AGENDA
Planning & Zoning Board
City Commission Chambers
June 18, 2019 8:30 a.m.

PUBLIC HEARING

ITEM 1: Change in zoning from I-2 (Medium Industrial) to PUD (Planned Unit Development) to allow for the secondary smelting of aluminum wheel rims as redevelopment of a former biodiesel plant on a portion of property located at 1220 George Jenkins Boulevard (Lakeland Industrial Park). Owner: Lakeland Industrial Park I LLC. Applicant: Marc Rachlin. (PUD19-011)

GENERAL MEETING

ITEM 2: Review minutes of the May meeting.

ITEM 3: Annexation, change in future land use designation from County BPC-1X (Business Park Center) to City BP (Business Park) and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated request to apply a Suburban Special Purpose (SSP) context district designation, on approximately 9.56 acres located at 8100 North State Road 33. Owner: Dorothy A. Bucci, Revocable Trust. Applicant: (LUL19-001/ZON19-005/ZON19-007)

ITEM 4: Future land use designation of MCC (Mixed Commercial Corridor) on approximately 1.18 acres and a major modification of PUD zoning to allow for limited C-2 (Highway Commercial) uses in a 1.97-acre area located east of S. Florida Avenue and west of an existing self-storage facility, on approximately 14.41 acres located south of E. Alamo Drive and east of S. Florida Avenue. Owner: South Florida Avenue Mini Storage, Inc. Applicant: Todd Pressman. (LUS19-001/PUD19-007)

ITEM 5: Major modification of PUD (Planned Unit Development) zoning to increase the maximum floor area for retail commercial/office uses from 50,000 to 55,000 square feet, allow up to four fast casual restaurants and one quick service (fast food) restaurant with drive-through service, remove existing entitlements for a 150,000 square foot office building, a 130-room hotel, and a convenience store with motor vehicle fuel sales, and adopt a new site development plan on approximately 17.79 acres located north of Town Center Drive and west of Harden Boulevard. Owner: Drummond Company, Inc. Applicant: Timothy F. Campbell. (PUD19-009) Note: The applicant requests a one-month delay until the July 16th meeting so that zoning conditions can be finalized.

ITEM 6: Green Swamp Area of Critical State Concern (GSACSC) site plan approval for a 710,962 sq. ft. warehouse on approximately 57.75 acres located at 8100 North State Road 33. (SIT19-006)

ITEM 7: Report of City Commission action on Planning and Zoning Board recommendations.

ITEM 8: Planning Manager's Report.

ITEM 9: Audience.

ITEM 10: Adjourn.

Anyone deciding to appeal a decision by the Board on any matter considered at this or any subsequent meeting will need a record of the proceedings, and for purposes of that appeal, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, or those requiring language assistance (free of charge) should contact the City of Lakeland ADA Specialist, Jenny Sykes, no later than 48 hours prior to the proceeding, at (863) 834-8444, Email: Jenny.Sykes@lakelandgov.net. If hearing impaired, please contact the TDD numbers: Local - (863) 834-8333 or 1-800-955-8771 (TDD-Telecommunications Device for the Deaf) or the Florida Relay Service Number 1-800-955-8770 (VOICE), for assistance.
General Information:

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<td></td>
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<tr>
<td>Applicant Name:</td>
<td>MARC RACHLIN</td>
<td></td>
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Request:

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<tr>
<th>Application Type:</th>
<th>PLANNED UNIT DEVELOPMENT</th>
<th>NEW</th>
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Proposed | Current
---|---
Zoning: | PUD (Planned Unit Development) | Zoning: | I-2 (Medium Industrial) |
Land Use: | Not Applicable | Land Use: | I-Industrial |
Context: | Not Applicable | Context: | Urban Special Purpose (USP) |

Explanation of Request: Proposal to locate aluminum processing facility in Lakeland Industrial Park

Justification: Our use requires PUD in order to operate. Subsequent to a development meeting and obtaining staff approval/support, this use will be less intensive than the prior industrial plant use with no Future Land Use change.

Concurrency:

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Estimate of Public Service Demand

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<td>Solid Waste</td>
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</table>
FILE NO: PUD19-011

PRESENT ZONING: I-2

CONTEXT: URBAN SPECIAL PURPOSE

PROPOSED ZONING: PUD TO ALLOW I-2 USES AND THE SECONDARY SMELTING OF ALUMINUM WHEELS

JUNE 2019
PRESENT ZONING: I-2
CONTEXT: URBAN SPECIAL PURPOSE
PROPOSED ZONING: PUD TO ALLOW I-2 USES AND THE SECONDARY SMELTING OF ALUMINUM WHEELS
JUNE 2019
FILE NO: PUD19-011

PRESENT ZONING: I-2

CONTEXT: URBAN SPECIAL PURPOSE

PROPOSED ZONING: PUD TO ALLOW I-2 USES AND THE SECONDARY SMELTING OF ALUMINUM WHEELS

JUNE 2019
May 31, 2019

RE: PUD Zoning for Lakeland Industrial Park - Project No. PUD19-011

Dear Property Owner:

This is to advise you that Marc Rachlin requests a change in zoning from I-2 (Medium Industrial) to PUD (Planned Unit Development) to allow for the secondary smelting of aluminum wheel rims as redevelopment of a former biodiesel plant on a portion of property located at 1220 George Jenkins Boulevard (Lakeland Industrial Park). The property is legally described as:

A PARCEL OF LAND BEING A PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 SECTION 14, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS PARCEL 23281400000022020. (A complete legal description is available in the Community & Economic Development Department.)

The public hearing to consider this request will be held before the Lakeland Planning and Zoning Board at 8:30 a.m., on Tuesday, June 18, 2019 in the City Commission Room, City Hall, 228 S. Massachusetts Avenue. As an owner of property within 500 feet of this request, as indicated on the attached map, you will be given an opportunity to express your opinion at the public hearing or you may submit your views to the Community & Economic Development Department, 863-834-7526 or planning@lakelandgov.net, prior to the Tuesday, June 18th meeting.

Anyone deciding to appeal a decision by the Board on any matter considered at this or any subsequent meeting will need a record of the proceedings, and for purposes of that appeal, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, or those requiring language assistance (free of charge) should contact the City of Lakeland ADA Specialist, Jenny Sykes, no later than 48 hours prior to the proceeding, at (863) 834-8444, Email: Jenny.Sykes@lakelandgov.net. If hearing impaired, please contact the TDD numbers: Local - (863) 834-8333 or 1-800-955-8771 (TDD-Telecommunications Device for the Deaf) or the Florida Relay Service Number 1-800-955-8770 (VOICE), for assistance.

