

Polk County B.O.C.C.

002814

DEC 22 1992 VOLUME 108

**POLK COMMERCE CENTRE  
REDEVELOPMENT PLAN**

## I. GENERAL BACKGROUND

On November 24, 1992, the Polk County Board of County Commissioners adopted Ordinance 92-40, creating the Polk Commerce Centre Redevelopment Area. The purpose of the Polk Commerce Centre Redevelopment Agency is to identify and correct the transportation blight that exists within the redevelopment area. The Polk Commerce Centre Community Redevelopment Area contains approximately 3,251.0 ± acres of land. The redevelopment area is wholly within the I-4/Northeast Parkway Selected Area Plan (SAP) but initially is a portion of the SAP. The SAP has been established and designated on the Future Land Use Map of the Polk County Comprehensive Plan. The Community Redevelopment Area is hereinafter referred to as the Polk Commerce Centre (PCC). Figure 1 depicts the boundary of the PCC and Exhibit A is a legal description of the PCC.

The Polk Commerce Centre is located at the southwest corner of the I-4 and S.R. 559 Interchange, approximately 9 miles west ~~east~~ of Lakeland. The area is bounded on the east by the SCL Railroad and the south by S.R. 546 and the west by the Tenoroc State Preserve and the holdings of the Williams Company.

Table 1 is a listing of approved land uses with the PCC.



TABLE 1	
FUTURE LAND USE WITHIN THE POLK COMMERCE CENTRE	
Land Use	Acresage
Residential - Medlum (5 units/acre)	1,004
Residential - High (15 units/acre)	194
Business Park Center (FAR .35)	2,053
Preservation	Included above
TOTAL	3,251

## II. REDEVELOPMENT PLAN

It is anticipated by the Polk Commerce Centre Community Redevelopment Agency that the redevelopment plan should be considered as an initial plan intended to describe planning efforts and preliminary infrastructure requirements for the redevelopment area. Based on the completion of the area-wide Development of Regional Impact assessment and the utility master plans, the redevelopment plan will be modified. Further, it is anticipated the redevelopment plan may be modified as FDOT nears completion of the final engineering plans of the Polk County Parkway. Clearly the timing of any capital improvements within the PCC will be consistent with FDOT's schedule for improvements of the Parkway.

## ACTIONS NECESSARY TO STIMULATE REVITALIZATION OF COMMUNITY REDEVELOPMENT AREA PROJECT

Revitalization of the Redevelopment Project Area is a large and complex undertaking and presents challenges and opportunities commensurate to its scale. The success of this effort will depend to a large extent on the cooperation between the private sector and agencies of local government. The adoption of the Redevelopment Plan makes possible the implementation of a logical program to stimulate development within the Community Redevelopment Project Area, an area which cannot reasonably be anticipated to be developed without the adoption of this Redevelopment Plan. Public investments will create the appropriate environment to attract the investment required for the improvement of the area's infrastructure. As a result of this plan, it is anticipated that new employment opportunities will exist for nearly 35,000 people in varying fields, industries and skill levels. The employment opportunities are based on the Institute of Transportation Engineers (ITE) data concerning estimated employment. A mixed-use office park is estimated to produce 2.33 employees per 1,000 square feet. These will include employment opportunities for retail distribution operations, office work, flexible manufacturing, and business park work.

The legal description of the Polk Commerce Centre Redevelopment Project Area is attached as Exhibit A to this report. As required by Section 163.360

FS, transportation blight (Resolution 92-03) has been determined to exist within the Polk County Commerce Centre.

The Polk Commerce Centre area includes a variety of mixed-uses to facilitate a regional business park of approximately 15,000,000 square feet. The remaining land uses within the PCC area include future development of medium and high density residential projects.

The medium density residential land use is approximately 1,004 acres with developable acreage of 501 acres. The medium density development is estimated to provide 2,505 dwelling units. The high density residential (5 DU/acre) land use is approximately 194 acres with developable acreage of 122 acres. The high density development (15 DU/acre) is estimated to provide 1,230 dwelling units. Based on the proposed densities, the number of dwelling units within the Polk Commerce Centre is estimated to be 4,335.

