AGENDA
Planning & Zoning Board
City Commission Chambers
March 17, 2020 8:30 a.m.

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.

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.

PUBLIC HEARING

ITEM 1:  
a. Major modification of PUD (Planned Unit Development) zoning to allow 240 multi-family units in lieu of previously approved office and commercial entitlements 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: Continued from prior meetings, a one-month delay is requested.

b. Consideration of final decision.

ITEM 2:  
a. Variance from Section 9.8.4.1 and Table 3.4-1 of the City of Lakeland Land Development Code to address the irregular lot geometry for a nonconforming parcel of land assembled by a prior owner in 2007. The property is generally located at the southeast corner of the intersection of South Boulevard and Park Street (317 E Park St). Owner: CSG Realty III, LLC. Applicant: Peterson & Myers. (VAR20-003)

b. Consideration of final decision.

ITEM 3:  
Minor modification of PUD (Planned Unit Development) zoning to allow up to 88 single-family detached dwelling units on 40’ wide lots as an alternative development option for the currently approved single-family attached entitlements on property located at 1600 Lakeside Village Circle. Owner: Grasslands West Limited Partnership. Applicant: Timothy F. Campbell. (PUD20-001)

b. Consideration of final decision.

ITEM 4:  
Change in zoning from C-2 (Highway Commercial) to PUD (Planned Unit Development) zoning, concurrent with a city-initiated request to change the context district from Suburban Corridor (SCO) to Suburban Neighborhood (SNH), to allow 264 multi-family dwelling units on approximately 19.89 acres generally located north of Interstate 4, west of Kathleen Road. Owner: Interchange Group LLC. Applicant: Continental Properties Company, Inc. (PUD20-002/ZON20-004)

GENERAL MEETING

ITEM 5:  Review minutes of the February 18, 2020 meeting.

ITEM 6:  Change in future land use from Residential High (RH) to Business Park (BP) and a change in zoning from O-1 (Low-Impact Office District) to I-1 (Light Industrial – Limited Commercial District) on approximately 0.834 acres at 2050 Edgewood Drive South. (LUS19-009/ZON19-015)

Note: This project has been withdrawn.
ITEM 7: Annexation, application of Office Center (OC) future and PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to apply a Suburban Special Purpose (SSP) context district designation, to allow a 30,000 sq. ft. free-standing emergency room, a 20,000 sq. ft. ambulatory surgical center, 240,000 sq. ft. of medical office uses, a 150 room hotel, 20,000 sq. ft. of retail uses, and a 730,000 sq. ft. hospital with up to 360 beds, on approximately 79.6 acres located south of SR 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road. Owner: E. Edward and Mary Ann Holloway. Applicant: Kathy Hattaway, Poulos and Bennett, LLC. (ANX20-001/LUL20-001/PUD19-039/ZON20-001)

ITEM 8: Change in future land use from Recreation (R) to Residential Low (RL) and a major modification of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to change the context district designation from Preservation, Conservation, Recreation (PCR) to Suburban Neighborhood (SNH) to allow additional single-family units within Village 14 of The Villages at Bridgewater. Owner: Greenpointe Communities - Grady Miars. Applicant: Jason Alligood. (LUS19-012/PUD19-038/ZON20-003)

ITEM 9: Change in zoning from O-1 (Low Impact Office) to C-1 (Pedestrian Commercial) on property located at 2111 Lakeland Hills Boulevard. Owner: VS Lakeland LLC. Applicant: Kathryn Younkin. (ZON19-017)


ITEM 11: Community Housing & Planning Manager's Report.

ITEM 12: Audience.

ITEM 13: Adjourn.
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<th>Date:</th>
<th>March 17, 2020</th>
<th>Reviewer:</th>
<th>Todd Vargo</th>
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<td>Applicant:</td>
<td>Timothy F. Campbell, Clark, Campbell, Lancaster and Munson PA</td>
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<td>May 21, 2019</td>
<td>P&amp;Z Final Decision:</td>
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**Request:**

Major modification of PUD (Planned Unit Development) zoning to allow 240 multi-family units in lieu of previously approved office and commercial entitlements on approximately 17.79 acres located north of Town Center Drive and west of Harden Boulevard.

Staff is requesting that the item be delayed while the applicant attempts to meet with the residents of Grasslands and finalize conditions of approval. Staff anticipates that the applicant’s meeting with the residents and revised conditions will be completed in time for the April 21, 2020 meeting.
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<td>CSG REALTY III</td>
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<td>PETERSON &amp; MYERS</td>
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<tr>
<td><strong>Applicant Address:</strong></td>
<td>225 EAST LEMON STREET, SUITE 300, LAKELAND FL 33801</td>
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<td><strong>Lot Dimensions:</strong></td>
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<td><strong>Present Use:</strong></td>
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**Explanation of Request:**
The Applicant is requesting a variance from Section 9.8.4.1 of the City of Lakeland Land Development Code to address a pre-existing irregular lot line. In January of 2019, the Applicant acquired the subject property (Polk County Parcel ID: 242819-220100-022101; 242819-220100-022105) from Brooks Information Systems Corporation. The property is located at the southeast corner of the intersection of South Boulevard and Park Street. Prior to the Applicant’s ownership of the property, the property became irregularly shaped through a number of transfers by prior title owners.