THIS IS A COURTESY LETTER NOT REQUIRED BY LAW
The City of Lakeland Planning and Zoning Board met in Regular Session, Andrew Snyder (Vice Chair), Glenn Higgins (Secretary), Leigh Ann Lunz, Lyle Philipson, and Ronald Roberts were present. Community & Economic Development Department staff Teresa Maio, Community Planning & Housing Manager; Matthew Lyons, Principal Planner; Chuck Barmby, Transportation Manager; Todd Vargo, Senior Planner; Joshua Cheney, Senior Planner; Phillip Scearce, Principal Planner; Tom Wodrich, Chief Planner; and Brandy Gillenwater, Planning Assistant were present. Assistant City Attorney Palmer Davis was also present.

PUBLIC HEARING

ITEM 1: Major modification of PUD (Planned Unit Development) zoning to increase the maximum number of dwelling units allowed in the unbuilt Phase IV of Willow Point Estates from 22 to 60 and adopt a new site plan which allows for multi-family buildings with a maximum height of three-stories, in lieu of currently approved single-family attached (townhome) dwelling units, on approximately 3.88 acres located north of Willow Point Estates Phase III, east of Lake Bonny Mobile Home Park, west of W. Honeytree Lane, and south of Lake Bonny. Owner: Harold T Spears Jr. Family Trust & Nettie Sue Turbyfill. Applicant: JSK Consulting. (PUD19-004) Note: Continued from 4-16-19 meeting.

Joshua Cheney stated the applicant has formally withdrawn the request.

ITEM 2: Major modification of an existing conditional use to allow for the construction of a new 4,500 square foot school building and increase the maximum number of students allowed from 120 to 185, on property located at 1540 New Jersey Road. Owner: Presbyterian Chapel in the Grove. Applicant: Tammi Crotteau. (CUP19-002)

Todd Vargo stated the request is for a major modification to an existing Montessori school to allow a total of 185 students and to construct a new 4,500 square foot building on the subject property. The existing school building sits along the southern drive; the proposed building is expected to be constructed to the rear of the property. Vehicles currently enter the southern lane for the drop-off and pickup process. The flow of traffic will change direction to accommodate the new building and the addition of students. Based on initial staff observation, it was noted that the student pickup process proved to be an easy flow of vehicles. A second observation showed more vehicles in the southern drive aisle. Some parents were parked in right of way and were not following rules closer to the end of the school year. This will be addressed by the recommended conditions. There will be no overlap in the morning for student drop-off between Magnolia Montessori and Geneva Academy, however both schools have student pick-up scheduled at the same time in the afternoons.

Tammi Crotteau, Magnolia Montessori Academy, 1540 New Jersey Road, stated the charter started in 2012 and is the fourth school to use the subject property. The Academy has made several improvements to the property including repairs to the buildings, landscaping and even adding a concrete drive. Volunteers helped clean up the property after damage sustained from Hurricane Irma in 2017.
In response to Glenn Higgins, Ms. Crotteau stated the school teaches students from pre-kindergarten through sixth grade.

In response to Mr. Higgins, Chuck Barmby stated the construction of the new left turn lane is tied to the Geneva Classical Academy project and is in the design phase. The turn lane must be operational prior to the start of classes at Geneva in August. The turn lane will end south of the Montessori Academy.

In response to Ronald Roberts, Ms. Crotteau stated that forty percent of students arrive as multiple students per vehicle.

In response to Lyle Phillipson, Ms. Crotteau stated the Montessori Academy will adjust the dismissal time to prevent traffic back-up on New Jersey Road.

Steve Raiche, 1703 New Jersey Road, stated he lives across from Magnolia school and thanked the school for informing the neighbors on expansion plans for the school and listening to their concerns and stated he is concerned about possible traffic impacts from the additions to the school.

In response to Mr. Raiche, Mr. Barmby stated the removal of the traffic signal at Sylvester Road was due to the lowered volume of traffic in the area.

Todd Vargo stated one e-mail was received from Mario Cabrera, 1531 Caldwell Street, opposing the request due to traffic impacts. One letter was received in support of the project by Dr. and Mrs. Jonathan Anderson, 1516 Jae Place.

Todd Vargo distributed recommended conditions to the Board.

In response to Mr. Phillipson, Teresa Maio stated the approved conditions for the Geneva Classical Academy required additional analysis-coordination for student drop-off and pick-up.

Glenn Higgins made a motion for approval of staff’s recommendation. Leigh Ann Lunz seconded the motion and it passed 5-0.

**ITEM 3:** Annexation, a future land use designation of BP (Business Park) and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated request to apply a Suburban Special Purpose (SSP) context district designation, on approximately 9.56 acres located at 8100 North State Road 33. Owner: Dorothy A. Bucci, Revocable Trust. Applicant: JSK Consulting. (ANX19-001/LUL19-001/ZON19-005/ZON19-007)

Tom Wodrich stated the site is located on N. Road 33, north of Interstate 4 and is within the boundaries of the Green Swamp Area of Critical State Concern. The applicant proposes to add to parcels to the subject property and to remove the drag strip. Warehouse and distribution uses are proposed for the site.

Tom Wodrich distributed recommended conditions to the Board.

Phillip Scearce stated the proposed uses are consistent with other uses within the City.

In response to Andrew Snyder, Bart Allen, Peterson & Meyers, 225 E. Lemon Street, stated the existing driveway will be a shared drive on the west side of the subject property. The request is to add 9.6 acres into the overall site of which 80 acres will remain wetlands and flood plain areas. Drainage was
determined to be a concern for the neighboring property owner during discussions with the engineer and is being addressed with the adjoining developer.

In response to Mr. Snyder, Mr. Allen stated there are three points of access to site. Primary access will be on the west and middle sides while the north access will be used by employees.

In response to Mr. Snyder, Mr. Allen stated the operation will be open 24 hours.

**ITEM 4: Future land use designation of MCC (Mixed Commercial Corridor) on approximately 1.18 acres and a major modification of PUD zoning to allow for limited C-2 (Highway Commercial) uses in a 1.97 acre area located east of S. Florida Avenue and west of an existing self-storage facility, on approximately 14.41 acres located south of E. Alamo Drive and east of S. Florida Avenue. Owner: South Florida Ave. Mini Storage, Inc. Applicant: Todd Pressman. (LUS19-001/PUD19-007)**

Joshua Cheney stated the subject property is located 215 E. Alamo Drive, east of the intersection of S. Florida Avenue and E. Alamo Drive. The request is to modify the existing zoning to allow for limited C-2 (Highway Commercial) uses on a 1.97-acre area. Staff received four phone calls prior to the hearing with questions regarding request with one caller being in opposition to request.

