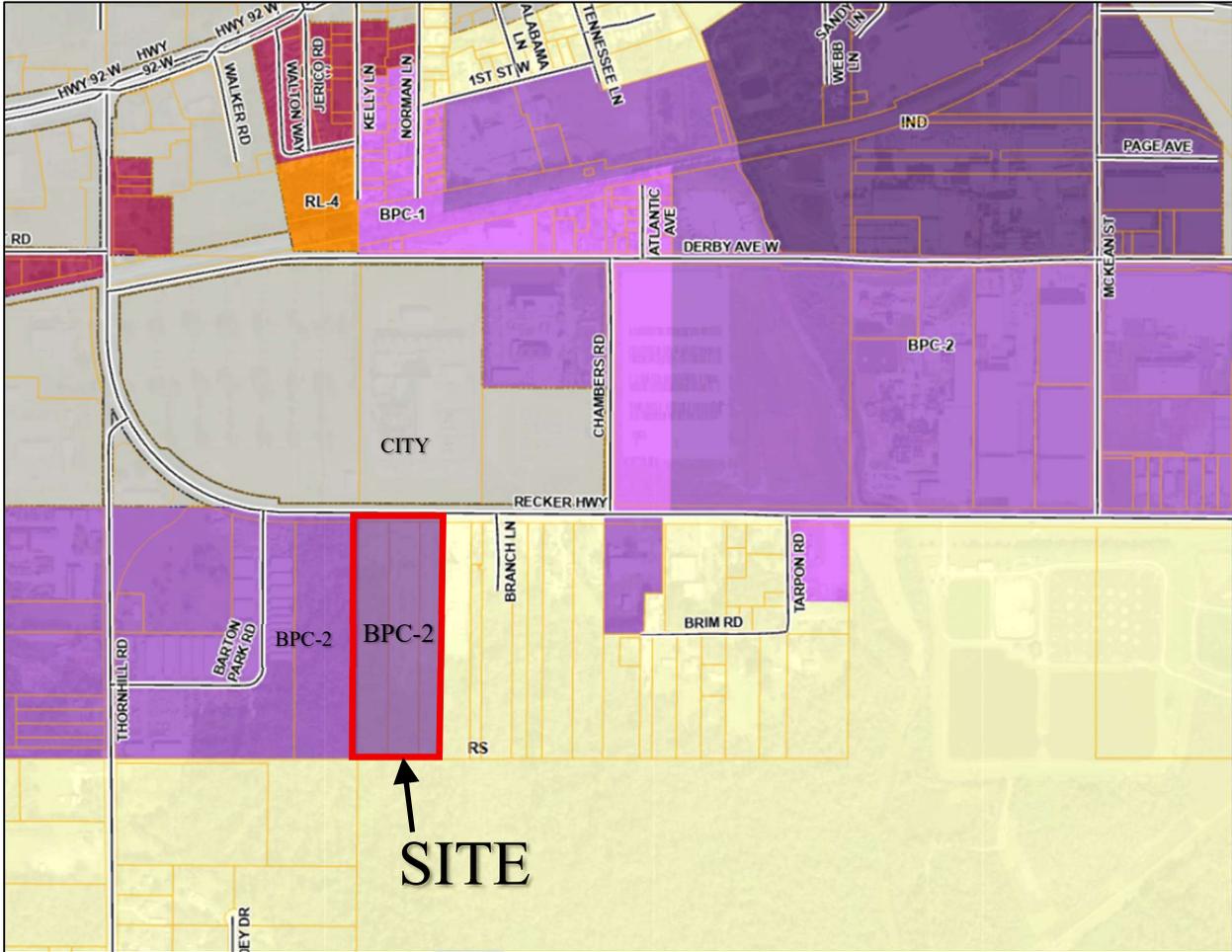
### Exhibit 3: Existing FLUM





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

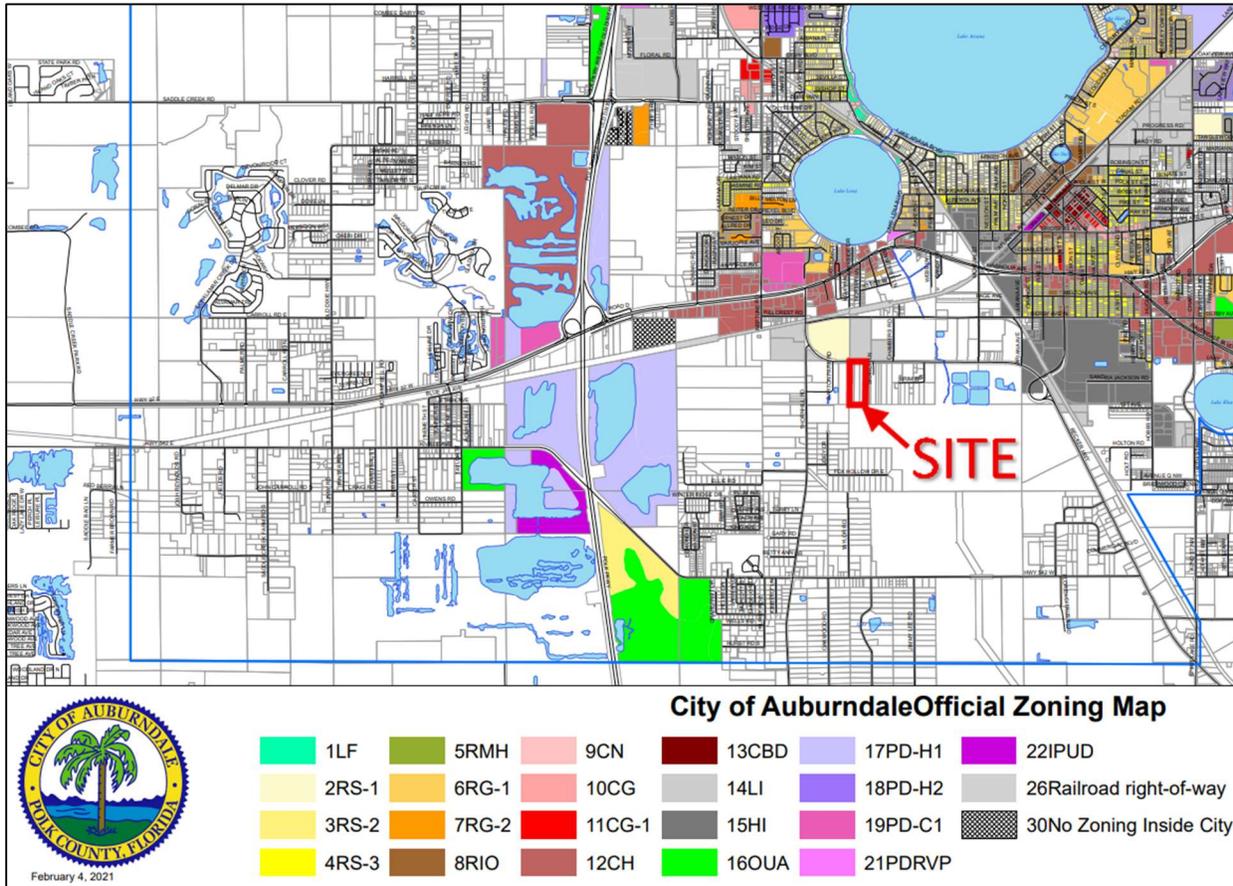
### Exhibit 4: Proposed FLUM





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

**Exhibit 5: Auburndale Zoning Map**



## Demonstration of Need

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

*No, this amendment will recognize an existing development site consisting of warehouses and outdoor storage, two uses that are allowable in the BPC-1 and BPC-2 land use districts. Tremendous population growth over the past 5 years has necessitated growth in business, warehousing, retail, service uses, and other non-residential uses to support this growth.*

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

*No, this amendment is located in the Urban Growth Area (UGA) and is surrounded by urban development.*

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

*No, this site is located adjacent to existing BPC land use in the County and Light Industrial in the City of Auburndale along an existing arterial road connecting this site to the entire region.*

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

*No, this site is not an agricultural area. It is located in a developed urban area of central Polk County.*

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

*No, this amendment would allow future redevelopment in an area of moderate intensity where public facilities and services currently exist.*

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

*No, this amendment would allow infill development and future redevelopment in an area of the County that is practically the geographic center of the County. Public facilities and services currently exist at the site, allowing maximum utilization and efficiency consistent with the goals of the Comprehensive Plan.*

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

*No, this amendment would allow infill and redevelopment in the center of the County where public facilities and services currently exist enabling maximum utilization and service distribution efficiency.*

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

*No, this amendment is well within the existing UGA where growth has been planned.*

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

*No, this amendment will allow infill development in an area of moderate intensity where it will complement the existing surrounding development.*

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

*No, this site compliments the level of infrastructure available and intensity of the surrounding uses.*

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

*No, the proposed use has excellent access to the surrounding land uses, including planned future transit service.*

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

*No open space will be lost with the approval of this amendment. The site has been cleared of its native vegetation and developed to the greatest extent possible without impacting open space to the south.*



[www.polk-county.net](http://www.polk-county.net)

# IMPACT ASSESSMENT STATEMENT FORM

Growth Management Department  
Land Development Division  
330 W. Church St.  
P.O. Box 9005, Drawer GM03  
Bartow, FL 33831-9005  
(863)534-6792  
FAX (863) 534-6407

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and Natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A sufficient Impact Assessment Statement must address all of the following (*Note: N/A is an insufficient comment, if N/A an explanation must be included*):

### ***Land and Neighborhood Characteristics***

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses?

*This request to amend the Comprehensive Plan map land use designation on approximately 12.91 acres from Residential Suburban (RS) to Business Park Center (BPC-2) (see map exhibit) is supported by Comprehensive Plan POLICY 2.113-B3: LOCATION CRITERIA for Business Park Centers as well as the associated SECTION 2.404-ECONOMIC DEVELOPMENT INTEGRATED WITH PLANNING because the proposed BPC land are located on lands close to arterial roadways, with access to appropriate utilities (water, sewer, electricity, gas, telephone), is planned to have access to mass transit in the future, and minimizes impacts to the natural environment and adjacent land uses. It is also directly across Recker Highway from Light Industrial zoning within the City of Auburndale and adjacent to BPC-2 lands within Polk County directly to the west of the site. These factors will all contribute to supporting the proposed land use amendment.*

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

*The site is located on Recker Highway, an Urban Minor Arterial roadway, with Light Industrial zoning located directly across Recker Highway (electric power plant and substation) within the City of Auburndale, BPC-2 lands adjacent within Polk County directly to the west of the site, and a concrete plant adjacent to the east. The site is buffered from uses to the south by a substantial wetland area that separates the existing use on-site from the nearest residential by over a quarter mile. In addition, this section of Recker Highway includes a wide assortment of uses including welding, self-storage, truck parking, wastewater treatment facilities, lawn mower repair, a cemetery, a bottling company, and an auto body repairs shop. Due to the level, type, and intensity*

*of existing development, no special efforts will be needed to accommodate the proposed land use designation on this section of Recker Highway.*

3. How will the request influence future development of the area?

*The proposed Comprehensive Plan amendment will allow for redevelopment and additional economic development of the subject site. It will not adversely impact future development of the area. In fact, due to the existing number of business park and industrial uses along this corridor, this section of Recker Highway would be an appropriate area for the County to consider a County-initiated land use amendment for the entire corridor to recognize the existing non-residential uses and encourage the redevelopment of this corridor to facilitate its future economic development.*

**Access to Roads and Highways**

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed methodology and calculations.

*The site fronts Recker Highway, also known as Link 7102N/S: SR 655 (Recker Hwy) - from CR 542 (Avenue G NW) to US 92, is an Urban Minor Arterial Roadway with an existing LOS of C (projected LOS in 5 yrs is C). This link is transitioning to a multi-modal standard. According to the County's Concurrency Generation Rates manual, BPC uses (i.e. warehousing) in urban areas generate, on average, approximately 162 AADT and 24.18 PM peak trips per acre. This 12.91 acre site has approximately 4.7 acres of wetland and could therefore only allow approximately 8.21 acres of development, or up to a total of 1,330 AADT and 199 PM peak trips. It is important to consider that the subject site is already developed and any calculation of transportation impact would have to credit the impact from the existing business as currently absorbed into the roadway network.*

2. What modifications to the present transportation system will be required as a result of the proposed development?

A minor traffic study will suffice for a detailed methodology and calculations for most applications.

*Because the site is currently developed and utilizes driveways to Recker Highway, no additional modifications are anticipated unless a new development changes the use and increases the intensity of the site in a manner that requires driveway improvements or turn lanes.*

3. What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

*The site is currently developed and does not necessitate additional parking. If the site redevelops, there is ample room to provide the parking required by Section 708 of the LDC.*

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

*The proposed method of access is direct onto Recker Highway.*

*NOTE: Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for “**Infrastructure Impacts**” items 3 through 9 above.*

### ***Sewage***

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*)

*According to the County’s Concurrency Generation Rates manual, BPC uses generate, on average, approximately 6,273 gallons per day (GPD) per acre of sewage. This 12.91 acre site has approximately 4.7 acres of wetland and could therefore only allow approximately 8.21 acres of development, generating up to a total of 51,501 GPD. However, when considering the impact to the existing wastewater management infrastructure it is important to consider that the subject site is already developed and any calculation of water or sewer demand should be adjusted to recognize or credit the impact from the existing business, so this FLUM change will have less than the estimated sewage generation indicated above.*

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

*The existing use utilizes a septic system.*

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

*The City of Auburndale is the service provide in this area.*

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

*There is an existing 10” sewer main on the north side of Recker Highway across from the site.*

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

*The City of Auburndale has stated that they have plant capacity to serve the site but did not provide a specific capacity in GPD.*

6. What is the anticipated date of connection?

*This will be assessed by any future user of the site during redevelopment.*

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

*Connection and service would require the City to complete its ongoing capital improvement projects that have just begun implementation. At a minimum, the Southern force main re-route which has been split into two phases has a timeline of 180 days for substantial completion, 210 days for final. The City is currently acquiring an easement through State FWC property for design completion of phase II.*

### **Water Supply**

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

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

*Connection to the centralized potable water supply is proposed. Polk County Utilities is the service provider.*

2. What is the estimated volume of consumption in gallons per day (GPD)? (Response may be based on Section 703 of the LDC)

*According to the County's Concurrency Generation Rates manual, BPC uses generate, on average, approximately 6,795 gallons per day (GPD) per acre of water demand. This 12.91 acre site has approximately 4.7 acres of wetland and could therefore only allow approximately 8.21 acres of development, demanding up to a total of 55,787 GPD. However, when considering the impact to the existing wastewater management infrastructure it is important to consider that the subject site is already developed and any calculation of water or sewer demand should be adjusted to recognize or credit the impact from the existing business, so this FLUM change will have less than the estimated sewage generation indicated above.*

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

*There is an existing 12" potable water main on the north side of Recker Highway across from the site.*

4. Who is the service provider?

*The City of Auburndale is the service provider.*

5. What is the anticipated date of connection?

*This will be assessed by any future user of the site during redevelopment.*

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

*The City of Auburndale has stated that they have plant capacity to serve the site but did not provide a specific capacity in GPD.*

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

*There is a potable well on-site to serve the existing use.*

### ***Surface Water Management and Drainage***

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

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

*The site relatively flat and drains slightly from north to south. There are no flood plains on site.*

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

*No alterations are expected beyond on-site retention to accommodate the proposed development.*

### ***Environmental Analysis***

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

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

*The property has been cleared of most of its native vegetation outside of the natural wetland areas.. Adjacent properties are developed with a variety of uses and do not contain any known environmentally sensitive aspects that would restrict development beyond the limitations imposed by conservation and buffering to existing wetlands on-site and in the area.*

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

*While there is no flood plain on-site, the southern half of the site is part of a large regional wetland system. LDC regulations will prevent impacts to this wetland system.*

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

*The existing well is located in an area of the site that is not anticipated to be adversely affected by development, especially given the current development limitations in proximity to potable wells mandated by the LDC.*

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

*The site is not located within an Airport Buffer Zone.*

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

*According to the Soil Survey of Polk County, the site is comprised of Tavares Fine Sand (5% of the site), Pomona Sands (90% of the site), and Samsula Muck (5% of the site). The primary soil type for the site (Pomona Sands) has a high water table which can require greater retention area and increases the cost of building construction due to the need to provide additional structural strength, resulting in increased costs for foundations and structures.*

#### **Infrastructure Impact Information**

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

1. Parks and Recreation;

*BPC uses do not generate significant impacts or usage for park systems.*

2. Educational Facilities (e.g., preschool, elementary, middle school, high school);

*BPC uses do not generate significant impacts or usage for school facilities.*

3. Health Care (e.g., emergency, hospital);

*The nearest hospital is Winter Haven Hospital which is approximately 6.5 miles east of the site.*

4. Fire Protection;

*The nearest fire station is Polk County Fire Rescue Station 32, which is approximately 8.7 miles west of the site.*

5. Police Protection and Security;

*The nearest Polk County Sheriff station is the Polk County Sheriff Central Substation office located 3.2 miles southeast of the site.*

6. Emergency Medical Services (EMS);

*The closest EMS is located 8.7 miles west of the site within Polk County Fire Rescue Station 32.*

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

*Polk County provides waste collection services to this site.*

8. How may this request contribute to neighborhood needs?

*The requested BPC land use designation will encourage investment in this area of the County, allow for redevelopment of the site, and enable additional economic development in this area of the County. New development built to current Code standards, along with the landscaping and infrastructure improvements, will also provide jobs, and improve the visual aesthetic of the site.*

**Maps**

Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps.

The following **maps shall 8 1/2" x 11"** and accompany Impact Assessment Statements:

Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;

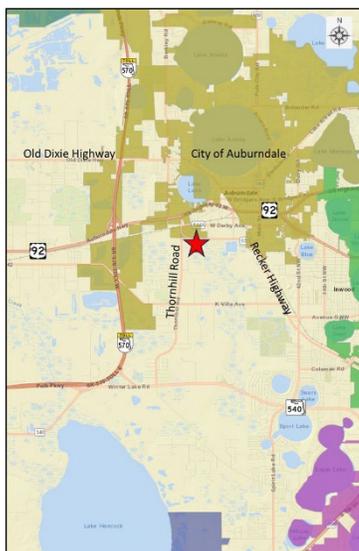
Map B: Map depicting the site boundary (properties included in the request)

Map C: A site plan consistent with **Site Plan Standards** <sup>2</sup> (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy**. Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

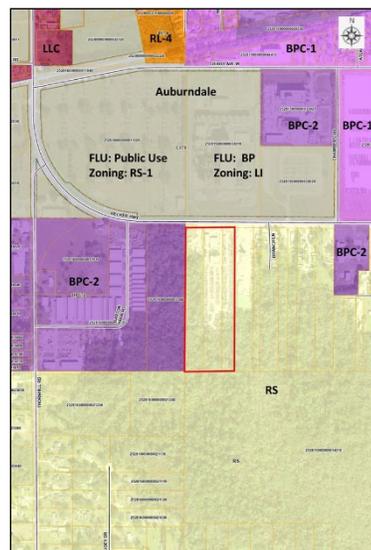
**NOTE:** *Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.*

**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

<b>DRC Date:</b>	December 11, 2025
<b>Planning Commission Date:</b>	February 4, 2026
<b>BoCC Dates:</b>	March 24, 2026
<b>Applicant:</b>	Tom Woodrich, TDW Land Planning
<b>Level of Review:</b>	Level 4 Review, Comprehensive Plan Map Amendment
<b>Case Number and Name:</b>	LDCPAS-2025-35 Recker Highway BPC CPA
<b>Request:</b>	Small Scale Comprehensive Plan map amendment from Residential Suburban (RS) To Business Park Center (BPC), on 12.91± acres. Related to LDCD-2025-11 request for a Sub-District Change to Business Park Center -2 (BPC-2).
<b>Location:</b>	South side of Recker Highway, east of Thornhill Road, north of Highway 542 W, and west of McKean Street, south of the City of Auburndale, in Section 15, Township 28, Range 25
<b>Property Owner:</b>	Computerized Auto Recycling Service, Inc.
<b>Parcel Size:</b>	12.91± acres; parcels: 252815-000000-034070, 252815-000000-034080, 252815-000000-034050
<b>Development Area/Overlays:</b>	Suburban Development Area (SDA)
<b>Future Land Use:</b>	Business Park Center (BPC)
<b>Nearest Municipality</b>	Auburndale
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending
<b>Case Planner:</b>	Robert Bolton, Planner III



**Location Map**



**Proposed Future Land Use Map**

## **Summary**

The applicant, TDW Land Planning, Tom Woodrich, is requesting a Small Scale Comprehensive Plan Amendment on behalf of the property owner, Computerized Auto Recycling Service, Inc., to change the Future Land Use Designation from Residential Suburban (RS) to Business Park Center (BPC) on 12.91± acre property in the Suburban Development Area (SDA). This request is related to LDCD-2025-11, a request for a Sub-District Change to Business Park Center -2 (BPC-2). The site is located on the south side of Recker Highway, east of Thornhill Road, north of Highway 542 W, and west of McKean Street, south of the City of Auburndale, in Section 15, Township 28, Range 25.

## **Compatibility Summary**

The site is located on the south side of Recker Highway with the City of Auburndale located on the north side of Recker Highway. In the 1960's the south side of Recker Highway begin residential development with home construction on Tarpon Road and Brim Road. In the early 1970's two (2) mobile home parks were constructed farther to the west. In this same time frame light industrial and warehousing begin development on the north side of Recker Highway. One of the light industrial users constructed a wastewater treatment facility on the south side of Recker Highway and is still in operation. The subject site and other area sites were developed with non-commercial; Business Park uses since the late 1970's and 1980's with additional uses, including two different electrical power plants, and fruit bottlers and extractors have been built over the past several decades. Adjacent to the east of the site is the Cemex Auburndale Ready-Mix Concrete Plant. Adjacent to the plant are two different mobile home parks, and a couple of residential dwellings. The City of Auburndale's wastewater treatment plant is located to the east within the city limits.

The request is for a Future Land Use designation change from Residential Suburban (RS) to Business Park Center (BPC), with a related request (LDCD-2025-11) for a sub-district change from BPC-1 to BPC-2. The south side of Recker Highway has been utilized with similar uses since the late 1970's or early 1980's. The Polk County GIS aerial from 1980 shows the subject property operating as an automotive salvage yard.

Historically the subject site was a combination of General Industrial (GI) and Commercial (C-4) – Heavy Commercial. Within the GI zoning, which allowed the existing use. The subject property has continued to operate as allowed by the original zoning. This general area has also continued to expand as the light industrial and Business Park Center uses from the 1980's on through today.

In the late 1990's there was a County Initiated Future Land Use change request for the land on the south side of Recker Highway, from the existing BPC district to McKean Street be changed to a BPC Future Land Use district. This request received opposition from the surrounding residents and was denied. Another County Initiated Future Land Use review was made in 2010 for a smaller area near the intersection with McKean Street, that request was withdrawn due to opposition from the residents. The existing use is considered a legally non-conforming use. The requested BPC and BPC-2 FLU change represents a middle ground providing the subject site development opportunities similar to what has developed in the area, but not as intense as auto salvage.

A Business Park Center is to be located with consideration being given to maximizing access to the arterial road systems. The Comprehensive Plan defines Compatibility 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 existing use and uses both within the County and City of Auburndale have coexisted over the past several decades and shows that the request has meet the standards of Compatibility and is consistent with the Comprehensive Plan.

### **Infrastructure Summary**

The subject site fronts SR 655 (Recker Highway), a FDOT maintained urban collector road. US Highway 92 (SR 600) is approximately 0.6 miles northwest of the site and is also a FDOT maintained road. The City of Auburndale is adjacent to the subject on the north side of SR 655 (Recker Highway). The subject site has acceptable response times from both EMS/Fire Rescue and Sheriff response times. The requested Land Use change to BPC, a non-residential Land Use, will not impact school concurrency. This request is related to LDCD-2025-11, a request for a Sub-District change to BBC-2. The subject is improved with an automotive salvage facility that has been operational since the late 1970’s to early 1980’s, with the current owner since 1992. The site is within the City of Auburndale’s Utility Service Area. The City of Auburndale has stated that the capacity for water and wastewater service is contingent upon conditions at the time of plans submittal, and voluntary annexation would be required.

The subject site is located within the City of Lakeland Utility Service Area for potable water and wastewater.

### **Environmental Summary**

The site has an area of wetlands located in the southern and southwestern portion of the site. The overall site is 12.91± gross acres, the wetlands are estimated at 4.70 acres, indicating 8.21± acres of upland acres. The site is currently developed with the existing development appearing to be located within the upland area of the site. No flood hazard zones are indicated on the site. According to the Polk Species Observation Map, an eagle’s nest was identified within a one-mile radius of the site. There are no surface waters on the subject site. The site’s highest elevation is at the side of the parcel along the frontage of Recker Highway (SR 655), with an elevation of 138 feet. The property slopes downward to the south with the lowest point located near the southern boundary, with an elevation of 124 feet.

### **Comprehensive Plan**

The relevant sections of the Comprehensive Plan that are applicable to the project request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10: Location Criteria
- Policy 2.106(A1-A9): Suburban Development Area (SDA)
- Policy 2.113-B Business Park Center (BPC)
- Policy 2.113-B-3, and B-4 Location Criteria, and Development Criteria

## **Findings of Fact**

### **Request and Legal Status**

- This is an applicant-initiated request for a Small-Scale Future Land Use designation change from Residential Suburban (RS) to Business Park Center (BPC) on 12.91+/- acre property in the Suburban Development Area (SDA). This request is related to LDCD-2025-11, a request for a Sub-District change to BBC-2.

- The City of Auburndale had no objections to the request.
- The subject site is improved with an auto salvage, parts and service center. The site has been this use since the 1970's. The original zoning for the site was a combination of General Industrial (GI) and Commercial (C-4) – Heavy Commercial. The uses were permitted uses under the former zoning.

### **Compatibility**

- The existing uses surrounding the site are
  - North – Light Industrial (LI); City of Auburndale, Duke Energy Osprey Power Plant
  - East – RS; Auburndale Ready-Mix Concrete Plant (non-conforming)
  - South – RS; Vacant, wetlands
  - West – RS; Vacant, wetlands

The site is located on the south side of Recker Highway with the City of Auburndale located on the north side of Recker Highway. The subject site and other area sites were developed with non-commercial; Business Park uses since the 1980's with additional uses have been built over the past several decades. Historically within the area have been residential uses including single-family and mobile home parks. The site was historically Zoned as General Industrial (GI) and Commercial (C-4) – Heavy Commercial.

- The characteristic of a Business Park Center (BPC) is 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.
- Two County Initiated Future Land Use requests have been made in the area, one in the late 1990's and another in 2010 for an expansion of the BPC in the area. Both of the requests had significant surrounding residential opposition. The mid-1990's request was denied by the Board with the 2010 request being withdrawn due to residential opposition.

### **Infrastructure**

- The subject site fronts SR 655 (Recker Highway), a FDOT maintained road. US Highway 92 (SR 600) is approximately 0.6 miles northwest of the site and is also a FDOT maintained road.
- The zoned schools for the site are Auburndale Elementary, JL Stambaugh Middle, and Auburndale Senior High School.
- Polk County Fire Rescue/EMS Station 16 will be the response unit for this site. It is located at 310 3rd St, Auburndale with an approximate response time of 9-11 minutes.
- The subject site is within the Sheriff Department's Central District. The Central District is located at 3635 Ave. G NW, Winter Haven.

- The subject site is located within the City of Auburndale Utility Service Area for potable water and wastewater.
- The closest bus stop is located at the Lowe’s Home Improvement on the south side of US highway 92. This is Citrus Connection’s Auburndale Route 50 and is approximately ¾ mile northwest of the site.
- The nearest park is Simmers-Young Park and is 3.2 miles southeast of the subject site.
- The subject site does not currently have sidewalks. The site is located within the Suburban Development Area (SDA) and is located within two (2) miles of a school and would require sidewalks at such time of substantial expansion or redevelopment (change of use).

### **Environmental**

- There are no surface waters on the subject site. The site’s highest elevation is at the side of the parcel along the frontage of Recker Highway (SR 655), with an elevation of 138 feet. The property slopes downward to the south with the lowest point located near the southern boundary, with an elevation of 124 feet.
- The site has an area of wetlands located in the southern and southwestern portion of the site.
- The site is comprised of three (3) soil types; Pomona fine sand, Samsula muck, frequently ponded, 0 to 1 percent slopes, Placid and Myakka fine sands, depressional, and Taveres Fine Sand, 0 to 5 percent slopes.
- Per the Polk Species Observation Map, an eagle’s nest was identified within a one-mile radius of the site.
- The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 1.75 miles southwest of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page2137 and owned by Polk County.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The site is located within the height notification zone for Winter Haven Municipal Airport & Brown Seaplane Base.
- The site is serviced by an on-site, private potable well. There is a Wellfield Protection District approximately one (1) mile northeast of the subject site.

### **Comprehensive Plan Policies**

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services,

and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.

- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
  - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
  - b. nearness to agriculture-production areas;
  - c. distance from populated areas;
  - d. economic issues, such as minimum population support and market-area radius (where applicable);
  - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
    - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
    - 2. sanitary sewer and potable water service;
    - 3. storm-water management;
    - 4. solid waste collection and disposal;
    - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
    - 6. emergency medical service (EMS) provisions; and
    - 7. other public safety features such as law enforcement;
    - 8. schools and other educational facilities
    - 9. parks, open spaces, civic areas and other community facilities
  - f. environmental factors, including, but not limited to:
    - 1. environmental sensitivity of the property and adjacent property;

2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
  3. wetlands and primary aquifer recharge areas;
  4. soil characteristics;
  5. location of potable water supplies, private wells, public well fields; and
  6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.106-A1: DESCRIPTION - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.
  - POLICY 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas:
    - a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
    - b. RESIDENTIAL: Residential-Suburban.
    - c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

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

- POLICY 2.113-B-3: LOCATION CRITERIA - for Business Park Center states- 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 mile 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-B-4: DEVELOPMENT CRITERIA- Development within a Business-Park Center shall conform to the following criteria:
  - a. Business-Park Center developments shall have frontage on, or direct access to, a collector or better roadway, 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.
  - j. Planned Developments within the Business Park Center district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the BPC district.
  - 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.

**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 finds that with the proposed conditions, the proposed request **IS**

**COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAS-2025-35**.

**Planning Commission Decision:** On February 4, 2026, in an advertised public hearing, the Planning Commission voted to **recommend APPROVAL or DENIAL of LDCPS-2025-35**.

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

**Analysis**

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

**Surrounding Uses**

Table 1 identifies the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

**Table 1: Surrounding Uses**

<b>NW</b> PU (FLU) / RS-1 (Zoning), City of Auburndale; City Cemetery	<b>N</b> BPC (FLU) / LI (Zoning), City of Auburndale; Osprey Energy Center	<b>NE</b> BPC (FLU) / LI (Zoning), City of Auburndale; Osprey Energy Center/Calpine
<b>W</b> BPC-2; Vacant / Barton Storage	<b>Subject Property</b> Residential Suburban (L/R); Budget Auto Parts & Service	<b>E</b> RS; Auburndale Ready-Mix Concrete Plant (non-conforming)
<b>SW</b> RS; Vacant Wetlands	<b>S</b> RS; Vacant Wetlands	<b>SE</b> RS; Vacant Wetlands

*Source: Polk County Geographical Information System and site visit by County staff*

## Compatibility with the Surrounding Uses

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

### A. Land Uses

The site is located on the south side of Recker Highway with the City of Auburndale located on the north side of Recker Highway. In the 1960's the south side of Recker Highway began residential development with home construction on Tarpon Road and Brim Road. In the early 1970's two (2) mobile home parks were constructed farther to the west. In this same time frame light industrial and warehousing began development on the north side of Recker Highway. One of the light industrial users constructed a wastewater treatment facility on the south side of Recker Highway and is still in operation. The subject site and other area sites were developed with non-commercial; Business Park uses since the late 1970's and 1980's with additional uses. Adjacent to the site on the west is a BPC-2 Future Land Use district which is approximately 90 acres in size and significantly built out with uses that include the Barton Storage and Commercial Park, AgriFleet Leasing, and Irmarfer US an event tent, stage and flooring manufacturer. North of the site is the City of Auburndale with Business Park FLU districts and a Public Use FLU. The Public Use FLU is where the Auburndale Memorial Park, one of three cemeteries in Auburndale. Other uses within the Business Park FLU include Bynum Transport, Osprey Energy Center (TECO power plant) and sub-station, the former Calpine power plant. Farther east along Recker Highway, east of Chambers Road is a large BPC-1 and BPC-2 district which included uses such as truck parking, juice bottling facility, Cutrale juice extraction facility, Alvic USA a furniture and decoration manufacturer. East of the subject site is a Residential Suburban (RS) Future Land Use district. Adjacent to the site is the Cemex Auburndale Ready-Mix Concrete Plant, a non-conforming use. Adjacent to the Cemex facility are two different mobile home parks, a concrete forming company and a couple of residential dwellings. At the intersection with Chambers Road is a small BPC-2 district currently utilized as a welding and manufacturing facility. Farther east is a waste treatment facility originally constructed for the juice pricing plant on the north side of Recker Highway, currently it may be connected to the City of Auburndale's wastewater treatment facility. To the south of the site is a large area of wetlands which would be protected from development by the Land Development Code Section 320 Wetland Protection, creating approximately a ¼ mile buffer to the residential development to the south.

The request is for a Future Land Use designation change from Residential Suburban (RS) to Business Park Center (BPC), with a related request (LDCD-2025-11) for a sub-district change from BPC-1 to BPC-2. The south side of Recker Highway has been utilized with similar uses since

the late 1970's or early 1980's. The Polk County GIS aerial from 1980 shows the subject property operating as an automotive salvage yard.

It is noted that the prior Zoning for the subject site was a combination of General Industrial (GI) and Commercial (C-4) – Heavy Commercial. Within the GI zoning “Disposal Yards, Salvage Yards, Scrap Metal Yards, and Auto Recking Yards” were Permitted Uses. Within the C-4 zoning “Motor Vehicles, Parts, and Supplies”, “Automotive and Other Motor Vehicle Repair Shops”, as well as “Uses similar to or customarily accessory to the uses listed previously.” The subject property has continued to operate as allowed by the original zoning. This general area has continued to expand as the light industrial and Business Park Center uses from the 1980's on through today as demonstrated by the current existing uses described above.

In the late 1990's there was a County Initiated Future Land Use change request for the land on the south side of Recker Highway, from the existing BPC district to McKean Street be changed to a BPC Future Land Use district. This request received opposition from the surrounding residents and was denied. Another County Initiated Future Land Use change request was made around 2010 for a smaller area near the intersection with McKean Street, that request was also denied. The existing use is considered a legally non-conforming use. The requested BPC and BPC-2 FLU change represents a middle ground providing the subject site development opportunities similar to what has developed in the area, but not as intense as auto salvage.

The characteristic of a Business Park Center (BPC) is 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. A Business Park Center is to be located with consideration being given to maximizing access to the arterial road systems. The Comprehensive Plan defines Compatibility 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 existing use and uses both within the County and City of Auburndale have coexisted over the past several decades and shows that the request has meet the standards of Compatibility and is consistent with the Comprehensive Plan.

#### B. Infrastructure

The City of Auburndale Utilities will supply water, and wastewater to the site. See Water and Wastewater for further discussion.

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

The schools zoned for the subject property are the zoned schools listed in Table 2 below.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2022-2023 School Year	Average driving distance from subject site
Auburndale Central Elementary	N/A	85%	2.3 ± miles driving distance
JL Stambaugh Middle	N/A	79%	2.5 ± miles driving distance
Auburndale Senior High	N/A	74%	2.8 ± miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance, GIS

There is capacity in all the zoned schools for the subject site; however, the request is for a Land Use change from a residential use to a non-residential use and will not impact the Polk County Public School capacity.

**Nearest Sheriff, Fire, and EMS Station**

Table 3 below displays that the nearest Sheriff District office and Fire/EMS stations. Sheriff 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.

Table 3 Public Safety Information

	Name of Station	Distance Response Time*
<b>Sheriff</b>	<b>Central District Command Unit</b> (3635 Ave. G NW, Winter Haven)	3.2 +/- miles Priority 1 – 8:04 Priority 2 – 24:35
<b>Fire/ EMS</b>	<b>Station #16</b> (310 3rd St, Auburndale)	2.7 +/- miles 9-11 minutes

Source: Polk County Sheriff’s Office & Polk County Fire Rescue. Response times for January 2025.

**Water and Wastewater**

A. Estimated Demand and Service Provider:

The subject site is located within the City of Auburndale’s Service Area for water and sewer. The overall site is 12.91± gross acres. The site indicates wetlands in the southern and southwestern portion of the site and are estimated at 6.79 acres, indicating 6.12± acres of upland acres. The following analysis is based upon the estimated net upland acres of 6.12± acres. Table 4 provides usage for potable water and wastewater for the existing Land use and the proposed land use, at maximum buildout.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RS				Maximum Permitted in Proposed BPC			
	6.12± Upland Acres <b>266,587 sf</b>	6.12 ac	X	3 du/ac =	18 du	<b>6.12 ac</b> <b>268,587 sf</b>	X	0.75 FAR =
<b>Potable Water Consumption</b>	18 du	X	250 =	<b>4,500 GPD</b>	199,940 sf	X	0.24 =	<b>47,986 GPD</b>
<b>Wastewater Generation</b>	18 du	X	200 =	<b>3,600 GPD</b>	47,986 GPD	X	0.80 =	<b>38,389 GPD</b>

Source: Concurrence Manual: RS at 250 GPD in Potable Water and 200 in Wastewater GPD, BPC at 0.24 GPD in Potable Water per square foot for office and 0.80 of potable water for Wastewater.

**B. Available Capacity:**

The City of Auburndale stated they have a current capital improvement project for their wastewater in this area, should the site redevelop or otherwise require connection to wastewater, a full analysis would be completed at that time. The city currently has a 10-inch sewer main on the north side of Recker Highway. The city has a 12-inch water main on the north side of Recker Highway. The availability of both water and wastewater service is contingent upon conditions at the time of plans submittal, and service availability cannot be guaranteed. Annexation into the City of Auburndale would be required for services.

**C. Planned Improvements:**

The City of Auburndale has begun implementation of a capital improvement project for the sewer system in this area.

**Roadways/Transportation Network**

**A. Estimated Demand:**

As outlined in the Water and Wastewater Section the following analysis is based upon the estimated net upland acres of 6.12± acres. Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed request will generate more traffic than the current Future Land Use designation.

*Table 5 Estimated Transportation Impact Analysis*

Permitted Intensity	Maximum Permitted in Existing Land Use RS			Maximum Permitted in Proposed BPC			
6.12± acres 266,587 sf	6.12 ac	X 3 du/per ac	= 18 du	6.12 ac 199,940 sf	X 0.75 FAR =	199,940 sf / 1,000	= 199
Average Annual Daily Trips (AADT)	18 du	X	7.81 AADT =	199	X 92%	X	1.38 AADT =
			<b>141 Trips</b>				<b>253 Trips</b>
PM Peak Hour Trips	18 du	X	1.00 AADT =	268	X 92%	X	0.15 AADT =
			<b>18 Trips</b>				<b>28 Trips</b>

*Polk TPO ITE Rate Study January 12, 2026*

**B. Available Capacity:**

The subject site fronts SR 655 (Recker Highway), a FDOT maintained road. US Highway 92 (SR 600) is approximately 0.6 miles northwest of the site and is also a FDOT maintained road. SR 655 (Recker Highway) has a current Level of Service of “C”.

*Table 6: Roadway Link Concurrency*

Link #	Road Name	Lane Type*	Current LOS	Available Peak Hour Capacity	Minimum LOS Standard	Project 5 Year LOS
7102N	SR 655 (Recker Hwy)	2U		538		
7102S	CR 542 (Avenue G NW) to US 92	MA	C	511	E	C

*Source: 2025 Roadway Network Database, \*MA – Minor Arterial*

**C. Roadway Conditions:**

Recker Highway (SR 655) is a FDOT maintained road and is not monitored by Polk County for pavement condition.

D. Sidewalk Network:

The subject site does not currently have sidewalks. The site is located within the Suburban Development Area (SDA) and is located within two (2) miles of a school and would require sidewalks at such time of substantial expansion or redevelopment (change of use).

E. Planned Improvements:

There are currently no planned County improvements along any of the traffic links.

F. Mass Transit:

The closest bus stop is located along at the Lowe's Home Improvement on the south side of US highway 92. This is Citrus Connection's Auburndale Route 50 and is approximately ¾ mile northwest of the site.

**Park Facilities:**

The nearest park is Simmers-Young Park and is 3.2 miles southwest of the subject site.

A. Location:

Simmers-Young Park and is 3.2 miles southeast of the subject site at 339 American Spirit Rd., Winter Haven..

B. Services:

This park has multi-purpose fields, baseball and softball and league play, picnic facilities, a fishing pond, dog park, playground, restrooms, picnic tables and picnic shelters.

C. Multi-use Trails:

Auburndale TECO Trail South Trailhead is locate on Denton Avenue approximately three (3) miles north of the subject.

D. Environmental Lands:

The subject site is not located in any Environmental lands.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area of the County at this time.

**Environmental Conditions**

A. Surface Water:

There are no surface waters on the subject site. The site's highest elevation is at the side of the parcel along the frontage of Recker Highway (SR 655), with an elevation of 138 feet. The property slopes downward to the south with the lowest point located near the southern boundary, with an elevation of 124 feet.

B. Wetlands/Floodplains:

The site has an area of wetlands located in the southern and southwestern portion of the site. The overall site is 12.91± gross acres, the wetlands are estimated at 4.70 acres, indicating 8.21± acres of upland acres. The site is currently developed with the existing development appearing to be located within the upland area of the site. No flood hazard zones are indicated on the site.

C. Soils:

The subject site is comprised of post mining soils listed in Table 7 following this paragraph. The soil types and limitations, according to the U.S. Department of Agriculture, Natural Resources Conservation Service Web Soil Survey, are listed in Table 7. The majority of the soils are not considered well drained. However, development on the subject site will connect to public water and sewer.

Table 7

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Pomona fine sand	Severe	Severe	89%
Samsula muck, frequently ponded, 0 to 1 percent slopes	Severe	Severe	6%
Taveres Fine Sand, 0 to 5 percent slopes	Slight	Slight	5%

Source: USDA Web Soil Survey

D. Protected Species:

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant species exist on the site; however, an eagle’s nest was identified within a one-mile radius of the site. A site survey would be required at a Level 2 Review. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Polk Green Districts and Conservation Easements:

The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 1.75 miles southwest of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page2137 and owned by Polk County.

F. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File.

G. Wells (Public/Private):

The site is serviced by an on-site, private potable well. There is a Wellfield Protection District approximately one (1) mile northeast of the subject site.

H. Airports:

The site is located within the height notification zone for Winter Haven Municipal Airport & Brown Seaplane Base.

**Consistency with the Comprehensive Plan**

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

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
<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:                      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>	<p>The Comprehensive Plan permits Business Park Centers to be designated in all areas and 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.</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>The timing is consistent with the growth in the area as the surrounding sites are already designated for a variety of uses, both in the County as well as within the City of Auburndale. The site is an existing use that has been in operation since before 1980, the area also has an electrical power station, juice plants welding fabrication, warehousing, and residential. The site has good access to the Arterial road network. The site has adequate public services and resources.</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:                      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</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	
<p><b>POLICY 2.106-A3: LAND USE CATEGORIES</b> - The following land use categories shall be permitted within the Suburban Development Areas:  a. <b>ACTIVITY CENTERS:</b> Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.  b. <b>RESIDENTIAL:</b> Residential-Suburban.  c. <b>OTHER:</b> Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.</p> <p><b>POLICY 2.106-A5: DEVELOPMENT CRITERIA</b> - Development within the Suburban Development Areas shall conform to the following criteria as further specified in the Land Development Code:  a. support continued agricultural activities by requiring the implementation of compatibility techniques to limit land use conflicts;  b. protect and preserve open space, agricultural and environmentally sensitive lands by implementing clustering and other conservation development strategies as established in Section 2.1251 of this element;  c. incorporate design features that promote healthy communities, green building practices, conservation development principles, and other initiatives consistent with Section 2.1251 - Community Design, of this element;  d. provide access to civic space, parks, green areas, and open space and other amenities;  e. be supported by public safety (i.e., fire, EMS and law enforcement);  f. have access to elementary schools;</p>	<p>Business-Park Center is allowed in the SDA where it does not cause land conflicts, can be supported by public safety (i.e., fire, EMS and law enforcement), and encourage connectivity between uses within the SDA, and between the SDA and other urban centers and the rural development areas. The request is for a site that has been an existing use for the past several decades and meets the Development Criteria.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>g. encourage connectivity between uses within the SDA, and between the SDA and other urban centers and the rural development areas; and</p> <p>h. in order to achieve higher densities and intensities allowed by each land use, development in the SDA shall be required to connect to centralized water system and incorporate clustering and other low impact design criteria as established under the Residential Suburban (RS) land use criteria, the Conservation Development Section (Section 2.1251), the Residential Rural Development (RRD) or the Rural Mixed Used Development (RMD) sections (Section 2.1251) of this element.</p>	
<p><b>POLICY 2.113-B-3: LOCATION CRITERIA</b> - for Business Park Center states- 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 mile 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.</p>	<p>The request is for an existing, developed site that has good access to the arterial road system, and has frontage on a FDOT urban collector road within 2 miles of the arterial road. The site has existing BPC districts adjacent to the west and within 900 feet to the east. On the north side of Recker Highway the City of Auburndale has a Business Park Land Use and Light Industrial Zoning.</p>
<p><b>POLICY 2.113-B-4: DEVELOPMENT CRITERIA-</b>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</p>	<p>The subject site fronts Recker Highway, an urban collector road as stated in A of the policy. The site has good access to the arterial road network with US Highway 92. The site is an existing developed site.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>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. j. Planned Developments within the Business Park Center district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the BPC district. 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.</p>	

**Urban Sprawl Analysis**

Polk County’s Comprehensive Plan *Policy 2.102-A10* establishes review criteria intended to discourage the proliferation of urban sprawl. Specific characteristics of urban sprawl have been examined throughout this staff report and are summarized in Table 9 (below). Based on the

findings of fact and analysis conducted, the proposed request does not meet the criteria to be considered as urban sprawl.

*Table 9: Urban Sprawl Criteria (This table stays static)*

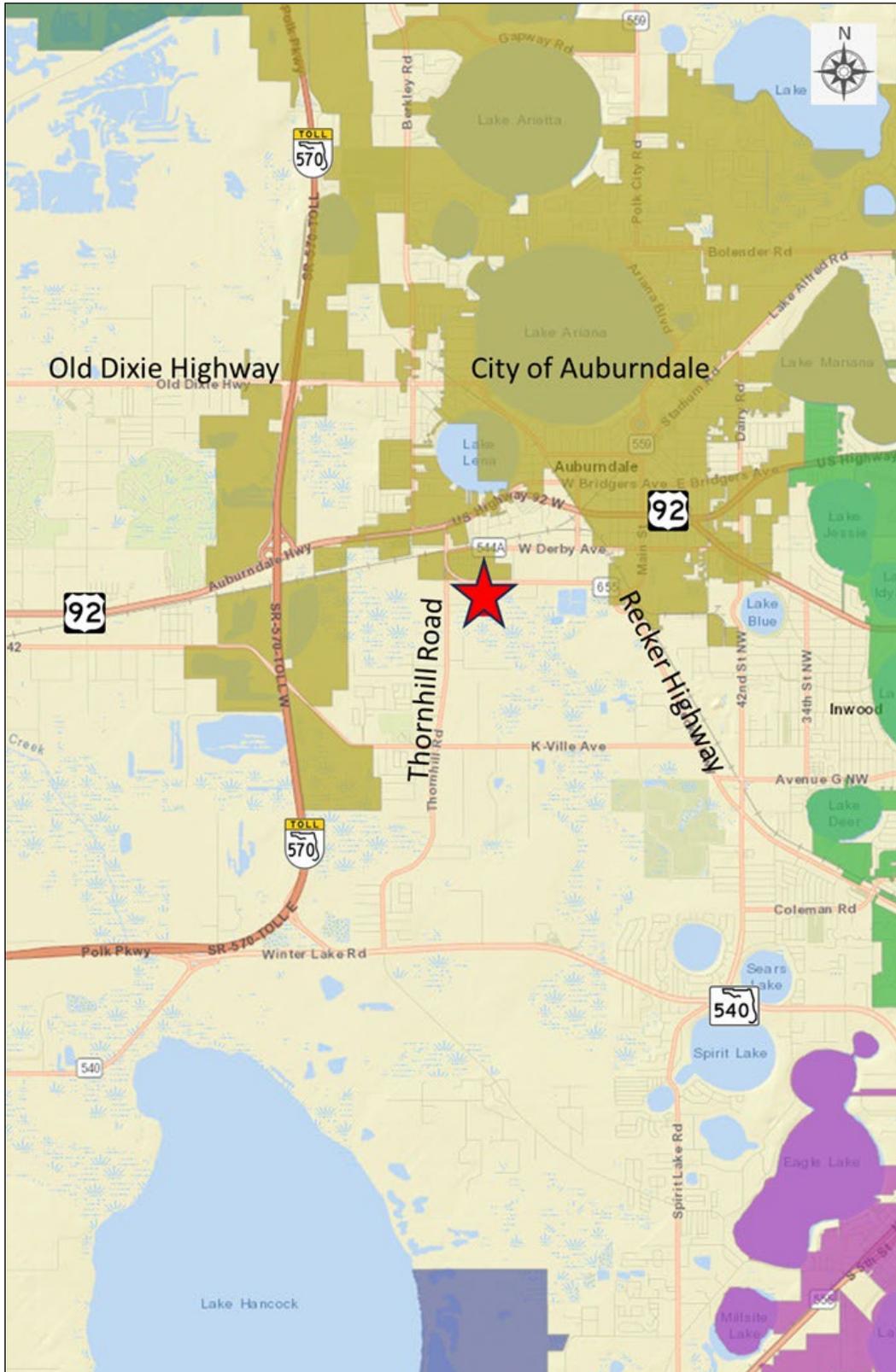
<b>Rule 9J-5 Urban Sprawl Criteria</b>	<b>Page(s) within report</b>
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Surrounding Land Uses Section
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Surrounding Land Uses Section
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Surrounding Land Uses Section
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Environmental Conditions
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Surrounding Land Uses Section
f. <i>Fails to maximize existing public facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
g. <i>Fails to minimize the need for future facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Surrounding Land Uses Section
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Surrounding Land Uses Section
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Surrounding Land Uses Section
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Surrounding Land Uses Section
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Surrounding Land Uses Section
m. <i>Results in the loss of a significant amount of open space.</i>	Surrounding Land Uses and Environmental Conditions Sections
Source: The following criteria are the primary indicators of urban sprawl per Rule 9J-5 of the Florida Administrative Code.	

**Comments from other agencies**

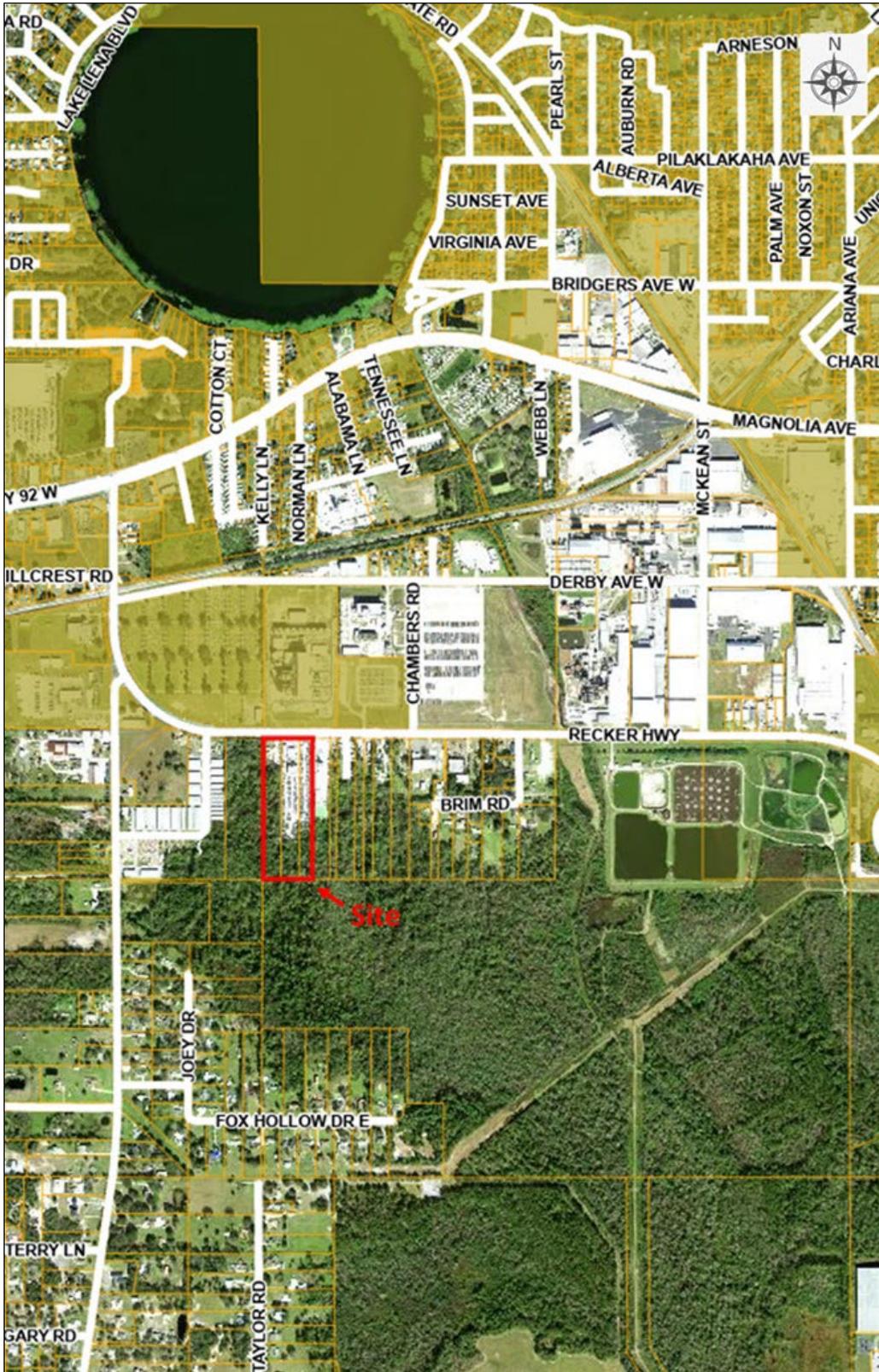
The City of Auburndale has no objections; they noted that at such time a use would require connection to potable water and wastewater the owner would need to submit for a Petition for Voluntary Annexation for service.

**Exhibits:**

- Exhibit 1      Location Map
- Exhibit 2      2023 Aerial Context Map
- Exhibit 3      2023 Aerial Close Up
- Exhibit 4      Current Future Land Use Map
- Exhibit 5      Proposed Future Land Use Map
- Exhibit 6      City of Auburndale Future Land Use Map
- Exhibit 7a     RS Future Land Uses
- Exhibit 7b     BPC-1 Future Land Uses



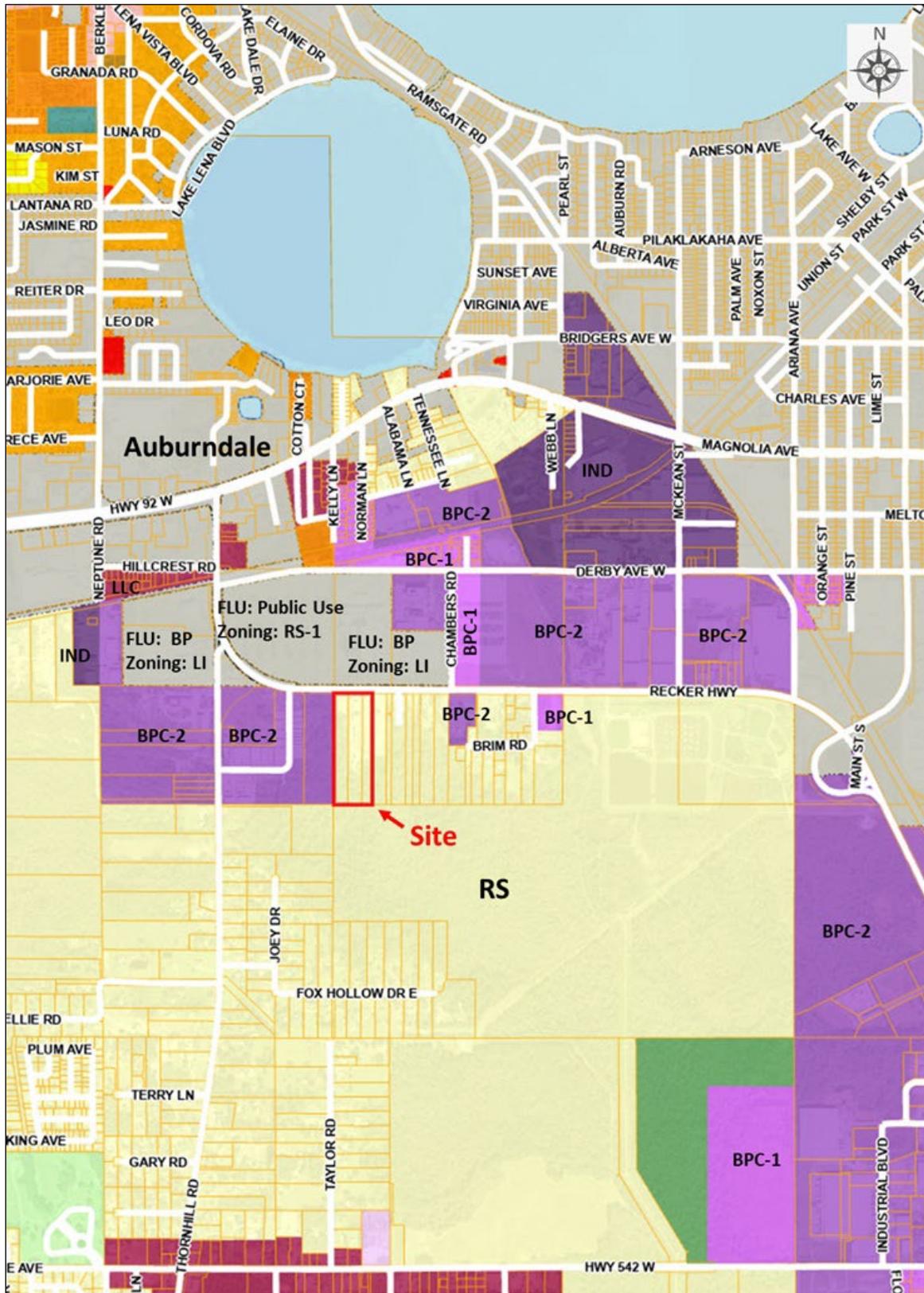
# LOCATION MAP



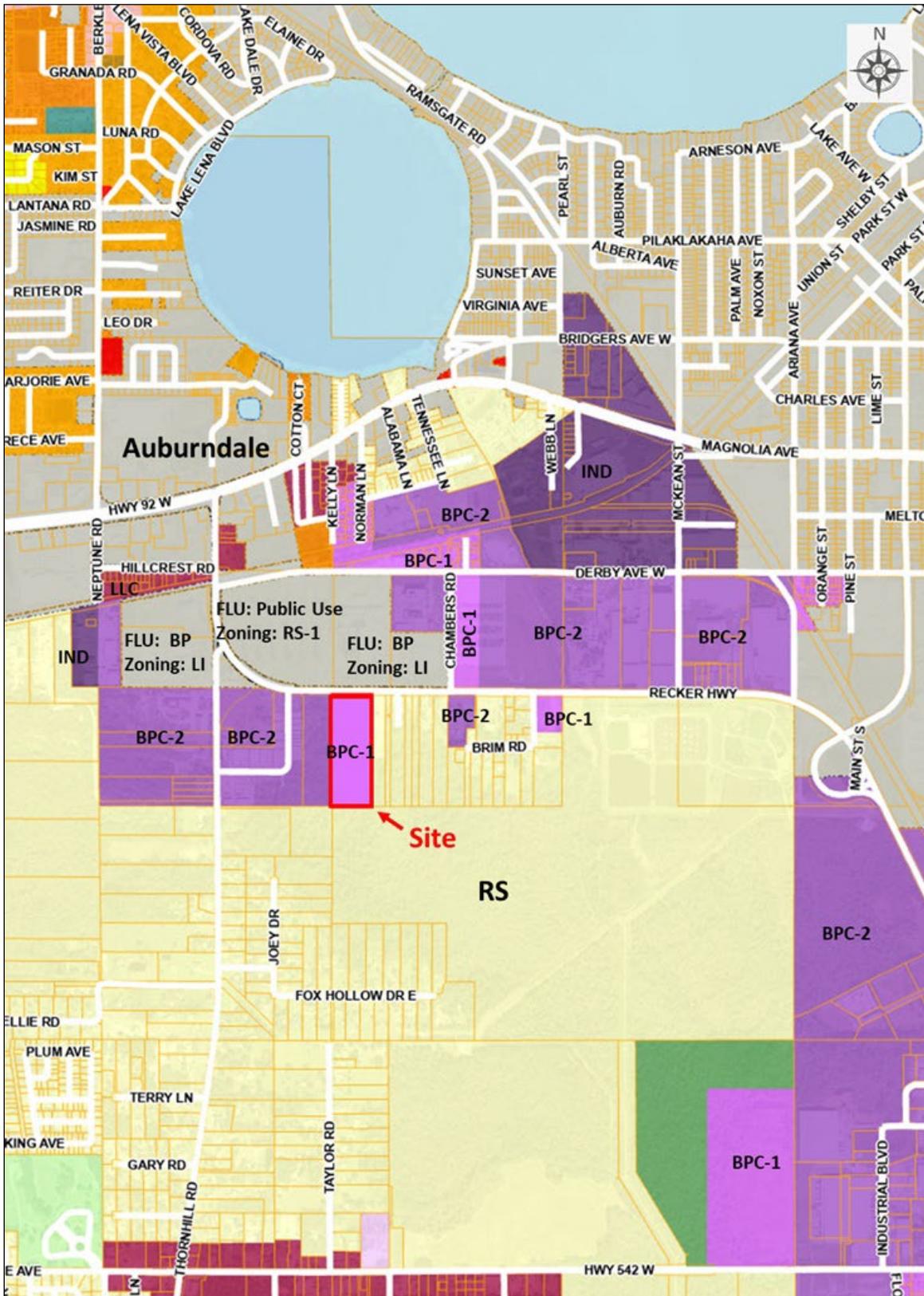
# AERIAL CONTEXT MAP



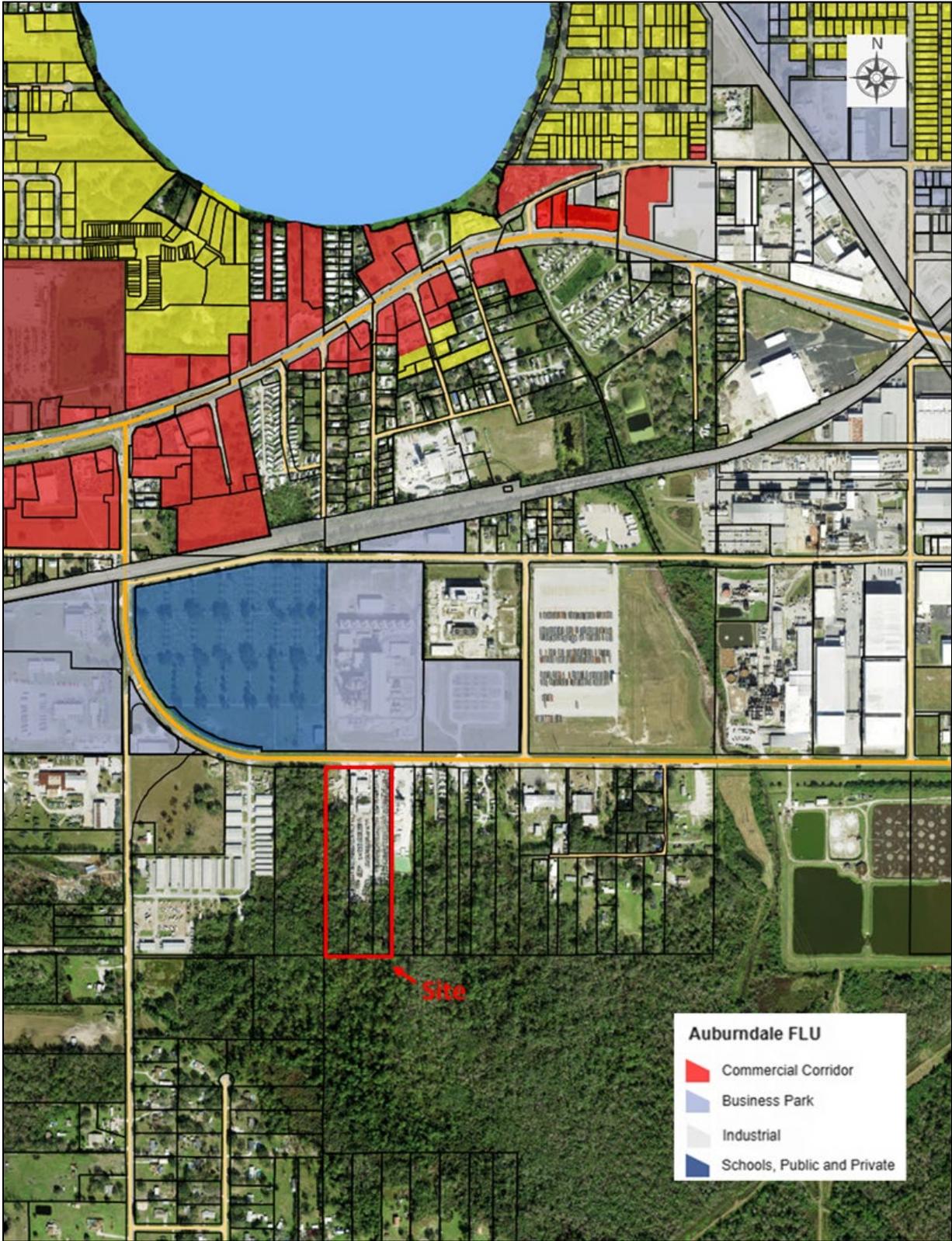
## 2023 AERIAL MAP



# EXISTING FUTURE LAND USE (RS)



# PROPOSED FUTURE LAND USE (BPC-1)



# CITY OF AUBURNDALE FLU MAP

Residential Suburban (RS)	
Technical Staff Review -Level 1& 2	Public Hearing (s) Required-Level 3 & 4
<p><b>Residential Uses:</b></p> <p>Family Farm, C1                      Group Home, Small (6 or less residents), C1                      Farm Worker Dormitory, Apartment Style, C2                      Mobile Homes, Individual, C1                      Residential Infill Development, C2                      Single-family Detached Home &amp; Subdivision, P</p>	<p><b>Residential Uses:</b></p> <p>Duplex, C3                      Fly-in Community, C3                      Group Home, Large (7-14 residents),C3                      Group Living Facility (15 or more residents), C3                      Farm Worker Dormitory, Barrack Style, C3                      Mobile Home Park, C4                      Mobile Home Subdivision, C4                      Rural Residential Development (RRD), C3                      Suburban Planned Development, C3</p>
<p><b>All Other Uses:</b></p> <p>Animal Farm, Intensive, C1                      Convenience Stores, Isolated, C2                      Emergency Shelter, Small (6 or less residents), C1                      Farming General, P                      Golf Course, C1                      Livestock Sale, Auction, C1                      Nurseries and Greenhouses, C1                      Recreation, Passive, C1                      Recreation, Low Intensity, C2                      Riding Academies, C1                      School, elementary, C2                      Utilities, Class I, P                      Utilities, Class II, C1                      Veterinary Service, C2</p>	<p><b>Mixed Uses:</b></p> <p>Planned Development, C3                      Residentially Based Mixed Development (RBMD), C3                      Rural Mixed Development (RMD), C3                      Transitional Area Development, C3</p>
	<p><b>All Other Uses:</b></p> <p>Adult Day Care Center (7 or more clients), C3                      Agricultural Support, Off-site, C3                      Bed and Breakfast, C3                      Cemetery, C3                      Childcare Center, C3                      Communication Towers, guyed and Lattice, C3                      Communication Tower, Monopole, C3                      Community Center, C3                      Cultural Facility, C3                      Emergency Shelter, medium (7-14 residents), C3                      Emergency Shelter, Large (15 or more residents), C3                      Event Facility, C3                      Government Facility, C3                      Helistops, C3                      Kennels, Boarding and Breeding, C3                      Lime Stabilization Facility, C3                      Lodges and Retreats, C3                      Mining, Non-phosphate, C3                      Outdoor Concert Venue, C3                      Recreation, High Intensity, C3                      Religious Institution, C3                      School, Middle, C3                      School, High, C3                      School, Leisure/Special Interest, C3                      Seaplane Base, C3                      Solar Electric-power Generation Facility, C3                      Utilities, Class III, C3                      Water Ski Schools, C4</p>

## PERMITTED AND CONDITIONAL USES RESIDENTIAL SUBURBAN (RS)

Business Park Center-1 (BPC-1)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
<b>All Other Uses:</b>	Alcohol Package Sales, C1 Bars, Lounges, and Taverns, C1 Commercial Vehicle Parking, C2 Communication Tower, Monopole, C2 Community Center, C2 Convenience Stores, Isolated, C2 Cultural Facility, C2 Farming General, P Financial Institution, C2 Financial Institution, Drive Through, C2 Gas Station, C2 Golf Courses, C1 Government Facility, P Heliports, C2 Helistops, C2 Hotels and Motels, C2 Manufacturing light, C2 Medical Marijuana Dispensaries, C3 Nurseries, Retail, C2 Nurseries and Greenhouses, P Office, P Office Park, P Personal Service, P Printing & Publishing, P Recreation Passive, C1 Religious Institution, C2 Research & Development, P Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, C2 Retail, 10,000-34,999 sq. ft., C2 Retail, 35,000-64,999 sq. ft., C2 Retail less than 10,000 sq. ft., C2 Schools, Leisure/Special Interest, C2 School, Technical/Vocational/ Trade & Training, C2 School, University/College, C2 Self-Storage Facility, C2 Studio, Production, P Solar Electric-Power Generation Facility, C2 Transit, Facility, P Utilities Class I, P Utilities Class II, P Warehousing/Distribution, P	<b>Mixed Uses:</b>	Multi-family, C3 Planned Development, C3 Transitional Area Development, C3
		<b>All Other Uses:</b>	Agricultural Support, Off-Site, C3 Airport, C4 Animal farm, Intensive, C3 Communication Towers, Guyed and Lattice, C3 Lime Stabilization Facility, C3 Mining, Non-phosphate, C3 Power Plants Non-Certified, Low, C4 Retail, more than 65,000 sq. ft., C3 Utilities Class III, C3 Water Ski Schools, C3

## PERMITTED AND CONDITIONAL USES BUSINESS PARK CENTER-1



Polk County  
Planning Commission

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Agenda Item 3.

2/4/2026

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**SUBJECT**

LDCD-2025-11 (Recker Highway BPC-2 Sub-District)

**DESCRIPTION**

Applicant initiated Future Land Use Map sub-district amendment from Business Park Center (BPC) to Business Park Center-2 (BPC2), on 12.91± acres. Related to LDCPAS-2025-35 request for a Small Scale Future Land Use Map amendment from Residential Suburban (RS) To Business Park Center (BPC). The site is located south side of Recker Highway, east of Thornhill Road, north of Highway 542 W, and west of McKean Street, south of the City of Auburndale, in Section 15, Township 28, Range 25.

**RECOMMENDATION**

Approval

**FISCAL IMPACT**

No Fiscal Impact

**CONTACT INFORMATION**

Robert Bolton

Planner III

Land Development

863-534-6468

robertbolton@polkfl.gov

**ORDINANCE NO. 26-\_\_\_\_\_**

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF LDCD-2025-11, AN AMENDMENT TO THE POLK COUNTY LAND DEVELOPMENT CODE SUB-DISTRICT MAP (ORDINANCE 01-69), AS AMENDED; AMENDING THE SUB-DISTRICT MAP TO CHANGE 12.91± ACRES FROM BUSINESS PARK CENTER-1 (BPC-1) TO BUSINESS PARK CENTER-2 (BPC-2), ON THE SOUTH SIDE OF RECKER HIGHWAY, EAST OF THORNHILL ROAD, NORTH OF HIGHWAY 542 W, AND WEST OF MCKEAN STREET, SOUTH OF THE CITY OF AUBURNDALE, IN SECTION 15, TOWNSHIP 28, RANGE 25; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the “Act”) Polk County is authorized and required to adopt a Land Development Regulations consistent with the Polk County Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners (the “Board”) adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; (the “LDC”) and

**WHEREAS**, the Board of County Commissioners adopted a LDC Sub-district Map on September 26, 2001; and

**WHEREAS**, Chapter 9, Section 903 of the LDC provides the approval process for amending the LDC Sub-district Map as a Level 4 Review; and

**WHEREAS**, LDCD-2025-11 is a County-initiated application (the “Application”) to amend the LDC Sub-district maps to change 12.91± acres from Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2); and

**WHEREAS**, pursuant to Section 163.3174 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Sub-district Map Amendment on February 4, 2026; and

**WHEREAS**, pursuant to Section 125.66 of the Florida Statutes, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been

provided, on the proposed Land Development Code Sub-district Map Amendment on March 24, 2026; and

**WHEREAS**, the Board reviewed and considered all comments received during said public hearing, the Planning Commission’s recommendation, the staff report, and provided for necessary revisions, if any; and

**NOW THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of Polk County, Florida that:

**SECTION 1: FINDINGS** The findings set forth in the recitals to this Ordinance are true and correct and hereby adopted. In addition, the Board hereby adopts and incorporates herein the DRC staff report and makes the following findings based upon the staff report and other record evidence presented during the hearing:

- a) The Planning Commission, acting in its capacity as the Local Planning Agency for the County, held a public hearing on February 4, 2026, to consider the LDC Sub-district map amendment contained within the Application and found it to be consistent with the Comprehensive Plan and recommended that the Board adopt the LDC Sub-district Map Amendment contained within the Application.
- b) Pursuant to section 907D.10 of the LDC, the Board shall, in the review of the Application, consider the following factors:
  - a. Whether the proposed development is consistent with all relevant requirements of the Code;
  - b. Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;
  - c. 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
  - d. Any other matter which the BoCC may deem appropriate and relevant to the specific development proposal.
- c) The Application is consistent with all relevant requirements of the Comprehensive Plan.
- d) The Application is consistent with all relevant requirements of the LDC, including without

limitation, section 907.

- e) The Application is compatible with surrounding uses and the general character of the area.
- f) The record is hereby incorporated by reference into this ordinance and is on file with the County Clerk. The record consists of the following: the Application, Impact Assessment Statement, the DRC staff report, staff's PowerPoint presentation, the Planning Commission's recommendation, and all testimony and evidence presented at the hearing.

**SECTION 2: AREA AMENDED.**

Polk County Ordinance No. 01-69 as amended (the "Polk County Land Development Code Sub-district Map"), of Polk County Ordinance No. 00-09, as amended (the "Polk County Land Development Code") is hereby amended to reflect a change in the Sub-district of Parcels, legally described below and graphically depicted in Attachment "A" of this ordinance, from Business Park Center-1 (BPC-1) to Business Park Center-2 BPC-2), containing 12.91± acres, more or less.

Parcel 252815-000000-034070

W 165 FT OF SW1/4 OF NW1/4 LESS RD R/W

Parcel 252815-000000-034080

E 165 FT OF W 330 FT OF SW1/4 OF NW1/4 LESS R/W

Parcel 252815-000000-034050

BEG SW COR OF SW1/4 OF NW1/4 RUN E 165 FT TO POB CONT E 222.4 FT N 1271.5 FT TO SLY R/W SR S-655 W 220.2 FT S 1273 FT TO POB LESS W 165 FT & BEG SW COR SW1/4 OF NW1/4 RUN E 387.4 FT FOR POB CONT E 222.4 FT N 1270 FT TO SLY R/W SR S-655 W 220.2 FT S 1271.5 FT TO POB LESS E 165 FT

**SECTION 3: SEVERABILITY.**

If any portion of this Ordinance is for any reason held unconstitutional or otherwise invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of this Ordinance.