**Justification:**
The property is unique in its irregular shape and the Applicant is suffering a hardship not shared by its neighbors or the general public. The Applicant did not own the property when the property became irregularly shaped, and the related hardship has in no manner arisen from the actions of the Applicant. The variance requested is for the purpose of facilitating future productive use of the property according to current existing land use and zoning entitlements.
File Number: VAR20-003

Present Zoning: MF-12
Context: Urban Neighborhood
Requested Variance: Relief from Section 9.8.4.1 of the Land Development Code to Address the Irregular Lot Geometry for a Nonconforming Parcel of Land Assembled in 2007

March 2020
File Number: VAR20-003

Present Zoning: MF-12
Context: Urban Neighborhood
Requested Variance: Relief from Section 9.8.4.1 of the Land Development Code to Address the Irregular Lot Geometry for a Nonconforming Parcel of Land Assembled in 2007

March 2020
Subject Property

File Number: VAR20-003

Present Zoning: MF-12

Context: Urban Neighborhood

Requested Variance: Relief from Section 9.8.4.1 of the Land Development Code to Address the Irregular Lot Geometry for a Nonconforming Parcel of Land Assembled in 2007

March 2020
February 28, 2020

RE: Variance Request - Project No. VAR20-003

Dear Property Owner:

This notice is to advise you that Peterson & Myers, P.A. requests a variance from Section 9.8.4.1 of the City of Lakeland Land Development Code to address the irregular lot geometry for a nonconforming parcel of land assembled by a prior owner in 2007. The property is generally located at the southeast corner of the intersection of South Boulevard and Park Street (317 E Park St). The subject property is legally described as:

PARCELS 242819220100022105 AND 242819220100022101 WITHIN SUBDIVISIONS VAN DEUSEN AND SHANNONS AND DIXIELAND REVISED. (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 Wednesday, March 17, 2020** in the City Commission Room, City Hall, 228 S. Massachusetts Avenue.

As an owner of property located in proximity to the subject property, as indicated on the attached map, you will be given an opportunity to express your opinion at the public hearing. You may also submit your views to the Community & Economic Development Department by including your name, address, and the project number via email to planning@lakelandgov.net, prior to the Tuesday, March 17th 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**
**Community & Economic Development**

**Staff Recommendation**

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<th>March 17, 2020</th>
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<td>VAR20-003</td>
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<td>CSG Realty III, LLC</td>
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<td>Applicant:</td>
<td>Peterson &amp; Meyers, P.A.</td>
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<td>Current Zoning:</td>
<td>MF-12 (Multi-Family)</td>
<td>Future Land Use:</td>
<td>Urban Neighborhood (UNH)</td>
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**Request:** Variances from Section 9.8.4.1 and Table 3.4-1 of the Land Development Code to address the irregular lot geometry for a nonconforming parcel of land. The subject property is generally located at the southwest corner of South Boulevard and E. Park Street.

### 1.0 Location Maps

![Location Map](image-url)

The location map shows the subject property's position near South Boulevard and E. Park Street.
2.0 Background

2.1 Summary
The subject property, located at 317 E. Park Street, consists of a vacant 0.92-acre parcel with irregular lot geometry and a smaller 55' x 150' (0.19-acre) parcel located at 1109/1111 South Boulevard which presently contains a duplex. Both parcels are zoned MF-12 (Multi-Family) and located within the Urban Neighborhood (UNH) context sub-district. The subject property is located within the South Lake Morton Historic District.

2.2 Subject Property
The 0.92-acre parcel was assembled by the prior owner in 2007 through the conveyance of a portion of the rear yard area of four residential properties along E. Park Street to a vacant parcel located at the southwest corner of E. Park Street and South Boulevard. This conveyance was performed without any review by the City to determine compliance with the subdivision regulations and the Land Development Code (LDC). In respect to the regulations that were in effect at the time and the current LDC, the 0.92 parcel is considered to be nonconforming and may not be built upon without a variance. The smaller 0.19-acre parcel with the duplex located at 1109/1111 South Boulevard is considered to be legal, conforming.

2.3 Project Background
The purpose of this request is to grant relief from Section 9.84 of the Land Development Code, which pertains to the arrangement of lot lines when subdividing property, and Table 3.4-1 of the Land Development Code which specifies a maximum lot width of 200 feet for parcels with MF-12 zoning located in UNH context sub-districts. This request, if approved, will allow for the legal combination of the 0.92-acre parcel with the 0.19-acre parcel located at 1109/1111 South Boulevard to create a single legal, nonconforming development parcel approximately 1.1 acres in area. To allow for the combination of the two parcels, a second variance will be required since the combined frontage along South Boulevard (205 feet) would be in excess of the maximum lot width of 200 feet specified by Table 3.4-1 of the Land Development Code.

2.4 Attachments

Attachment A-C: Block Lot Configurations
3.0 Discussion

Section 12.2.2.2.b.2 grants the Planning and Zoning Board the authority to hear and decide variances from, and interpretations of, the subdivision regulations and dimensional requirements for lots specified by Table 3.4-1 of the Land Development Code. The 0.92-acre parcel was assembled by the prior owner, Brooks Information Systems (BIS) corporation, in early 2007 through the conveyance of the south 134 feet of a multi-family property located at 211 E. Park Street, the south 158 feet of a single-family property located at 301 E. Park Street, the south 192.32 feet of a single-family property located at 305 E. Park Street, and the south 40 feet of a single-family property located at 309 E. Park Street to a vacant 75’ x 150’ (0.25-acre) parcel located at the southwest corner of E. Park Street and South Boulevard.

At the time the parcel was created, staff from the Community and Economic Development Department were not consulted to review or comment on the proposed parcel assembly by the Polk County Property Appraiser. The nature of the assembly created a nonconforming parcel as it pertains to Section 9.8.4.1 of the Land Development Code, which states: “Insofar as practical, side lot lines shall be unbroken and at right angles to straight street lines, and radial to curved street lines.” The side lot lines of the 0.92-acre parcel are broken at several locations, having created a stair-step pattern in respect to the adjacent boundaries of properties located at 211, 301, and 305 E. Park Street. A second broken lot line, located at the intersection of the side and rear lot line for the property located at 1109/1109 South Boulevard, was created through the introduction of a new development area within the middle of the block.