Todd Pressman, 200 2nd Avenue S., St. Petersburg, stated the primary use on the property is mini storage with some retail use. The request is to apply C-2 uses to an interior location on the subject property where it will be well buffered naturally and by other abutting commercial uses.

In response to Leigh Ann Lunz, Mr. Pressman stated it has not been determined as to whether the new construction will take place over water or if the water will be filled in. Matthew Lyons stated the lake is manmade.

Joshua Cheney stated one phone call received in objection to the project was concerning additional development on the property but no specific reason was given by the caller.

**ITEM 5: Major modification of PUD (Planned Unit Development) zoning to increase the maximum floor area for retail commercial/office uses from 50,000 to 55,000 square feet, allow up to four fast casual restaurants and one quick service (fast food) restaurant with drive-through service, remove existing entitlements for a 150,000 square foot office building, a 130-room hotel, and a convenience store with motor vehicle fuel sales, and adopt a new site development plan on approximately 17.79 acres located north of Town Center Drive and west of Harden Boulevard. Owner: Drummond Company, Inc. Applicant: Timothy F. Campbell. (PUD19-009)**

Todd Vargo stated the subject property is on the west side of Harden Boulevard at the north entrance to Lakeside Village. Prior to 2011 the subject property was classified as PUD-O (holding zone, no entitlements). Previous applications for uses on the property included 35,000 square feet of retail and office, 50,000 square feet of commercial and a 130-room hotel, and 15,000 square feet of retail commercial, a 150,000 square foot office building and 130-room hotel.

Tim Campbell, Clark, Campbell, Lancaster & Munson, PA., 500 S. Florida Avenue, Suite 800, stated the request is to remove the allowance of the hotel and the convenience center with gas pumps from available
uses of the subject property and to add the allowance of four fast casual restaurants and one fast-food restaurant. No changes have been made to the conditions in place to protect the neighboring residents.

In response to Glenn Higgins, Mr. Campbell stated the spine road does not currently exist but is in the site plan.

In response to Lyle Phillipson, Mr. Campbell stated parking for the proposed restaurants will likely be in the rear of the buildings.

In response to Mr. Phillipson, Matthew Lyons stated staff’s intent to mirror the current orientation on Town Center Drive, the buildings on Parcels 7, 8, and 9 will have parking facing internally to the spine road.

In response to Andrew Snyder, Mr. Campbell stated the pedestrian crossing is currently signalized and the sidewalk on Town Center Drive will go from Harden Boulevard down to the east side of the new spine road connecting to a 10 foot multi-use pathway and the existing sidewalk infrastructure. Teresa Maio stated continuous decorative iron fencing as proposed by the applicant would eliminate the potential for pedestrians to cross Town Center Boulevard at locations other than signalized intersection. Discussion ensued.

In response to Bart Allen, Peterson & Meyers, 225 E. Lemon Street, stated resident concerns are being worked through to reach an agreement with the applicant.

GENERAL MEETING

ITEM 6:  Review minutes of the April meeting.

Glenn Higgins made a motion for approval of the minutes from the previous meeting. Andrew Snyder seconded the motion and it passed 5-0.

ITEM 7:  Plat approval for Towne Park Estates Phase 2B generally located west of Yates Road and south of West Pipkin Road. Owner: Clayton Group, Inc. Applicant: Hamilton Engineering & Surveying, Inc. (SUB16-004)

Joshua Cheney stated a plat for the Towne Park Estates Phase 2B has been submitted by Hamilton Engineering & Surveying, Inc. The plat consists of 126 lots on 76.05 acres generally located west of Yates Road and south of West Pipkin Road. The plat has been reviewed by all departments and is conforming with the City’s subdivision regulations within the Land Development Code. Staff recommended approval of the plat.

Glenn Higgins made a motion for approval of staff’s recommendation. Leigh Ann Lunz seconded the motion and it passed 5-0.

ITEM 8:  Report of City Commission action on Planning and Zoning Board recommendations.

Teresa Maio reviewed the recent actions of the City Commission.

ITEM 9:  Planning Manager’s Report.

Teresa Maio reviewed the new cases for the June hearing.
ITEM 10: Audience.

There were no comments from the audience.

ITEM 11: Adjourn.

There being no further discussion, the meeting was adjourned at 10:08 am.

Respectfully Submitted,

Andrew Snyder, Vice-Chair                             Glenn Higgins, Secretary
Community and Economic Development
Staff Recommendation

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<th>Tom Wodrich</th>
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<td>Project No:</td>
<td>LUL19-001</td>
<td>Location:</td>
<td>N State Road 33, S of Old Polk City Rd, W of Epicenter Blvd</td>
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<td>Owner:</td>
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<td>P&amp;Z Final Decision:</td>
<td>June 18, 2019</td>
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<td>Annexation and application of BP (Business Park future land use on 9.56 acres located north of SR 33 and south of Old Polk City Road.)</td>
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1.0 Location Maps
2.0 Background

2.1 Summary

Matthew Johnson of JSK Consulting, on behalf of TFP of Polk County Inc and Bucci Dorothy Trust, requests City annexation and BP (Business Park) future land use on 9.56 acres generally located north of State Road 33, south of Old Polk City Rd, and west of Epicenter Rd. A property description is attached as Exhibit “A” and a map depicting the requested land use changes is attached as Exhibit “B.”

2.2 Project Background

The subject property consists of two parcels, approximately 9.56 acres in area, located in unincorporated Polk County with a current County future land use designation of BPC-1X. The applicant requests annexation of the subject property as well as BP future land use in order to develop an approximately 300,000 square foot addition to a 710,962 square foot warehouse distribution logistics center currently undergoing site plan review within the City limits located on parcels with City BP and I-2 designations adjacent to the north and west. Concurrent with the request, the applicant is also requesting the application of I-2 (Medium Industrial) zoning.