**SECTION 4: EFFECTIVE DATE.**

This Ordinance shall become effective upon filing of a certified copy of the Ordinance with the Department of State.

**SECTION 5: FILING WITH THE DEPARTMENT OF STATE:**

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

**ADOPTED**, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 24th day of March 2026.

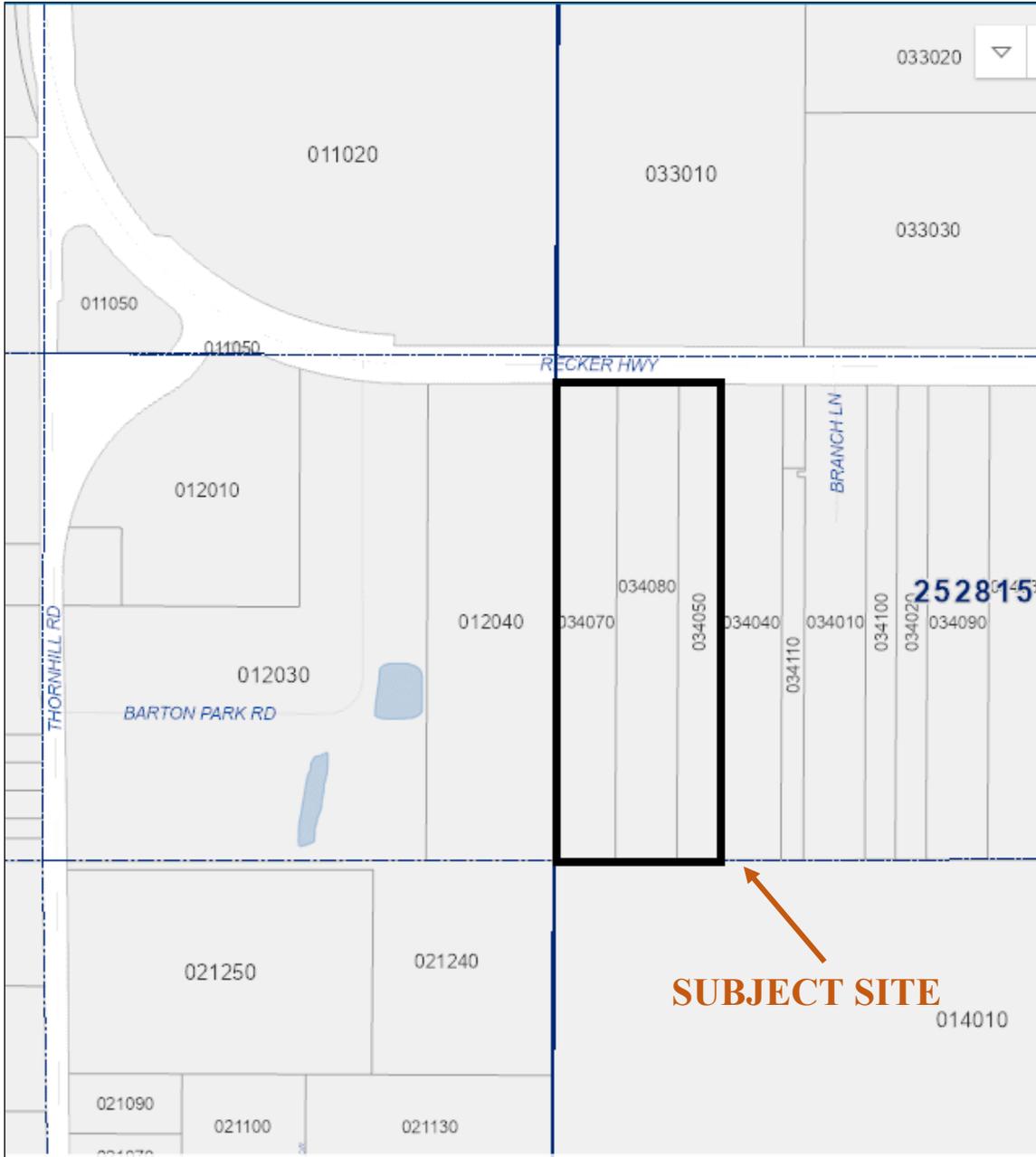
Date rendered to the Clerk: \_\_\_\_\_

**Exhibits to Board's Order**

Exhibit A-Property Map

Exhibit B-Staff Report

**LDCD 2025-11**  
**Land Use:** Business Park Center-1 (BPC-1) to Business Park Center-2 (BPC-2)  
**Location:** South side of Recker Highway, east of Thornhill Road  
**Section-15 Township-28 Range-25**



**PARCEL DETAIL**

*Note: Not to Scale*



# TDW Land Planning

(863) 838-8511 | [tdwlandplanning@gmail.com](mailto:tdwlandplanning@gmail.com)

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**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreage:** +/- 12.91 acres

## **Project Narrative:**

This is a request for a Comprehensive Plan Amendment from Residential Suburban (RS) to Business Park Center (BPC-2) to recognize an existing auto recycling business consisting of existing warehouse buildings and outdoor storage. The existing use has been in place for more than 30 years and the site is adjacent to industrial food manufacturing, a concrete plant and land designated as BPC, with other manufacturers and a wastewater treatment facility one-half mile to the east. Therefore, the requested land use map amendment is consistent with adjacent properties and the surrounding land use plan for this area.

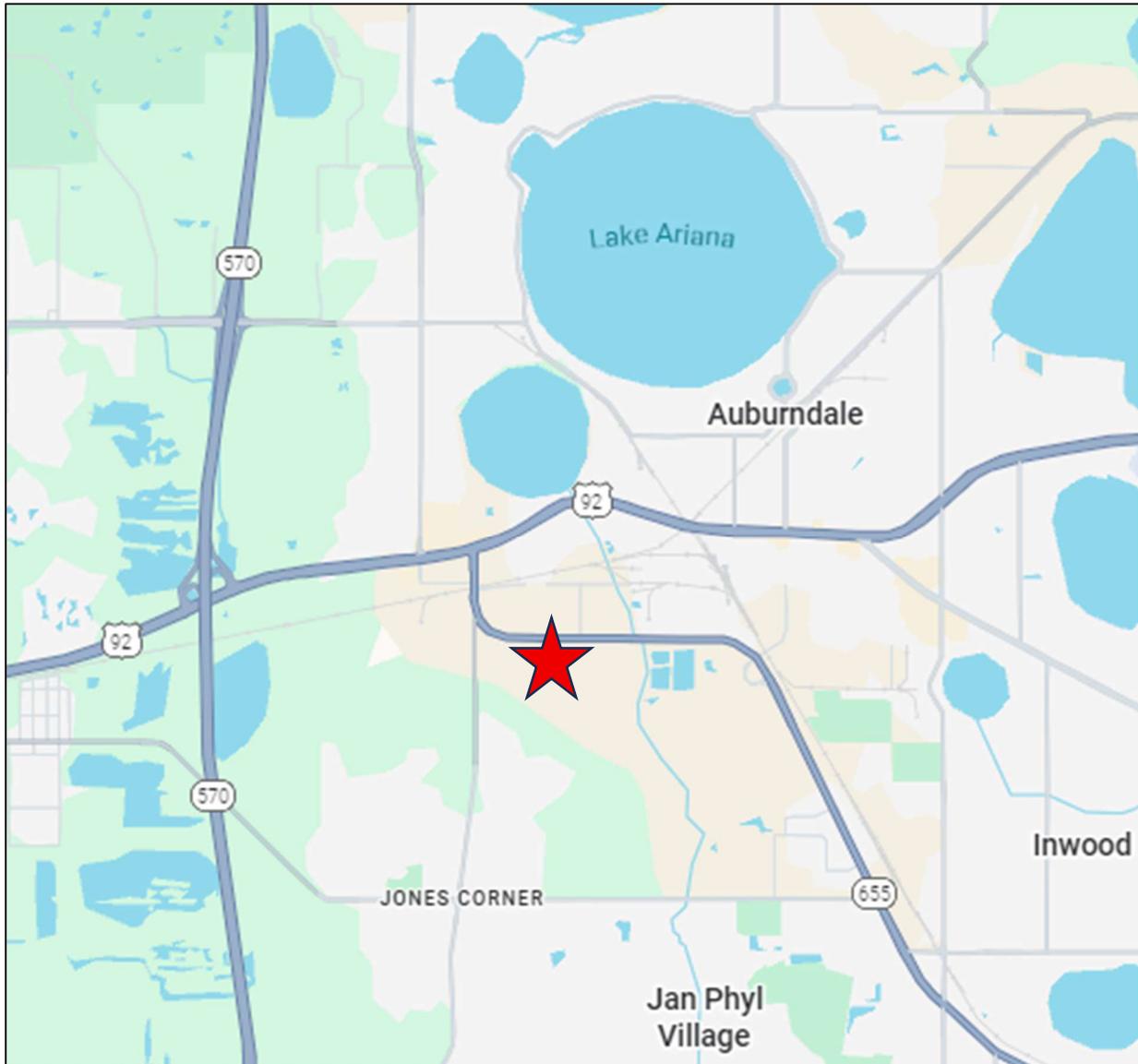


# TDW Land Planning

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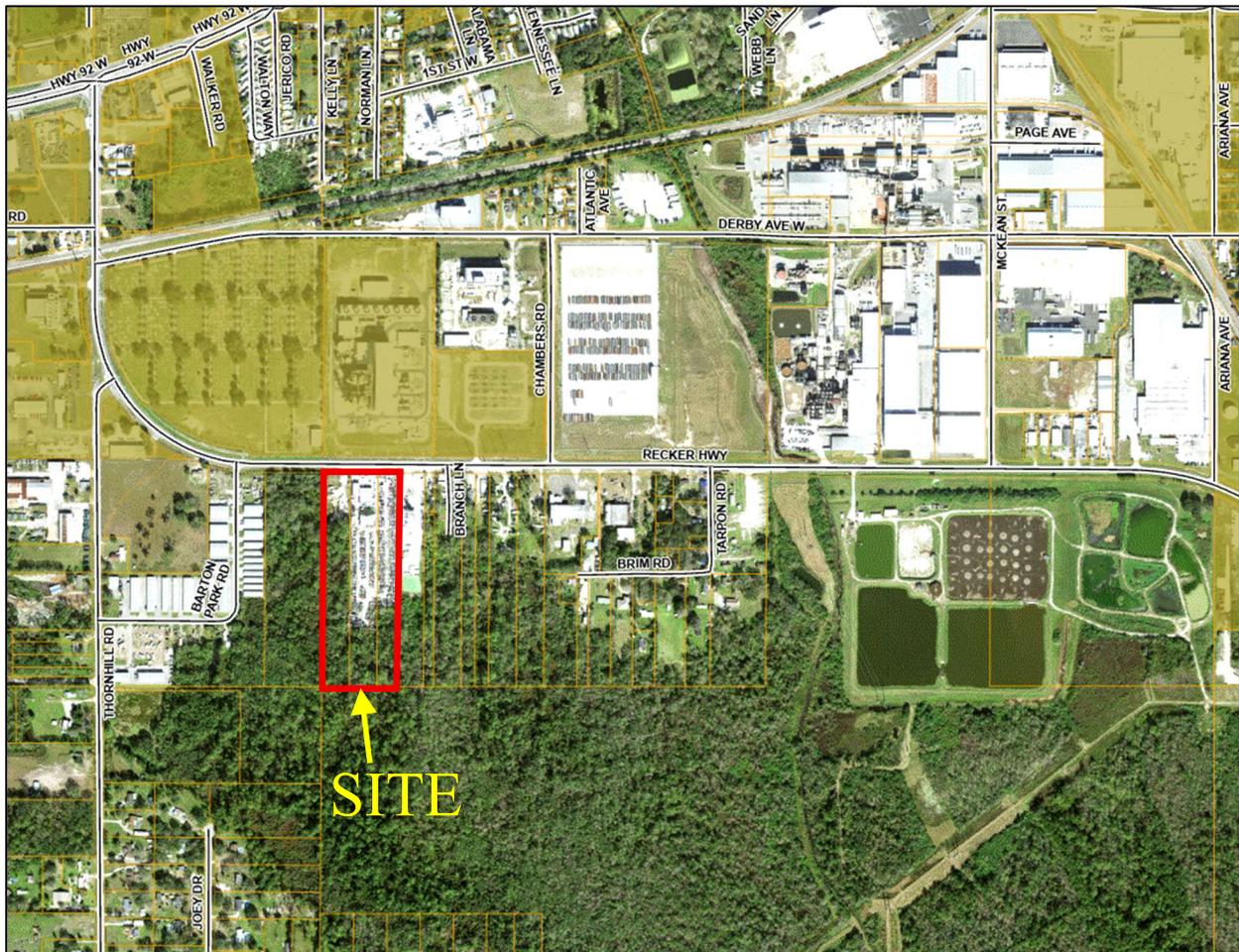
**Exhibit 1: Location Map**





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
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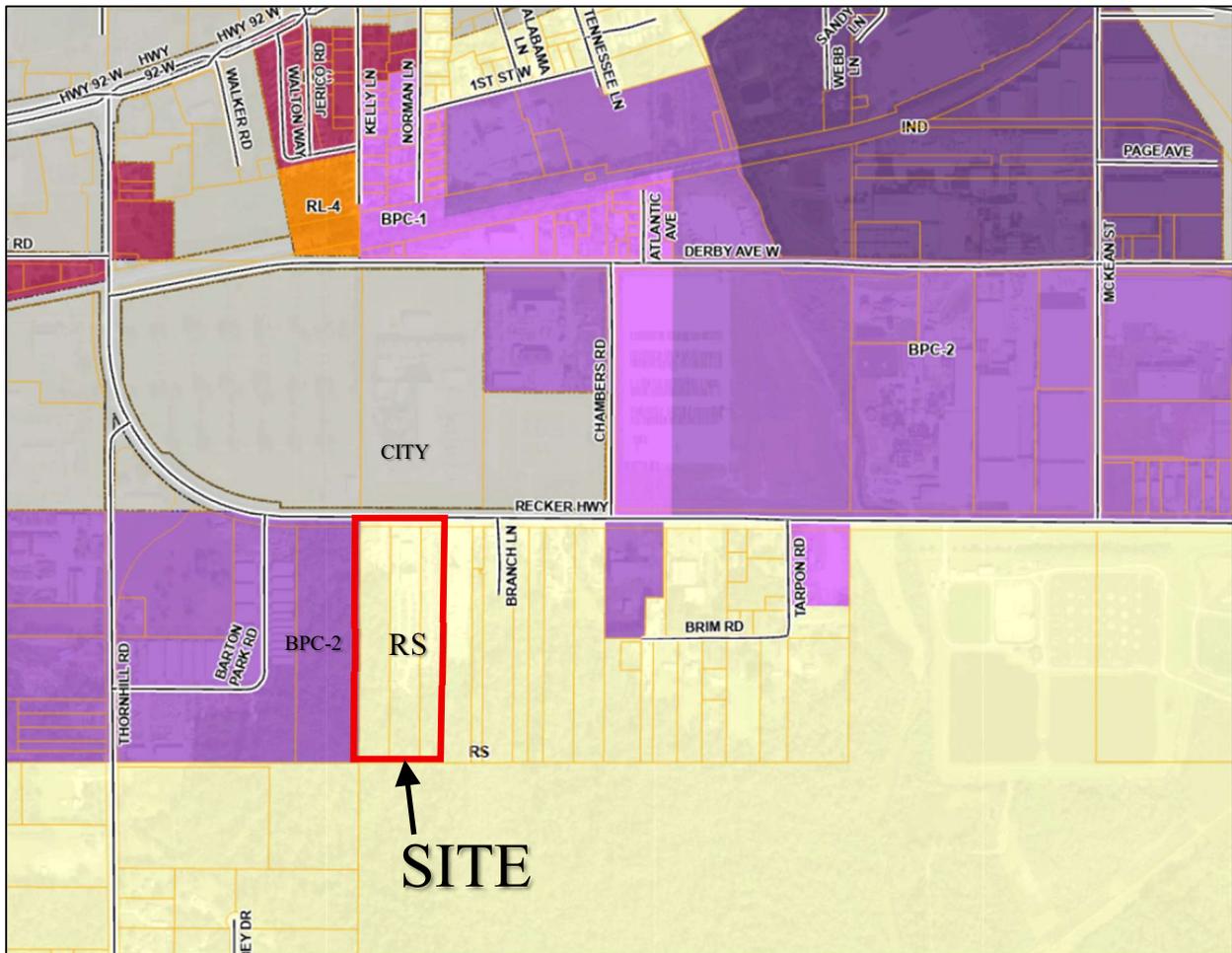
### Exhibit 2: Aerial Photo of Site





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

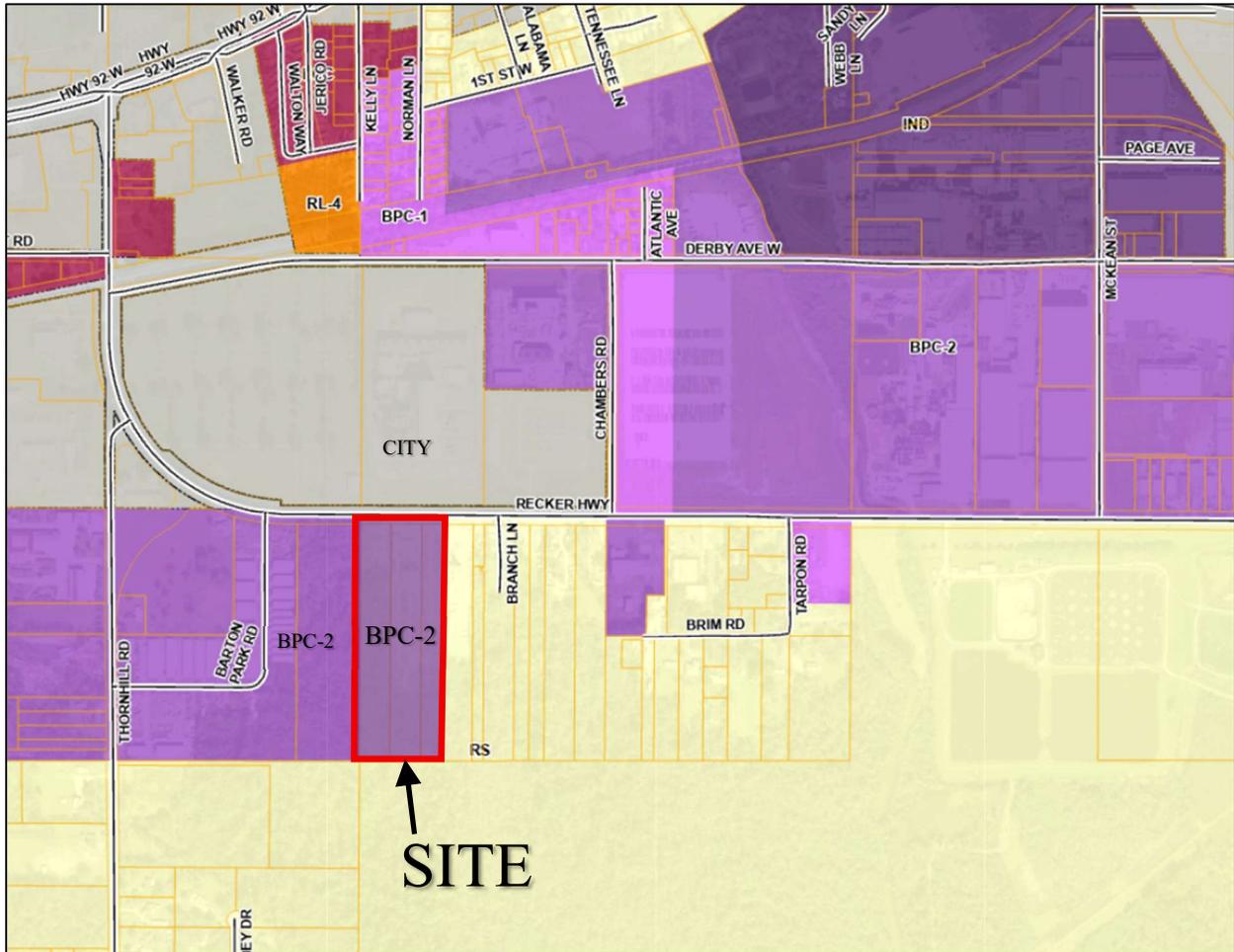
### Exhibit 3: Existing FLUM





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

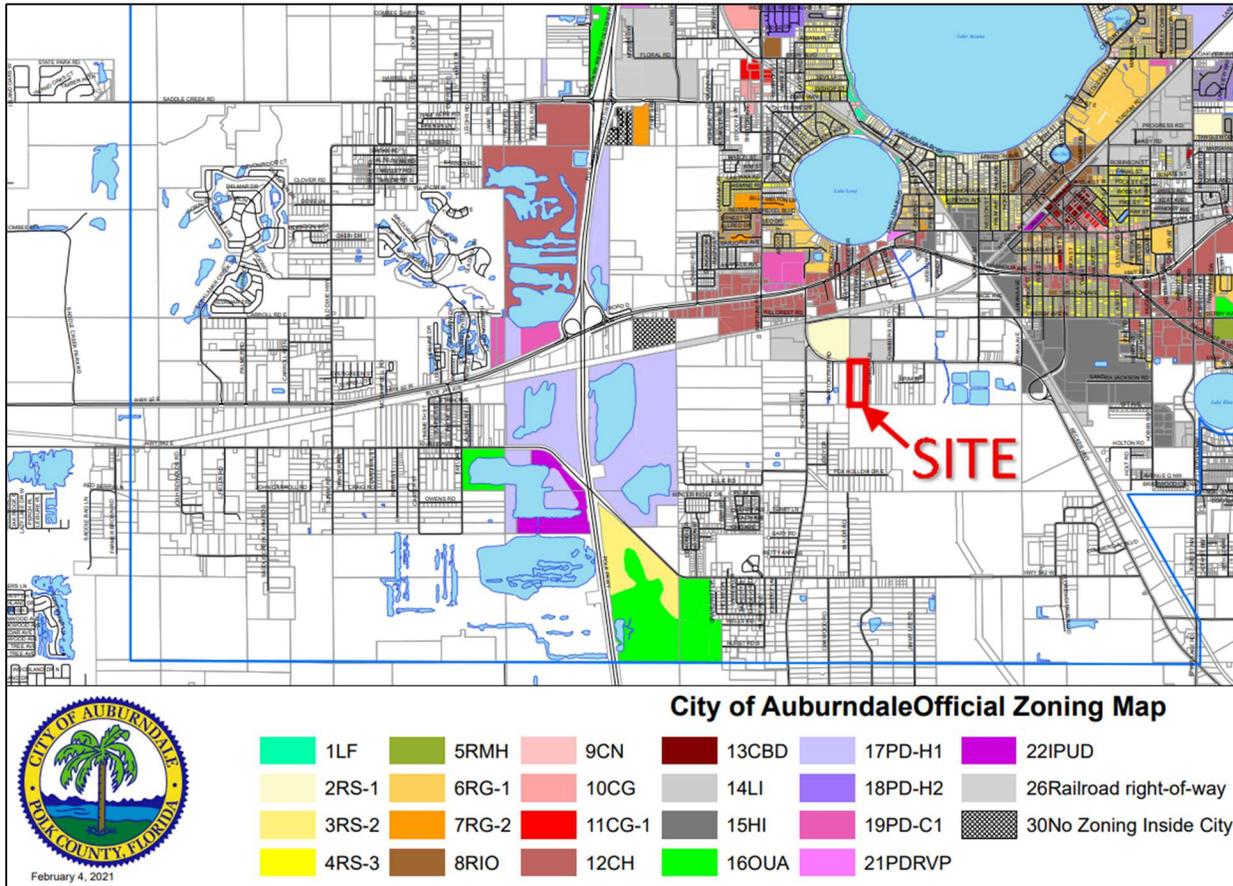
### Exhibit 4: Proposed FLUM





**Project:** 324 Recker Hwy BPC Comprehensive Plan Amendment & BPC-2 District Change  
**Site Boundary:** See Legal Descriptions Provided  
**Parcel ID #s:** 252815000000034080; 252815000000034070; and, 252815000000034050  
**Acreeage:** +/- 12.91 acres

### Exhibit 5: Auburndale Zoning Map



## Demonstration of Need

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

*No, this amendment will recognize an existing development site consisting of warehouses and outdoor storage, two uses that are allowable in the BPC-1 and BPC-2 land use districts. Tremendous population growth over the past 5 years has necessitated growth in business, warehousing, retail, service uses, and other non-residential uses to support this growth.*

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

*No, this amendment is located in the Urban Growth Area (UGA) and is surrounded by urban development.*

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

*No, this site is located adjacent to existing BPC land use in the County and Light Industrial in the City of Auburndale along an existing arterial road connecting this site to the entire region.*

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

*No, this site is not an agricultural area. It is located in a developed urban area of central Polk County.*

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

*No, this amendment would allow future redevelopment in an area of moderate intensity where public facilities and services currently exist.*

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

*No, this amendment would allow infill development and future redevelopment in an area of the County that is practically the geographic center of the County. Public facilities and services currently exist at the site, allowing maximum utilization and efficiency consistent with the goals of the Comprehensive Plan.*

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

*No, this amendment would allow infill and redevelopment in the center of the County where public facilities and services currently exist enabling maximum utilization and service distribution efficiency.*

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

*No, this amendment is well within the existing UGA where growth has been planned.*

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

*No, this amendment will allow infill development in an area of moderate intensity where it will complement the existing surrounding development.*

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

*No, this site compliments the level of infrastructure available and intensity of the surrounding uses.*

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

*No, the proposed use has excellent access to the surrounding land uses, including planned future transit service.*

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

*No open space will be lost with the approval of this amendment. The site has been cleared of its native vegetation and developed to the greatest extent possible without impacting open space to the south.*



[www.polk-county.net](http://www.polk-county.net)

# IMPACT ASSESSMENT STATEMENT FORM

Growth Management Department  
Land Development Division  
330 W. Church St.  
P.O. Box 9005, Drawer GM03  
Bartow, FL 33831-9005  
(863)534-6792  
FAX (863) 534-6407

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and Natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern.

A sufficient Impact Assessment Statement must address all of the following (*Note: N/A is an insufficient comment, if N/A an explanation must be included*):

### ***Land and Neighborhood Characteristics***

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses?

*This request to amend the Comprehensive Plan map land use designation on approximately 12.91 acres from Residential Suburban (RS) to Business Park Center (BPC-2) (see map exhibit) is supported by Comprehensive Plan POLICY 2.113-B3: LOCATION CRITERIA for Business Park Centers as well as the associated SECTION 2.404-ECONOMIC DEVELOPMENT INTEGRATED WITH PLANNING because the proposed BPC land are located on lands close to arterial roadways, with access to appropriate utilities (water, sewer, electricity, gas, telephone), is planned to have access to mass transit in the future, and minimizes impacts to the natural environment and adjacent land uses. It is also directly across Recker Highway from Light Industrial zoning within the City of Auburndale and adjacent to BPC-2 lands within Polk County directly to the west of the site. These factors will all contribute to supporting the proposed land use amendment.*

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

*The site is located on Recker Highway, an Urban Minor Arterial roadway, with Light Industrial zoning located directly across Recker Highway (electric power plant and substation) within the City of Auburndale, BPC-2 lands adjacent within Polk County directly to the west of the site, and a concrete plant adjacent to the east. The site is buffered from uses to the south by a substantial wetland area that separates the existing use on-site from the nearest residential by over a quarter mile. In addition, this section of Recker Highway includes a wide assortment of uses including welding, self-storage, truck parking, wastewater treatment facilities, lawn mower repair, a cemetery, a bottling company, and an auto body repairs shop. Due to the level, type, and intensity*

*of existing development, no special efforts will be needed to accommodate the proposed land use designation on this section of Recker Highway.*

3. How will the request influence future development of the area?

*The proposed Comprehensive Plan amendment will allow for redevelopment and additional economic development of the subject site. It will not adversely impact future development of the area. In fact, due to the existing number of business park and industrial uses along this corridor, this section of Recker Highway would be an appropriate area for the County to consider a County-initiated land use amendment for the entire corridor to recognize the existing non-residential uses and encourage the redevelopment of this corridor to facilitate its future economic development.*

**Access to Roads and Highways**

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed methodology and calculations.

*The site fronts Recker Highway, also known as Link 7102N/S: SR 655 (Recker Hwy) - from CR 542 (Avenue G NW) to US 92, is an Urban Minor Arterial Roadway with an existing LOS of C (projected LOS in 5 ys is C). This link is transitioning to a multi-modal standard. According to the County's Concurrency Generation Rates manual, BPC uses (i.e. warehousing) in urban areas generate, on average, approximately 162 AADT and 24.18 PM peak trips per acre. This 12.91 acre site has approximately 4.7 acres of wetland and could therefore only allow approximately 8.21 acres of development, or up to a total of 1,330 AADT and 199 PM peak trips. It is important to consider that the subject site is already developed and any calculation of transportation impact would have to credit the impact from the existing business as currently absorbed into the roadway network.*

2. What modifications to the present transportation system will be required as a result of the proposed development?

A minor traffic study will suffice for a detailed methodology and calculations for most applications.

*Because the site is currently developed and utilizes driveways to Recker Highway, no additional modifications are anticipated unless a new development changes the use and increases the intensity of the site in a manner that requires driveway improvements or turn lanes.*

3. What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

*The site is currently developed and does not necessitate additional parking. If the site redevelops, there is ample room to provide the parking required by Section 708 of the LDC.*

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

*The proposed method of access is direct onto Recker Highway.*

*NOTE: Applications for projects attributing 50 or fewer Average Annual Daily Trips (AADT) according to the latest Institute of Transportation Engineers (ITE) manual may provide a written explanation and justification of why impacts will not be significant in lieu of the required information for “**Infrastructure Impacts**” items 3 through 9 above.*

### ***Sewage***

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*)

*According to the County’s Concurrency Generation Rates manual, BPC uses generate, on average, approximately 6,273 gallons per day (GPD) per acre of sewage. This 12.91 acre site has approximately 4.7 acres of wetland and could therefore only allow approximately 8.21 acres of development, generating up to a total of 51,501 GPD. However, when considering the impact to the existing wastewater management infrastructure it is important to consider that the subject site is already developed and any calculation of water or sewer demand should be adjusted to recognize or credit the impact from the existing business, so this FLUM change will have less than the estimated sewage generation indicated above.*

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

*The existing use utilizes a septic system.*

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

*The City of Auburndale is the service provide in this area.*

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

*There is an existing 10” sewer main on the north side of Recker Highway across from the site.*

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

*The City of Auburndale has stated that they have plant capacity to serve the site but did not provide a specific capacity in GPD.*

6. What is the anticipated date of connection?

*This will be assessed by any future user of the site during redevelopment.*

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

*Connection and service would require the City to complete its ongoing capital improvement projects that have just begun implementation. At a minimum, the Southern force main re-route which has been split into two phases has a timeline of 180 days for substantial completion, 210 days for final. The City is currently acquiring an easement through State FWC property for design completion of phase II.*

### **Water Supply**

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

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

*Connection to the centralized potable water supply is proposed. Polk County Utilities is the service provider.*

2. What is the estimated volume of consumption in gallons per day (GPD)? (Response may be based on Section 703 of the LDC)

*According to the County's Concurrency Generation Rates manual, BPC uses generate, on average, approximately 6,795 gallons per day (GPD) per acre of water demand. This 12.91 acre site has approximately 4.7 acres of wetland and could therefore only allow approximately 8.21 acres of development, demanding up to a total of 55,787 GPD. However, when considering the impact to the existing wastewater management infrastructure it is important to consider that the subject site is already developed and any calculation of water or sewer demand should be adjusted to recognize or credit the impact from the existing business, so this FLUM change will have less than the estimated sewage generation indicated above.*

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

*There is an existing 12" potable water main on the north side of Recker Highway across from the site.*

4. Who is the service provider?

*The City of Auburndale is the service provider.*

5. What is the anticipated date of connection?

*This will be assessed by any future user of the site during redevelopment.*

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

*The City of Auburndale has stated that they have plant capacity to serve the site but did not provide a specific capacity in GPD.*

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

*There is a potable well on-site to serve the existing use.*

### ***Surface Water Management and Drainage***

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

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

*The site relatively flat and drains slightly from north to south. There are no flood plains on site.*

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

*No alterations are expected beyond on-site retention to accommodate the proposed development.*

### ***Environmental Analysis***

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

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

*The property has been cleared of most of its native vegetation outside of the natural wetland areas.. Adjacent properties are developed with a variety of uses and do not contain any known environmentally sensitive aspects that would restrict development beyond the limitations imposed by conservation and buffering to existing wetlands on-site and in the area.*

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

*While there is no flood plain on-site, the southern half of the site is part of a large regional wetland system. LDC regulations will prevent impacts to this wetland system.*

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

*The existing well is located in an area of the site that is not anticipated to be adversely affected by development, especially given the current development limitations in proximity to potable wells mandated by the LDC.*

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

*The site is not located within an Airport Buffer Zone.*

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

*According to the Soil Survey of Polk County, the site is comprised of Tavares Fine Sand (5% of the site), Pomona Sands (90% of the site), and Samsula Muck (5% of the site). The primary soil type for the site (Pomona Sands) has a high water table which can require greater retention area and increases the cost of building construction due to the need to provide additional structural strength, resulting in increased costs for foundations and structures.*

#### **Infrastructure Impact Information**

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

1. Parks and Recreation;

*BPC uses do not generate significant impacts or usage for park systems.*

2. Educational Facilities (e.g., preschool, elementary, middle school, high school);

*BPC uses do not generate significant impacts or usage for school facilities.*

3. Health Care (e.g., emergency, hospital);

*The nearest hospital is Winter Haven Hospital which is approximately 6.5 miles east of the site.*

4. Fire Protection;

*The nearest fire station is Polk County Fire Rescue Station 32, which is approximately 8.7 miles west of the site.*

5. Police Protection and Security;

*The nearest Polk County Sheriff station is the Polk County Sheriff Central Substation office located 3.2 miles southeast of the site.*

6. Emergency Medical Services (EMS);

*The closest EMS is located 8.7 miles west of the site within Polk County Fire Rescue Station 32.*

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

*Polk County provides waste collection services to this site.*

8. How may this request contribute to neighborhood needs?

*The requested BPC land use designation will encourage investment in this area of the County, allow for redevelopment of the site, and enable additional economic development in this area of the County. New development built to current Code standards, along with the landscaping and infrastructure improvements, will also provide jobs, and improve the visual aesthetic of the site.*

**Maps**

Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps.

The following **maps shall 8 1/2" x 11"** and accompany Impact Assessment Statements:

Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;

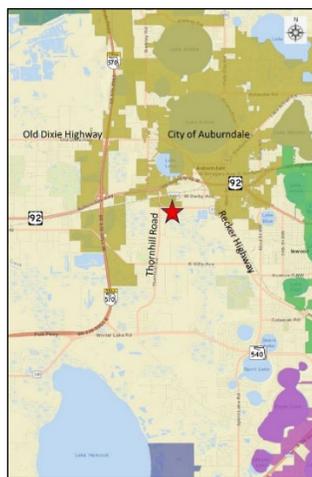
Map B: Map depicting the site boundary (properties included in the request)

Map C: A site plan consistent with **Site Plan Standards** <sup>2</sup> (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy**. Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

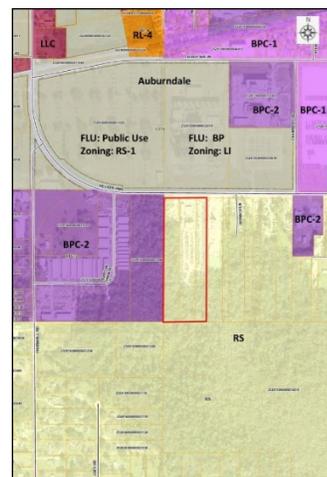
**NOTE:** *Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.*

**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

<b>DRC Date:</b>	December 11, 2025
<b>Planning Commission Date:</b>	February 4, 2026
<b>BoCC Dates:</b>	March 24, 2026
<b>Applicant:</b>	Tom Woodrich, TDW Land Planning
<b>Level of Review:</b>	Level 4 Review, Sub-District Change
<b>Case Number and Name:</b>	LDCD-2025-11 Recker Highway BPC-2 Sub-District
<b>Request:</b>	Future Land Use Map sub-district amendment from Business Park Center (BPC) to Business Park Center-2 (BPC2), on 12.91± acres. Related to LDCPAS-2025-35 request for a Small Scale Future Land Use Map amendment from Residential Suburban (RS) To Business Park Center (BPC).
<b>Location:</b>	South side of Recker Highway, east of Thornhill Road, north of Highway 542 W, and west of McKean Street, south of the City of Auburndale, in Section 15, Township 28, Range 25
<b>Property Owner:</b>	Computerized Auto Recycling Service, Inc.
<b>Parcel Size:</b>	12.91± acres; parcels: 252815-000000-034070, 252815-000000-034080, 252815-000000-034050
<b>Development Area/Overlays:</b>	Suburban Development Area (SDA)
<b>Future Land Use:</b>	Business Park Center (BPC)
<b>Nearest Municipality</b>	Auburndale
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending
<b>Case Planner:</b>	Robert Bolton, Planner III



**Location Map**



**Future Land Use Map**

## **Summary**

The applicant, TDW Land Planning, Tom Woodrich, is requesting a Future Land Use Map sub-district amendment on behalf of the property owner, Computerized Auto Recycling Service, Inc., to change the Sub-District from Business Park Center (BPC) to Business Park Center-2 (BPC2), on 12.91± acre property in the Suburban Development Area (SDA). This request is related to LDCPAS-2025-35 request for a Small Scale Future Land Use Map amendment from Residential Suburban (RS) To Business Park Center (BPC). The site is located on the south side of Recker Highway, east of Thornhill Road, north of Highway 542 W, and west of McKean Street, south of the City of Auburndale, in Section 15, Township 28, Range 25.

## **Compatibility Summary**

The site is located on the south side of Recker Highway with the City of Auburndale located on the north side of Recker Highway. In the 1960's the south side of Recker Highway begin residential development with home construction on Tarpon Road and Brim Road. In the early 1970's two (2) mobile home parks were constructed farther to the west. In this same time frame light industrial and warehousing begin development on the north side of Recker Highway. One of the light industrial users constructed a wastewater treatment facility on the south side of Recker Highway and is still in operation. The subject site and other area sites were developed with non-commercial; Business Park uses since the late 1970's and 1980's with additional uses, including two different electrical power plants, and fruit bottlers and extractors have been built over the past several decades. Adjacent to the east of the site is the Cemex Auburndale Ready-Mix Concrete Plant. Adjacent to the plant are two different mobile home parks, and a couple of residential dwellings. The City of Auburndale's wastewater treatment plant is located to the east within the city limits.

The request is to LDCPAS-2025-35 request for a Small Scale Future Land Use Map amendment from Residential Suburban (RS) To Business Park Center (BPC) and is for a Sub-District change from Business Park Center-1 (BPC1) to Business Park Center-2 (BPC2). The south side of Recker Highway has been utilized with similar uses since the late 1970's or early 1980's. The Polk County GIS arial from 1980 shows the subject property operating as an automotive salvage yard.

Historically the subject site was a combination of General Industrial (GI) and Commercial (C-4) – Heavy Commercial. Within the GI zoning, which allowed the existing use. The subject property has continued to operate as allowed by the original zoning. This general area has also continued to expand as the light industrial and Business Park Center uses from the 1980's on through today.

In the late 1990's there was a County Initiated Future Land Use change request for the land on the south side of Recker Highway, from the existing BPC district to McKean Street be changed to a BPC Future Land Use district. This request received opposition from the surrounding residents and was denied. Another County Initiated Future Land Use review was made in 2010 for a smaller area near the intersection with McKean Street, that request was withdrawn due to opposition from the residents. The existing use is considered a legally non-conforming use. The requested BPC and BPC-2 FLU change represents a middle ground providing the subject site development opportunities similar to what has developed in the area, but not as intense as auto salvage.

A Business Park Center is to be located with consideration being given to maximizing access to the arterial road systems. The Comprehensive Plan defines Compatibility 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 existing use and uses both within the County and City of Auburndale have coexisted over the past several decades and shows that the request has meet the standards of Compatibility and is consistent with the Comprehensive Plan.

### **Infrastructure Summary**

The subject site fronts SR 655 (Recker Highway), a FDOT maintained urban collector road. US Highway 92 (SR 600) is approximately 0.6 miles northwest of the site and is also a FDOT maintained road. The City of Auburndale is adjacent to the subject on the north side of SR 655 (Recker Highway). The subject site has acceptable response times from both EMS/Fire Rescue and Sheriff response times. The requested Land Use change to BPC, a non-residential Land Use, will not impact school concurrency. This request is related to LDCD-2025-11, a request for a Sub-District change to BBC-2. The subject is improved with an automotive salvage facility that has been operational since the late 1970’s to early 1980’s, with the current owner since 1992. The site is within the City of Auburndale’s Utility Service Area. The City of Auburndale has stated that the capacity for water and wastewater service is contingent upon conditions at the time of plans submittal, and voluntary annexation would be required.

The subject site is located within the City of Lakeland Utility Service Area for potable water and wastewater.

### **Environmental Summary**

The site has an area of wetlands located in the southern and southwestern portion of the site. The overall site is 12.91± gross acres, the wetlands are estimated at 4.70 acres, indicating 8.21± acres of upland acres. The site is currently developed with the existing development appearing to be located within the upland area of the site. No flood hazard zones are indicated on the site. According to the Polk Species Observation Map, an eagle’s nest was identified within a one-mile radius of the site. There are no surface waters on the subject site. The site’s highest elevation is at the side of the parcel along the frontage of Recker Highway (SR 655), with an elevation of 138 feet. The property slopes downward to the south with the lowest point located near the southern boundary, with an elevation of 124 feet.

### **Comprehensive Plan**

The relevant sections of the Comprehensive Plan that are applicable to the project request:

- Policy 2.102(A1-A15): Growth Management Policies
- Policy 2.102-A10: Location Criteria
- Policy 2.106(A1-A9): Suburban Development Area (SDA)
- Policy 2.113-B Business Park Center (BPC)
- Policy 2.113-B-3, and B-4 Location Criteria, and Development Criteria

## **Findings of Fact**

### **Request and Legal Status**

- This is an applicant-initiated request for a Sub-District change from BPC-1 to BPC-2 on 12.91+/- acre property in the Suburban Development Area (SDA). This request is related to a Small-Scale Future Land Use designation change from Residential Suburban (RS) to Business Park Center (BPC).

- The City of Auburndale had no objections to the request.
- The subject site is improved with an auto salvage, parts and service center. The site has been this use since the 1970's. The original zoning for the site was a combination of General Industrial (GI) and Commercial (C-4) – Heavy Commercial. The uses were permitted uses under the former zoning.

### **Compatibility**

- The existing uses surrounding the site are
  - North – Light Industrial (LI); City of Auburndale, Duke Energy Osprey Power Plant
  - East – RS; Auburndale Ready-Mix Concrete Plant (non-conforming)
  - South – RS; Vacant, wetlands
  - West – RS; Vacant, wetlands

The site is located on the south side of Recker Highway with the City of Auburndale located on the north side of Recker Highway. The subject site and other area sites were developed with non-commercial; Business Park uses since the 1980's with additional uses have been built over the past several decades. Historically within the area have been residential uses including single-family and mobile home parks. The site was historically Zoned as General Industrial (GI) and Commercial (C-4) – Heavy Commercial.

- The characteristic of a Business Park Center (BPC) is 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.
- Two County Initiated Future Land Use requests have been made in the area, one in the late 1990's and another in 2010 for an expansion of the BPC in the area. Both of the requests had significant surrounding residential opposition. The mid-1990's request was denied by the Board with the 2010 request being withdrawn due to residential opposition.

### **Infrastructure**

- The subject site fronts SR 655 (Recker Highway), a FDOT maintained road. US Highway 92 (SR 600) is approximately 0.6 miles northwest of the site and is also a FDOT maintained road.
- The zoned schools for the site are Auburndale Elementary, JL Stambaugh Middle, and Auburndale Senior High School.
- Polk County Fire Rescue/EMS Station 16 will be the response unit for this site. It is located at 310 3rd St, Auburndale with an approximate response time of 9-11 minutes.
- The subject site is within the Sheriff Department's Central District. The Central District is located at 3635 Ave. G NW, Winter Haven.

- The subject site is located within the City of Auburndale Utility Service Area for potable water and wastewater.
- The closest bus stop is located at the Lowe’s Home Improvement on the south side of US highway 92. This is Citrus Connection’s Auburndale Route 50 and is approximately ¾ mile northwest of the site.
- The nearest park is Simmers-Young Park and is 3.2 miles southeast of the subject site.
- The subject site does not currently have sidewalks. The site is located within the Suburban Development Area (SDA) and is located within two (2) miles of a school and would require sidewalks at such time of substantial expansion or redevelopment (change of use).

### **Environmental**

- There are no surface waters on the subject site. The site’s highest elevation is at the side of the parcel along the frontage of Recker Highway (SR 655), with an elevation of 138 feet. The property slopes downward to the south with the lowest point located near the southern boundary, with an elevation of 124 feet.
- The site has an area of wetlands located in the southern and southwestern portion of the site.
- The site is comprised of three (3) soil types; Pomona fine sand, Samsula muck, frequently ponded, 0 to 1 percent slopes, Placid and Myakka fine sands, depressionnal, and Taveres Fine Sand, 0 to 5 percent slopes.
- Per the Polk Species Observation Map, an eagle’s nest was identified within a one-mile radius of the site.
- The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 1.75 miles southwest of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page2137 and owned by Polk County.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The site is located within the height notification zone for Winter Haven Municipal Airport & Brown Seaplane Base.
- The site is serviced by an on-site, private potable well. There is a Wellfield Protection District approximately one (1) mile northeast of the subject site.

### **Comprehensive Plan Policies**

- POLICY 2.102-A1 Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services,

and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.

- POLICY 2.102-A2 Compatibility states that land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.
- POLICY 2.102-A3 Distribution states that development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.
- POLICY 2.102-A4 Timing states that development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.
- POLICY 2.102-A10 Location Criteria states the following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area:
  - a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided;
  - b. nearness to agriculture-production areas;
  - c. distance from populated areas;
  - d. economic issues, such as minimum population support and market-area radius (where applicable);
  - e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to:
    - 1. transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways;
    - 2. sanitary sewer and potable water service;
    - 3. storm-water management;
    - 4. solid waste collection and disposal;
    - 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment;
    - 6. emergency medical service (EMS) provisions; and
    - 7. other public safety features such as law enforcement;
    - 8. schools and other educational facilities
    - 9. parks, open spaces, civic areas and other community facilities
  - f. environmental factors, including, but not limited to:
    - 1. environmental sensitivity of the property and adjacent property;

2. surface water features, including drainage patterns, basin characteristics, and flood hazards;
  3. wetlands and primary aquifer recharge areas;
  4. soil characteristics;
  5. location of potable water supplies, private wells, public well fields; and
  6. climatic conditions, including prevailing winds, when applicable.
- POLICY 2.106-A1: DESCRIPTION - SDAs shall be those areas within the County which are, in most cases, located between municipalities, TSDA or UGA and the Rural Development Areas (RDAs). In the SDA, agricultural activities coexist alongside low density developed areas in the fringes of municipalities and other urban centers. These areas have developed predominately residential, in a suburban pattern with County-owned, municipal or County-franchised potable-water systems, but without centralized sewer facilities and very little, if any, supporting public facilities and non-residential uses. Other urban services typically found to accompany a suburban area include, but are not limited to multimodal transportation facilities, public safety, recreational and educational services.
  - POLICY 2.106-A3: LAND USE CATEGORIES - The following land use categories shall be permitted within the Suburban Development Areas:
    - a. ACTIVITY CENTERS: Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.
    - b. RESIDENTIAL: Residential-Suburban.
    - c. OTHER: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.

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

- POLICY 2.113-B-3: LOCATION CRITERIA - for Business Park Center states- 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 mile 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-B-4: DEVELOPMENT CRITERIA- Development within a Business-Park Center shall conform to the following criteria:
  - a. Business-Park Center developments shall have frontage on, or direct access to, a collector or better roadway, 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.
  - j. Planned Developments within the Business Park Center district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the BPC district.
  - 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.

**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 finds that with the proposed conditions, the proposed request **IS**

**COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the Development Review Committee (DRC) recommends **APPROVAL of LDCPAS-2025-35**.

**Planning Commission Decision:** On February 4, 2026, in an advertised public hearing, the Planning Commission voted to **recommend APPROVAL or DENIAL of LDCPS-2025-35**.

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

**Analysis**

This section of the staff report includes data on the surrounding uses, infrastructure conditions, environmental conditions, and related Comprehensive Plan policies and Land Development Code regulations.

**Surrounding Uses**

Table 1 identifies the Future Land Use (FLU) designations and the existing uses surrounding the subject site that are immediately adjacent.

**Table 1: Surrounding Uses**

<b>NW</b> PU (FLU) / RS-1 (Zoning), City of Auburndale; City Cemetery	<b>N</b> BPC (FLU) / LI (Zoning), City of Auburndale; Osprey Energy Center	<b>NE</b> BPC (FLU) / LI (Zoning), City of Auburndale; Osprey Energy Center/Calpine
<b>W</b> BPC-2; Vacant / Barton Storage	<b>Subject Property</b> Residential Suburban (L/R); Budget Auto Parts & Service	<b>E</b> RS; Auburndale Ready-Mix Concrete Plant (non-conforming)
<b>SW</b> RS; Vacant Wetlands	<b>S</b> RS; Vacant Wetlands	<b>SE</b> RS; Vacant Wetlands

*Source: Polk County Geographical Information System and site visit by County staff*

## Compatibility with the Surrounding Uses

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

### A. Land Uses

The site is located on the south side of Recker Highway with the City of Auburndale located on the north side of Recker Highway. In the 1960's the south side of Recker Highway began residential development with home construction on Tarpon Road and Brim Road. In the early 1970's two (2) mobile home parks were constructed farther to the west. In this same time frame light industrial and warehousing began development on the north side of Recker Highway. One of the light industrial users constructed a wastewater treatment facility on the south side of Recker Highway and is still in operation. The subject site and other area sites were developed with non-commercial; Business Park uses since the late 1970's and 1980's with additional uses. Adjacent to the site on the west is a BPC-2 Future Land Use district which is approximately 90 acres in size and significantly built out with uses that include the Barton Storage and Commercial Park, AgriFleet Leasing, and Irmarfer US an event tent, stage and flooring manufacturer. North of the site is the City of Auburndale with Business Park FLU districts and a Public Use FLU. The Public Use FLU is where the Auburndale Memorial Park, one of three cemeteries in Auburndale. Other uses within the Business Park FLU include Bynum Transport, Osprey Energy Center (TECO power plant) and sub-station, the former Calpine power plant. Farther east along Recker Highway, east of Chambers Road is a large BPC-1 and BPC-2 district which included uses such as truck parking, juice bottling facility, Cutrale juice extraction facility, Alvic USA a furniture and decoration manufacturer. East of the subject site is a Residential Suburban (RS) Future Land Use district. Adjacent to the site is the Cemex Auburndale Ready-Mix Concrete Plant, a non-conforming use. Adjacent to the Cemex facility are two different mobile home parks, a concrete forming company and a couple of residential dwellings. At the intersection with Chambers Road is a small BPC-2 district currently utilized as a welding and manufacturing facility. Farther east is a waste treatment facility originally constructed for the juice pricing plant on the north side of Recker Highway, currently it may be connected to the City of Auburndale's wastewater treatment facility. To the south of the site is a large area of wetlands which would be protected from development by the Land Development Code Section 320 Wetland Protection, creating approximately a ¼ mile buffer to the residential development to the south.

The request is for a Future Land Use designation change from Residential Suburban (RS) to Business Park Center (BPC), with a related request (LDCT-2025-11) for a sub-district change from BPC-1 to BPC-2. The south side of Recker Highway has been utilized with similar uses since

the late 1970's or early 1980's. The Polk County GIS aerial from 1980 shows the subject property operating as an automotive salvage yard.

It is noted that the prior Zoning for the subject site was a combination of General Industrial (GI) and Commercial (C-4) – Heavy Commercial. Within the GI zoning “Disposal Yards, Salvage Yards, Scrap Metal Yards, and Auto Recking Yards” were Permitted Uses. Within the C-4 zoning “Motor Vehicles, Parts, and Supplies”, “Automotive and Other Motor Vehicle Repair Shops”, as well as “Uses similar to or customarily accessory to the uses listed previously.” The subject property has continued to operate as allowed by the original zoning. This general area has continued to expand as the light industrial and Business Park Center uses from the 1980's on through today as demonstrated by the current existing uses described above.

In the late 1990's there was a County Initiated Future Land Use change request for the land on the south side of Recker Highway, from the existing BPC district to McKean Street be changed to a BPC Future Land Use district. This request received opposition from the surrounding residents and was denied. Another County Initiated Future Land Use change request was made around 2010 for a smaller area near the intersection with McKean Street, that request was also denied. The existing use is considered a legally non-conforming use. The requested BPC and BPC-2 FLU change represents a middle ground providing the subject site development opportunities similar to what has developed in the area, but not as intense as auto salvage.

The characteristic of a Business Park Center (BPC) is 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. A Business Park Center is to be located with consideration being given to maximizing access to the arterial road systems. The Comprehensive Plan defines Compatibility 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 existing use and uses both within the County and City of Auburndale have coexisted over the past several decades and shows that the request has meet the standards of Compatibility and is consistent with the Comprehensive Plan.

#### B. Infrastructure

The City of Auburndale Utilities will supply water, and wastewater to the site. See Water and Wastewater for further discussion.

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

The schools zoned for the subject property are the zoned schools listed in Table 2 below.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2022-2023 School Year	Average driving distance from subject site
Auburndale Central Elementary	N/A	85%	2.3 ± miles driving distance
JL Stambaugh Middle	N/A	79%	2.5 ± miles driving distance
Auburndale Senior High	N/A	74%	2.8 ± miles driving distance

Source: Polk County School Board, Polk County Impact Fee Ordinance, GIS

There is capacity in all the zoned schools for the subject site; however, the request is for a Land Use change from a residential use to a non-residential use and will not impact the Polk County Public School capacity.

**Nearest Sheriff, Fire, and EMS Station**

Table 3 below displays that the nearest Sheriff District office and Fire/EMS stations. Sheriff 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.

Table 3 Public Safety Information

	Name of Station	Distance Response Time*
<b>Sheriff</b>	<b>Central District Command Unit</b> (3635 Ave. G NW, Winter Haven)	3.2 +/- miles Priority 1 – 8:04 Priority 2 – 24:35
<b>Fire/ EMS</b>	<b>Station #16</b> (310 3rd St, Auburndale)	2.7 +/- miles 9-11 minutes

Source: Polk County Sheriff’s Office & Polk County Fire Rescue. Response times for January 2025.

**Water and Wastewater**

**A. Estimated Demand and Service Provider:**

The subject site is located within the City of Auburndale’s Service Area for water and sewer. The overall site is 12.91± gross acres. The site indicates wetlands in the southern and southwestern portion of the site and are estimated at 6.79 acres, indicating 6.12± acres of upland acres. The following analysis is based upon the estimated net upland acres of 6.12± acres. Table 4 provides usage for potable water and wastewater for the existing Land use and the proposed land use, at maximum buildout.

Table 4 Estimated Water and Sewer Impact Analysis

Permitted Intensity	Maximum Permitted in Existing Land Use RS				Maximum Permitted in Proposed BPC			
	6.12± Upland Acres <b>266,587 sf</b>	6.12 ac	X	3 du/ac =	18 du	<b>6.12 ac</b> <b>268,587 sf</b>	X	0.75 FAR =
<b>Potable Water Consumption</b>	18 du	X	250 =	<b>4,500 GPD</b>	199,940 sf	X	0.24 =	<b>47,986 GPD</b>
<b>Wastewater Generation</b>	18 du	X	200 =	<b>3,600 GPD</b>	47,986 GPD	X	0.80 =	<b>38,389 GPD</b>

Source: Concurrency Manual: RS at 250 GPD in Potable Water and 200 in Wastewater GPD, BPC at 0.24 GPD in Potable Water per square foot for office and 0.80 of potable water for Wastewater.

**B. Available Capacity:**

The City of Auburndale stated they have a current capital improvement project for their wastewater in this area, should the site redevelop or otherwise require connection to wastewater, a full analysis would be completed at that time. The city currently has a 10-inch sewer main on the north side of Recker Highway. The city has a 12-inch water main on the north side of Recker Highway. The availability of both water and wastewater service is contingent upon conditions at the time of plans submittal, and service availability cannot be guaranteed. Annexation into the City of Auburndale would be required for services.

**C. Planned Improvements:**

The City of Auburndale has begun implementation of a capital improvement project for the sewer system in this area.

**Roadways/Transportation Network**

**A. Estimated Demand:**

As outlined in the Water and Wastewater Section the following analysis is based upon the estimated net upland acres of 6.12± acres. Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed request will generate more traffic than the current Future Land Use designation.

*Table 5 Estimated Transportation Impact Analysis*

Permitted Intensity	Maximum Permitted in Existing Land Use RS			Maximum Permitted in Proposed BPC			
6.12± acres 266,587 sf	6.12 ac	X 3 du/per ac	= 18 du	6.12 ac 199,940 sf	X 0.75 FAR =	199,940 sf / 1,000	= 199
<b>Average Annual Daily Trips (AADT)</b>	18 du	X	7.81 AADT =	199	X 92%	X	1.38 AADT =
			<b>141 Trips</b>				<b>253 Trips</b>
<b>PM Peak Hour Trips</b>	18 du	X	1.00 AADT =	268	X 92%	X	0.15 AADT =
			<b>18 Trips</b>				<b>28 Trips</b>

*Polk TPO ITE Rate Study January 12, 2026*

**B. Available Capacity:**

The subject site fronts SR 655 (Recker Highway), a FDOT maintained road. US Highway 92 (SR 600) is approximately 0.6 miles northwest of the site and is also a FDOT maintained road. SR 655 (Recker Highway) has a current Level of Service of “C”.

*Table 6: Roadway Link Concurrency*

Link #	Road Name	Lane Type*	Current LOS	Available Peak Hour Capacity	Minimum LOS Standard	Project 5 Year LOS
7102N	SR 655 (Recker Hwy)	2U		538		
7102S	CR 542 (Avenue G NW) to US 92	MA	C	511	E	C

*Source: 2025 Roadway Network Database, \*MA – Minor Arterial*

**C. Roadway Conditions:**

Recker Highway (SR 655) is a FDOT maintained road and is not monitored by Polk County for pavement condition.

D. Sidewalk Network:

The subject site does not currently have sidewalks. The site is located within the Suburban Development Area (SDA) and is located within two (2) miles of a school and would require sidewalks at such time of substantial expansion or redevelopment (change of use).

E. Planned Improvements:

There are currently no planned County improvements along any of the traffic links.

F. Mass Transit:

The closest bus stop is located along at the Lowe's Home Improvement on the south side of US highway 92. This is Citrus Connection's Auburndale Route 50 and is approximately ¾ mile northwest of the site.

**Park Facilities:**

The nearest park is Simmers-Young Park and is 3.2 miles southwest of the subject site.

A. Location:

Simmers-Young Park and is 3.2 miles southeast of the subject site at 339 American Spirit Rd., Winter Haven..

B. Services:

This park has multi-purpose fields, baseball and softball and league play, picnic facilities, a fishing pond, dog park, playground, restrooms, picnic tables and picnic shelters.

C. Multi-use Trails:

Auburndale TECO Trail South Trailhead is locate on Denton Avenue approximately three (3) miles north of the subject.

D. Environmental Lands:

The subject site is not located in any Environmental lands.

E. Planned Improvements:

There are no further recreation improvements scheduled for this area of the County at this time.

**Environmental Conditions**

A. Surface Water:

There are no surface waters on the subject site. The site's highest elevation is at the side of the parcel along the frontage of Recker Highway (SR 655), with an elevation of 138 feet. The property slopes downward to the south with the lowest point located near the southern boundary, with an elevation of 124 feet.

B. Wetlands/Floodplains:

The site has an area of wetlands located in the southern and southwestern portion of the site. The overall site is 12.91± gross acres, the wetlands are estimated at 4.70 acres, indicating 8.21± acres of upland acres. The site is currently developed with the existing development appearing to be located within the upland area of the site. No flood hazard zones are indicated on the site.

C. Soils:

The subject site is comprised of post mining soils listed in Table 7 following this paragraph. The soil types and limitations, according to the U.S. Department of Agriculture, Natural Resources Conservation Service Web Soil Survey, are listed in Table 7. The majority of the soils are not considered well drained. However, development on the subject site will connect to public water and sewer.

Table 7

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Pomona fine sand	Severe	Severe	89%
Samsula muck, frequently ponded, 0 to 1 percent slopes	Severe	Severe	6%
Taveres Fine Sand, 0 to 5 percent slopes	Slight	Slight	5%

Source: USDA Web Soil Survey

D. Protected Species:

According to the Florida Biodiversity Matrix GIS application, no threatened or endangered plant species exist on the site; however, an eagle’s nest was identified within a one-mile radius of the site. A site survey would be required at a Level 2 Review. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Polk Green Districts and Conservation Easements:

The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 1.75 miles southwest of the site, on the east side of SR 570 (Polk Parkway) is a 215± acre Conservation Easement recorded in OR Book 8997, Page2137 and owned by Polk County.

F. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no archeological sites listed in the Florida Master Site File.

G. Wells (Public/Private):

The site is serviced by an on-site, private potable well. There is a Wellfield Protection District approximately one (1) mile northeast of the subject site.

H. Airports:

The site is located within the height notification zone for Winter Haven Municipal Airport & Brown Seaplane Base.

**Consistency with the Comprehensive Plan**

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

Table 8 Comprehensive Plan and Land Development Code

Comprehensive Plan Policy	Consistency Analysis
<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:                      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>	<p>The Comprehensive Plan permits Business Park Centers to be designated in all areas and 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.</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>The timing is consistent with the growth in the area as the surrounding sites are already designated for a variety of uses, both in the County as well as within the City of Auburndale. The site is an existing use that has been in operation since before 1980, the area also has an electrical power station, juice plants welding fabrication, warehousing, and residential. The site has good access to the Arterial road network. The site has adequate public services and resources.</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:                      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</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>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.</p>	
<p><b>POLICY 2.106-A3: LAND USE CATEGORIES</b> - The following land use categories shall be permitted within the Suburban Development Areas:</p> <p>a. <b>ACTIVITY CENTERS:</b> Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and High-Impact Commercial Centers shall be permitted within SDAs in accordance with applicable criteria.</p> <p>b. <b>RESIDENTIAL:</b> Residential-Suburban.</p> <p>c. <b>OTHER:</b> Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, and Preservation.</p> <p><b>POLICY 2.106-A5: DEVELOPMENT CRITERIA</b> - Development within the Suburban Development Areas shall conform to the following criteria as further specified in the Land Development Code:</p> <p>a. support continued agricultural activities by requiring the implementation of compatibility techniques to limit land use conflicts;</p> <p>b. protect and preserve open space, agricultural and environmentally sensitive lands by implementing clustering and other conservation development strategies as established in Section 2.1251 of this element;</p> <p>c. incorporate design features that promote healthy communities, green building practices, conservation development principles, and other initiatives consistent with Section 2.1251 - Community Design, of this element;</p> <p>d. provide access to civic space, parks, green areas, and open space and other amenities;</p> <p>e. be supported by public safety (i.e., fire, EMS and law enforcement);</p> <p>f. have access to elementary schools;</p>	<p>Business-Park Center is allowed in the SDA where it does not cause land conflicts, can be supported by public safety (i.e., fire, EMS and law enforcement), and encourage connectivity between uses within the SDA, and between the SDA and other urban centers and the rural development areas. The request is for a site that has been an existing use for the past several decades and meets the Development Criteria.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>g. encourage connectivity between uses within the SDA, and between the SDA and other urban centers and the rural development areas; and</p> <p>h. in order to achieve higher densities and intensities allowed by each land use, development in the SDA shall be required to connect to centralized water system and incorporate clustering and other low impact design criteria as established under the Residential Suburban (RS) land use criteria, the Conservation Development Section (Section 2.1251), the Residential Rural Development (RRD) or the Rural Mixed Used Development (RMD) sections (Section 2.1251) of this element.</p>	
<p><b>POLICY 2.113-B-3: LOCATION CRITERIA</b> - for Business Park Center states- 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 mile 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.</p>	<p>The request is for an existing, developed site that has good access to the arterial road system, and has frontage on a FDOT urban collector road within 2 miles of the arterial road. The site has existing BPC districts adjacent to the west and within 900 feet to the east. On the north side of Recker Highway the City of Auburndale has a Business Park Land Use and Light Industrial Zoning.</p>
<p><b>POLICY 2.113-B-4: DEVELOPMENT CRITERIA-</b>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</p>	<p>The subject site fronts Recker Highway, an urban collector road as stated in A of the policy. The site has good access to the arterial road network with US Highway 92. The site is an existing developed site.</p>

Comprehensive Plan Policy	Consistency Analysis
<p>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. j. Planned Developments within the Business Park Center district may be permitted a maximum floor area ratio up to 1.5 for innovative and attractive employment centers. Intensity increases shall be reserved for those uses that provide substantial economic income opportunities for the County and its residents. Intensity increases shall only be granted to parcels within the TSDA and UGA. The Land Development Code shall establish development standards and criteria for Planned Developments within the BPC district. 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.</p>	

**Urban Sprawl Analysis**

Polk County’s Comprehensive Plan *Policy 2.102-A10* establishes review criteria intended to discourage the proliferation of urban sprawl. Specific characteristics of urban sprawl have been examined throughout this staff report and are summarized in Table 9 (below). Based on the

findings of fact and analysis conducted, the proposed request does not meet the criteria to be considered as urban sprawl.

*Table 9: Urban Sprawl Criteria (This table stays static)*

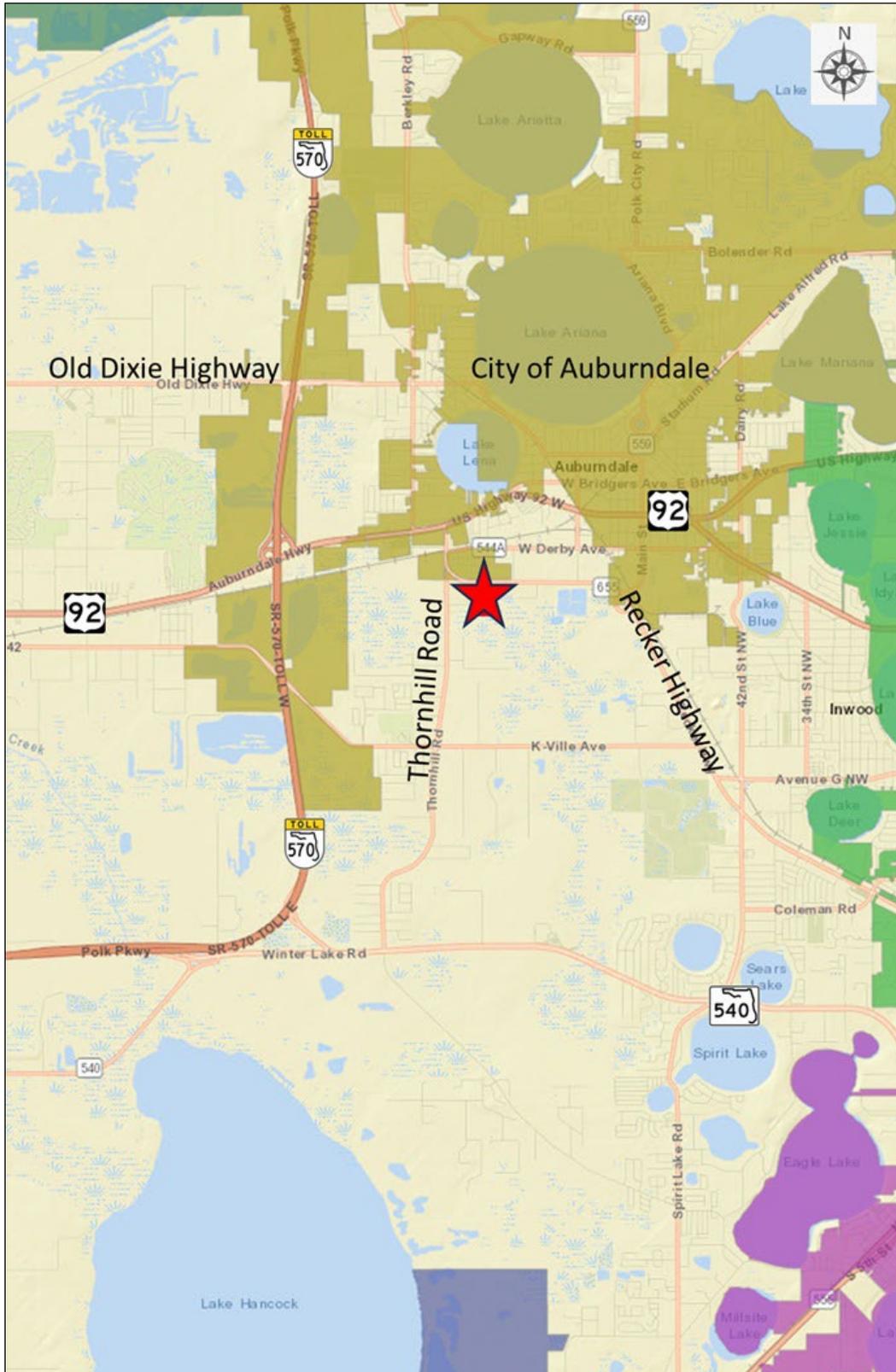
<b>Rule 9J-5 Urban Sprawl Criteria</b>	<b>Page(s) within report</b>
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Surrounding Land Uses Section
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Surrounding Land Uses Section
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Surrounding Land Uses Section
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Environmental Conditions
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Surrounding Land Uses Section
f. <i>Fails to maximize existing public facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
g. <i>Fails to minimize the need for future facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Surrounding Land Uses Section
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Surrounding Land Uses Section
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Surrounding Land Uses Section
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Surrounding Land Uses Section
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Surrounding Land Uses Section
m. <i>Results in the loss of a significant amount of open space.</i>	Surrounding Land Uses and Environmental Conditions Sections
Source: The following criteria are the primary indicators of urban sprawl per Rule 9J-5 of the Florida Administrative Code.	

**Comments from other agencies**

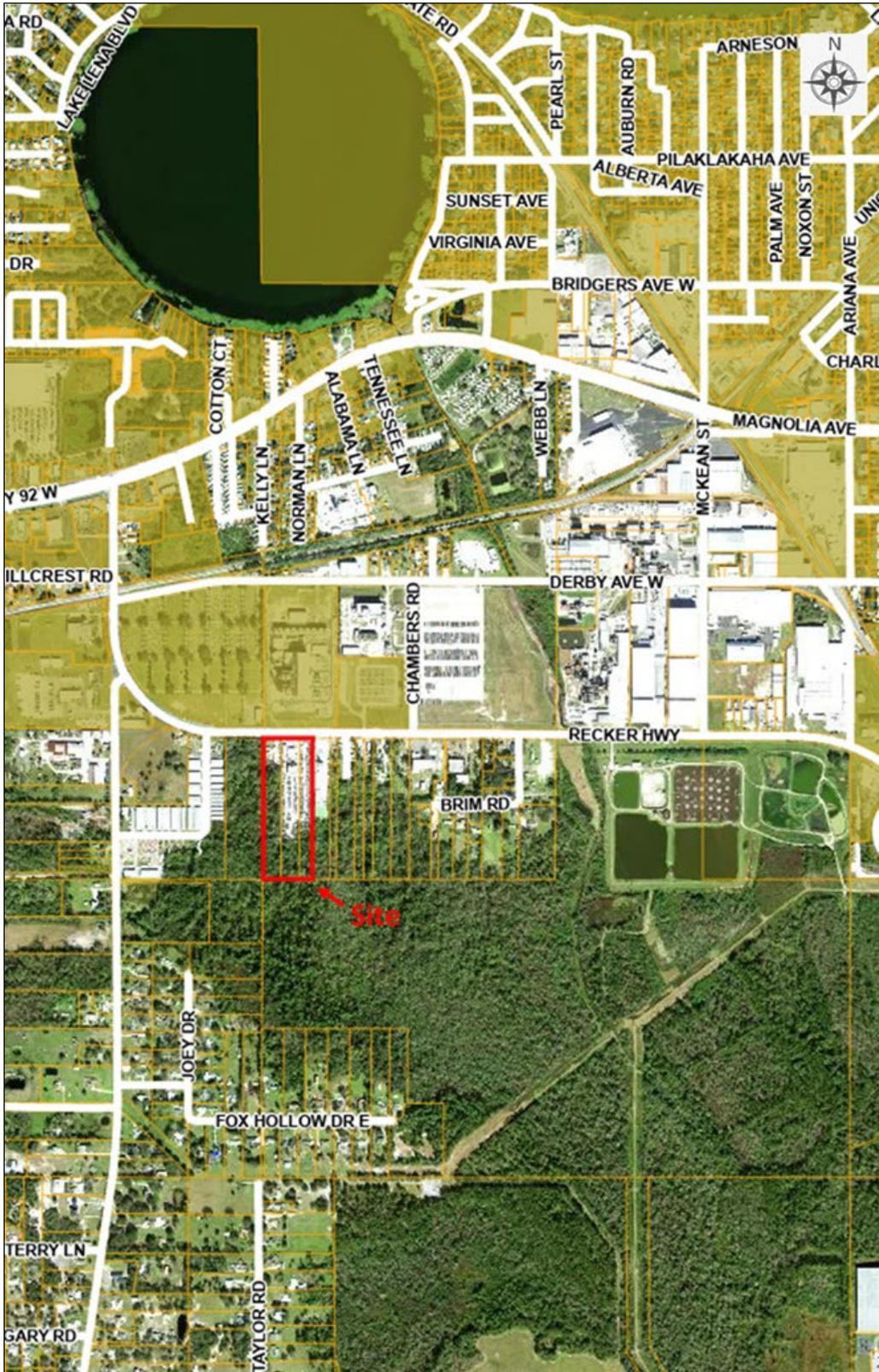
The City of Auburndale has no objections; they noted that at such time a use would require connection to potable water and wastewater the owner would need to submit for a Petition for Voluntary Annexation for service.