In January 2019, the current owner purchased both the 0.92-acre parcel and the 0.19 parcel with the duplex from the BIS corporation. This purchase was done in good faith, with the new owner unaware of the assembly history of the 0.92-acre parcel and the resulting nonconforming status. In accordance with the entitlements granted by the MF-12 zoning, the owner intends to demolish the existing duplex and develop six two-family dwellings on the combined 1.1-acre parcel for a total of 12 units. The proposed multi-family project was reviewed and granted conceptual approval by the Historic Preservation Board’s Design Review Committee on August 22, 2019.

4.0 Recommendation

4.1 Community and Economic Development Staff

The 2007 assembly of land which resulted in the creation of the 0.92-acre parcel was the direct result of actions taken by the previous property owner. As such, the resulting hardship is not due to any actions taken by the current owner. All of the residential properties that were part of 2007 land assembly have since been sold. While the resulting parcel geometry is atypical and inconsistent with lot geometry and lot pattern in the remainder of the block, it would be difficult to revert back to the pre-2007 configuration in the absence of costly litigation against the prior owner. Due to a lack of available alternatives, staff recommends that variances from Section 9.8.4.1 and Table 3.4-1 of the Land Development Code pertaining to the arrangement of lot lines and the maximum lot width be considered for approval. By doing so, any questions about the legal status of the property will be removed and the owner of the property will be able to proceed with development without any further delay.
ATTACHMENT “A”

Block Lot Configuration Pre-2007
ATTACHMENT “B”

Block Lot Configuration Post-2007
### General Information:

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<td>TIMOTHY F. CAMPBELL</td>
<td></td>
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<td>500 SOUTH FLORIDA AVENUE, SUITE 800 LAKELAND FL 33801</td>
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<td>Owner Name:</td>
<td>GRASSLANDS WEST LIMITED PARTNERSHIP</td>
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<td>Owner Address:</td>
<td>3889 MAPLE AVENUE, SUITE 200 DALLAS TX 75219</td>
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### Request:

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<th>MINOR MODIFICATION</th>
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<td>Justification:</td>
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File Number: PUD20-001

Present Zoning: PUD 4841
Context: Urban Neighborhood
Proposed Zoning: Minor Modification of PUD Zoning to Allow 88 Single-Family Detached Homes on 40’ Lots as an Alternate Site Plan

March 2020
File Number: PUD20-001

Present Zoning: PUD 4841
Context: Urban Neighborhood
Proposed Zoning: Minor Modification of PUD Zoning to Allow 88 Single-Family Detached Homes on 40’ Lots as an Alternate Site Plan

March 2020
Area of Change

Subject Property

500 Foot Notification Boundary

File Number: PUD20-001

Present Zoning: PUD 4841
Context: Urban Neighborhood
Proposed Zoning: Minor Modification of PUD Zoning to Allow 88 Single-Family Detached Homes on 40’ Lots as an Alternate Site Plan

March 2020
February 28, 2020

RE: Glendale, LLC - Project No. PUD20-001

Dear Property Owner:

This is to advise you that Timothy F. Campbell of Clark, Clark, Campbell, Lancaster & Munson, P.A., requests a minor modification of PUD (Planned Unit Development) zoning to allow up to 88 single-family detached dwelling units on 40’ wide lots as an alternative development option for the currently approved single-family attached entitlements on property located at 1600 Lakeside Village Circle. The property is legally described as:

A PARCEL OF LAND BEING A PORTION OF THE WESTERN PART OF SECTION 35, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, DESCRIBED AS ENCLOSED BY GRASSLANDS GOLF COURSE HOLES 14 TO 16 RESPECTIVELY TO THE EAST AND NORTH AND SCRUBLANDS TO THE WEST, AND THEN EXTENDING SOUTH ALONG VILLAGE CENTER DRIVE. (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, March 17, 2020 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 Development Department, 863-834-6011 or planning@lakelandgov.net, prior to the Tuesday, March 17th 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.

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THIS IS A COURTESY LETTER NOT REQUIRED BY LAW
### General Information:

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<td>Owner Name:</td>
<td>INTERCHANGE GROUP LLC</td>
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<td>Owner Address:</td>
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### Request:

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<td>Context:</td>
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**Explanation of Request:** See attached correspondence detailing the request.

**Justification:** See attached correspondence explaining the justification.

### Concurrency:

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**Estimate of Public Service Demand**

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</table>
File Number: PUD20-002 ZON20-004

Present Zoning: C-2 with SPI and Conditional Use

Context: Suburban Corridor

Proposed Zoning: Application of PUD Zoning to Allow 264 Multi-Family Dwelling Units

Proposed Context: Suburban Neighborhood

March 2020
Subject Property

500 Foot Notification Boundary

Legend

Subject Property
500 Foot Notification Boundary
Current City Limits
Zoning
Conditional Use
SPI
Parcels
Railroad
Water Body

File Number: PUD20-002 ZON20-004

Present Zoning: C-2 with SPI and Conditional Use

Context: Suburban Corridor

Proposed Zoning: Application of PUD Zoning to Allow 264 Multi-Family Dwelling Units

Proposed Context: Suburban Neighborhood

March 2020
Subject Property

500 Foot Notification Boundary

File Number: PUD20-002 ZON20-004

Present Zoning: C-2 with SPI and Conditional Use

Context: Suburban Corridor

Proposed Zoning: Application of PUD Zoning to Allow 264 Multi-Family Dwelling Units

Proposed Context: Suburban Neighborhood

March 2020
February 28, 2020

RE: Continental Properties Company, Inc. - Project No. PUD20-002/ZON20-004

Dear Property Owner:

This is to advise you that Timothy F. Campbell of Clark, Campbell, Lancaster & Munson, P.A., requests a change in zoning from C-2 (Highway Commercial) to PUD (Planned Unit Development) zoning, concurrent with a city-initiated request to change the context district from SCO (Suburban Corridor) to SNH (Suburban Neighborhood), to allow 264 multi-family dwelling units on approximately 19.89 acres generally located north of Interstate 4, west of Kathleen Road. The property is legally described as:

A PART OF LAND ENCLOSED BY I-4 TO THE SOUTHEAST, CSX RAILWAY TO THE SOUTHWEST, KATHLEEN ROAD TO THE NORTHEAST (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, March 17, 2020 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 Development Department, 863-834-6011 or planning@lakelandgov.net, prior to the Tuesday, March 17th 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
MINUTES
Planning & Zoning Board
City Commission Chambers
Tuesday, February 18, 2020
8:30 a.m.