2.3 Existing Uses of Adjacent Properties

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2.4 Attachments

- Attachment A: Legal Description
- Attachment B: Base Map of Subject Property
- Attachment C: Future Land Use Map
- Attachment D: Wetland Map

3.0 Planning Issues

3.1 Transportation and Concurrency

Binding Concurrency Determinations are made at the time of commercial site plan submittal. When compared with the current County BPC-1X land use designation, the requested City BP land use designation is not expected to yield additional project trips that will further impact the State Road 33 corridor.
a. Level of Service

According to the Polk Transportation Planning Organization’s 2017 Roadway Network Database, the segment of State Road 33 between Interstate 4 and Old Polk City Road is operating at an acceptable level-of-service. Operational deficiencies currently exist at the nearby State Road 33/Interstate 4 Interchange (Exit 38) and the Florida Department of Transportation is currently designing a full-reconstruction project that is unfunded for construction in its Five-Year Work Program. The requested annexation and assignment of City BP land use/I-2 zoning designations is not expected to create any net additional deficiencies at this interchange; however, a Binding Concurrency Determination will be made at the time of site plan submittal. Depending on the ultimate review of the Lakeland Dragstrip Redevelopment traffic study that has been submitted, it is likely that the applicant will be required to pay its full City Transportation Impact Fee amount as one transportation concurrency mitigation strategy for the initial 710,962 square foot phase and proposed 300,000 square foot expansion in the subject annexation area. Any middle turn lane on State Road 33 between the Dragstrip Redevelopment and Centerstate Logistics Park sites that may be required by FDOT as part of its permitting process will preserve operations of State Road 33 just north of the terminus of the four-lane improvement that is to be constructed as part of the Exit 38 interchange reconstruction project currently under design.

b. Access, Right-of-Way, and Internal Circulation

The adjacent segment of State Road 33 is a designated Type I roadway in the Lakeland Comprehensive Plan 2010-2020. This designation requires new development activity to develop cross-access routes and improvements to parallel corridors to preserve the capacity of high-speed corridors such as State Road 33. The 710,962 square foot site plan that is currently under review on the former dragstrip parcels includes a cross-access connection to the Centerstate Logistics Park development, a driveway connection to the Polk County’s Old Polk City Road and only one driveway connection to State Road 33. ADA-compliant pedestrian routes to State Road 33 and Old Polk City Road are required. It is possible that an additional pedestrian connection to State Road 33 will be required, depending on the ultimate design of the warehouse/distribution center project.

c. Pedestrian and Bicycle Concerns

The site design for the initial 710,962 square foot phase of the Lakeland Dragstrip Redevelopment project is required to include dedicated ADA-compliant pedestrian routes that safely separate pedestrians from automobile and truck traffic. A frontage sidewalk will be required along State Road 33, with the ultimate design subject to the overall warehouse site plan and impacts to an existing box culvert located just east of the State Road 33 site driveway. A payment into the City’s sidewalk fund will be required for any portion of the frontage sidewalk that cannot be constructed with adjacent land development activity. Bicycle parking shall be included in the project’s site plans in compliance with the Land Development Code and Engineering Standards Manual.
d. Mass Transit

Since the subject property is located within the Green Swamp ACSC, Section 6.3.7 of the Land Development Code requires the applicant to submit a petition to the Lakeland Area Mass Transit District (LAMTD) Board of Directors requesting annexation into its taxing district boundaries. LAMTD’s Route #3 is the closest current fixed-route transit service to the subject property, with its northern limits located approximately 4.8 miles to the south at the Old Combee Road intersection. In anticipation of future transit service on this section of State Road 33, development activity is required to provide ADA-compliant transit stops with wheelchair deployment and bench pads along project frontages.

e. Potable Water, Wastewater, & Solid Waste

The existing uses are within the service area of the City’s Northside Wastewater Treatment Facility and the Combee Water Treatment Facility. At the time a specific development is proposed for the site, a concurrency review will be required to verify capacity and address any improvements necessary to support the actual site development proposal.

f. Parks and Recreation

Non-residential uses, such as the proposed Business Park land use designation, do not generate a significant demand for parks and other recreational areas.

g. Stormwater Management (Drainage)

Stormwater generally flows across the site from north to south, and eventually under I-4. No alterations will be necessary to the drainage basins of the site, other than constructing the required stormwater management system, which requires post-development run-off not to exceed predevelopment run-off. The proposed site development is anticipated to significantly improve stormwater treatment, as all drainage improvements associated with approved development within the City must be consistent with the Infrastructure Element and all applicable goals, objectives and policies of the adopted Comprehensive Plan. Specifically, stormwater systems must comply with objectives 4.2 and 4.3 of the Infrastructure Element and their associated policies regarding stormwater management level of service standards, standards for flood protection and issues of water quality. Permits from the Water Management District regarding the applicant’s proposed stormwater management system will be required prior to commencement of construction.

h. Fire, Emergency Medical (EMS) & Law Enforcement

While these services are not subject to a concurrency determination, they are important considerations for any development. Five to eight-minute response times are ideal for fire and emergency medical services (EMS). The closest City fire station (Station No. 6) is located 4.8 miles to the southwest of the site at 5050 SR 33 N and is about 8 minutes from the entrance of site. While Polk County provides EMS to municipal and county residents, City fire services offer Advanced Life Support capabilities from virtually all stations to provide first response to incidents. The closest EMS station (Polk County Station 7) is located about 4.4 miles east of the site at 200 Commonwealth Boulevard in Polk City, and is estimated to be approximately five minutes from the entrance of the site. There have
3.2 Comprehensive Plan Compliance

a. Future Land Use Element of the Lakeland Comprehensive Plan
The proposed amendment is compatible with surrounding future land uses described in Table 2.3 above. While development immediately surrounding the site varies in scale, it is similar in character, with warehousing and distribution defining this segment of SR 33 within close proximity to the I-4 corridor.

b. Other Applicable Elements of the Lakeland Comprehensive Plan
The proposed amendment is consistent with location, site area, typical square footage, and employment radius outlined in the Business Park Center general characteristics description of the Comprehensive Plan. In addition, Table II-8 indicates BP as an allowable use in the Suburban Areas of the City. The request is also consistent the goals, objectives, and policies of applicable elements of the adopted Plan, including but not limited to: Future Land Use Element Objective 4, Policy 4K; Green Swamp Policies Policy X1, X6, X8, and X11; Transportation Element, Objective 6, 7, 9, and 11; Conservation Element Objective 2, 5, and 6.

c. Consistency with Future Land Use Elements of the Other Jurisdictions
The proposed amendment is adjacent to properties located in unincorporated Polk County which are designated Business Park Center (BPC-1X and BPC-2X) with similar allowable uses and similar existing development patterns. The County Planning agency was sent the request and no compatibility issues were identified or are anticipated with the proposed development of the site.