**Exhibits:**

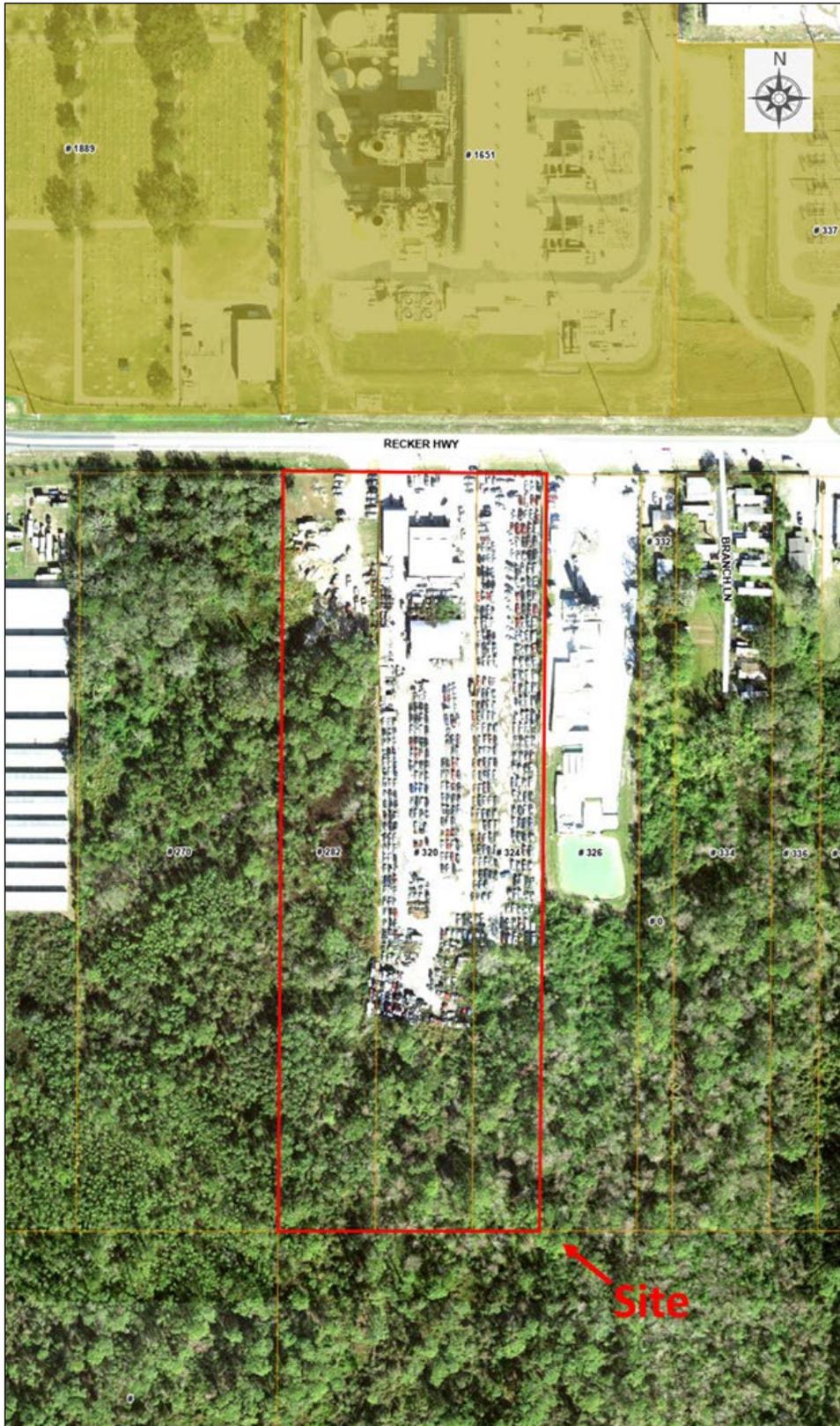
- Exhibit 1      Location Map
- Exhibit 2      2023 Aerial Context Map
- Exhibit 3      2023 Aerial Close Up
- Exhibit 4      Current Future Land Use Map
- Exhibit 5      Proposed Future Land Use Map
- Exhibit 6      City of Auburndale Future Land Use Map
- Exhibit 7a     RS Future Land Uses
- Exhibit 7b     BPC-1 Future Land Uses



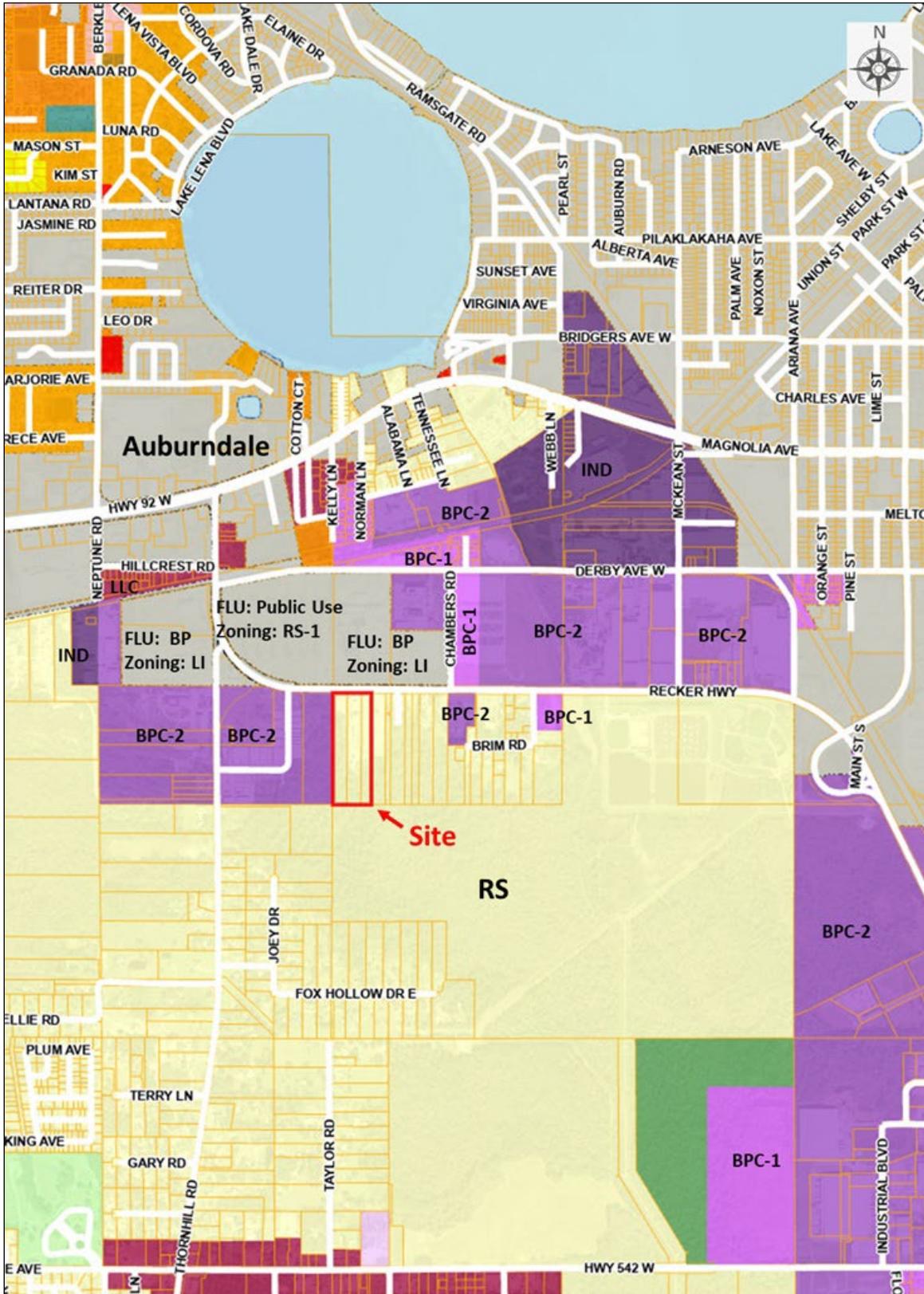
# LOCATION MAP



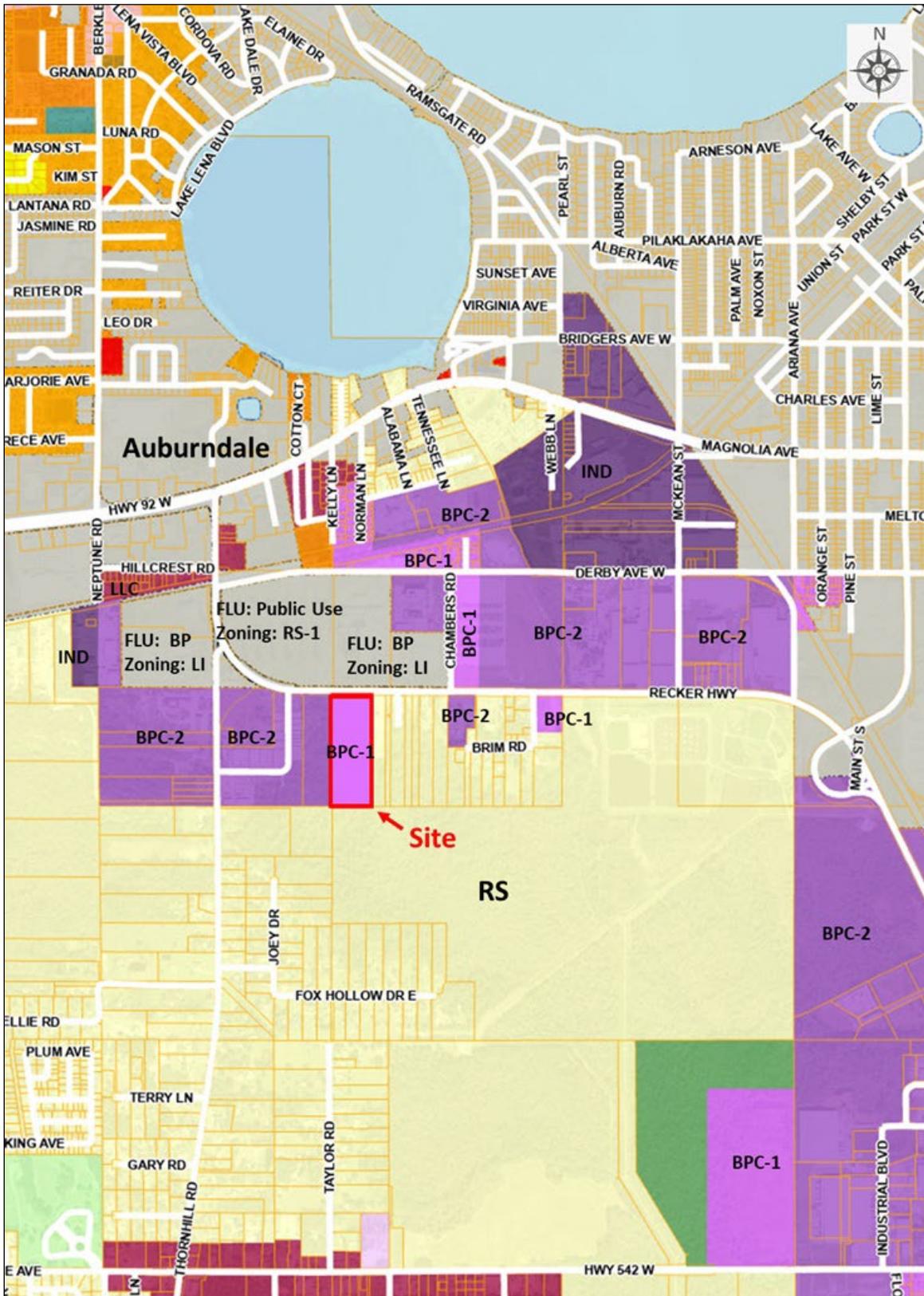
## AERIAL CONTEXT MAP



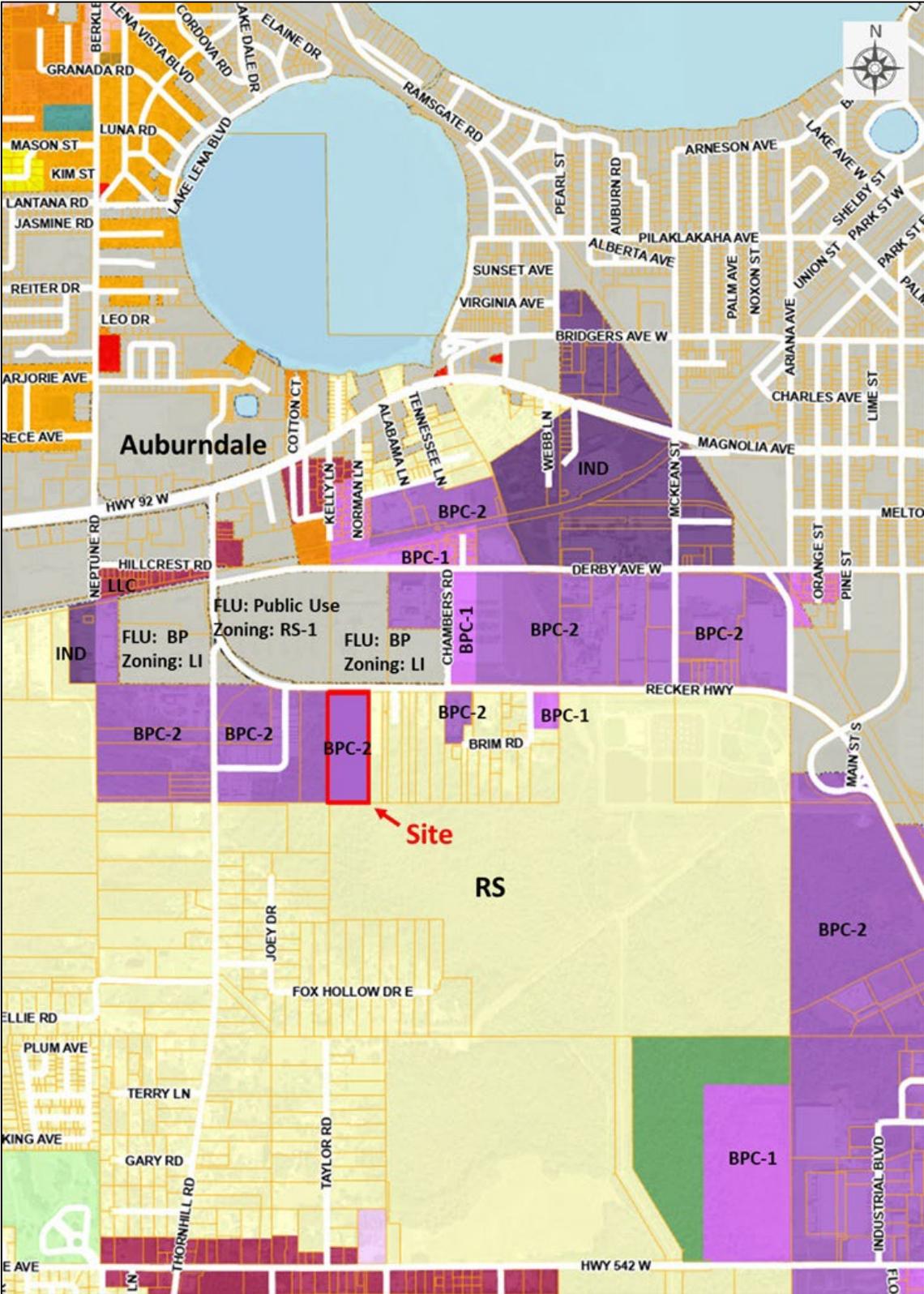
## 2023 AERIAL MAP



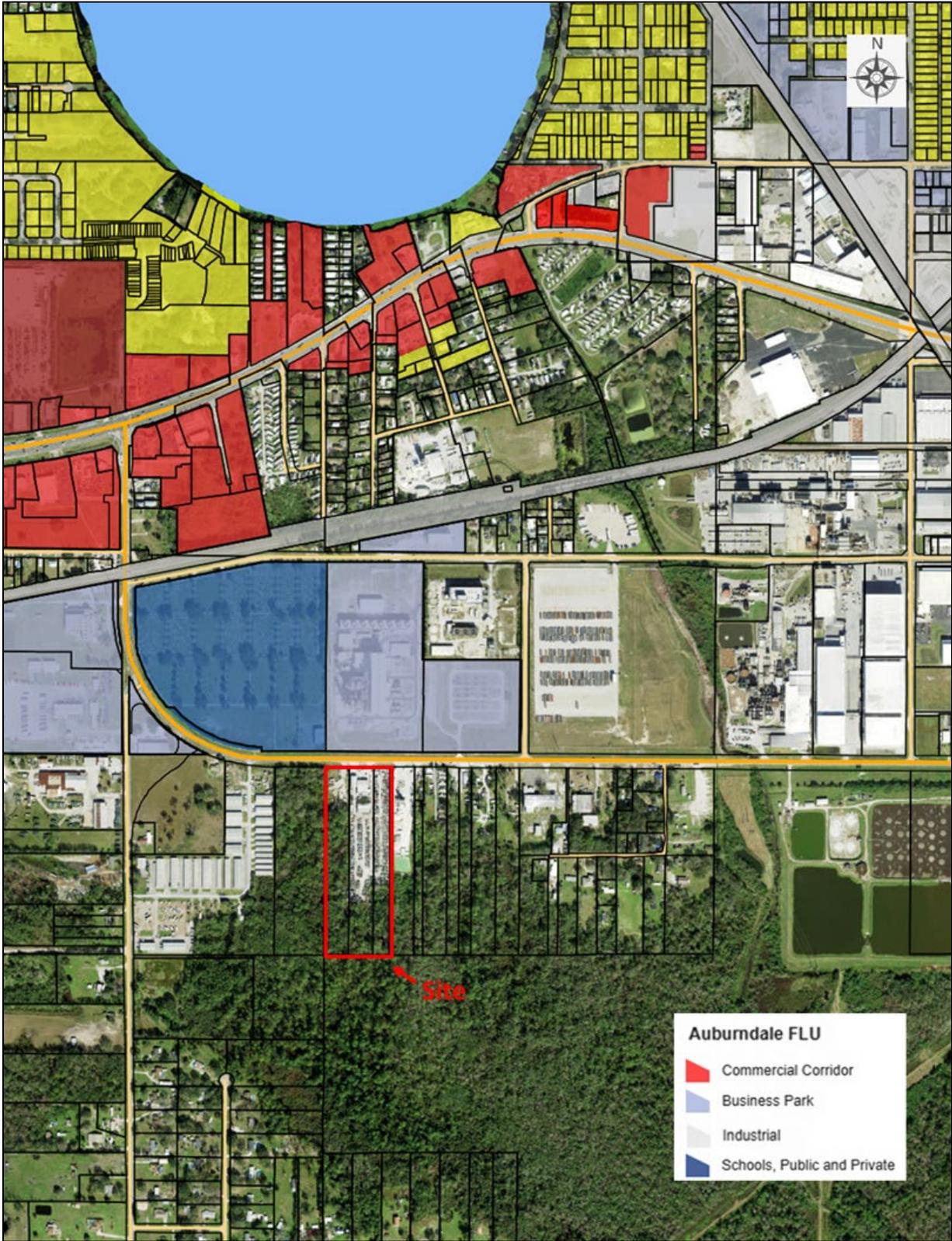
# EXISTING FUTURE LAND USE (RS)



# PROPOSED FUTURE LAND USE (BPC-1)



# PROPOSED FUTURE LAND USE (BPC-2)



# CITY OF AUBURNDALE FLU MAP

Residential Suburban (RS)	
Technical Staff Review -Level 1& 2	Public Hearing (s) Required-Level 3 & 4
<p><b>Residential Uses:</b></p> <p>Family Farm, C1 Group Home, Small (6 or less residents), C1 Farm Worker Dormitory, Apartment Style, C2 Mobile Homes, Individual, C1 Residential Infill Development, C2 Single-family Detached Home &amp; Subdivision, P</p>	<p><b>Residential Uses:</b></p> <p>Duplex, C3 Fly-in Community, C3 Group Home, Large (7-14 residents),C3 Group Living Facility (15 or more residents), C3 Farm Worker Dormitory, Barrack Style, C3 Mobile Home Park, C4 Mobile Home Subdivision, C4 Rural Residential Development (RRD), C3 Suburban Planned Development, C3</p>
<p><b>All Other Uses:</b></p> <p>Animal Farm, Intensive, C1 Convenience Stores, Isolated, C2 Emergency Shelter, Small (6 or less residents), C1 Farming General, P Golf Course, C1 Livestock Sale, Auction, C1 Nurseries and Greenhouses, C1 Recreation, Passive, C1 Recreation, Low Intensity, C2 Riding Academies, C1 School, elementary, C2 Utilities, Class I, P Utilities, Class II, C1 Veterinary Service, C2</p>	<p><b>Mixed Uses:</b></p> <p>Planned Development, C3 Residentially Based Mixed Development (RBMD), C3 Rural Mixed Development (RMD), C3 Transitional Area Development, C3</p>
	<p><b>All Other Uses:</b></p> <p>Adult Day Care Center (7 or more clients), C3 Agricultural Support, Off-site, C3 Bed and Breakfast, C3 Cemetery, C3 Childcare Center, C3 Communication Towers, guyed and Lattice, C3 Communication Tower, Monopole, C3 Community Center, C3 Cultural Facility, C3 Emergency Shelter, medium (7-14 residents), C3 Emergency Shelter, Large (15 or more residents), C3 Event Facility, C3 Government Facility, C3 Helistops, C3 Kennels, Boarding and Breeding, C3 Lime Stabilization Facility, C3 Lodges and Retreats, C3 Mining, Non-phosphate, C3 Outdoor Concert Venue, C3 Recreation, High Intensity, C3 Religious Institution, C3 School, Middle, C3 School, High, C3 School, Leisure/Special Interest, C3 Seaplane Base, C3 Solar Electric-power Generation Facility, C3 Utilities, Class III, C3 Water Ski Schools, C4</p>

## PERMITTED AND CONDITIONAL USES RESIDENTIAL SUBURBAN (RS)

Business Park Center-1 (BPC-1)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
<b>All Other Uses:</b>	Alcohol Package Sales, C1 Bars, Lounges, and Taverns, C1 Commercial Vehicle Parking, C2 Communication Tower, Monopole, C2 Community Center, C2 Convenience Stores, Isolated, C2 Cultural Facility, C2 Farming General, P Financial Institution, C2 Financial Institution, Drive Through, C2 Gas Station, C2 Golf Courses, C1 Government Facility, P Heliports, C2 Helistops, C2 Hotels and Motels, C2 Manufacturing light, C2 Medical Marijuana Dispensaries, C3 Nurseries, Retail, C2 Nurseries and Greenhouses, P Office, P Office Park, P Personal Service, P Printing & Publishing, P Recreation Passive, C1 Religious Institution, C2 Research & Development, P Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, C2 Retail, 10,000-34,999 sq. ft., C2 Retail, 35,000-64,999 sq. ft., C2 Retail less than 10,000 sq. ft., C2 Schools, Leisure/Special Interest, C2 School, Technical/Vocational/ Trade & Training, C2 School, University/College, C2 Self-Storage Facility, C2 Studio, Production, P Solar Electric-Power Generation Facility, C2 Transit, Facility, P Utilities Class I, P Utilities Class II, P Warehousing/Distribution, P	<b>Mixed Uses:</b>	Multi-family, C3 Planned Development, C3 Transitional Area Development, C3
		<b>All Other Uses:</b>	Agricultural Support, Off-Site, C3 Airport, C4 Animal farm, Intensive, C3 Communication Towers, Guyed and Lattice, C3 Lime Stabilization Facility, C3 Mining, Non-phosphate, C3 Power Plants Non-Certified, Low, C4 Retail, more than 65,000 sq. ft., C3 Utilities Class III, C3 Water Ski Schools, C3

# PERMITTED AND CONDITIONAL USES BUSINESS PARK CENTER-1



Polk County  
Planning Commission

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Agenda Item 4.

2/4/2026

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**SUBJECT**

LDCPAS-2025-32 (Kathleen & Duff NAC)

**DESCRIPTION**

Applicant initiated Small Scale Comprehensive Plan Map Amendment from Residential Suburban (RS) in the Suburban Development Area (SDA) to Neighborhood Activity Center (NAC) in the Urban Growth Area (UGA) on 1.13± acres. The site is on the west side of Kathleen Road, south of Duff Road East of Catherine Drive, and north of Catherine Drive, northwest of the City of Lakeland, in Section 12, Township 29, Range 23.

**RECOMMENDATION**

Approval

**FISCAL IMPACT**

No Fiscal Impact

**CONTACT INFORMATION**

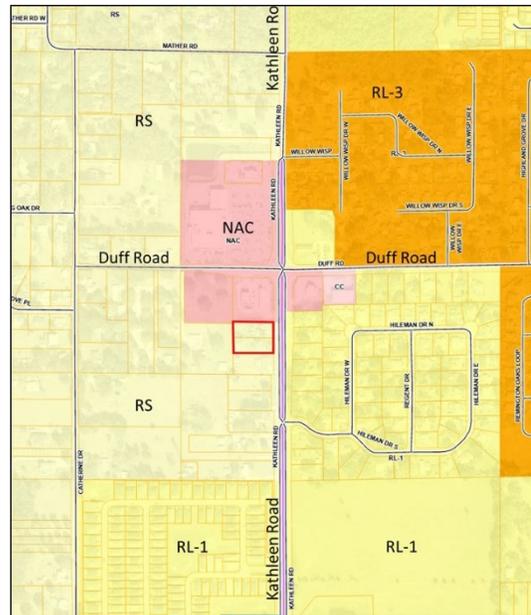
Robert Bolton  
Planner III  
Land Development  
863-534-6468  
robertbolton@polkfl.gov

# POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

<b>DRC Date:</b>	November 6, 2025
<b>Planning Commission Date:</b>	January 7, 2026
<b>BoCC Dates:</b>	February 17, 2026
<b>Applicant:</b>	Bart Allen, Peterson & Myers
<b>Level of Review:</b>	Level 4 Review, Comprehensive Plan Map Amendment
<b>Case Number and Name:</b>	LDCPAS-2025-32; Kathleen & Duff NAC CPA
<b>Request:</b>	Small Scale Comprehensive Plan Map Amendment from Residential Suburban (RS) in the Suburban Development Area (SDA) to Neighborhood Activity Center (NAC) in the Urban Growth Area (UGA) on 1.13± acres.
<b>Location:</b>	West side of Kathleen Road, south of Duff Road East of Catherine Drive, and north of Catherine Drive, northwest of the City of Lakeland, in Section 12, Township 29, Range 23.
<b>Property Owner:</b>	Ashley Killingsworth, Gary Ray Givans Sr.
<b>Parcel Size:</b>	1.13± acres; parcels 232717-000000-021210, 232717-000000-021090
<b>Development Area/Overlays:</b>	Suburban Development Area (SDA)
<b>Future Land Use:</b>	Residential Suburban (RS)
<b>Nearest Municipality</b>	Lakeland
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending
<b>Case Planner:</b>	Robert Bolton, Planner III



**Location**



**Current Future Land Use**

### **Summary of Analysis**

This is an applicant request for a Small Scale Comprehensive Plan Amendment LDCPAS-2025-32) to change the Future Land Use Designation from Residential Suburban (RS) in the Suburban Development Area (SDA) to Neighborhood Activity Center (NAC) on 1.13+/- acres. The site is located in the Suburban Development Area (SDA), and meets the criteria including infrastructure, to be changed to the Urban Growth Area (UGA). The site is located on the west side of Kathleen Road, approximately 300 feet south of Duff Road, east of Catherine Drive, and north of Catherine Drive, northwest of the City of Lakeland, in Section 12, Township 29, Range 23.

### **Compatibility Summary**

The proposed land use change is compatible with the growth that has and is occurring in this area. The subject site is located adjacent to the south of an existing Neighborhood Activity Center (NAC), adopted in January 2018 and fully built out. The requested expansion meets the Characteristics for Neighborhood Activity Center's (NAC) as well as the locational criteria. The existing NAC is located at the intersection of Kathleen Road and Duff Road, northwest of the city of Lakeland in an area of continued residential growth and desirability. The proposed use will not have a significant impact on public services and not impact the school system as a non-residential land use. The Land Development Code provides for buffering and setback to and from residential uses and districts providing buffering from the adjacent residential uses. The site meets the standards, for infrastructure to be included within the Urban Growth area (UGA). The Urban Growth Area (UGA) is meant to be an area where the availability of infrastructure and other community facilities and services, promotes and supports the location of higher density and intensity development. The proposed NAC will provide non-residential support to an area with predominantly residential Future Land Use designations. The request is considered to be compatible and consistent with the surrounding area.

### **Infrastructure and Urban Services Summary**

The proposed CPA is not anticipated to degrade the Level-of-service (LOS) standard for transportation, the locally zoned schools, fire, EMS and sheriff public safety resources. It is noted that the subject site had a Lakeland Electric transmission power pole located within the ROW near the center front of the site. If an allowable NAC use is developed there that would generate an AADT trip rate of 500 vehicles or more a Type II intersection would be needed. This existing pole would interfere with design and construction of a Type II intersection without a waiver from the standards within the Land Development Code Appendix A. The subject site will be connected Polk County's Northwest Utility Service Area. There are no wells on the subject site.

### **Environmental Conditions Summary**

The proposed request is not anticipated to have a negative impact upon the environmental features present on site. The subject site is not located within the one-mile radius of a protected animal and plant species sighting and has no surface water, wetlands or flood zones. The project site is not located within an Airport Impact District and is not associated with any historical or archeological sites.

The subject site is not located within an airport height notification zone, there are no historical or archeological resources, and there are no indicated protected species. The subject site has no surface water, wetlands or flood zones, the soils are not of a problematic type.

## **Comprehensive Plan Policies Considered**

- Section 2.102 – General Growth Management policies
- Section 2.105 – Urban Growth Areas (UGA) policies
- Section 2.110-D – Neighborhood Activity Center policies

## **Findings of Fact**

### **Request and Legal Status**

- This is an applicant-initiated request to change the Future Land Use (FLU) designation from Residential Suburban (RS) to Neighborhood Activity Center (NAC) in the Urban Growth Area (UGA).
- The existing Neighborhood Activity Center (NAC) was adopted by the Polk County Board of County Commissioners on January 23, 2018 and was included in the Urban Growth Area (UGA).
- Development Standards for the existing NAC were also adopted into Appendix E of the Land Development Code and included conditions for stormwater plans, utility easements, and cross-access easements, for the entire site or for each of the northwest or southwest corners independently of the Kathleen and Duff Roads.
- The existing NAC is 13.74± acres, the request will bring the NAC to a total of 14.87± acres.
- The subject site is located on the west side of Kathleen Road, south of Duff Road.
- The subject site is located within the Suburban Development Area (SDA), Neighborhood Activity Center's (NAC) Are to be located within an Urban Growth Area (UGA) or greater. Part of the request is a change of development area from SDA to UGA. The infrastructure for the Urban Growth Area (UGA) is existing for the site.
- The Land Development Code Chapter 2, Table 2.2 allows for a maximum Floor Area Ratio (FAR) of 25%.
- The Land Development Code Chapter 2, Table 2.2 allows for a maximum Impervious Area Ratio FAR of 60% in the SDA and 70% in the UGA.
- Within the County's CIP the potable water system has a capacity of approximately 5.7 MGD with the percentage of current limit used of 65%. The County's CIP indicates the sanitary sewer system capacity of approximately 3.08 GPD with the percentage of current limit used of 51%.
- There is a 16-inch wastewater force main line on the west side of Kathleen Road and a 16-inch potable water line along the east side.
- Currently there are sidewalks along the east and west sides of the entirety of Kathleen Road from Duff Road south to Galloway Road. North along Kathleen Road sidewalks are on the

west side of the road within the existing NAC district. Duff Road has sidewalks within the NAC district and extends eastward to the entrance of Huntington Gold and Country Club.

### **Compatibility**

- The subject's surrounding uses are as follows:
  - North of the subject site is existing Neighborhood Activity Center (NAC), uses include a 7-Eleven, Ace Hardware and Publix.
  - East of the subject site existing Neighborhood Activity Center (NAC) and Residential Low (RL) development.
  - South of the subject site is Residential Suburban (RS) with residential development.
  - West of the subject site is Residential Suburban (RS) with residential development.
- The existing Neighborhood Activity Center (NAC) and the Urban Growth Area (UGA) was adopted by the Polk County Board of County Commissioners on January 23, 2018.
- The northeast corner of Kathleen Road and Duff Road is a religious institution parcel that was approached during the original adoption of the NAC; however, did not want to be included in the Activity Center. Their decision not to be included is why this Activity Center is not centered around the intersection.
- Development Standards for the existing NAC were also adopted into Appendix E of the Land Development Code and included conditions
- The request is for an expansion of an existing Neighborhood Activity Center (NAC) that was adopted in January 2018 and is fully built out, in an area of increasing residential development.
- The existing NAC is at the intersection of two (2) Urban Collector roads with public services.
- The proposed NAC provides for enhanced buffering and development standard limitations. Approval of the amendment will provide for more non-residential support for this area
- Of the three (3) residential parcels on the east side of Kathleen Road from the subject two (2) currently indicate that they are homestead properties.

### **Infrastructure**

- The zoned schools for the site are Kathleen Elementary, Kathleen Middle School, and Kathleen High School.
- First responder Fire and EMS response is from Polk County Fire Rescue Station 23, 6750 Kathleen Road, Lakeland with a travel distance of 0.5+/- miles and an anticipated average response time of 3-4 minutes.

- The subject site is within the Northwest District Commend Area for the Sheriff’s office which is located at 1045 Wedgewood Estates, Lakeland.
- The subject site is within Polk County’s Northwest Utility Service Area for potable water and wastewater.
- There are sidewalks along the east and west sides of the entirety of Katheen Road from Duff Road south to Galloway Road. North along Kathleen Road sidewalks are on the west side of the road within the existing NAC district.
- Kathleen Road, south of the intersection with Duff Road, is a four (4) laned divided Urban Collector Road. North of Duff Road Kathleen Road is a four (4) laned divided Urban Collector Road for the frontage of the existing Neighborhood Activity Center (NAC) then turns into a two (2) lane Urban Collector Road. Duff Road is a two (2) lane Urban Collector Road.
- The roadways in the area are in adequate condition and have enough capacity to support the potential increase in trips. A Minor or Major Traffic study may be required at Level 2 Review (engineered site plan) depending on the final development request made.
- The nearest Citrus Connection route is the Blue Line Route, approximately 2 miles east of Kathleen Road at Park Byrd Road.
- The proposed land use change is not anticipated to have a significant impact on the park facility demand or function. The nearest park to the site is Hunt Fountain Community Park. The closest environmental site is the Green Swamp Wilderness Preserve, Hampton Tract.

**Environmental**

- The area is relatively flat with the highest points located along the eastern border along Kathleen Road at an elevation of approximately 162 feet, with the lowest parts of the property located at the western side of the property with an elevation of approximately 155 feet.
- According to the soil survey by the United States Department of Agriculture the subject site is made up of two (2) different soil types: Tavares fine sand, 0 to 5 percent slopes, and Smyrna and Sparr sand, 0 to 5 percent slopes. Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual. The reported soils are based on the United States Department of Agriculture (USDA) Soils Survey.
- According to Polk County Endangered Habitat Maps, the subject site is not located within a one-mile radius of an observed a protected animal species sighting (Source: Florida Department of Environmental Protection, 2015). However, the applicant will be required to submit a biological walk-over as part of the Level-2 review process.

- The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series.
- There are no known archeological or historical resources on the subject site per data from the Florida State Historical Commission.
- The subject site is not within a Wellfield Protection district. The nearest public Wellfield is approximately 1/3 mile southwest of the site.

### **Comprehensive Plan Policies**

- POLICY 2.102-A1: Development Location states that Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing communities.
- POLICY 2.102-A2: Compatibility - 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 2.105-A5: Development Criteria -- Development within the Urban Growth Areas shall conform to the following criteria as further specified by the Land Development Code:
  - a. connect to centralized potable water;
  - b. connect to centralized sanitary sewer systems if available.
  - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;
  - d. promote the implementation of "Complete Street" and "Conservation Development" principles as established under Section 2.1251, Community Design, of this element;

- e. promote the integration of pedestrian-oriented features, including sidewalks, trails, or walkways into every development including appropriate pedestrian shelters or awnings;
  - f. provide access to civic space, parks, green areas, and open space and other amenities;
  - g. be supported by public safety (i.e., fire, EMS and law enforcement);
  - h. have access to public schools;
  - i. be encouraged to provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas;
  - j. encourage the inclusion of a variety of housing choices and mixed uses; and
  - k. additional standards supporting transit if development is within the "Corridor and Center Overlay" (Section 2.124-A);
- POLICY 2.110-A3: Activity Centers Criteria - The characteristics, location criteria, and development criteria established within Section 2.110 shall be applicable to:
    - a. the expansion of existing Activity Centers; and
    - b. the development of new Activity Centers.

The size of an activity center, and the amount of gross leasable area (GLA) within a new Activity Center - or the expansion of an existing Activity Center - shall be proportionally related to that Activity Center's population support criteria.
  - POLICY 2.105-A3: Land Use Categories - The following land use categories shall be permitted within UGAs:
    - a. Activity Centers: Regional Activity Centers, Community Activity Centers, Neighborhood Activity Centers, Convenience Centers, Tourism Commercial Centers, and Employment Centers, High-Impact Commercial Centers shall be permitted within UGAs in accordance with applicable criteria.
    - b. Residential: Residential-High, Residential-Medium, and Residential-Low Districts shall be permitted within UGAs in accordance with applicable criteria.
    - c. Other: Linear Commercial Corridors, Commercial Enclaves, Industrial, Business-Park Centers, Professional Institutional, Office Centers, Leisure/Recreation, Institutional, Recreation and Open Space, Preservation.
  - POLICY 2.110-D1: Characteristics - Neighborhood Activity Centers are intended to accommodate the shopping needs of residents living within the immediate surrounding neighborhood(s). General (approximate) characteristics of Neighborhood Activity Centers are:
    - Usable Area: Over 5 acres to 20 acres
    - Gross Leasable Area (GLA): 20,000 to 150,000 square feet
    - Minimum Population Support: 5,000 to 10,000 people
    - Market-Area Radius: 1½ miles
    - Typical Leading Tenant: Supermarket
    - Other Typical Leading Tenants: Drug Store, Restaurant, Bakery, Office, Convenience Store
  - POLICY 2.110-D2: Designation and Mapping - Neighborhood Activity Centers shall be located within UDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "Neighborhood Activity Center" (NAC).

- POLICY 2.110-D3: Location Criteria - Neighborhood Activity Centers shall be located at the intersections of arterial and/or collector roads. There shall be the following traveling distances, on public roads, between the center of a Neighborhood Activity Center and the center of any other Neighborhood Activity Center, or other higher-level Activity Center, Linear Commercial Corridor, or Commercial Enclave providing for the same neighborhood-shopping needs:
  - a. Two (2) miles within the TSDA and UGA.
  - b. Four (4) miles within the SDA and UEA.
 This required separation may be reduced if:
  - a. The higher-level Activity Center, Linear Commercial Corridor or Commercial Enclave within the required distance separation is over 80% developed; or
  - b. The proposed Neighborhood Activity Center market-area radius, minimum population support is over 10,000 people.
  
- POLICY 2.110-D4: Development Criteria - Development within a Neighborhood Activity Center shall conform to the following criteria:
  - a. Neighborhood Activity Centers shall have frontage on, or direct access to, an arterial or major collector roadway, or a frontage road or service drive which directly serves an arterial or collector roadway.
  - b. Different uses within a Neighborhood Activity Center shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
  - c. 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.
  - d. Residential uses shall not be permitted in Neighborhood Activity Centers except as part of a mixed use Planned Development.
  - e. Office uses shall not exceed 40 percent of the total area of the Neighborhood Activity center. Commercial uses may constitute 100 percent of the Neighborhood Activity center.
  - f. The maximum floor area ratio shall not exceed 0.25 unless developed as a Planned Development.
  - g. Planned Developments within the Neighborhood Activity Center may be permitted a maximum floor area ratio up to 0.70 and a maximum residential density of 5 dwelling units per acre. Intensity and density increases shall only be awarded to innovative, efficient, and compatible Planned Development proposals that are consistent with the general district characteristics and are located within the TSDA and UGA. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.
  
- POLICY 2.110-J1: Existing Activity Centers may be expanded to contiguous properties, subject to approval by the Board of County Commissioners, and approved as a Comprehensive Plan Amendment in compliance with state and local law. Expansions and reclassifications of Activity Centers shall be in accordance with the following criteria:
  - a. Expansion of an existing Activity Center may occur when eighty percent (80%) or more of the usable area within the center is developed, or has received approval of:
    1. a final engineered construction plan (with building-permit application); or
    2. a final PUD/PD/CU approval.

- If the remaining undeveloped usable area of an Activity Center is controlled by a single interest, items 1 and 2 above may be waived by the Board.
- b. The expansion of an existing Activity Center shall generally be limited to the parameters established within the "general characteristics" for that class of Activity Center, unless it is being upgraded to the next classification. The expansion of an isolated commercial RCC may occur according to the criteria in Objective 2.110-B.
  - c. When the expansion of an existing Activity Center increases one or more of the "general characteristics" of the Center to those of the higher-level Activity Center classification, the expansion action may include reclassifying the Center to the next classification or consistent with Policy 2.110-J1.g.
  - d. An existing Activity Center may be expanded, or reclassified, when it is demonstrated that there are adequate facilities to support the proposed expansion or reclassification, or adequate facilities will be provided by the time the new Center is developed.
  - e. Expansion/reclassification review criteria shall include, but are not limited to, the locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.
  - f. The Board of County Commissioners or the Land Development Director or his designee may require that a "Selected-Area Study" and/or a proposed "Activity-Center Plan" be submitted by the property owners requesting expansion or reclassification of a Center.
  - g. Existing Activity Centers requested to be expanded beyond the usable acreage listed in the "general characteristics" of the Center shall be in accordance with the following, in addition to other applicable policies of this Plan.
    1. be expanded to the contiguous properties only;
    2. submittal of Activity Center Plan (ACP) shall be required pursuant to the relevant policies under Objective [2.110](#) and the following:
      - i. a Master Drainage Plan for the undeveloped properties as well as how the existing development properties may benefit from a Master Drainage Plan;
      - ii. provisions for required shared parking; and
      - iii. shared access.
    3. the incorporation of the ACP into the Land Development Code with reference in the Comprehensive Plan shall be required; and
    4. demonstration that a collaborative process occurred between the applicant, County staff and adjacent property owners to identify potential buffer areas and areas most suitable for development.

**Development Review Committee (DRC) Recommendation:** Based on the information provided by the applicant, recent site visits, and the analysis conducted within this staff report, the DRC finds that with the proposed conditions, the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code, and therefore, the DRC recommends **APPROVAL of LDCPAS-2025-32.**

**Planning Commission Decision:** On February 4, 2026, in an advertised public hearing, the Planning Commission voted ?? to **recommend APPROVAL or DENIAL of LDCPAS-2025-32.**

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

**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.

**NOTE:** Approval of this request is only for Level 4 Review and only for those development decisions within the Board of County Commissioners purview. A Level 2 Review (engineered plans) will be required for all site development and shall implement 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.

## Surrounding Land Use Designations and Current Land Use Activity

**Table 1: Surrounding Uses**

<b>NW</b> NAC Ace Hardware	<b>N</b> NAC 7-Eleven	<b>NE</b> NAC Kathleen Dental Care
<b>W</b> RS Developed Detached Residential	<b>Subject Property</b> RS Developed Detached Residential	<b>E</b> RL-1 Developed Detached Residential
<b>SW</b> RS Developed Detached Residential	<b>S</b> RS Developed Detached Residential	<b>SE</b> RL-1 Developed Detached Residential

Source: Site Visit and Polk County GIS Data Viewer

Compatibility is often regarded as a subjective term used to express ones opinion or feeling about the appropriateness of locating different uses adjacent to each other rather than being based upon facts or evidence to support those opinions or feelings. The American Planning Association (APA) defines compatibility as “the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony.” Some elements affecting compatibility include (but are not limited to): height, scale, mass and bulk of structures, pedestrian or vehicular traffic, landscaping, lighting, noise, odor, or whether or not something is aesthetically pleasing (Source: A Planner’s Dictionary; American Planning Association).

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.

The definition of Compatibility in the Comprehensive Plan is as follows:

*COMPATIBILITY: 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 existing Neighborhood Activity Center (NAC) was adopted by the Polk County Board of County Commissioners on January 23, 2018. Kathleen Road is the major north/south transportation throughfare for the northwest Lakeland market, west of US Highway 98. Duff Road is a significant connection for this area between Kathleen Road and US Highway 98. Kathleen Road, in this area, completed its widening to a 4-lane divided collector road in 2011.

The request is for an expansion of the Neighborhood Activity Center (NAC) from the north. The site is located on the southwest quadrant of the intersection of Kathleen Road and Duff Road. Adjacent to the site, to the north, is the NAC district, with a 7-Eleven and an Ace Hardware at the southwest corner of Kathleen Road and Duff Road. The northwest quadrant of the intersection is a Publix anchored shopping plaza with a Burger King outparcel. The northeast corner of the intersection is a church located within a Residential Low-1 (RL-1) Future Land Use district. The southeast corner of the intersection is the Kathleen Dental Care office within the NAC district and a Dollar General adjacent to the east, within a Convenience Center district. To the east of the site, on the east side of Kathleen Road is a Residential Low-1 (RL-1) district developed with detached single-family residential. To the south and west of the site is a Residential Suburban district developed with detached single-family residential. The Comprehensive Plan is written to allow activity centers of non-residential uses to be surrounded by residential.

It is noted that the subject site is located on the west side of Kathleen Road, approximately 300 feet south of the Kathleen Road and Duff Road intersection. Along the western ROW is a Lakeland Electric transmission easement with an electrical transmission line within an easement in the ROW. One of the transmission line poles is located near the center of the frontage of the subjects approximate 200-foot frontage. This does not directly affect the road conditions; however, depending on which of the allowable NAC uses is developed on the site, a traffic study will be required. Should the traffic study indicate the use would generate an AADT of 500 vehicles or more, a Type II intersection would be required for the site. It appears that the placement of a Type II intersection would require the County to grant a waiver to the design criteria set out Appendix A of the Land Development Code. Exhibit 9a & 9b for intersection types.

#### **Compatibility with the Surrounding Land Use:**

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 adopted definition for compatibility states it is "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 currently located within the Suburban Development Area (SDA). The applicant is also requesting a Development Area change to Urban Growth Area (UGA). The subject site has access to and availability of the infrastructure; however, it does not have good access to transit, of the Urban Growth area (UGA) and is considered to be compatible and consistent with the surrounding area.

**Nearest Elementary, Middle, and High School:**

The schools zoned for the subject property, as shown in Table 2, include Kathleen Elementary, Kathleen Middle School, and Kathleen Senior High. The requested Neighborhood Activity Center (NAC) is intended for non-residential development and is not intended for residential development. Residential development within the NAC would require a Level 3 Planning Commission approval for multi-family development.

Table 2 School Information

Name of School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
Kathleen Elementary	0 students	65%	0.8± miles
Kathleen Middle School	0 students	83%	1.0± miles
Kathleen Senior High	0 students	69%	6.8± miles

Source: Polk County School Board

**Nearest Sheriff, Fire, and EMS Station:**

The nearest Sheriff District office is located approximately 7.3 miles from the subject site. Response times vary depending on where the nearest sheriff’s deputy patrol car is located rather than the district office. The nearest EMS station is approximately 5.6 miles and Fire station is approximately 4.0 miles EMS station is approximately 2.9 miles from the subject site.

Table 3: Public Safety

	Name of Station	Distance/Response Time*
<b>Sheriff</b>	<b>Northwest District Command</b> (1045 Wedgewood Estates., Lakeland)	Priority 1 – 11:33 min Priority 2 – 35:01 min
<b>Fire/EMS</b>	<b>Polk County Fire Rescue Station 23</b> 6750 Kathleen Road, Lakeland	0.5 ± miles / 3-4 min

Source: Polk County Sheriff’s Office and Public Safety. Response times for October 2025. \*Response times are based from when the station receives the call, not from when the call is made to 911.

**Water and Sewer Capacity and Service Provider:**

Table 4 below details the estimated impact to potable water and wastewater services based upon the buildout for the proposed FLU on the subject site. The subject property is within Polk County’s Northwest Service Area for water and wastewater.

A. Available Capacity:

*Table 4: Estimated Water and Sewer Impact Analysis*

Permitted Density / Intensity	Maximum Permitted in Existing Land Use RS	Maximum Permitted in Proposed NAC
1.13± acres RL	1.13± acres RS X 7du = 3 du	1.13± acres (49,223 sf) X 0.70 FAR = 34,456 sf
Potable Water Consumption	3 du X 250 gpd = <b>750 GPD</b>	34,456 sf X 0.15 = <b>5,169 GPD</b>
Wastewater Generation	3 du X 20 gpd = <b>600 GPD</b>	5,169 GPD X 80% = <b>4,136 GPD</b>

B. Service Provider:

The subject site is located in the Polk County Northwest Regional Service Area for water and wastewater. There is a 16” potable water main on the east side of Kathleen Road. On the west side of Kathleen Road, within the right-of-way of the subject site is a 16” Wastewater Force Main.

C. Available Capacity:

At this time, there are plans in the County’s CIP the potable water system has a capacity of approximately 5.7 MGD with the percentage of current limit used of 65%. The County’s CIP indicates the sanitary sewer system capacity of approximately 3.08 GPD with the percentage of current limit used of 51%.

**Roadways/Transportation Network:**

A. Estimated Demand:

Table 5 following this paragraph shows the Average Annual Daily Trip (AADT) rate and the PM Peak hour trip rate. The proposed Future Land Use designation change to NAC, at maximum density, will generate more than the current combination of the RS land use.

*Table 5: Estimated Transportation Impact Analysis*

Permitted Density / Intensity	Maximum Permitted in Existing Land Use RS	Maximum Permitted in Proposed NAC
1.13± acres RL	1.13± acres RS X 3du = 3 du	1.13± acres (49,223 sf) X 0.70 FAR = 34,456 sf
Average Annual Daily Trips (AADT)	3 du X 7.81 AADT = <b>24 Trips</b>	34 X 59.07 AADT X 76% <b>1,527 Trips</b>
PM Peak Hour Trips	3 du X 1.00 AADT = <b>3 Trips</b>	34 X 8.79 AADT X 76% = <b>228 Trips</b>

*Source: Concurrency Manual: Single-family @ 7.81 AADT per du and 1.00 AADT PM Peak Hour, NAC @ Supermarket 59.07 AADT per 1,000 sf, 8.79 AADT per 1,000 sf PM Peak Hour,*

B. Available Capacity:

Table 6, following this paragraph, displays the available capacity for Kathleen Rd (CR 35A), north of the site and south of the site and Duff Road. It is anticipated that Kathleen Road, south of Duff Road and Duff Road will have sufficient capacity for maximum buildout. Kathleen Road north of Duff Road appears to be potentially deficient in capacity at full buildout.

*Table 6: Roadway Link Concurrency*

Link #	Road Name	Lane Type*	Current LOS	Available Peak Hour Capacity	Minimum LOS Standard	Project 5 Year LOS
4036N	Kathleen Rd (CR 35A)	2U*	C	151	D	C
4036S	Duff Rd to Socrum Loop Rd W (CR 35A)	UC	C	128	D	D
4167N	Kathleen Rd (CR 35A)	4D*	C	1,125	D	C
4167S	Galloway Rd N (CR 542) to Duff Rd.	UC	C	1,098	D	C
4088E	Duff Rd	2U*	C	371	D	C
4088W	Kathleen Rd (CR 35A) to US 98	UC	C	354	D	C

*Source: Polk County Transportation Planning Organization, 2025 Roadway Network Database January 2025. \*4D means four-lane divided, , 2U means two lane undivided, UC means Urban Collector*

### C. Roadway Conditions:

Kathleen Road (CR 35A), a two-lane urban collector north of the overall NAC and four-lane urban collector fronting the NAC and subject site, has a right-of-way width of 130 feet and pavement width of 70 feet without shoulders. The road widens to 90 feet of pavement at the intersection to accommodate a raised median and turning lanes at the corners. There are sidewalks on both sides of the road north and south of the intersection. According to the County’s Road inventory, the pavement of Kathleen Road in the sections of road north and south of the intersection with Duff Road, is rated Fair.

The subject site is located on the west side of Kathleen Road, approximately 300 feet south of the Kathleen Road and Duff Road intersection. Along the western ROW is a Lakeland Electric transmission easement with an electrical transmission line within an easement in the ROW. One of the transmission line poles is located near the center of the frontage of the subjects approximate 200-foot frontage. This does not directly affect the road conditions; however, depending on which of the allowable NAC uses is developed on the site, a traffic study will be required. Should the traffic study indicate the use would generate an AADT of 500 vehicles or more, a Type II intersection would be required for the site. It appears that the placement of a Type II intersection would require the County to grant a waiver to the design criteria set out Appendix A of the Land Development Code. Exhibit 9a & 9b for intersection types.

Duff Road, a two-lane urban collector, has a right-of-way width of 70 feet and pavement width of 20 feet without shoulders on the east side of Kathleen. There is a sidewalk on the south side of Duff Road, along the frontage of the subject property. According to the County’s Road inventory, the pavement of Duff Road varies between Fair and Poor. This road has available capacity, the subject will not have direct access to this road.

In general, all the roadways in the area are in adequate condition and have enough capacity to support the potential increase in trips. A Minor or Major Traffic study may be required at Level 2 Review (engineered site plan) depending on the final development request made.

### D. Sidewalk Network:

Currently there are sidewalks along the east and west sides of the entirety of Kathleen Road from Duff Road south to Galloway Road. North along Kathleen Road sidewalks are on the west side of the road within the existing NAC district. Duff Road has sidewalks within the NAC district and extends eastward to the entrance of Huntington Gold and Country Club.

**E. Planned Improvements:**

There are no road improvements currently planned for this area. However, Kathleen Road received approval to study an expansion and extension with US Highway 98 to the north. This is a feasibility study and extent of land acquisitions if deemed viable.

**F. Mass Transit:**

The nearest Citrus Connection route is the Blue Line Route, approximately 2 miles east of Kathleen Road at Park Byrd Road.

**Environmental Conditions:**

Any impact to surface water, wetlands, and storm water management will be in accordance with the requirements of the Comprehensive Plan and Land Development Code.

**A. Surface Water:**

There are no wetlands on the subject site. The area is relatively flat with the highest points located along the eastern border along Kathleen Road at an elevation of approximately 162 feet, with the lowest parts of the property located at the western side of the property with an elevation of approximately 155 feet.

**B. Wetlands/Floodplains:**

According to the Polk County Data Viewer the subject site does not indicate any flood zones or wetlands.

**C. On-Site Soils:**

The subject site is comprised of two (2) different soil types: Tavares fine sand, 0 to 5 percent slopes, and Smyrna and Sparr sand, 0 to 5 percent slopes. Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual. The reported soils are based on the United States Department of Agriculture (USDA) Soils Survey.

*Table 7*

SOIL NAME	SMALL COMMERCIAL BUILDINGS	SEPTIC TANK ABSORPTION FIELDS	PERCENTAGE OF SITE
Tavares fine sand, 0 to 5 percent slopes	Slight	Moderate	84+/-%
Sparr sand, 0 to 5 percent slopes	Moderate	Severe	16+/-%
Source: USDA Web Soil Survey			

**D. Wells (Public/Private):**

The applicant did not indicate any wells located on the property. The subject property is not within a Wellfield Protection District. The closest Wellfield Protection Districts is approximately 0.33 miles southwest of the site.

**E. Protected Species:**

According to Polk County Protected Species Observation Map and the Florida Fish & Wildlife Conservation Commission (2015), the subject site is located within a one-mile radius of endangered animals. The applicant will submit a biological walk-over as part of the Level-2 review process.

**F: Polk Green Districts and Conservation Easements:**

The site is not located within the Potential Network Connections area of the Polk Green District Comprehensive Plan Map Series. Approximately 0.75 miles southeast of the site, on the west side of the Hunting Hills Golf and Country Club is a 156± acre Conservation Easement recorded in a portion of the Plat of Huntington Hills Phase II as well as unplatted lands owned by Huntington Golf LLC, OR Book 4410, Page 2192.

**G. Archeological Resources:**

There are no known historical or archeological resources onsite according to the Secretary of the State's Department of Historical Resources Florida Master File.

**H. Airports:**

The subject site is not located within an Airport Impact District (AID) and Airport Height Notification Zone.

**Park Facilities:**

The proposed land use change is not anticipated to have a significant impact on the park facility demand or function. The nearest park to the site is Hunt Fountain Community Park. The closest environmental site is the Green Swamp Wilderness Preserve, Hampton Tract.

**A. Location:**

Hunt Fountain Park is located at 2020 Duff Road, Lakeland, approximately 2 miles east of the site.

**B. Services:**

The park's current hours of operation are from 5 a.m. to 10 p.m. Hunt Fountain Park features 63 acres of recreational opportunities. The park has four basketball courts, two racquetball courts and two tennis courts, two playgrounds, covered picnic areas and a large, screened-in pavilion. There is also a horse arena – the Hunt Fountain Horse Arena.

**C. Multiuse Trails:**

The closest hiking trail is the Green Swamp Wilderness Preserve, Hampton Tract is located approximately 2 miles northeast of the site.

**D. Environmental Lands:**

The Green Swamp Wilderness Preserve, Hampton Tract is located approximately 2 miles northeast of the site and is comprised of over 11,000 acres of natural Florida lands and wetland with walking/hiking trails, cycling, Equestrian, fishing, camping, restrooms, wildlife viewing, and a full range of outdoor activities.

**E. Planned Improvements:**

There are no further recreation improvements scheduled for this area of Polk County at this time.

## Consistency with the Comprehensive

The following policies in Table 8 have been included as being the most relevant policies to the proposed request. The policy is first stated and then an analysis of how the request may or may not be consistent with the County’s Comprehensive Plan is provided.

*Table 8 Comprehensive Plan Policy*

Comprehensive Plan Policy	Consistency Analysis
<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> <ol style="list-style-type: none"> <li>a. there have been provisions made which buffer incompatible uses from dissimilar uses;</li> <li>b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use;</li> <li>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.</li> </ol>	<p>The uses to the east, west and south of the site are primarily single family detached, with the use to the north the NAC that the request would expand. The proposed NAC provides for enhanced buffering and development standard limitations. Approval of the amendment will provide for more non-residential support for this area.</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>The request is at the intersection of two (2) 4-lane divided Urban Collector roads in an area with public water and sewer available. Therefore, the request is consistent with the policy.</p>
<p>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.</p>	
<p>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.</p>	<p>The request is for NAC where the majority of infrastructure are available for commercial development on the subject site. Therefore, the timing of development of the subject site is consistent with the Comprehensive Plan’s growth management strategy.</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: 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</p>	

Comprehensive Plan Policy	Consistency Analysis
<p>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</p>	
<p>POLICY 2.110-D1: CHARACTERISTICS - Neighborhood Activity Centers are intended to accommodate the shopping needs of residents living within the immediate surrounding neighborhood(s). General (approximate) characteristics of Neighborhood Activity Centers are:  Usable Area: Over 5 acres to 20 acres  Gross Leasable Area (GLA): 20,000 to 150,000 square feet  Minimum Population Support: 5,000 to 10,000 people  Market-Area Radius: 1½ miles  Typical Leading Tenant: Supermarket  Other Typical Leading Tenants: Drug Store, Restaurant, Bakery, Office, Convenience Store</p>	<p>The existing NAC is 13.74± acres, the request will bring the NAC to a total of 14.87± acres. The request meets the Characteristics of a NAC and is consistent with this policy as stated.</p>
<p>POLICY 2.110-D3: LOCATION CRITERIA - Neighborhood Activity Centers shall be located at the intersections of arterial and/or collector roads. There shall be the following traveling distances, on public roads, between the center of a Neighborhood Activity Center and the center of any other Neighborhood Activity Center, or other higher-level Activity Center, Linear Commercial Corridor, or Commercial Enclave providing for the same neighborhood-shopping needs:</p> <ul style="list-style-type: none"> <li>a. Two (2) miles within the TSDA and UGA.</li> <li>b. Four (4) miles within the SDA and UEA.</li> </ul> <p>This required separation may be reduced if:</p> <ul style="list-style-type: none"> <li>a. The higher-level Activity Center, Linear Commercial Corridor or Commercial Enclave within the required distance separation is over 80% developed; or</li> <li>b. The proposed Neighborhood Activity Center market-area radius, minimum population support is over 10,000 people.</li> </ul>	<p>The existing NAC is 100% built out. The request is consistent with this policy as the subject site has access to a County maintained road, meets the distance requirements for the UGA.</p>

## Urban Sprawl Analysis

Polk County’s Comprehensive Plan *Policy 2.102-A10* establishes review criteria intended to discourage the proliferation of urban sprawl. Specific characteristics of urban sprawl have been examined throughout this staff report and are summarized in Table 7 (below). Based on the findings of fact and analysis conducted, the proposed request does not meet the criteria to be considered as urban sprawl.

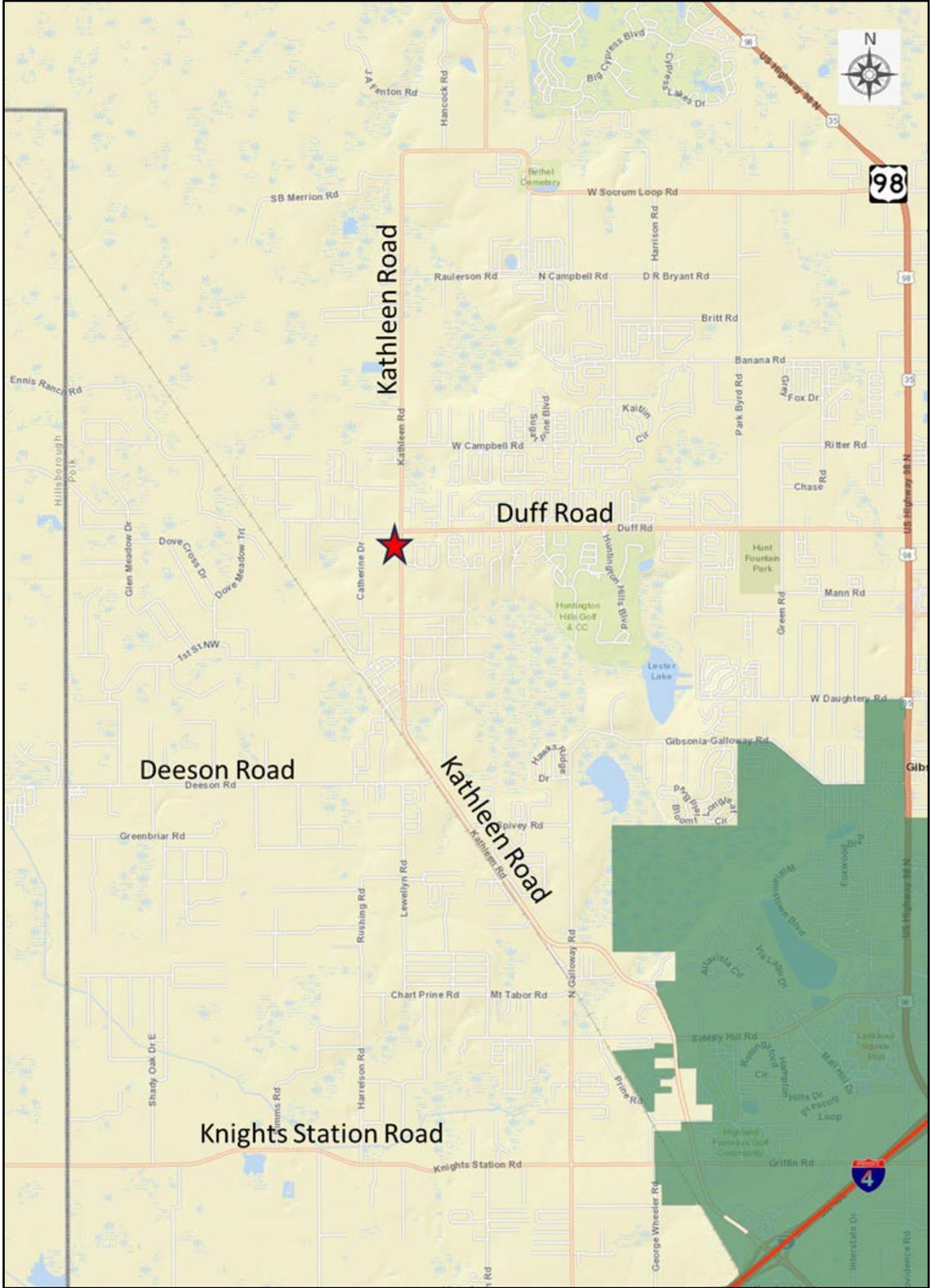
**Table 7: Urban Sprawl Criteria**

<b>Rule 9J-5 Urban Sprawl Criteria</b>	<b>Page(s) within report</b>
a. <i>Promotes substantial amounts of low-density, low-intensity, or single use development in excess of demonstrated need.</i>	Surrounding Land Uses Section
b. <i>Allows a significant amount of urban development to occur in rural areas.</i>	Surrounding Land Uses Section
c. <i>Designates an urban development in radial, strip isolated, or ribbon patterns emanating from existing urban developments.</i>	Surrounding Land Uses Section
d. <i>Fails to adequately protect and conserve natural resources and other significant natural systems.</i>	Environmental Conditions
e. <i>Fails to adequately protect adjacent agricultural areas.</i>	Surrounding Land Uses Section
f. <i>Fails to maximize existing public facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
g. <i>Fails to minimize the need for future facilities and services.</i>	Schools, Public Facilities and Water/Sewer Sections
h. <i>Allows development patterns that will disproportionately increase the cost of providing public facilities and services.</i>	Surrounding Land Uses Section
i. <i>Fails to provide a clear separation between urban and rural uses.</i>	Surrounding Land Uses Section
j. <i>Discourages infill development or redevelopment of existing neighborhoods.</i>	Surrounding Land Uses Section
k. <i>Fails to encourage an attractive and functional mixture of land uses.</i>	Surrounding Land Uses Section
l. <i>Will result in poor accessibility among linked or related land uses.</i>	Surrounding Land Uses Section
m. <i>Results in the loss of a significant amount of open space.</i>	Surrounding Land Uses and Environmental Conditions Sections
Source: The following criteria are the primary indicators of urban sprawl per Rule 9J-5 of the Florida Administrative Code.	

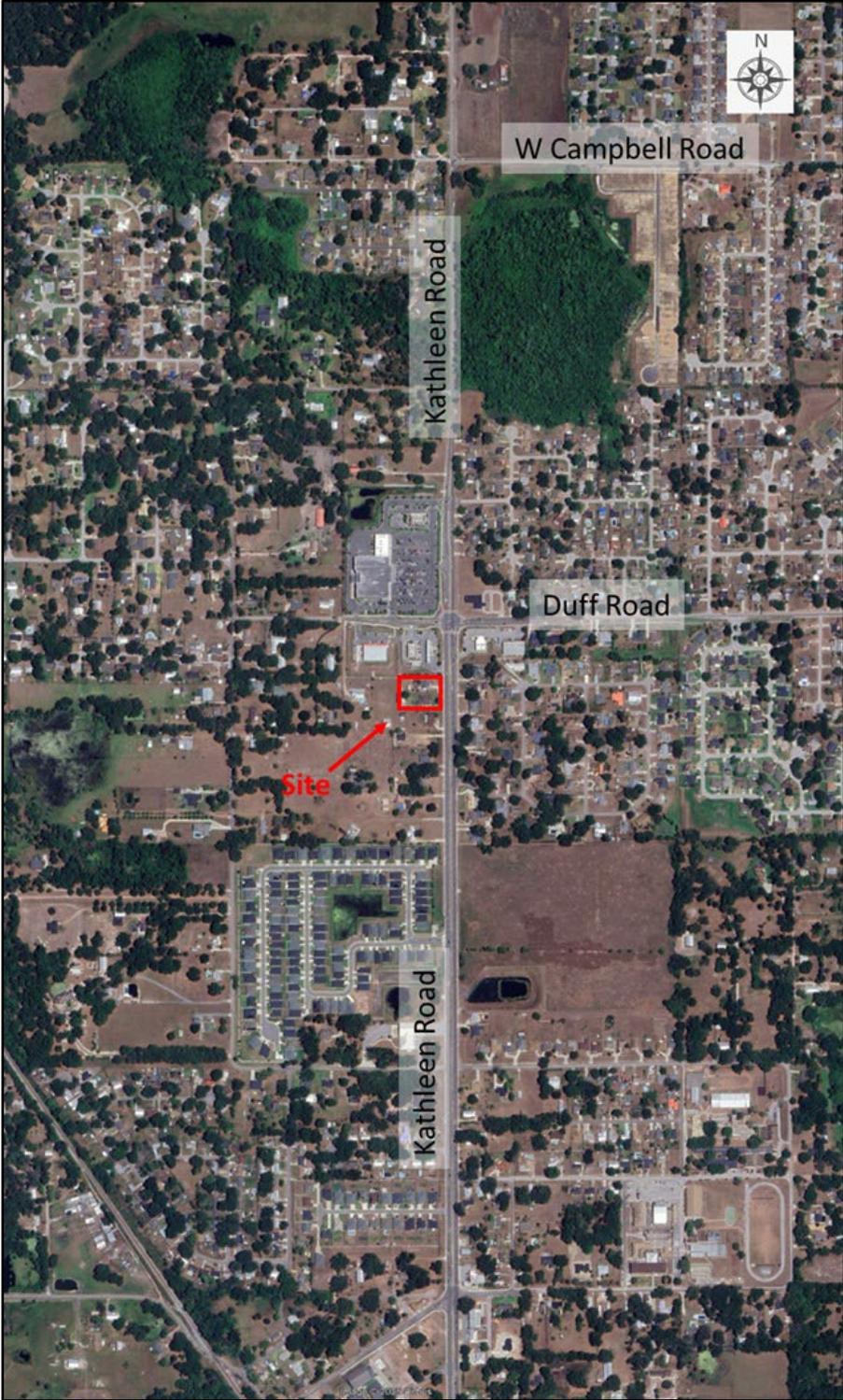
**Comments from Other Agencies:** None.