The City of Lakeland Planning and Zoning Board met in Regular Session, Stephanie Franklin (Chair), Andrew Snyder (Vice-Chair), Glenn Higgins (Secretary), Lyle Philipson, Ronald Roberts, and Silvana Knight were present. Community & Economic Development Department staff Teresa Maio, Community Planning & Housing Manager; Chuck Barmby, Transportation & Development Review Manager; Matthew Lyons, Chief Planner; Todd Vargo, Senior Planner; Joshua Cheney, Senior Planner; Phillip Scearce, Principal Planner; and Christy Loughlin, Office Associate were present. Assistant City Attorney Palmer Davis was also present.

PUBLIC HEARING

ITEM 1: Major modification of PUD (Planned Unit Development) zoning to allow 240 multi-family units in lieu of previously approved office and commercial entitlements 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: Continued from prior meetings.

Teresa Maio stated staff requests a one-month delay while the applicant continues to work with the residents of Grasslands.

Andrew Snyder made a motion for approval for a one-month delay. Lyle Philipson seconded the motion and it passed 5-0.

ITEM 2: Annexation, application of Office Center (OC) future land use and PUD (Planned Unit Development Zoning) zoning, concurrent with a City-initiated request to apply a SSP (Suburban Special Purpose) context district designation, to allow a 30,000 sq. ft. free-standing emergency room; a 20,000 sq. ft. ambulatory surgical center; 240,000 sq. ft. of medical office uses; a 150 room hotel, 20,000 sq. ft. of retail uses; and a 730,000 sq. ft. hospital with up to 360 beds on approximately 79.6 acres located south of SR 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road. Owner: E. Edward and Mary Ann Holloway. Applicant: Kathy Hattaway, Poulos & Bennett, LLC. (ANX20-001/LUL20-001/PUD19-039/ZON20-001)

Phillip Scearce stated the request is for the voluntary annexation of approximately 79.6 acres of property located at the southeast corner of the Polk Parkway and Lakeland Highlands Road into the City of Lakeland, the application of Office Center (OC) future land use and PUD (Planned Unit Development) zoning on the subject property. The property will be developed in phases and will include a free-standing emergency room, an ambulatory surgical center, medical office uses, a hotel, retail uses, and a hospital.

Aaron Bottenhorn, Orlando Health, 1919 Sycamore Drive, Winter Park, stated Orlando Health is a not-for-profit healthcare system and has been serving Central Florida for more than 100 years. Orlando Health operates nine hospitals, nine medical office buildings, five free standing emergency rooms, eleven urgent care centers, five cancer centers, and 75 physician practices in Central Florida. The first phase of development on the property would be a 24-exam room free standing emergency room with 60,000 sq. ft. of medical office space to establish a presence in the area and begin serving the community. The build-out time frame for the subject property is approximately 20 years. The medical office space will consist of specialty physicians and an outpatient surgery center on site.

In response to Matthew Lyons, Mr. Bottenhorn stated the height limit along Lakeland Highlands Road will be 80’. The retail use would not likely be built higher than one story.
Tara Tedrow, Lowndes Law Firm, 215 N. Eola Drive, Orlando, stated the applicant meets the requirements of the voluntary annexation required by the City as well as the Goals and Policies as described in the City’s Comprehensive Plan 2010-2020. Specific criteria such as access to the site, usable site area, market area radius analysis, and location will be met within the request.

In response to Lyle Phillipson, Mr. Bottenhorn stated the emergency room constructed on the subject property will be approximately 30 miles from the next nearest Orlando Health emergency room, this is the minimum distance the emergency room can be placed.

In response to Silvana Knight, Mr. Bottenhorn stated Orlando Health would likely partner with someone to build a hotel on the property in the future.

In response to Ms. Knight, Mr. Bottenhorn stated previous PUD sites similar to the subject property would employ approximately 300 employees over multiple shifts.

In response to Lyle Phillipson, Mr. Bottenhorn stated the date to begin construction of the proposed hospital is unknown at this time and 360 beds would be the maximum capacity of the hospital as a long term plan.

In response to Ronald Roberts, Chuck Barmby stated the traffic study analysis provided by the applicant assumes a 2022 Phase 1 buildout and a 2040 buildout for the full project. Traffic will be considered for Phase 1 at this time regarding access to and from Lakeland Highlands Road in detail with future consideration for different thresholds through the full buildout of the project. Staff is considering entering into a Development Agreement with the applicant regarding concurrency entitlements. Several roadway segments in the surrounding area that are at or below acceptable Levels of Service that are identified in the long range transportation that could be improved through the project.

Fidy Samer, 2128 Deerfield Drive, stated he is concerned the proposal will increase the traffic and accidents in the area and there are two other hospitals nearby.

Janice Warfield, 328 W. Main Street, Lake Hamilton, Dean Burnetti Law, 1937 E. Edgewood Drive, stated Dean Burnetti Law is in favor of the project.

Ken Godwin, 3847 Woodburn Loop East, stated he is concerned that several residents within the Meadows and Waterview subdivisions were not adequately informed of the proposal by the City. Mr. Godwin stated he is concerned about the noise of the increased traffic from the proposal.

Becky Stacey, 3908 Woodburn Loop East, stated she is concerned about safety during and after construction for pedestrians regarding the Fort Frasier Trail and increased noise during construction of the property and the drainage of nearby bodies of water.