3.3 Other Planning Issues

a. Environmental
   i. Wetlands and Floodplains:
   The subject property is located within the Green Swamp Area of Critical State Concern and, while less than 10 acres in size, is considered non-exempt and must be forwarded to the Florida Department of Economic Opportunity (DEO). According to the National Wetlands Inventory Map 1.81 acres of land on the subject property are considered wetlands. The applicant is currently in the process of obtaining permits to address the wetland and floodplain areas of the site, and permit requests to mitigate, re-establish, and improve these heavily disturbed areas is underway. Thus far, the proposed development has demonstrated compliance with all relevant wetland and floodplain policies of the Comprehensive Plan and Land Development Code, including the policies related to the Green Swamp.

   ii. Listed Species:
   Much of the property was formerly used as a racetrack, dragstrip, and off-road racing area and which disturbed the natural vegetation and species living on-site. No threatened or endangered species have been identified on-site. More detailed studies are currently underway and will continue as the site is cleared of overgrowth and prepared for development, subject to approval by FDEP, SWFWMD or other regulatory agencies. All approved development shall be consistent with the City of Lakeland Comprehensive Plan, including Conservation Element Policies 1G, 2I, 2J, 2K, 2N and 5C regarding floodplains,
wetlands, water quality and protected habitat respectively, and the Lakeland Land Development Code, including Article 6, Natural Resource Protection Standards.

b. Development of Regional Impact Issues

The site is not located within a DRI and proposed development does not constitute a DRI pursuant to Section 380.06, Florida Statutes.

c. Green Swamp Area of Critical State Concern Issues

The project site is located within the Green Swamp Area of Critical State Concern and, while less than 10 acres in size, is considered non-exempt and must be forwarded to the Florida Department of Economic Opportunity (DEO). The proposed development has thus far demonstrated compliance with all relevant Comprehensive Plan and Land Development Code policies. The applicant is currently in the process of obtaining permits to address the wetland and floodplain areas of the site, and permit requests to mitigate, re-establish, and improve these heavily disturbed areas is underway.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community and Economic Development Staff reviewed this request and recommends annexation, the application of Business Park (BP) future land use, I-2 (Light Industrial) and Suburban Special District (SSP) zoning and context district to allow the proposed distribution center expansion.

4.2 Conclusions & Recommendation

The proposed request for 9.56 acres of Business Park (BP) future land use is consistent with surrounding land uses and relevant policies of the Comprehensive Plan. The Community and Economic Development Department reviewed the Future Land Use Map amendment, has consulted with City service providers and determined appropriate capacity exists to support the proposed development, and therefore finds the request consistent with the Lakeland Comprehensive Plan: 2010 - 2020.

It is recommended that the future land use map amendment, as described above and in the attached Exhibits “A,” and “B,” be approved. Non-exempt amendments, once adopted, have a 30-day appeal period, and a 45-day review period by the State Department of Economic Opportunity prior to going into effect.
LEGAL DESCRIPTION FOR ANX19-001/LUL19-001/ZON19-005/ZON19-007

PARCEL: 242711000000032010

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 27 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, RUN THENCE NORTH 89°29’18” EAST ALONG THE SOUTH BOUNDARY OF THE NORTH ONE HALF OF SAID SECTION 11, 1951.47 FEET TO THE POINT OF BEGINNING. RUN THENCE NORTH 17°34’00” WEST, 368.40 FEET, THENCE NORTH 82°40’27” EAST, 353.63 FEET, THENCE SOUTH 17°34’00” EAST, 535.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 33, THENCE SOUTH 72°26’00” WEST ALONG SAID RIGHT-OF-WAY 348.00 FEET, THENCE NORTH 17°34’00” WEST, 229.47 FEET TO THE POINT OF BEGINNING.

PARCEL: 242711000000032020

TRACT 46: COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 27 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, RUN THENCE NORTH 89°29’18” EAST ALONG THE SOUTH BOUNDARY OF THE NORTH ONE HALF OF SAID SECTION 11, 1587.46 FEET TO THE POINT OF BEGINNING. RUN THENCE NORTH 17°34’00” WEST, 324.51 FEET, THENCE NORTH 82°40’27” EAST 353.63 FEET, THENCE SOUTH 17°34’00” EAST, 597.87 FEET TO THE POINT ON THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 33, THENCE SOUTH 72°26’00” WEST ALONG SAID RIGHT-OF-WAY 348.00 FEET, THENCE NORTH 17°34’00” WEST, 336.23 FEET TO THE POINT OF BEGINNING.
Date: June 18, 2019  Reviewer: Phillip Scearce

Project No: ZON19-005/ZON19-007  Location: 8100 N. Road 33

Owner: TFP of Polk County Inc and Dorothy A. Bucci Revocable Trust

Applicant: JSK Consulting

Current Zoning: I-2 (Medium Industrial)  Future Land Use: Business Park (BP)

Context District: Suburban Special Purpose (SSP)

P&Z Hearing: May 21, 2019  P&Z Final Decision: June 18, 2019

Request: Application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated request to apply a Suburban Special Purpose (SSP) context district designation, on approximately 9.56 acres located at 8100 North State Road 33.

1.0 Location Maps
2.0 Background

2.1 Summary

The applicant, JSK Consulting, on behalf of property owner KNAPP Ackerman Lakeland LLC., requests the application of City I-2 (Medium Industrial) zoning on two parcels totaling 9.56-acres located at 8100 N. State Rd 33. Concurrent with this request, the property owner has requested voluntary annexation and a land use amendment (LUL19-001) to apply a City BP (Business Park) future land use designation to the property (LUL19-001). Associated with the rezoning, the City requests the application of a Suburban Special Purpose (SSP) context sub-district designation on the two parcels. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property is located north of State Road 33 and east of Interstate-4 within the Green Swamp Area of Critical State Concern (GSACSC). The subject property is currently located within the jurisdiction of Polk County and has a County land use designation of BPC-1X (Business Park Center-1X). Both the County BPC-1X and City BP district provides areas for office, business park development, and warehouse and distribution centers.

2.3 Project Background

The applicant owns the adjacent 57-acre site which formerly operated as Lakeland Motorsports Park and Dragstrip. The former race track is zoned I-2 and has a Business Park (BP) Future Land Use designation. The applicant proposes to redevelop the 57-acre site and is currently in the review process for a 710,962-sq. ft. warehouse/distribution center. Once annexed, the applicant proposes to incorporate the 9.56-acres into the former race track development site and expand the warehouse footprint by 300,000 sq. ft. Upon completion, the total site will host approximately one million square feet of warehouse space. A proposed site development plan is included for illustrative purposes as “Attachment “C”

2.4 Existing Uses of Adjacent Properties

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<td>I-2</td>
<td>SSP</td>
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2.5 Attachments

Attachment A: Legal Description
Attachment B: Base Map of Subject Property
Attachment C: Site Development Plan
3.0 Discussion

The proposed rezoning application is the result of a voluntary annexation request by the property owner. The I-2 (Medium Industrial) designation and Suburban Special Purpose (SSP) context district is consistent with the surrounding City and unincorporated County zoning and land use designations as well as the growing industrial development pattern along SR 33. Because of its relative location to I-4 to the south, and I-75 (via SR 33 and SR 50), the corridor is rapidly experiencing industrial growth. However, the growth does not come without impacts, most notably to the local transportation network, addressed below in Section 3.1.