**Attachments:**

- Exhibit 1 – Location Map
- Exhibit 2 – 2025 Aerial Context Map
- Exhibit 3 – 2025 Aerial Map with NAC Outline
- Exhibit 4 – 2025 Aerial Map
- Exhibit 5 – Current Future Land Use Map
- Exhibit 6 – Proposed Future Land Use Map
- Exhibit 7 – Current Permitted and Conditional Uses
- Exhibit 8 – Proposed Permitted and Conditional Uses
- Exhibit 9a & b – Type I & II Intersection Design



# LOCATION MAP



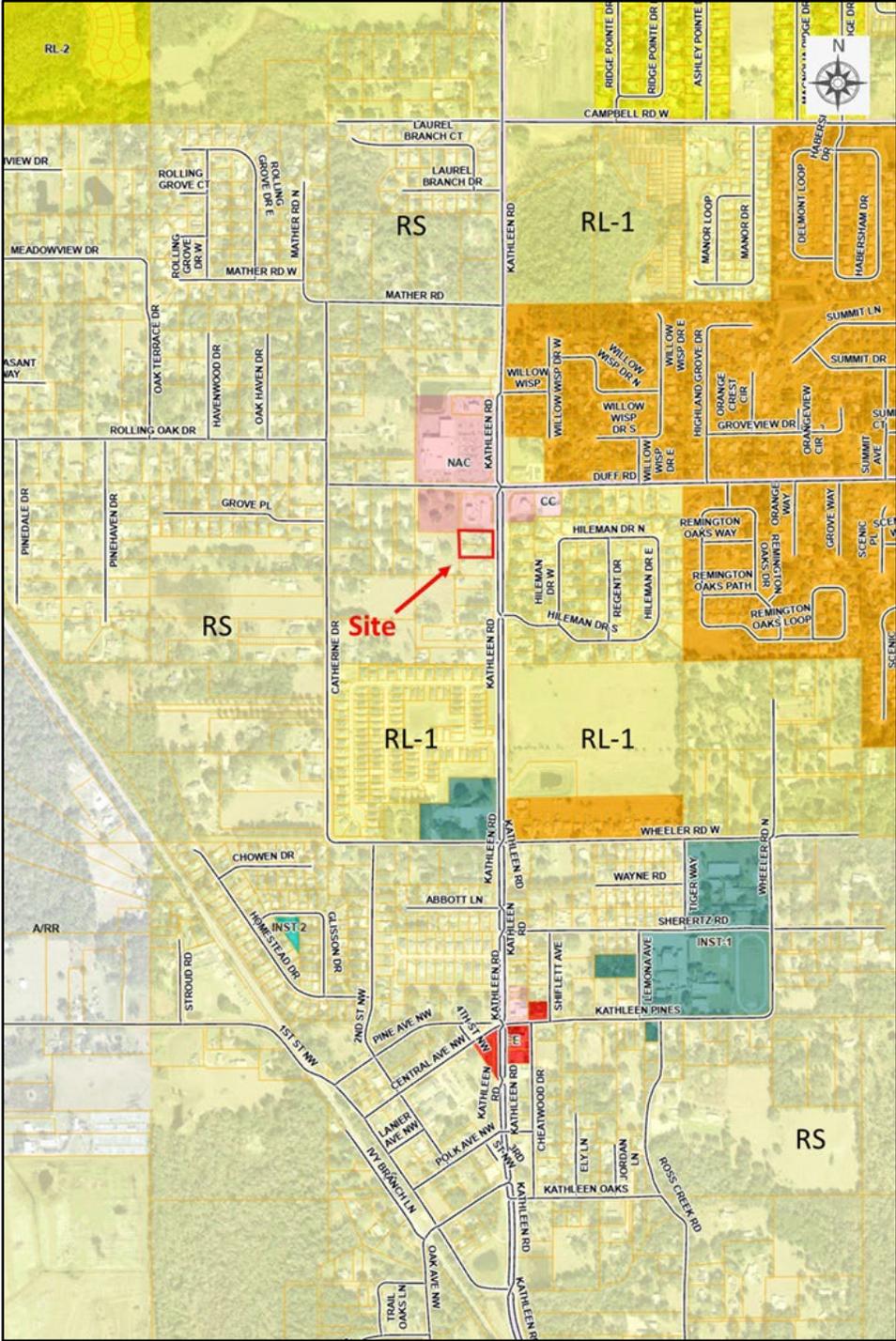
# 2025 AERIAL CONTEXT MAP



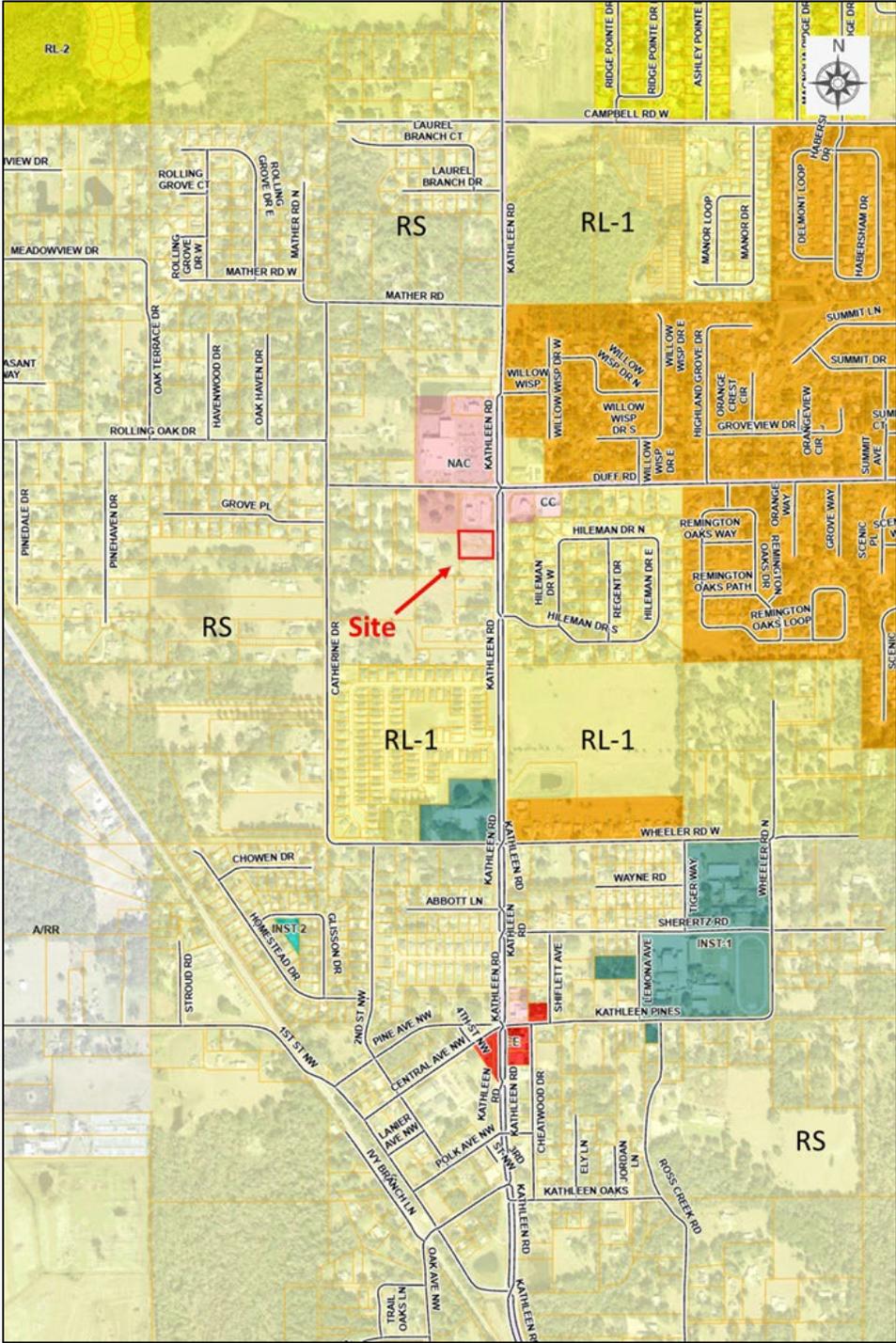
## 2025 GOOGLE EARTH AERIAL MAP EXISTING NAC & CC OUTLINED



**2025 GOOGLE EARTH AERIAL MAP**



# CURRENT FUTURE LAND USE RESIDENTIAL SUBURBAN (RS)



# PROPOSED FUTURE LAND USE NEIGHBORHOOD ACTIVITY CENTER (NAC)

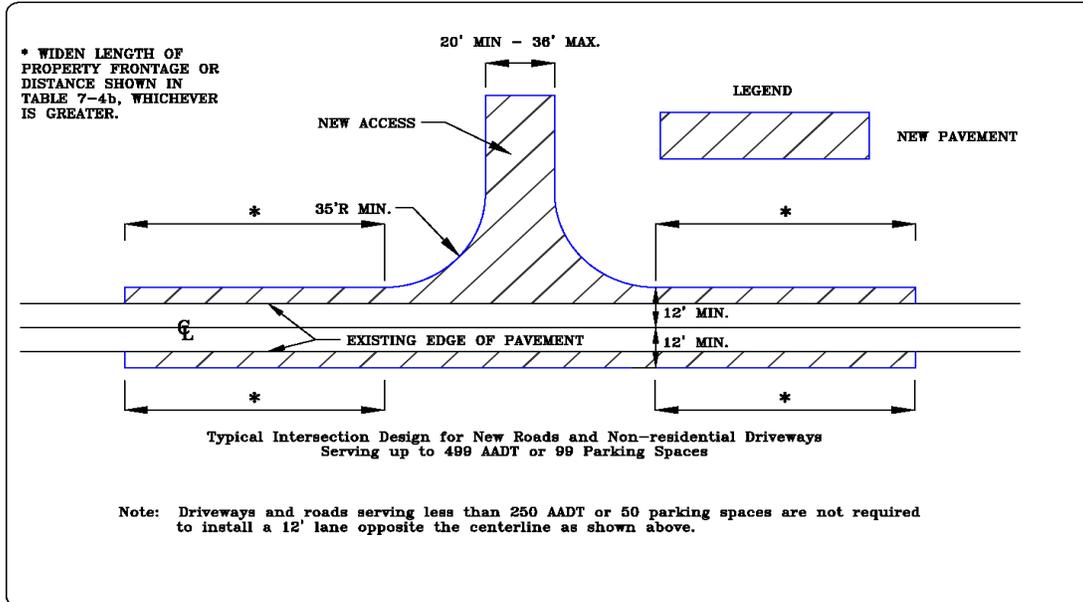
Residential Suburban (RS)	
Technical Staff Review -Level 1& 2	Public Hearing (s) Required-Level 3 & 4
<p><b>Residential Uses:</b></p> <p>Family Farm, C1                      Group Home, Small (6 or less residents), C1                      Farm Worker Dormitory, Apartment Style, C2                      Mobile Homes, Individual, C1                      Residential Infill Development, C2                      Single-family Detached Home &amp; Subdivision, P</p>	<p><b>Residential Uses:</b></p> <p>Duplex, C3                      Fly-in Community, C3                      Group Home, Large (7-14 residents), C3                      Group Living Facility (15 or more residents), C3                      Farm Worker Dormitory, Barrack Style, C3                      Mobile Home Park, C4                      Mobile Home Subdivision, C4                      Rural Residential Development (RRD), C3                      Suburban Planned Development, C3</p>
	<p><b>Mixed Uses:</b></p> <p>Planned Development, C3                      Residentially Based Mixed Development (RBMD), C3                      Rural Mixed Development (RMD), C3                      Transitional Area Development, C3</p>
<p><b>All Other Uses:</b></p> <p>Animal Farm, Intensive, C1                      Convenience Stores, Isolated, C2                      Emergency Shelter, Small (6 or less residents), C1                      Farming General, P                      Golf Course, C1                      Livestock Sale, Auction, C1                      Nurseries and Greenhouses, C1                      Recreation, Passive, C1                      Recreation, Low Intensity, C2                      Riding Academies, C1                      School, elementary, C2                      Utilities, Class I, P                      Utilities, Class II, C1                      Veterinary Service, C2</p>	<p><b>All Other Uses:</b></p> <p>Adult Day Care Center (7 or more clients), C3                      Agricultural Support, Off-site, C3                      Bed and Breakfast, C3                      Cemetery, C3                      Childcare Center, C3                      Communication Towers, guyed and Lattice, C3                      Communication Tower, Monopole, C3                      Community Center, C3                      Cultural Facility, C3                      Emergency Shelter, medium (7-14 residents), C3                      Emergency Shelter, Large (15 or more residents), C3                      Event Facility, C3                      Government Facility, C3                      Helistops, C3                      Kennels, Boarding and Breeding, C3                      Lime Stabilization Facility, C3                      Lodges and Retreats, C3                      Mining, Non-phosphate, C3                      Outdoor Concert Venue, C3                      Recreation, High Intensity, C3                      Religious Institution, C3                      School, Middle, C3                      School, High, C3                      School, Leisure/Special Interest, C3                      Seaplane Base, C3                      Solar Electric-power Generation Facility, C3                      Utilities, Class III, C3                      Water Ski Schools, C4</p>

## CURRENT PERMITTED AND CONDITIONAL USES

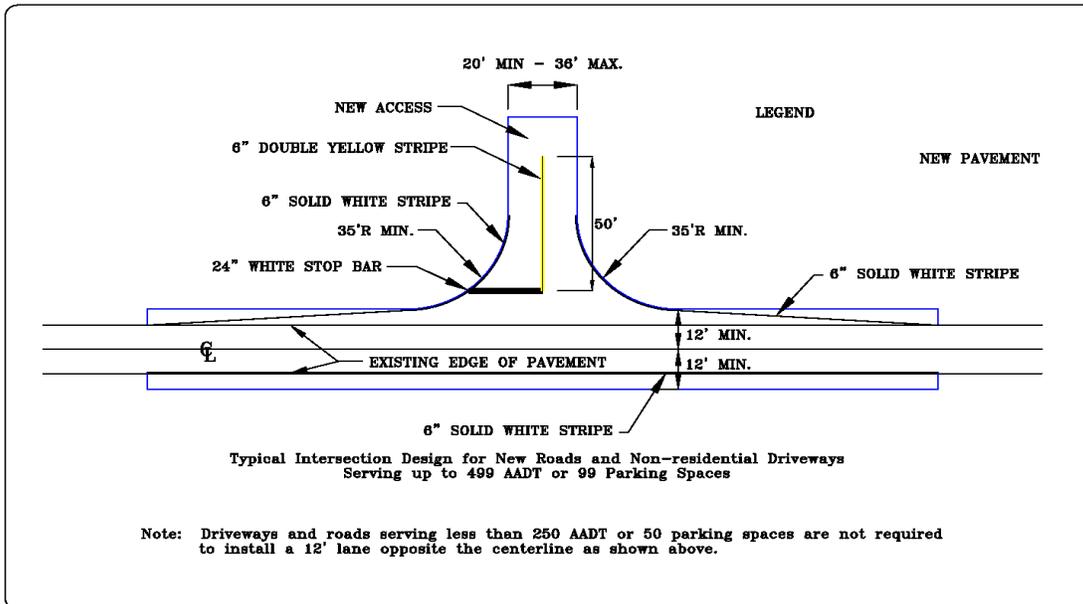
Neighborhood Activity Center (NAC)			
Technical Staff Review -Level 1& 2		Public Hearing (s) Required-Level 3 & 4	
<b>All Other Uses:</b>	Alcohol Package Sales, C1 Car Wash, Incidental, C2 Childcare Center, P Clinics & Medical Offices, C2 Community Center, C2 Cultural Facility, C2 Farming General, P Financial Institution, P Financial Institution, Drive Through, C2 Gas Station, P Government Facility, P Marina and Related Facilities, C1 Medical Marijuana Dispensaries, C2 Nurseries, Retail, P Nurseries and Greenhouses, P Office, C2 Personal Service, C2 Recreation Passive, C1 Recreation & Amusement General, C2 Religious Institution, C2 Restaurant, drive-thru/Drive-in, C2 Restaurant, sit-down/Take-out, P Retail, 10,000-34,999 sq. ft., P Retail, 35,000-64,000 sq. ft., P Retail. Less than 10,000 sq. ft., P Schools, Leisure/Special Interest, C2 Self-storage Facility, C2 Transit Facility, P Utilities Class I, P Utilities Class II, P Utilities Class III, C3 Vehicle Service, Mechanical, P Veterinary Service, P	<b>Residential Uses:</b>	Multi-family, C3
		<b>Mixed Uses:</b>	Planned Development, C3 Transitional Area Development, C3
		<b>All Other Uses:</b>	Bars, Lounges, and Taverns, C3 Cemetery, C3 Helistops, C3 Mining, Non-phosphate, C3 Retail, More than 65,000 sq. ft., C3 School, Technical/Vocational/ Trade & Training, C3 School, University/College, C3 Water Ski Schools, C3

## PROPOSED PERMITTED AND CONDITIONAL USES

**Figure A9**  
**Type I Intersection Geometric Plan**



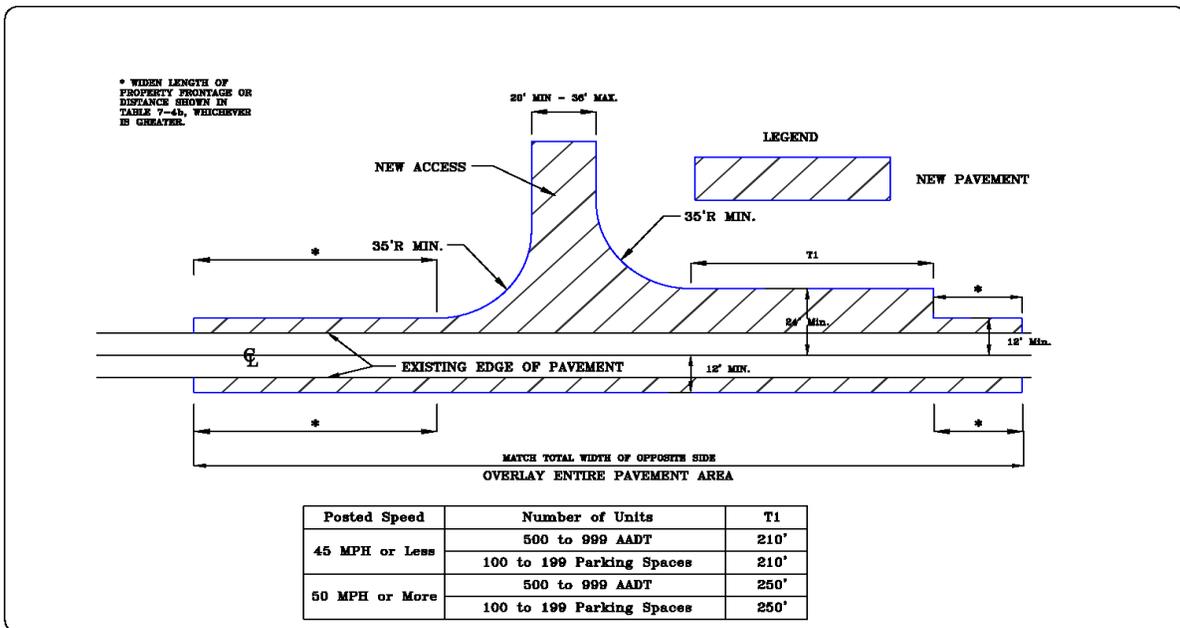
**Type I Intersection Striping Plan**



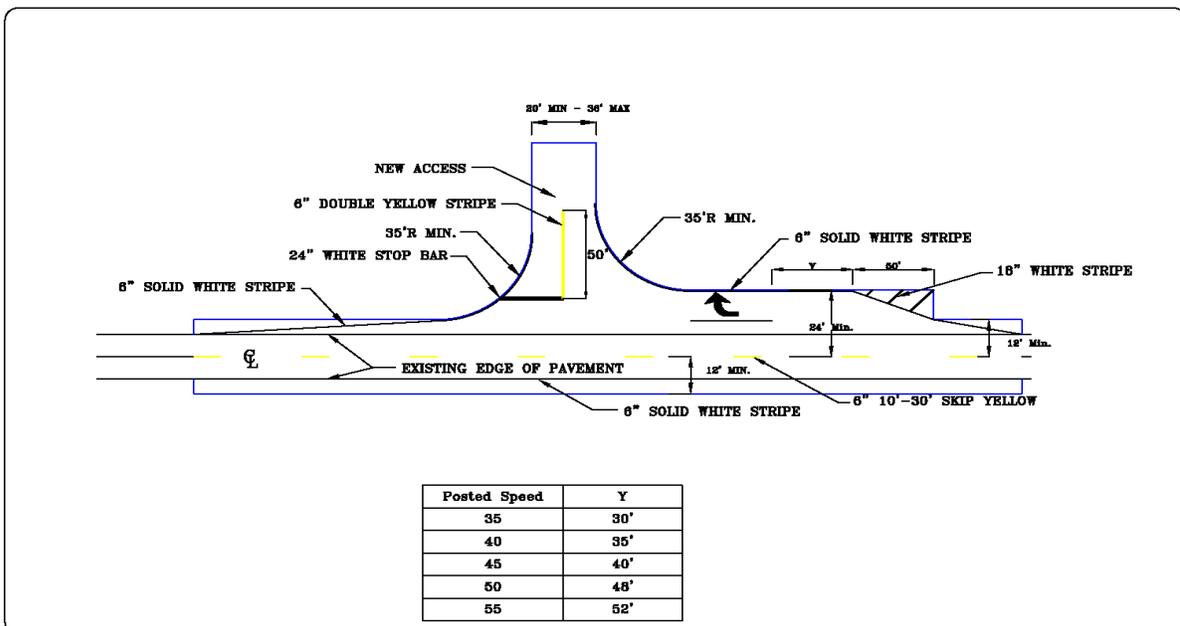
LDC Appendix A Section A204 Road Design Illustrations

# TYPE I INTERSECTION

Figure A10  
Type II Intersection Geometric Plan



Type II Intersection Striping Plan



LDC Appendix A Section A204 Road Design Illustrations

# TYPE II INTERSECTION

**ORDINANCE NO. 26 - \_\_\_\_**

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING THE ADOPTION OF **LDCPAS-2025-32**, AN AMENDMENT TO THE POLK COUNTY COMPREHENSIVE PLAN, ORDINANCE 92-36, AS AMENDED, TO CHANGE THE FUTURE LAND USE DESIGNATION ON A TOTAL OF 1.13± ACRES, FROM RESIDENTIAL SUBURBAN (RS) TO NEIGHBORHOOD ACTIVITY CENTER (NAC) AND A DEVELOPMENT AREA CHANGE FROM SUBURBAN DEVELOPMENT AREA (SDA) to URBAN GROWTH AREA (UGA). THE SUBJECT PROPERTY IS LOCATED ON THE WEST SIDE OF KATHLEEN ROAD, SOUTH OF DUFF ROAD EAST OF CATHERINE DRIVE, AND NORTH OF CATHERINE DRIVE, NORTHWEST OF THE CITY OF LAKELAND, IN SECTION 12, TOWNSHIP 29, RANGE 23; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt a Comprehensive Plan (Plan); and

**WHEREAS**, Section 163.3187, FS, and Comprehensive Plan Section 4.305.B, provides for the approval of Small-Scale Comprehensive Plan Amendments; and

**WHEREAS**, pursuant to Section 163.3174, FS, the Local Planning Authority (Planning Commission) conducted a public hearing, with due public notice having been provided, on the proposed Plan revisions on January 7, 2026; and

**WHEREAS**, pursuant to Section 163.3187(2), FS, the Board of County Commissioners conducted an adoption public hearing, with due public notice having been provided, on the proposed Plan revisions on February 17, 2026; and

**WHEREAS**, the Board of County Commissioners, reviewed and considered all comments received during said public hearing, and provided for necessary revisions; and

**NOW THEREFORE, BE IT ORDAINED** by the Polk County Board of County Commissioners:

**SECTION 1: COMPREHENSIVE PLAN AMENDMENT**

The Future Land Use Map of Ordinance No. 92-36, as amended, (the “Polk County Comprehensive Plan”) is hereby amended to reflect a change in the Future Land Use designation on a five (5) acre site from Residential Suburban (RS) in the Suburban Development Area (SDA) to Neighborhood Activity Center (NAC) in the Urban Growth Area (UGA) on the parcel listed below and graphically depicted on the parcel map in Attachment “A”.

Parcel 232717-000000-021210

N 100.33 FT OF S1/2 OF E1/4 OF N1/2 OF NE1/4 OF SE1/4 LESS RD R/W & LESS ADDNL R/W PER OR 8286 PG 2144

Parcel 232717-000000-021090

S1/2 OF E1/4 OF N1/2 OF NE1/4 OF SE1/4 LESS RD R/W & LESS S 135 FT & LESS N 100.33 FT & LESS ADDNL R/W PER OR 8265 PG 4

**SECTION 2: SEVERABILITY**

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

**SECTION 3: EFFECTIVE DATE**

This ordinance shall be effective on March 20, 2026 (31 days after adoption), unless the amendment is challenged. If challenged, the effective date of this ordinance shall be the date a Final Order is issued by the Department of Economic Opportunity or Administration Commission finding the amendment in compliance in accordance with Section 163.3184 (1)(b), Florida Statutes. No development orders, development permits, or land uses dependent upon this amendment, as described on the attached map of proposed land uses, may be issued or commence before it has become effective.

**SECTION 4: FILING WITH THE DEPARTMENT OF STATE:**

The Clerk and Auditor to the Board of County Commissioners of Polk County, Florida, shall file a certified copy of this ordinance with the Department of State, through the

Secretary of State, upon adoption by the Board of County Commissioners of Polk County, Florida.

**ADOPTED**, in open session of the Polk County Board of County Commissioners with a quorum present and voting this 17<sup>th</sup> day of February, 2026.



## Demonstration of Need

POLICY 2.102-A11: URBAN SPRAWL CRITERIA - In accordance with Rule 9J-5.006(5) of the Florida Administrative Code, Polk County will discourage the proliferation of urban sprawl by use of the following criteria when determining the appropriateness of establishing or expanding any land use or development area. The analysis must ask whether or not the proposed plan amendment:

- a. Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses in excess of demonstrated need.

**ANALYSIS:** *The Proposed Request will act to provide commercial uses to an area that is primarily single-use residential. In addition, the Proposed Request will provide commercial amenities to residents in the area.*

- b. Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

**ANALYSIS:** *The Proposed Site is located in an urban area that is highly developed.*

- c. Promotes, allows or designates urban development in radial, strip isolated or ribbon patterns generally emanating from existing urban developments.

**ANALYSIS:** *The Proposed Request does not create radial, strip isolated or ribbon patterns on the Future Land Use Map. [See Polk County Future Land Use Map].*

- d. As a result of premature or poorly planned conversion of rural land to other uses, fails to adequately protect and conserve natural resources, such as, wetlands, floodplains, native vegetation, environmentally sensitive areas, natural shorelines, beaches, bays, estuarine systems, and other significant natural systems.

**ANALYSIS:** *The Subject Property is developed. In addition, the Subject Property does not appear to have any wetlands, nor is it located in a flood zone. [see Wetlands Map; see Flood Zone Map].*

- e. Fails to adequately protect adjacent agricultural areas and activities including silviculture and active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.

**ANALYSIS:** *The Subject Property is not adjacent to agricultural activities and there are no anticipated impacts to agricultural areas.*

- f. Fails to maximize use of existing public facilities and services.

**ANALYSIS:** *No negative impacts to existing public facilities and services are anticipated.*

- g. Fails to minimize the use of future public facilities and services.

**ANALYSIS:** *No impacts to future public facilities and/or services are anticipated.*

- h. Allows for land use patterns or timing which will disproportionately increase the cost in time, money and energy, of providing public facilities and services including roads, potable water, sanitary sewer, stormwater management, law enforcement education health care, fire and emergency response, and general government.

**ANALYSIS:** *There are no anticipated off-site improvements required for the development of the Subject Property. In addition, there are no anticipated adverse impacts on public facilities in general.*

- i. Fails to provide a clear separation between urban and rural uses.

**ANALYSIS:** *The Subject Property is not located adjacent to rural uses. Notably, the Subject Property is situated in an area that has predominantly been developed for single family residential use.*

- j. Discourages or inhibits in-fill development or redevelopment of existing neighborhoods and communities.

**ANALYSIS:** *The Proposed Request does not discourage in-fill development or redevelopment. The Proposed Request will act to redevelop an existing neighborhood to better serve the community.*

- k. Fails to encourage an attractive and functional mix of land uses.

**ANALYSIS:** *The Proposed Request will ultimately provide the framework for an attractive and functional NAC, while also expanding the commercial services available to those living in the area and traveling along Kathleen Road.*

- l. Results in poor accessibility among linked or related land uses.

**ANALYSIS:** *The Proposed Request will set the framework for a unified NAC in an area that is predominantly residential.*

- m. Results in the loss of a significant amount of functional open space.

**ANALYSIS:** *N/A. The Subject Property is developed.*

## Impact Assessment Statement

A. Land and Neighborhood Characteristics: to assess the compatibility of the requested land use district with the adjacent property and to evaluate the suitability of the site for development, the applicant shall:

1. Show how and why is the site suitable for the proposed uses;

*See Request, Background, and Justification. The expansion of the existing NAC district to the Proposed Site meets the criteria set out in the Polk County Comprehensive Plan for both SDAs and NAC districts. See Consistency Analysis.*

2. Provide a site plan showing each type of existing and proposed land use;

*See attached Future Land Use Map.*

3. Describe any incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses;

*The landscaping and buffering required by the Polk County Land Development Code adequately ensures that the proposed request is compatible with adjacent uses and entitlements in the area. The applicant will take any and all reasonable and necessary steps to minimize impacts to the properties surrounding the requested land use map amendment.*

4. Explain how the requested district may influence future development patterns if the proposed change is located in an area presently undeveloped;

*The Subject Property is not located in an area presently undeveloped.*

5. Describe each of the uses proposed in a Planned Development and identify the following:

- a. The density and types of residential dwelling units;
- b. The type of commercial and industrial uses;
- c. The approximate customer service area for commercial uses;
- d. The total area proposed for each type of use, including open space and recreation

*The Property is not within a Planned Development. Any development of the Property would be consistent with the Polk County Land Development Code, the Polk County Comprehensive Plan, and proposed site-specific development criteria.*

B. Access to Roads and Highways: to assess the impact of the proposed development on the existing, planned and programmed road system, the applicant shall:

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

*A Traffic Impact Analysis will be provided to staff prior to reading at planning commission.*

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

*On-site transportation improvements will be fully addressed at Level 2.*

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

*The requisite number of parking spaces required by the Polk County Land Development Code will be determined at Level 2 based on the actual square footage of any structures proposed to be constructed.*

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

*Access will be provided via Kathleen Road. The Proposed Site's location in a heavily urban area will result in decreased speeds of vehicular traffic. Such decreased speeds will allow for closer access points between parcels.*

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

*The Proposed Site will be oriented to pedestrian and automobile access.*

C. Sewage: to determine the impact caused by sewage generated from the proposed development, the applicant shall:

1. Calculate the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development;

***Potable Water Consumption and Wastewater Generation Table***

<b>Permitted Intensity</b>	<b>Maximum Permitted in Existing Land Use RS</b>	<b>Maximum Permitted in Proposed NAC</b>
1.13 +/- acres 3du/1ac in RS	1.13 X 3du/1ac= 3 du	<b>1.13 ac</b> <b>49,222.8 sq ft</b> X 0.25 FAR= 12,305.7 sq ft
<i>Potable Water Consumption</i>	3 du X 360= <b>1080 GPD</b>	12,305.7 X 0.3= <b>3,691.7 GPD</b>
<i>Wastewater Generation</i>	3 du X 270= <b>280 GPD</b>	3,691.7 X 80%= <b>2,953.4 GPD</b>

*0.3GPD/sq ft for water and an assumption of 80% of water for wastewater.*

2. Describe the proposed method and level of treatment, and the method of effluent disposal for the proposed sewage treatment facilities if on-site treatment is proposed;

*N/A. The Proposed Request does not anticipate on-site treatment.*

3. Indicate the relationship of the proposed sewage system to Polk County's plans and policies for sewage treatment systems;

*Any proposed system will be designed in accordance with applicable and appropriate rules and regulations.*

4. Identify the service provider; and

*The Proposed Site is in a Polk County Utilities service area.*

5. Indicate the current provider’s capacity and anticipated date of connection.

*Specific information on capacity and anticipated date of connection is unknown at this time.*

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

1. Indicate the proposed source of water supply and, the type of treatment;

***Potable Water Consumption and Wastewater Generation Table***

<b>Permitted Intensity</b>	<b>Maximum Permitted in Existing Land Use RS</b>	<b>Maximum Permitted in Proposed NAC</b>
1.13 +/- acres	1.13 X 3du/1ac= 3 du	<b>1.13 ac</b> <b>49,222.8 sq ft</b> X 0.25 FAR= 12,305.7 sq ft
<i>Potable Water Consumption</i>	3 du X 360= <b>1080 GPD</b>	12,305.7 X 0.3= <b>3,691.7 GPD</b>
<i>Wastewater Generation</i>	3 du X 270= <b>280 GPD</b>	3,691.7 X 80%= <b>2,953.4 GPD</b>

*0.3GPD/sq ft for water and an assumption of 80% of water for wastewater.*

2. Identify the service provider;

*The Proposed Site is in a Polk County Utilities service area.*

3. Calculate the estimated volume of consumption in gallons per day (GPD); and

*3,691.7 GPD.*

4. Indicate the current provider’s capacity and anticipated date of connection

*Specific information on capacity and the anticipated date of connection are unknown at this time.*

E. Surface Water Management and Drainage: to determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development, the applicant shall:

1. Discuss the impact the proposed development will have on surface water quality;

*The stormwater management system for the Proposed Site will be designed to meet regulatory requirements that will ensure adequate BMPs are instituted. The Proposed Site does not have any areas of concern and surface water quality will not be negatively impacted by development.*

2. Describe the alteration to the sites natural drainage features, including wetland, that would be necessary to develop the project;

*There does not appear to be any state or federal jurisdictional wetlands or surface water features located within the Proposed Site.*

3. Describe the impact of such alterations on the fish and wildlife resources of the site;

*Based on the available GIS information, there are no state or federally jurisdictional wetland or surface water features or other bodies of open water identified within the Proposed Site. In addition, the Proposed Site is already developed. As such, there is no anticipated impact on fish and wildlife resources.*

4. Describe local aquifer recharge and groundwater conditions and discuss the changes to these water supplies which would result from development of the site.

*No change is anticipated.*

F. Population: to determine the impact of the proposed developments additional population, the applicant shall:

1. Calculate the projected resident (and transient) population of the proposed development and the generated population in the case of commercial or industrial uses;

*Indeterminable at this time.*

2. Describe, for commercial and industrial projects, the employment characteristics including the anticipated number of employees, type of skills or training required for the new jobs, the percentage of employees that will be found locally or are expected to be drawn from outside the county or state, and the number of shifts per day and employees per shift;

*Indeterminable at this time.*

3. Indicate the expected demographic composition of the additional population (age/socio-economic factors); and

*Indeterminable at this time.*

4. Describe the proposed service area and the current population thereof.

*Indeterminable at this time.*

G. General Information: to determine if any special needs or problems will be created by the proposed development, the applicant shall:

1. List and discuss special features of the proposed development that promote desirability and contribute to neighborhood needs; and

*The Proposed Request would provide for an expanded NAC in an area that is predominantly single-use residential. In addition, the expansion would offer commercial services to residents in the area and those traveling along Kathleen Road.*

2. Discuss the demand on the provision for the following services:

a. Parks and Recreation;

*None.*

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

*None.*

c. Health Care (emergency/hospital);

*No impact to health care is anticipated.*

d. Fire Protection;

*No impact on fire protection is anticipated. The Subject Property has been previously developed.*

e. Police Protection and Security; and

*No impact on police protection and security is anticipated. The Proposed Site has been previously developed for residential use.*

f. Electrical Power Supply

*Indeterminable at this time.*

H. Maps: the following maps shall accompany all Impact Assessment Statements:

Map A: A location map showing the relationship of the development to cities, highways, and natural features;

*See attached Location Map*

Map B: A Topographical Map with contour intervals of no greater than five feet, the identification of the property boundaries, and a delineation of the areas of special flood hazard (100 year flood plain) as shown on the Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) for Polk County;

*See attached Topographical Map.*

Map C: A Land Use and Land Use District Map showing the existing land use designations and districts on and abutting the proposed development, including lot sizes and density;

*See attached Future Land Use Map.*

Map D: A Soils Map with soils designated according to Natural Resources Conservation Service classifications. If available, USDA Natural Resources Conservation Service (NRCS) soil surveys are preferable;

*See attached Soils Map*

Map E: A Traffic Circulation Map identifying any existing roads on or adjacent to the proposed development and indicating the name of the roads, maintenance jurisdiction, and pavement and right-of-way widths.

*See attached Location Map w/ Roads.*

Map F: A Site Plan showing land uses, the layout of lots, the type and maximum density for each type of residential area; the typical minimum lot sizes and dimensions for each use and unit type, and the dimensions, locations, and types of buffers, easements, open space areas, parking and loading areas, setbacks, and vehicular circulation routes; and

*A Site Plan is not available at this time.*

Map G: A Drainage Map delineating existing and proposed drainage areas, water retention areas, drainage structures, drainage easements, canals, wetlands, watercourses, and other major drainage features.

*A Drainage Map is not available at this time, as we do not have any engineered plans to evaluate the proposed location of stormwater ponds, buildings, and impervious surface.*

## Consistency Analysis

Contained below is an analysis of the consistency of the proposed request with provisions of the Polk County Comprehensive Plan that are germane at this stage of the development process. The Comprehensive Plan's Framework breaks up the plan into three basic levels – Development Areas, Future Land Uses, and Special-Area Overlay Districts and Areas. This Consistency Analysis provides a broad overview of how the Proposed Request complies with each of the three basic levels of the Comprehensive Plan.

### **SECTION 2.102 GROWTH MANAGEMENT.**

**OBJECTIVE 2.102-A: Development within unincorporated Polk County shall occur in accordance with the policies stated within this Future Land Use Element and all other Goals, Objectives and Policies incorporated within the Polk County 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.

**ANALYSIS:** *The Proposed Request will promote contiguous and compact growth patterns by expanding commercial uses to property located adjacent to a high impact road. The expansion will act to provide the framework for true NAC as the area continues to develop.*

POLICY 2.102-A11: URBAN SPRAWL CRITERIA - In accordance with Rule 9J-5.006(5) of the Florida Administrative Code, Polk County will discourage the proliferation of urban sprawl by use of the following criteria when determining the appropriateness of establishing or expanding any land use or development area. The analysis must ask whether or not the proposed plan amendment . . .

**ANALYSIS:** *See Demonstration of Need and Justification for analysis on how the proposed request will discourage the proliferation of urban sprawl.*

### **SECTION 2.105 URBAN-GROWTH AREAS (UGA).**

**OBJECTIVE 2.105-A: The Polk County Plan shall provide areas for the future development of urban-intensity growth through:**

- a. the designation and mapping of Urban Growth Areas, and**
- b. the establishment of policies to govern the development of land within the Urban-Growth Areas.**

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;

**ANALYSIS:** *The Proposed Site is adjacent to an Urban Growth Area. The Proposed Site's proximity to available infrastructure and urban collector roads speaks to the timeliness of the site being designated as a UGA. Although it is acknowledged that the Proposed Site is not immediately adjacent to a TSDA, the Applicant believes the services available to the Proposed Site and adjacency of the Proposed Site to a UGA make an increase in intensity appropriate.*

## **SECTION 2.110 ACTIVITY CENTERS.**

**OBJECTIVE 2.110-A: The Polk County Plan shall manage higher-intensity land use activities by the designation and mapping of Activity Centers on the Future Land Use Map Series.**

**POLICY 2.110-A2: DESIGNATION AND MAPPING** - Activity Centers shall be located as designated on the Future Land Use Map Series. Activity Centers shall be approved and designated on the Future Land Use Maps based on the efficient provision of urban services and such designation shall not create a "leap frog" development pattern.

**ANALYSIS:** *The Proposed Request is adjacent to a UGA. As such, the provision of urban services are available to the Proposed Site.*

**POLICY 2.110-A5: BOUNDARY CRITERIA** - The boundary of an Activity Center shall normally be placed so that a majority of the Center's area is located symmetrically around its center. The center of an Activity Center shall generally be considered to be the intersection point of the two major intersecting roads around which an Activity Center is typically located. A center may be officially designated for an Activity Center on the Future Land Use Map Series accompanying the optional Activity Center Plan referred to in Section 2.110-L.

**ANALYSIS:** *This expansion adds balance to the southwestern node of the existing NAC. In 2017, when the existing NAC was approved, the church on the southeastern corner of the intersection of Kathleen and Duff did not desire to change to NAC. The Proposed Request will act to provide more usable area for the existing NAC, in-turn, setting the framework for a complete and unified NAC as contemplated in Policy 2.110-A5.*

**OBJECTIVE 2.110-D: NEIGHBORHOOD ACTIVITY CENTERS** - The Polk County Plan shall provide for the local-shopping needs of residents through:

- a.the designation and mapping of Neighborhood Activity Centers on the Future Land Use Map Series; and
- b.the establishment of criteria applicable to the location and development of land within Neighborhood Activity Centers.

POLICY 2.110-D1: CHARACTERISTICS - Neighborhood Activity Centers are intended to accommodate the shopping needs of residents living within the immediate surrounding neighborhood(s). General (approximate) characteristics of Neighborhood Activity Centers are:

Usable Area: Over 5 acres to 20 acres

Gross Leasable Area (GLA): 20,000 to 150,000 square feet

Minimum Population Support: 5,000 to 10,000 people

Market-Area Radius: 1½ miles

Typical Leading Tenant: Supermarket

Other Typical Leading Tenants: Drug Store, Restaurant, Bakery, Office, Convenience Store

**ANALYSIS:** *The existing NAC has approximately 16 acres in usable area. The expansion to the Proposed Site is well within the characteristics contemplated in the Comprehensive Plan while also allowing for future expansion.*

POLICY 2.110-D2: DESIGNATION AND MAPPING - Neighborhood Activity Centers shall be located within UDAs, UGAs, SDAs, and UEAs as designated on the Future Land Use Map Series as "Neighborhood Activity Center" (NAC).

**ANALYSIS:** *The Proposed Site is in a SDA and the Proposed Request is for a change to UGA.*

POLICY 2.110-D3: LOCATION CRITERIA - Neighborhood Activity Centers shall be located at the intersections of arterial and/or collector roads. There shall be the following traveling distances, on public roads, between the center of a Neighborhood Activity Center and the center of any other Neighborhood Activity Center, or other higher-level Activity Center, Linear Commercial Corridor, or Commercial Enclave providing for the same neighborhood-shopping needs:

- a. Two (2) miles within the TSDA and UGA.
- b. Four (4) miles within the SDA and UEA.

This required separation may be reduced if:

- a. The higher-level Activity Center, Linear Commercial Corridor or Commercial Enclave within the required distance separation is over 80% developed; or
- b. The proposed Neighborhood Activity Center market-area radius, minimum population support is over 10,000 people.

**ANALYSIS:** *The Proposed Request contemplates the expansion of an existing NAC. As such, the Proposed Site meets the locational criteria for NACs.*

POLICY 2.110-D4: DEVELOPMENT CRITERIA - Development within a Neighborhood Activity Center shall conform to the following criteria:

- a. Neighborhood Activity Centers shall have frontage on, or direct access to, an arterial or major collector roadway, or a frontage road or service drive which directly serves an arterial or collector roadway.
- b. Different uses within a Neighborhood Activity Center shall incorporate the use of frontage roads or shared ingress/egress facilities wherever practical.
- c. 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.
- d. Residential uses shall not be permitted in Neighborhood Activity Centers except as part of a mixed use Planned Development.
- e. Office uses shall not exceed 40 percent of the total area of the Neighborhood Activity center. Commercial uses may constitute 100 percent of the Neighborhood Activity center.
- f. The maximum floor area ratio shall not exceed 0.25 unless developed as a Planned Development.
- g. Planned Developments within the Neighborhood Activity Center may be permitted a maximum floor area ratio up to 0.70 and a maximum residential density of 5 dwelling units per acre. Intensity and density increases shall only be awarded to innovative, efficient, and compatible Planned Development proposals that are consistent with the general district characteristics and are located within the TSDA and UGA. The Land Development Code shall establish specific development standards and criteria for Planned Developments within activity centers.

**ANALYSIS:** *The Proposed Site has frontage on Kathleen Road, an Urban Collector Road. In addition, the Proposed Site will meet the parking and FAR requirements set out in the Land Development Code.*

**POLICY 2.110-D5: ADJACENT DEVELOPMENT** - Subject to the criteria and requirements of Section 2.125-C relating to Transitional Areas, development adjacent to a Neighborhood Activity Center may include the following uses: Office, Residential, Institutional, and Recreation and Open Space.

**ANALYSIS:** *The Proposed Site is adjacent to residential development, which is compatible with the Proposed Request pursuant to Policy 2.110-D5.*

**OBJECTIVE 2.110-J: ACTIVITY-CENTER EXPANSIONS AND RECLASSIFICATIONS** - The Polk County Plan shall provide for the expansion of existing Activity Centers through the establishment of procedures for the expansion or reclassification of Activity Centers.

**POLICY 2.110-J1:** Existing Activity Centers may be expanded to contiguous properties, subject to approval by the Board of County Commissioners, and approved as a Comprehensive Plan Amendment in compliance with state and local law. Expansions and reclassifications of Activity Centers shall be in accordance with the following criteria:

- a. Expansion of an existing Activity Center may occur when eighty percent (80%) or more of the usable area within the center is developed, or has received approval of:
  - 1. a final engineered construction plan (with building-permit application); or
  - 2. a final PUD/PD/CU approval.

If the remaining undeveloped usable area of an Activity Center is controlled by a single interest, items 1 and 2 above may be waived by the Board.

**ANALYSIS:** *Approximately 14.2 acres of the 16 acre existing NAC is developed for commercial use. Currently, the only undeveloped portion of the existing NAC is northwest of the Proposed Site (PIN: 232717000000021100). As such, the Proposed Request meets the criteria set out above.*

- b. The expansion of an existing Activity Center shall generally be limited to the parameters established within the "general characteristics" for that class of Activity Center, unless it is being upgraded to the next classification. The expansion of an isolated commercial RCC may occur according to the criteria in Objective 2.110-B.

**ANALYSIS:** *The Proposed Request is consistent with the "general characteristics" of NACs set out in the Comprehensive Plan.*

- c. When the expansion of an existing Activity Center increases one or more of the "general characteristics" of the Center to those of the higher-level Activity Center classification, the expansion action may include reclassifying the Center to the next classification or consistent with Policy 2.110-J1.g.

**ANALYSIS:** *See Analysis above.*

- d. An existing Activity Center may be expanded, or reclassified, when it is demonstrated that there are adequate facilities to support the proposed expansion or reclassification, or adequate facilities will be provided by the time the new Center is developed.
- e. Expansion/reclassification review criteria shall include, but are not limited to, the locational criteria enumerated in Policy 2.102-A9 and Policy 2.102-A10.

**ANALYSIS:** *See Impact Assessment Statement.*

- g. Existing Activity Centers requested to be expanded beyond the usable acreage listed in the "general characteristics" of the Center shall be in accordance with the following, in addition to other applicable policies of this Plan.
  - 1. be expanded to the contiguous properties only;
  - 2. submittal of Activity Center Plan (ACP) shall be required pursuant to the relevant policies under Objective 2.110 and the following:
    - i. a Master Drainage Plan for the undeveloped properties as well as how the existing development properties may benefit from a Master Drainage Plan;
    - ii. provisions for required shared parking; and
    - iii. shared access.

3. the incorporation of the ACP into the Land Development Code with reference in the Comprehensive Plan shall be required; and
4. demonstration that a collaborative process occurred between the applicant, County staff and adjacent property owners to identify potential buffer areas and areas most suitable for development.

**ANALYSIS:** *The Proposed Request will not be expanded beyond the usable acreage listed in the “general characteristics” of the Comprehensive Plan for NACs.*



**LEVEL 4  
LAND DEVELOPMENT CODE  
COMPREHENSIVE PLAN  
AMENDMENT APPLICATION**

**Office of Planning and Development  
Land Development Division**  
330 W. Church St.  
P.O. Box 9005, Drawer GM03  
Bartow, FL 33831-9005  
Phone (863)534-6792  
FAX (863) 534-6407

TYPE OF AMENDMENT

Land Development Code     Text         Sub-district

Comprehensive Plan         Text         Large Scale Map     Small Scale Map

Is property in a Selected Area Plan (SAP)     Yes     No

SAP Name \_\_\_\_\_

Pre Application Project # \_\_\_\_\_ (Required)

	Owner	Applicant	Contact Person
<b>Name</b>	See Ownership List attached.	Peterson & Myers, P.A.	John B. (Bart) Allen
<b>Work Number</b>		(863) 683-6511	(863) 683-6511
<b>Fax Number</b>		(863) 682-8031	(863) 682-8031
<b>Mailing Address</b>		PO Box 24628 Lakeland, FL 33802-4628	PO Box 24628 Lakeland, FL 33802-4628
<b>Email</b>		ballen@petersonmyers.com	ballen@petersonmyers.com

*If additional contacts, please list on a separate sheet and submit with application.*

**Brief Description Request** *(No more than 250 characters):*

The applicant is requesting a Small-Scale Future Land Use change from RS to NAC on approximately 1.13 acres of land located on Kathleen Road. In addition, we request that the development area for the site be changed from SDA to UGA.

Request From: SDA/RS Land Use/Sub-District  
 To: UGA/NAC Land Use/Sub-District  
 Acreage: +/-1.13

Parcel ID Number(s):	Range - Township - Section	Subdivision #	-	Parcel #
	R 23 <input type="checkbox"/> T 27 <input type="checkbox"/> S 17 <input type="checkbox"/>	000000	-	021210
	<i>(Include others on a separate attachment)</i>			
	R 23 <input type="checkbox"/> T 27 <input type="checkbox"/> S 17 <input type="checkbox"/>	000000	-	021090
	R T S		-	
	R T S		-	

**Address and Location of Property:**

Addresses:

1. 7210 KATHLEEN RD, LAKELAND FL 33810-2639

2. 7206 KATHLEEN RD, LAKELAND FL 33810-2639

Location: The intersection of Kathleen Road and Duff Road, just south of the existing 7-11.

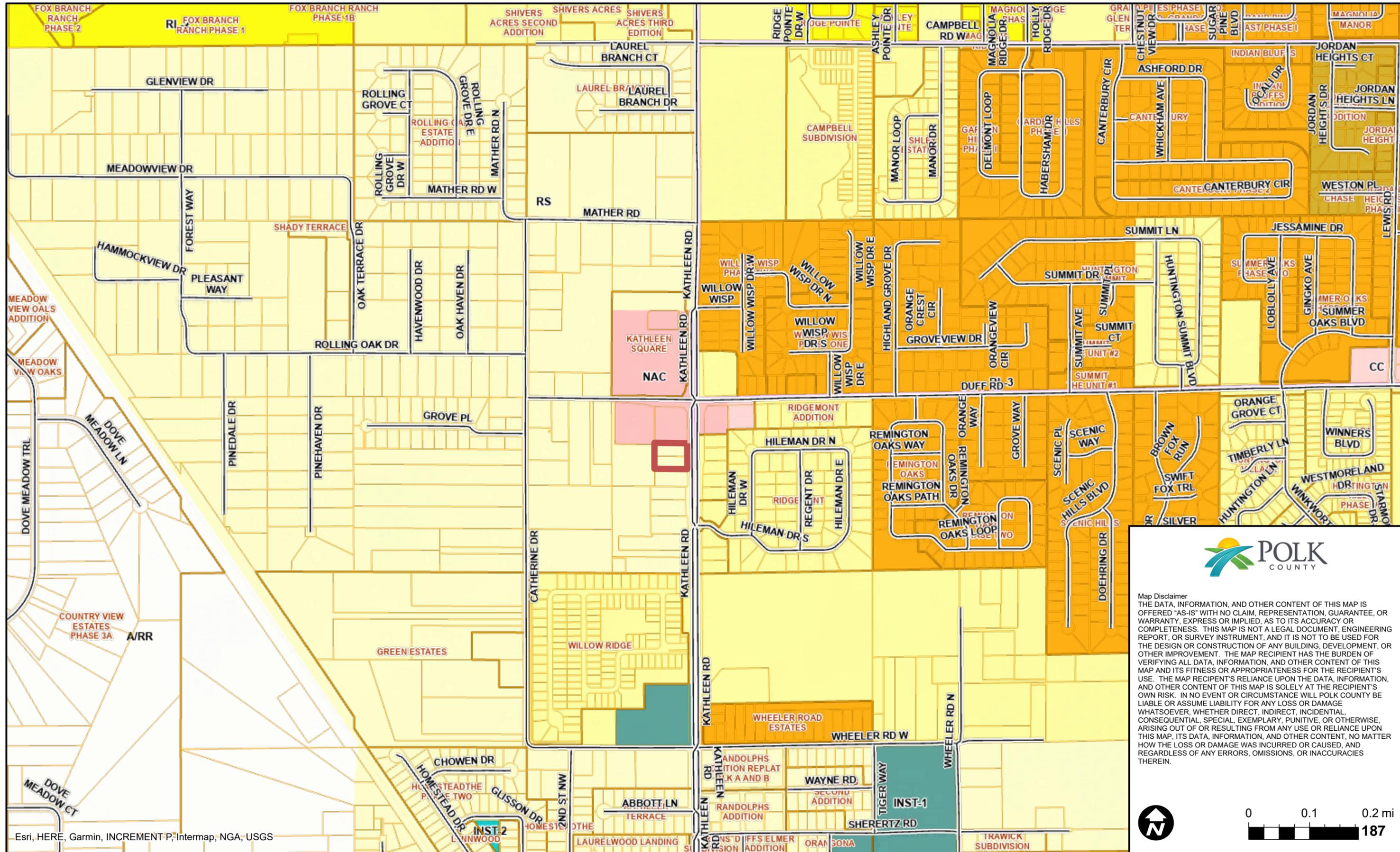
Water Provider Name and Phone Number: Polk County Utilities

Sewer Provider Name and Phone Number: Polk County Utilities

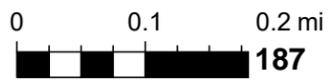
( ) Yes (✓) No Is the property located in the Green Swamp Area of Critical State Concern? *(If yes, a Green Swamp Impact Assessment Statement must be submitted with this application.)*



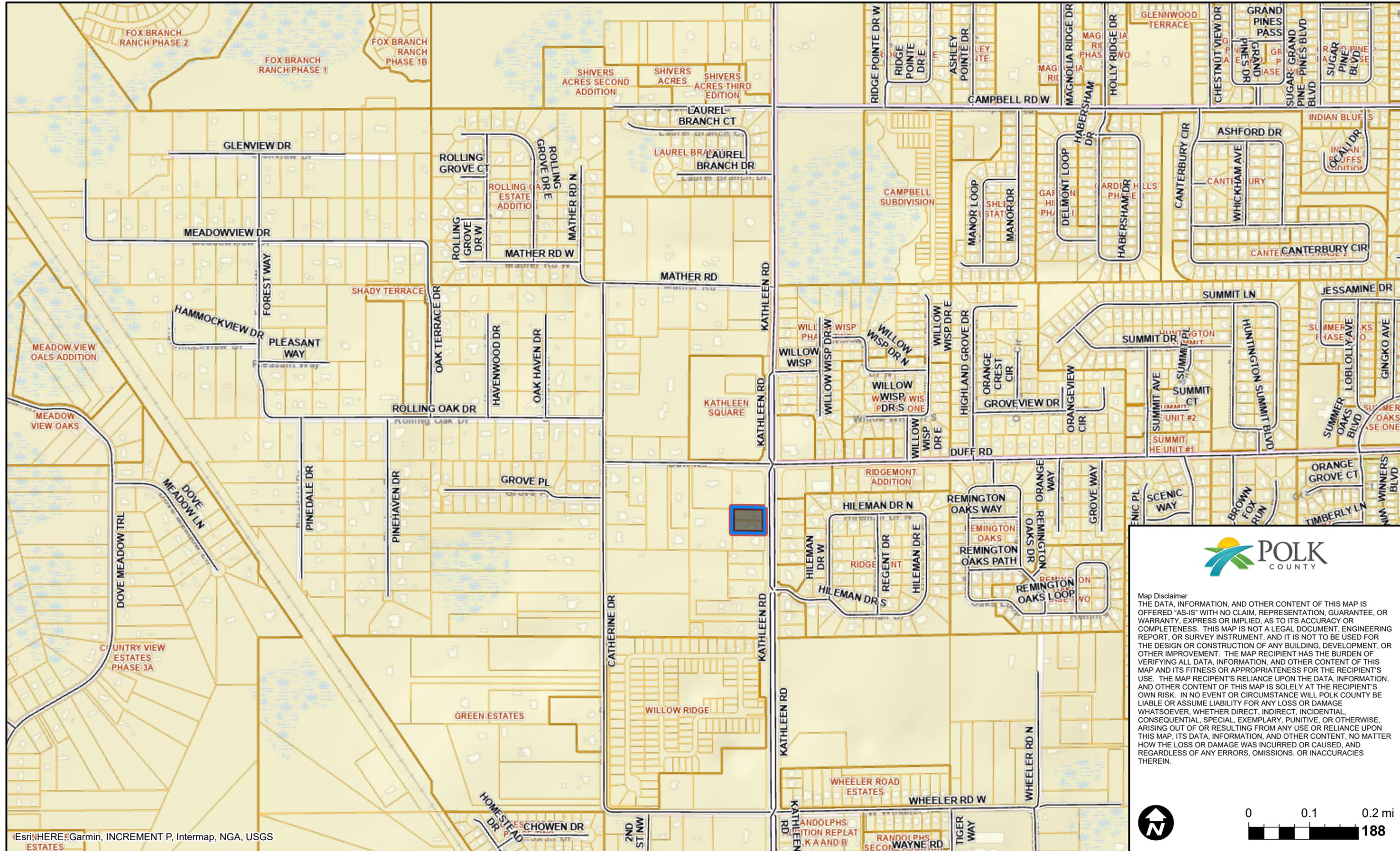
# Future Land Use Map



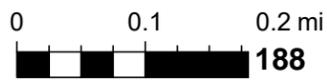
Map Disclaimer  
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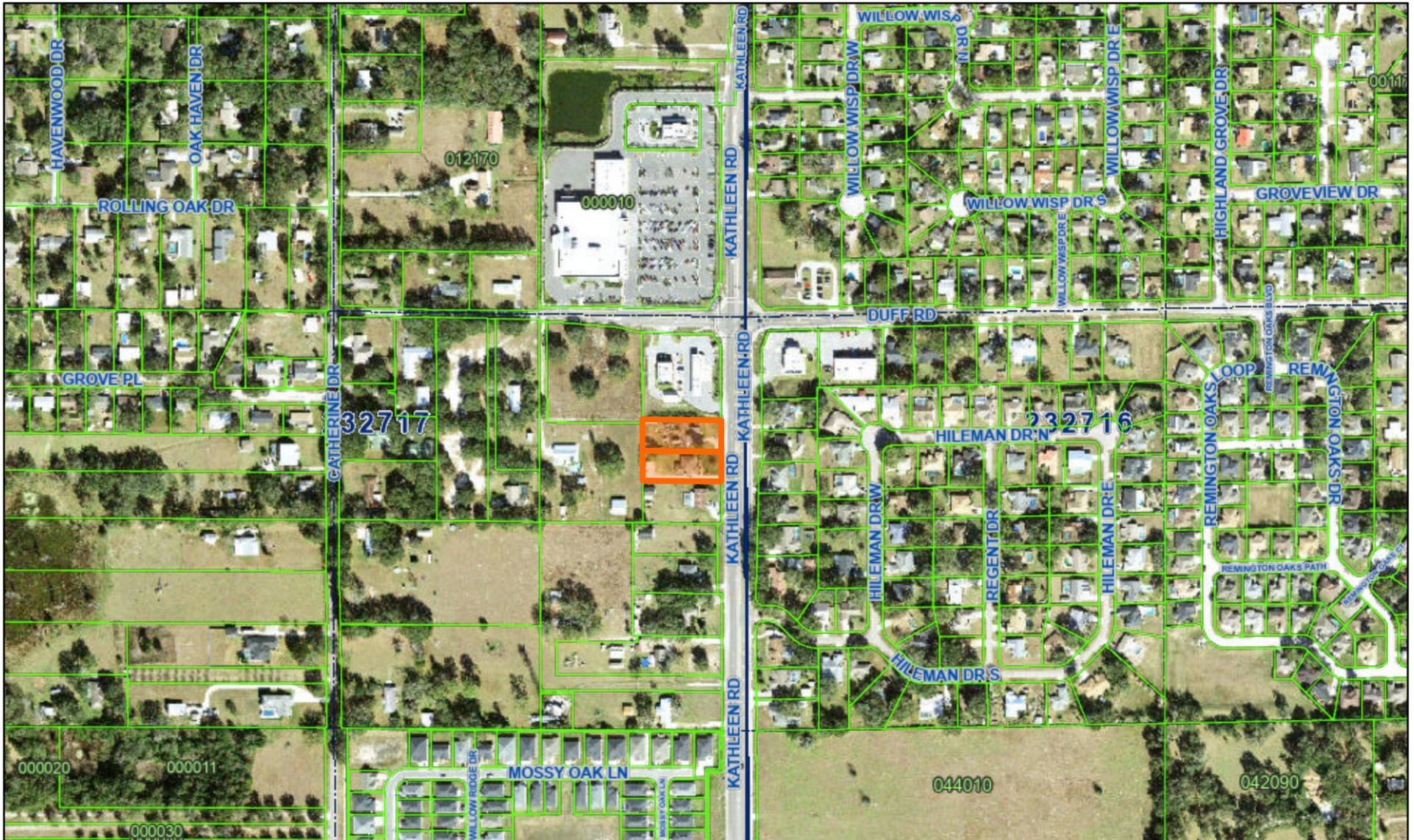
# Location Map w/ Roads



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# Location Map



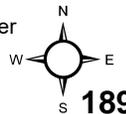
- Parcels
  - PLSS Boundaries HALFFOOT2023
  - PLSS Townships
  - PLSS Sections
- RGB**
- Red: Band\_1
  - Green: Band\_2
  - Blue: Band\_3

0 240 480 960 Feet

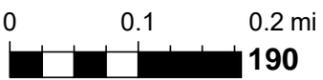
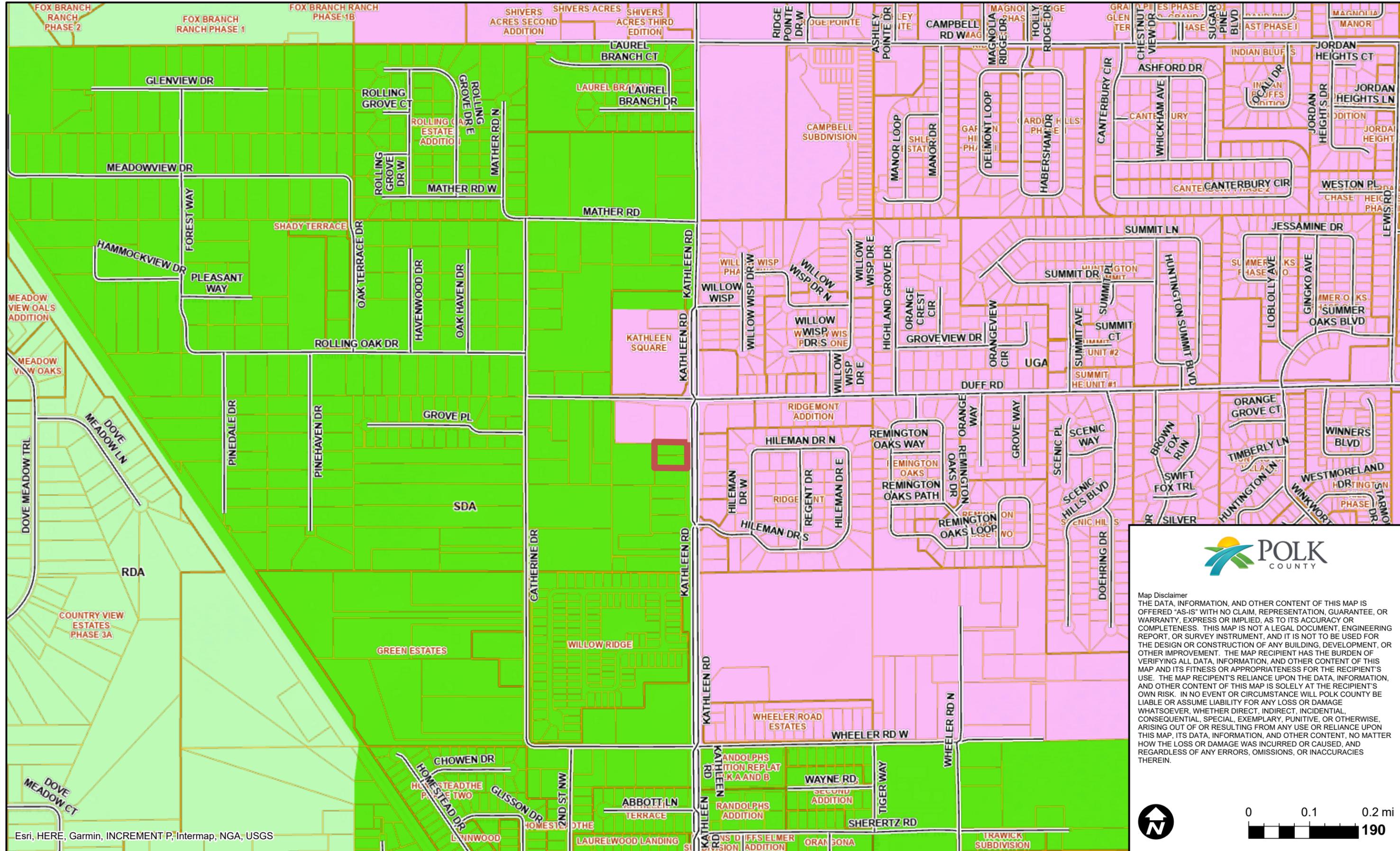
All maps are worksheets used for illustrative purposes only, they are not surveys. The Polk County Property Appraiser assumes no responsibility for errors in the information and does not guarantee the data is free from error or inaccuracy. The information is provided "as is".



Polk County Property Appraiser  
Polk County, Florida  
October 1, 2025



# Development Area Map



# *ACCESS MANAGEMENT ANALYSIS*

## *KATHLEEN ROAD DEVELOPMENT*

*Prepared For*

*WAGNER PROPERTY GROUP*

*Prepared By*



ACCESS MANAGEMENT ANALYSIS

KATHLEEN ROAD DEVELOPMENT

Prepared For

WAGNER PROPERTY GROUP

Prepared By

LINCKS & ASSOCIATES, LLC

A TMC Company

5023 West Laurel Street

Tampa, Florida 33607

813-289-0039

State of Florida Authorization No. EB0004638

November, 2025

Project No. 25104 (25934.02.04)

This item has been electronically signed and sealed by Steve Henry, P.E. on the time and date stamp using the digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



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## INTRODUCTION

The purpose of this report is to provide an Access Management Analysis in conjunction with the development of the proposed property located west of Kathleen Road and south of Duff Road in Polk County, Florida, as shown in Figure 1.

The property is proposed to be developed for an approximately 3,700 square foot Fast Food Restaurant with Drive Thru.

The access to serve the project is proposed to be via one (1) full access to Kathleen Road.

The site plan for the project is included in the Appendix of this report.

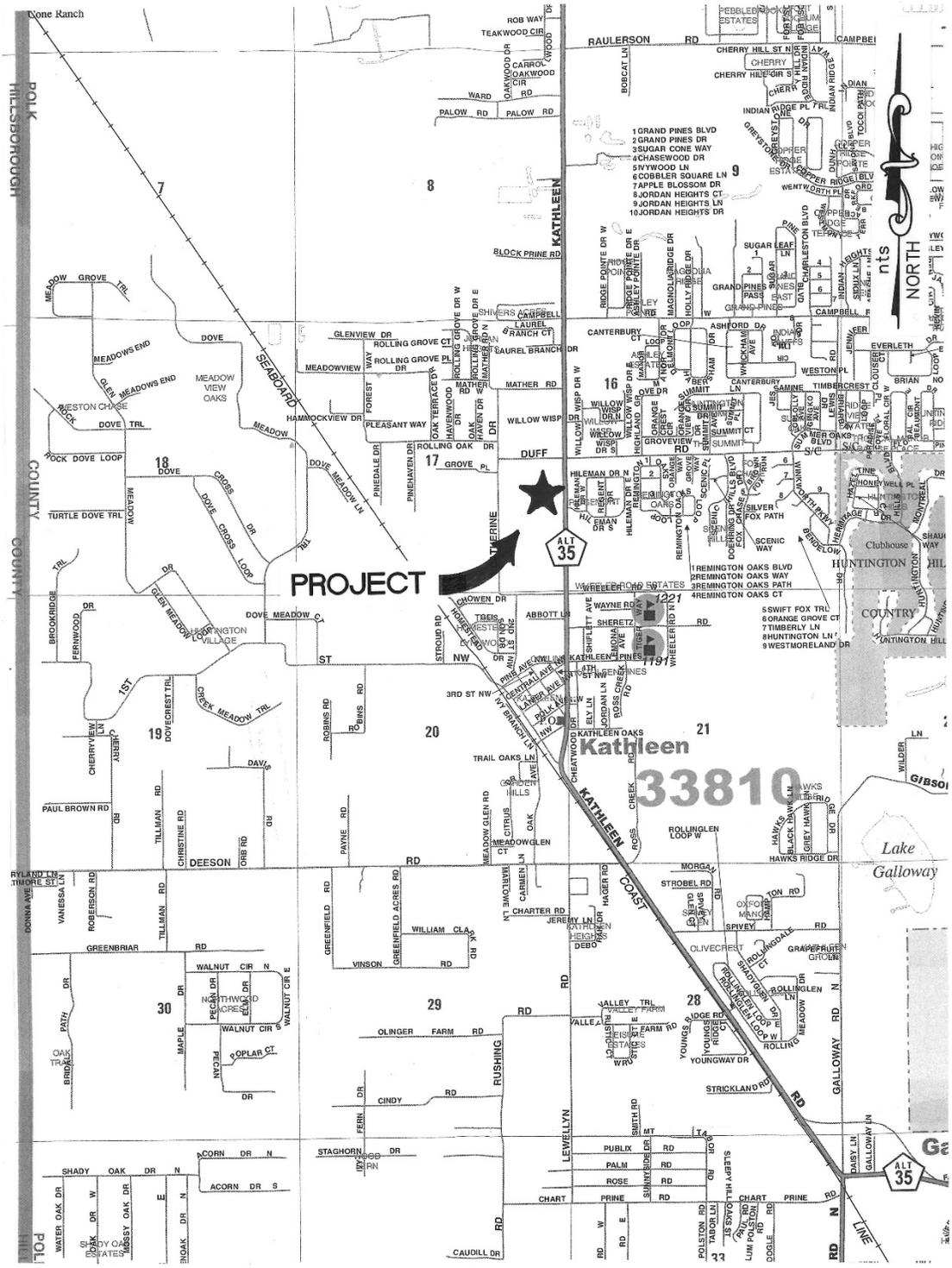
## ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of “OTISS” which utilizes the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 12<sup>th</sup> Edition, 2025, as its database. Based on these trip rates, it is estimated that the proposed project would attract approximately 1,658 daily trip ends, as shown in Table 1.

Studies contained in the ITE Trip Generation Manual, 11<sup>th</sup> Edition, indicate that 50% of the restaurant trips are already present on the adjacent roadway system - passerby capture.

The passerby trip ends should not exceed 10 percent of the daily traffic on the adjacent roadways. Therefore, the new daily trip ends attracted to the proposed project would be 829 trip ends, as shown in Table 1.





**FIGURE 1**  
**PROJECT LOCATION**



TABLE 1

ESTIMATED DAILY PROJECT TRIP ENDS

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends (1)</u>	<u>Passerby</u> <u>Trip Ends (2)</u>	<u>New Daily</u> <u>Trip Ends</u>
Fast Food Restaurant w/ Drive Thru	934	3,700 SF	1,658	829	829

(1) Source: ITE Trip Generation Manual, 12<sup>th</sup> Edition, 2025.

(2) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.

- Passerby Trips: 50%  
1,658 x 0.50 = 829
- The passerby capture should not exceed 10% of the adjacent street traffic.  
20,978 (a) x 0.10 = 2,098 > 829  
(a) PM peak hour peak season traffic on Kathleen Rd and Duff Rd  
and K = 0.09.



## PROJECT PEAK HOUR TRAFFIC

Again, based on the data contained in the ITE Trip Generation Manual, 12<sup>th</sup> Edition, the proposed project would attract approximately 123 trip ends during the AM peak hour with 63 inbound and 60 outbound, as shown in Table 2. During the PM peak hour, the proposed project would attract approximately 117 trip ends with 61 inbound and 56 outbound, as shown in Table 3.

As stated previously, studies contained in the ITE Trip Generation Manual, 11<sup>th</sup> Edition, indicate that a percentage of the restaurant trip ends already exist on the adjacent roadways – passerby capture. To account for this passerby capture, it was estimated that 50% of the AM and 55% of the PM peak hour project's trips are already present on the adjacent roadway system. The passerby trip ends should not exceed 10 percent of the peak hour traffic on the adjacent roadways. Therefore, the new AM peak hour trip ends attracted to the proposed project would be 61 trip ends with 31 inbound and 70 outbound, as shown in Table 2. The new PM peak hour trip ends attracted to the proposed project would be 52 trip ends with 27 inbound and 25 outbound, as shown in Table 3.

## PROJECT TRIP DISTRIBUTION

The following distribution for the project traffic was estimated based on existing development and travel patterns in the vicinity of the project:

- 20% to and from the north (via Kathleen Road)



TABLE 2  
ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Capture (2)			New AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/ Drive Thru	934	3,700 SF	63	60	123	32	30	62	31	30	61

(1) Source: ITE Trip Generation Manual, 12<sup>th</sup> Edition, 2025.

(2) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.

- Passerby Trips: 50%

In:  $63 \times 0.50 = 32$

Out:  $60 \times 0.50 = 30$

- The passerby capture should not exceed 10% of the adjacent street traffic.  
 $1,626 (a) \times 0.10 = 163 > 62$

(a) AM peak hour peak season traffic on Kathleen Rd south of Duff Rd.



TABLE 3  
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Passerby Capture (2)			New PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/ Drive Thru	934	3,700 SF	61	56	117	34	31	65	27	25	52

(1) Source: ITE Trip Generation Manual, 12<sup>th</sup> Edition, 2025.

(2) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.

- Passerby Trips: 55%

In:  $61 \times 0.55 = 34$

Out:  $56 \times 0.55 = 31$

- The passerby capture should not exceed 10% of the adjacent street traffic.

$1,888 (a) \times 0.10 = 189 > 65$

(a) PM peak hour peak season traffic on Kathleen Rd south of Duff Rd.



- 30% to and from the south (via Kathleen Road)
- 40% to and from the east (via Duff Road)
- 10% to and from the west (via Duff Road)

Table 4 shows the distribution of the new AM and PM peak hour project trip ends. Figure 2 illustrates the AM peak hour project trip ends and Figure 3 illustrates the PM peak hour project trip ends on the adjacent roadways.

### ADJACENT ROADWAYS

As stated previously, the project is located west of Kathleen Road and south of Duff Road in Polk County, Florida. Kathleen Road is a five (5) lane roadway in the vicinity of the project. According to the Polk County Capital Improvement Plan (CIP), there are no capacity adding improvements budgeted for construction in the vicinity of the project.

### PEAK SEASON TRAFFIC

The peak season traffic utilized in this report was calculated as follows:

1. AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the following intersections:
  - Kathleen Road and Duff Road
  - Kathleen Road and 7-Eleven Access



TABLE 4  
ESTIMATED PEAK HOUR PROJECT TRAFFIC DISTRIBUTION

Time Period	North (20%)		South (30%)		East (40%)		West (10%)		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out
AM	6	6	9	9	13	12	3	3	31	30
PM	5	5	8	8	11	10	3	2	27	25

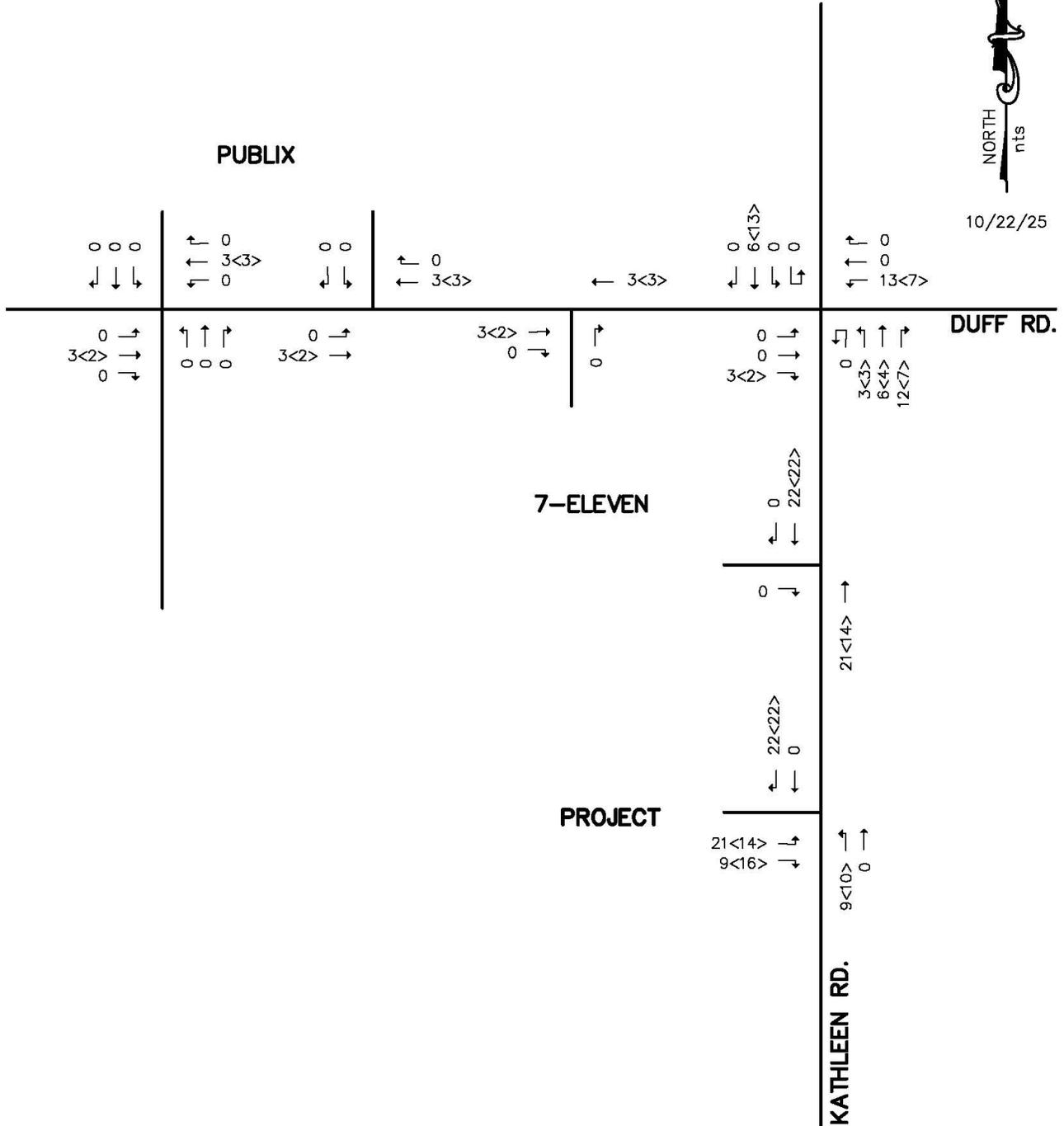


**LEGEND**

- 11 = NEW PROJECT TRAFFIC
- <2> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 2  
AM PEAK HOUR  
PROJECT TRAFFIC**

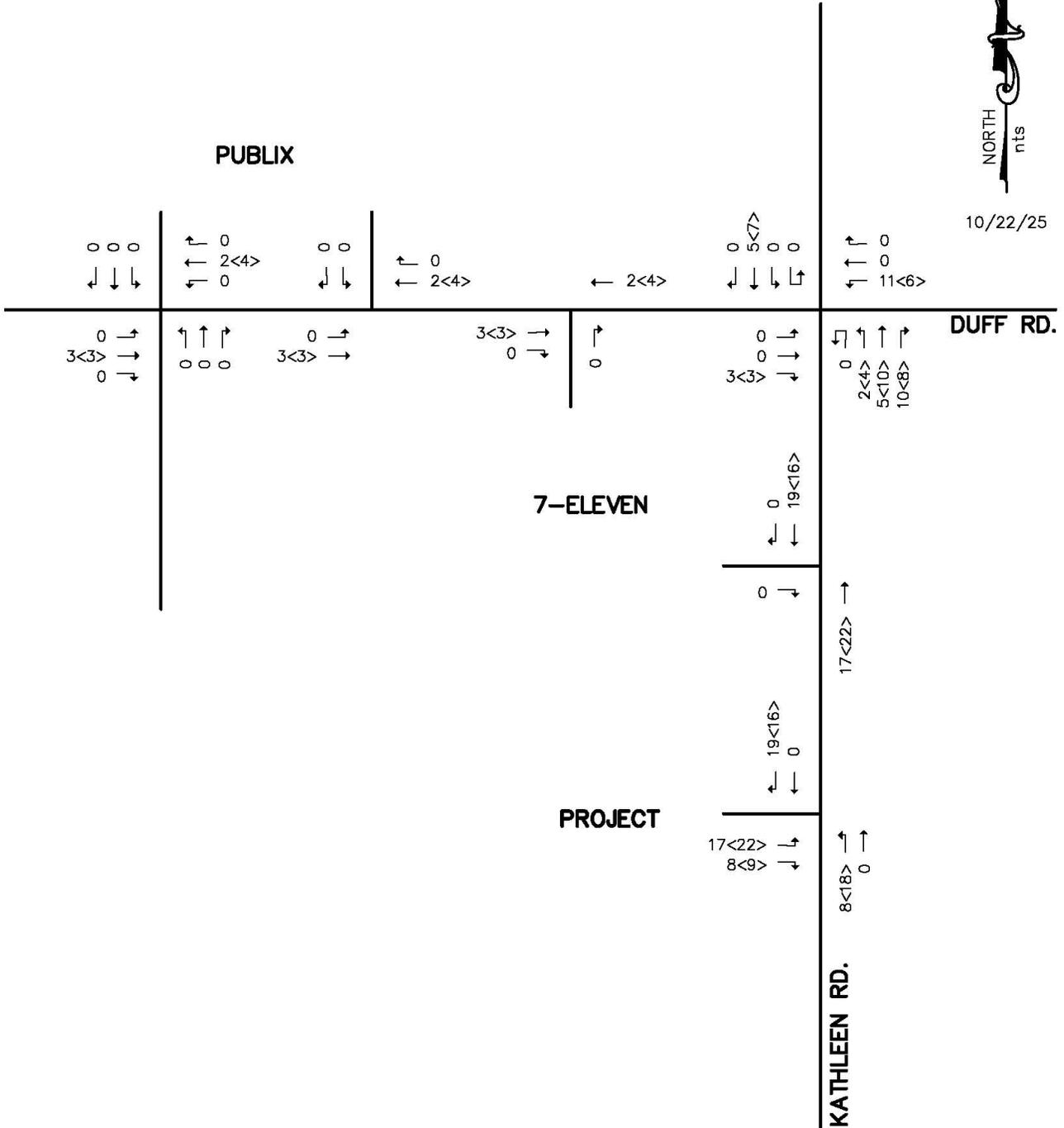


**LEGEND**

- 11 = NEW PROJECT TRAFFIC
- <2> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 3  
PM PEAK HOUR  
PROJECT TRAFFIC**



- Duff Road and 7-Eleven Access
- Duff Road and Publix Shopping Center Access

Figure 4 illustrates the existing traffic.