The amount of open space within the Polk Commerce Centre is estimated to be approximately 1,599 acres. Included in the open space land use designation is conservation areas, lakes, wetlands, and ~~rights-of-way/easements.~~

All development within the Polk Commerce Centre shall occur in accordance with the adopted policies (~~Section 2.128~~) (Section 2.31-A) of the Polk County

Comprehensive Plan (~~Future Land Use Element~~) and all applicable state, county and federal regulations. Development criteria have been defined for the noted land use categories contained within the Polk Commerce Centre. Permitted and prohibited uses have been defined in Objective ~~2-128-A~~ 3.131-A1 of the Future Land Use Element.

The Redevelopment Plan for the Polk Commerce Centre has been prepared to assist in the implementation of the objectives and policies contained in the Future Land Use Element of the Polk County Comprehensive Plan. The redevelopment plan for the Polk Commerce Centre is based on the adopted objectives and policies contained within the ~~Future Land Use Element of the Polk County~~ Comprehensive Plan. ~~Therefore,~~ The Redevelopment Plan is consistent with all elements of the Polk County Comprehensive Plan (Ordinance 92-36) with the exception of the existing Capital Improvement Element. The capital projects identified in the following section must be added to the 5 year capital improvement element prior to the bonding of the tax-increment revenues. This shall be accomplished upon completion of the FDOT's schedule for construction of the Polk Parkway. Development of the Polk Commerce Centre shall be consistent with the requirements described in the Development Policies and the Infrastructure Element.

## DESCRIPTION OF REQUIRED PROJECT IMPROVEMENTS

In order for the development of Polk Commerce Center Redevelopment Project Area to occur as described in the Polk County Comprehensive Plan, several public infrastructure and planning projects will be required. Figure 2 depicts the road network improvements. These improvements include the following list of prioritized capital projects.

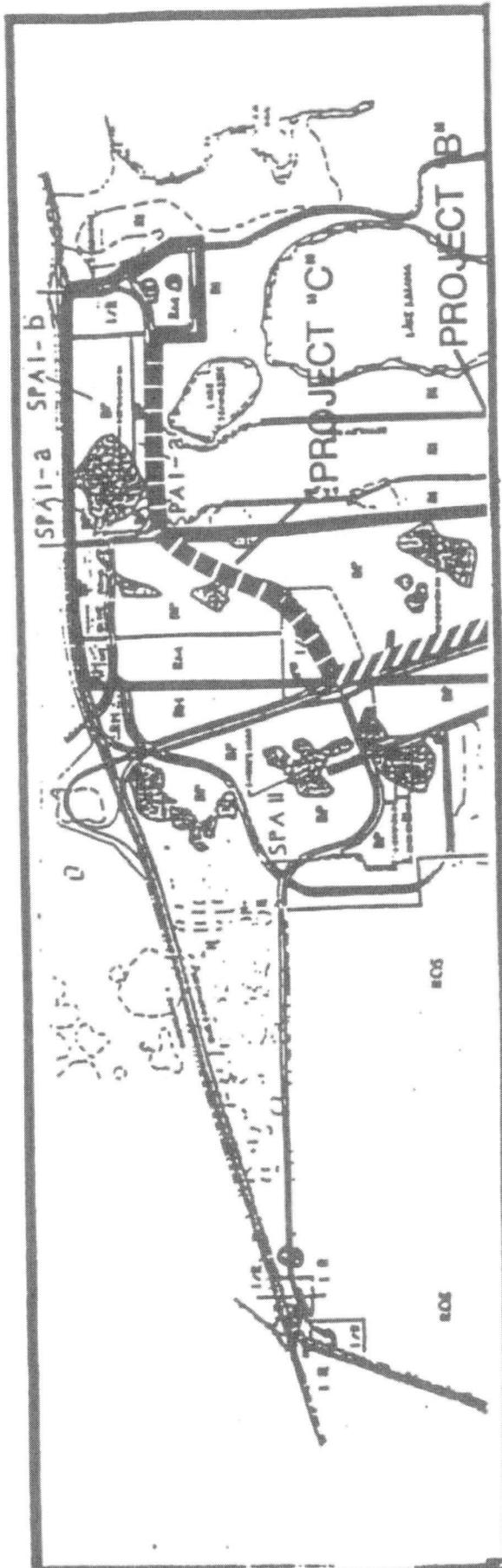
- (1) Area-wide Development of Regional Impact \$750,000