Drew Stacey, 3908 Woodburn Loop East, stated he is concerned the proposal will devalue Lakeland.

In response to several neighbors, Aaron Bottenhorn stated some Orlando Health facilities are in residential areas and commercial areas. Staff will be arriving and leaving before and after peak traffic times as well as during. The proposal is based on demand. During the traffic analysis it was determined that some changes would be needed to be made in the area including the construction of new signals as well as extending turn lanes.

In response to Peter Grant, 4210 Lakeland Highlands Road, Mr. Bottenhorn stated Orlando Health would build high quality facilities and is unsure of the distance of current facilities to schools and churches.

In response to Silvana Knight, Mr. Bottenhorn stated a parking garage is not part of the development plan on the subject property.

In response to Matthew Lyons, Mr. Bottenhorn stated there are few medical flights accepted at Orlando Health facilities per month and up to six ambulance visits per day but these numbers will vary.
In response to Mr. Lyons, Mr. Bottenhorn stated fast-food drive through restaurants are not a consideration for development on the subject property at this time.

In response to Ms. Knight, Mr. Bottenhorn stated the property has not been purchased from Mr. Holloway at this time and the purchase is contingent upon entitlement through development rights.

In response to Stephanie Franklin, Teresa Maio stated the letter sent by the City is an attempt to notify as many neighbors as possible as well as the attempt to notify both Home Owners Associations.

In response to Teresa Maio, Phillip Scearce stated a meeting to inform the neighborhood of the project was held by the applicant.

In response to Ms. Maio, Ken Godwin stated the Meadows is not part of an HOA and requested notification by the City.

Mejias Perfiliana, 2112 Deerfield Drive, stated he is concerned his taxes will increase if the project is approved and the project will require a lot of water to operate.

ITEM 3: Change in future land use from Recreation (R) to Residential Low (RL) and major modification of PUD (Planned Unit Development) zoning, a, concurrent with a City-initiated request to change the context district designation from Preservation, Conservation, Recreation (PCR) to Suburban Neighborhood (SNH) to allow additional single-family units within Village 14 of The Villages at Bridgewater. Owner: Greenpointe Communities - Grady Miars. Applicant: Jason Alligood. (LUS19-012/PUD19-038/ZON20-003)

Joshua Cheney stated the request includes several tracts of land, approximately 7 ½ acres that are to be developed into 98 single-family residential detached homes within the existing PUD (Planned Unit Development). The area would be developed with single-family homes and several open space tracts of land that will connect the different areas.

Prior to the hearing staff received several phone calls regarding the request and what is being proposed on the subject property. No complaints have been received.

Jason Alligood, Chastain-Skillman, 205 E. Orange Street, stated the applicant would like to develop the remaining areas known as Villages 12, 13, 14 in the Bridgewater community.

In response to Matthew Lyons, Mr. Alligood stated the subject property was part of the golf course that is no longer a golf course.

In response to Stephanie Franklin, Mr. Alligood stated there are no wetlands on the subject property and tot-lot and trail component will be constructed on the property at Village 14.

Brian Dick, 2350 Sebago Drive, stated a 10-foot concrete trail system currently exists on Great Bear Drive and would like for the trail system to continue on into the neighborhood and hopes that the existing trees on the property can be protected for the future.

Gary Dawson, 2371 Sebago Drive, stated he would like to see the wildlife protected within the development.

Dena Prim, 6635 Caspian Court, stated she is concerned the new development will create more traffic in the community and the lot size will affect property values.

In response to Mr. Dick, Ms. Dawson, and Ms. Prim, Jason Alligood stated the developer is in favor of reducing the roadway to accommodate wider sidewalks in the development and is working with staff. Wildlife and protected areas will be considered prior to development, and there will be a mix of lot sizes developed on the property.
In response to Silvana Knight, Christopher Weller stated the subject property currently has entitlements for duplexes and the developer has chosen to construct single-family homes on the property which will be a less intense use. The new lots will be 40’ and the lots that were constructed on Caspian Court are 40-50’ lots.

In response to Silvana Knight, Matthew Lyons stated the majority of the homes constructed on Caspian Court are 40’ lots.

**ITEM 4: Change from O-1 (Low Impact Office) to C-1 (Pedestrian Commercial) on property located at 2111 Lakeland Hills Boulevard. Owner: VS Lakeland LLC. Applicant: Kathryn Younkin. (ZON19-017)**

Todd Vargo stated the subject property is located abutting the grass parking lots at Joker Marchant Stadium and is an existing assisted living facility. There is another assisted living facility to the south of the subject property and office uses west of the property. The subject property is bound by grass parking on the north and east. The Grand Villa Senior Living Facility is currently considered to be a nonconforming Level III Group Home with a license which allows a maximum of 85 beds. The facility would like to expand the license to allow for up to 10 additional beds. The current O-1 zoning will not allow for the expansion as Level III Group Homes are not permitted.

In response to Matthew Lyons, Mr. Vargo stated the request for the zoning change will bring the facility into conformance with the Land Development Code (LDC).

Kathryn Younkin, Behar Peteranecz Architecture, 2430 Terminal Drive South, St. Petersburg, stated the location of Grand Villa is on Lakeland Hills Boulevard with access to the site from Lakeland Hills Boulevard. There are currently 85 licensed beds and if approved, the zoning change would allow for 95 licensed beds. There are currently 84 residents in 61 units on the property. No new construction is proposed on the site; the expansion would allow for beds to be used for memory care. The expansion will require more parking than the existing 18 spaces however, there is no available capacity for additional parking. The owner of the subject property is working with the City of Lakeland to allow the owner to lease parking spaces and construct a sidewalk on the property which would bring the amount of spaces available to 38.

In response to Stephanie Franklin, Ms. Younkin stated the facility is currently a Level III Group Home.