In addition, the project site is located within the Green Swamp Area of Critical State Concern and, while less than 10 acres in size, is considered non-exempt and must be forwarded to the Florida Department of Economic Opportunity (DEO) for review comparable to a large-scale land use amendment. The proposed development has thus far demonstrated compliance with all relevant Comprehensive Plan and Land Development Code policies. The applicant is currently in the process of obtaining permits to address the wetland and floodplain areas of the site, and permit requests to mitigate, re-establish, and improve these heavily disturbed areas is underway.

3.1 Transportation and Concurrency

According to the Polk Transportation Planning Organization’s 2017 Roadway Network Database, the segment of State Road 33 between Interstate 4 and Old Polk City Road is operating at an acceptable level-of-service. Operational deficiencies currently exist at the nearby State Road 33/Interstate 4 Interchange (Exit 38) and the Florida Department of Transportation is currently designing a full-reconstruction project that is unfunded for construction in its Five-Year Work Program.

The requested annexation and assignment of City BP land use/I-2 zoning designations is not expected to create any net additional deficiencies at this interchange; however, a Binding Concurrency Determination will be made at the time of site plan submittal. Depending on the ultimate review of the Lakeland Dragstrip Redevelopment traffic study that has been submitted, it is likely that the applicant will be required to pay its full City Transportation Impact Fee amount as one transportation concurrency mitigation strategy for the initial 710,962 square foot phase and proposed 300,000 square foot expansion in the subject annexation area. Any turn lane improvements on State Road 33, between the Dragstrip Redevelopment and Centerstate Logistics Park sites, that may be required by FDOT as part of its permitting process will preserve the operation of State Road 33 just north of the terminus of the four-lane improvement that is to be constructed as part of the Exit 38 interchange reconstruction project currently under design.

3.2 Comprehensive Plan Compliance

The Community Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request, upon approval of
LUL19-001 is consistent with the Comprehensive Plan. All roadway levels of service are acceptable subject to final concurrency determinations at the time of site plan review.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community Development Department reviewed this request and recommends the approval of the I-2 zoning and application Suburban Special Purpose (SSP) context district. Letters of notification were mailed to 15 property owners within 500 feet of the subject property and no objections were received.

4.2 The Planning & Zoning Board

It is recommended that the request for I-2 zoning and Suburban Special Purpose (SSP) context district, as described above and in Attachments “A” and “B” be approved.
ATTACHMENT “A”

Legal Description:

PARCEL: 242711000000032010

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 27 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, RUN THENCE NORTH 89°29'18” EAST ALONG THE SOUTH BOUNDARY OF THE NORTH ONE-HALF OF SAID SECTION 11, 1951.47 FEET TO THE POINT OF BEGINNING. RUN THENCE NORTH 17°34'00” WEST, 368.40 FEET, THENCE NORTH 82°40'27” EAST, 353.63 FEET, THENCE SOUTH 17°34'00” EAST, 535.00 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 33, THENCE SOUTH 72°26'00” WEST ALONG SAID RIGHT-OF-WAY 348.00 FEET, THENCE NORTH 17°34'00” WEST, 229.47 FEET TO THE POINT OF BEGINNING.

PARCEL: 242711000000032020

TRACT 46: COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 27 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA, RUN THENCE NORTH 89°29'18” EAST ALONG THE SOUTH BOUNDARY OF THE NORTH ONE-HALF OF SAID SECTION 11, 1587.46 FEET TO THE POINT OF BEGINNING. RUN THENCE NORTH 17°34'00” WEST, 324.51 FEET, THENCE NORTH 82°40'27” EAST 353.63 FEET, THENCE SOUTH 17°34'00” EAST, 597.87 FEET TO THE POINT ON THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 33, THENCE SOUTH 72°26'00” WEST ALONG SAID RIGHT-OF-WAY 348.00 FEET, THENCE NORTH 17°34'00” WEST, 336.23 FEET TO THE POINT OF BEGINNING.
**Community & Economic Development**  
**Staff Recommendation**

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<th>Date:</th>
<th>June 18, 2019</th>
<th>Reviewer:</th>
<th>Joshua Cheney</th>
</tr>
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<td></td>
<td>PUD19-007</td>
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<td>Owner:</td>
<td>South Florida Avenue Mini Storage, Inc.</td>
<td></td>
<td></td>
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<tr>
<td>Applicant:</td>
<td>Todd Pressman</td>
<td></td>
<td></td>
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<td>Current Zoning:</td>
<td>PUD (Planned Unit Development) 4319, C-2 (Limited Impact Office)</td>
<td>Future Land Use:</td>
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<tr>
<td>Context District:</td>
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<td>May 21, 2019</td>
<td>P&amp;Z Final Decision:</td>
<td>June 18, 2019</td>
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**Request:**
Future land use designation of MCC (Mixed Commercial Corridor) on approximately 1.18 acres and a major modification of PUD zoning to allow for limited C-2 (Highway Commercial) uses in a 1.97 acre area located east of S. Florida Avenue and west of an existing self-storage facility, on approximately 14.41 acres located south of E. Alamo Drive and east of S. Florida Avenue.

**1.0 Location Maps**

![Location Map](image_url)
2.0 Background

2.1 Summary

Todd Pressman, on behalf of South Florida Avenue Mini Storage, Inc., requests a future land use designation of MCC (Mixed Commercial Corridor) on approximately 1.18 acres and a major modification of PUD zoning to allow for limited C-2 (Highway Commercial) uses in a 1.97 acre area located east of S. Florida Avenue and west of an existing self-storage facility, on approximately 14.41 acres located south of E. Alamo Drive and east of S. Florida Avenue. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property, approximately 14.41 acres in area, is located east of the intersection of S. Florida Avenue and E. Alamo Drive, on the north shore of Lake Miriam. Lake Miriam is a man-made lake resulting from phosphate mining that occurred prior to the 1960s. Of this area, only 12.79 acres are zoned as part of the current PUD. The westernmost 1.08 acres, identified as Development Area A on Attachment “C,” is zoned C-2. The remainder consists of submerged lands within Development Area B which currently do not have any land use or zoning entitlements.