2. The counts were adjusted to peak season based on the FDOT Peak Season Adjustment Factors for Polk County.

Figure 5 illustrates the peak season traffic. Figures 6 and 7 illustrate the peak season plus project traffic for the AM and PM peak hours, respectively.

## INTERSECTION ANALYSIS

A capacity analysis was conducted for the AM and PM peak hours at the following intersections:

- Kathleen Road and Duff Road
- Kathleen Road and Project Access

The signalized intersection analysis was based on the Synchro software and the unsignalized intersection analysis was based on the Highway Capacity Software (HCS). Tables 5 and 6 summarize the results of the analysis and the results are described in the following paragraphs:

### Kathleen Road and Duff Road

This intersection is currently signalized. Signalized intersection analysis indicates that all movements within the intersection should operate within the adopted delay and V/C



**LEGEND**

12/23 = AM/PM PEAK HOUR TRAFFIC



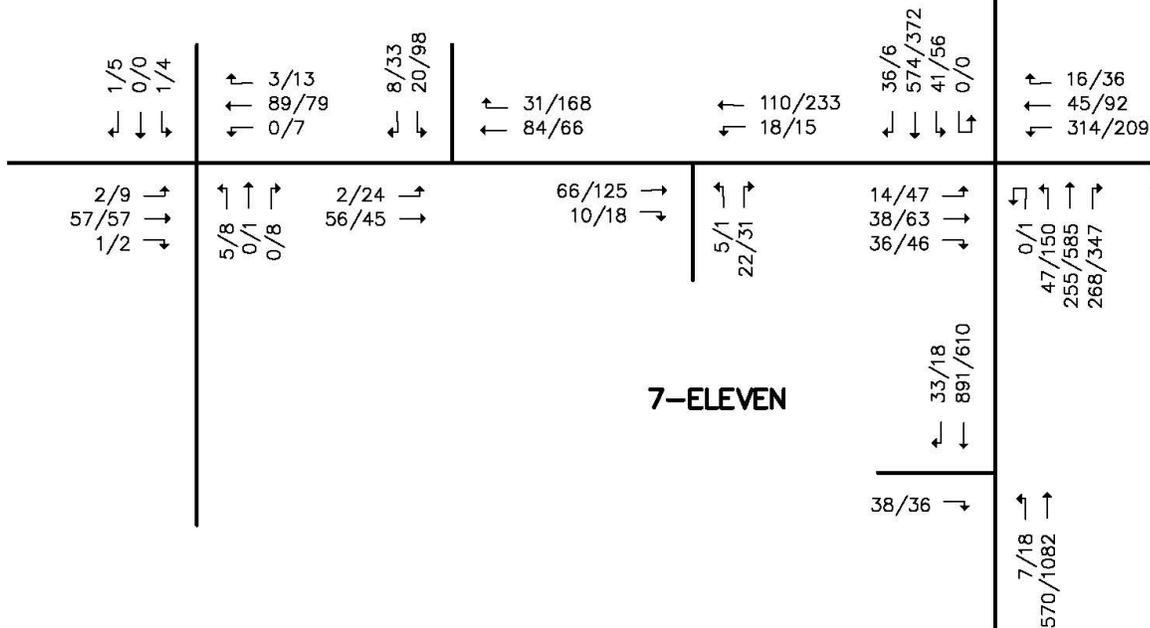
10/22/25

**PUBLIX**

**7-ELEVEN**

**DUFF RD.**

**KATHLEEN RD.**



**FIGURE 4  
EXISTING TRAFFIC**



**LEGEND**

12/23 = AM/PM PEAK HOUR TRAFFIC



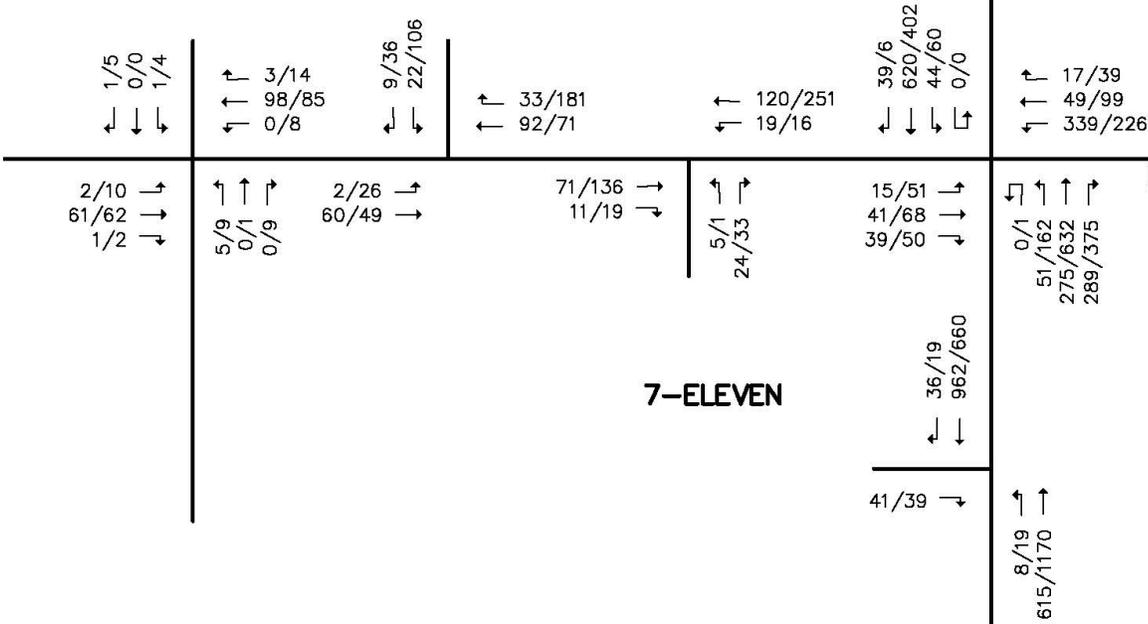
10/22/25

**PUBLIX**

**7-ELEVEN**

**DUFF RD.**

**KATHLEEN RD.**



**FIGURE 5  
PEAK SEASON TRAFFIC**

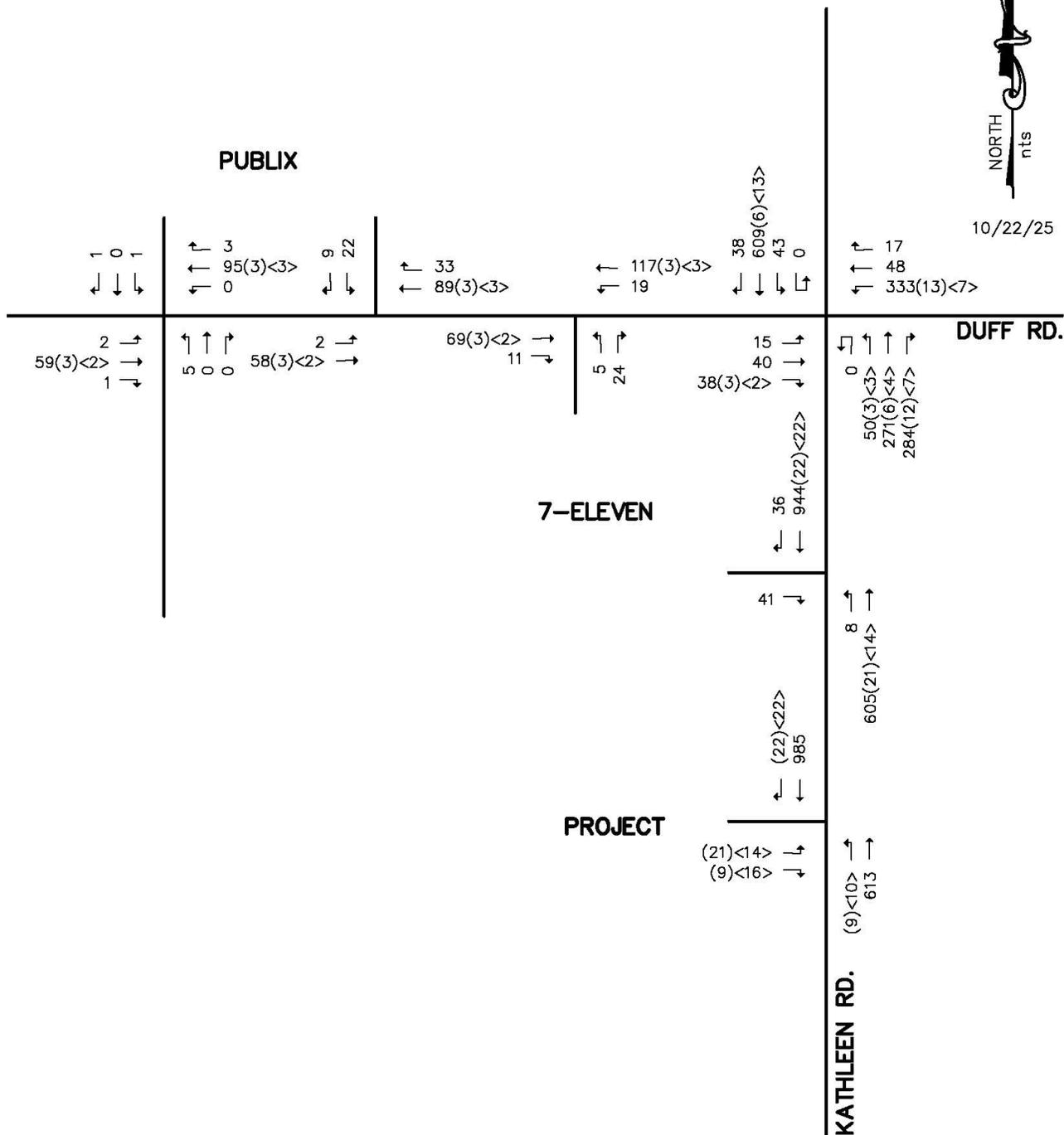


**LEGEND**

- 13 = PEAK SEASON TRAFFIC
- (23) = NEW PROJECT TRAFFIC
- <36> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 6  
AM PEAK HOUR  
PEAK SEASON PLUS  
PROJECT TRAFFIC**

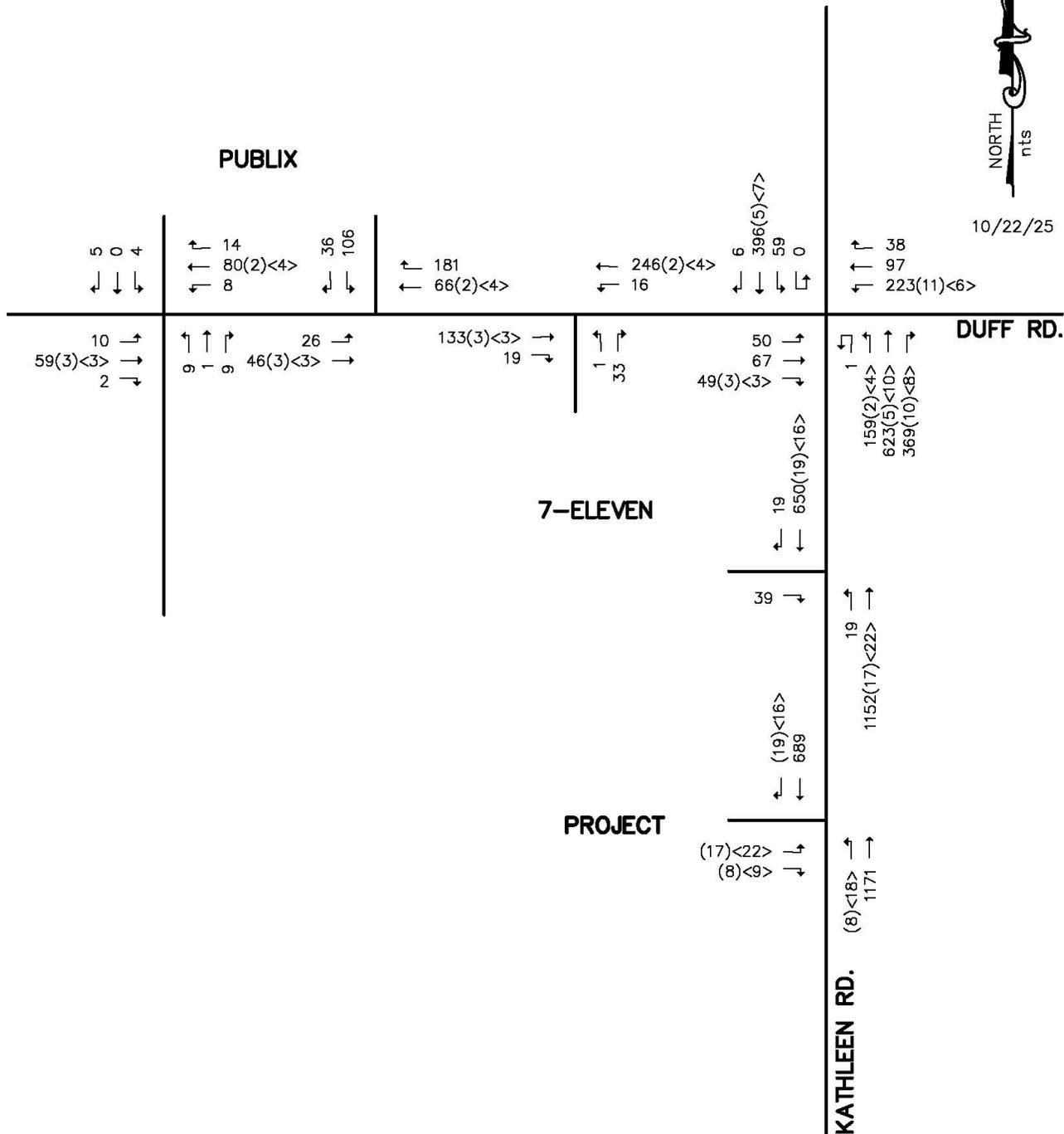


**LEGEND**

- 13 = PEAK SEASON TRAFFIC
- (23) = NEW PROJECT TRAFFIC
- <36> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 7  
PM PEAK HOUR  
PEAK SEASON PLUS  
PROJECT TRAFFIC**



TABLE 5  
ESTIMATED INTERSECTION ANALYSIS  
(SIGNALIZED)

Intersection	Movement	AM Peak Hour			PM Peak Hour								
		Peak Season Plus Project Traffic			Peak Season Plus Project Traffic								
		Left	Right	Through	Left	Right	Through						
Kathleen Rd and Duff Rd	EB	23.2	0.06	0.31	27.7	0.31	0.31	25.9	0.16	36.7	0.45	36.7	0.45
	WB	54.9	0.79	0.15	26.5	0.15	0.15	52.5	0.63	35.9	0.35	35.9	0.35
	NB	14.1	0.19	0.22	4.1	0.41	0.41	14.8	0.34	24.0	0.44	4.0	0.44
	SB	13.1	0.09	0.54	25.6	0.54	0.54	13.7	0.16	25.7	0.33	25.7	0.33



TABLE 6  
ESTIMATED INTERSECTION ANALYSIS  
(UN SIGNALIZED)

Intersection	Movement	AM Peak Hour			PM Peak Hour				
		Left	Through	Right	Left	Through	Right		
		Delay	V/C	Delay	V/C	Delay	V/C		
Kathleen Rd and Project Access	EB	40.2	0.39	-	-	-	-	43.7	0.40
	NB	11.1	0.03	*	*	-	*	9.5	0.03

\* Free flow therefore, V/C or delay not calculated.



criteria, as shown in Table 5.

#### Kathleen Road and Project Access

This driveway is proposed to have full access to Kathleen Road. Based on the unsignalized intersection analysis, all movements within the intersection should operate within the adopted delay and V/C ratio criteria during the AM and PM peak hours with the peak season plus project traffic, as shown in Table 6.

### ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan and the Access Management Analysis. The methodology utilized to determine the need for turn lanes was based on Section 901.3 of the Polk County Land Development Code. The access recommendations are summarized in Table 7 and described in the following paragraph:

#### Kathleen Road and Project Access

This driveway is proposed to have full access to Kathleen Road. According to the Polk County LDC, a Type VI access would be required for the project which would require a southbound right turn lane and a northbound left turn lane. Due to utilizing conflicts, a 49 foot southbound right turn lane is proposed. Kathleen Road is a five (5) lane roadway in the vicinity of the project with a two-way left turn lane along the project frontage. Therefore, no modification to the two-way left turn lane is required.





TABLE 7

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Driveway Type</u>	<u>Recommended Length</u>
Kathleen Rd and Project Access	NBL	19/26	VI	(3)
	SBR	44/35	VI	(4)

- (1) See Figures 6 and 7, Peak Season plus Project Traffic, of this report.
- (2) Based on Polk County LDC.
- (3) Not recommended due to 7-Eleven Access
- (4) existing two-way left turn lane.

## CONCLUSION

Based on the analysis, the project access and adjacent intersection should operate at an acceptable Level of Service. In addition, proposed geometry at the project access meets the intent of the LDC.



APPENDIX



SITE PLAN

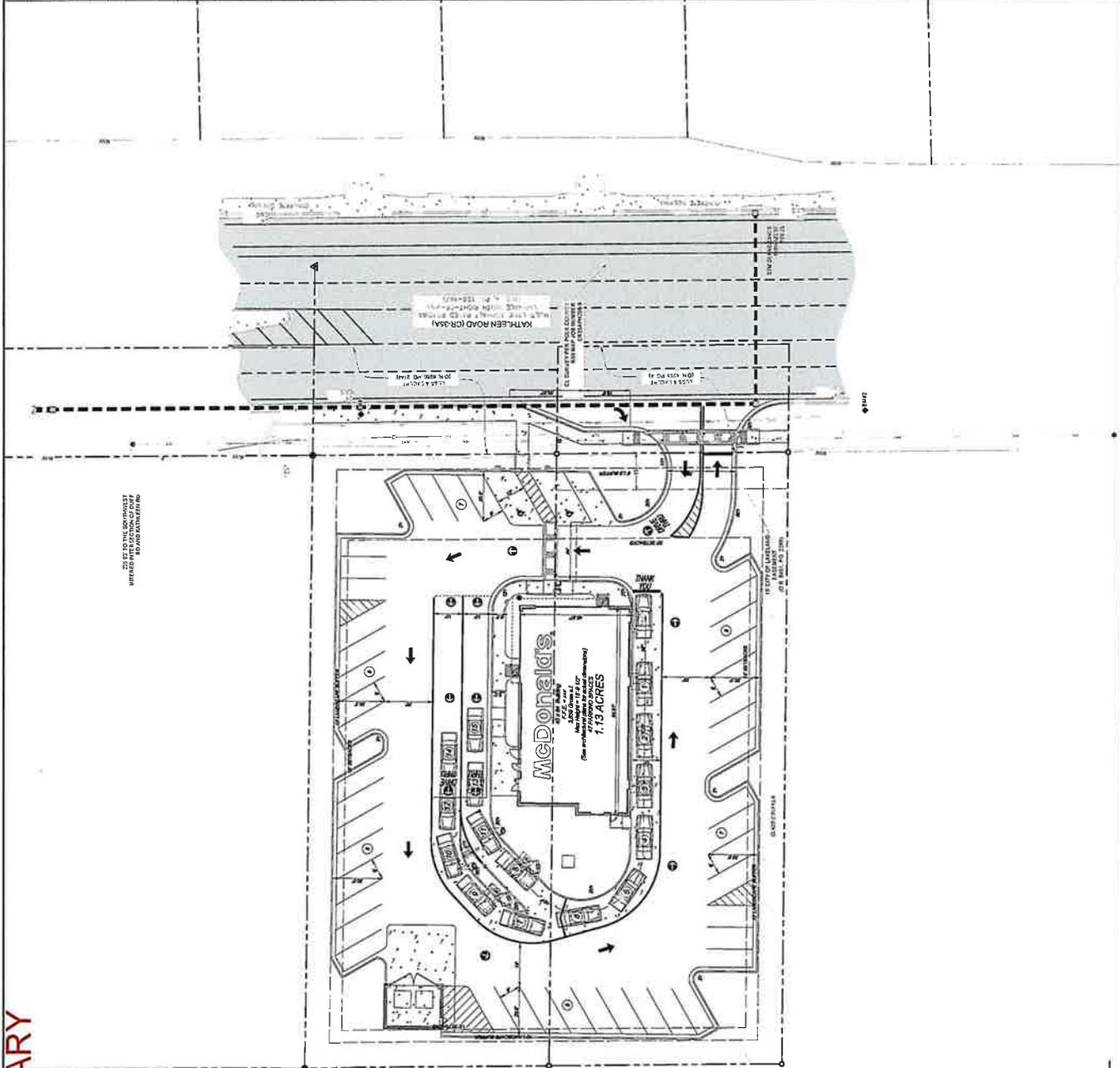


**PRELIMINARY**

SITE DESIGN CRITERIA	
CRITERIA	REQUIRED / PROPOSED
Site Address	7206-08-10 Kathleen Rd
Acres	1.13 acres
Building Type	45 x B4
Block or Block building	Block
Zoning	RS (Existing) CC (Proposed)
Front Landscape Strip Width	See Table 6'-0"
Side Landscape Strip Width	See Table 10'
Rear Landscape strip width	See Table 10'-0"
Landscaping Required Between Building and Parking?	No
Landscape Island Spacing	1/10 spaces
Landscape Island Size	N/A
Front Building Setback	35'-0"
Side Building Setback	15'-0"
Rear Building Setback	15'-0"
Does Building Require Anything Special like Port Canet?	No
80 Degree Parking Space Size	9 x 18.5
90 Degree Parking Space Size	9 x 20.5
One Way Drive Aisle Width for 90 Degree Parking Stall	22'-0"
One Way Drive Aisle Width for 60 Degree Parking Stall	18'-0"
Number of Parking Spaces	43 spaces
	47 spaces

PARKING CALCULATION: 4 SPACES PER ESTABLISHMENT + (1 SPACE PER 100 SF GFA)

LANDSCAPE BUFFER REQUIREMENTS		
LOCATION	WITH FENCE	WITHOUT FENCE
South Buffer	10' Type-C Buffer	20' Type-C Buffer
West Buffer	10' Type-C Buffer	20' Type-C Buffer
North Buffer	5' Type-C Buffer	10' Type-C Buffer
East Buffer	N/A	6' LS Strip



NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	08/14/2024
2	REVISED FOR COMMENTS	08/21/2024
3	REVISED FOR COMMENTS	09/05/2024
4	REVISED FOR COMMENTS	09/12/2024

**McDonald's USA, L.L.C.**  
 110 North Carpenter Street, Chicago, IL 60607

This drawing and specifications are the property of McDonald's USA, L.L.C. and shall remain the property of McDonald's USA, L.L.C. until such time as they are no longer needed for the project. The user of this drawing and specifications is limited to the project and shall not be used for any other project without the written consent of McDonald's USA, L.L.C.

**McDonald's**  
 17960619 Kathleen Road  
 Chicago, IL 60642  
 Tel: 773-345-1234  
 432-271-740000-001210  
 23-27-1240000-001250  
 Zone: B4 (Existing), CC (Proposed)

CD/DRAWING CODE: 9-2381  
 2025 PROJECT NUMBER: MCD-25042  
 SHEET TITLE: CONCEPT PLAN  
 SHEET NUMBER: 1

ITE – TRIP GENERATION MANUAL, 11<sup>TH</sup> EDITION



**PERIOD SETTING**

<b>Analysis Name :</b>	New Analysis	<b>No :</b>	
<b>Project Name :</b>	McD - Kathleen	<b>City:</b>	
<b>Date:</b>	10/4/2025	<b>Zip/Postal Code:</b>	
<b>State/Province:</b>		<b>Client Name:</b>	
<b>Country:</b>		<b>Edition:</b>	Trip Generation Manual, 12th Ed
<b>Analyst's Name:</b>			

<b>Land Use</b>	<b>Independent Variable</b>	<b>Size</b>	<b>Time Period</b>	<b>Method</b>	<b>Entry</b>	<b>Exit</b>	<b>Total</b>
934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	3.7	Weekday	Average 448.12	829 50%	829 50%	1658

**TRAFFIC REDUCTIONS**

<b>Land Use</b>	<b>Entry Reduction</b>	<b>Adjusted Entry</b>	<b>Exit Reduction</b>	<b>Adjusted Exit</b>
934 - Fast-Food Restaurant with Drive-Through Window	0 %	829	0 %	829

**EXTERNAL TRIPS**

<b>Land Use</b>	<b>External Trips</b>	<b>Pass-by%</b>	<b>Pass-by Trips</b>	<b>Non-pass-by Trips</b>
934 - Fast-Food Restaurant with Drive-Through Window	1658	0	0	1658

**ITE DEVIATION DETAILS**

**Weekday**  
 Landuse No deviations from ITE.

**Methods**  
 No deviations from ITE.

**External Trips** 934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)  
 ITE does not recommend a particular pass-by% for this case.

## SUMMARY

<b>Total Entering</b>	829
<b>Total Exiting</b>	829
<b>Total Entering Reduction</b>	0
<b>Total Exiting Reduction</b>	0
<b>Total Entering Internal Capture Reduction</b>	0
<b>Total Exiting Internal Capture Reduction</b>	0
<b>Total Entering Pass-by Reduction</b>	0
<b>Total Exiting Pass-by Reduction</b>	0
<b>Total Entering Non-Pass-by Trips</b>	829
<b>Total Exiting Non-Pass-by Trips</b>	829

**PERIOD SETTING**

**Analysis Name :** New Analysis  
**Project Name :** McD - Kathleen      **No :**  
**Date:** 10/4/2025      **City:**  
**State/Province:**      **Zip/Postal Code:**  
**Country:**      **Client Name:**  
**Analyst's Name:**      **Edition:** Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	3.7	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 33.24	63 51%	60 49%	123

**TRAFFIC REDUCTIONS**

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
934 - Fast-Food Restaurant with Drive-Through Window	0 %	63	0 %	60

**EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
934 - Fast-Food Restaurant with Drive-Through Window	123	0	0	123

**ITE DEVIATION DETAILS**

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

Landuse      No deviations from ITE.

Methods      No deviations from ITE.

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

External Trips 934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

<b>SUMMARY</b>	
----------------	--

<b>Total Entering</b>	<b>63</b>
<b>Total Exiting</b>	<b>60</b>
<b>Total Entering Reduction</b>	<b>0</b>
<b>Total Exiting Reduction</b>	<b>0</b>
<b>Total Entering Internal Capture Reduction</b>	<b>0</b>
<b>Total Exiting Internal Capture Reduction</b>	<b>0</b>
<b>Total Entering Pass-by Reduction</b>	<b>0</b>
<b>Total Exiting Pass-by Reduction</b>	<b>0</b>
<b>Total Entering Non-Pass-by Trips</b>	<b>63</b>
<b>Total Exiting Non-Pass-by Trips</b>	<b>60</b>

**PERIOD SETTING**

**Analysis Name :** New Analysis  
**Project Name :** McD - Kathleen      **No :**  
**Date:** 10/4/2025      **City:**  
**State/Province:**      **Zip/Postal Code:**  
**Country:**      **Client Name:**  
**Analyst's Name:**      **Edition:** Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	3.7	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 31.6	61 52%	56 48%	117

**TRAFFIC REDUCTIONS**

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
934 - Fast-Food Restaurant with Drive-Through Window	0 %	61	0 %	56

**EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
934 - Fast-Food Restaurant with Drive-Through Window	117	0	0	117

**ITE DEVIATION DETAILS**

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**

**Landuse**      No deviations from ITE.  
**Methods**      No deviations from ITE.

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**

External Trips 934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

**SUMMARY**

<b>Total Entering</b>	<b>61</b>
<b>Total Exiting</b>	<b>56</b>
<b>Total Entering Reduction</b>	<b>0</b>
<b>Total Exiting Reduction</b>	<b>0</b>
<b>Total Entering Internal Capture Reduction</b>	<b>0</b>
<b>Total Exiting Internal Capture Reduction</b>	<b>0</b>
<b>Total Entering Pass-by Reduction</b>	<b>0</b>
<b>Total Exiting Pass-by Reduction</b>	<b>0</b>
<b>Total Entering Non-Pass-by Trips</b>	<b>61</b>
<b>Total Exiting Non-Pass-by Trips</b>	<b>56</b>

PASSERBY TRIPS



### Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	934									
Land Use	Fast-Food Restaurant with Drive-Through Window									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	5									
Average Pass-By Rate	50%									
Pass-By Characteristics for Individual Sites										
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source	
					Primary (%)	Diverted (%)	Total (%)			
1.4	Kentucky	1993	--	62	22	16	38	1407	2	
3	Kentucky	1993	--	43	14	43	57	2903	2	
3.3	--	1996	--	68	--	--	32	--	21	
3.6	Kentucky	1993	--	32	47	21	68	437	2	
4.2	Indiana	1993	--	46	23	31	54	1049	2	

### Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	934									
Land Use	Fast-Food Restaurant with Drive-Through Window									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	11									
Average Pass-By Rate	55%									
Pass-By Characteristics for Individual Sites										
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Total (%)	Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)			
1.3	Kentucky	1993	—	68	22	10	32	2055	2	
1.9	Kentucky	1993	33	67	24	9	33	2447	2	
2.8	Florida	1995	47	66	—	—	34	—	30	
2.9	Florida	1996	271	41	41	18	59	—	30	
3	Kentucky	1993	—	31	31	38	69	4250	2	
3.1	Florida	1995	28	71	—	—	29	—	30	
3.1	Florida	1996	29	38	—	—	62	—	30	
3.2	Florida	1996	202	40	39	21	60	—	30	
3.3	—	1996	—	62	—	—	38	—	21	
4.2	Indiana	1993	—	56	25	19	44	1632	2	
4.3	Florida	1994	304	62	—	—	38	—	30	

POLK COUNTY CIP



TURNING MOVEMENT COUNTS





National Data & Surveying Services

Site Code: 25-120434-001

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized



N/S Street: Kathleen Rd

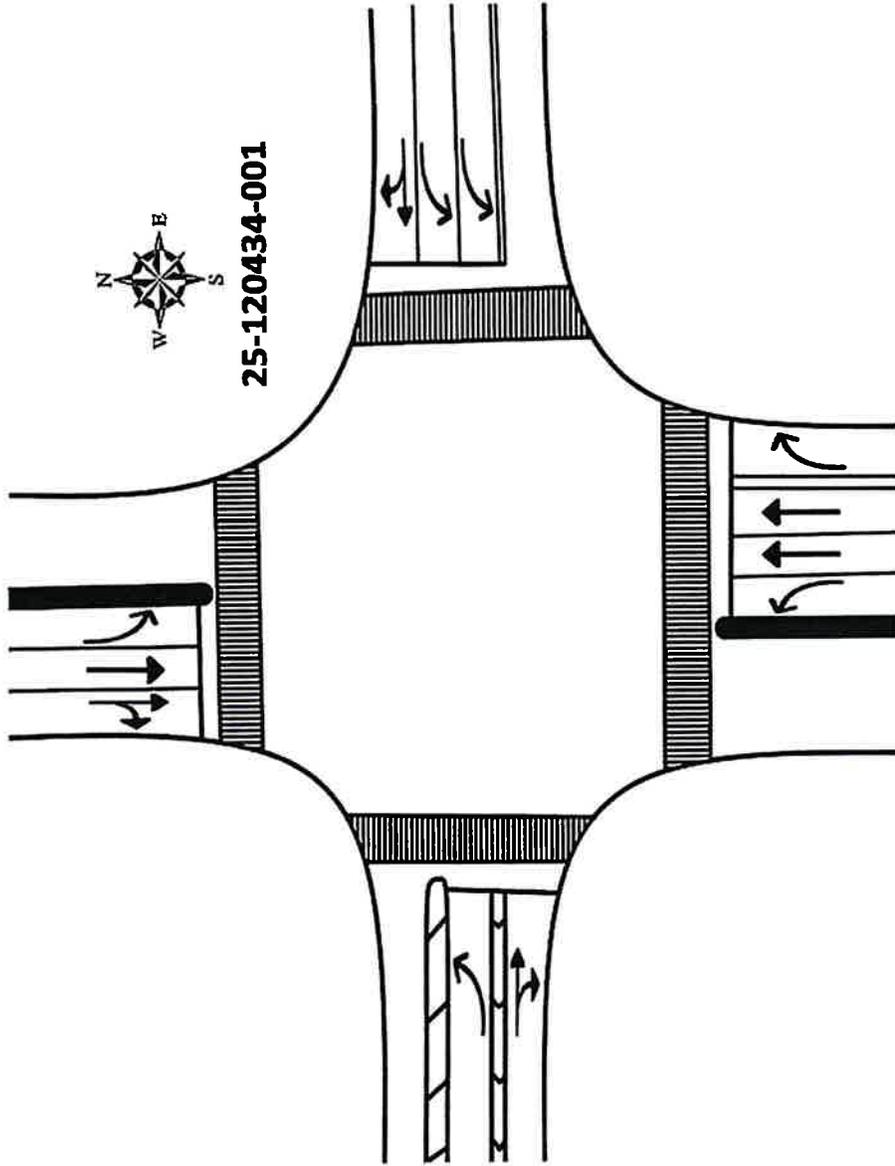
Speed: 40/45 MPH

E/W Street: Duff Rd

Speed: 30/40 MPH



25-120434-001

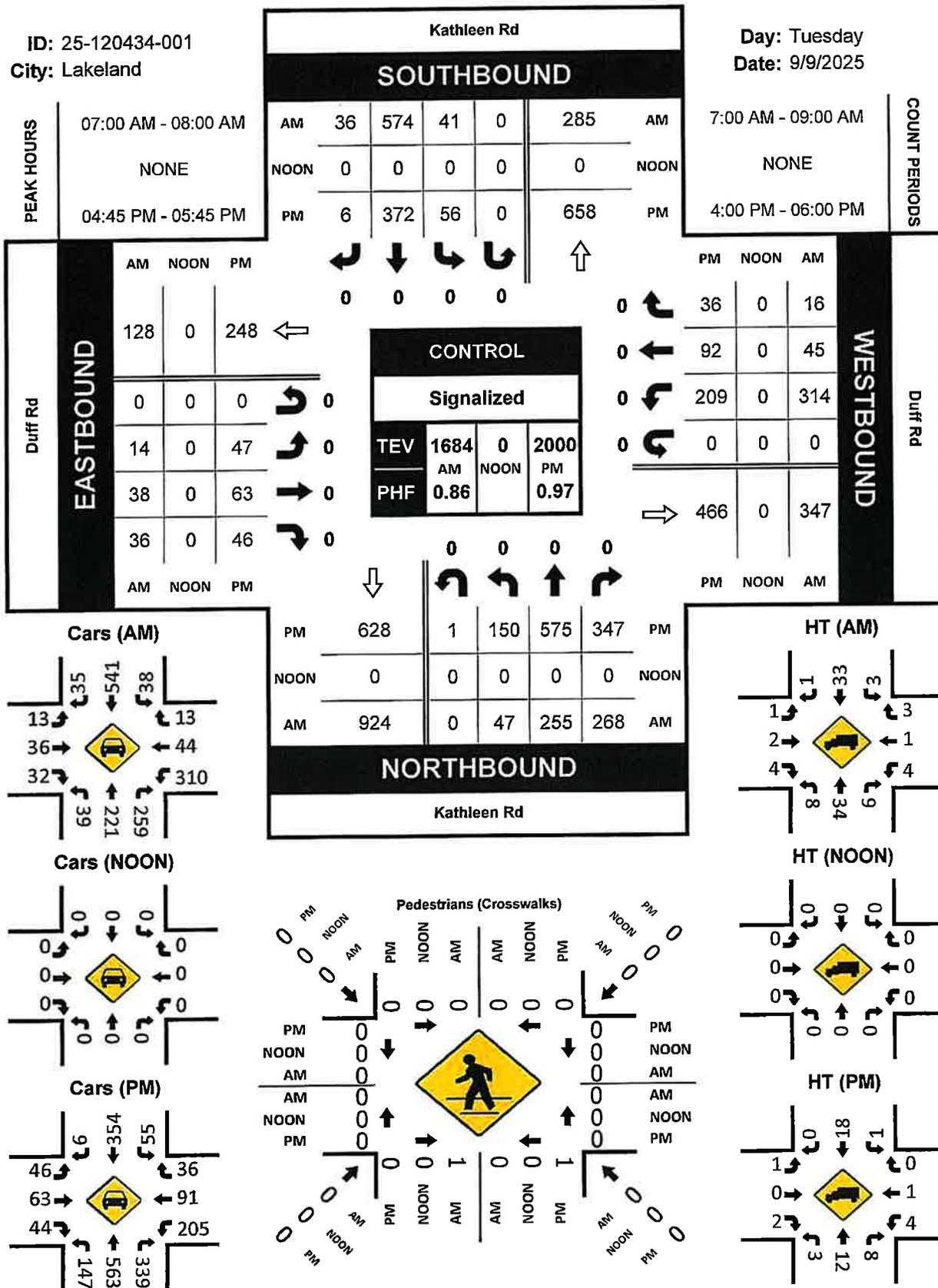


# Kathleen Rd & Duff Rd

## Peak Hour Turning Movement Count

ID: 25-120434-001  
City: Lakeland

Day: Tuesday  
Date: 9/9/2025



**SIGNAL TIMING**

<b>Cycle</b>	<b>Phase</b>	<b>BOG</b>	<b>EOY</b>	<b>Signal Timing</b>
<b>AM</b>	1 NL/SL	8:06:04	8:06:19	0:00:15
	SL/ST	8:06:19	8:06:33	0:00:14
	NT/ST	8:06:33	8:07:21	0:00:48
	EL/WL	8:07:21	8:07:47	0:00:26
	ET/WT	8:07:47	8:08:28	0:00:41
	2 NL/SL	8:08:28	8:08:41	0:00:13
	SL/ST	8:08:41	8:08:56	0:00:15
	NT/ST	8:08:56	8:09:44	0:00:48
	EL/WL	8:09:44	8:10:16	0:00:32
	ET/WT	8:10:16	8:10:52	0:00:36
<b>PM</b>	1 NL/SL	16:34:45	16:35:10	0:00:25
	NT/ST	16:35:10	16:36:00	0:00:50
	WL/WT	16:36:00	16:36:32	0:00:32
	ET/WT	16:36:32	16:37:05	0:00:33
	2 NL/SL	16:37:05	16:37:30	0:00:25
	NT/ST	16:37:30	16:38:22	0:00:52
	EL/WL	16:38:22	16:38:47	0:00:25
	ET/WT	16:38:47	16:39:23	0:00:36

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Kathleen Rd & Duff Rd  
 City: Lakeland  
 Control: Signalized

Project ID: 25-120434-001  
 Date: 9/9/2025

### Data - Total

NS/EW Streets:	Kathleen Rd						Kathleen Rd						Duff Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			SOUTHBOUND			SOUTHBOUND			EASTBOUND			EASTBOUND			WESTBOUND			WESTBOUND		
	NL	NT	NR	NU	NR	NT	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	WL	WT	WR	WU	TOTAL
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	53	35	0	3	155	3	81	0	0	3	3	9	0	81	7	2	0	358	81	10	2	0	451
7:15 AM	4	54	62	0	7	159	12	0	0	0	5	12	15	0	109	10	2	0	451	109	14	7	0	490
7:30 AM	25	74	110	0	17	128	16	0	0	0	4	12	7	0	76	14	7	0	490	76	14	7	0	490
7:45 AM	14	74	61	0	14	132	5	0	0	0	2	11	5	0	48	14	5	0	385	48	14	5	0	385
8:00 AM	16	52	55	0	2	98	4	0	0	0	6	9	4	0	68	12	7	0	333	68	12	7	0	333
8:15 AM	13	60	51	0	9	79	3	0	0	0	5	9	6	0	49	14	7	0	305	49	14	7	0	305
8:30 AM	8	64	34	0	11	97	4	0	0	0	4	4	11	0	44	12	6	0	299	44	12	6	0	299
8:45 AM	22	49	37	0	7	85	1	0	0	0	8	11	5	0	45	10	8	0	288	45	10	8	0	288
<b>TOTAL VOLUMES :</b>	106	480	445	0	70	933	48	0	0	0	37	71	62	0	520	93	44	0	2909	520	93	44	0	2909
<b>APPROACH %'s :</b>	10.28%	46.56%	43.16%	0.00%	6.66%	88.77%	4.57%	0.00%	0.00%	0.00%	21.76%	41.76%	36.47%	0.00%	79.15%	14.16%	6.70%	0.00%	0.00%	79.15%	14.16%	6.70%	0.00%	0.00%
<b>PEAK HR :</b>	47	255	268	0	41	574	36	0	0	0	14	38	36	0	314	45	16	0	1684	314	45	16	0	1684
<b>PEAK HR VOL :</b>	0.470	0.861	0.609	0.000	0.603	0.903	0.563	0.000	0.000	0.000	0.700	0.792	0.600	0.000	0.720	0.804	0.571	0.000	0.859	0.720	0.804	0.571	0.000	0.859
<b>PEAK HR FACTOR :</b>			0.682			0.914						0.688				0.775					0.775			

NS/EW Streets:	Kathleen Rd						Kathleen Rd						Duff Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			SOUTHBOUND			SOUTHBOUND			EASTBOUND			EASTBOUND			WESTBOUND			WESTBOUND		
	NL	NT	NR	NU	NR	NT	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	WL	WT	WR	WU	TOTAL
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	31	119	91	0	11	82	2	0	0	0	12	14	14	0	64	22	9	0	471	64	22	9	0	471
4:15 PM	40	149	67	0	14	84	1	0	0	0	11	12	12	0	57	17	14	0	478	57	17	14	0	478
4:30 PM	41	162	90	1	14	84	3	0	0	0	9	22	10	0	44	15	7	0	502	44	15	7	0	502
4:45 PM	37	126	86	0	21	96	1	0	0	0	14	14	12	0	64	24	6	0	501	64	24	6	0	501
5:00 PM	38	133	75	0	13	96	1	0	0	0	9	15	11	0	55	28	9	0	483	55	28	9	0	483
5:15 PM	36	164	92	0	8	90	1	0	0	0	12	21	8	0	39	19	12	0	502	39	19	12	0	502
5:30 PM	39	152	94	1	14	90	3	0	0	0	12	13	15	0	51	21	9	0	514	51	21	9	0	514
5:45 PM	33	121	81	0	14	107	2	0	0	0	11	14	13	0	48	11	6	0	461	48	11	6	0	461
<b>TOTAL VOLUMES :</b>	295	1126	676	2	109	729	14	0	0	0	90	125	95	0	422	157	72	0	3912	422	157	72	0	3912
<b>APPROACH %'s :</b>	14.05%	53.64%	32.21%	0.10%	12.79%	85.56%	1.64%	0.00%	0.00%	0.00%	29.03%	40.32%	30.65%	0.00%	64.82%	24.12%	11.06%	0.00%	0.00%	64.82%	24.12%	11.06%	0.00%	0.00%
<b>PEAK HR :</b>	150	575	347	1	56	372	6	0	0	0	47	63	46	0	209	92	36	0	2000	209	92	36	0	2000
<b>PEAK HR VOL :</b>	0.962	0.877	0.923	0.250	0.667	0.969	0.500	0.000	0.000	0.000	0.839	0.750	0.767	0.000	0.816	0.821	0.750	0.000	0.973	0.816	0.821	0.750	0.000	0.973
<b>PEAK HR FACTOR :</b>			0.919			0.919						0.951				0.896					0.896			

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Kathleen Rd & Duff Rd  
 City: Lakeland  
 Control: Signalized

Project ID: 25-120434-001  
 Date: 9/9/2025

### Data - Cars

NS/EW Streets:	Kathleen Rd				Duff Rd				Duff Rd													
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
AIM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
7:00 AM	2	49	33	0	2	2	148	3	0	3	3	7	0	0	0	81	6	1	0	0	0	338
7:15 AM	3	46	61	0	7	156	12	0	0	5	12	14	0	0	107	10	2	0	0	0	0	435
7:30 AM	22	62	107	0	17	123	15	0	0	4	10	7	0	0	75	14	5	0	0	0	0	461
7:45 AM	12	64	58	0	12	114	5	0	0	1	11	4	0	0	47	14	5	0	0	0	0	347
8:00 AM	16	43	53	0	2	95	4	0	0	6	8	3	0	0	67	12	7	0	0	0	0	316
8:15 AM	12	51	49	0	7	74	3	0	0	4	9	6	0	0	47	14	7	0	0	0	0	283
8:30 AM	7	58	31	0	11	86	3	0	0	4	4	10	0	0	44	11	6	0	0	0	0	275
8:45 AM	20	42	36	0	6	75	1	0	0	8	10	3	0	0	44	10	8	0	0	0	0	263
<b>TOTAL VOLUMES :</b>	94	415	428	0	64	871	46	0	0	35	67	54	0	0	512	91	41	0	0	0	0	2718
<b>APPROACH %'s :</b>	10.03%	44.29%	45.68%	0.00%	6.52%	88.79%	4.69%	0.00%	0.00%	22.44%	42.95%	34.62%	0.00%	0.00%	79.50%	1.41%	6.37%	0.00%	0.00%	0.00%	0.00%	0.857
<b>PEAK HR :</b>	39	221	259	0	38	541	35	0	0	13	36	32	0	0	310	44	13	0	0	0	0	1581
<b>PEAK HR VOL :</b>	0.443	0.863	0.605	0.000	0.559	0.867	0.583	0.000	0.000	0.650	0.750	0.571	0.000	0.000	0.724	0.786	0.650	0.000	0.000	0.000	0.000	0.857
<b>PEAK HR FACTOR :</b>	0.679				0.877				0.653				0.771									
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
4:00 PM	31	115	90	0	11	80	2	0	0	12	12	14	0	0	62	22	8	0	0	0	0	459
4:15 PM	39	139	65	0	14	75	1	0	0	11	12	11	0	0	56	17	13	0	0	0	0	453
4:30 PM	38	152	86	1	14	79	3	0	0	8	21	10	0	0	44	14	7	0	0	0	0	477
4:45 PM	36	123	82	0	20	91	1	0	0	14	14	12	0	0	62	14	6	0	0	0	0	485
5:00 PM	37	128	74	0	13	90	1	0	0	8	15	10	0	0	54	28	9	0	0	0	0	467
5:15 PM	35	161	92	0	8	84	1	0	0	12	21	8	0	0	38	18	12	0	0	0	0	490
5:30 PM	39	151	91	1	14	89	3	0	0	12	13	14	0	0	51	21	9	0	0	0	0	508
5:45 PM	33	119	80	0	14	103	2	0	0	11	14	13	0	0	48	11	6	0	0	0	0	454
<b>TOTAL VOLUMES :</b>	288	1088	660	2	108	691	14	0	0	88	122	92	0	0	415	155	70	0	0	0	0	3793
<b>APPROACH %'s :</b>	14.13%	53.39%	32.38%	0.10%	13.28%	84.99%	1.72%	0.00%	0.00%	29.14%	40.40%	30.46%	0.00%	0.00%	64.84%	24.22%	10.94%	0.00%	0.00%	0.00%	0.00%	0.960
<b>PEAK HR :</b>	147	563	339	1	55	354	6	0	0	46	63	44	0	0	205	91	36	0	0	0	0	1950
<b>PEAK HR VOL :</b>	0.942	0.874	0.921	0.250	0.688	0.973	0.500	0.000	0.000	0.821	0.750	0.786	0.000	0.000	0.827	0.813	0.750	0.000	0.000	0.000	0.000	0.960
<b>PEAK HR FACTOR :</b>	0.911				0.926				0.933				0.902									

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Kathleen Rd & Duff Rd  
 City: Lakeland  
 Control: Signalized

Project ID: 25-120434-001  
 Date: 9/9/2025

### Data - HT

NS/EW Streets:	Kathleen Rd						Kathleen Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	2	4	2	0	1	7	0	0	0	0	2	0	0	1	1	0	0	16
7:15 AM	1	8	1	0	0	3	0	0	0	0	1	0	0	0	0	0	0	29
7:30 AM	3	12	3	0	0	5	1	0	0	2	0	0	1	0	2	0	0	38
7:45 AM	2	10	3	0	2	18	0	0	1	18	0	0	0	0	0	0	0	17
8:00 AM	0	9	2	0	0	3	0	0	0	1	1	0	0	0	0	0	0	22
8:15 AM	1	9	2	0	2	5	0	0	1	0	0	0	0	0	0	0	0	24
8:30 AM	1	6	3	0	0	11	1	0	0	0	1	0	0	1	0	0	0	25
8:45 AM	2	7	1	0	1	10	0	0	0	1	2	0	1	0	0	0	0	
<b>TOTAL VOLUMES :</b>	12	65	17	0	6	62	2	0	2	4	8	0	8	2	3	0	0	191
<b>APPROACH %'s :</b>	12.77%	69.15%	18.09%	0.00%	8.57%	88.57%	2.86%	0.00%	14.29%	28.57%	57.14%	0.00%	61.54%	15.38%	23.08%	0.00%		
<b>PEAK HR :</b>	8	34	9	0	3	33	1	0	1	2	4	0	4	1	3	0	0	103
<b>PEAK HR VOL :</b>	0.667	0.708	0.750	0.000	0.375	0.458	0.250	0.000	0.250	0.250	0.500	0.000	0.500	0.250	0.375	0.000	0.000	0.678
<b>PEAK HR FACTOR :</b>	0.708																	

NS/EW Streets:	Kathleen Rd						Kathleen Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:00 PM	0	4	1	0	0	2	0	0	0	2	0	0	0	0	1	0	0	25
4:15 PM	1	10	2	0	0	9	0	0	0	0	1	0	0	0	1	0	0	25
4:30 PM	3	10	4	0	0	5	0	0	1	1	0	0	0	1	0	0	0	16
4:45 PM	1	3	4	0	1	5	0	0	0	0	0	0	2	0	0	0	0	16
5:00 PM	1	5	1	0	0	6	0	0	1	0	1	0	1	0	0	0	0	12
5:15 PM	1	3	0	0	0	6	0	0	0	0	0	0	1	1	0	0	0	6
5:30 PM	0	1	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	7
5:45 PM	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	7	38	16	0	1	38	0	0	2	3	3	0	7	2	2	0	0	119
<b>APPROACH %'s :</b>	11.48%	62.30%	26.23%	0.00%	2.56%	97.44%	0.00%	0.00%	25.00%	37.50%	37.50%	0.00%	63.64%	18.18%	18.18%	0.00%		
<b>PEAK HR :</b>	3	12	8	0	1	18	0	0	1	0	2	0	4	1	0	0	0	50
<b>PEAK HR VOL :</b>	0.750	0.600	0.500	0.000	0.250	0.750	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.250	0.000	0.000	0.000	0.781
<b>PEAK HR FACTOR :</b>	0.719																	

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Kathleen Rd & Duiff Rd  
 City: Lakeland  
 Control: Signalized

Project ID: 25-120434-001  
 Date: 9/9/2025

### Data - Bikes

NS/JEW Streets:	Kathleen Rd				Kathleen Rd				Duiff Rd				Duiff Rd				
	NORTHBOUND		SOUTHBOUND		SOUTHBOUND		EASTBOUND		EASTBOUND		WESTBOUND		WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
<b>APPROACH %'s :</b>	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	100.000%	0.000%	0.000%	0.000%	100.000%	0.000%	0.000%	0.500%
<b>PEAK HR :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
<b>PEAK HR VOL :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	5
<b>APPROACH %'s :</b>	0.000%	50.000%	50.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	100.000%	0.000%	0.000%	100.000%	0.000%	0.000%	0.000%	0.750%
<b>PEAK HR :</b>	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	3
<b>PEAK HR VOL :</b>	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.750
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.750

National Data & Surveying Services  
**Intersection Turning Movement Count**

**Location:** Kathleen Rd & Duff Rd  
**City:** Lakeland

**Project ID:** 25-120434-001  
**Date:** 9/9/2025

**Data - Pedestrians (Crosswalks)**

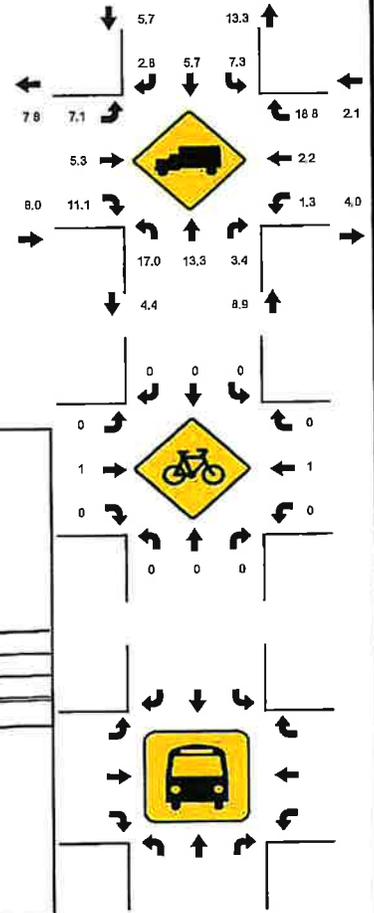
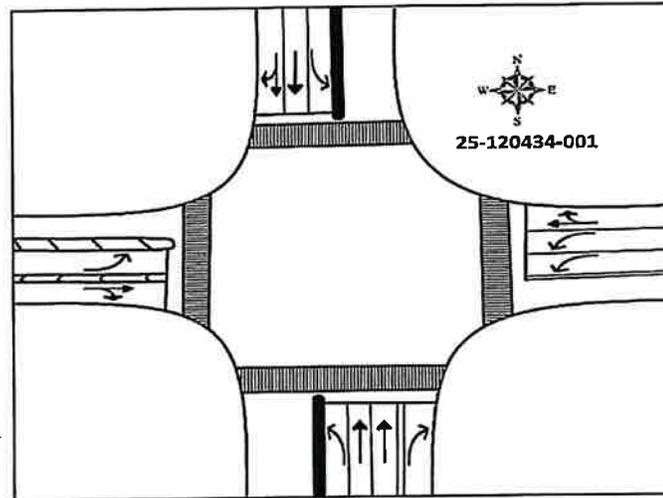
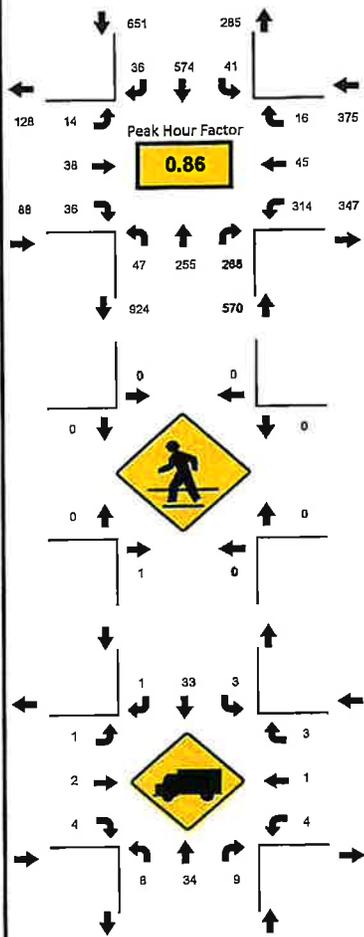
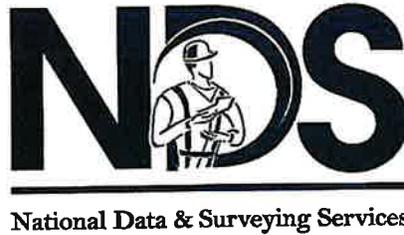
NS/EW Streets:	Kathleen Rd		Kathleen Rd		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	0	0	2	0	0	0	0	0	2
<b>PEAK HR :</b>	100.00%		0.00%						
<b>PEAK HR VOL :</b>	07:00 AM - 08:00 AM								TOTAL
<b>PEAK HR FACTOR :</b>	0	0	1	0	0	0	0	0	1
	0.250		0.250						0.250

NS/EW Streets:	Kathleen Rd		Kathleen Rd		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	0	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	1	0	1	0	0	0	0	3
<b>PEAK HR :</b>	50.00%		100.00%						TOTAL
<b>PEAK HR VOL :</b>	04:45 PM - 05:45 PM								1
<b>PEAK HR FACTOR :</b>	0	0	0	1	0	0	0	0	0.250
	0.250		0.250						0.250

LOCATION: Kathleen Rd & Duff Rd  
CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-001  
DATE: Tue, Sep 09, 2025

Peak-Hour: 07:00 AM - 08:00 AM  
Peak 15-Minute: 07:30 AM - 07:45 AM

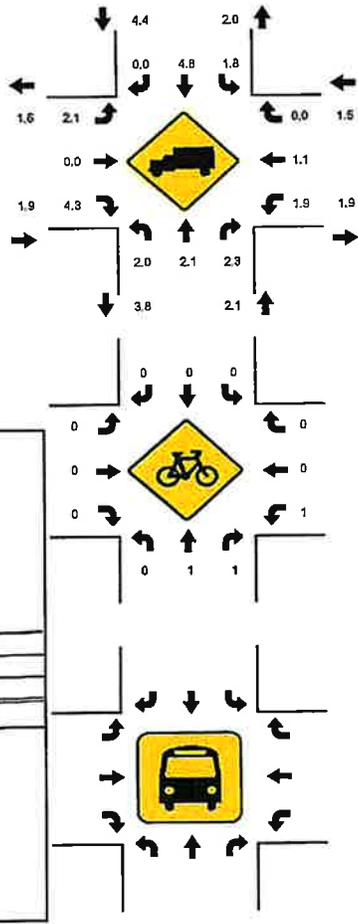
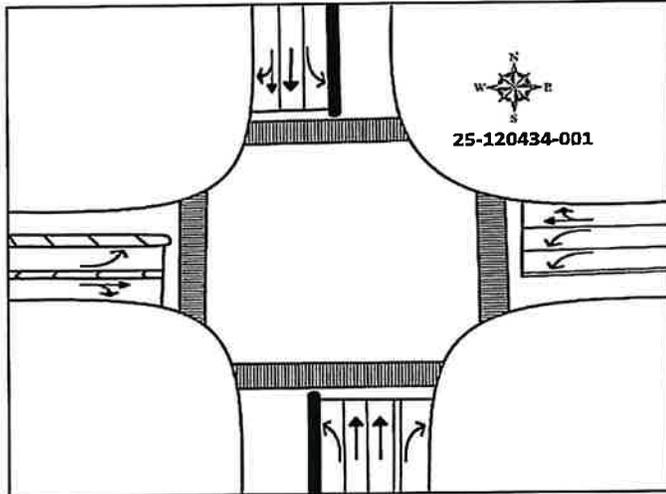
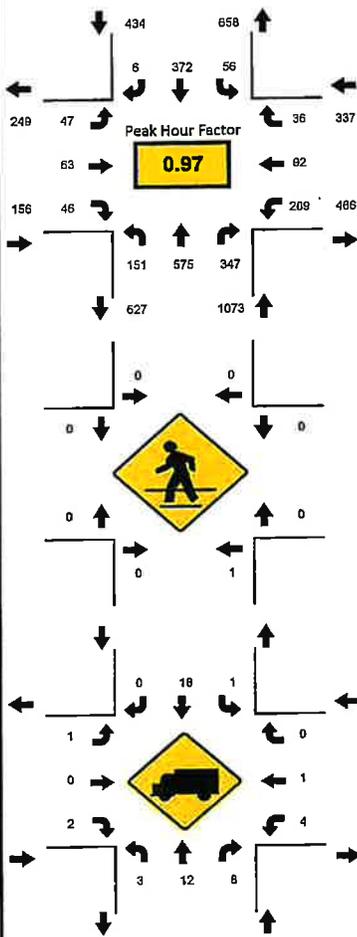


15-Min Count Period Beginning At	Kathleen Rd Northbound					Kathleen Rd Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	53	35	0		3	155	3	0		3	3	9	0		81	7	2	0		358	1684
7:15 AM	4	54	62	0		7	159	12	0		5	12	15	0		109	10	2	0		451	1659
7:30 AM	25	74	110	0		17	128	16	0		4	12	7	0		76	14	7	0		490	1513
7:45 AM	14	74	61	0		14	132	5	0		2	11	5	0		48	14	5	0		385	1322
8:00 AM	16	52	55	0		2	98	4	0		6	9	4	0		68	12	7	0		333	1225
8:15 AM	13	60	51	0		9	79	3	0		5	9	6	0		49	14	7	0		305	892
8:30 AM	8	64	34	0		11	97	4	0		4	4	11	0		44	12	6	0		299	587
8:45 AM	22	49	37	0		7	85	1	0		8	11	5	0		45	10	8	0		288	288
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	100	295	440	0		68	636	64	0		20	48	60	0		436	56	28	0		2252	
Heavy Trucks	12	48	12	0		8	72	4	0		4	8	8	0		8	4	8	0		196	
Pedestrians		4					0					0					0					4
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		8	
Buses																						0
Stopped Buses																						0

LOCATION: Kathleen Rd & Duff Rd  
CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-001  
DATE: Tue, Sep 09, 2025

Peak-Hour: 04:45 PM - 05:45 PM  
Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	Kathleen Rd Northbound					Kathleen Rd Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	31	119	91	0		11	82	2	0		12	14	14	0		64	22	9	0		471	1952
4:15 PM	40	149	67	0		14	84	1	0		11	12	12	0		57	17	14	0		478	1964
4:30 PM	41	162	90	1		14	84	3	0		9	22	10	0		44	15	7	0		502	1988
4:45 PM	37	126	86	0		21	96	1	0		14	14	12	0		64	24	8	0		501	2000
5:00 PM	38	133	75	0		13	96	1	0		9	15	11	0		55	28	9	0		483	1980
5:15 PM	38	164	92	0		8	90	1	0		12	21	8	0		39	19	12	0		502	1477
5:30 PM	39	152	94	1		14	90	3	0		12	13	15	0		51	21	9	0		514	975
5:45 PM	33	121	81	0		14	107	2	0		11	14	13	0		48	11	6	0		461	461
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	156	656	376	4		84	384	12	0		56	84	60	0		266	112	48	0		2288	
Heavy Trucks	4	20	16	0		4	24	0	0		4	0	4	0		8	4	0	0		88	
Pedestrians	4						0					0					0					4
Bicycles	0	4	4	0		0	0	0	0		0	0	0	0		4	0	0	0		12	
Buses																						0
Stopped Buses																						0



National Data & Surveying Services

Site Code: 25-120434-002

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

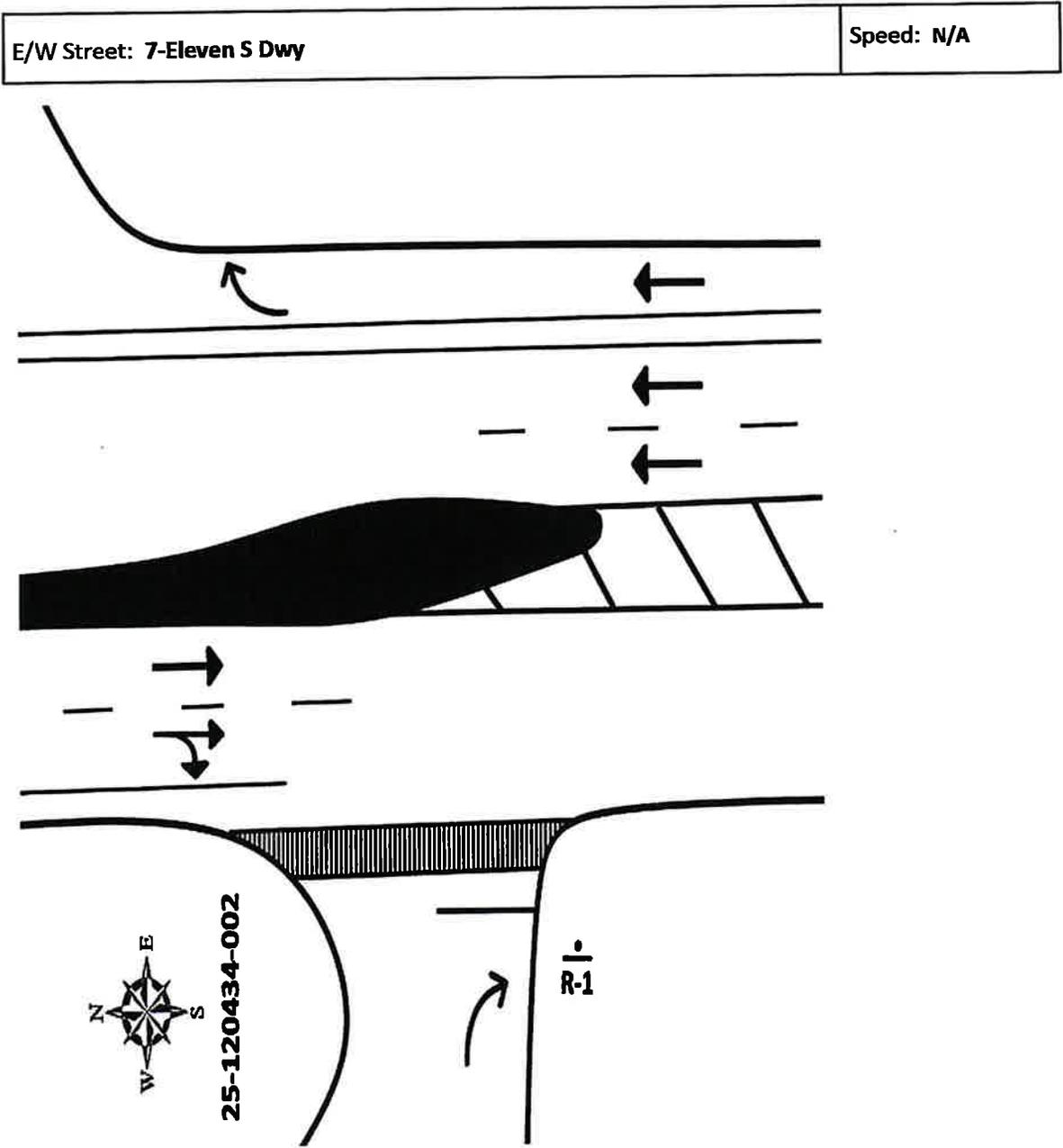
16:00 - 18:00

Control: 1-Way Stop(EB)



N/S Street: Kathleen Rd

Speed: 40/45 MPH



E/W Street: 7-Eleven S Dwy

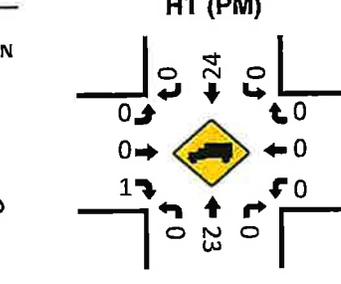
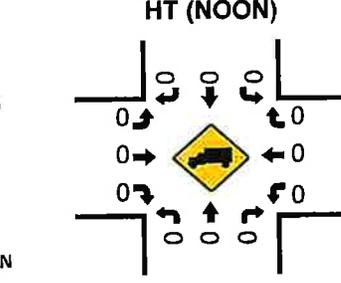
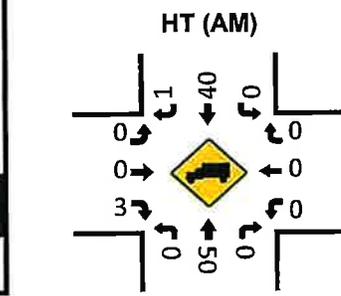
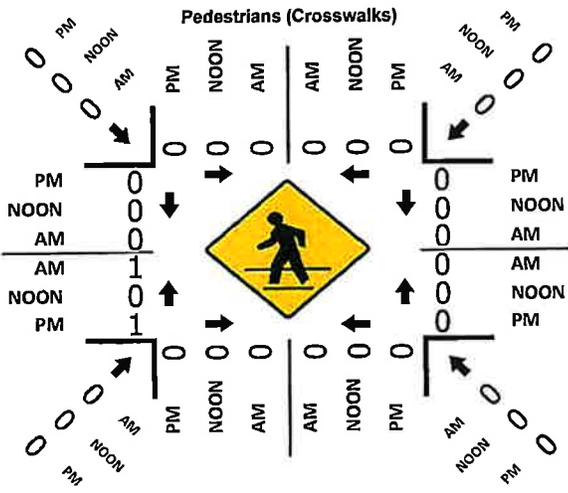
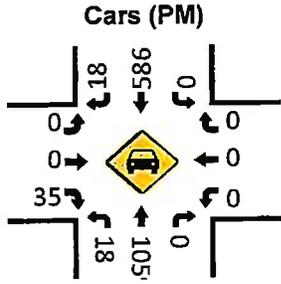
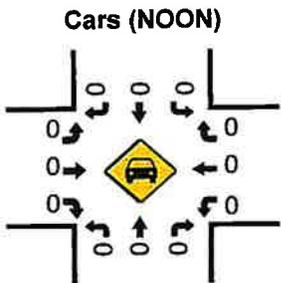
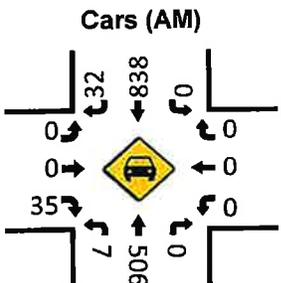
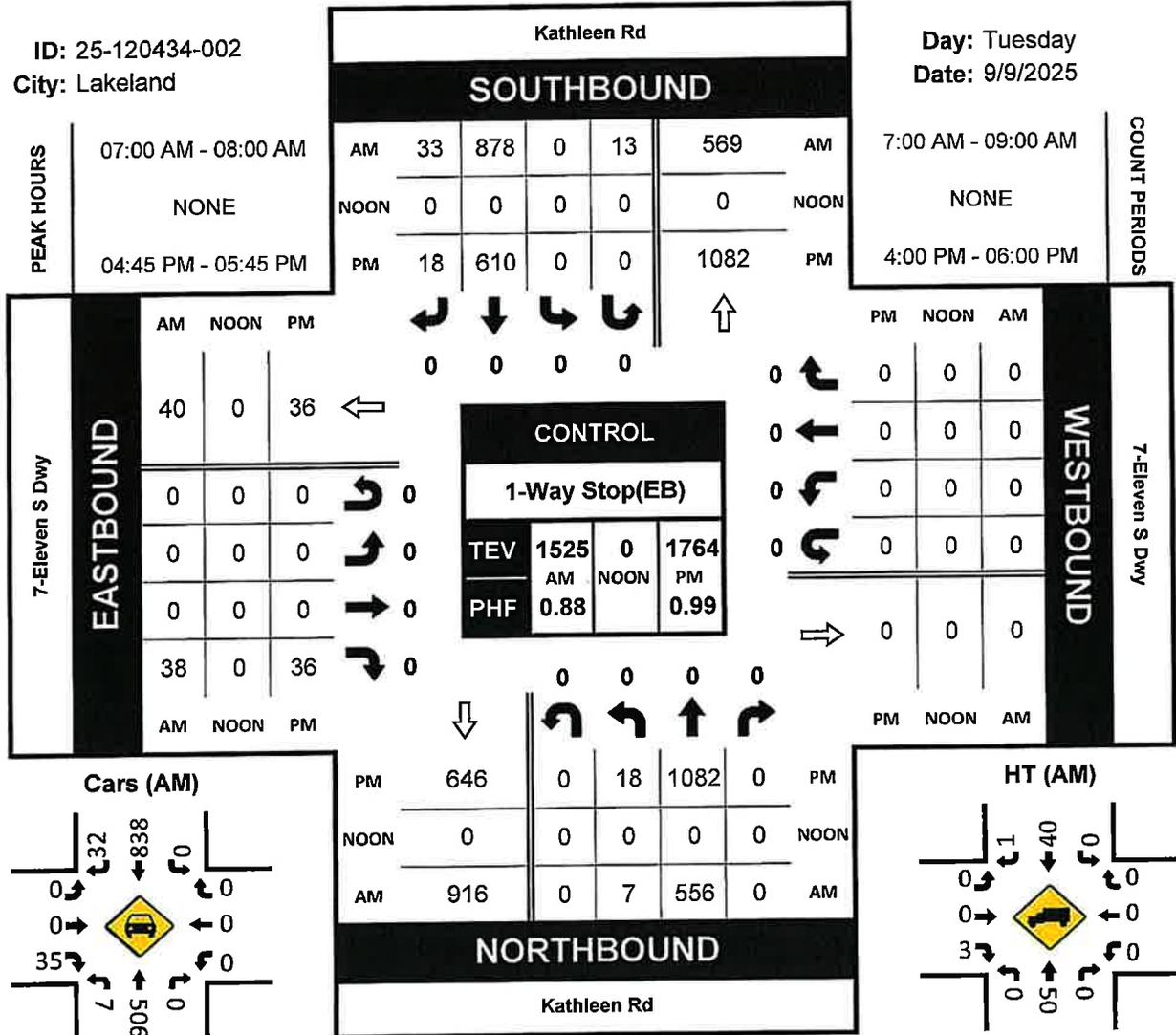
Speed: N/A

# Kathleen Rd & 7-Eleven S Dwy

## Peak Hour Turning Movement Count

ID: 25-120434-002  
City: Lakeland

Day: Tuesday  
Date: 9/9/2025



# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Kathleen Rd & 7-Eleven S Dwy  
**City:** Lakeland  
**Control:** 1-Way Stop(EB)  
**Project ID:** 25-120434-002  
**Date:** 9/9/2025

### Data - Total

NS/EW Streets:	Kathleen Rd										Kathleen Rd										7-Eleven S Dwy										7-Eleven S Dwy														
	NORTHBOUND					SOUTHBOUND					NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND					WESTBOUND									
	NL	NT	NR	NU	SL	ST	SR	SS	SU	TL	ST	SR	SS	SU	TL	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	93	0	0	0	0	232	3	0	0	0	264	16	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	128	0	0	0	0	264	16	6	0	0	202	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	199	0	0	0	0	180	5	0	0	0	163	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	136	0	0	0	0	126	0	0	0	0	129	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	126	0	0	0	0	100	0	0	0	0	135	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	126	0	0	0	0	108	0	0	0	0	131	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	100	0	0	0																																								
8:45 AM	4	108	0	0	0																																								
<b>TOTAL VOLUMES :</b>	20	1016	0	0	0	0	1436	59	15	0	0	878	33	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>	1.93%	98.07%	0.00%	0.00%	0.00%	0.00%	95.10%	3.91%	0.99%	0.00%	0.00%	878	33	13	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					
<b>PEAK HR :</b>	7	556	0	0	0	0	878	33	13	0	0	878	33	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR VOL :</b>	0.583	0.698	0.000	0.000	0.000	0.000	0.831	0.516	0.464	0.000	0.000	0.831	0.516	0.464	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
<b>PEAK HR FACTOR :</b>		0.704					0.808					0.808						0.679																											
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4	260	0	0	0	0	154	6	0	0	0	149	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	5	253	0	0	0	0	133	8	0	0	0	165	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	6	281	0	0	0	0	152	8	0	0	0	138	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	7	252	0	0	0	0	155	4	0	0	0	155	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	255	0	0	0	0	1201	43	0	0	0	610	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	300	0	0	0	0	96.54%	3.46%	0.00%	0.00%	0.00%	96.54%	3.46%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					
5:30 PM	4	275	0	0	0																																								
5:45 PM	6	231	0	0	0																																								
<b>TOTAL VOLUMES :</b>	39	2107	0	0	0	0	1201	43	0	0	0	610	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>	1.82%	98.18%	0.00%	0.00%	0.00%	0.00%	96.54%	3.46%	0.00%	0.00%	0.00%	96.54%	3.46%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%					
<b>PEAK HR :</b>	18	1082	0	0	0	0	610	18	0	0	0	610	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR VOL :</b>	0.643	0.902	0.000	0.000	0.000	0.000	0.924	0.563	0.000	0.000	0.000	0.924	0.563	0.000	0.000	0.000	0.000	0.692	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000					
<b>PEAK HR FACTOR :</b>		0.905					0.924					0.924						0.692																											