Scott Clark, 843 Harbor Hill Drive, Safety Harbor, stated the facility will not expand but will be able to care for an additional 10 residents.

In response to Ms. Franklin, Mr. Clark stated one section of the building is dedicated to memory care with approximately 70 percent of the facility dedicated to memory care.

**GENERAL MEETING**

**ITEM 5: Review minutes of the January meeting.**

Andrew Snyder made a motion for approval of the minutes from the previous meeting. Glenn Higgins seconded the motion and it passed 5-0.
ITEM 6: Change in future land use from Residential Medium (RM) to Community Activity Center (CAC) and modification of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to change the context district designation from Urban Neighborhood (UNH) to Urban Corridor (UCO), to allow a self-storage facility on approximately 2.8 acres located at 3500 Lakeland Highlands Road. Owner: Edward and Mary Ann Holloway. Applicant: Timothy F. Campbell. (LUS19-011/PUD19-037/ZON19-016)

Joshua Cheney stated the subject property is located at the northeast corner of Lakeland Highlands Road and Meadowlark Park Boulevard and is currently used as pasture land. The request is for changes in future land use, zoning, and context change to allow for the development of a three story, 98,400 sq. ft. climate controlled storage facility on the subject property.

Joshua Cheney presented recommended conditions to the Board.

Glenn Higgins made a motion for approval of staff's recommendation. Andrew Snyder seconded the motion and it passed 5-0.

ITEM 7: Change in future land use from Residential High (RH) to Business Park (BP) and a change in zoning from O-1 (Low-Impact Office District) to I-1 (Light Industrial – Limited Commercial District) on approximately 0.834 acres at 2050 Edgewood Drive South. (LUS19-009/ZON19-015) Note: Applicant requests a one-month delay.

Matthew Lyons stated the applicant requests a one-month delay to allow for time to discuss the request with nearby property owners.

Glenn Higgins made a motion for approval for a one-month delay. Ronald Roberts 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: Community Housing & Planning Manager’s Report.

Teresa Maio reviewed the new cases for the February hearing.

ITEM 10: Audience.

There were no comments from the audience.

ITEM 11: Adjourn.

There being no further discussion, the meeting was adjourned at 10:40 am.

Respectfully Submitted,

Stephanie Franklin, Chair                                          Andrew Snyder, Vice-Chair
### Community & Economic Development
#### Staff Request for Delay

<table>
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<th>Date:</th>
<th>March 17, 2020</th>
<th>Reviewer:</th>
<th>Todd Vargo</th>
</tr>
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<tbody>
<tr>
<td>Project No:</td>
<td>LUS19-009/</td>
<td>Location:</td>
<td>2050 S. Edgewood Drive</td>
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<tr>
<td></td>
<td>ZON19-015</td>
<td></td>
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<tr>
<td>Owner:</td>
<td>Eric Wibert</td>
<td></td>
<td></td>
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<tr>
<td>Applicant:</td>
<td>Eric Wibert</td>
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<tr>
<td>Current Zoning:</td>
<td>I-1 (Light Industrial—Limited Commercial), O-1 (Low Impact Office)</td>
<td>Future Land Use:</td>
<td>Residential High (RH), Business Park (BP)</td>
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<tr>
<td>Context District:</td>
<td>Urban Corridor (UCO)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P&amp;Z Hearing:</td>
<td>January 22, 2019</td>
<td>P&amp;Z Final Decision:</td>
<td>March 17, 2020</td>
</tr>
<tr>
<td>Request:</td>
<td>Change in future land use from Residential High (RH) to Business Park (BP) and a change in zoning from O-1 (Low-Impact Office District) to I-1 (Light Industrial – Limited Commercial District) on approximately 0.834 acres at 2050 Edgewood Drive South.</td>
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Staff is requesting that the item be withdrawn. The applicant has applied for PUD (Planned Unit Development) zoning and the revised request will be presented to the Planning and Zoning Board at the April 21, 2020 meeting.
# Community & Economic Development

## Staff Recommendation

- **Date:** March 17, 2020  
  **Reviewer:** Matthew Lyons

<table>
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<th>Project No:</th>
<th>Location:</th>
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<tbody>
<tr>
<td>ANX20-001</td>
<td>South of SR 570, east of Lakeland Highlands Road, north of Winter Lake Extension Road</td>
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<td>LUL20-001</td>
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- **Owner:** E. Edward Holloway and Mary Ann Holloway
- **Applicant:** Kathy Hattaway, Poulos & Bennett, LLC

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<tr>
<th>Current Zoning:</th>
<th>Future Land Use:</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>County RL-1 (Residential Low-1)</td>
</tr>
</tbody>
</table>

- **Context District:** N/A

- **P&Z Hearing:** February 18, 2020  
  **P&Z Final Decision:** March 17, 2020

- **Request:** Annexation and the application of Office Center (OC) future land use on approximately 79.6 acres located south of State Road 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road.

## 1.0 Location Maps

![Location Map](image)
2.0 Background

2.1 Summary

Kathy Hattaway, Poulos & Bennett, LLC requests City annexation and the application of Office Center (OC) future land use on approximately 79.6 acres located south of State Road 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road. A legal description is included as Attachment “A” and a map depicting the requested land use is included as Attachment “B.”

2.3 Project Background

The subject property is presently located in unincorporated Polk County with a County future land use designation of RL-1 (Residential Low-1). The applicant requests annexation of the subject property and OC future land use to allow for the future development of the property as a hospital campus. Immediate plans include the development of a 30,000 sq. ft. free-standing emergency room with a helipad and 60,000 sq. ft. of office uses. Long-term plans, to be built-out over 20 years, include a 730,000 sq. ft. hospital with up to 360 beds, a 20,000 sq. ft. ambulatory surgical center, 180,000 sq. ft. of additional medical office uses, a 150-room hotel and 20,000 sq. ft. of retail uses. Concurrent with this request, the applicant is requesting the application of PUD (Planned Unit Development) zoning along with a City-initiated request to apply Suburban Special Purpose (SSP) context sub-district designation to the property.