The eastern 500’ of the subject property which has a RL (Residential Low) future land use designation and entitlements for single-family residential uses is currently vacant. The remaining upland portion to the west, has a future land use designation of MCC (Mixed Commercial Corridor) and is currently developed for mini-warehouse/self-storage and retail commercial uses.

2.3 Project Background

This intent of this request is to allow for the future development of the previously discussed submerged lands for commercial uses through the application of MCC land use and incorporation into the existing PUD zoning. Secondary to this request, the 1.08-acre portion of the property that is presently zoned and developed for C-2 uses on S. Florida Avenue (Development Area A) will also be brought into the PUD. The remainder of the site, which was approved for an 81,700 sq. ft. self-storage facility (Development Area C) and seven single-family detach residential lots (Development Area D) in 2001, will not change. No new development is proposed at this time. A master site development plan which depicts the four proposed development areas within the PUD is included as Attachment “C.” The previous site plan that was adopted as part of the original PUD is now Attachment “D.”
### 2.4 Existing Uses of Adjacent Properties

<table>
<thead>
<tr>
<th>Boundary</th>
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<th>Zoning</th>
<th>Context</th>
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<td>C-2 and RA-1</td>
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<td>Mixed Commercial Corridor (MCC)</td>
<td>C-2</td>
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</table>

### 2.5 Attachments

- Attachment A: Legal Description
- Attachment B: Base Map of Subject Property
- Attachment C: Site Development Plan

### 3.0 Discussion

The proposed changes will allow for the future development of the submerged lands area, potentially through either a platform built directly over the water or the use of fill. No specific plans have been proposed at this time. Any specific development plans will be dependent upon market demand and the economic feasibility of developing the site.

To account for the limited visibility and access constraints, staff is recommending that C-2 uses within this area be limited to office and low impact retail and personal services uses. In the absence of a detailed site development plan, high trip generation uses or uses that generate substantial externalities, such as convenience stores, liquor stores, motor vehicle fuel sales, motor vehicle sales, rental and service, hotels/motels and restaurants, both high turnover and very high turnover, will be prohibited.

### 3.1 Transportation and Concurrency

The subject property fronts State Road 37/S. Florida Avenue and E. Alamo Drive. The adjacent segment of S. Florida Avenue is an arterial roadway that is operated by the Florida Department of Transportation and E. Alamo Drive is a privately maintained road. All Binding Concurrency Determinations shall be made at the time of site plan review and the Florida Department of
Transportation shall review and permit any development plan on the subject property. The trip generation of the specific uses to be constructed shall be calculated and supplied to City and FDOT staff at the time of plan and permit review. Uses that are expected to generate a high number of new and pass-by trips, such as convenience stores and high- and very-high turnover restaurants, are specifically excluded from the listing of allowable C-2 uses due to their impacts to S. Florida Avenue and the Florida Avenue/Alamo Drive intersection.

### 3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request is consistent with the Comprehensive Plan. All roadway levels of service are acceptable with mitigation as recommended in this PUD zoning. Actual construction is subject to final concurrency determinations at the time of site plan review.

### 4.0 Recommendation

#### 4.1 Community and Economic Development Staff

The Community & Economic Development Department reviewed this request and recommends approval of the addition of MCC land use, and a change in zoning from C-2 to PUD. Letters of notification were mailed to 83 property owners within 500 feet of the subject property. As previously discussed, one objection was received based on the concerns over new commercial development within the subject property.

#### 4.2 The Planning & Zoning Board

It is recommended that the request for MCC land use and PUD zoning as described above and in Attachments “A,” “B” and “C,” be approved, subject to the following conditions:

A. **Land Use Intensity:**
   - Self-storage facility: PUD-56
   - Residential: PUD-30

B. **Permitted Uses:**
   - A maximum 81,700 square foot self-storage facility and seven (7) single family, detached residential lots. The 800 square foot office within Phase 1 of the self-storage facility may be used for general office purposes, however, retail-type office uses shall be prohibited.
   - 1. **Development Area A:** Those uses permitted by right within C-2 zoning districts.
   - 2. **Development Area B:** Those uses permitted by right within C-2 zoning districts, except for the following:
     - Bars, Lounges and Related Entertainment Uses
     - Churches, Synagogues and Other Houses of Worship
     - Colleges, Junior Colleges, Universities and Seminaries
Convenience Stores
Commercial Recreation, Outdoors
Building Material Sales, Retail
Convenience Stores
Department Stores
Funeral Homes and Crematoriums
Hotels and Motels
Liquor Stores
Mobile Home, Boat, Recreational Vehicle Sales, Rental & Service
Motor Vehicle Fuel Sales
Motor Vehicle Sales, Rental Uses
Restaurants, High Turnover and Very High Turnover
Transit Terminal Facilities
Public & Quasi-Public Non-Commercial Principal Uses (all types)

3. Development Area C: A maximum 81,700 square-foot self-storage facility and
associated off-street parking. Up to 800 square feet of this square footage may
be used for general office purposes. Retail type office uses, however, shall be
prohibited.

4. Development Area D: A maximum of seven (7) single-family detached
residential lots.

B. Development Regulations:

Self-storage facility: In accordance with C-2 (highway commercial) zoning
district regulations, except that the maximum building
height shall be two stories.

Residential: In accordance with RA-1 (single family) zoning district
regulations.

1. Development Areas A and B: In accordance with the C-2/Suburban Corridor
sub-district standards.

2. Development Area C: In accordance with the C-2/Suburban Corridor sub-
district standards, except that the maximum building height shall be two stories.

3. Development Area D: In accordance with the RA-1/Suburban Neighborhood
sub-district standards.

C. Site Development Plan:

The site shall be developed in accordance with the revised site development plan, a
copy of which is attached as Attachment “C”.

Development within Development Areas C and D shall be done in accordance with the
previously approved site development plan, Attachment “D.”

D. Access:
Access to the site shall be from a common roadway illustrated on the site development plan that shall align with W. Alamo Drive, subject to Florida Department of Transportation approval. The roadway shall be designed to allow a connection to the Golden Corral Restaurant property.

**E. Buffers:**

Prior to the issuance of a certificate of occupancy for the self-storage facility, the following buffers shall be constructed as illustrated in the site development plan, Attachment "D":

1. A 6-foot high masonry wall and a line of trees on minimum 20-foot center on the east side of the self-storage facility, except that a wall is not required adjacent to the building.

2. A buffer wall or fence meeting the requirements of the Land Development Code and a line of trees on minimum 20-foot centers on the east and north sides of the parking area.