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Kathleen Rd & 7-Eleven S Dwy  
 City: Lakeland  
 Control: 1-Way Stop(EB)  
 Project ID: 25-120434-002  
 Date: 9/9/2025

### Data - Cars

NS/EW Streets:	Kathleen Rd						Kathleen Rd						7-Eleven S Dwy						7-Eleven S Dwy					
	NORTHBOUND			SOUTHBOUND			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	WL	WT	WR	WU	TOTAL		
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	86	0	0	0	223	3	0	0	0	5	0	0	0	0	0	317	0	0	0	0	0	0	
7:15 AM	3	117	0	0	0	258	16	6	0	0	12	0	0	0	0	0	412	0	0	0	0	0	0	
7:30 AM	1	182	0	0	0	197	8	7	0	0	4	0	0	0	0	0	399	0	0	0	0	0	0	
7:45 AM	3	121	0	0	0	160	5	0	0	0	14	0	0	0	0	0	303	0	0	0	0	0	0	
8:00 AM	6	115	0	0	0	158	5	0	0	0	2	0	0	0	0	0	286	0	0	0	0	0	0	
8:15 AM	2	114	0	0	0	123	6	0	0	0	11	0	0	0	0	0	256	0	0	0	0	0	0	
8:30 AM	1	90	0	0	0	125	6	1	0	0	8	0	0	0	0	0	231	0	0	0	0	0	0	
8:45 AM	4	98	0	0	0	120	6	1	0	0	9	0	0	0	0	0	238	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	20	923	0	0	0	1364	55	15	0	0	65	0	0	0	0	0	2442	0	0	0	0	0	0	
<b>APPROACH %'s :</b>	2.12%	97.88%	0.00%	0.00%	0.00%	95.12%	3.84%	1.05%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1431	0.00%	0.00%	0.00%	0.00%	0.00%	0.868	
<b>PEAK HR :</b>	07:00 AM - 08:00 AM																							
<b>PEAK HR VOL :</b>	7	506	0	0	0	838	32	13	0	0	35	0	0	0	0	0	1431	0.00%	0.00%	0.00%	0.00%	0.00%	0.868	
<b>PEAK HR FACTOR :</b>	0.583	0.695	0.000	0.000	0.000	0.812	0.500	0.464	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.868	

NS/EW Streets:	Kathleen Rd						Kathleen Rd						7-Eleven S Dwy						7-Eleven S Dwy					
	NORTHBOUND			SOUTHBOUND			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	WL	WT	WR	WU	TOTAL		
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	3	254	0	0	0	150	6	0	0	0	8	0	0	0	0	0	421	0	0	0	0	0	0	
4:15 PM	5	238	0	0	0	138	2	0	0	0	5	0	0	0	0	0	388	0	0	0	0	0	0	
4:30 PM	5	267	0	0	0	128	8	0	0	0	7	0	0	0	0	0	415	0	0	0	0	0	0	
4:45 PM	7	244	0	0	0	158	5	0	0	0	13	0	0	0	0	0	427	0	0	0	0	0	0	
5:00 PM	3	248	0	0	0	145	8	0	0	0	11	0	0	0	0	0	415	0	0	0	0	0	0	
5:15 PM	4	296	0	0	0	130	1	0	0	0	4	0	0	0	0	0	435	0	0	0	0	0	0	
5:30 PM	4	271	0	0	0	153	4	0	0	0	7	0	0	0	0	0	439	0	0	0	0	0	0	
5:45 PM	6	228	0	0	0	151	9	0	0	0	7	0	0	0	0	0	401	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	37	2046	0	0	0	1153	43	0	0	0	62	0	0	0	0	0	3341	0	0	0	0	0	0	
<b>APPROACH %'s :</b>	1.78%	98.22%	0.00%	0.00%	0.00%	96.40%	3.60%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1716	0.00%	0.00%	0.00%	0.00%	0.00%	0.977	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																							
<b>PEAK HR VOL :</b>	18	1059	0	0	0	586	18	0	0	0	35	0	0	0	0	0	1716	0.00%	0.00%	0.00%	0.00%	0.00%	0.977	
<b>PEAK HR FACTOR :</b>	0.643	0.894	0.000	0.000	0.000	0.927	0.563	0.000	0.000	0.000	0.673	0.000	0.000	0.000	0.000	0.000	0.673	0.000	0.000	0.000	0.000	0.000	0.977	





National Data & Surveying Services  
**Intersection Turning Movement Count**

**Location:** Kathleen Rd & 7-Eleven S Dwy  
**City:** Lakeland

**Project ID:** 25-120434-002  
**Date:** 9/9/2025

**Data - Pedestrians (Crosswalks)**

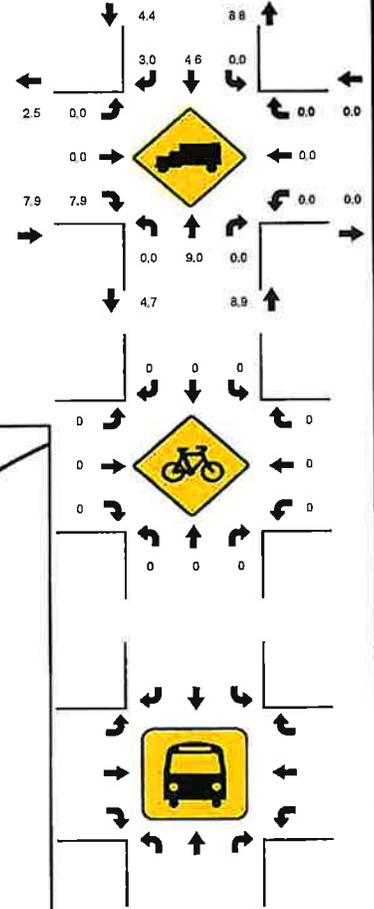
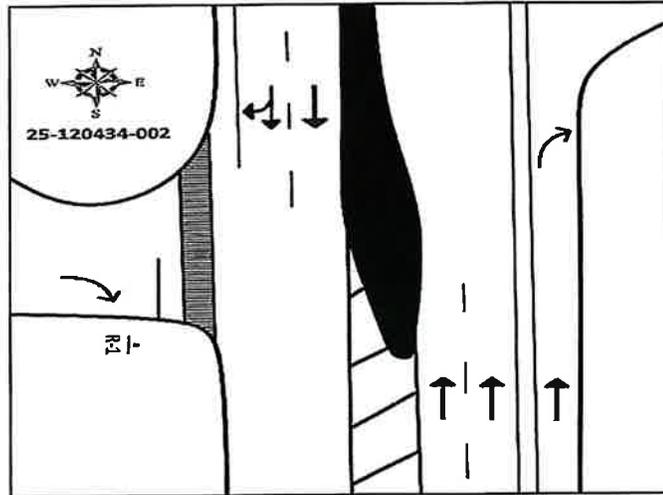
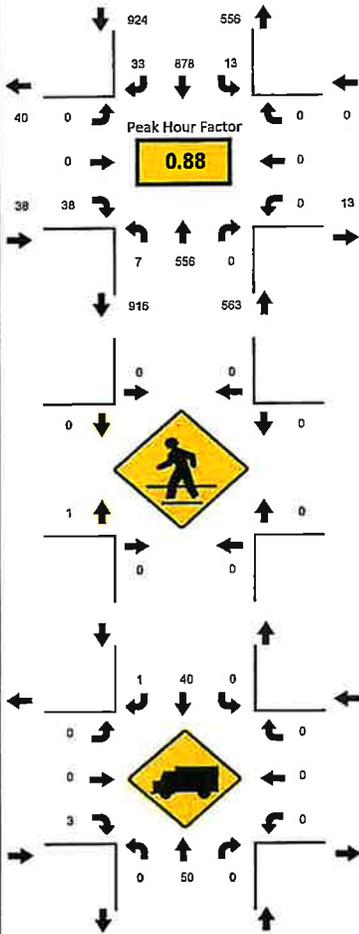
NS/EW Streets:	Kathleen Rd		Kathleen Rd		7-Eleven S Dwy		7-Eleven S Dwy	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
<b>AM</b>								
7:00 AM	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB
<b>APPROACH %'s :</b>	0	0	0	0	0	0	100.00%	0.00%
<b>PEAK HR :</b>	<b>07:00 AM - 08:00 AM</b>							
<b>PEAK HR VOL :</b>	0		0		0		0	
<b>PEAK HR FACTOR :</b>					0.250		0.250	
	<b>TOTAL</b>		<b>TOTAL</b>		<b>TOTAL</b>		<b>TOTAL</b>	
	1		1		1		1	
	0.250		0.250		0.250		0.250	

NS/EW Streets:	Kathleen Rd		Kathleen Rd		7-Eleven S Dwy		7-Eleven S Dwy	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
<b>PM</b>								
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB
<b>APPROACH %'s :</b>	0	0	0	0	0	0	100.00%	0.00%
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>							
<b>PEAK HR VOL :</b>	0		0		0		0	
<b>PEAK HR FACTOR :</b>					0.250		0.250	
	<b>TOTAL</b>		<b>TOTAL</b>		<b>TOTAL</b>		<b>TOTAL</b>	
	1		1		1		1	
	0.250		0.250		0.250		0.250	

Peak-Hour: 07:00 AM - 08:00 AM  
 Peak 15-Minute: 07:15 AM - 07:30 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Kathleen Rd Northbound					Kathleen Rd Southbound					7-Eleven S Dwy Eastbound					7-Eleven S Dwy Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
7:00 AM	0	93	0	0	0	0	232	3	0	0	0	0	5	0	0	0	0	0	0	0	0	333	1525
7:15 AM	3	128	0	0	0	0	264	16	6	0	0	0	14	0	0	0	0	0	0	0	0	431	1495
7:30 AM	1	199	0	0	0	0	202	9	7	0	0	0	5	0	0	0	0	0	0	0	0	423	1340
7:45 AM	3	136	0	0	0	0	180	5	0	0	0	0	14	0	0	0	0	0	0	0	0	338	1171
8:00 AM	6	126	0	0	0	0	163	5	0	0	0	0	3	0	0	0	0	0	0	0	0	303	1092
8:15 AM	2	126	0	0	0	0	129	7	0	0	0	0	12	0	0	0	0	0	0	0	0	276	789
8:30 AM	1	100	0	0	0	0	135	8	1	0	0	0	9	0	0	0	0	0	0	0	0	254	513
8:45 AM	4	108	0	0	0	0	131	6	1	0	0	0	9	0	0	0	0	0	0	0	0	259	259
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*				
All Vehicles	12	796	0	0	0	0	1056	64	28	0	0	0	56	0	0	0	0	0	0	0	0	2012	
Heavy Trucks	0	68	0	0	0	0	80	4	0	0	0	0	8	0	0	0	0	0	0	0	0	160	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

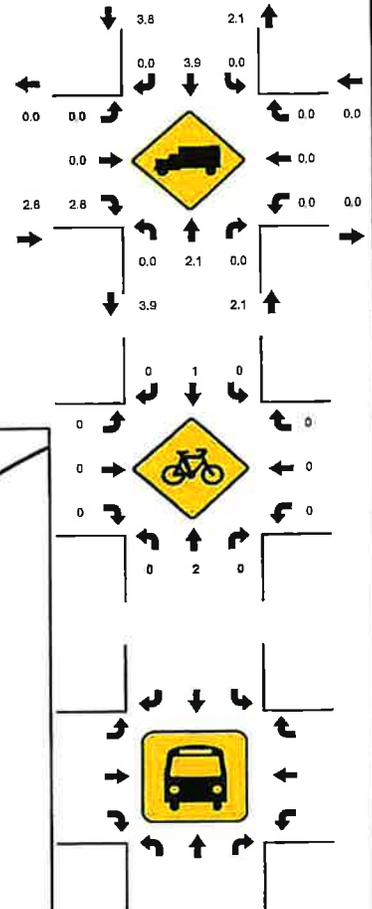
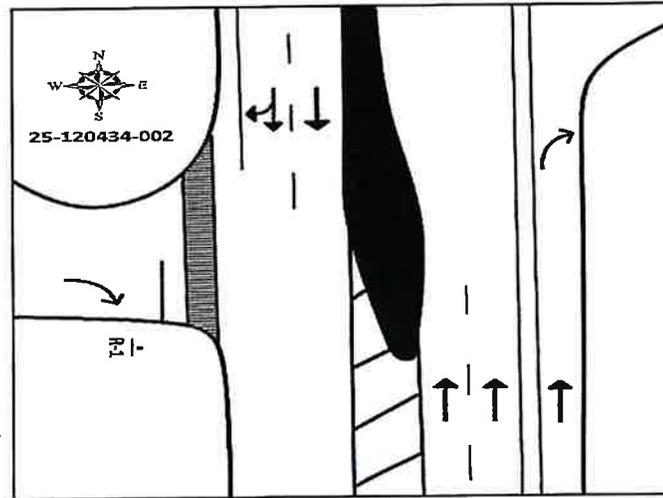
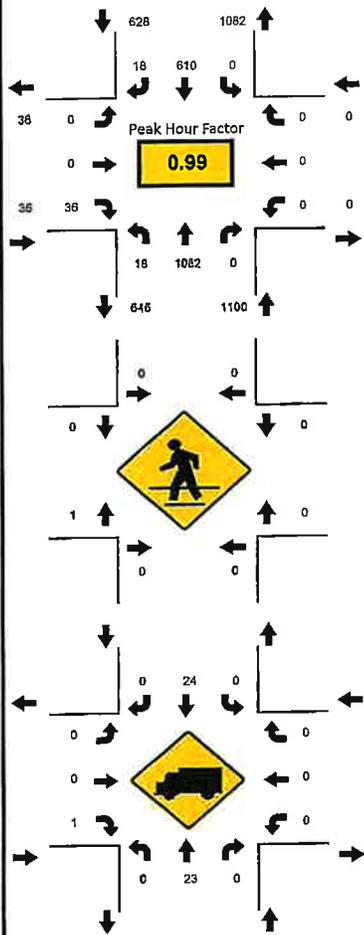
LOCATION: Kathleen Rd & 7-Eleven S Dwy  
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-002  
 DATE: Tue, Sep 09, 2025

Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Kathleen Rd Northbound					Kathleen Rd Southbound					7-Eleven S Dwy Eastbound					7-Eleven S Dwy Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
4:00 PM	4	260	0	0	0	0	154	6	0	0	0	0	8	0	0	0	0	0	0	0	0	432	1723
4:15 PM	5	253	0	0	0	0	149	2	0	0	0	0	5	0	0	0	0	0	0	0	0	414	1721
4:30 PM	6	281	0	0	0	0	133	8	0	0	0	0	7	0	0	0	0	0	0	0	0	435	1754
4:45 PM	7	252	0	0	0	0	165	5	0	0	0	0	13	0	0	0	0	0	0	0	0	442	1764
5:00 PM	3	255	0	0	0	0	162	8	0	0	0	0	12	0	0	0	0	0	0	0	0	430	1730
5:15 PM	4	300	0	0	0	0	138	1	0	0	0	0	4	0	0	0	0	0	0	0	0	447	1300
5:30 PM	4	275	0	0	0	0	155	4	0	0	0	0	7	0	0	0	0	0	0	0	0	445	853
5:45 PM	6	231	0	0	0	0	155	9	0	0	0	0	7	0	0	0	0	0	0	0	0	408	408
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
All Vehicles	28	1200	0	0	0	0	660	32	0	0	0	0	52	0	0	0	0	0	0	0	0	1972	
Heavy Trucks	0	32	0	0	0	0	32	0	0	0	0	0	4	0	0	0	0	0	0	0	0	68	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



National Data & Surveying Services

Site Code: 25-120434-003

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: 1-Way Stop(NB)

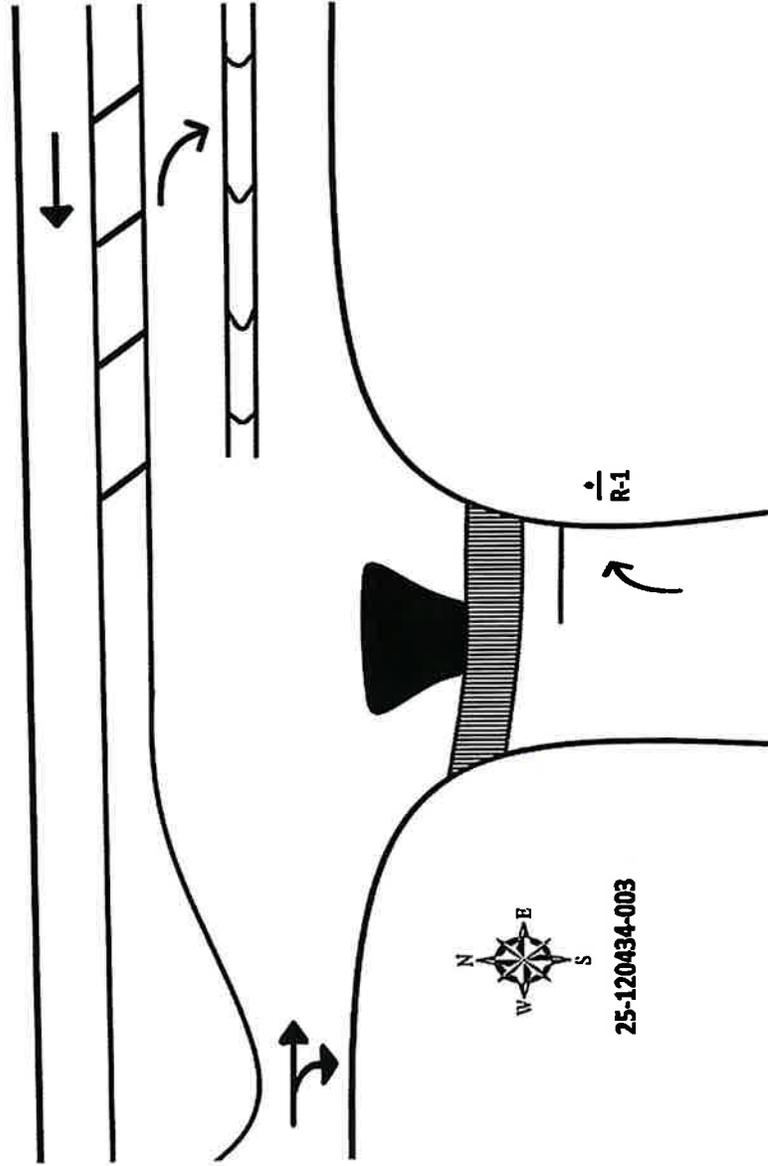


N/S Street: 7-Eleven N Dwy

Speed: N/A

E/W Street: Duff Rd

Speed: 30/40 MPH





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd  
 City: Lakeland  
 Control: 1-Way Stop(NB)

Project ID: 25-120434-003  
 Date: 9/9/2025

### Data - Total

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			TOTAL			
	NL	NT	NR	NU	SR	SU	SL	ST	SR	ER	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	3	0	0	0	0	0	0	2	0	15	2	0	2	12	0	0	34
7:15 AM	2	0	9	0	0	0	0	0	0	21	0	21	2	0	4	21	0	0	59
7:30 AM	2	0	6	0	0	0	0	0	0	17	0	17	2	0	6	50	0	0	83
7:45 AM	1	0	4	0	0	0	0	0	0	13	0	13	4	0	6	27	0	0	55
8:00 AM	1	0	5	0	0	0	0	0	0	15	0	15	1	0	3	29	0	0	54
8:15 AM	1	0	7	0	0	0	0	0	0	13	0	13	3	0	4	26	0	0	54
8:30 AM	0	0	4	0	0	0	0	0	0	15	0	15	4	0	5	19	0	0	47
8:45 AM	0	0	10	0	0	0	0	0	0	14	0	14	3	0	5	28	0	0	60
<b>TOTAL VOLUMES :</b>	7	0	48	0	0	0	0	0	0	123	0	123	21	0	35	212	0	0	446
<b>APPROACH %'s :</b>	12.73%	0.00%	87.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	85.42%	0.00%	85.42%	14.58%	0.00%	14.17%	85.83%	0.00%	0.00%	
<b>PEAK HR :</b>	6	0	24	0	0	0	0	0	0	66	0	66	9	0	19	127	0	0	251
<b>PEAK HR VOL :</b>	0.750	0.000	0.567	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.786	0.563	0.000	0.792	0.635	0.000	0.000	0.756
<b>PEAK HR FACTOR :</b>			0.682							0.815		0.815				0.652			

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			TOTAL			
	NL	NT	NR	NU	SR	SU	SL	ST	SR	ER	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	13	0	0	0	0	0	0	7	0	27	7	0	6	52	0	0	105
4:15 PM	2	0	8	0	0	0	0	0	0	26	0	26	6	0	3	54	0	1	100
4:30 PM	0	0	15	0	0	0	0	0	0	28	0	28	5	0	5	54	0	0	107
4:45 PM	0	0	9	0	0	0	0	0	0	31	0	31	4	0	3	57	0	0	104
5:00 PM	1	0	8	0	0	0	0	0	0	26	0	26	6	0	3	66	0	0	110
5:15 PM	0	0	9	0	0	0	0	0	0	31	0	31	4	0	6	50	0	0	100
5:30 PM	0	0	5	0	0	0	0	0	0	36	0	36	4	0	3	59	0	0	107
5:45 PM	0	0	8	0	0	0	0	0	0	31	0	31	1	0	3	40	0	0	83
<b>TOTAL VOLUMES :</b>	3	0	75	0	0	0	0	0	0	236	0	236	37	0	32	432	0	1	816
<b>APPROACH %'s :</b>	3.85%	0.00%	96.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	86.45%	0.00%	86.45%	13.55%	0.00%	6.88%	92.90%	0.00%	0.22%	
<b>PEAK HR :</b>	1	0	31	0	0	0	0	0	0	124	0	124	18	0	15	232	0	0	421
<b>PEAK HR VOL :</b>	0.250	0.000	0.861	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.000	0.861	0.750	0.000	0.625	0.879	0.000	0.000	0.957
<b>PEAK HR FACTOR :</b>			0.889							0.888		0.888				0.895			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** 7-Eleven N Dwy & Duff Rd  
**City:** Lakeland  
**Control:** 1-Way Stop(NB)  
**Project ID:** 25-120434-003  
**Date:** 9/9/2025

### Data - Cars

NS/EW Streets:	7-Eleven N Dwy						7-Eleven N Dwy						Duff Rd						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	NU	SR	ST	SL	SR	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WL	WT	WR	WU	TOTAL	
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	14	2	0	2	9	0	0	0	2	0	0	0	29
7:15 AM	2	0	9	0	0	0	0	0	0	0	0	0	20	2	0	3	21	0	0	0	3	0	0	0	57
7:30 AM	2	0	5	0	0	0	0	0	0	0	0	0	15	1	0	5	47	0	0	0	5	0	0	0	75
7:45 AM	1	0	3	0	0	0	0	0	0	0	0	0	13	4	0	6	25	0	0	0	6	0	0	0	52
8:00 AM	1	0	5	0	0	0	0	0	0	0	0	0	13	1	0	3	29	0	0	0	3	0	0	0	52
8:15 AM	1	0	7	0	0	0	0	0	0	0	0	0	12	3	0	4	25	0	0	0	4	0	0	0	52
8:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	13	4	0	4	17	0	0	0	4	0	0	0	42
8:45 AM	0	0	10	0	0	0	0	0	0	0	0	0	12	2	0	5	26	0	0	0	5	0	0	0	55
<b>TOTAL VOLUMES :</b>	7	0	45	0	0	0	0	0	0	0	0	0	112	19	0	32	199	0	0	32	199	0	0	0	414
<b>APPROACH %'s :</b>	13.46%	0.00%	86.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	85.50%	14.50%	0.00%	13.85%	86.15%	0.00%	0.00%	13.85%	86.15%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	6	0	22	0	0	0	0	0	0	0	0	0	61	8	0	17	122	0	0	17	122	0	0	0	236
<b>PEAK HR VOL :</b>	0.750	0.000	0.611	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.763	0.500	0.000	0.708	0.649	0.000	0.000	0.708	0.649	0.000	0.000	0.000	
<b>PEAK HR FACTOR :</b>			0.636										0.784				0.668				0.668				0.787
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
4:00 PM	0	0	13	0	0	0	0	0	0	0	0	0	25	7	0	6	52	0	0	6	52	0	0	0	103
4:15 PM	2	0	8	0	0	0	0	0	0	0	0	0	25	6	0	3	53	0	1	3	53	0	1	0	98
4:30 PM	0	0	14	0	0	0	0	0	0	0	0	0	27	5	0	5	50	0	0	5	50	0	0	0	101
4:45 PM	0	0	9	0	0	0	0	0	0	0	0	0	30	4	0	3	56	0	0	3	56	0	0	0	102
5:00 PM	1	0	7	0	0	0	0	0	0	0	0	0	26	6	0	3	65	0	0	3	65	0	0	0	108
5:15 PM	0	0	9	0	0	0	0	0	0	0	0	0	31	4	0	6	48	0	0	6	48	0	0	0	98
5:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	35	4	0	3	59	0	0	3	59	0	0	0	106
5:45 PM	0	0	8	0	0	0	0	0	0	0	0	0	31	1	0	3	40	0	0	3	40	0	0	0	83
<b>TOTAL VOLUMES :</b>	3	0	73	0	0	0	0	0	0	0	0	0	230	37	0	32	423	0	1	32	423	0	1	0	799
<b>APPROACH %'s :</b>	3.95%	0.00%	96.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	86.14%	13.86%	0.00%	7.02%	92.76%	0.00%	0.22%	7.02%	92.76%	0.00%	0.22%	0.22%	
<b>PEAK HR :</b>	1	0	30	0	0	0	0	0	0	0	0	0	122	18	0	15	228	0	0	15	228	0	0	0	414
<b>PEAK HR VOL :</b>	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.871	0.750	0.000	0.625	0.877	0.000	0.000	0.625	0.877	0.000	0.000	0.000	
<b>PEAK HR FACTOR :</b>			0.861										0.897				0.893				0.893				0.958

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd  
 City: Lakeland  
 Control: 1-Way Stop(NB)  
 Project ID: 25-120434-003  
 Date: 9/9/2025

### Data - HT

NS/EW Streets:	7-Eleven N Dwy						7-Eleven N Dwy						Duff Rd							
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	NU	SR	SU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>AM</b>																				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	8	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	5	
<b>TOTAL VOLUMES :</b>	0	0	3	0	0	0	0	0	0	0	0	11	2	0	3	13	0	0	32	
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%			0.00%	84.62%	15.38%	0.00%	0.00%	0.00%	18.75%	81.25%	0.00%	0.00%	0.00%	0.00%		
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																			
<b>PEAK HR VOL :</b>	0	0	2	0	0	0	0	0	0	0	0	5	1	0	2	5	0	0	15	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.000	0.625	0.250	0.000	0.500	0.417	0.000	0.000	0.469	
	0.500																			
	0.438																			
<b>PM</b>																				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	2	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	6	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	0	0	2	0	0	0	0	6	0	0	0	6	0	0	0	9	0	0	17	
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	0.00%			0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																			
<b>PEAK HR VOL :</b>	0	0	1	0	0	0	0	2	0	0	0	5.500	0.000	0	0	4	0	0	7	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.875	
	0.250																			
	0.500																			

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** 7-Eleven N Dwy & Duff Rd  
**City:** Lakeland  
**Control:** 1-Way Stop(NB)  
**Project ID:** 25-120434-003  
**Date:** 9/9/2025

### Data - Bikes

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>AM</b>																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	4
<b>APPROACH %'s :</b>	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500	
	0.250																	
<b>PM</b>																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>																		
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																	
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

National Data & Surveying Services  
**Intersection Turning Movement Count**

**Location:** 7-Eleven N Dwy & Duff Rd  
**City:** Lakeland

**Project ID:** 25-120434-003  
**Date:** 9/9/2025

**Data - Pedestrians (Crosswalks)**

NS/EW Streets:	7-Eleven N Dwy		7-Eleven N Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	2	1	0	1	0	0	4
<b>PEAK HR :</b>	66.67%		33.33%		0.00%		100.00%		
<b>PEAK HR VOL :</b>	07:15 AM - 08:15 AM		0		0		0		<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0		0		0		0		2
	0.500		0.500		0.500		0.500		0.500

NS/EW Streets:	7-Eleven N Dwy		7-Eleven N Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	1	3	0	0	0	0	4
<b>PEAK HR :</b>	04:45 PM - 05:45 PM		25.00%		75.00%		0.00%		
<b>PEAK HR VOL :</b>	0		0		2		0		<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0		0.500		0.500		0.500		2
	0		0.500		0.500		0.500		0.500

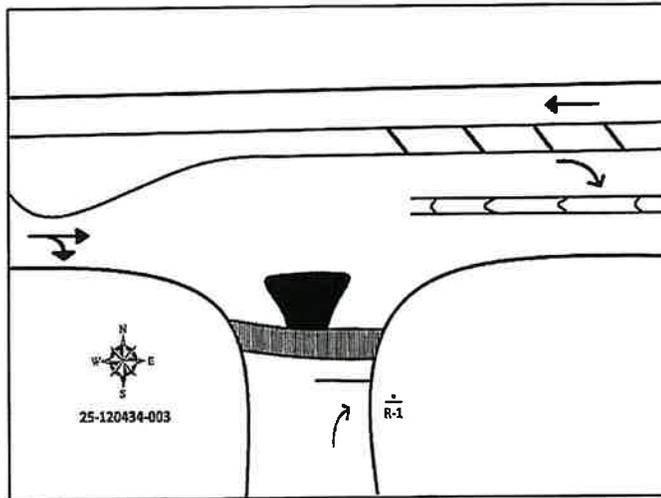
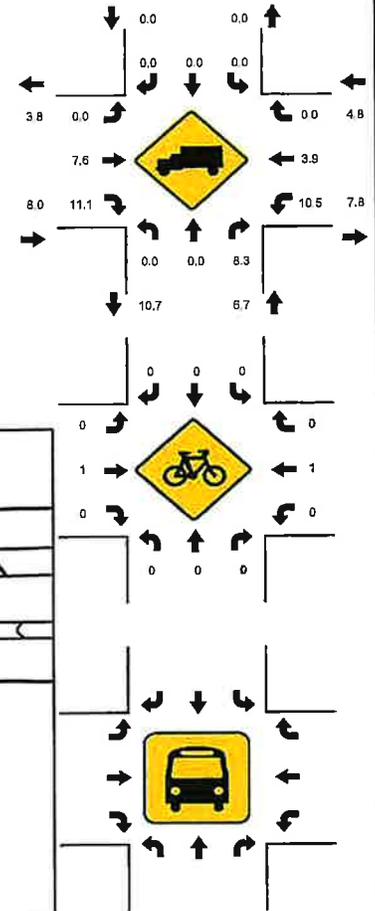
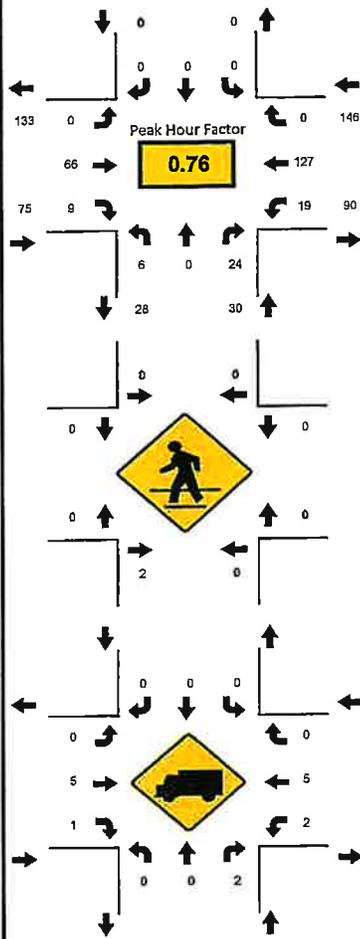
LOCATION: 7-Eleven N Dwy & Duff Rd  
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-003  
 DATE: Tue, Sep 09, 2025

Peak-Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services

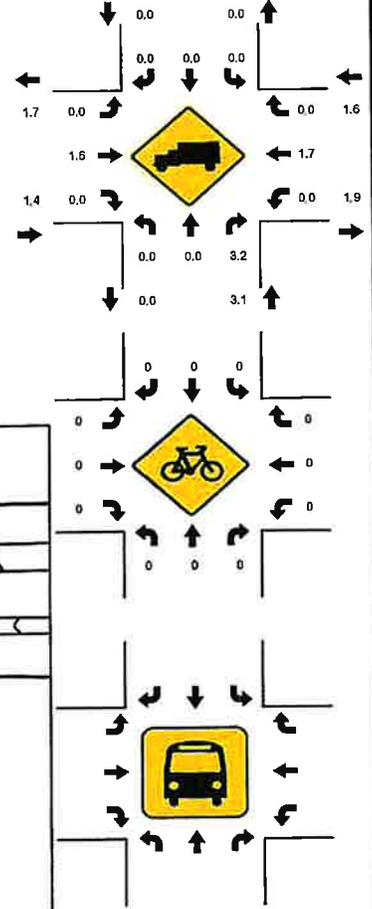
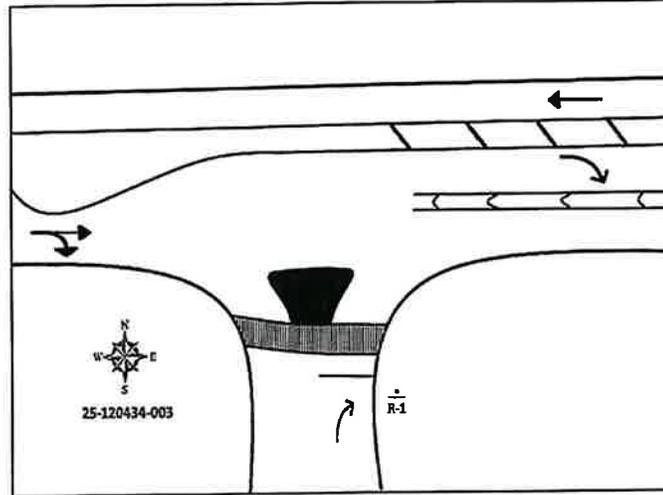
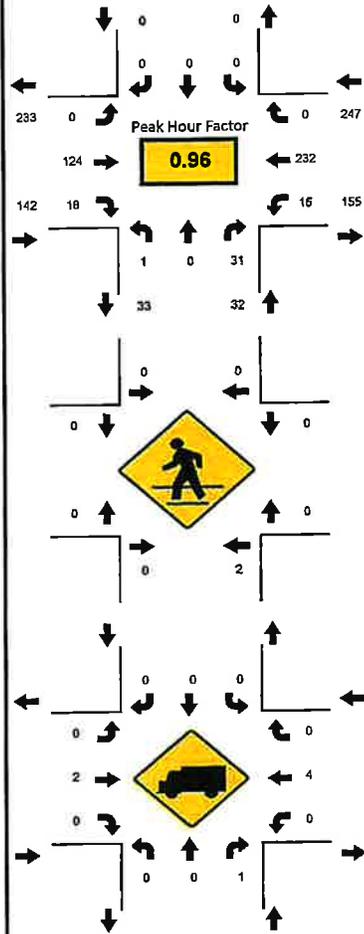
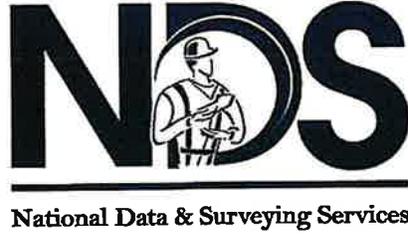


15-Min Count Period Beginning At	7-Eleven N Dwy Northbound					7-Eleven N Dwy Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	3	0		0	0	0	0		0	15	2	0		2	12	0	0		34	231
7:15 AM	2	0	9	0		0	0	0	0		0	21	2	0		4	21	0	0		59	251
7:30 AM	2	0	6	0		0	0	0	0		0	17	2	0		6	50	0	0		83	246
7:45 AM	1	0	4	0		0	0	0	0		0	13	4	0		6	27	0	0		55	210
8:00 AM	1	0	5	0		0	0	0	0		0	15	1	0		3	29	0	0		54	215
8:15 AM	1	0	7	0		0	0	0	0		0	13	3	0		4	26	0	0		54	161
8:30 AM	0	0	4	0		0	0	0	0		0	15	4	0		5	19	0	0		47	107
8:45 AM	0	0	10	0		0	0	0	0		0	14	3	0		5	28	0	0		60	60
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	0	36	0		0	0	0	0		0	84	16	0		24	200	0	0		368	
Heavy Trucks	0	0	4	0		0	0	0	0		0	8	4	0		4	12	0	0		32	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		8	
Buses																					0	
Stopped Buses																					0	

LOCATION: 7-Eleven N Dwy & Duff Rd  
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-003  
 DATE: Tue, Sep 09, 2025

Peak-Hour: 04:45 PM - 05:45 PM  
 Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	7-Eleven N Dwy Northbound					7-Eleven N Dwy Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	13	0		0	0	0	0		0	27	7	0		6	52	0	0		105	416
4:15 PM	2	0	8	0		0	0	0	0		0	26	6	0		3	54	0	1		100	421
4:30 PM	0	0	15	0		0	0	0	0		0	28	5	0		5	54	0	0		107	421
4:45 PM	0	0	9	0		0	0	0	0		0	31	4	0		3	57	0	0		104	421
5:00 PM	1	0	8	0		0	0	0	0		0	26	6	0		3	66	0	0		110	400
5:15 PM	0	0	9	0		0	0	0	0		0	31	4	0		6	50	0	0		100	290
5:30 PM	0	0	5	0		0	0	0	0		0	36	4	0		3	59	0	0		107	190
5:45 PM	0	0	8	0		0	0	0	0		0	31	1	0		3	40	0	0		83	83
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
All Vehicles	4	0	36	0		0	0	0	0		0	144	24	0		24	264	0	0		496	
Heavy Trucks	0	0	4	0		0	0	0	0		0	4	0	0		0	8	0	0		16	
Pedestrians	0	4						0				0					0				4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																					0	
Stopped Buses																					0	



National Data & Surveying Services

Site Code: 25-120434-004

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: 1-Way Stop(SB)

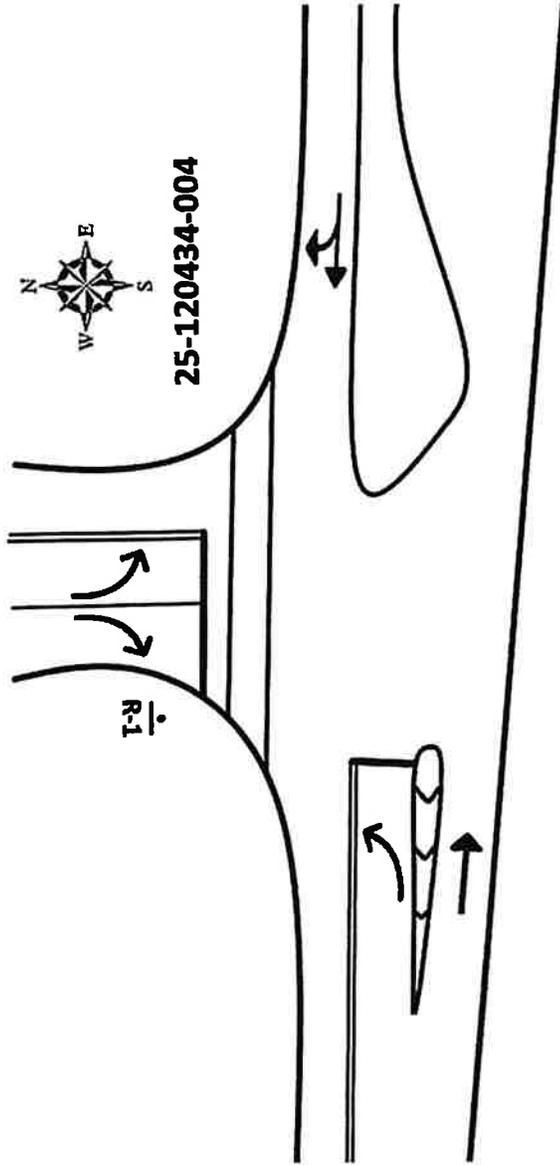


N/S Street: Publix Super Market at Kathleen Square E Dwy

Speed: N/A

E/W Street: Duff Rd

Speed: 30/40 MPH











National Data & Surveying Services  
**Intersection Turning Movement Count**

**Location:** Publix Super Market at Kathleen Square E Dwy & Duff Rd      **Project ID:** 25-120434-004  
**City:** Lakeland      **Date:** 9/9/2025

**Data - Pedestrians (Crosswalks)**

NS/EW Streets:	Publix Super Market at Kathleen Square E Dwy		Publix Super Market at Kathleen Square E Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>									
<b>PEAK HR :</b>	07:15 AM - 08:15 AM								
<b>PEAK HR VOL :</b>	0								
<b>PEAK HR FACTOR :</b>	0								

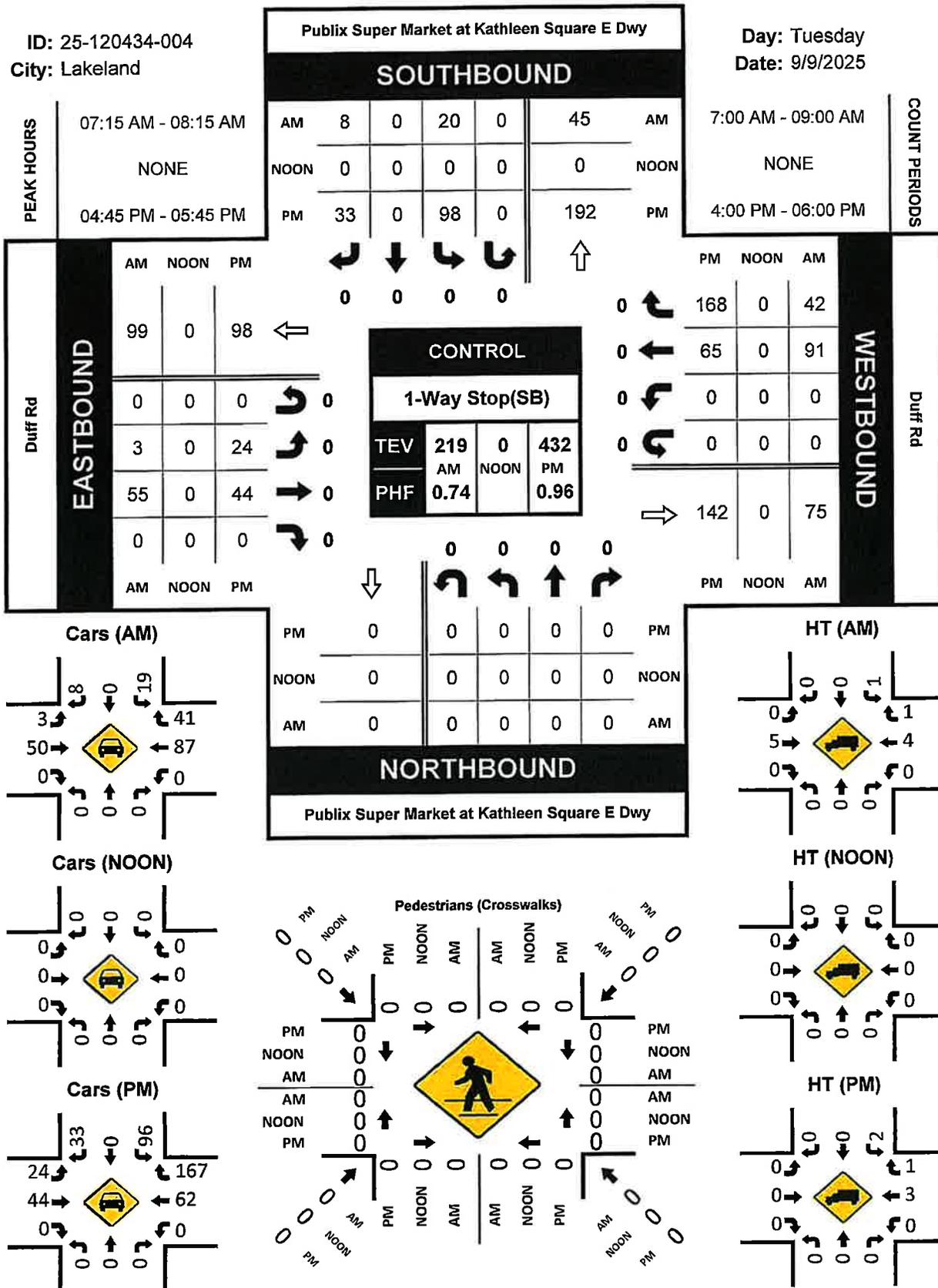
NS/EW Streets:	Publix Super Market at Kathleen Square E Dwy		Publix Super Market at Kathleen Square E Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	0	0	0	0	0	0	0	2	2
<b>APPROACH %'s :</b>	0.00%      100.00%								
<b>PEAK HR :</b>	04:45 PM - 05:45 PM								
<b>PEAK HR VOL :</b>	0								
<b>PEAK HR FACTOR :</b>	0								

# Publix Super Market at Kathleen Square E Dwy & Duff Rd

## Peak Hour Turning Movement Count

ID: 25-120434-004  
City: Lakeland

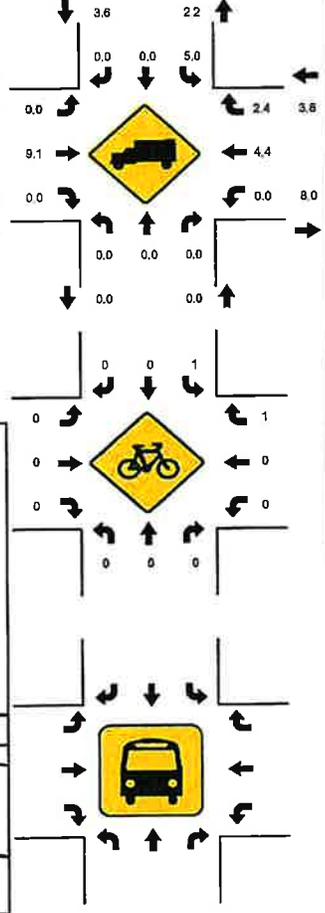
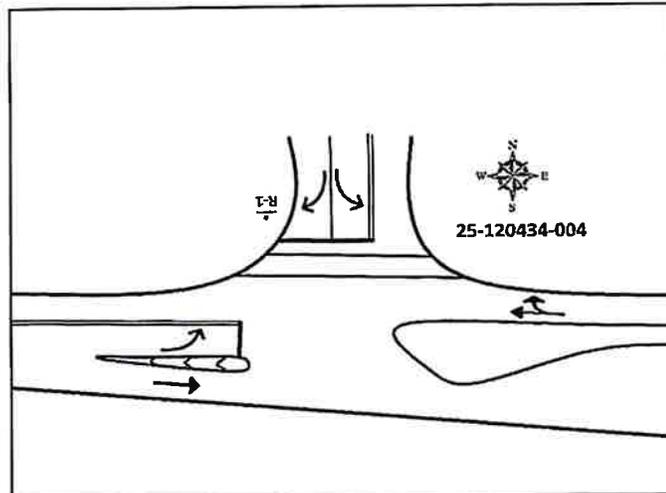
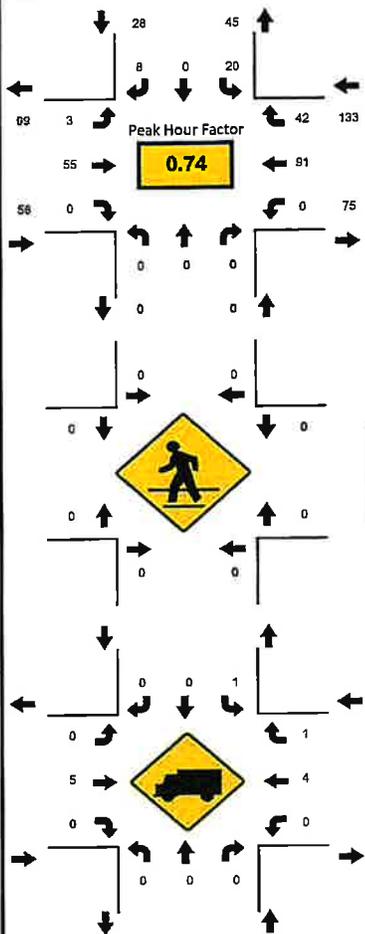
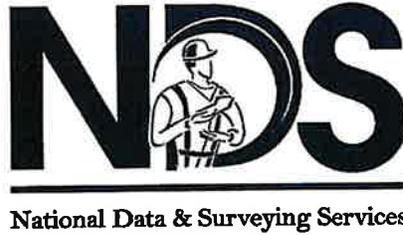
Day: Tuesday  
Date: 9/9/2025



LOCATION: Publix Super Market at Kathleen Square E Dwy & Duff Rd  
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-004  
 DATE: Tue, Sep 09, 2025

Peak-Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minute: 07:30 AM - 07:45 AM



15-Min Count Period Beginning At	Super Market at Kathleen Square Northbound					Super Market at Kathleen Square Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	6	0	1	0	0	1	10	0	0	0	0	8	4	0	0	30	200
7:15 AM	0	0	0	0	0	5	0	0	0	0	1	18	0	0	0	0	19	4	0	0	47	219
7:30 AM	0	0	0	0	0	5	0	3	0	0	0	14	0	0	0	0	38	14	0	0	74	215
7:45 AM	0	0	0	0	0	4	0	4	0	0	0	13	0	0	0	0	19	9	0	0	49	183
8:00 AM	0	0	0	0	0	8	0	1	0	0	2	10	0	0	0	0	15	15	0	0	49	184
8:15 AM	0	0	0	0	0	5	0	1	0	0	1	11	0	0	0	0	11	14	0	0	43	135
8:30 AM	0	0	0	0	0	9	0	1	0	0	1	10	0	0	0	0	14	7	0	0	42	92
8:45 AM	0	0	0	0	0	7	0	2	0	0	1	12	0	0	0	0	12	16	0	0	50	50
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
All Vehicles	0	0	0	0	0	24	0	16	0	0	8	72	0	0	0	0	152	60	0	0	332	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	8	4	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	





National Data & Surveying Services

Site Code: 25-120434-005

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

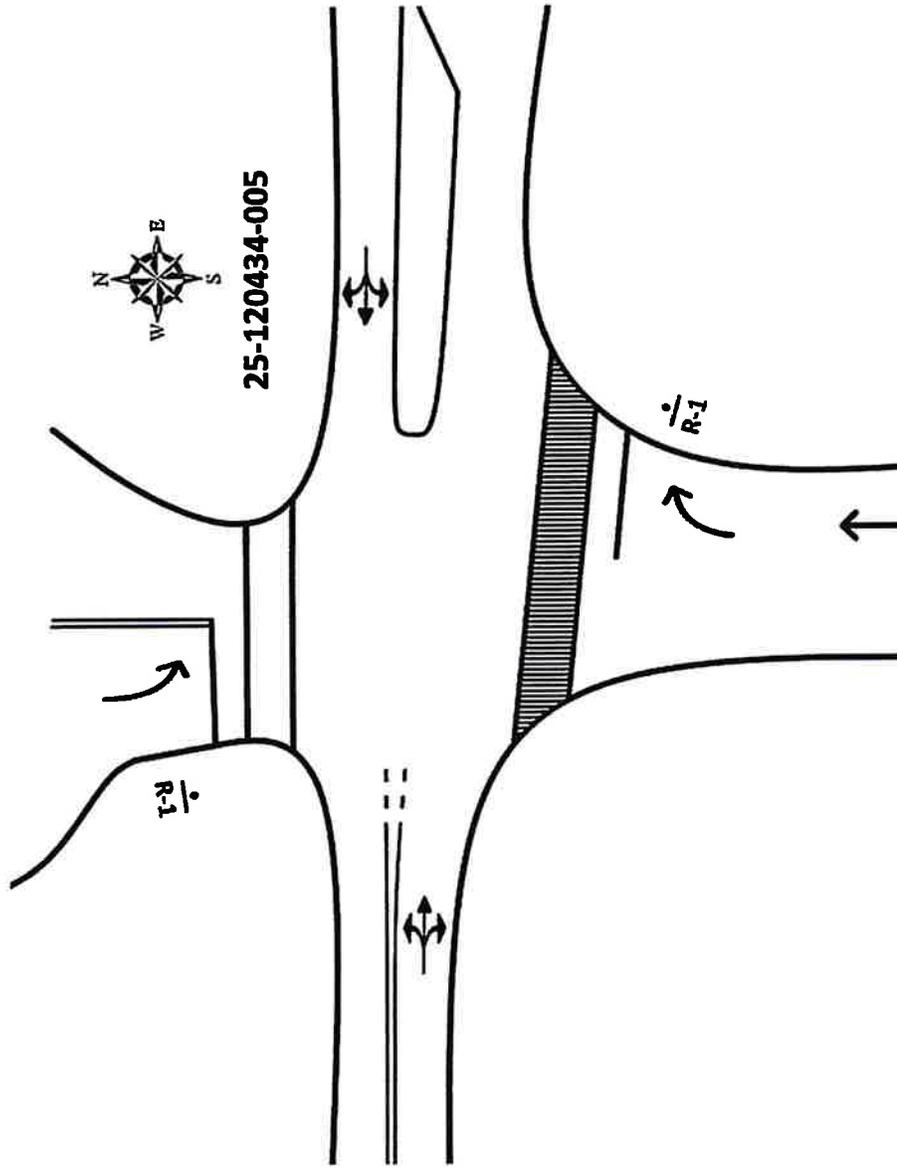
Control: 2-Way Stop(NB/SB)



N/S Street: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy Speed: N/A

E/W Street: Duff Rd

Speed: 30/40 MPH



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd  
 City: Lakeland  
 Control: 2-Way Stop(NB/SB)

Project ID: 25-120434-005  
 Date: 9/9/2025

### Data - Total

NS/EW Streets:	Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy												Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy						Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy														
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		EASTBOUND				WESTBOUND		EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	EL	ET	ER	EU	WL	WT	WR	WU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:15 AM	2	0	0	0	1	0	0	0	1	18	0	0	0	7	0	0	0	19	0	0	0	19	0	0	0	7	0	0	0	0	0	0	41
7:30 AM	1	0	0	0	0	0	1	0	0	14	0	0	0	40	1	0	0	40	1	0	0	40	1	0	0	40	1	0	57				
7:45 AM	2	0	0	0	0	0	0	0	1	14	1	0	0	22	0	0	0	22	0	0	0	22	0	0	0	22	0	0	40				
8:00 AM	3	0	0	0	1	0	0	0	0	10	0	0	1	16	0	0	0	16	0	0	0	16	0	0	0	16	0	0	31				
8:15 AM	1	0	0	0	1	0	0	0	0	11	0	0	0	11	1	0	0	11	1	0	0	11	1	0	0	11	1	0	25				
8:30 AM	2	0	1	0	0	0	0	0	1	10	0	0	3	12	0	0	0	12	0	0	3	12	0	0	0	12	0	0	29				
8:45 AM	1	0	0	0	0	0	0	0	0	13	0	0	1	13	0	0	0	13	0	0	1	13	0	0	0	13	0	0	28				
<b>TOTAL VOLUMES :</b>	12	0	1	0	3	0	1	0	3	101	1	0	5	140	4	0	5	140	4	0	5	140	4	0	5	140	4	0	271				
<b>APPROACH %'s :</b>	92.31%	0.00%	7.69%	0.00%	75.00%	0.00%	25.00%	0.00%	2.86%	96.19%	0.95%	0.00%	3.36%	93.96%	2.58%	0.00%	3.36%	93.96%	2.58%	0.00%	3.36%	93.96%	2.58%	0.00%	3.36%	93.96%	2.58%	0.00%					
<b>PEAK HR VOL :</b>	8	0	0	0	2	0	1	0	2	56	1	0	1	97	1	0	1	97	1	0	1	97	1	0	1	97	1	0	169				
<b>PEAK HR FACTOR :</b>	0.667	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.500	0.778	0.250	0.000	0.250	0.606	0.250	0.000	0.250	0.606	0.250	0.000	0.250	0.606	0.250	0.000	0.250	0.606	0.250	0.000	0.741				

NS/EW Streets:	Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy												Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy						Public Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy														
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND		EASTBOUND				WESTBOUND		EASTBOUND				WESTBOUND								
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	EL	ET	ER	EU	WL	WT	WR	WU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
4:15 PM	2	1	2	0	0	0	1	0	0	17	0	0	4	20	2	0	4	20	2	0	4	20	2	0	4	20	2	0	49				
4:30 PM	2	0	2	0	0	1	1	0	1	20	0	0	3	25	1	0	3	25	1	0	3	25	1	0	3	25	1	0	56				
4:45 PM	3	0	2	0	1	0	0	0	4	15	0	0	4	19	4	0	4	19	4	0	4	19	4	0	4	19	4	0	53				
5:00 PM	1	0	1	0	2	0	3	0	2	16	1	0	0	18	4	0	0	18	4	0	0	18	4	0	0	18	4	0	48				
5:15 PM	4	1	2	0	1	0	1	0	1	15	0	0	0	21	2	0	0	21	2	0	0	21	2	0	0	21	2	0	48				
5:30 PM	0	0	3	0	0	0	0	0	2	10	1	0	3	20	3	0	3	20	3	0	3	20	3	0	3	20	3	0	42				
5:45 PM	2	0	3	0	1	0	1	0	2	16	1	0	2	16	2	0	2	16	2	0	2	16	2	0	2	16	2	0	46				
<b>TOTAL VOLUMES :</b>	16	3	16	0	7	1	8	0	15	124	3	0	20	152	20	1	20	152	20	1	20	152	20	1	20	152	20	1	386				
<b>APPROACH %'s :</b>	45.71%	8.57%	45.71%	0.00%	43.75%	6.25%	50.00%	0.00%	10.56%	87.32%	2.11%	0.00%	10.36%	78.76%	10.36%	0.52%	10.36%	78.76%	10.36%	0.52%	10.36%	78.76%	10.36%	0.52%	10.36%	78.76%	10.36%	0.52%					
<b>PEAK HR VOL :</b>	8	1	7	0	3	1	6	0	7	68	1	0	11	82	11	0	11	82	11	0	11	82	11	0	11	82	11	0	206				
<b>PEAK HR FACTOR :</b>	0.667	0.250	0.875	0.000	0.375	0.250	0.500	0.000	0.438	0.850	0.250	0.000	0.688	0.820	0.688	0.000	0.688	0.820	0.688	0.000	0.688	0.820	0.688	0.000	0.688	0.820	0.688	0.000	0.920				

# National Data & Surveying Services

## Intersection Turning Movement Count

**Locations:** Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd  
**City:** Lakeland  
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 25-120434-005  
**Date:** 9/9/2025

### Data - Cars

NS/EW Streets:	Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy										Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy											
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND						
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	7	0	0	0	0	18
7:15 AM	2	0	0	0	0	1	0	0	0	0	1	17	0	0	0	0	19	0	0	0	0	40
7:30 AM	0	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	39	0	0	0	0	52
7:45 AM	2	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	21	0	0	0	0	39
8:00 AM	3	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	15	0	0	0	0	28
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	10	0	0	0	0	11	0	0	0	0	23
8:30 AM	0	0	1	0	0	0	0	0	0	0	1	8	0	0	0	3	10	0	0	0	0	23
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	10	0	0	1	1	12	0	0	0	0	24
<b>TOTAL VOLUMES :</b>	9	0	1	0	0	2	0	1	0	0	3	91	1	0	0	5	134	0	0	0	0	247
<b>APPROACH %'s :</b>	90.00%	0.00%	10.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	0.00%	3.16%	95.79%	1.05%	0.00%	0.00%	3.60%	96.40%	0.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																					
<b>PEAK HR VOL :</b>	7	0	0	0	0	1	0	1	0	0	2	52	1	0	0	1	94	0	0	0	0	159
<b>PEAK HR FACTOR :</b>	0.583	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.765	0.250	0.000	0.000	0.250	0.603	0.000	0.000	0.000	0.000	0.764
	0.583																					
	0.609																					

NS/EW Streets:	Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy										Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy											
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND						
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
4:00 PM	2	1	1	0	0	2	0	0	0	0	3	15	0	0	0	4	13	2	2	1	0	44
4:15 PM	2	1	2	0	0	0	0	1	0	0	0	16	0	0	0	4	19	2	0	0	0	47
4:30 PM	2	0	2	0	0	0	1	1	0	0	1	19	0	0	0	2	24	1	0	0	0	53
4:45 PM	3	0	2	0	0	1	0	1	0	0	4	15	0	0	0	4	19	4	0	0	0	53
5:00 PM	1	0	1	0	0	2	0	3	0	0	2	16	1	0	0	0	18	3	0	0	0	47
5:15 PM	4	1	2	0	0	1	0	1	0	0	1	15	0	0	0	0	19	2	0	0	0	46
5:30 PM	0	0	3	0	0	0	0	0	0	0	2	10	1	0	0	3	20	3	0	0	0	42
5:45 PM	2	0	3	0	0	1	0	1	0	0	2	16	1	0	0	2	16	2	0	0	0	46
<b>TOTAL VOLUMES :</b>	16	3	16	0	0	7	1	8	0	0	15	122	3	0	0	19	148	19	1	0	0	378
<b>APPROACH %'s :</b>	45.71%	8.57%	45.71%	0.00%	0.00%	43.75%	6.25%	50.00%	0.00%	0.00%	10.71%	87.14%	2.14%	0.00%	0.00%	10.16%	79.14%	10.16%	0.53%	0.00%	0.00%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																					
<b>PEAK HR VOL :</b>	8	1	7	0	0	3	1	6	0	0	7	66	1	0	0	10	80	10	0	0	0	200
<b>PEAK HR FACTOR :</b>	0.667	0.250	0.875	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.438	0.868	0.250	0.000	0.000	0.625	0.833	0.625	0.000	0.000	0.000	0.943
	0.800																					
	0.926																					

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd  
 City: Lakeland  
 Control: 2-Way Stop(NB/SB)  
 Project ID: 25-120434-005  
 Date: 9/9/2025

### Data - HT

NS/EW Streets:	Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy												Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy															
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND									
	NL	NT	NR	NU	SU	SL	ST	SR	SU	ER	ET	EL	ER	ET	EU	EU	WL	WT	WR	WU	WL	WT	WR	WU				
<b>AM</b>																												
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	3	0	0	0	0	1	0	0	0	0	0	0	10	4	0	0	0	0	0	0	6	3	1	0	4	0	0	0
<b>APPROACH %'s :</b>	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																											
<b>PEAK HR VOL :</b>	1	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.500
<b>PM</b>																												
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>																												
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																											
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.67%	16.67%	0.00%	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.500

# National Data & Surveying Services

## Intersection Turning Movement Count

**Location:** Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd  
**City:** Lakeland  
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 25-120434-005  
**Date:** 9/9/2025

### Data - Bikes

NS/EW Streets:	Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy										Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy										Duff Rd							
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WT		WR		WU			
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	WL	WT	WR	WU	TOTAL			
<b>AM</b>																												
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>																												
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																											
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>PM</b>																												
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %'s :</b>																												
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																											
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

# Intersection Turning Movement Count

**Location:** Publix Super Market at Kathleen Square W Dwy/Di's Ace Hardware #6 Project ID: 25-120434-005  
**City:** Lakeland Date: 9/9/2025

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Publix Super Market at Kathleen Square W		Publix Super Market at Kathleen Square W		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	0	2	1	0	0	0	0	4
	100.00%	0.00%	66.67%	33.33%					
<b>PEAK HR :</b>	07:15 AM - 08:15 AM								
<b>PEAK HR VOL :</b>	0								
<b>PEAK HR FACTOR :</b>	0.500 0.250 0.375								

NS/EW Streets:	Publix Super Market at Kathleen Square W		Publix Super Market at Kathleen Square W		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	1	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	2
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
<b>APPROACH %'s :</b>	1	0	2	3	1	1	0	1	9
	100.00%	0.00%	40.00%	60.00%	50.00%	50.00%	0.00%	100.00%	
<b>PEAK HR :</b>	04:15 PM - 05:15 PM								
<b>PEAK HR VOL :</b>	0								
<b>PEAK HR FACTOR :</b>	0.250 0.250 0.250 0.250								



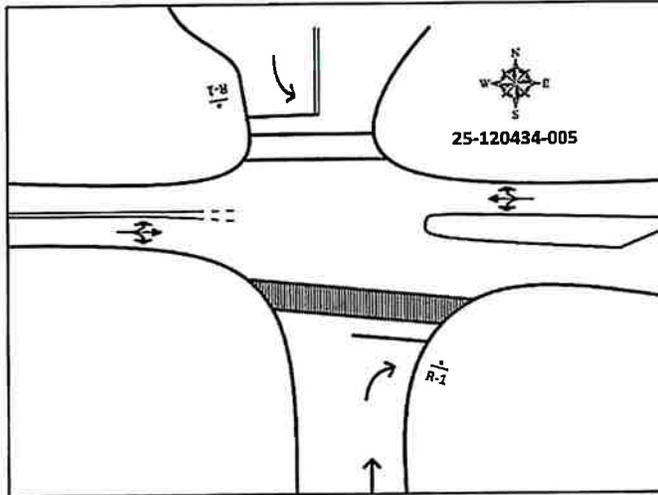
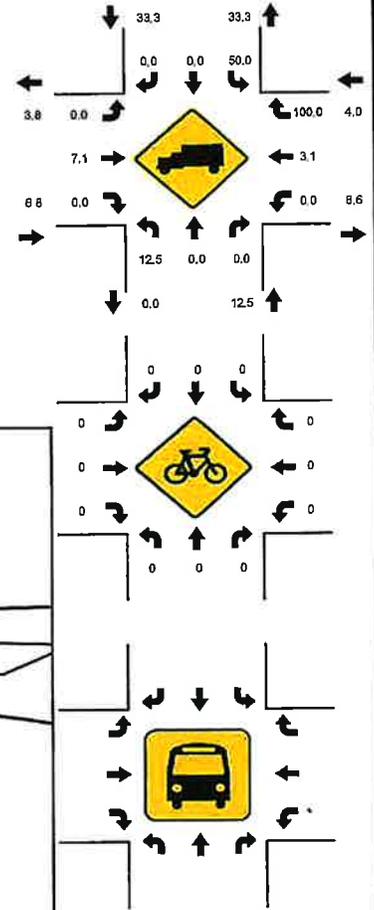
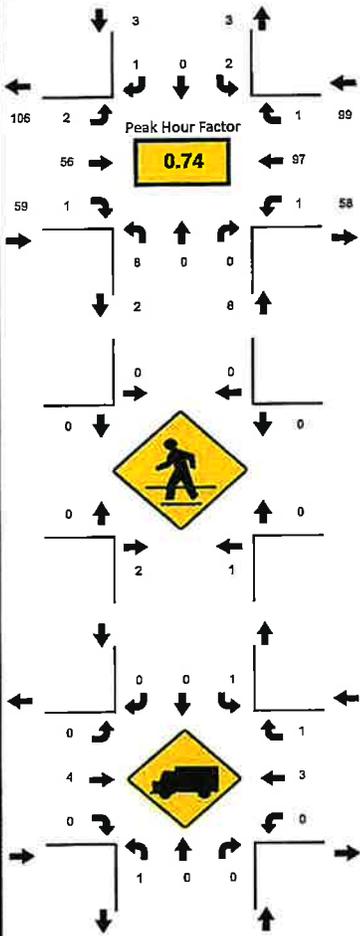
LOCATION: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd  
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-005  
 DATE: Tue, Sep 09, 2025

Peak-Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services



15-Min Count Period Beginning At	at Kathleen Square W Dwy/D's A Northbound					at Kathleen Square W Dwy/D's A Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	7	2	0	0	20	158
7:15 AM	2	0	0	0	0	1	0	0	0	0	1	18	0	0	0	0	19	0	0	0	41	169
7:30 AM	1	0	0	0	0	0	0	1	0	0	0	14	0	0	0	0	40	1	0	0	57	153
7:45 AM	2	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	22	0	0	0	40	125
8:00 AM	3	0	0	0	0	1	0	0	0	0	0	10	0	0	0	1	16	0	0	0	31	113
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	11	0	0	0	0	11	1	0	0	25	82
8:30 AM	2	0	1	0	0	0	0	0	0	0	1	10	0	0	0	3	12	0	0	0	29	57
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	13	0	0	0	28	28
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	12	0	0	0	0	4	0	4	0	0	4	72	4	0	0	4	160	4	0	0		268
Heavy Trucks	4	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	4	4	0	0	24	
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																					0	
Stopped Buses																					0	

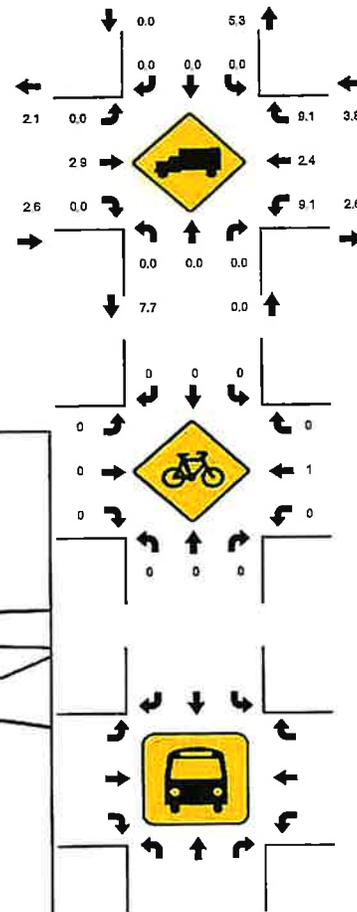
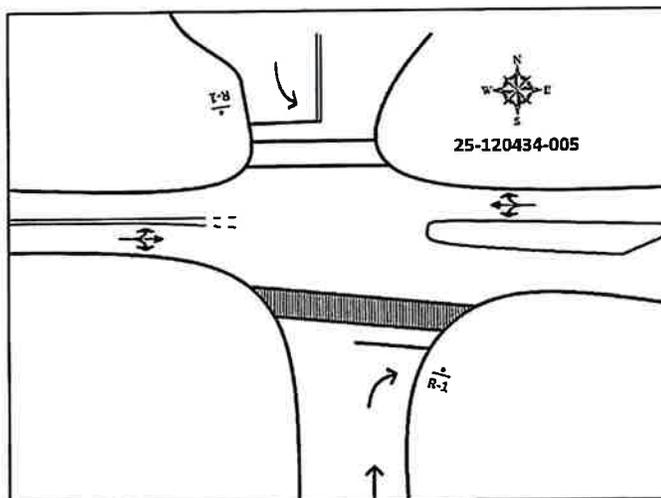
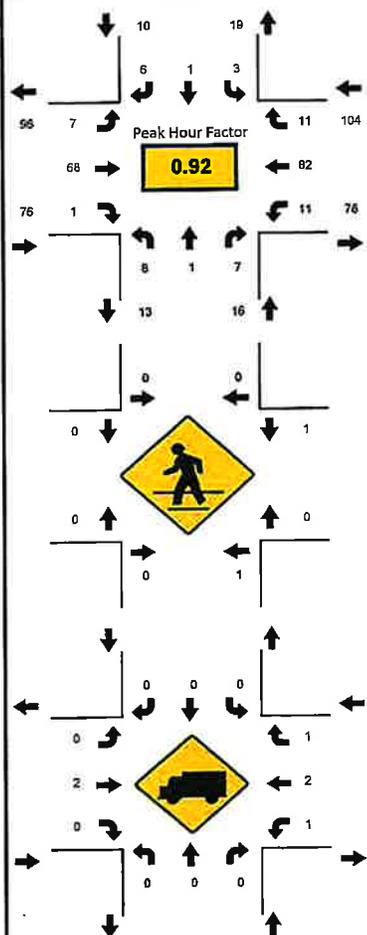
LOCATION: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd  
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-005  
 DATE: Tue, Sep 09, 2025

Peak-Hour: 04:15 PM - 05:15 PM  
 Peak 15-Minute: 04:30 PM - 04:45 PM



National Data & Surveying Services



15-Min Count Period Beginning At	at Kathleen Square W Dwy/D's A Northbound					at Kathleen Square W Dwy/D's A Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
4:00 PM	2	1	1	0		2	0	0	0		3	15	0	0		4	13	2	1		44	202	
4:15 PM	2	1	2	0		0	0	1	0		0	17	0	0		4	20	2	0		49	206	
4:30 PM	2	0	2	0		0	1	1	0		1	20	0	0		3	25	1	0		56	205	
4:45 PM	3	0	2	0		1	0	1	0		4	15	0	0		4	19	4	0		53	191	
5:00 PM	1	0	1	0		2	0	3	0		2	16	1	0		0	18	4	0		48	184	
5:15 PM	4	1	2	0		1	0	1	0		1	15	0	0		0	21	2	0		48	136	
5:30 PM	0	0	3	0		0	0	0	0		2	10	1	0		3	20	3	0		42	88	
5:45 PM	2	0	3	0		1	0	1	0		2	16	1	0		2	16	2	0		46	46	
<b>Peak 15-Min Flowrates</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>					<b>Total</b>		
All Vehicles	12	4	8	0		8	4	12	0		16	80	4	0		16	100	16	0		280		
Heavy Trucks	0	0	0	0		0	0	0	0		0	4	0	0		4	4	4	0		16		
Pedestrians		4					0					0					4				8		
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0		4		
Buses																						0	
Stopped Buses																						0	

FDOT PEAK SEASON ADJUSTMENT FACTORS



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1600 POLK COUNTYWIDE

MOCF: 0.96  
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.01	1.05
3	01/14/2024 - 01/20/2024	1.04	1.08
4	01/21/2024 - 01/27/2024	1.02	1.06
5	01/28/2024 - 02/03/2024	1.00	1.04
6	02/04/2024 - 02/10/2024	0.99	1.03
* 7	02/11/2024 - 02/17/2024	0.97	1.01
* 8	02/18/2024 - 02/24/2024	0.96	1.00
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.97	1.01
*17	04/21/2024 - 04/27/2024	0.98	1.02
*18	04/28/2024 - 05/04/2024	0.98	1.02
*19	05/05/2024 - 05/11/2024	0.99	1.03
20	05/12/2024 - 05/18/2024	1.00	1.04
21	05/19/2024 - 05/25/2024	1.01	1.05
22	05/26/2024 - 06/01/2024	1.01	1.05
23	06/02/2024 - 06/08/2024	1.02	1.06
24	06/09/2024 - 06/15/2024	1.03	1.07
25	06/16/2024 - 06/22/2024	1.03	1.07
26	06/23/2024 - 06/29/2024	1.04	1.08
27	06/30/2024 - 07/06/2024	1.04	1.08
28	07/07/2024 - 07/13/2024	1.05	1.09
29	07/14/2024 - 07/20/2024	1.05	1.09
30	07/21/2024 - 07/27/2024	1.05	1.09
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.03	1.07
34	08/18/2024 - 08/24/2024	1.03	1.07
35	08/25/2024 - 08/31/2024	1.04	1.08
36	09/01/2024 - 09/07/2024	1.04	1.08
37	09/08/2024 - 09/14/2024	1.04	1.08
38	09/15/2024 - 09/21/2024	1.04	1.08
39	09/22/2024 - 09/28/2024	1.03	1.07
40	09/29/2024 - 10/05/2024	1.03	1.07
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.01	1.05
43	10/20/2024 - 10/26/2024	1.00	1.04
44	10/27/2024 - 11/02/2024	0.99	1.03
45	11/03/2024 - 11/09/2024	0.99	1.03
46	11/10/2024 - 11/16/2024	0.98	1.02
47	11/17/2024 - 11/23/2024	0.98	1.02
48	11/24/2024 - 11/30/2024	0.98	1.02
49	12/01/2024 - 12/07/2024	0.99	1.03
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.01	1.05
53	12/29/2024 - 12/31/2024	1.04	1.08

\* PEAK SEASON

04-MAR-2025 16:32:51

830UPD

1\_1600\_PKSEASON.TXT

SIGNAL TIMINGS



Station : 1168 - Kathleen\_Duff ( Standard File )

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		20		15		20								
Min Green	7	20	7	15	7	20	7	15	5	5	5	5	5	5	5	5
Passage	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	20	45	15	30	20	45	20	30	25	25	25	25	25	25	25	25
Max2									50	50	50	50	50	50	50	50
Yellow	3.6	4.8	3.4	4.4	3.6	4.8	3.4	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3	2.4	3.4	3.7	3	2.4	3.3	3.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON															
Auto Entry																
Auto Exit																
Non Act1																
Non Act2																
Lock Call		ON				ON			ON							
Min Recall		ON			ON	ON										
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON															
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Bike Clear																

**Preemption**

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON				
Link						
Delay						
Min Duration			3	3	3	3
Min Green			5	5	5	5
Min Walk						
Ped Clear			20	20	20	20
Track Green						
Min Dwell			20	25	20	25
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

**Preempt LP**

Channel	1	2	3	4
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				
TX Time				
PP Hold Time				

PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				





INTERSECTION ANALYSIS



Timings

3: KATHLEEN RD & DUFF RD

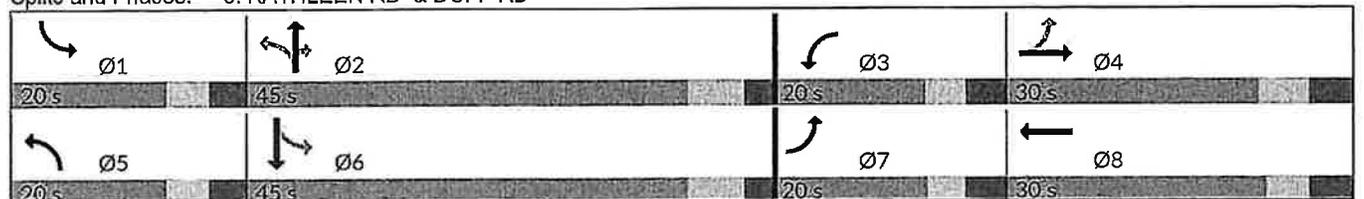
10/22/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	67	55	240	97	38	166	638	387	59	408	6
Future Volume (vph)	50	67	55	240	97	38	166	638	387	59	408	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		7.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	13.7	26.1		13.8	25.4		13.6	27.2	27.2	13.6	27.2	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	45.0	45.0	20.0	45.0	
Total Split (%)	17.4%	26.1%		17.4%	26.1%		17.4%	39.1%	39.1%	17.4%	39.1%	
Yellow Time (s)	3.4	4.4		3.4	3.7		3.6	4.8	4.8	3.6	4.8	
All-Red Time (s)	3.3	3.7		3.4	3.7		3.0	2.4	2.4	3.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	8.1		6.8	7.4		6.6	7.2	7.2	6.6	7.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effct Green (s)	24.7	15.3		11.9	22.9		53.9	44.1	44.1	46.1	37.9	
Actuated g/C Ratio	0.24	0.15		0.11	0.22		0.51	0.42	0.42	0.44	0.36	
v/c Ratio	0.16	0.45		0.63	0.35		0.34	0.44	0.44	0.16	0.33	
Control Delay (s/veh)	25.9	36.7		52.5	35.9		14.8	24.0	4.0	13.7	25.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	25.9	36.7		52.5	35.9		14.8	24.0	4.0	13.7	25.7	
LOS	C	D		D	D		B	C	A	B	C	
Approach Delay (s/veh)		33.5			46.5			16.2			24.2	
Approach LOS		C			D			B			C	

**Intersection Summary**  
 Cycle Length: 115  
 Actuated Cycle Length: 104.8  
 Natural Cycle: 85  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.63  
 Intersection Signal Delay (s/veh): 24.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 69.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

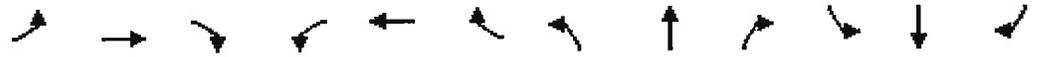
Splits and Phases: 3: KATHLEEN RD & DUFF RD



Timings

3: KATHLEEN RD & DUFF RD

10/22/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	40	43	353	48	17	56	281	303	43	628	38
Future Volume (vph)	15	40	43	353	48	17	56	281	303	43	628	38
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		7.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	13.7	26.1		13.8	25.4		13.6	27.2	27.2	13.6	27.2	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	45.0	45.0	20.0	45.0	
Total Split (%)	17.4%	26.1%		17.4%	26.1%		17.4%	39.1%	39.1%	17.4%	39.1%	
Yellow Time (s)	3.4	4.4		3.4	3.7		3.6	4.8	4.8	3.6	4.8	
All-Red Time (s)	3.3	3.7		3.4	3.7		3.0	2.4	2.4	3.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	8.1		6.8	7.4		6.6	7.2	7.2	6.6	7.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effct Green (s)	19.5	15.4		14.3	25.7		45.7	39.2	39.2	45.1	38.9	
Actuated g/C Ratio	0.20	0.16		0.15	0.27		0.48	0.41	0.41	0.47	0.41	
v/c Ratio	0.06	0.31		0.79	0.15		0.19	0.22	0.41	0.09	0.54	
Control Delay (s/veh)	23.2	27.7		54.9	26.5		14.1	21.4	4.1	13.1	25.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.2	27.7		54.9	26.5		14.1	21.4	4.1	13.1	25.6	
LOS	C	C		D	C		B	C	A	B	C	
Approach Delay (s/veh)		27.0			50.5			12.6			24.8	
Approach LOS		C			D			B			C	

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 95.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 26.5

Intersection LOS: C

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

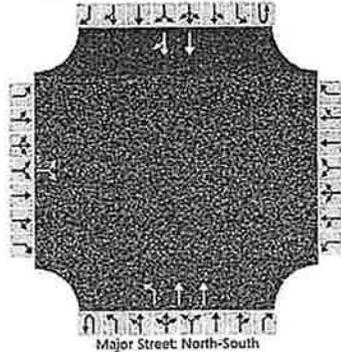
Splits and Phases: 3: KATHLEEN RD & DUFF RD

Ø1 20 s	Ø2 45 s	Ø3 20 s	Ø4 30 s
Ø5 20 s	Ø6 45 s	Ø7 20 s	Ø8 30 s

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KE	Intersection	KATHLEEN RD & ACCESS
Agency/Co.	LINCKS & ASSOCIATES	Jurisdiction	POLK CO.
Date Performed	10/22/2025	East/West Street	
Analysis Year	2025	North/South Street	
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PEAK SEASON PLUS PROJECT TRAFFIC		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement									1U	1	2	3	4U	4	5	6	
Priority		10	11	12		7	8	9									
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0	
Configuration			LR							L	T				T	TR	
Volume (veh/h)		35		25					0	19	613				985	44	
Percent Heavy Vehicles (%)		3		3					3	3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type   Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

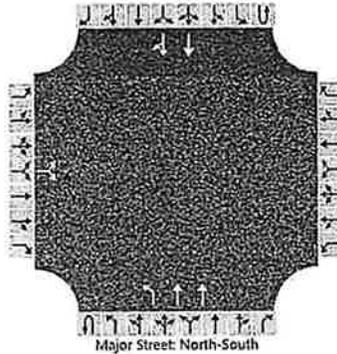
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			65							21						
Capacity, c (veh/h)			166							614						
v/c Ratio			0.39							0.03						
95% Queue Length, Q <sub>95</sub> (veh)			1.7							0.1						
95% Queue Length, Q <sub>95</sub> (ft)			43.5							2.6						
Control Delay (s/veh)			40.2							11.1						
Level of Service (LOS)			E							B						
Approach Delay (s/veh)	40.2								0.3							
Approach LOS	E								A							

# HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KE	Intersection	KATHLEEN RD & ACCESS
Agency/Co.	LINCKS & ASSOCIATES	Jurisdiction	POLK CO.
Date Performed	10/22/2025	East/West Street	
Analysis Year	2025	North/South Street	
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PEAK SEASON PLUS PROJECT TRAFFIC		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0	
Configuration			LR							L	T				T	TR	
Volume (veh/h)		39		17					0	26	1171				689	35	
Percent Heavy Vehicles (%)		3		3					3	3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			61							28							
Capacity, c (veh/h)			152							822							
v/c Ratio			0.40							0.03							
95% Queue Length, Q <sub>95</sub> (veh)			1.7							0.1							
95% Queue Length, Q <sub>95</sub> (ft)			43.5							2.6							
Control Delay (s/veh)			43.7							9.5							
Level of Service (LOS)			E							A							
Approach Delay (s/veh)		43.7								0.2							
Approach LOS		E								A							

POLK COUNTY LDC



**Section 705 - Access to County Transportation System (Rev. 7/10/18 - Ord. 18-047; 7/25/01 - Ord. 01- 57; Rev. 12-08-03 Ord. 03-69**

This Section establishes standards for the vehicular ingress and egress from public and private roads in order to promote pedestrian and vehicular safety, minimize congestion, promote roadway aesthetics, provide for safe ingress and egress for emergency vehicles and maintain the functional capacity of roads in Polk County.