2.3 Existing Uses of Adjacent Properties

<table>
<thead>
<tr>
<th>Boundary</th>
<th>Existing Land Use</th>
<th>FLUM</th>
<th>Zoning</th>
<th>Context</th>
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<tr>
<td>North</td>
<td>SR 570 (Polk Parkway) right-of-way</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>South</td>
<td>Church, private school, recreation</td>
<td>City RM, County L/R</td>
<td>RA-3, N/A</td>
<td>SNH, N/A</td>
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<tr>
<td>East</td>
<td>Vacant land</td>
<td>County RL-1</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>West</td>
<td>Single-family residential, vacant land</td>
<td>RM</td>
<td>RA-3, MF-12</td>
<td>SNH</td>
</tr>
</tbody>
</table>

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

a. Level of Service

The subject property is located within the Urban Development Area (UDA) as defined in the Lakeland Comprehensive Plan, with an adopted level-of-service (LOS) E standard for roadway segments and intersections. The subject property is also located immediately adjacent to the Central City Transit Supportive Area (CCTSA) within which an LOS E standard has been adopted and roadway segment levels-of-service can be averaged across multiple corridors with common traffic patterns.

According to the latest Roadway Network Database published by the Polk Transportation Planning Organization (dated November 15, 2017), the adjacent segment of CR 37B (Lakeland Highlands Road) between Lake Miriam Drive and State Road 570 (Polk Parkway) has an Annual Average Daily Traffic Volume of 22,100 vehicles, with a two-hour average P.M. peak hour volume of 772 vehicles in the northbound direction and 803 vehicles in the southbound direction. The segment operates at an acceptable level-of-service (LOS B). The adjacent segment of Lakeland Highlands Road between the Polk Parkway and Edgewood Drive has an Annual Average Daily Traffic Volume of 22,800 vehicles, a two-hour average of 828 northbound trips and 796 southbound trips during the P.M. Peak Period. This segment is also operating at an acceptable level-of-service, LOS B.

On behalf of the applicant, Kimley-Horn and Associates prepared and submitted the “Orlando Health Lakeland Campus” Traffic Impact Analysis (TIA) in December 2019 for the full proposed development program. This TIA estimates the amount of traffic that could be generated within the existing Polk County zoning allowances, compared with short-term Phase A and long-term Phase B buildout scenarios that are the subject of a parallel PUD (Planned Unit Development) zoning action. The current County RL-1 (single-family zoning, one dwelling unit per acre) is expected to accommodate 80 homes, generating 846 Daily, 62 AM Peak and 82 PM Peak Trips. The proposed Phase A short-term development program is estimated to generate an additional 2,120 Daily, 114 AM Peak and 172 PM Peak external trips compared to those allowed under the existing County zoning category. The long-term Phase B development program, with an estimated Year 2040 buildout year, is expected to generate an additional 12,616 Daily, 809 AM Peak and 1,122 PM Peak external trips relative to the current County zoning category. This increased trip generation will trigger off-site operational and multi-modal concurrency mitigation measures that will be addressed in the PUD zoning ordinance through a parallel action to the requested land use change.

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

The subject property borders CR 37B (Lakeland Highlands Road) and the Winter Lake Road Extension, both operated by Polk County. The northern property boundary abuts State Road 570 (Polk Parkway), a limited-access tolled expressway operated by the Florida Turnpike Enterprise. The Lakeland Highlands Road/Polk Parkway interchange is located at the northwest corner of the subject property, with a limited-access driveway prohibition extending south of the interchange along a portion of the property’s western boundary. The western approach to the Lakeland Highlands/Winter Lake Road Extension intersection is Deerfield Drive, a local street operated by the City of Lakeland. Northward from the Polk Parkway interchange, Lakeland Highlands Road is an urban collector road operated by the City of Lakeland.
Significant investments in roadway infrastructure have been made in the vicinity of the property, beginning with the completion of the Polk Parkway in 1999, the four-laning of Lakeland Highlands Road north of the Polk Parkway in the early 2000s, and Polk County’s four-laning of Lakeland Highlands Road between the Polk Parkway and County Road 540A within the past decade.

Driveway connections to Lakeland Highlands Road and the Winter Lake Road Extension shall be permitted through Polk County. Any proposed traffic signal at the Lakeland Highlands Road/Winter Lake Road-Deerfield Drive intersection shall likewise be approved by Polk County.

As part of the proposed development program on the subject property, an interconnected network of streets, travel ways and sidewalks will be required to meet the City’s Comprehensive Plan and Land Development Code requirements.

c. Pedestrian and Bicycle Concerns

Sidewalks currently exist on both sides of Lakeland Highlands Road south of the Winter Lake Road-Deerfield Drive intersection and north of the Lakeland Marketplace/Meadowland Park Boulevard intersection north of the Polk Parkway. A sidewalk only exists on the east side of Lakeland Highlands Road north of the Polk Parkway, which transitions to the west side of the road between the interchange and Winter Lake Road-Deerfield Drive. The City has programmed funding within its Capital Improvement Program to eliminate the sidewalk gap on the west side of Lakeland Highlands Road, along the Lakeland Marketplace frontage north of the interchange. Sidewalks do not currently exist on the Winter Lake Road Extension or Deerfield Drive.