One of the initial steps to enhance the development potential of the Polk Commerce Centre will be the completion of an area-wide DRI. The process will result in further refinement of the infrastructure requirement for the redevelopment area. The process will also enable the PCC to achieve a competitive advantage over similar business parks in the Orlando and Tampa area due to timing and permitting conditions.

The area-wide DRI will take approximately ~~one-year~~ eighteen months to complete and is anticipated to begin during Fiscal ~~calendar~~ Year 93.

- (2) Master Utility Plan (Water and Sewer) \$100,000

In accordance with Policy ~~129-A11~~ 131-A11 of the Future Land Use Element of the Polk County Comprehensive Plan, a master utility plan



**POLK COMMERCE CENTRE**  
 Community Redevelopment Agency

**PEC**

FIGURE - 2

is required to determine treatment, distribution, and collection methodologies for providing utilities to the PCC.

The PCC is located within the service area for the City of Auburndale. Officials of the City of Auburndale have indicated the City's intent to provide water and wastewater service. The City of Auburndale has indicated that the City will assist in immediate planning and design services to provide utilities. The results of the master plan would describe the most cost-effective method to provide utilities. It is anticipated that the master plan would require six months to develop and would be initiated during Fiscal calendar Year 93. The PCC Redevelopment Plan would be amended based upon completion of the utility master plan.

- (3) Parkway Interchange with Gapway Road \$4,400,000

The project consists of a full interchange with the Polk County Parkway and Gapway Road (Project "A"). The interchange is proposed to be located approximately 3.0 miles south of I-4. The interchange would be consistent with FDOT and Federal Highway Administration spacing requirements for an urban or rural interchange. Presently the final engineering design and specifications for this segment are underway and anticipated to be completed by July 1993. The determination of

financial feasibility for the Parkway is also scheduled for completion by July 1993.

According to FDOT officials, presently the preliminary design of the Parkway is completed with no interchange located at Gapway Road. FDOT has indicated it may consider locating an interchange within the Polk Commerce Centre based on approved land uses, approved DRI projects and possible local financial assistance defraying the increased capital cost associated with an additional interchange. The combination of donated rights of way, and possible assistance from the Polk Commerce Centre CRA may assist in obtaining an interchange within the PCC.

FDOT provided the cost estimate for the Parkway/Gapway Interchange.

(4)	Realignment and Extension of Gapway Road	\$3,900,000
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Gapway Road would require a realignment and extension from CR 655 west to the proposed interchange and north to the extension of a collector road from SR 559 to SR 33. The alignment would be north adjacent to the Polk Parkway and would serve as a future frontage or collector-distributor (C/D) system within the PCC.

The Gapway Road extension (Project "B") is approximately 11,600 feet in length. Initially, the road would be a two-lane segment that would be expandable to four-lanes. Cost estimates are based on the cost estimates (unit prices) contained in the recent Polk County Impact Fee Study.

- (5) Collector Road from SR 559 to SR 33 \$8,469,100

The design standards for the roadway (Project "C") have been identified in Policy 2.128-A9 of the Future Land Use Element of the Polk County Comprehensive Plan. As described in the Selected Area Plan this project extends west from SR 559 through the Polk Commerce Centre to SR 33. Phase I cost estimates provide for the extension of this roadway from SR 559 to the western boundary of the PCC. Estimates do not include an interchange with the Parkway and do not include the extension to SR 33. It is anticipated that this project will be completed in later phases of the development as the Polk Commerce Centre Redevelopment Area is amended. The initial phase of this project is 9,500 feet in length.