**A. Minimum Access and Frontage (Rev. 7/10/18 - Ord. 18-047; 03/190/08 - Ord. 08-004; 2/11/02 - Ord. 02-07)**

A tract of land to be used for residential or non-residential purposes shall have:

1. Legal access to a paved County road; and
2. Except as otherwise provided herein, direct frontage on a paved road accepted by the County for maintenance which includes:
  - a. **NON-RESIDENTIAL DEVELOPMENT** - A non-residential development may meet minimum access and frontage requirements through the provision of a County approved, paved private internal service road that gives access to a paved County road and is maintained through a maintenance agreement, easement agreement or other similar agreement;
  - b. **RESIDENTIAL DEVELOPMENT** - A residential development may meet minimum access and frontage requirements as follows:
    - i. Through platted private roads, constructed to county standards, which provide access to a paved county road, and whose maintenance and upkeep are provided for by a homeowners association, property - owners association, or other similar organization;
    - ii. Through platted public roads constructed to County standards and accepted by Polk County for maintenance and upkeep;
  - or
  - iii. Through a legally established easement consistent with the requirements outlined in Section 705 B.
- c. For multi-family developments, a County approved, paved private internal service road can provide access between common areas and a paved county road. The maintenance of said service road must be covered under a maintenance agreement, easement agreement, or other similar agreement.

**B. Residential Access Through Easement (Added 07/10/18 - Ord. 18-047)**

1. An easement providing access to a residential lot from a paved road meeting County standards shall meet the following requirements; the easement shall:
  - a.

Provide access for no more than four lots subject to other density, minimum lot size requirements and any other applicable requirements of this Code;

- b. Have a minimum width of 20 feet;
  - c. Not exceed 0.25 miles (1,320 feet) in length;
  - d. Provide for sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles; and
  - e. Be supported by the joinder and consent of all fee owners under easements to the use of the easement by the subject parcel(s). If joinders are provided for the easement, it shall be accompanied by an ownership and encumbrance report based on the legal description of the easement. In lieu of joinders, an applicant may provide a legal opinion from a licensed Florida attorney stating a lot has legal access, along with supporting documentation.
2. When creating a parcel that will be accessed solely via an easement as provided for herein, the parent tract (prior to subdividing) shall directly front on a public or private paved road meeting County standards. If the parent parcel fronts an unpaved road that is maintained by the County and the road is less than 0.25 miles (1,320 feet) in length, this shall also suffice as direct frontage.
  3. The provisions as outlined in subsection B.1 above shall not be eligible for lots created as part of large unrecorded subdivisions where infrastructure was not constructed, as documented herein this Code.
  4. Access provided solely via an easement shall not be permitted in undeveloped recorded subdivisions where infrastructure does not exist, commonly referred to as "paper plats."
  5. Access provided solely via easement shall not be permitted in the Green Swamp Area of Critical State Concern.
  6. Lot(s) gaining access solely via an easement pursuant to this Section shall be subject to a Level 1 Review and be provided written approval of same prior to obtaining a building permit.
  7. Waivers to Section 705 B. (subsections 1.a. [number of lots] and 1.c. and 2. only) may be granted by the Board of County Commissioners pursuant to a Level 4 Review and subject to the waiver provisions in Section 932 of this Code.

**C. Types of Ingress and Egress (Rev. 2/11/02 - Ord. 02-07)**

Intersection <sup>[1]</sup> design standards vary based on the estimated amount of traffic entering and exiting through a development site entrance according to the most recent ITE <sup>[2]</sup> manual. The following standards apply to all roads within unincorporated Polk County and all County maintained roads within municipal boundaries where the cumulative traffic generation at a driveway or roadway

intersection exceeds 90 AADT or 20 parking spaces. These standards are graphically depicted in Appendix A of this Code. The applicable Intersection types are as follows:

1. A Type I intersection is required for new or reconstructed roads and non-residential driveways serving less than 500 AADT and less than 100 parking spaces. (see figure A.10) However, a 12' lane on the opposite side of the centerline is not required for developments of less than 250 AADT and less than 50 parking spaces.
2. A Type II intersection is required for new or reconstructed roads and non-residential driveways serving more than 499 AADT or 99 parking spaces, but less than 1,000 AADT and 200 parking spaces. Type II design varies depending on posted speed. (see figure A.11)
3. A Type III intersection is required for new or reconstructed roads and non-residential driveways serving more than 999 AADT or 199 parking spaces, but less than 1,500 AADT and 300 parking spaces. Type III design varies depending on posted speed. (see figure A.12)
4. A Type IV intersection is required for new or reconstructed roads and non-residential driveways serving more than 1,499 AADT or 299 parking spaces. Type IV design varies depending on posted speed. (see figure A.13)
5. A Type V intersection is required for new or reconstructed roads and non-residential driveways accessing a divided highway where the development is serving more than 500 AADT or 100 parking spaces, but less than 1,000 AADT and 200 parking spaces. Type V design varies depending on posted speed. (see figure A.14)
6. A Type VI intersection is required for new or reconstructed roads and non-residential driveways accessing a divided highway where the development is serving more than 1,000 AADT or 200 parking spaces. Type VI design varies depending on posted speed. (see figure A.15)
7. All lanes of collector and arterial roadways shall be a minimum of 12 feet in width for the length of intersection construction.
8. Where an intersection occurs on a roadway that is identified to be below its designated level of service standard, intersection standards shall be increased as required by the County Engineer.
9. Intersection standards are based upon the cumulative amount of AADT passing through an individual ingress and egress point. Additional phases within a residential development, increases in parking spaces, or increases in AADT on an existing intersection may require that intersection to be redeveloped to greater standards.
- 10.

The requirements of this section are minimum standards. The results of traffic studies may indicate the need for a higher standard of intersection construction, but shall not enable lower standards than the minimum requirements.

11. Where a development's sole access is a local residential road, and the roadway is part of a longer route that is interconnected with other collector or arterial roads and it serves multiple properties, the County Engineer may require intersection improvements to meet collector road standards based on future volumes, function, and or safety.
12. Due to roadway conditions including, but not limited to, site distance, pavement width, clear recovery, and terrain, higher intersection standards may be required by the County Engineer.

**D. Access to Substandard Roads (Rev. 2/11/02 - Ord. 02-07)**

Development sites accessing a collector or arterial roadway that is substandard due to pavement width shall increase the pavement width to 24 feet in both directions and equally on both sides of the road along the existing roadway right-of-way for a distance as specified in Table 7.4b from the end of intersection construction.

**E. Substandard Right-of-Way Width (Rev. 01/07/14 - Ord 14-004; Rev. 9/13/06 - Ord. 06-047; Rev. 2/11/02 - Ord. 02-07)**

Land, to be developed for residential purposes or non residential developments generating 27 or more new vehicle trips per day adjacent to an existing County road where right-of-way is deficient shall dedicate or deed additional right-of way from the centerline of the existing County road along the entire frontage of the development site at a width to meet the following requirements:

1. 40 feet from the centerline of two (2) lane collector roads constructed with a Rural Section (no curb); and
2. 30 feet from the centerline of two (2) lane collector roads constructed with a Village Section (depressed curb) and an Urban Section (curb and gutter).

Table 7.4b (Rev. 2/11/02 - Ord. 02-07)

**Length of Pavement Width Improvement  
(Both Directions From the End of Intersection Construction, Both Sides of Roadway)**

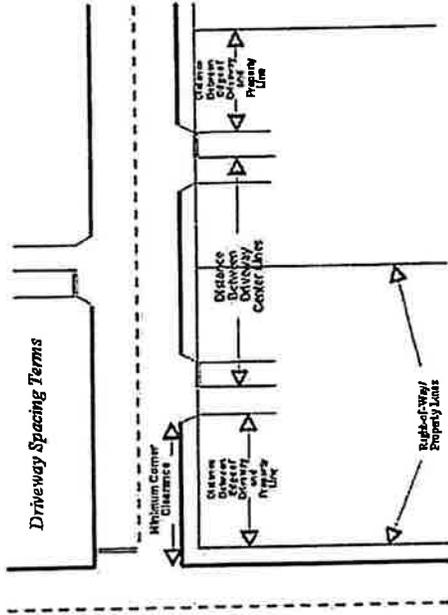
	Posted Speed				
	35 mph or less	40 mph	45 mph	50 mph	55 mph and greater
Distance widened to 24' beyond Intersection Improvements if pavement is currently 20' wide or better	70'	80'	90'	100'	110'
Distance widened to 24' beyond Intersection Improvements if pavement is currently less than 20' wide <sup>3</sup>	105'	120'	135'	150'	165'
<sup>3</sup> Use 35' per 1' to determine specific lengths for roads that are greater than 18' in current width.					

**F. Driveway Permits (Revised 5/20/09 - Ord. 09-023)**

1. A driveway permit shall be obtained from the County prior to the installation of any access to a County maintained road, in the following situations:
  - a. The alteration of an existing driveway, the issuance of a construction permit or mobile home set-up permit, or a new driveway on a County maintained road is proposed;
  - b. Where the use of any building, structure, or premises is increased through addition of dwelling units, gross floor area, seating capacity, or other units related to trip generation;
  - c. Prior to final development approval of any other development requesting direct access to a County maintained road, even when Polk County has no jurisdiction over the development;
  - d. A temporary driveway permit must be obtained for construction access to a County maintained road.

- e. Bona fide agricultural uses which receive an agricultural exemption shall comply with all requirements except paving.
2. A driveway permit is not required for:
  - a. Driveways designed and approved on subdivision plans, when constructed or bonded as part of the subdivision construction, prior to plat approval. Such subdivision plans must show a typical detail of the access required to serve each lot.
  - b. Building permit applications for accessory structures to an existing residence where no additional driveway is needed.
  - c. If approved on construction plans per Section 704.
  - d. Paved residential driveway surfaces on local roads with curb and gutter, Miami curb or asphalt wings, constructed after the effective date of this Code.
  - e. On existing driveways without culverts where no change to driveways are made.
3. Driveway permit applications and the applicable fee shall be submitted as follows:
  - a. All driveway permit applications for single-family, duplex, triplexes, quadruplexes, and all agricultural uses, including temporary driveway permit applications, shall be submitted to the Building Division.
  - b. All driveway permit applications for uses not included in Section 705 A.3.a, including temporary driveway permit applications, shall be submitted to the Land Development Division.
  - c. Any permits required by FDOT may serve in lieu of a Polk County driveway permit. A letter from FDOT will satisfy this requirement for existing driveways.
  - d. Driveways to roads under FDOT jurisdiction and driveways to be located on a County road within 0.25 mile of a limited access right-of-way fence shall comply with FDOT Administrative Rule 14-96 and 14-97.

**Figure 7.1 Residential and Non-Residential Driveway and Intersection Spacing Measurements<sup>(1)</sup>(Rev. 8/28/02 - Ord. 0256)**



(1) See Table 7.5 and 7.6

4. Driveway permits shall be issued along with Final Development Plan approval. Building permits for buildings on any Final Development Plan shall not be issued until necessary driveway permits have been issued. No Certificate of Occupancy shall be issued until the required driveway has been constructed in accordance with these regulations.

**G. Residential Driveway Location- Single-Family, Duplex, Triplex, and Quadruplex**

1. The number and placement of driveways allowed for each parcel shall be determined using the following criteria:
  - a. All parcels shall be allowed one, two-way driveway or a pair of one-way driveways, except for those properties further restricted by a subdivision plat or a Final Development Plan;
  - b. A third access point may be allowed for properties with at least two times the frontage as provided for in Section 822. Right-in only and right-out only driveways shall be used for this additional access;
  - c. The minimum distance between two-way driveway center lines shall be in accordance with Table 7.5;

Table 7.5 Residential Driveway Standards\*(3)

<b>Roadway Classification</b>	<b>Forty or less AADT</b>
<b>Minimum Distance Between Driveway Center Lines</b>	

	(1)
Arterial, Principal	
Arterial, Minor	100'
Collector, Urban	100'
Collector, Rural Major	100'
Collector, Rural Minor	100'
Local, Commercial	100'
<b>Minimum Distance Between Edge of Driveway and Property Line<sup>(2)</sup></b>	
Arterial, Principal	n/a
Arterial, Minor	n/a
Collector, Urban	n/a
Collector, Rural Major	n/a
Collector, Rural Minor	n/a
Local, Commercial	n/a
<b>Minimum Corner Clearance</b>	

Arterial, Principal	(1)
Arterial, Minor	(1)
Collector, Urban	60'
Collector, Rural Major	60'
Collector, Rural Minor	60'
Local, Commercial	60'
Local, Residential	6'

(1) Undesirable uses on roads of this classification, generally not permitted.

(2) This distance is measured from the right-of-way line.

(3) See Figure 7.1 Residential and Non-Residential Driveway and Intersection Spacing Measurements.

\* General Notes: Does not apply to FDOT accessed roads and Lots-of-Record. The minimum distance from the intersecting edge of pavement to nearest edge of driveway (corner clearance). Corner clearance shall be measured from the edge of road to the edge of driveway along the right-of-way line. Local residential roads within platted subdivisions are exempt from Table 7.5.

d. The minimum distance between a two-way driveway centerline and a one-way driveway centerline on one parcel shall be in accordance with Table 7.5;

e. No driveways are to be constructed within intersections;

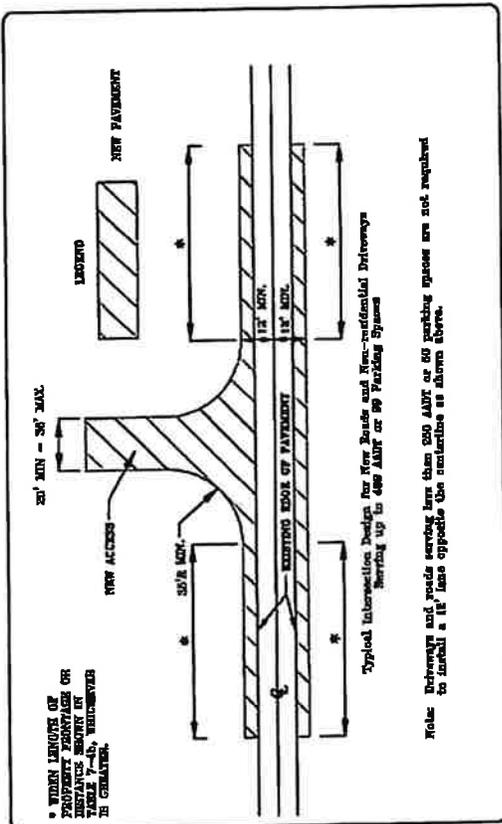
f. No driveways are to be constructed within turn lanes, or tapers unless no other access is available;

g.

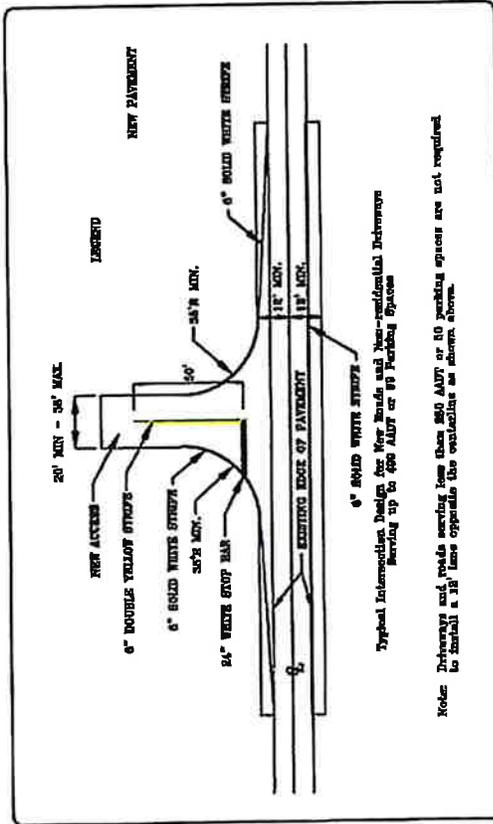
The minimum distance between the driveway and any adjacent property line without a cross-access easement shall be in accordance with Table 7.5.

2. Driveways near intersections shall be located to provide for stacking and protection of left turn movements. The minimum distance from the intersecting edge of pavement to nearest edge of driveway (corner clearance) shall be in accordance with Table 7.5. Return radii of driveway or intersecting roads are not included in this measurement.
  3. Acceleration, deceleration, and turning lanes shall conform to the construction standards contained in Appendix A Technical Standards Manual.
  4. All driveways shall be constructed within the limits of the frontage boundary of the property or development they serve.
  5. Mitered end sections added to existing residential driveway culverts may encroach the frontage boundary of an adjacent property.
- H. **Non-Residential Driveway Location, including Multi-Family Structures of 5 Dwelling Units or More (Rev. 3/25/03 - Ord. 03-26; 7/25/01 - Ord. 01-57)**
1. Non-residential driveways shall not be permitted on a local road when it results in traffic from a collector or arterial road to pass residentially used or designated property.
  2. Out-parcels for shopping, office, or industrial centers shall be limited to internal access to the center unless otherwise approved as part of a master development plan.
  3. The number and placement of driveways allowed for each parcel shall be determined using the following criteria:
    - a. All parcels shall be allowed one two-way driveway or may be allowed a pair of one-way driveways, except for those properties restricted by subdivision plat or a Final Development Plan.
    - b. The minimum distance between two-way driveway center lines shall be in accordance with Table 7.6.
    - c. The minimum distance between a two-way driveway centerline and a one-way driveway centerline on one parcel shall be in accordance with Table 7.6.
    - d. No driveways are to be constructed within intersections.
    - e. No driveways are to be constructed within turn lanes, or tapers unless no other access is available.
    - f. The minimum distance between the driveway and any adjacent property line without a cross-access easement shall be in accordance with Table 7.6.

**Figure A9**  
**Type I Intersection Geometric Plan**



**Type I Intersection Striping Plan**

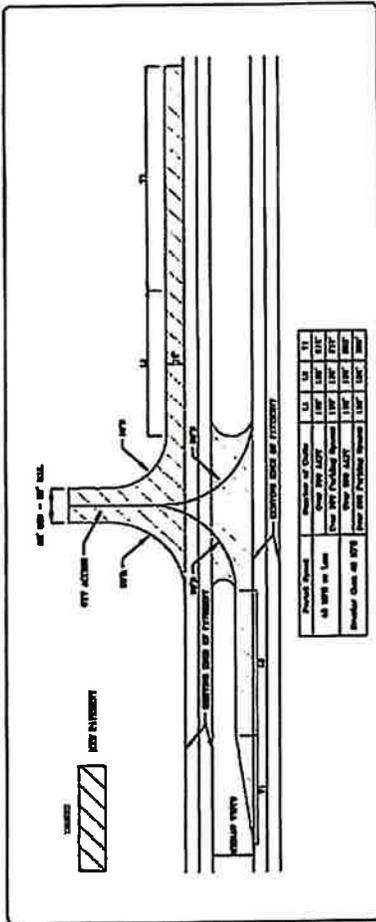








Type V Intersection (Divided Highway) Geometric Plan



Type V Intersection (Divided Highway) Striping Plan

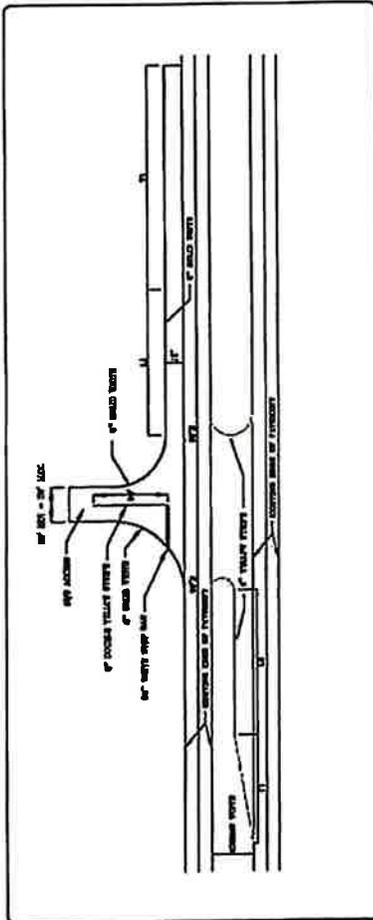
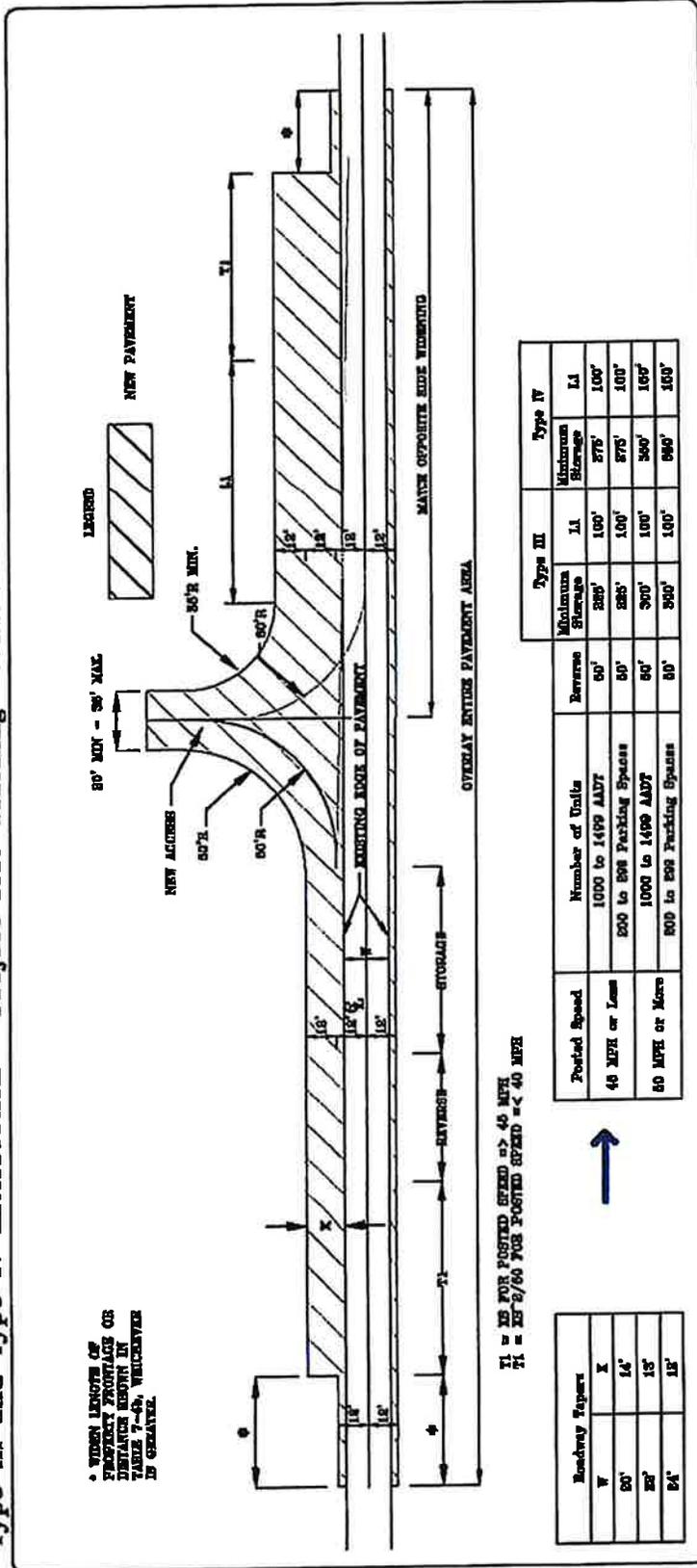
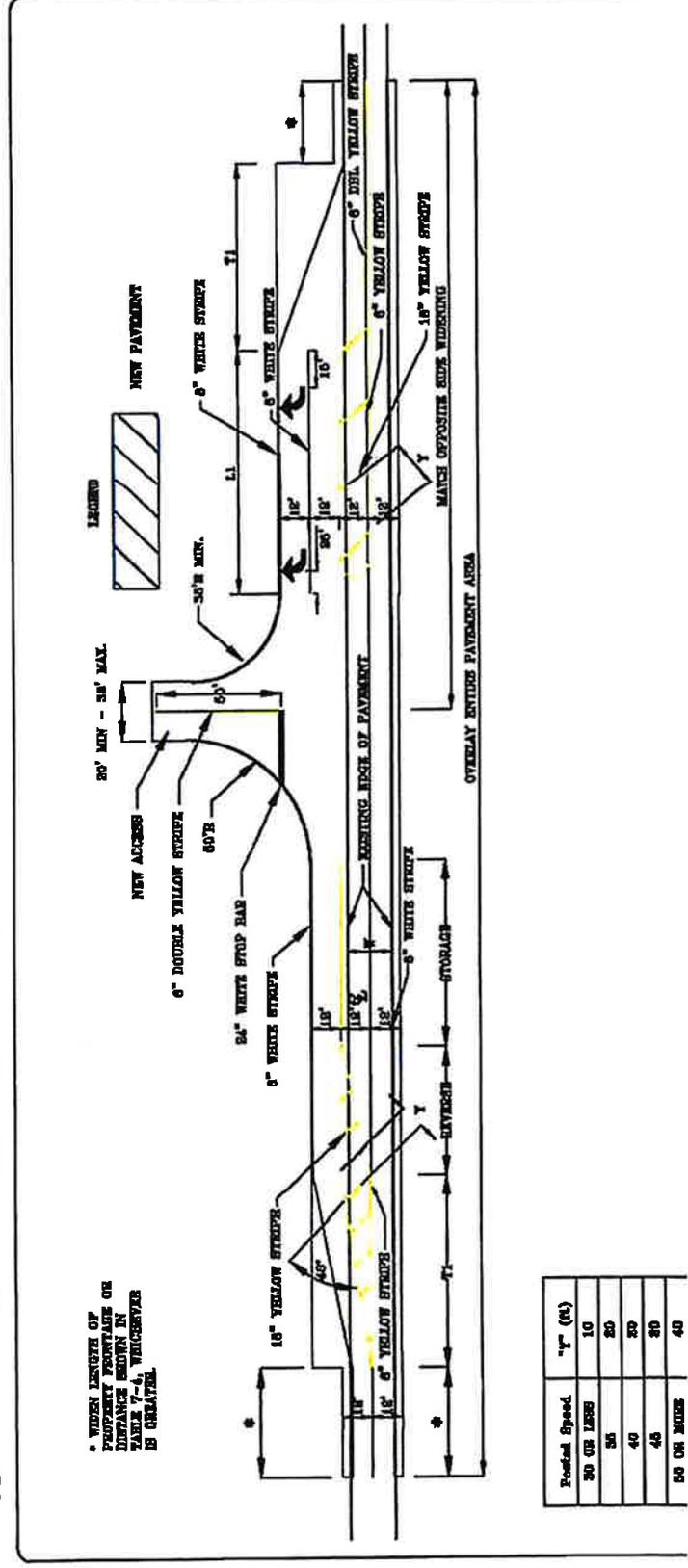




Figure A12  
Type III and Type IV Intersection - Project Side Widening Geometric Plan



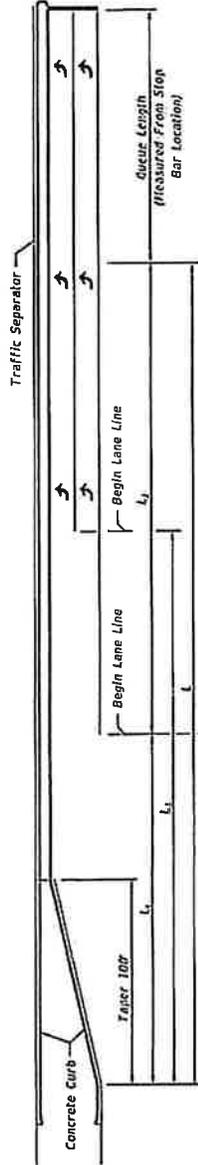
Type III and Type IV Intersection - Project Side Widening Striping Plan



FDOT DESIGN MANUAL EXHIBIT 212-1

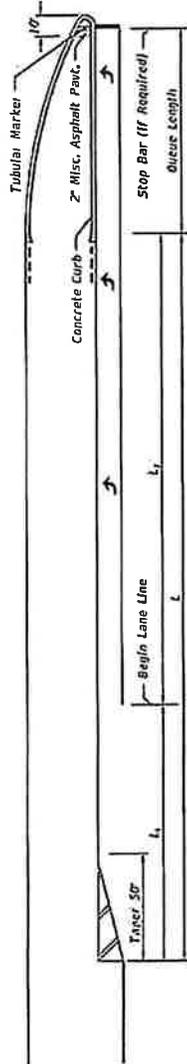


# MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



Brakes Applied After Turning  
Vehicle Clears Through Lane;  
Entry Speed:  
10 mph Below Design Speed  
For Low Speed Roadways  
Average Running Speed For  
High Speed Roadways

## DOUBLE LEFT TURN



Brakes Applied After Turning  
Vehicle Clears Through Lane;  
Entry Speed:  
10 mph Below Design Speed  
For Low Speed Roadways  
Average Running Speed For  
High Speed Roadways

## SINGLE LEFT TURN

MEDIAN TURN LANES			
Design Speed (mph)	Entry Speed (mph)	Clearance Distance $L_1$ (ft.)	Brakes To Stop Distance $L_2$ (ft.)
25	15	70	25
30	20	70	50
35	25	70	75
40	30	80	75
45	35	85	100
50	44	105	185
55	48	125	225
60	52	145	260
65	55	170	290
70	58	200	325
			525
			300

NOTE:  
1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:  
- Entry Speed of 40 mph  
- Brake to stop distance ( $L_2$ ) of 135 ft.  
- Total deceleration distance ( $L$ ) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances ( $L_2$ ) of 135 ft. and total deceleration distances ( $L$ ) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1  
01/01/2024



Polk County  
Planning Commission

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Agenda Item 5.

2/4/2026

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**SUBJECT**

LDCT-2025-25 (Communication Towers LDC Text Amendment)

**DESCRIPTION**

A County-initiated LDC Text Amendment to multiple sections of the Code to lower the levels of review for monopole communication towers in non-residential districts; modify conditional use standards for communication towers; add provisions for mobile communication towers; and update glossary.

**RECOMMENDATION**

Approval to Board

**FISCAL IMPACT**

No Fiscal Impact

**CONTACT INFORMATION**

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**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

<b>DRC Date:</b> January 29, 2026	<b>Level of Review:</b> Level 4 Review
<b>PC Date:</b> February 4, 2026	<b>Type:</b> LDC Text Amendment
<b>BoCC Date:</b> March 3, 2026	<b>Case Numbers:</b> LDCT-2025-25
March 17, 2026	<b>Case Name:</b> Communication Towers
<b>Applicant:</b> Polk County	<b>Case Planner:</b> Ian Nance

<b>Request:</b>	A County-initiated LDC Text Amendment to multiple sections of the Code to lower the levels of review for monopole communication towers in non-residential districts; modify conditional use standards for communication towers; add provisions for mobile communication towers; and update glossary.
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending

**Among the changes to Section 205, Use Table:**

- Lower the level of review from “C3” to “C2” for Monopole Communication Towers in Linear Commercial Corridor (LCC) and Leisure Recreation (L/R) future land use districts.
- Add Monopole Communication Towers as a “C2” use in the Neighborhood Activity Center (NAC) future land use district.

**Among the changes to Section 303, Criteria for Conditional Uses:**

- Remove outdated criteria including application requirements, requirements for annual reports, search ring standards for the placement of towers, redundant Planning Commission criteria.
- Adding criteria for Mobile Communication Towers that are necessary for providing continuing services while an existing tower is being repaired or replaced.

**Among the Changes to Chapter 4, Special Districts:**

- I-4 Selected Area Plan (SAP) – Lowering the level of review from “C3” to “C2” for Monopole Communication Towers in LCCX and Community Activity Center (CACX) future land use districts.
- Ronald Reagan SAP – Adding Monopole Communication Towers as a “C2” use in NAC.

- US 27 SAP – Adding Monopole Communication Towers as a “C3” conditional use in Residential future land use districts to be consistent with the level of review elsewhere in the County. Adding Monopole Communication Towers as a “C2” conditional use in NAC. Lowering level of review for Monopole Communication Towers from “C3” to “C2” in Regional Activity Center (RACX), Professional Institution (PIX), and L/RX future land use districts.
- US 98 SAP - Lowering the level of review from “C3” to “C2” for Monopole Communication Towers in Employment Center (ECX); Commercial Enclave (CEX); LCCX, and L/RX future land use districts.
- North Ridge SAP – Adding Monopole Communication Tower as “C2” conditional uses in CEX and NACX future land use districts. Lowering the level of review from “C3” to “C2” for Monopole Communication Towers in LCCX, L/RX, and ECX future land use districts.
- Southeast Polk SAP - Adding Monopole Communication Tower as a “C2” conditional use in CEX, NACX, and Tourist Commercial Center (TCCX) future land use districts. Lowering level of review from “C3” to “C2” for Monopole Communication Towers in Rural Cluster Center (RCCX), CEX, LCCX, and L/RX future land use districts.
- Wahneta Neighborhood Plan - Adding Monopole Communication Tower as “C2” conditional uses in CEX and NACX future land use districts. Lowering level of review from “C3” to “C2” for Monopole Communication Towers in LCCX future land use districts.

**Among the Changes to Chapter 5, Green Swamp ACSC:**

- Adding Monopole Communication Tower as “C2” conditional uses in CEX future land use districts. Lowering level of review from “C3” to “C2” for Monopole Communication Towers in LCCX and L/RX future land use districts.

**Among the Changes to Chapter 10, Definitions:**

- Adding definition for Mobile Communication Tower.

**Summary:**

Land Development Code (LDC) policies for Communication Towers were adopted prior to the adoption of the Code and are outdated. Cellular and data transmission have become critical components of modern infrastructure, and recent cases have prompted staff to review current standards.

Primary changes involve amending conditional use criteria in Section 303 to remove redundant standards. For instance, current language requires applicants for a Level 2 Review to submit 12 sets of plans for review; applicants for Level 3 Reviews are required to submit 17 sets. This standard has become antiquated with electronic submissions and updated LDC requirements for

Level 2 and 3 Review applications. Conditions require a special set of criteria for Planning Commission approval of Level 3 applications, which are also outdated by Code updates.

While amending this, staff has recognized an opportunity to add provisions for Mobile Communication Towers. Essentially, towers hauled onto a site through a truck or trailer are occasionally needed for the repair or replacement of existing towers. The LDC currently has no standards to allow these.

Finally, and as shown above, staff is lowering the levels of review for monopole towers in non-residential districts, not including Preservation or Recreation/Open Space. Most non-residential districts are located within the Transit Supportive Development Area (TSDA) or Urban Growth Area (UGA) where cellular services are critical. Monopole towers require a small footprint and are not as visually unappealing as lattice or guyed towers. Provisions remain in Section 303 that towers must remain at least their height away from residential property lines, or Planning Commission approval is required.

### **Relevant Sections, Policies, and/or Regulations to Consider:**

Comprehensive Plan Policy 2.125-D Utilities  
LDC Table 2.1 Use Table  
LDC Section 303 Conditional Use Criteria  
LDC Chapter 4 Special Districts Use Tables  
LDC Section 905 Level 2 Reviews  
LDC Section 906 Level 3 Reviews  
LDC Chapter 10 Definitions

### **Findings of Fact**

- *A County-initiated LDC Text Amendment to multiple sections of the Code to lower the levels of review for monopole communication towers in non-residential districts; modify conditional use standards for communication towers; add provisions for mobile communication towers; and update glossary.*
- *Comprehensive Plan Policy 2.125-D Utilities states, The following utility facilities shall be permitted throughout the County in all land use classifications, subject to County approval, to support existing and proposed development:*
  - a. *water and sewer transmission and treatment facilities, including, without limitation, collection and distribution mains, water and sewerage-treatment facilities, and pumping facilities;*
  - b. *electrical-transmission and distribution facilities including, without limitation, electrical transmission lines, substations, and related electrical-distribution facilities;*

- c. ***communications facilities, including, without limitation, radio towers and microwave transmission facilities, (subject to other restrictions within the Plan or the County's Land Development Code);***
  - d. *public potable wells and temporary or permanent package treatment plants; and*
  - e. *natural-gas and liquefied-fuel pipelines.*
- *LDC Chapter 10 defines Communication Facility as “the use of land, buildings or structures for the above ground transmission and reception of television, radio, or wireless telephone communications including all transmitting and receiving towers, dishes and antennae.”*
  - *LDC Chapter 10 defines Communication Tower as “Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including lattice towers, guyed towers and monopole towers. The term includes, without exclusion, radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone towers and camouflaged towers. The term does not include structures which are utilized solely by amateur radio operators licensed by the FCC. For the purposes of applying the height thresholds and setback requirements of this Section, antennas which add to the height of a communication tower shall be considered a part of the communication tower. Communication towers are further classified as Monopole, Lattice, and Guyed Towers.”*
  - *LDC Chapter 10 defines Tower as, “an engineered structure designed to be placed on foundations or on another structure, constructed to a given height, fabricated to withstand the minimum wind loads and for the purpose of communication, TV transmission, microwave, radar or any other useful purpose.”*
  - *LDC Chapter 10 defines Guyed Tower as, “any Guyed Tower structure that is designed and constructed primarily for the purpose of supporting one or more antennas. Specifically, a Guyed Tower is a Communication tower which is anchored with guy wires.”*
  - *LDC Chapter 10 defines Lattice Tower as, “any lattice tower structure that is designed and constructed primarily for the purpose of supporting one or more antennas. Specifically, a lattice tower is a communication tower which is self-supporting and which has three or more sides of open-framed supports.*
  - *LDC Chapter 10 defines Monopole Tower as, “any monopole structure that is designed and constructed primarily for the purpose of supporting one or more antennas. Specifically, a monopole tower is a single, self-supporting Communication tower of spin-cast concrete, concrete, steel or similar materials having a solid appearance and containing no guy wires.”*

- *LDC Section 303 provides conditional use criteria necessary for the approval of communication towers. Required documentation includes:*
  1. *The tower manufacturer's product specifications indicating that the tower will satisfy all standards imposed by the American National Standards Institute (ANSI);*
  2. *a certification that no antennas to be placed on the structure will cause significant interference with a public safety system or with the usual and customary transmission or reception of radio, television and other customary services enjoyed by adjacent residential and non-residential properties.*
  3. *a lease or other contract between the tower applicant and a telecommunication service provider for placement of an antenna on the tower upon approval and construction of the tower*
  4. *a map depicting all structures within the applicant's search ring equal to or greater than 75 percent of the height represented by the applicant as being required for its proposed tower, along with an affidavit indicating whether or not such structures are available or sufficient to accommodate the applicant's proposed antenna; and,*
  5. *an affidavit certifying that all requirements of the Joint Airport Zoning Board have been satisfied and indicating the status of any FAA applications for the proposed tower.*
  
- *According to LDC Section 303, the following standards apply:*
  1. *With the exception of concrete communication towers, all communication towers shall have either a galvanized steel finish or, subject to any applicable standards of the FAA, be painted a neutral color so as to reduce visual obtrusiveness.*
  2. *To the extent possible, communication towers and their support facilities shall be designed with materials, colors, textures, screening, and landscaping that will blend the communication tower with its surrounding environment.*
  3. *Communication towers shall not be artificially lighted unless required by the FAA or any other authority with jurisdiction. If lighting is required, strobe lighting shall be utilized during daylight hours only and red lighting shall be utilized at night unless another form of lighting is required by the FAA or any other authority with jurisdiction.*
  4. *Communication towers shall be enclosed by security fencing not less than six feet in height. Access to communication towers shall be through a lockable gate.*
  5. *The visual impacts of communication towers on nearby viewers shall be mitigated to the extent reasonably possible. At a minimum, a row of trees at least six feet tall at planting shall be planted around the perimeter of the fence to the property and a continuous hedge at least 30 inches high at planting and capable of growing to at least 36 inches in height within 18 months shall be planted in front of the tree line referenced,*

together providing for an opacity at planting of 60 percent and achieving 100 percent opacity within two years of planting. The required opacity shall be achieved to a height of six feet. All landscaping shall be of an evergreen variety (non-deciduous), except that existing native vegetation shall be preserved if sufficient to meet opacity requirements. The required landscaping shall be located on the outside of the fence to the property. Landscaping requirements may be waived for those sides of a communication tower that are adjacent to undevelopable property or that are not otherwise visible from off-site.

**6. Communication towers shall be set back a distance equal to one times (1x) the height of the communication tower from any off-site residential Future Land Use designation or the property line of any off-site residential structure. Setbacks shall be measured from the base of the communication tower. For the purposes of this provision, the Land Use designation of Agriculture/Residential Rural (A/RR) shall not be considered a residential Future Land Use designation.**

- *On March 11, 1997, the BoCC adopted a moratorium (Ordinance 97-02) on the approval of Conditional Use Permits for Communication Towers until May 1, 1997, to allow County staff a chance to review standards for Communication Towers.*
- *On October 14, 1997, the BoCC adopted Ordinance 97-41 which provided conditions of approval for Communication Towers. This was repealed with the adoption of the Land Development Code.*
- *LDC Section 912 allows any property owner, BoCC, or agency to apply to the Department to amend the text of this Code, the text of the Comprehensive Plan, or the Future Land Use Map Series (FLUMS) in compliance with procedures prescribed by the Department.*
- *This application has been reviewed for consistency with applicable Comprehensive Plan and LDC policies.*

The Land Development Division, based on the information provided with the proposed text amendment application, finds that the proposed text change request is **CONSISTENT** with the Polk County Land Development Code and the Polk County Comprehensive Plan. Staff recommends **Approval of LDCT-2025-25**.

### **Analysis:**

LDCU-2022-51 was approved by the Planning Commission on May 3, 2023, by a 7-0 vote with no special conditions of approval. The request was for a 125-foot monopole communication tower in the Linear Commercial Corridor (LCC) and Transit Supportive Development Area (TSDA) on a leased property within a developed self-storage facility adjacent to US 27 and north of Haines City. The distance from the nearest residential property easily exceeded the height of the tower, a provision within the Code that would have triggered a Level 3 Review had the opposite been true. The only reason it went to hearing was because the use was designated as a “C3” in LCC.

This case caused staff to examine where these uses are allowed through administrative approval. While LCC districts are typically adjacent to residential uses, cases like the one above needlessly went through a hearing in an area of the County where cellular and data transmissions are necessary components of modern infrastructure. After the approval, the applicant was required to re-submit the same sets of plans for the Level 2 Review, creating an unwarranted burden on them and on staff for review.

This amendment will lower the level of review in all non-residential districts where monopole towers are currently listed as “C3” uses to “C2” conditional uses, except for Preservation and Recreation/Open Space. Despite this, Code language does require setbacks from residential properties of at least the height of the tower, otherwise Planning Commission approval is still required.

Staff restricted this change to monopole towers, rather than guyed or lattice towers, because of their relatively limited impacts on surrounding uses. These facilities are usually sited within leased areas on other properties. While the monopole tower itself may only measure 4-5 feet in diameter, security enclosures that house the tower and support facilities are usually small, too. In the case above, the entire leased area was 2,400 sq. ft. Guyed and lattice towers have a larger footprint and create more of a visual impact than monopole versions.

Furthermore, Section 303 requires landscaping, and prohibits signage and lighting beyond what is required for safety and regulated by other agencies, which all contribute to providing compatibility with surrounding uses. This amendment will also modernize Section 303 and make it more user-friendly. The current code language dates to 1997 through an ordinance adopted by the Board prior to the adoption of the LDC. This amendment will strike outdated language that includes providing instructions on submitting documents for review; instituting criteria for the Planning Commission to consider when reviewing Communication Towers; requiring the submittal of Annual Reports to Land Development; as well as adopting tools required for staff to consider such as a search ring.

The first two standards are being removed because of redundancy and conflict with LDC Chapter 9 criteria for Level 2 and 3 Review submissions. Thirdly, annual reports have not been collected by staff and are unnecessary. The last item involving a “search ring” required of applicants to show how many towers were within a given area is not clearly detailed with what the target area should be and what staff should do with the answer. In addition, since 1997, communication towers have become essential infrastructure – an arbitrary search radius should not impede the provision of necessary coverage.

Finally, staff was approached over the summer with an issue involving the use of Mobile Communication Towers that were needed to provide services while two existing towers were being repaired and replaced in northwest Polk County. One tower provided three crucial signals - AT&T service, E-911 Service, and service for FIRSTNET, the Florida carrier for the Police, Fire and First Responders network which is also used by Customs and Border Protection, FBI, FEMA and other governmental agencies.

Staff cobbled together other provisions within the Code involving commercial vehicles and temporary uses to allow the request to move forward in a prompt manner, but this amendment will

add LDC standards to clearly allow these in future situations. As existing towers age, these will be needed to support cellular and data capabilities for personal use and emergency services. Staff has reviewed Land Development regulations in surrounding counties, notably Hillsborough and Orange, and has not found any regulations pertaining to Mobile Communication Towers, though it is anticipated other municipalities will adopt similar provisions in the future.

### **Benefit-cost Analysis of the Amendment**

#### *Who does it help?*

This amendment modernizes application requirements for applicants as well as lowers the level of review for proposed monopole towers in non-residential districts. This reduces the time burden on staff by eliminating Level 3 Reviews in areas where compatibility issues are not a prominent concern. The Mobile Communication Towers portion allows for uninterrupted service.

#### *Who does it hurt?*

This will remove the public input process for Monopole Towers in non-residential districts; however, Planning Commission approval will still be required when a tower is within a certain distance of residential property, regardless of if it is sited in a non-residential district. Therefore, no harm is anticipated with this request.

#### *What is the cost?*

Staff finds the cost to be minimal. The Planning Commission hears 2-3 of these cases per year, on average. The application fee for a Level 3 Conditional Use is \$4,023 plus an advertising fee of \$450. This will save the applicant these fees, though Level 2 Review fees will still be assessed (> \$5,000 for Communication Towers).

### **Limits of the Proposed Ordinance**

This amendment applies to most non-residential parcels within the unincorporated areas of the County, including the Green Swamp Area of Critical State Concern. Levels of review for Communication Towers in Residential districts will not change, remaining “C3” conditional uses. Agricultural/Residential Rural, for purposes of Communication Towers, is not considered residential.

The Florida Department of 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 state prior to becoming effective. Staff believes that this amendment will have no impact on the Critical Area since it does not change the effect of the current code.

### **Consistency with the Comprehensive Plan & Land Development Code**

The request is consistent with the Comprehensive Plan and the Land Development Code. Comprehensive Plan Policy 2.125-D allows communication facilities in all future land use districts, subject to LDC guidelines.

**Comments from Other Agencies:** This text amendment was reviewed by members of the Development Review Committee without further comment.

**Draft Ordinance:** Under separate attachment

**ORDINANCE NO. 26-\_\_\_\_\_**

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2025-25, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 205, USE TABLE FOR STANDARD LAND USE DISTRICTS, TO LOWER THE LEVEL OF REVIEW FOR COMMUNICATION TOWERS IN NON-RESIDENTIAL DISTRICTS; CHAPTER 3, SECTION 303, CRITERIA FOR CONDITIONAL USES, TO MODIFY COMMUNICATION TOWER CONDITIONAL USE STANDARDS; CHAPTER 4, SPECIAL DISTRICTS, TO LOWER THE LEVEL OF REVIEW FOR COMMUNICATION TOWERS IN NON-RESIDENTIAL DISTRICTS; CHAPTER 5, GREEN SWAMP AREA OF CRITICAL STATE CONCERN, TO LOWER THE LEVEL OF REVIEW FOR COMMUNICATION TOWERS IN NON-RESIDENTIAL DISTRICTS; CHAPTER 10, DEFINITIONS, TO PROVIDE GLOSSARY UPDATES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt Land Development Regulations consistent with the Polk County Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

**WHEREAS**, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

**WHEREAS**, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

**WHEREAS**, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

**WHEREAS**, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on February 4, 2026; and

**WHEREAS**, the proposed text amendment to the Polk County Land Development Code shall modify conditional use standards and levels of review for Communication Towers; and

**WHEREAS**, the Board of County Commissioners held two public hearings on March 3, 2026, and March 17, 2026 wherein the Board reviewed and considered the Planning Commission's recommendation, the staff report, and all comments received during said public

hearings, and provided for necessary revisions; and

**NOW, THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of Polk County, Florida that:

*NOTE:* The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

**SECTION 1: FINDINGS** The Board hereby finds and determines that:

- a) The findings set forth in the recitals to this Ordinance are true and correct and hereby adopted.
- b) The Planning Commission, acting in its capacity as the Local Planning Agency for the County, held a public hearing on February 4, 2026, to consider the LDC text amendments contained within Application LDCT-2025-25 and found them to be consistent with the Comprehensive Plan and recommended that the Board adopt the LDC Text Amendment contained within Application LDCT-2025-25.
- c) The adoption of LDCT-2025-25 is consistent with the Comprehensive Plan and LDC.

**SECTION 2:** Chapter 2, Section 205, Use Tables for Standard Land Use Districts, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 205 Use Tables for Standard Land Use Districts (Revised 5/1/18 - Ord. 18-025)**

The permitted and conditional uses for the standard land use districts are prescribed in Table 2.1. Additional review levels may be required as specified in Section 903.

...

	CE	LCC	NAC	CAC	RAC	TCC	HIC	BPC-1	BPC-2	IND	PM	L/R
Communication Towers, Guyed and Lattice				C3	C3		C3	C3	C2	C2	C2	
Communication Tower, Monopole	<u>C2</u>	<del>C3</del> <u>C2</u>	<u>C2</u>	C2	C2	C2	C2	C2	C2	C2	C2	<del>C3</del> <u>C2</u>

...

**SECTION 3:** Chapter 3, Section 303, Criteria for Conditional Uses, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 303 - Criteria for Conditional Uses**

The following land uses are conditional uses and are arranged in alphabetical order for presentation purposes.

...

***Communication Towers (Revised 2/5/19 – Ord. 19-008; 5/20/09 – Ord. 09-023; 1/30/03 Ord. 03-12; 7/29/02 - Ord. 02-52, Rev. 08/18/12 – Ord. 12-028) (7-6-2021-ORD 21-038)***

~~Except as specifically provided in this Section, these provisions shall apply throughout the unincorporated limits of Polk County and no communication tower or antenna shall be permitted except in compliance with these provisions.~~

~~1. This Section shall not apply to the following:~~

~~a. Communication towers that are constructed and antennas that are installed at a height below the height limitations specified in Table 2.2 for the land use designation in which the communication tower or antenna is located;~~

~~b. Any communication tower or antenna that is placed in response to an emergency as declared by Polk County, the State of Florida or any other agency with the authority to declare an emergency (this exemption shall apply only for the duration of the emergency and for such period of time following the emergency as is reasonably necessary to remove the tower or antenna);~~

~~c. Any communication tower or antenna that is operated solely by an amateur radio operator licensed by the FCC;~~

~~d. Communication towers not exceeding 130 feet in height and located on a specific site for no more than 30 days in any 365-day period; and,~~

~~e. Antennas placed on alternative support structures and antennas placed on communication towers which do not add to the height of the communication tower.~~

~~f. Communication towers not greater than 30 feet above the district height and on utility tracts. Setback requirements shall apply as identified in 7a. of Communication Towers.~~

~~2. Communication towers may not be located within one mile of any active private or public airstrip unless a variance pursuant to Section 930 has been granted by the Land Use Hearing Officer. Additionally, communication towers over 50 feet in height may not be located within the Military Compatibility Zone except in compliance with Section 642 of this LDC.~~

~~3. General guidelines and requirements shall include the following:~~

~~a. Communication towers and antennas, including their equipment buildings and other supporting equipment, may be considered both principal uses and accessory uses such that, notwithstanding the provisions of this Section, the existence or non-existence of a principal use~~

~~or structure on a lot or parcel shall not preclude the installation of an antenna or communication tower. For the purposes of applying set back, lot coverage, buffering and other applicable development regulations, the entire lot or parcel on which a communication tower or antenna is located shall be treated as the lot, even if the communication tower or antenna is located on a leased parcel within such lot or parcel. Communication towers and their antenna, with the exception of their equipment buildings and other accessory structures, are exempt from the height regulations required by their land use district.~~

~~b. Aesthetics and lighting shall conform to the following:~~

~~i. With the exception of concrete communication towers, all communication towers shall have either a galvanized steel finish or, subject to any applicable standards of the FAA, be painted a neutral color so as to reduce visual obtrusiveness.~~

~~ii. To the extent possible, communication towers and their support facilities shall be designed with materials, colors, textures, screening, and landscaping that will blend the communication tower with its surrounding environment.~~

~~iii. Communication towers shall not be artificially lighted unless required by the FAA or any other authority with jurisdiction. If lighting is required, strobe lighting shall be utilized during daylight hours only and red lighting shall be utilized at night unless another form of lighting is required by the FAA or any other authority with jurisdiction.~~

~~c. Notwithstanding anything herein to the contrary, all communication towers shall meet all applicable requirements of the FAA, the FCC, and any other agency of the federal government with the authority to regulate telecommunication facilities.~~

~~d. New communication towers and antennas, as well as modifications to existing towers, including height additions and additions of antennas, shall be designed in accordance with the Standard Building Code and all other applicable state and local construction Codes. Construction plans shall be signed and sealed by an engineer licensed to practice in the State of Florida.~~

~~e. Each application for the construction of a new communication tower shall include the tower manufacturer's product specifications indicating that the tower will satisfy all standards imposed by the American National Standards Institute (ANSI). Applications for modifications to existing communication towers shall include a certification as to the structural integrity of the structure, including the structure's foundation, prepared by an engineer licensed to practice in the State of Florida. Upon completion of a communication tower or a modification to an existing tower, a signed and sealed statement by an engineer licensed to practice in the State of Florida certifying that the structure has been constructed in accordance with the engineered design and all applicable state and local construction Codes shall be submitted as a condition of final approval or issuance of Certificate of Occupancy.~~

~~f. No communication tower shall be approved unless the application for the structure includes a certification that no antennas to be placed on the structure will cause significant interference~~

~~with a public safety system or with the usual and customary transmission or reception of radio, television and other customary services enjoyed by adjacent residential and non-residential properties.~~

~~g. No commercial signage or advertising shall be placed on communication towers. However, signs pertaining to trespassing may be posted on communication towers and emergency phone numbers shall be posted in a conspicuous location on the security fencing required.~~

~~h. Communication towers shall be enclosed by security fencing not less than six feet in height. Access to communication towers shall be through a lockable gate.~~

~~i. Subject to Section 120 of this Code, all communication towers legally existing on the effective date of this Code may continue in use regardless of whether or not such structures would be authorized under the provisions of this Section. Notwithstanding Section 120, antennas may be co-located on non-conforming communication towers and non-conforming communication towers which have been damaged or destroyed beyond 50 percent may be repaired or replaced.~~

~~j. Abandoned communication towers shall be removed within 30 days of abandonment. The owner of an abandoned tower, as well as the owner of the real property upon which the tower is situated, shall be jointly and severally responsible for its removal. A communication tower shall be considered abandoned if no licensed operator has had an antenna in use on the structure for a period of 365 consecutive days.~~

~~k. No communication tower shall be approved unless a lease or other contract exists between the tower applicant and a telecommunication service provider for placement of an antenna on the tower upon approval and construction of the tower. An affidavit that a lease or contract exists may be either submitted in lieu of either lease or contract.~~

~~l. All communication towers erected as of the effective date of this Code shall provide for co-location in conformance with this Section. No new communication tower shall be approved unless the applicant demonstrates that no existing structure is available or sufficient to accommodate the applicant's proposed antenna. Evidence of any of the following shall be sufficient to demonstrate that no existing structure is available or sufficient to accommodate the applicant's proposed antenna:~~

~~i. No existing structures are located within the applicant's search ring.~~

~~ii. Existing structures are of insufficient height to meet the applicant's engineering requirements.~~

~~iii. Existing structures do not have sufficient structural strength to support the applicant's proposed antenna and related equipment.~~

~~iv. The applicant's proposed antenna would cause electromagnetic interference with antennas on existing structures, or antennas on existing structures would cause interference with the applicant's proposed antenna.~~

- ~~v. The fees, costs or other contractual provisions required by the owner of an existing structure for co-location or the engineering costs to adapt an existing structure for co-location are unreasonable. Fees and costs which exceed the costs to design and construct a new communication tower shall be presumed to be unreasonable.~~
- ~~vi. Other factors exist that render existing structures unsuitable.~~
- ~~m. The visual impacts of communication towers on nearby viewers shall be mitigated to the extent reasonably possible. At a minimum, a row of trees at least six feet tall at planting shall be planted around the perimeter of the fence to the property and a continuous hedge at least 30 inches high at planting and capable of growing to at least 36 inches in height within 18 months shall be planted in front of the tree line referenced, together providing for an opacity at planting of 60 percent and achieving 100 percent opacity within two years of planting. The required opacity shall be achieved to a height of six feet. All landscaping shall be of an evergreen variety (non-deciduous), except that existing native vegetation shall be preserved if sufficient to meet opacity requirements. The required landscaping shall be located on the outside of the fence to the property. Landscaping requirements may be waived for those sides of a communication tower that are adjacent to undevelopable property or that are not otherwise visible from off site.~~
- ~~n. An Impact Assessment Statement, as required Section 910 of this Code, shall not be required of communication towers conforming to the requirements of this Section.~~
- ~~o. All applications for communication towers to be located in the Green Swamp Area of Critical State Concern shall be accompanied by a Green Swamp Impact Assessment Statement, pursuant to Section 503.~~
- ~~p. Each owner or operator of a communication tower located in unincorporated Polk County shall submit an annual report to the Land Development Division on forms to be provided by the Land Development Division or other form containing the same information that may be required by any other regulatory agency no later than January 31 of each year. The annual report shall contain the following information:
 
  - ~~i. The name of the owner and operator of the communication tower;~~
  - ~~ii. The name of the owner of the site upon which the communication tower is located;~~
  - ~~iii. The names of all service providers with antennas on the communication tower;~~
  - ~~iv. The current height of the communication tower;~~
  - ~~v. An affidavit indicating non-abandonment of the communication tower; and,~~
  - ~~vi. Such other information as indicated on the form provided by the Land Development Division.~~~~

4. In addition to those towers indicated in the Use Tables [tables 2.1, 4.1, 4.3, 4.8, 4.11, 4.14, 4.15, 5. 2] as requiring a Level 2 Review, the following also shall be approved through a Level 2 Review:

a. ~~Communication towers which exceed district height limitations but do not exceed 65 feet in height. Those located in the Military Compatibility Zone exceeding 50 feet in height may be permitted with a Level 2 Review if granted a variance by the Land Use Hearing Officer per Section 930 and 931 of this Code;~~

b. ~~Camouflaged structures;~~

c. ~~Communication towers being modified or rebuilt to accommodate the co-location of additional antennas shall be reviewed as a Level 2 Review provided that:~~

i. ~~The modified or rebuilt tower, including the added antenna, is no more than 20 feet taller than the original tower;~~

ii. ~~The modified or rebuilt tower is relocated to a location no more than 50 feet from the original tower and no closer to any off-site residential structure or residential Future Land Use Map designation than the original tower;~~

iii. ~~Any prior Conditional Use Permit or Planned Unit Development approval, if any, for the original tower does not contain a condition prohibiting relocation of or addition to the structure; and,~~

iv. ~~The original tower is removed from the site upon completion of the replacement tower in those cases where the original tower is being rebuilt rather than modified.~~

5. ~~Communication towers proposed in Planned Development's shall require a Level 3 Review through the Planned Development approval process prior to construction of the tower.~~

6. ~~Any new tower proposed within the setbacks required by this Section shall be treated as a Level 3 Review prior to construction.~~

7. ~~The following setback requirements shall apply to all communication towers constructed subsequent to the effective date of this Code:~~

a. ~~Communication towers shall be set back a distance equal to one times (1x) the height of the communication tower from any off-site residential Future Land Use designation or the property line of any off-site residential structure. Setbacks shall be measured from the base of the communication tower. For the purposes of this provision, the Land Use designation of Agriculture/Residential Rural (A/RR) shall not be considered a residential Future Land Use designation. The setback may be reduced by 50 percent if the off-site residential structure is non-conforming with the Land Use Designation or if there is an intervening conforming structure of a non-residential nature.~~

b. ~~Setbacks from off-site non-residential structures and off-site non-residential Land Use~~

designations shall be governed by minimum district setback requirements.

~~e. Setbacks for communication towers located in Planned Developments shall be established during the Planned Development review and approval process. For communication towers proposed in existing Planned Developments, a Major Modification shall be required to determine placement and setbacks.~~

~~d. Setbacks for guy wires, equipment buildings and other facilities supporting communication towers shall satisfy minimum district setback requirements rather than the setback requirements for communication towers.~~

8. Applicants for Level 2 and Level 3 Reviews shall apply to the Land Development Division and shall provide the information set forth in this Section. Applicants for Level 2 Review shall submit 12 sets and Level 3 Review shall submit 17 sets of the following:

a. A 24" X 36" and 8.5" X 11" scaled site plan, including two elevations. The site plan shall be signed and sealed by an appropriate licensed professional and shall meet the following specifications:

i. Each page shall be numbered.

ii. Lettering shall be a minimum 3/32" in height.

iii. A north arrow and legend shall be included on each sheet of the site plan.

iv. The scale shall be 1"= 60' or larger.

v. Topographic contours shall be shown at one foot intervals based on Mean Sea Level datum.

vi. The location and dimensions of all existing and proposed structures and uses on the site, including driveways, fences and parking areas, shall be indicated, as well as the setbacks of existing and proposed structures from adjacent properties and road rights-of-way. Setbacks from road rights-of-way shall be measured from right-of-way centerlines.

vii. The geodetic coordinates of the proposed communication tower shall be indicated.

viii. The name, location, and width of all roads adjacent to or on the site, whether existing or platted, shall be indicated. The location and width of all easements adjacent to or on the site shall also be indicated.

ix. Wetlands and water bodies located within a distance from the proposed communication tower equal to two times the height of the proposed tower shall be indicated. All communication towers and supporting facilities shall be located at minimum of 50 feet from any wetlands identified. If any wetlands are located within this distance and on the site, a wetlands survey signed and sealed by a registered Professional Surveyor and Mapper shall

~~be included.~~

~~x. Floodplain management information and flood zones shall be delineated if the site is located within a flood plain.~~

~~xi. The date of preparation of the site plan, as well as any revisions, and the name of the person who prepared the plan shall be indicated.~~

~~b. A landscape plan reflecting proposed buffering meeting the requirements of this Section or Section 720, whichever is greater.~~

~~e. A certified property boundary survey.~~

~~d. A map indicating the Future Land Use designations, as well as actual uses, of property within a distance from the proposed communication tower equal to the height of the proposed tower.~~

~~e. A map depicting all structures within the applicant's search ring equal to or greater than 75 percent of the height represented by the applicant as being required for its proposed tower, along with an affidavit indicating whether or not such structures are available or sufficient to accommodate the applicant's proposed antenna.~~

~~f. An affidavit certifying that all requirements of the Joint Airport Zoning Board have been satisfied and indicating the status of any FAA applications for the proposed tower.~~

~~g. Such other information as the Land Development Division reasonably deems necessary to adequately review the application.~~

~~h. The Planning Commission may consider the following items for granting the C3 approval:~~

~~i. The standards in Section 910A.1-4, the compatibility standards for the Impact Assessment Statement;~~

~~ii. Setbacks to residential uses;~~

~~iii. Alternative land use districts available for the tower in the search ring;~~

~~iv. Site issues, including parcel size, location on the parcel, natural buffers and access; and~~

~~v. Evidence such as photo simulation or other visual analysis that the proposed site is sited and designed to minimize any negative visual impacts on adjacent properties.~~

Except as specifically provided in this Section, these provisions shall apply, and no communication tower or antenna shall be permitted except in compliance with these provisions.

1. This Section shall not apply to the following:

a. Communication towers that are constructed and antennas that are installed at a height below the height limitations specified in Table 2.2 for the land use designation in which the communication tower or antenna is located;

b. Any communication tower or antenna that is placed in response to an emergency as declared by Polk County, the State of Florida or any other agency with the authority to declare an emergency (this exemption shall apply only for the duration of the emergency and for such period of time following the emergency as is reasonably necessary to remove the tower or antenna);

c. Any communication tower or antenna that is operated solely by an amateur radio operator licensed by the FCC;

d. Communication towers not exceeding 130 feet in height and located on a specific site for no more than 30 days in any 365-day period; and,

e. Antennas placed on alternative support structures and antennas placed on communication towers which do not add to the height of the communication tower.

f. Communication towers not greater than 30 feet above the district height and on utility tracts. Setback requirements shall apply as identified in 7a. of Communication Towers.

2. Communication towers may not be located within one mile of any active private or public airstrip unless a variance pursuant to Section 930 has been granted by the Land Use Hearing Officer. Additionally, communication towers over 50 feet in height may not be located within the Military Compatibility Zone except in compliance with Section 642 of this LDC.

3. General guidelines and requirements shall include the following:

a. Communication towers and their antenna, except for their equipment buildings and other accessory structures, are exempt from the height regulations required by their land use district.

b. Aesthetics and lighting shall conform to the following:

i. Except for concrete communication towers, all communication towers shall have either a galvanized steel finish or, subject to any applicable standards of the FAA, be painted a neutral color so as to reduce visual obtrusiveness.

ii. To the extent possible, communication towers and their support facilities shall be designed with materials, colors, textures, screening, and landscaping that will blend the communication tower with its surrounding environment.

iii. Communication towers shall not be artificially lit unless required by the FAA or any other authority with jurisdiction. If lighting is required, strobe lighting shall be utilized during daylight hours only and red lighting shall be utilized at night unless another form of lighting is required by the FAA or any other authority with jurisdiction.

c. Notwithstanding anything herein to the contrary, all communication towers shall meet all applicable requirements of the FAA, the FCC, and any other agency of the federal government with the authority to regulate telecommunication facilities.

d. Each application for the construction of a new communication tower shall include the tower manufacturer's product specifications indicating that the tower will satisfy all standards imposed by the American National Standards Institute (ANSI). Applications for modifications to existing communication towers shall include a certification as to the structural integrity of the structure, including the foundation of the structure, prepared by an engineer licensed to practice in the State of Florida.

e. No communication tower shall be approved unless the application for the structure includes a certification that no antennas to be placed on the structure will cause significant interference with a public safety system or with the usual and customary transmission or reception of radio, television and other customary services enjoyed by adjacent residential and non-residential properties.

f. No commercial signage or advertising shall be placed on communication towers. However, signs pertaining to trespassing may be posted on communication towers and emergency phone numbers shall be posted in a conspicuous location on the security fencing required.

g. Communication towers shall be enclosed by security fencing not less than six feet in height. Access to communication towers shall be through a lockable gate.

h. Abandoned communication towers shall be removed within 30 days of abandonment. The owner of an abandoned tower, as well as the owner of the real property upon which the tower is situated, shall be jointly and severally responsible for its removal. A communication tower shall be considered abandoned if no licensed operator has had an antenna in use on the structure for a period of 365 consecutive days.

i. The visual impacts of communication towers on nearby viewers shall be mitigated by a row of trees at least six feet tall at planting and planted around the perimeter of the fence to the property with a continuous hedge at least 30 inches high at planting and capable of growing to at least 36 inches in height within 18 months. The opacity at planting shall be 60 percent and achieve 100 percent opacity within two years of planting. The required opacity shall be achieved to a height of six feet. All landscaping shall be of an evergreen variety (non-deciduous), except that existing native vegetation shall be preserved if sufficient to meet opacity requirements. The required landscaping shall be located on the outside of the fence to the property. Landscaping requirements may be waived pursuant to Section 932 for those sides of a communication tower that are adjacent to undevelopable property or that are not otherwise visible from off-site.

j. An Impact Assessment Statement, as required Section 910 of this Code, shall not be required of communication towers conforming to the requirements of this Section.

k. All applications for communication towers to be located within the Green Swamp Area of Critical State Concern shall be accompanied by a Green Swamp Impact Assessment Statement.

l. In all future land use districts, communication towers being modified or rebuilt to accommodate the co-location of additional antennas shall be reviewed as a Level 2 Review provided that:

i. The modified or rebuilt tower, including the added antenna, is no more than 20 feet taller than the original tower;

ii. The modified or rebuilt tower is relocated to a location no more than 50 feet from the original tower and no closer to any off-site residential structure or residential Future Land Use Map designation than the original tower;

iii. Any prior Conditional Use Permit or Planned Unit Development approval, if any, for the original tower does not contain a condition prohibiting relocation of or addition to the structure; and,

iv. The original tower is removed from the site upon completion of the replacement tower in those cases where the original tower is being rebuilt rather than modified.