**F. Other:**

1. The self-storage facility shall have stucco-over-block construction with a barrel tile roof.

2. Exterior lights shall be designed or shielded so as not to shine directly on adjacent residential properties.

3. Each principal building on the development site shall be connected to the S. Florida Avenue sidewalk via an Americans with Disabilities Act-compliant pedestrian route.

4. Bicycle parking shall be provided in compliance with Section 4.11.6 of the Land Development Code and Index 900 of the City Engineering Standard Manual.
ATTACHMENT “A”

Legal Description:

THAT PT OF SECS 6 & 7 T29 R24 BEING THAT PT OF HALLAM & COL SUB CLUB COLONY TRACT PB 1 PG 102A LOTS 7 & 8 & THAT PT OF SW1/4 OF SW1/4 OF SEC 6 DESC AS: COMM AT NW COR OF NW1/4 OF NW1/4 OF SEC 7 S89-58-44E ALONG N BDRY OF SAID NW1/4 OF NW1/4 OF SEC 75.09 FT TO ELY R/W LN OF S FLORIDA AVE (SR 37) FOR POB CONT S89-58-44E 587.03 FT N00-57-19W 200.03 FT S89-58-44E 661.65 FT TO E BNDRY OF SW1/4 OF SW1/4 OF SEC 6 S00-58-45E 200.03 FT NE COR OF NW1/4 OF NW1/4 OF SEC 7 S00-48-39E ALONG E BDRY OF SAID NW1/4 OF NW1/4 OF SEC 7 663.67 FT N89-54-13W 350 FT N00-48-39W 328.00 FT W 648.31 FT N 30 FT N21-42-41W 153.23 FT N89-58-44W 216 FT TO ELY R/W LN OF S FLORIDA AVE ALONG SAID R/W LN N06-06-59E 164 FT TO POB
Community & Economic Development  
Staff Request for Delay

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<th>Reviewer:</th>
<th>Todd Vargo</th>
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<td>Drummond Company, Inc.</td>
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<td>Applicant:</td>
<td>Timothy F. Campbell, Clark, Campbell, Lancaster and Munson PA</td>
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<td>Request:</td>
<td>Major Modification of PUD (Planned Unit Development) zoning to increase the maximum floor area for retail commercial/office uses from 50,000 to 55,000 square feet, allow up to four fast casual restaurants and one quick service (fast food) restaurant with drive-through service, remove existing entitlements for a 150,000 square foot office building, a 130-room hotel, and a convenience store with motor vehicle fuel sales, and adopt a new site development plan on approximately 17.79 acres located north of Town Center Drive and west of Harden Boulevard.</td>
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The applicant requests that the item be delayed until such time that zoning conditions can be finalized. It is anticipated that revised zoning conditions will be ready in time for the July 16, 2019 meeting.
1.0 Location Maps
2.0 Background

JSK Consulting, Inc., on behalf of LLC., requests site plan approval to construct a 710,962 square foot distribution center on property located at 8100 N. Road 33. The project site consists of approximately 57.75 acres located north of State Road 33, east of Tomkow Road and south of Old Polk City Road within the Green Swamp Area of Critical State Concern (GSACSC).

The applicant owns the adjacent 57-acre site which formerly operated as Lakeland Motorsports Park and Dragstrip. The former race track is zoned I-2 and has a Business Park (BP) Future Land Use designation. The applicant proposes to redevelop the 57-acre site and is currently in the review process for a 710,962-sq. ft. warehouse/distribution center (Attachment “A”). The applicant is annexing two parcels totaling 9.56 acres. Once annexed, the applicant proposes to incorporate the 9.56-acres into the former race track development site and expand the warehouse footprint by 300,000 sq. ft. Upon completion, the total site will host approximately one million square feet of warehouse space (Attachment “B”)

The Green Swamp is a 322,000-acre region of central Florida designated in 1974 by the legislature for its statewide environmental resource significance. Rainwater drains across the surface of this vast area and creates the headwaters of four the State’s major rivers (the Withlacoochee, the Ocklawaha, the Hillsborough and the Peace) and also trickles down through the soil to replenish the Floridian aquifer system, the primary source of drinking water for most Floridians. As a result of these special environmental features, development in the Green Swamp must adhere to special guidelines which address key issues of state concern. These guidelines are found in Section 6.3, Article 6, of the Land Development Code and include special limitations on density and intensity, prohibitions of certain uses, flood plain and wetland protection provisions, and the requirement to conduct a land survey of the property to identify endangered, threatened, and/or species of special concern.

The proposed stormwater management system has been designed to comply with requirements of the City of Lakeland, the Southwest Florida Water Management District (SWFWMD), and the Florida Department of Transportation. Both Phases 1 and 2 of this development site are required to be annexed into the Lakeland Area Mass Transit District. The Community and Economic Development Department staff has reviewed the proposed site development plan, and SWFWMD’s Environmental Resource Permit with Section 6.3 and finds the development request to be consistent with the requirements for the GSACSC.

3.0 Recommendation

3.1 Community and Economic Development Staff

It is recommended that the Planning and Zoning Board approve the site plan as proposed and render it to the State Land Planning Agency (Department of Economic Opportunity) in accordance with Section 6.3 of the Land Development Code.
ATTACHMENT “B”

SITE DATA

TOTAL VTK (Slab):
PHASE 1: 5,000 SF
PHASE 2: 5,000 SF
PHASE 3: 5,000 SF
PHASE 4: 5,000 SF
PHASE 5: 5,000 SF

PROJECT LOCATION

VOCALITY MAP

SITE DATA

TOTAL VTK (Slab):
PHASE 1: 5,000 SF
PHASE 2: 5,000 SF
PHASE 3: 5,000 SF
PHASE 4: 5,000 SF
PHASE 5: 5,000 SF
Report of City Commission Action on Planning and Zoning Board Recommendations

Tuesday, June 18, 2019

Meeting of May 20, 2019

Ordinances (Second Reading)

Proposed 19-011; Application of RA-3 (Single-Family) zoning on approximately 43.31 acres; MF-22 (Multi-Family) zoning on approximately 17.57 acres; and O-1 (Low Impact Office) zoning on approximately 1.3 acres on properties located east of County Line Road, north of Ralston Road, south of Medulla Road and north and south of W. Pipkin Road. (ZON19-002) (1st Rdg. 05-06-19) Approved 7-0, Ordinance 5769

Meeting of June 3, 2019

Ordinances (First Reading)

Proposed 19-013; Amending Ordinance 5381; Major modification of an existing conditional use to increase the maximum number of students at an existing school and to allow for the construction of a new 4,500 square foot building on approximately 5.7 acres located at 1540 New Jersey Road. (CUP19-002)