The above referenced improvements are necessary because road capacity is not sufficient in design, construction and location to meet the needs of the Polk Commerce Centre as established in the Polk County Comprehensive Plan. Table 2 is a summary of the detailed statements of the projected

capital improvement costs to be expended on publicly funded projects. The Polk Commerce Centre CRA anticipates the identified projects will be funded from bond indebtedness. Further the Polk Commerce Centre CRA anticipates the redevelopment plan shall require no less than 30 years for full implementation. It is anticipated that the development of the Polk Commerce Centre will generate approximately 143,000 average daily trips.

The described capital improvement projects are considered initial infrastructure projects for the PCC. Further it is anticipated additional capital projects will be added as the redevelopment plan is amended from time to time. As properties within the I-4/Northeast Parkway Selected Area Plan join the redevelopment area, additional infrastructure projects may be required to provide a sufficient road network.

The Polk Commerce Centre CRA shall not require controls or restrictive covenants running with the land to effectuate the implementation of the Redevelopment Plan.

TABLE 2		
CAPITAL IMPROVEMENT PROJECTS		
Project	Cost	Source
Area-wide DRI	\$750,000	TIF
Utility Master Plan	\$100,000	TIF

TABLE 2		
CAPITAL IMPROVEMENT PROJECTS		
Project	Cost	Source
Parkway Interchange with Gapway Road	\$4,400,000	TIF Bonds
Realignment and Extension of Gapway Road	\$3,900,000	TIF Bonds
Collection Road from SR 559 to SR 33	\$8,469,100	TIF Bonds
<b>TOTAL</b>	<b>\$17,619,100</b>	

\*TIF - Tax Increment Financing

### PROJECT FINANCING COSTS

In addition to the costs of roadway and related improvements described above in Required Project Improvements, additional costs may be incurred which are necessary and appropriate costs of issuance of notes, bonds, or other financial instruments necessary to finance the improvements, including, but not limited to, professional and underwriting fees, capitalized interest, and debt service and other reserve funds.

### SOURCES OF FUNDING FOR REQUIRED PROJECT IMPROVEMENT COSTS

Funding for the above referenced Project Costs may be provided from incremental property tax revenues, loans from property owners within the redevelopment area, loans from local governments, special assessments, reimbursements of impact and/or other fees, grants-in-aid from state or federal sources, and contributions from private sources, or any combination of the above sources of funds. Tax Increment financial distribution obligations may be issued to fund part of the Project Costs to be repaid from the above referenced funding sources. The estimates of costs for the above referenced road and related improvements are preliminary and subject to revision and/or reallocation between categories as appropriate.

### III. REDEVELOPMENT PROJECT AREA GOALS AND OBJECTIVES

Investment in new development of structures and facilities is essential to Polk County and the Polk Commerce Centre Community Redevelopment Area. Redevelopment and conservation efforts in the Redevelopment Project Area will strengthen the County, through an increased tax base, additional employment opportunities, enhanced transportation network and through the achievement of certain general goals as follows:

## **GENERAL GOALS:**

- **Implementation of Polk County's Comprehensive Plan for the Redevelopment Project Area.**
- **Improve the quality of life in Polk County by increasing the employment base and amenities available to its residents.**
- **Provide sound economic development activities in the Redevelopment Project Area.**
- **Development of new business park facilities in the Redevelopment Project Area to make it an important contributing facility to Polk County.**
- **Create an environment within the Redevelopment Project Area which will contribute to the health, safety, and general welfare of Polk County, and preserve or enhance the value of properties in the area.**
- **Create job opportunities.**
- **Create a new business park and the accompanying job opportunities.**
- **Increase real estate, utility, license and sales taxes for Polk County.**