4. For the purposes of applying setbacks, lot coverage, buffering and other applicable development regulations, the entire lot or parcel on which a communication tower or antenna is located shall be treated as the lot, even if the communication tower or antenna is located on a leased parcel within such lot or parcel. Any new tower proposed within the setbacks required by this Section shall be treated as a Level 3 Review prior to construction:

a. Communication towers shall be set back a distance equal to one times (1x) the height of the communication tower from any off-site residential Future Land Use designation or the property line of any off-site residential structure. Setbacks shall be measured from the base of the communication tower. For the purposes of this provision, the Land Use designation of Agriculture/Residential Rural (A/RR) shall not be considered a residential Future Land Use designation. The setback may be reduced by 50 percent if the off-site residential structure is non-conforming with the Land Use Designation or if there is an intervening conforming structure of a non-residential nature.

b. Setbacks from off-site non-residential structures and off-site non-residential Land Use designations shall be governed by minimum district setback requirements.

c. Setbacks for guy wires, equipment buildings, and other facilities supporting communication towers shall satisfy minimum district setback requirements rather than the setback requirements for communication towers.

5. Mobile communication towers necessary for providing continuing services while an existing tower is being repaired or replaced may be permitted through a Level 1 Review for a period of up to one year but shall be removed upon completion of the permanent tower. The mobile

communication tower does not have to be placed on the parcel or lot on which the existing tower is located, but authorization from the landowner (s) on which it is to be located shall be submitted with the Level 1 Review request. The Land Development Director or designee may extend the one-year time limit through a subsequent Level 1 Review.

...

**SECTION 4:** Chapter 4, Special Districts, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

...

**Table 4.1c Use Table for Interstate 4 Selected Area Plan Land Use District**

	LCCX	TCCX	CACX	BPC-1X	BPC-2X	IACX	INST X	MUX
Communication Towers, Guyed and Lattice			C3	C3	C2	C2	C2	C2
Communication Towers, Monopole	<del>C3</del> C2	C2	<del>C3</del> C2	C2	C2	C2	C2	C2

...

**Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan**

	NACX	CACX	RACX	ECX	MUX	BPC-1X	BPC-2X	INDX	INST 1X	INST 2X
Communication Towers, Guyed and Lattice		C3	C3	C3	C3	C3	C2	C2	C2	C2
Communication Tower, Monopole	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2

...

**Section 401.03.01 Use Table for U.S. 27 Selected Area Plan**

Table 4.8 Use Table for U.S. 27 Selected Area Plan Land Use District (For revision history, please see last row of table. New or ordinances appear after the table.)																								
<i>Green Swamp ACSC Districts Outlined in shaded in grey</i>	TCCX	RACX	PIX	OCX	RHX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	INSTX	NACX	TCCX	RACX	PIX	NACX	RHX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	L/RX	
Communication Towers, Guyed and Lattice		C3		C3	C2		C3	C3	C3		C3													
Communication Towers, Monopole	C3	<del>C3</del>	<del>C3</del>	<del>C2</del>	<del>C3</del>	<del>C3</del>	<del>C3</del>	<del>C3</del>	<del>C3</del>	<del>C3</del>	C2	<del>C2</del>	C3	<del>C3</del>	<del>C3</del>	<del>C2</del>	<del>C3</del>							

...

**Table 4.12 Allowable Uses for US Highway 98 SAP**

	ECX	CEX	LCCX	NACX	BPC-1X	BPC-2X	INDX	L/RX	INST-1X
Communication Towers, Guyed and Lattice					C3	C2	C2		C2
Communication Tower, Monopole	<del>C3</del> C2	<del>C3</del> C2	<del>C3</del> C2	C2	C2	C2	C2	<del>C3</del> C2	C2

...

**Table 4.16 Use Table for Standard Land Use Districts**

	CE X	LCC X	NAC X	CAC X	RAC X	TCC X	BPC 1X	BPC 2X	IND X	PI X	L/R X	EC X	INST X
Communication Towers, Guyed and Lattice				C3	C3		C3	C3	C2				C2
Communication Tower, Monopole	C2	<del>C3</del> C2	C2	C2	C2	C2	C2	C2	C2	C2	<del>C3</del> C2	<del>C3</del> C2	C2

...

**Table 401.08.01 Use Table for SE Polk SAP**

	Village Centers and Village Center Cores								Outside the Village Centers (Scenic Highway overrides)						
	A/RRX	CE X	LCC X	NAC X	TCC X	L/RX	INST1 X	INST2X	A/RRX	RCCX	CE X	TCCX	BPC-1X	BPC-2X	L/R X
Communication Towers, Guyed and Lattice	C3						C2	C2	C3				C3	C2	
Communication Towers, Monopole	C2	<del>C2</del>	<del>C3</del> C2	<del>C2</del>	C2	<del>C3</del> C2	C2	C2	C2	<del>C3</del> C2	<del>C3</del> C2	<del>C2</del>	C2	C2	<del>C3</del> C2

...

**Table 4: Wahneta Neighborhood Plan - Use Table (Allowable Uses and Districts)**

	A/RRX	RS X	RL-1X	RL-2X	RL-3X	RL-4X	RMX	CEX	LCCX	NACX
Communication Tower, Monopole	C2	C3	C3	C3	C3	C3	C3	C2	<del>C3</del> C2	C2

...

**SECTION 5:** Chapter 5, Green Swamp Area of Critical State Concern, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 502 - Standards for Land Use Districts in the Green Swamp ACSC**

...

**Table 5.2 Use Table for Green Swamp ACSC**

	Polk City Special Protection Area				Rural Special Protection Area				
	CEX	LCCX	L/RX	RO SX	PRE SVX	L/RX	A/RRX	CORE	CEX
Communication Towers, Guyed & Lattice				C3	C3		C2	C2	
Communication Towers, Monopole	<u>C2</u>	<del>C3</del> <u>C2</u>	<del>C3</del> <u>C2</u>	C3	C3	<del>C3</del> <u>C2</u>	C2	C2	<u>C2</u>

...

**SECTION 6:** Chapter 10, Definitions, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

...

**COMMUNICATION TOWER:** Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including lattice towers, guyed towers and monopole towers. The term includes, without exclusion, radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone towers and camouflaged towers. The term does not include structures which are utilized solely by amateur radio operators licensed by the FCC. For the purposes of applying the height thresholds and setback requirements of this Section, antennas which add to the height of a communication tower shall be considered a part of the communication tower. Communication towers are further classified as Monopole, Lattice, and Guyed Towers. (See: MONOPOLE TOWER, LATTICE TOWER, GUYED TOWER)

**COMMUNICATION TOWER, MOBILE:** Self-sufficient and transportable communication towers and base stations which contain transmitters, antennas, and often power generators, commonly used to provide cellular service for special events, emergencies, and temporary service when an existing tower or antenna is being repaired or replaced. These include but are not limited to Cell on Wheels (COW) and Cell on Light Truck (COLT) mobile stations.

**SECTION 7: EFFECTIVE DATE**

This ordinance shall become effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY,

FLORIDA this 17<sup>th</sup> day of March 2026.

# LDCT-2025-25 - Communication Towers

Menu Reports Help

**Application Name:** [Communication Towers](#)

**File Date:** [12/20/2025](#)

**Application Type:** [BOCC-LDC Text Change](#)

**Application Status:** [Approved for Hearing](#)

**Application Comments:** View ID Comment Date

**Description of Work:** [Communication Towers \(LDC Text Amendment to modify standards and level of review for communication towers\)](#)

**Application Detail:** [Detail](#)

**Address:** [330 W CHURCH ST, BARTOW, FL 33830](#)

**Parcel No:** [25300639300000172](#)

**Owner Name:** [POLK COUNTY](#)

Contact Info:	Name	Organization Name	Contact Type	Contact Primary Address	Status
	<a href="#">Polk County</a>		Applicant	<a href="#">Mailing_330 W Church ...</a>	Active
	<a href="#">Polk County</a>		Engineer	<a href="#">Mailing_330 W Church ...</a>	Active

Licensed Professionals Info:	Primary	License Number	License Type	Name	Business Name	Business License #
<b>Job Value:</b>	<a href="#">\$0.00</a>					
<b>Total Fee Assessed:</b>	<a href="#">\$850.00</a>					
<b>Total Fee Invoiced:</b>	<a href="#">\$0.00</a>					
<b>Balance:</b>	<a href="#">\$0.00</a>					

**Custom Fields:** LD\_PUBL\_HEAR

PUBLIC HEARINGS	
Development Type	Application Type
<a href="#">Board of County Commissioners</a>	<a href="#">Government Project</a>
Variance Type	Brownfields Request
-	-
Affordable Housing	

GENERAL INFORMATION

Expedited Review	Number of Lots
-	-
Will This Project Be Phased	Acreage
-	<a href="#">0</a>
DRC Meeting	DRC Meeting Time
<a href="#">01/29/2026</a>	<a href="#">11:00 AM</a>
Rescheduled DRC Meeting	Rescheduled DRC Meeting Time
-	-
Number of Units	Green Swamp
-	<a href="#">No</a>
Is this Polk County Utilities	Case File Number
-	-
FS 119 Status	One Year Extension
<a href="#">Non-Exempt</a>	-

ADVERTISING

Legal Advertising Date	BOCC1 Advertising Date
-	-
BOCC2 Advertising Date	Advertising Board
-	<a href="#">Board of County Commissioners</a>

MEETING DATES

Community Meeting	Planning Commission Date
-	<a href="#">02/04/2026</a>
BOA Hearing Date	1st BOCC Date
-	<a href="#">03/03/2026</a>
2nd BOCC Date	
<a href="#">03/17/2026</a>	

HEARING

PC Hearing Results	PC Vote Tally
-	-

BOCC 1st Hearing Results  
 BOCC 2nd Hearing Results  
 -

BOCC 1st Vote Tally  
 BOCC 2nd Vote Tally  
 -

FINAL LETTER

Denovo Appeal  
 -  
 Denovo Tally  
 -

Denovo Results  
 -

**LD\_PUBL\_HEAR\_EDL**

[Opening DigEplan List...](#)  
 DigEplan Document List  
[Open](#)

**PLAN REVIEW FIELDS**

TMPRecordID  
[POLKCO-REC25-00000-01GT2](#)  
 RequiredDocumentTypesComplete  
[No](#)

DocumentGroupforDPC  
[DIGITAL PROJECTS LD](#)  
 AdditionalDocumentTypes  
[Applications, AutoCad File Binding Site Plans \(PDs, Yes and CUs\), CSV, Calculations, Correspondence, Design Drawings, Flood/Traffic Studies, Impact Statement, Inspections, Miscellaneous, Plats, Record Drawings, Response Letter Resubmittal Complete, Staff Report/Approval Letter, Survey, Title Opinion](#)  
 DigitalSigCheck  
[Yes](#)

Activate FSA  
[Yes](#)

**NOR**

**Neighborhood Organization Registry (NOR)**

**PUBLIC MAILERS**

**Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR**

**Workflow Status:**

Task	Assigned To	Status	Status Date	Action By
<a href="#">Application Submittal</a>	Lyndsay Rathke	Application ...	01/05/2026	Lyndsay Rathke
Engineering Review				
<a href="#">Surveying Review</a>	Mike Benton	Approve	01/23/2026	Mike Benton
<a href="#">Roads and Drainage Review</a>	Phil Irven	Approve	01/05/2026	Phil Irven
<a href="#">Fire Marshal Review</a>	Kim Turner	Not Required	01/05/2026	Kim Turner
<a href="#">Planning Review</a>	Ivan Nance	Approve	01/05/2026	Ivan Nance
<a href="#">School Board Review</a>	School District	Not Required	01/05/2026	School District
<a href="#">Review Consolidation</a>	Lyndsay Rathke	Approved for...	01/26/2026	Lyndsay Rathke
Staff Report				
<a href="#">Public Notice</a>				
Planning Commision				
BOCC Hearing				
Final Letter				
DEO Review				
Second BOCC Hearing				
Archive				

**Condition Status:**

Name	Short Comments	Status	Apply Date	Severity	Action By
<b>Scheduled/Pending Inspections:</b> Inspection Type	Scheduled Date	Inspector	Status	Comments	
<b>Resulted Inspections:</b> Inspection Type	Inspection Date	Inspector	Status	Comments	



Polk County  
Planning Commission

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Agenda Item 6.

2/4/2026

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**SUBJECT**

LDCT-2025-26 (Car Washes LDC Text Amendment)

**DESCRIPTION**

A County-initiated LDC Text Amendment to multiple sections of the Code to consolidate car wash uses in the Use Tables, Conditional Use Criteria, and glossary. This will adopt “Car Wash” as the sole primary use and “Accessory Car Washes” as an accessory use.

**RECOMMENDATION**

Approval to the Board

**FISCAL IMPACT**

No Fiscal Impact

**CONTACT INFORMATION**

Ian Nance  
Land Development  
(863) 534-7621  
ivannance@polkfl.gov

**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

<b>DRC Date:</b> January 29, 2026	<b>Level of Review:</b> Level 4 Review
<b>PC Date:</b> February 4, 2026	<b>Type:</b> LDC Text Amendment
<b>BoCC Date:</b> March 3, 2026	<b>Case Numbers:</b> LDCT-2025-26
March 17, 2026	<b>Case Name:</b> Car Washes
<b>Applicant:</b> Polk County	<b>Case Planner:</b> Ian Nance/Owen Davis

<b>Request:</b>	A County-initiated LDC Text Amendment to multiple sections of the Code to consolidate car wash uses in the Use Tables, Conditional Use Criteria, and glossary. This will adopt “Car Wash” as the sole primary use and “Accessory Car Washes” as an accessory use.
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending

**Among the changes to Section 205, Use Table:**

- Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental” and “Self-Service” Car Washes from Use Table.

**Among the changes to Section 206, Accessory Uses:**

- Adding LDC Section 206.S for Accessory Car Wash Facilities and standards.

**Among the changes to Section 303, Criteria for Conditional Uses:**

- Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.”
- Eliminating “Incidental” and “Self-Service” Car Washes.

**Among the Changes to Chapter 4, Special Districts:**

- Ronald Reagan SAP – Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental” and “Self-Service” Car Washes.
- US 27 SAP – Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental Car Washes.”
- US 98 SAP - Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental Car Washes.”

- North Ridge SAP – Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental Car Washes.”
- Brewster SAP - Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental” and “Self-Service” Car Washes.
- Southeast Polk SAP - Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental” and “Self-Service” Car Washes.
- Grenelefe Utility Enclave Area - Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental Car Washes.”
- Wahneta Neighborhood Plan - Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental” and “Self-Service” Car Washes.

**Among the Changes to Chapter 7, Section 708, Parking Space Requirements:**

- Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash.” Eliminating “Incidental” and “Self-Service” Car Washes.

**Among the Changes to Chapter 10, Definitions:**

- Removing reference to “Full-Service Car Wash” to be replaced with “Car Wash” and providing a new definition. Eliminating “Incidental” and “Self-Service” Car Washes. Adding definition for “Accessory Car Wash.”

**Summary:**

The Land Development Code has three definitions for car washes that are categorized within the Code as primary uses: Full-Service; Self-Service; and Incidental. Incidental Car Washes are those that are usually associated with gas stations. Self-Service facilities are those that provide a stall and pressure cleaner in which the owner of the vehicle washes the vehicle. Full-Service models are defined as being automated with the driver leaving the vehicle as it is being washed.

This last definition is out-of-date with modern car wash facilities that allow drivers to remain in the vehicle and often have self-service bays. Most will have at least a few crew members to help with the automatic wash while providing other vehicle detailing services.

This amendment essentially moves Incidental Car Washes into the Accessory Uses section of the LDC and removes it from the Use Tables. In effect, if a gas station is allowed in a future land use district, the accessory car wash will be as well, if the conditions can be met. The Use Tables will no longer guide where these are allowed.

This amendment will eliminate the terms Full-Service and Self-Service Car Washes from the definitions, Use Tables, and Conditional Use Criteria in the Code. These will be combined simply under “Car Washes” and provided a new definition.

The overall purpose of this amendment is to streamline the Code as it relates to this use and prevent confusion with applicants whose car washes might not meet current definitions. There will be few changes aside from semantics – the conditional use criteria for all three were the same throughout most of the County, and they are not being amended, though a reference to standards for Drive-Thru Facilities is being added. This has been a requirement for automated car washes that was not directly addressed in the conditional use standards. This amendment is not adding full-service or self-service car washes where they were previously not allowed, except in the Southeast Polk SAP where self-service facilities were allowed but full-service facilities were not (Rural Cluster Centers). With this amendment Car Washes will be conditionally allowed here.

Next, no car washes are currently allowed as primary uses in the Green Swamp Area of Critical State Concern Use Table, aside from those allowable in an overlapping SAP; however, with this amendment, gas stations in the Polk City Special Protection Area (SPA) could have an accessory car wash in a handful of Future Land Use districts, if the proposed conditions for approval are met. This would also be true for gas stations in the Rural SPA and Commercial Enclave future land use districts. Ultimately, the Florida Department of Environmental Protection (FDEP) is the regulatory agency that permits and oversees car washes.

Finally, the Use Table in the North Ridge SAP erroneously allows Full Service and Incidental Car Washes in the Residential Medium (RMX) future land use district. This is contrary to what the Comprehensive Plan and LDC allows in residential districts, and this amendment will correct this mistake

### **Relevant Sections, Policies, and/or Regulations to Consider:**

LDC Table 2.1 Use Table  
LDC Section 206 Accessory Uses  
LDC Section 303 Conditional Use Criteria  
LDC Chapter 4 Special Districts Use Tables  
LDC Chapter 7, Section 708, Parking Space Requirements  
LDC Chapter 10 Definitions

### **Findings of Fact**

- *A County-initiated LDC Text Amendment to multiple sections of the Code to consolidate car wash uses in the Use Tables, Conditional Use Criteria, and glossary. This will adopt “Car Wash” as the sole primary use and “Accessory Car Washes” as an accessory use.*
- *LDC Chapter 10 defines CAR WASH, FULL SERVICE as, “any facility providing complete car washing and cleaning services. Car washing is generally automatic, with the driver leaving the car during the washing procedure. Waxing and detailing may also be provided.”*
- *LDC Chapter 10 defines CAR WASH, INCIDENTAL as, “any automated car wash which is incidental to the sale of fuel and characterized by an automatic wash which requires the*

*driver to remain in the vehicle during operation. The facility may be an attached or a free-standing structure.”*

- *LDC Chapter 10 defines CAR WASH, SELF SERVICE as, “any facility providing stalls with water, soap, wax, or other materials for cleaning vehicles by individuals.”*
- *LDC Section 303 requires the following standards for all car wash facilities:*
  1. *The minimum distance to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, car washing enclosure, or detailing area, whichever is closer. All car wash activities shall be screened from off-site residential view.*
  2. *Land use activities containing car washes located adjacent to residentially designated properties shall, at a minimum, provide a landscaped buffer equal to a Type C buffer (see Section 720) between the entire property and adjacent residential areas.*
  3. *All car wash operations shall be required to connect to public or community sanitary sewer, a Car Wash Recycle System, or similar wastewater treatment system approved by the Florida Department of Environmental Protection or other applicable regulatory agency.*
  4. *All car wash operations shall be required to connect re-use water where and when it is available.*
- *The Florida Department of Environmental Protection (FDEP) is the regulatory agency that permits and oversees car washes. Rule 62-660.803, F.A.C. authorizes a general permit for any person constructing or operating a car wash treatment, disposal, and recycled system with an effective date of 12/24/1996.*
- *LDC Section 912 allows any property owner, BoCC, or agency to apply to the Department to amend the text of this Code, the text of the Comprehensive Plan, or the Future Land Use Map Series (FLUMS) in compliance with procedures prescribed by the Department.*
- *This application has been reviewed for consistency with applicable Comprehensive Plan and LDC policies.*

The Land Development Division, based on the information provided with the proposed text amendment application, finds that the proposed text change request is **CONSISTENT** with the Polk County Land Development Code and the Polk County Comprehensive Plan. Staff recommends **Approval of LDCT-2025-26**.

### **Analysis:**

In recent years, car washes have proliferated throughout Polk County, especially near higher-density residential areas. Newer facilities are highly efficient with their water consumption, often

considered to be more so than individuals washing their vehicles at home. Modern technologies encourage the reuse of rinse and wastewater generated by car washes. These recycling systems are good for the environment as they are designed to catch run-off from seeping into pervious areas and will conserve water. Business owners also save money by reusing water rather than using clean municipal water for each customer.

As these benefits have been realized, newer facilities have been built in the County and are generally popular with customers. Many operate with a membership service while some provide a limited retail component. Most automated washes quickly pull vehicles through the wash while drivers remain inside. Oftentimes, the driver is directed to a detailing area to clean the insides of the vehicles, either by themselves or with assistance from a crew.

What is occurring at these facilities is not accurately captured by LDC definitions. The Code already has three definitions for Car Washes, and staff has found no need to add a fourth, rather to simplify the definitions to “Car Wash” as a primary use, and “Accessory Car Wash” for those commonly associated with gas stations and convenience stores. This is part of an ongoing effort to update the LDC and make it more user-friendly.

### **Benefit-cost Analysis of the Amendment**

#### *Who does it help?*

This amendment helps applicants understand what they are applying for when proposing a car wash facility in Polk County.

#### *Who does it hurt?*

No harm is anticipated with this request. This is a task of editing uses within the Code. Levels of review will remain the same, as will conditions of approval.

#### *What is the cost?*

No real costs are anticipated with this request. This is a task of editing uses within the Code. Levels of review will remain the same, as will conditions of approval.

### **Limits of the Proposed Ordinance**

This amendment applies to non-residential parcels within the unincorporated areas of the County that allow Car Washes. This includes the Green Swamp Area of Critical State Concern. The US 27 and North Ridge SAPs currently allow Incidental Car Washes within land use districts located in the ACSC. No car wash uses are currently allowed in the Chapter 5 Use Table; however, with this amendment, gas stations in the Polk City Special Protection Area (SPA) could have an accessory car wash in a handful of Future Land Use districts, if the proposed conditions for approval are met. This would also be true for gas stations in the Rural SPA and Commercial Enclave future land use districts. Ultimately, the Florida Department of Environmental Protection (FDEP) is the regulatory agency that permits and oversees car washes.

The Department of 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 state prior to becoming effective.

**Consistency with the Comprehensive Plan & Land Development Code**

The request is consistent with the Comprehensive Plan and the Land Development Code. The Comprehensive Plan and LDC allow for car washes in most commercial future land use districts, as well as in Business Park and Industrial districts in certain Selected Area Plans (SAPs).

**Comments from Other Agencies:** This text amendment was reviewed by members of the Development Review Committee without further comment.

**Draft Ordinance:** Under separate attachment

**ORDINANCE NO. 26-\_\_\_\_\_**

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2025-26, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 205, USE TABLE FOR STANDARD LAND USE DISTRICTS, TO CONSOLIDATE THE NUMBER OF CAR WASH USES; SECTION 206, ACCESSORY USES, TO ADD ACCESSORY CAR WASHES; CHAPTER 3, SECTION 303, CRITERIA FOR CONDITIONAL USES, TO MODIFY CAR WASH CONDITIONAL USE STANDARDS; CHAPTER 4, SPECIAL DISTRICTS, USE TABLES, TO CONSOLIDATE THE NUMBER OF CAR WASH USES; CHAPTER 7, SECTION 708, PARKING SPACE REQUIREMENTS, TO ADJUST THE PARKING REQUIREMENTS FOR CAR WASHES; CHAPTER 10, DEFINITIONS, TO PROVIDE NEW DEFINITIONS FOR CAR WASHES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt Land Development Regulations consistent with the Polk County Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

**WHEREAS**, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

**WHEREAS**, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

**WHEREAS**, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

**WHEREAS**, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on February 4, 2026; and

**WHEREAS**, the proposed text amendment to the Polk County Land Development Code shall consolidate car wash uses; and

**WHEREAS**, the Board of County Commissioners held two public hearings on March 3, 2026, and March 17, 2026, wherein the Board reviewed and considered the Planning Commission's recommendation, the staff report, and all comments received during said public hearings, and provided for necessary revisions; and

**NOW, THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of Polk

County, Florida that:

*NOTE:* The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

**SECTION 1: FINDINGS** The Board hereby finds and determines that:

- a) The findings set forth in the recitals to this Ordinance are true and correct and hereby adopted.
- b) The Planning Commission, acting in its capacity as the Local Planning Agency for the County, held a public hearing on February 4, 2026, to consider the LDC text amendments contained within Application LDCT-2025-26 and found them to be consistent with the Comprehensive Plan and recommended that the Board adopt the LDC Text Amendment contained within Application LDCT-2025-26.
- c) The adoption of LDCT-2025-26 is consistent with the Comprehensive Plan and LDC.

**SECTION 2:** Chapter 2, Table 2.1, Use Tables for Standard Land Use Districts, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 205 - Use Tables for Standard Land Use Districts**

...

**Table 2.1 Use Table for Standard Land Use Districts**

	RCC	CC	CE	LCC	NAC	CAC	RAC	OC	TCC	HIC	BPC -1	BPC -2	IND	PM
Car Wash, Full Service				C2		P	P		P					
Car Wash, Incidental	-C2	C2	C2	-C2	C2	-P	P		-P					
Car Wash, Self Service				-C2		-P	P		-P					

...

**SECTION 3:** Chapter 2, Section 206, Accessory Uses, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 206 – Accessory Uses**

Accessory uses are permitted in conjunction with the primary use in all land use districts. Accessory uses are those land uses that are incidental and subordinate to the primary use of the property (see table 2.1 for a list of primary land uses allowed per district). Specific requirements pertaining to the determination of what is incidental and subordinate for certain types of accessory uses are listed in the section and sections to follow in this chapter. All accessory uses contained herein, and any other not included shall comply with Section 209.

...

**S. Accessory Car Wash Facilities**

Accessory car wash facilities are those typically associated with gas stations and convenience stores and may be permitted in conjunction with these uses, subject to a Level 2 Review. In addition to the applicable district regulations in Table 2.2, the following standards shall apply:

1. The minimum distance from an accessory car wash facility to any residentially designated property shall be 50 feet measured at the narrowest point between the

property line of the residential property and either the stacking lane, car washing enclosure, or detailing area, whichever is closer. All car wash activities shall be screened from off-site residential view.

2. Land use activities containing an accessory car wash and located adjacent to residentially designated properties shall, at a minimum, provide a landscaped buffer equal to a Type “C” buffer between the entire property and adjacent residential areas.
3. All car wash operations shall be required to connect to public or community sanitary sewer, a Car Wash Recycle System, or similar wastewater treatment system approved by the Florida Department of Environmental Protection or other applicable regulatory agency.
4. All car wash operations shall be required to connect re-use water where and when it is available.
5. All car washes with Drive-Thru Facilities shall abide by the standards found in Section 206.T

...

**SECTION 4:** Chapter 3, Section 303, Conditional Uses, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

...

***Car Wash, ~~Full Service~~ (Revised 05/21/19 – Ord. 19-032)***

In addition to the applicable district regulations in Table 2.2, the following standards shall apply:

1. The minimum distance from a ~~full-service~~ car wash facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, car washing enclosure, or detailing area, whichever is closer. All car wash activities shall be screened from off-site residential view.
2. Land use activities, containing a ~~full-service~~ car wash, and located adjacent to residentially designated properties shall, at a minimum, provide a landscaped buffer equal to a Type C buffer (see Section 720) between the entire property and adjacent residential areas.
3. All car wash operations shall be required to connect to public or community sanitary sewer, a Car Wash Recycle System, or similar wastewater treatment system approved by the Florida Department of Environmental Protection or other applicable regulatory agency.

***Car Wash, ~~Incidental~~ (Revised 05/21/19 – Ord. 19-032)***

~~In addition to the applicable district regulations in Table 2.2, the following standards shall apply:~~

1. ~~The minimum distance from an incidental car wash facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, car washing enclosure, or detailing area, whichever is closer. All car wash activities shall be screened from off-site residential view.~~
2. ~~Land use activities, containing an incidental car wash, located adjacent to residentially designated properties shall, at a minimum, provide a landscaped buffer equal to a Type C buffer (see Section 720) between the entire property and adjacent residential areas.~~
3. ~~All car wash operations shall be required to connect to public or community sanitary sewer, a Car Wash Recycle System, or similar wastewater treatment system approved by the Florida Department of Environmental Protection or other applicable regulatory agency.~~
4. ~~All car wash operations shall be required to connect re-use water where and when it is available.~~

***Car Wash, Self-Service (Revised 05/21/19 – Ord. 19-032)***

In addition to the applicable district regulations in Table 2.2, the following standards shall apply:

1. ~~The minimum distance from a self service car wash facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, car washing enclosure, or detailing area, whichever is closer. All car wash activities shall be screened from off-site residential view.~~
2. ~~Land use activities, containing self-service car wash, located adjacent to residentially designated properties shall, at a minimum, provide a landscaped buffer equal to a Type C buffer (see Section 720) between the entire property and adjacent residential areas.~~
3. ~~All car wash operations shall be required to connect to public or community sanitary sewer, a Car Wash Recycle System, or similar wastewater treatment system approved by the Florida Department of Environmental Protection or other applicable regulatory agency.~~
4. ~~All car wash operations shall be required to connect re-use water where and when it is available.~~

...

**SECTION 5:** Chapter 4, Special Districts, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 401.02 – Ronald Reagan Parkway Plan District**

...

**Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan**

	CCX	NACX	TCX	CA CX	RAC X	OCX	ECX	MUX	BPC- 1X	BPC- 2X	IND X	INST 1X	INST 2X
Car Wash, Full Service				P	P			C2					
Car Wash, Incidental	C2	C2		P	P			C2					
Car Wash, Self Service				P	P			C2					

...

**Section 401.03 - North US 27 Selected Area Plan**

...

**Section 401.03.01 Use Table for U.S. 27 Selected Area Plan**

<i>Green Swamp ACSC Districts Outlined in shaded in grey</i>	TCX	RACX	PIX	OCX	RHX	NACX	TCX	RACX	PIX	NACX
Car Wash, Full Service						C2	C2	C2		C2
Car Wash, Incidental	C2	C2				C2	C2	C2		C2

...

**Section 401.04 - US 98 Selected Area Plan**

...

**Table 4.12 Allowable Uses for US Highway 98 SAP**

	ECX	CEX	LCCX	NACX	OCX	TCX	BPC-1X	BPC-2X	INDX
Car Wash, Full Service and Self Service	C2		C2	C2			C2	C2	C2
Car Wash, Incidental	C2	C2	C2	C2		C2	C2	C2	C2

...

**Section 401.06 The North Ridge Selected Area Plan**

...

**Table 4.16 Use Table for Standard Land Use Districts**

	RMX	RHX	CCX	CEX	LCCX	NACX	CACX	RACX	TCCX	PIX	L/RX	ECX
Car Wash, Full Service	C2									C3		C2
Car Wash, Incidental	C2		C2			C2	P	P	P	C2		C2

...

**E. Modified Special Use Requirements**

...

3. Conditional Uses - In addition to Chapter 3, the following conditions shall apply within the North Ridge SAP:

...

e. ~~Carwash (Incidental)~~ Car Wash establishments within the ECX district of the North Ridge SAP are considered to be retail/commercial uses and shall not exceed the 30 percent limit of such retail/commercial uses allowed throughout the ECX district. A higher percentage of the limited 30 percent of retail and commercial uses shall only be permitted through a ~~Planned Development~~ Level 3 Conditional Use. ~~Incidental Carwash~~ Car Wash establishments shall adhere to conditional use development criteria expressed for ~~Incidental Carwashes~~ Car Washes in Section 303, Criteria for Conditional Uses, of the Land Development Code and shall have direct frontage along US Highway 27.

...

**401.07 Table 1 - Use Table for Brewster Selected Area Plan Land Use Districts**

LAND USE	A/RRX	TCCX	PMX	L/RX	ROSX	PRESVX
Car Wash, Full Service		P				
Car Wash, Incidental		P				
Car Wash Self Service		P				

...

**Section 401.08 Southeast Polk Selected Area Plan**

...

**Table 401.08.01 Use Table for SE Polk SAP**

	Village Centers and Village Center Cores									Outside the Village Centers (Scenic Highway overrides)						
	RCC X	CC X	CE X	LCC X	NAC X	TCC X	BPC-1 X	BPC-2 X	IND X	RCC X	CC X	CE X	TCC X	BPC-1 X	BPC-2 X	IND X
Car Wash, Full Service	C2		C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2
Car Wash, Incidental	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2	E2
Car Wash, Self Service	E2			E2		E2	E2	E2		E2			E2	E2	E2	E2

...

**K. Conditional Uses:**

...

~~8. Carwash Full Service: Carwash full-service Car Wash facilities are allowed as part of the retail cap in those land use districts where retail is allowed (BPC-1X, BPC-2X, INDX, OCX, L/RX).~~

~~9. Carwash Incidental: Carwash incidental facilities are allowed as part of the retail cap in those land use districts where retail is allowed (BPC-1X, BPC-2X, INDX, OCX, L/RX).~~

~~10. Carwash Self Service: Carwash self-service facilities are allowed with the following conditions:~~

~~a. Within the Village and VC Core, self-service carwashes shall be limited to three bays;~~

~~b. Hours of operations shall be restricted to 7:00 am to 10 pm; and~~

~~c. The service shall be allowed as part of the retail cap in those land use districts where retail is allowed (BPC-1X, BPC-2X, INDX, OCX, L/RX).~~

~~11. 9. Community Centers: When adjacent to properties used or designated for residential, the use must have a Type B Buffer and a six-foot high opaque fence between the properties from the line of the front façade of the building to the rear of the property.~~

...

**Section 402 - Development of Regional Impact and Pre-Development of Regional Impact, and Utility Enclave Areas**

...

**F. Grenelefe Utility Enclave Area (UEA)**

...

**Table 4.25 Use Table**

Table 4.25 Use Table (Revised 11/21/17 - Ord. 17-066)							
	NACX	RLX	RMX	RHX	TCCX	DRI	PRESVX
Car Wash, Full Service	C2						
Car Wash, Incidental	C2						

...

**Section 403.01 Wahneta Neighborhood Plan**

...

**Table 4: Wahneta Neighborhood Plan - Use Table (Allowable Uses and Districts)**

	CCX	CEX	LCCX	NACX	OCX	BPC-1X	BPC-2X
Car Wash, Full Service		C2	C2	C2			
Car Wash, Incidental	C2	C2	C2	C2			
Car Wash, Self Service		C2	C2	C2			

...

**SECTION 6:** Chapter 7, Section 708, Parking Space Requirements, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 708 - Parking Space Requirements**

...

<b>Table 7.10 Minimum Off-Street Parking Requirements (For revision history, see last row in table. Newer ordinances appear at the end of the table)</b>	
<b>Land Use</b>	<b>Minimum Off Street Spaces</b>
Car wash, Full Service	1 space per employee, minimum 5 spaces
Car wash, Self Service	2 spaces per stall
Carwash, Incidental	At least 2 spaces (40 feet) for stacking

...

**SECTION 7:** Chapter 10, Definitions, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

...

**CAR WASH, FULL SERVICE:** Any facility providing complete car washing and cleaning services. Car washing is generally automatic, with the driver leaving the car during the washing procedure. Waxing and detailing may also be provided. An establishment engaged in the business of washing domestic vehicles with self-service, automated, and/or staffed facilities.

**CAR WASH, ACCESSORY:** Any automated car wash facility that is incidental and accessory to the primary use onsite. The facility may be an attached or free-standing structure.

**CAR WASH, INCIDENTAL:** Any automated car wash which is incidental to the sale of fuel, and characterized by an automatic wash which requires the driver to remain in the vehicle during operation. The facility may be an attached or a free standing structure.

**CAR WASH, SELF SERVICE:** Any facility providing stalls with water, soap, wax, or other materials for cleaning vehicles by individuals.

...

**SECTION 8: SEVERABILITY**

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

**SECTION 9: EFFECTIVE DATE**

This ordinance shall become effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY,  
FLORIDA this 17<sup>th</sup> day of March 2026.

# LDCT-2025-26 - Car Washes

Menu Reports Help

**Application Name:** [Car Washes](#)

**File Date:** [12/20/2025](#)

**Application Type:** [BOCC-LDC Text Change](#)

**Application Status:** [Approved for Hearing](#)

**Application Comments:**

View ID	Comment	Date
---------	---------	------

**Description of Work:** [Car Washes \(LDC Text Amendment to consolidate Car Wash definitions\)](#)

**Application Detail:** [Detail](#)

**Address:** [330 W CHURCH ST, BARTOW, FL 33830](#)

**Parcel No:** [253006393000000172](#)

**Owner Name:** [POLK COUNTY](#)

Contact Info:	Name	Organization Name	Contact Type	Contact Primary Address	Status
	<a href="#">POLK COUNTY</a>		Applicant	<a href="#">Mailing_330 W Church ...</a>	Active
	<a href="#">POLK COUNTY</a>		Engineer	<a href="#">Mailing_330 W Church ...</a>	Active

Licensed Professionals Info:	Primary	License Number	License Type	Name	Business Name	Business License #

**Job Value:** [\\$0.00](#)

**Total Fee Assessed:** [\\$850.00](#)

**Total Fee Invoiced:** [\\$0.00](#)

**Balance:** [\\$0.00](#)

**Custom Fields:** **LD\_PUBL\_HEAR**

PUBLIC HEARINGS

Development Type

[Board of County](#)

[Commissioners](#)

Variance Type

-

Affordable Housing

Application Type

[Government Project](#)

Brownfields Request

-

### GENERAL INFORMATION

Expedited Review

Number of Lots

-

Will This Project Be Phased

Acreage

[0](#)

DRC Meeting

[01/29/2026](#)

DRC Meeting Time

[11:05 AM](#)

Rescheduled DRC Meeting

Rescheduled DRC Meeting Time

-

Number of Units

Green Swamp

[No](#)

Is this Polk County Utilities

Case File Number

-

FS 119 Status

[Non-Exempt](#)

One Year Extension

-

### ADVERTISING

Legal Advertising Date

BOCC1 Advertising Date

-

BOCC2 Advertising Date

Advertising Board

[Board of County](#)

[Commissioners](#)

### MEETING DATES

Community Meeting

Planning Commission Date

-

[02/04/2026](#)

BOA Hearing Date

1st BOCC Date

-

[03/03/2026](#)

2nd BOCC Date

[03/17/2026](#)

### HEARING

PC Hearing Results

PC Vote Tally

-

-

BOCC 1st Hearing Results  
 BOCC 2nd Hearing Results  
 -

BOCC 1st Vote Tally  
 BOCC 2nd Vote Tally  
 -

FINAL LETTER

Denovo Appeal  
 -  
 Denovo Tally  
 -

Denovo Results  
 -

**LD\_PUBL\_HEAR\_EDL**

[Opening DigEplan List...](#)  
 DigEplan Document List  
[Open](#)

**PLAN REVIEW FIELDS**

TMPRecordID  
[POLKCO-REC25-00000-01GT3](#)  
 RequiredDocumentTypesComplete  
[No](#)

DocumentGroupforDPC  
[DIGITAL PROJECTS LD](#)  
 AdditionalDocumentTypes  
[Applications, AutoCad File Binding Site Plans \(PDs, Yes and CUs\), CSV, Calculations, Correspondence, Design Drawings, Flood/Traffic Studies, Impact Statement, Inspections, Miscellaneous, Plats, Record Drawings, Response Letter Resubmittal Complete, Staff Report/Approval Letter, Survey, Title Opinion](#)  
 DigitalSigCheck  
[Yes](#)

RequiredDocumentTypes  
 -  
 Activate DPC

Activate FSA  
[Yes](#)

**NOR**

**Neighborhood Organization Registry (NOR)**

**PUBLIC MAILERS**

**Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR**

**Workflow Status:**

Task	Assigned To	Status	Status Date	Action By
<a href="#">Application Submittal</a>	Lyndsay Rathke	Application ...	01/05/2026	Lyndsay Rathke
Engineering Review				
<a href="#">Surveying Review</a>	Noelle S Colaianni	Approve	01/13/2026	Noelle S Colaianni
<a href="#">Roads and Drainage Review</a>	Phil Irven	Approve	01/05/2026	Phil Irven
<a href="#">Fire Marshal Review</a>	Kim Turner	Not Required	01/05/2026	Kim Turner
<a href="#">Planning Review</a>	Ivan Nance	Approve	01/05/2026	Ivan Nance
<a href="#">School Board Review</a>	School District	Not Required	01/06/2026	School District
<a href="#">Review Consolidation</a>	Lyndsay Rathke	Approved for...	01/14/2026	Lyndsay Rathke
Staff Report				
<a href="#">Public Notice</a>				
Planning Commision				
BOCC Hearing				
Final Letter				
DEO Review				
Second BOCC Hearing				
Archive				

**Condition Status:**

Name	Short Comments	Status	Apply Date	Severity	Action By
<b>Scheduled/Pending Inspections:</b> Inspection Type	Scheduled Date	Inspector	Status	Comments	
<b>Resulted Inspections:</b> Inspection Type	Inspection Date	Inspector	Status	Comments	



Polk County  
Planning Commission

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Agenda Item 7.

2/4/2026

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**SUBJECT**

LDCT-2025-27 (Drive-Thru Facilities Text Amendment)

**DESCRIPTION**

A County-initiated LDC Text Amendment to multiple sections of the Code to move Drive-Thru Facilities to Section 206, Accessory Uses; Remove Drive-Thru Financial Institutions from the Code; and provide definitions for Drive-Thru Bypass Lane and Drive-Thru Facilities.

**RECOMMENDATION**

Approval to Board

**FISCAL IMPACT**

No Fiscal Impact

**CONTACT INFORMATION**

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Land Development  
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ivannance@polk-county.net

**POLK COUNTY  
DEVELOPMENT REVIEW COMMITTEE  
STAFF REPORT**

<b>DRC Date:</b> January 29, 2026	<b>Level of Review:</b> Level 4 Review
<b>PC Date:</b> February 4, 2026	<b>Type:</b> LDC Text Amendment
<b>BoCC Date:</b> March 3, 2026	<b>Case Numbers:</b> LDCT-2025-27
March 17, 2026	<b>Case Name:</b> Drive-Thru Facilities
<b>Applicant:</b> Polk County	<b>Case Planner:</b> Ian Nance

<b>Request:</b>	A County-initiated LDC Text Amendment to multiple sections of the Code to move Drive-Thru Facilities to Section 206, Accessory Uses; Remove Drive-Thru Financial Institutions from the Code; and provide definitions for Drive-Thru Bypass Lane and Drive-Thru Facilities.
<b>DRC Recommendation:</b>	Approval
<b>Planning Commission Vote:</b>	Pending

**Among the changes to Section 205, Use Table:**

- Remove “Drive-Thru Financial Institutions” from the Use Table.

**Among the changes to Section 206, Accessory Use:**

- Add Section 206.T “Drive-Thru Facilities” as an accessory use and provide conditions.

**Among the changes to Section 303, Criteria for Conditional Uses:**

- Remove “Drive-Thru Financial Institutions” from the Use Table.
- Incorporate language from “Drive-Thru Facilities” regarding stacking and bypass lanes into “Drive-Thru Restaurant” criteria.

**Among the Changes to Chapter 4, Special Districts:**

- I-4 Selected Area Plan (SAP) – Remove “Drive-Thru Financial Institutions” from the Use Table.
- Ronald Reagan SAP – Remove “Drive-Thru Financial Institutions” from the Use Table.
- US 27 SAP – Remove “Drive-Thru Financial Institutions” from the Use Table.
- US 98 SAP - Remove “Drive-Thru Financial Institutions” from the Use Table and Conditional Use requirements.

- SR 559 SAP - Remove “Drive-Thru Financial Institutions” from the Use Table and Conditional Use requirements.
- North Ridge SAP – Remove “Drive-Thru Financial Institutions” from the Use Table and Conditional Use requirements.
- Brewster SAP - Remove “Drive-Thru Financial Institutions” from the Use Table.
- Southeast Polk SAP - Remove “Drive-Thru Financial Institutions” from the Use Table and Conditional Use requirements.
- Grenelefe Utility Enclave Area - Remove “Drive-Thru Financial Institutions” from the Use Table.
- Wahneta Neighborhood Plan - Remove “Drive-Thru Financial Institutions” from the Use Table.

**Among the Changes to Chapter 5, Green Swamp ACSC:**

- Remove “Drive-Thru Financial Institutions” from the Use Table.

**Among the Changes to Chapter 7 Parking Space Requirements:**

- Remove “Drive-Thru Financial Institutions” from the Table 7/10.

**Among the Changes to Chapter 10, Definitions:**

- Adding definition for “Drive-Thru Bypass Lane.”
- Adding definition for ‘Drive-Thru Facility”

**Summary:**

Land Development Code (LDC) policies for Drive-Thru Facilities and related uses are confusing to staff and applicants. For example, numerous applicants for drive-thru restaurant facilities in recent years have submitted site plans to the Development Review Committee (DRC) based on LDC Section 303 criteria for Drive-Thru Restaurants not realizing they also needed to meet criteria in Section 303 for Drive-Thru Facilities, a use that is regarded by that section as a primary use but is not listed in any Use Table. The chief issue here is that the restaurant’s criteria do not explicitly require a 10-foot bypass lane that the Drive-Thru Facilities standards mandate, so site designers are often caught off-guard when reviewers inform them that this extra lane is needed, and a revision to the site plan is necessary. This becomes problematic when space onsite is limited.

This amendment will add the bypass lane language into the conditional use standards for Drive-Thru Restaurants to avoid future confusion. Drive-Thru Facilities will be migrated from Section 303 and into Section 206 for Accessory Uses, where it rightly belongs. It will then be in effect for

any business that uses a drive-thru including pharmacies and banks. With this amendment, too, Drive-Thru Financial Institutions will be removed from the LDC. No standards exist in the LDC for banks, whether there is a drive-thru or not, and the levels of review for Financial Institutions and Drive-Thru Institutions are mostly identical. Staff will consider the merit of a future text amendment for providing standards for banks, or whether they should be incorporated into another use such as Office.

The result of this amendment is to properly assign drive-thru facilities within the correct section of the LDC, while providing easier guidance to applicants and staff when designing and reviewing drive-thru restaurants.

### **Relevant Sections, Policies, and/or Regulations to Consider:**

LDC Table 2.1 Use Table

LDC Section 206 Accessory Uses

LDC Section 303 Conditional Use Criteria

LDC Chapter 4 Special Districts Use Tables

LDC Chapter 5 Green Swamp Area of Critical State Concern

LDC Section 708 Parking Space Requirements

LDC Chapter 10 Definitions

### **Findings of Fact**

- *A County-initiated LDC Text Amendment to multiple sections of the Code to move Drive-Thru Facilities to LDC Section 206, Accessory Uses; Remove Drive-Thru Financial Institutions from the Code; and provide definitions for Drive-Thru Bypass Lane and Drive-Thru Facilities.*
- *“Drive-Thru Facility” is not defined in the LDC or Comprehensive Plan.*
- *LDC Chapter 10 defines FINANCIAL INSTITUTION, DRIVE-THRU as, “Institutions engaged in banking operations as defined in FINANCIAL INSTITUTION, but with the additional incorporation of an automobile drive up (or through) banking window (or windows), drive through teller or lanes, or a drive up automobile accessible Automatic Teller Machine (ATM), or any combination thereof. A Financial Institution drive through may or may not incorporate extended or weekend hours but typically generates considerable additional impacts on surrounding land uses due to the increased amount of automotive traffic using the facility.”*
- *LDC Chapter 10 defines RESTAURANT, DRIVE-THRU/DRIVE-IN as, “An establishment whose principal business is the sale of food and beverages in a ready to consume state for consumption either on or off-site, and which includes a drive-through or drive up window, where the patron does not have to leave their automobile to purchase said food items.”*

- *LDC Section 912 allows any property owner, BoCC, or agency to apply to the Department to amend the text of this Code, the text of the Comprehensive Plan, or the Future Land Use Map Series (FLUMS) in compliance with procedures prescribed by the Department.*
- *This application has been reviewed for consistency with applicable Comprehensive Plan and LDC policies.*

The Land Development Division, based on the information provided with the proposed text amendment application, finds that the proposed text change request is **CONSISTENT** with the Polk County Land Development Code and the Polk County Comprehensive Plan. Staff recommends **Approval of LDCT-2025-27**.

### **Analysis:**

Drive-thru facilities are accessory structures to banks, pharmacies, liquor stores, dry cleaners, car washes, and restaurants. These are a convenience designed primarily to deliver goods and services to customers in a timely manner while people remain in their vehicles. The development guidelines for these facilities have been incorrectly located within LDC Section 303 where the County provides conditional use criteria for primary uses. Drive-thru facilities are not listed within any Use Table.

When applicants review a Use Table for Drive-Thru Restaurants, they refer to Section 303 for the standards and design a site plan without realizing that the conditions for Drive-Thru Facilities also apply. One key difference between the standards is the provision of a bypass lane, which is lacking under the list of criteria for restaurants. A bypass lane is required for safety purposes, enabling quick exits for emergencies, and are distinct from the main ordering lane.

Without receiving guidance from staff and when dealing with a constrained site, if each standard has not been accounted for, it causes a costly re-design of the site plan. The remedy proposed here is to add the bypass lane language to Drive-Thru Restaurant criteria. Drive-Thru Facilities will then be moved to Accessory Uses. While drive-thrus are accessory, with some restaurants – including smaller coffee and ice cream shops – it is the feature. These are often intense uses, generating more traffic than a traditional sit-down restaurant. As such, Drive-Thru Restaurants will remain listed as a primary use in the LDC.

Staff is, however, eliminating Drive-Thru Financial Institutions from the LDC with this amendment as the first step in a larger review of how the Code applies to banks, offices, and other professional establishments. In the case of banks, their traffic has declined in recent years as people have adopted the use of digital deposits and transfers. The use of cash has declined, and ATMs, which require little labor, efficiently provide money to those who want it. Besides this, aside from a couple of SAPs, the LDC has no conditional use criteria to review for any Financial Institution, and the levels of review within the Use Tables for those with and without a drive-thru are practically the same. This move will streamline the LDC, and any banks that want a drive-thru in the future will follow the accessory drive-thru standards.

In summary, this amendment is intended to better organize drive-thru uses and their conditions in the LDC.

### **Benefit-cost Analysis of the Amendment**

#### *Who does it help?*

This amendment will aid staff and applicants in knowing which standards apply for drive-thru uses, especially restaurants that had previously had to abide by two sets of standards within the Code.

#### *Who does it hurt?*

No harm is anticipated, though the possibility remains that a bank or other use wanting a drive-thru might not refer to Section 206 for standards prior to designing a site. However, the County makes available multiple opportunities to have site plans and applications reviewed prior to a Level 2 Review submission, including Pre-Application hearing with DRC, consultations with Planner on Call, and Pre-Design Meetings with multiple County staff members.

#### *What is the cost?*

Staff finds there should be no fiscal impacts with this amendment. It is reconfiguring standards already applicable by Code.

### **Limits of the Proposed Ordinance**

This amendment applies to Future Land Use districts which allow restaurants, banks, and other uses that might require a drive-thru facility within the unincorporated areas of the County, including the Green Swamp Area of Critical State Concern.

The Department of 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 state prior to becoming effective. Staff believes that this amendment will have no impact on the Critical Area since it does not change the effect of the current code.

### **Consistency with the Comprehensive Plan & Land Development Code**

The request is consistent with the Comprehensive Plan and the Land Development Code. This is reconfiguring standards already applicable in the Code.

**Comments from Other Agencies:** This text amendment was reviewed by members of the Development Review Committee without further comment.

**Draft Ordinance:** Under separate attachment .

**ORDINANCE NO. 26-\_\_\_\_\_**

AN ORDINANCE OF THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS REGARDING LAND DEVELOPMENT CODE AMENDMENT LDCT-2025-27, AMENDING ORDINANCE NO. 00-09, AS AMENDED, THE POLK COUNTY LAND DEVELOPMENT CODE, CHAPTER 2 SECTION 205, USE TABLE, TO REMOVE DRIVE-THRU FINANCIAL INSTITUTIONS; CHAPTER 2, SECTION 206, ACCESSORY USES, TO ADD DRIVE-THRU FACILITIES; CHAPTER 3, SECTION 303, CRITERIA FOR CONDITIONAL USES, TO MODIFY STANDARDS PERTAINING TO DRIVE-THRU USES; CHAPTER 4, SPECIAL DISTRICTS, USE TABLES, TO MODIFY STANDARDS PERTAINING TO DRIVE-THRU USES AND REMOVE DRIVE-THRU FINANCIAL INSTITUTIONS; CHAPTER 5, GREEN SWAMP AREA OF CRITICAL STATE CONCERN, TO REMOVE DRIVE-THRU FINANCIAL INSTITUTIONS. CHAPTER 7, SECTION 708, PARKING SPACE REQUIREMENTS, TO MODIFY STANDARDS PERTAINING TO DRIVE-THRU USES; CHAPTER 10, DEFINITIONS, TO MODIFY GLOSSARY AS NEEDED; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Article VIII, Section I(g) of the Constitution of the State of Florida and the Community Planning Act, Chapter 163, Part II, Florida Statutes (FS), as amended, (the Act) Polk County is authorized and required to adopt Land Development Regulations consistent with the Polk County Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners adopted said Land Development Regulations on March 1, 2000, titled the Polk County Land Development Code; and

**WHEREAS**, Chapter 9, Section 903 of the Land Development Code requires Land Development Code Amendments to be a Level 4 Review; and

**WHEREAS**, Chapter 9, Section 907 sets forth the purpose and review process for Level 4 Reviews; and

**WHEREAS**, pursuant to Section 125.67 of the Florida Statutes, every ordinance shall embrace but one subject and matter properly connected therewith; and

**WHEREAS**, pursuant to Section 163.3164 of the Florida Statutes, the Polk County Planning Commission conducted a public hearing, with due public notice having been provided, on the proposed Land Development Code Amendment on February 4, 2026; and

**WHEREAS**, the proposed text amendment to the Polk County Land Development Code shall modify drive-thru facilities; and

**WHEREAS**, the Board of County Commissioners held two public hearings on March 3, 2026, and March 17, 2026, wherein the Board reviewed and considered the Planning Commission's recommendation, the staff report, and all comments received during said public hearings, and provided for necessary revisions; and

**NOW, THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of Polk County, Florida that:

*NOTE:* The underlined text indicates proposed additions to the current language. The ~~strikeout~~ indicates text to be removed from the current ordinance.

**SECTION 1: FINDINGS** The Board hereby finds and determines that:

- a) The findings set forth in the recitals to this Ordinance are true and correct and hereby adopted.
- b) The Planning Commission, acting in its capacity as the Local Planning Agency for the County, held a public hearing on February 4, 2026, to consider the LDC text amendments contained within Application LDCT-2025-27 and found them to be consistent with the Comprehensive Plan and recommended that the Board adopt the LDC Text Amendment contained within Application LDCT-2025-27.
- c) The adoption of LDCT-2025-27 is consistent with the Comprehensive Plan and LDC.

**SECTION 2:** Chapter 2, Table 2.1, Use Tables for Standard Land Use Districts, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 205 - Use Tables for Standard Land Use Districts**

...

**Table 2.1 Use Table for Standard Land Use Districts**

	RCC	CC	CE	LCC	NAC	CAC	RAC	OC	TCC	HIC	BPC-1	BPC-2	IND
Financial Institution, Drive Through	e2	e2	e2	e2	e2	e2	e2	e3	e2	e2	e2	e2	e2

...

**SECTION 3:** Chapter 2, Section 206, Accessory Uses, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 206 – Accessory Uses**

Accessory uses are permitted in conjunction with the primary use in all land use districts. Accessory uses are those land uses that are incidental and subordinate to the primary use of the property (see table 2.1 for a list of primary land uses allowed per district). Specific requirements pertaining to the determination of what is incidental and subordinate for certain types of accessory uses are listed in the section and sections to follow in this chapter. All accessory uses contained herein, and any other not included shall comply with Section 209.

...

**T. Drive-Thru Facilities**

In addition to the applicable district regulations, these requirements apply to all new developments with a drive-thru facility, the addition of drive-thru facilities to existing developments, and the relocation of a drive-thru facility:

- 1. Stacking lanes shall comply with the following standards:
  - a. Stacking lanes shall be a minimum of 12 feet in width.

- b. At least one bypass lane, a minimum of ten feet in width, shall be provided at a drive-thru facility.
  - c. The minimum distance for stacking lanes as measured from the curb cut to the service window shall be 150 feet for a single stacking lane, or 80 feet per lane when there is more than one stacking lane.
  - d. Stacking lanes shall be designed so that they do not interfere with parking, pedestrian movements, on-site vehicle circulation, or off-site traffic flow.
  - e. All stacking lanes shall be clearly identified using striping, landscaping, signs, or other means.
2. The minimum distance from a drive-thru facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, service window, or speaker box, whichever is closer. All speaker boxes shall be oriented away from adjoining residential property.
  3. Drive-thru facilities located adjacent to residentially designated properties shall be required to provide a landscaped buffer equal to a Type “C” buffer (see Section 720) between all service windows/stacking lanes, and adjacent residential areas.

**SECTION 4:** Chapter 3, Section 303, Conditional Uses, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

...

***Drive-thru Facilities***

~~In addition to the applicable district regulations these requirements apply to all new development, the addition of drive thru facilities to existing developments, and the relocation of a drive thru facility:~~

1. ~~Stacking lanes shall comply with the following standards:~~
  - a. ~~Stacking lanes shall be a minimum of 12 feet in width.~~
  - b. ~~At least one bypass lane, a minimum of ten feet in width, shall be provided at a drive thru facility.~~
  - c. ~~The minimum distance for stacking lanes as measured from the curb cut to the service window shall be 150 feet for a single stacking lane, or 80 feet per lane when there is more than one stacking lane.~~
  - d. ~~Stacking lanes shall be designed so that they do not interfere with parking, pedestrian movements, on-site vehicle circulation, or off-site traffic flow.~~
  - e. ~~All stacking lanes shall be clearly identified through the use of striping, landscaping, signs, or other means.~~

~~2. The minimum distance from a drive-thru facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, service window, or speaker box, whichever is closer. All speaker boxes shall be oriented away from adjoining residential property.~~

~~3. Drive-thru facilities located adjacent to residentially designated properties shall be required to provide a landscaped buffer equal to a Type C buffer (see Section 720) between all service windows/stacking lanes, and adjacent residential areas.~~

...

***Restaurant, Drive-thru/Drive-in (Revised 06/08/04 Ord. 03-94)***

In addition to all applicable regulations the following standards shall apply:

1. All facilities shall be at a minimum of 15 feet from any side lot line, and a minimum of ten feet from the rear lot line.

2. All drive-thru restaurants shall meet compatibility standards in Section 220. The minimum distance from a drive-thru restaurant facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lane, service window, or speaker box, whichever is closer.

3. All speaker boxes shall be oriented away from adjoining residential property.

4. Restaurant facilities located adjacent to residentially designated properties shall required to provide a landscaped buffer equal to a Type C buffer (see Section 720) between all service windows/stacking lanes, and adjacent residential areas.

~~5. All facilities shall have at a minimum 50 feet of road frontage and be located at a minimum on an Urban collector or Rural Major collector road or better unless contained within a planned development with access to an Urban collector or Rural Major collector road or better.~~

5. All facilities shall have at a minimum 50 feet of road frontage and be located on a collector road or better unless it is contained within a master planned development with access to a collector road or better.

6. All on-site garbage collection facilities shall be screened from any adjacent property.

7. Stacking lanes shall comply with the following standards:

a. Stacking lanes shall be a minimum of 12 feet in width.

b. At least one bypass lane, a minimum of ten feet in width, shall be provided at a drive-thru facility. This bypass lane may be incorporated within the setbacks described in Subsection 1 above.

c. The minimum distance for stacking lanes as measured from the curb cut to the service window shall be 150 feet for a single stacking lane, or 80 feet per lane when there is more than one stacking lane.

d. Stacking lanes shall be designed so that they do not interfere with parking, pedestrian movements, on-site vehicle circulation, or off-site traffic flow.

e. All stacking lanes shall be clearly identified using striping, landscaping, signs, or other means.

...

**SECTION 5:** Chapter 4, Special Districts, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 401.01.01 Use Table for Interstate 4 Selected Area Plan Land Use Districts**

...

**Table 4.1c Use Table for Interstate 4 Selected Area Plan Land Use District**

	LCCX	TCCX	CACX	BPC-1X	BPC-2X	IACX	INST X	MUX	ROSX	PRESV
Financial Institution	C2	P	P	C2	C2	C2		C2		
Financial Institution, Drive thru	C2	P	P	C2	C2	C2		C2		

...

**Section 401.02 – Ronald Reagan Parkway Plan District**

...

**Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan**

	CCX	NACX	TCX	CACX	RACX	OCX	ECX	MUX	BPC-1X	BPC-2X	INDX	INST-1X
Financial Institution	P	P	C2	P	P	C2	C2	C2	C2	C2	C2	C3
Financial Institution, Drive Through	C2	P		P	P	C3		C2	C2	C2	C2	

...

**Section 401.03 - North US 27 Selected Area Plan**

...

**Section 401.03.01 Use Table for U.S. 27 Selected Area Plan**

<i>Green Swamp ACSC Districts Outlined in shaded in grey</i>	TCX	RACX	PIX	OCX	NACX	TCX	RACX	PIX	NACX
Financial Institution	P	P	P	P	P	P	P	P	P
Financial Institution, Drive thru	P	P	P	C3	P	P	P	P	P

...

### Section 401.04 - US 98 Selected Area Plan

...

**Table 4.12 Allowable Uses for US Highway 98 SAP**

	ECX	CEX	LCCX	NACX	OCX	TCX	BPC-1X	BPC-2X	INDX
Financial Institution	P	C2	P	P	C2	C2	C2	C2	C2
Financial Institution, Drive Through	C2	C2	C2	C2	C3	C3	C2	C2	C2

...

### E. Conditional Use Requirements

...

7. ~~Financial Institutions drive thru~~—In addition to all applicable regulations, the following standards shall apply:
  - a. ~~The minimum distance from the drive thru facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lanes, service equipment, or speaker box, whichever is closer;~~
  - b. ~~All speaker boxes shall be oriented away from adjoining residential property;~~
  - c. ~~All drive thru facilities, including windows and stacking lanes, adjacent to property with a residential use shall be screened with a Type C Buffer; and,~~
  - d. ~~The primary frontage and access shall be on a collector road or better unless contained within a master planned development with access to a collector road or better.~~

...

### Section 401.05 State Road 559 Selected Area Plan

...

**Table 4.14 Use Table for State Road 559 Selected Area Plan Land Use District**

All Land Use Districts in the SR 559 SAP are in the Green Swamp ACSC	BPCX-1	BPCX-2	RL-1X	RL-2X	RL-3X	RL-4X	NACX	LRX	TCCX	PRESVX	INSTX
Financial Institution	C2	C2					P	C2	P		
Financial Institution, Drive-thru	C2	C2					P		P		

...

### Section 401.06 The North Ridge Selected Area Plan

...

**Table 4.16 Use Table for Standard Land Use Districts**

	CCX	CEX	LCCX	NACX	CACX	RACX	TCC X	BPC-1X	BPC-2X	INDX	PIX	ECX
Financial Institution	C2	C3	C2	P	P	P	P	C2	C2	C2	C2	P
Financial Institution, Drive Through	C2	C3	C2	P	P	P	P	C2	C2	C2	C2	P

...

**E. Modified Special Use Requirements**

...

3. Conditional Uses - In addition to Chapter 3, the following conditions shall apply within the North Ridge SAP:

...

~~h. Financial Institutions drive thru - In addition to all applicable regulations, the following standards shall apply:~~

~~i. The minimum distance from the drive thru facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lanes, service equipment, or speaker box, whichever is closer;~~

~~ii. All speaker boxes shall be oriented away from adjoining residential property;~~

~~iii. All drive thru facilities, including windows and stacking lanes adjacent to property with a residential use shall be screened with a Type C Buffer; and~~

~~iv. The primary frontage and access shall be on a collector road or better unless contained within a master planned development with access to a collector road or better.~~

~~i. h. Gas Station establishments shall conform to Section 303 (Gasoline Sales) of the LDC in addition to the following conditional use development criteria:~~

...

**Section 401.07 The Brewster Selected Area Plan**

...

**401.07 Table 1 - Use Table for Brewster Selected Area Plan Land Use Districts**

LAND USE	A/RRX	TCCX	PMX	L/RX	ROSX	PRESVX
Financial Institution		P				
Financial Institution, Drive Through		C2				

...

**Section 401.08 Southeast Polk Selected Area Plan**

...

**Table 401.08.01 Use Table for SE Polk SAP**

	Village Center and Village Center Cores									Outside the Village Centers					
	RCC X	CC X	CE X	LCC X	NAC X	OC X	TCC X	BPC-1 X	BPC-2 X	RCC X	CC X	CE X	TCC X	BPC-1 X	BPC-2 X
Financial Institution	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2
Financial Institution, Drive Thru															

...

**K. Conditional Uses:**

...

~~21. Financial Institutions Drive-thru: The following standards shall apply:~~

- ~~a. All drive-thru facilities, including windows and stacking lanes adjacent to property with a residential use shall be screened with a Type C Buffer; and~~
- ~~b. The primary frontage and access shall be on a collector or arterial road unless contained within a master planned development with access to a collector or arterial road.~~

~~22.~~ 21. Funeral Homes & Related Facilities: When adjacent to residential, a crematorium shall be setback at least 100 feet from the property line; additionally, an opaque fence at least six feet in height shall be installed as part of the landscape buffer along the boundary with the residential use or designation.

...

**Section 402 - Development of Regional Impact and Pre-Development of Regional Impact, and Utility Enclave Areas**

...

**F. Grenelefe Utility Enclave Area (UEA)**

...

**Table 4.25 Use Table**

Table 4.25 Use Table (Revised 11/21/17 - Ord. 17-066)							
	NACX	RLX	RMX	RHX	TCCX	DRI	PRESVX
Financial Institution	C2						
<del>Financial Institution, Drive Thru</del>	<del>C2</del>						

...

**Section 403.01 Wahneta Neighborhood Plan**

...

**Table 4: Wahneta Neighborhood Plan - Use Table (Allowable Uses and Districts)**

	CCX	CEX	LCCX	NACX	OCX	BPC-1X	BPC-2X	INDX
Financial Institution	C2	C2	C2	P	P	C2	C2	C2
<del>Financial Institution, Drive Through</del>	<del>C2</del>	<del>C2</del>	<del>C2</del>	<del>P</del>	<del>P</del>	<del>C2</del>	<del>C2</del>	<del>C2</del>

...

**SECTION 6:** Chapter 5, Green Swamp Area of Critical State Concern, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 502 – Standards for Land Use Districts in the Green Swamp ACSC**

...

**Table 5.2 Use Table for the Green Swamp ACSC**

	Polk City Special Protection Area						Rural Special Protection Area				
	CEX	LCCX <sub>1</sub>	BPC-1X	BPC-2X	CCX	OCX	L/RX	A/RRX	CORE	CEX	RSX
Financial Institution	C2	<u>C2</u>	C2	C2	P	C2				C2	
<del>Financial Institution, Drive Thru</del>	<del>C2</del>	<del>C2</del>	<del>C2</del>	<del>C2</del>	<del>C2</del>	<del>C3</del>				<del>C2</del>	

...

**SECTION 7:** Chapter 7, Section 708, Parking Space Requirements, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

**Section 708 - Parking Space Requirements**

...

**Table 7.10 Minimum Off-Street Parking Requirements (For revision history, see last row in table. Newer ordinances appear at the end of the table)**

Land Use	Minimum Off-Street Spaces
Financial Institution	1 space per 300 sq ft GFA
Financial Institution/Drive Thru	1 space per 300 sq ft GFA

...

**SECTION 8:** Chapter 10, Definitions, of the Polk County Land Development Code, Polk Ordinance No. 00-09, as amended, is hereby amended in the following manner:

...

DRIVE-THRU BYPASS LANE: An alternative path allowing vehicles to exit the main drive-thru queue, either to leave the premises, reach another part of the lot, or get around a slow order, improving traffic flow and enabling quick exits for emergencies, distinct from the primary lane.

DRIVE-THRU FACILITY: A commercial, service, or retail establishment designed to allow customers to receive products or services while remaining in their vehicles. These facilities typically feature a designated, separated stacking lane for waiting cars, a bypass lane, a service window, or automated machinery.

...

~~FINANCIAL INSTITUTION, DRIVE-THRU:~~ Institutions engaged in banking operations as defined in FINANCIAL INSTITUTION, but with the additional incorporation of an automobile drive up (or through) banking window (or windows), drive through teller or lanes, or a drive up automobile accessible Automatic Teller Machine (ATM), or any combination thereof. A Financial Institution drive through may or may not incorporate extended or weekend hours, but typically generates considerable additional impacts on surrounding land uses due to the increased amount of automotive traffic using the facility.

...

**SECTION 9: SEVERABILITY**

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction the other provisions shall remain in full force and effect.

**SECTION 10: EFFECTIVE DATE**

This ordinance shall become effective upon filing with the Department of State.

ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY, FLORIDA this 17<sup>th</sup> day of March 2026.

# LDCT-2025-27 - Drive-Thru Facilities

Menu Reports Help

This work order does not have an associated asset(s).

**Application Name:** [Drive-Thru Facilities](#)

**File Date:** [12/20/2025](#)

**Application Type:** [BOCC-LDC Text Change](#)

**Application Status:** [Approved for Hearing](#)

**Application Comments:** View ID Comment Date

**Description of Work:** [Drive-Thru Facilities \(LDC Text Amendment to move Drive-Thru Facilities to Accessory Uses\)](#)

**Application Detail:** [Detail](#)

**Address:** [330 W CHURCH ST, BARTOW, FL 33830](#)

**Parcel No:** [253006393000000172](#)

**Owner Name:** [POLK COUNTY](#)

Contact Info:	Name	Organization Name	Contact Type	Contact Primary Address	Status
	<a href="#">POLK COUNTY</a>		Applicant	<a href="#">Mailing, 330 W Church ...</a>	Active
	<a href="#">POLK COUNTY</a>		Engineer	<a href="#">Mailing, 330 W Church ...</a>	Active

Licensed Professionals Info:	Primary	License Number	License Type	Name	Business Name	Business License #
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**Job Value:** [\\$0.00](#)

**Total Fee Assessed:** [\\$850.00](#)

**Total Fee Invoiced:** [\\$0.00](#)

**Balance:** [\\$0.00](#)

**Custom Fields:** **LD\_PUBL\_HEAR**

PUBLIC HEARINGS	
Development Type	Application Type
<a href="#">Board of County Commissioners</a>	<a href="#">Government Project</a>
Variance Type	Brownfields Request
-	-
Affordable Housing	

GENERAL INFORMATION

Expedited Review	Number of Lots
	-
Will This Project Be Phased	Acreage
	<a href="#">0</a>
DRC Meeting	DRC Meeting Time
<a href="#">01/29/2026</a>	<a href="#">11:10 AM</a>
Rescheduled DRC Meeting	Rescheduled DRC Meeting Time
-	-
Number of Units	Green Swamp
-	<a href="#">No</a>
Is this Polk County Utilities	Case File Number
	-
FS 119 Status	One Year Extension
<a href="#">Non-Exempt</a>	-

ADVERTISING

Legal Advertising Date	BOCC1 Advertising Date
-	-
BOCC2 Advertising Date	Advertising Board
-	<a href="#">Board of County Commissioners</a>

MEETING DATES

Community Meeting	Planning Commission Date
-	<a href="#">02/04/2026</a>
BOA Hearing Date	1st BOCC Date
-	<a href="#">03/03/2026</a>
2nd BOCC Date	
<a href="#">03/17/2026</a>	

HEARING

PC Hearing Results	PC Vote Tally
-	-

BOCC 1st Hearing Results  
 -  
 BOCC 2nd Hearing Results  
 -

BOCC 1st Vote Tally  
 -  
 BOCC 2nd Vote Tally  
 -

FINAL LETTER  
 Denovo Appeal  
 -  
 Denovo Tally  
 -

Denovo Results  
 -

**LD\_PUBL\_HEAR\_EDL**  
[Opening DigEplan List...](#)  
 DigEplan Document List  
[Open](#)

**PLAN REVIEW FIELDS**

TMPRecordID  
[POLKCO-REC25-00000-01GT5](#)  
 RequiredDocumentTypesComplete  
[No](#)

DocumentGroupforDPC  
[DIGITAL PROJECTS LD](#)  
 AdditionalDocumentTypes  
[Applications, AutoCad File, Binding Site Plans \(PDs, Yes and CUs\), CSV, Calculations, Correspondence, Design Drawings, Flood/Traffic Studies, Impact Statement, Inspections, Miscellaneous, Plats, Record Drawings, Response Letter Resubmittal Complete, Staff Report/Approval Letter Survey, Title Opinion](#)  
 RequiredDocumentTypes  
 -  
 Activate DPC  
[Yes](#)  
 Activate FSA  
[Yes](#)  
 DigitalSigCheck  
[Yes](#)

**NOR**  
**Neighborhood Organization Registry (NOR)**

**PUBLIC MAILERS**

**Posting Board Number of Boards (Number) Number of Mailers (Number) Date Mailed Date Posted NOR**

<b>Workflow Status:</b>	Task	Assigned To	Status	Status Date	Action By
	<a href="#">Application Submittal</a>	Lyndsay Rathke	Application ...	01/05/2026	Lyndsay Rathke
	Engineering Review				
	<a href="#">Surveying Review</a>	Mike Benton	Approve	01/23/2026	Mike Benton
	<a href="#">Roads and Drainage Review</a>	Phil Irven	Approve	01/06/2026	Phil Irven
	<a href="#">Fire Marshal Review</a>	Kim Turner	Not Required	01/06/2026	Kim Turner
	<a href="#">Planning Review</a>	Ivan Nance	Approve	01/14/2026	Ivan Nance
	<a href="#">School Board Review</a>	School District	Not Required	01/06/2026	School District
	<a href="#">Review Consolidation</a>	Lyndsay Rathke	Approved for...	01/26/2026	Lyndsay Rathke
	Staff Report				
	<a href="#">Public Notice</a>				
	Planning Commision				
	BOCC Hearing				
	Final Letter				
	DEO Review				
	Second BOCC Hearing				
	Archive				

**Condition Status:** Name Short Comments Status Apply Date Severity Action By

**Scheduled/Pending Inspections:** Inspection Type Scheduled Date Inspector Status Comments

**Resulted Inspections:** Inspection Type Inspection Date Inspector Status Comments