**The implementation of the plan for the Community Redevelopment Area will achieve certain objectives for redevelopment within the project area as follows:**

## **REDEVELOPMENT OBJECTIVES:**

- **Reduce or eliminate those conditions of existing faulty and inadequate road layout and road capacity which presently exist and qualify the Redevelopment Project Area as a Blighted Area by developing a proper highway system in order to provide transportation access to and through the Redevelopment Area.**

- Enhance the tax base of Polk County and of the other taxing districts which extend into the Redevelopment Project Area by encouraging private investment in the development of a business park.
- Strengthen the economic well-being of the Redevelopment Project Area and Polk County by increasing business activity, taxable values, and job opportunities.
- Encourage the assembly of land into parcels functionally adaptable with respect to shape and size and meeting the needs and standards for development.
- Provide for needed public improvements or facilities in proper relationship to the projected demand for such facilities and in accordance with accepted design criteria for such facilities.
- Provide needed incentives to encourage a broad range of improvements in new development efforts.
- Creation of a roadway system that is planned and fully integrated with the present system and upgraded to meet the community's present and future needs.

The implementation of the Redevelopment Plan for the Polk Commerce Centre Community Redevelopment Area will achieve certain objectives for the development and design within the project area as follows:

#### DEVELOPMENT AND DESIGN OBJECTIVES

- Establish a pattern of land use activities arranged in compact, compatible grouping to increase efficiency of operation and economic relationships.
- Achieve development which is integrated both functionally and aesthetically with nearby existing development.
- Ensure safe and adequate circulation patterns and capacity in the Community Redevelopment Project area and surrounding areas.

- Encourage coordinated development of parcels and structures in order to achieve efficient building design, trucking and service facilities, or and appropriate access to nearby highways.
- Encourage a high-quality appearance of buildings, rights-of-way and open spaces, and encourage high standards of design.

#### IV. REDEVELOPMENT PROJECT COSTS

Redevelopment project costs mean the sum total of all reasonable or necessary costs incurred or estimated to be incurred, or reimbursed to any entity implementing the Redevelopment Plan and any such costs incidental to this Redevelopment Plan and Redevelopment Project pursuant to the State of Florida Community Redevelopment Act. Such costs may include, without limitation, the following:

1. Acquisition of a slum or blighted area or portion thereof;
2. Demolition and removal of buildings and improvements;
3. Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out the Community Redevelopment Objectives in accordance with the Community Redevelopment Plan;
4. Within its area of operation to make or have made all surveys and plans necessary to the carrying out of the purpose of the law; to contract with any person, public or private, in making and carrying out such plans including appraisals, title searches, surveys, and other plans and work necessary to prepare for the undertaking of community redevelopment and related activities.
5. Close, vacate, plan or replan streets, roads, sidewalks, ways or other places and to plan or replan any part of the Polk Commerce Centre.

6. Acquisition of any other real property in the community redevelopment area when necessary to eliminate unhealthful, unsanitary, or unsafe conditions; lessen density; eliminate obsolete or other uses detrimental to the public welfare; or otherwise to remove or prevent the spread of blight or deterioration or to provide for needed public facilities; and
7. Costs may be incurred which are necessary and appropriate costs of issuances of notes, bonds, or other financial instruments necessary to finance the improvements, including, but not limited to, professional and underwriting fees, capitalized interest, and debt service and other reserve funds.

The estimated redevelopment project costs for the initial phase of the redevelopment are described above. The total redevelopment project cost estimates provide an upper limit on expenditures (exclusive of capitalized interest, issuance costs, interest and other financing costs). Within the limit, adjustments may be made in line items without amendment to the Redevelopment Plan. Polk County may utilize tax increments coming from the Polk Commerce Centre Redevelopment Area as allowed by Florida law.

EXHIBIT "A"

TIF-01

LEGAL DESCRIPTION

A TRACT OF LAND LYING IN POLK COUNTY, FLORIDA BEING DESCRIBED AS FOLLOWS:

THAT PART OF SECTION 10, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 400 - INTERSTATE HIGHWAY NO. 4, WESTERLY OF THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 559A, AND NORTHERLY OF THE NORTHERLY RIGHT-OF-WAY LINE AND EAST OF THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD 559 (OLD POLK CITY - AUBURNDALE ROAD);

TOGETHER WITH;

THAT PART OF SECTION 9, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING NORTH OF THE NORTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 559 (OLD POLK CITY - AUBURNDALE ROAD) AND SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 400 - INTERSTATE HIGHWAY NO. 4;

TOGETHER WITH;

THAT PART OF SECTION 8, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 400 - INTERSTATE HIGHWAY NO. 4, NORTH OF THE NORTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 559 (OLD POLK CITY - AUBURNDALE ROAD) AND WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY;

TOGETHER WITH;

THAT PART OF SECTIONS 17 AND 20, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY;

TOGETHER WITH;

THAT PART OF SECTION 29, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY, LESS THE WEST HALF OF THE SOUTHWEST QUARTER AND LESS THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 29;

TOGETHER WITH;

THAT PART SECTION 32, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY, LESS THE NORTHWEST QUARTER AND THE EAST HALF OF THE SOUTHWEST QUARTER AND THAT PART OF THE WEST HALF OF THE SOUTHWEST QUARTER LYING NORTH OF THE SOUTH 1580.00 FEET OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 32;

TOGETHER WITH:

THAT PART SECTION 33, TOWNSHIP 27 SOUTH, RANGE 25 EAST LYING WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF THE ABANDONED SEABOARD COASTLINE RAILROAD RIGHT-OF-WAY;

TOGETHER WITH:

SECTION 5, TOWNSHIP 28 SOUTH, RANGE 25 EAST, LESS THAT PORTION LYING WITHIN THE TENORAC STATE PRESERVE AND ALSO LESS POLK COUNTY TAX PARCEL NO. 042010, BEING DESCRIBED AS FOLLOWS:

THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; AND THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER; AND THE EAST 160 FEET OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, LESS THE SOUTH 570.8 FEET THEREOF; AND THE SOUTH 570.8 FEET OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, LESS THE SOUTH 525.6 FEET OF THE EAST 100 FEET THEREOF OF AFORESAID SECTION 5.

TOGETHER WITH:

THAT PART OF SECTION 6, TOWNSHIP 28 SOUTH, RANGE 25 EAST LYING WITHIN THE FOLLOWING POLK COUNTY TAX PARCELS:

PARCEL NO. 011010: THE EAST 454 FEET OF THE NORTH 495 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER;

PARCEL 011020: THE SOUTH 495 FEET MORE OR LESS OF THE NORTH 990 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, LESS THE EAST 88 FEET;

PARCEL 011030: THE SOUTH QUARTER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER;

PARCEL 011050: THE EAST 88 FEET OF THE SOUTH HALF OF THE NORTH THREE-QUARTERS OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER;

PARCEL 011060: THE SOUTH HALF OF THE NORTH 495 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, LESS THE EAST 454 FEET AND LESS THE NORTH 110 FEET OF THE WEST 396 FEET;

PARCEL 011070: THE NORTH 110 FEET OF THE WEST 396 FEET OF THE SOUTH HALF OF THE NORTH THREE-EIGHTHS OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER;

PARCEL 011080: THE NORTH HALF OF THE NORTH 495 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, LESS THE EAST 454 FEET;

PARCEL 011090: THE NORTH HALF OF THE NORTH 495 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, LESS THE EAST 454 FEET;

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PARCEL 012010: THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE  
NORTHEAST QUARTER, LESS THE SOUTH 45 FEET OF THE WEST THREE-  
QUARTERS AND LESS THE NORTH 220 FEET OF THE WEST 792 FEET AND LESS  
THE NORTH 220 FEET OF THE EAST 396 FEET OF WEST 1188 FEET.