Bicycle lanes exist on Lakeland Highlands Road south of the Winter Lake Road-Deerfield Drive intersection and north of the Lakeland Marketplace-Meadowland Park Boulevard intersection. It is possible that the existing bike lane gaps within the Polk Parkway interchange area can be addressed with future resurfacing projects implemented by the City and Polk County. A multi-use trail corridor along the northern boundary of the subject property is included in the Citywide Pathways Vision Plan as included in the Comprehensive Plan. In order to connect the City’s Lake-to-Lake Bikeway Network with the Fort Fraser Trail, Polk County is working with the current property owner (Mr. Ed Holloway) to dedicate a 40-foot wide corridor along the northern boundary of the subject property and adjacent Sanlan Golf Course property to support a new alignment of the Fort Fraser Trail Extension between US 98 and Lakeland Highlands Road. The Polk Transportation Planning Organization is working with the Florida Department of Transportation to allocate funding that has been programmed in its Five-Year Work Program for the Fort Fraser Trail Extension to this new alignment. The City will utilize its Lakeland Highlands Road sidewalk funding for a further extension of the Fort Fraser Trail along and north of the Lakeland Marketplace shopping center.

d. Mass Transit

The subject property is located within the boundaries of the Lakeland Area Mass Transit District (LAMTD), within which a half-mill property tax is levied for transit services in the Lakeland area. LAMTD (doing business as the “Citrus Connection”) does not currently serve the subject property with fixed-route bus service. The closest bus routes are the Orange Line on Edgewood Drive and the Silver Express Route to Bartow on US 98, distances of 1.26 miles and 1.95 miles, respectively.
e. Potable Water, Wastewater, & Solid Waste

The subject property is located within the service area of the City’s Glendale Wastewater Treatment Plant. At the time of site plan review, 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 Office Center land use designation, do not generate a significant demand for parks and other recreational areas.

g. Stormwater Management (Drainage)

There are three drainage ditches located within the subject property. The first ditch, located near the western boundary, runs east-west from a wetland area and drains to a north-south ditch located on the east side of Lakeland Highlands Road, outside of the project boundaries. At the time of the site inspection the ditch was dry, but it was readily apparent that the area floods periodically. The second ditch, located along the southern boundary, is larger and runs east-west flowing into an underdrain at the northeast corner of Lakeland Highlands Road and Sanlan Golf Drive. The third ditch, which appears to be isolated, runs north-south along the eastern side of the subject property.

Soils in the uplands portion of the site consist primarily of Neilhurst sand with a slope from 1 – 5%. This type of soil, found in broad uplands and low knolls, is classified as excessively drained with the high water table typically located at a depth around 80 inches. Low lying areas, such as a wetland area to the west and the northeast corner of the site, consists of clayey haplaquents (colloidal clays) that were a by-product of phosphate mining when the nearby area was mined many decades ago. These types of soils are approximately 88 percent clay, 8 percent silt and 4 percent sand. They are classified as very poorly drained, with the high water table typically located at a depth around 24 inches. Lastly, a small portion of the site located adjacent to the eastern boundary consists of Arent soils. A highly variable, mixed soil type resulting from earth-moving activities during phosphate mining, Arent soils range from two to 20 feet in thickness with the high water table located within 60 inches of the surface for two to six months most years.

Any 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 any construction activities.

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

While these services are not subject to a concurrency determination, they are important considerations for any development. City police service is available, but there are no local substations within proximity to the subject property. Five to eight-minute response times are ideal for fire and emergency medical services (EMS). The closest City fire station (Station No. 5) is located approximately one mile to the north at the southwest corner of Lakeland Highlands Road and Glendale Street, which is estimated to be approximately a 2 – 3 minute drive from the
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 35) is located about 1.5 miles to the east at 3205 Winter Lake Road and is estimated to be approximately a five minute drive from the entrance of the site.

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 to the west, across Lakeland Highlands Road, is residential in character, the subject property is located in the southeast quadrant of the interchange of Lakeland Highlands Road and SR 570 (Polk Parkway). The subject property is proposed to be zoned as a PUD (Planned Unit Development) and special conditions pertaining to building heights and setbacks will be adopted to ensure impacts are minimized on adjacent residential districts.

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 Office Center general characteristics description of the Comprehensive Plan. In addition, Table II-8 indicates OC as an allowable use within the Urban Development Area (UDA) portion 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 the following objectives and policies of the Future Land Use Element: Objective 1A, Policies 1A3, 1B2, 1J, 1K, and 1L; Objective 3, Policy 3A; Objective 4, Policy 4F and 4L; and Objective 6, Policy 6A.

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 Residential Low-1 (RL-1) and Leisure Recreation (LR). These properties are presently vacant and currently used for either grazing or for public recreations purposes.

3.3 Other Planning Issues

I. Environmental

a. Wetlands and Floodplains:

The subject property contains one large wetland, approximately 8.17 acres in area, located along the western side of the subject property. According to the applicant’s land use application, the wetland is primarily covered in nuisance and exotic species. Canopy vegetation includes Carolina willow, Chinese tallow, scattered occurrences of red maple, laurel oaks and bald cypress. Other vegetation includes Caesar’s weed, cogon grass, soft rush, rattlebox, elephant’s ear, Brazilian pepper, bulrush, blackberry, primrose willow and pockets of water spangles and Japanese climbing fern. While the applicant has no immediate plans for development in this area, they are requesting the application of OC land use consistent with the remainder of the property due to the low quality of the wetlands. Any future development of this area will be subject to approval by SWFWMD and require of major modification of the PUD zoning.
Two portions of the property are located within the 100-year flood zone (Flood Zone A). The first area, adjacent to Lakeland Highlands Road, consists of the 8.17 wetland area and an approximately 5-acre tract proposed for future commercial development at the northeast corner of Lakeland Highlands Road and Winter Lake Extension Road. The second area is located in the northeast corner of the site and is only identified as a future development area in the proposed PUD development plan.

Any development within the 100-year flood zone will be subject to permitting approval by FDEP, SWFWMD or other regulatory agencies. All approved development shall be consistent with the City of Lakeland Comprehensive Plan and the Lakeland Land Development Code, including Article 6, Natural Resource Protection Standards.

b. Listed Species:

The following species were observed on the subject property, either directly or through indirect evidences such as tracks, bird calls, etc.

**BIRDS**

Cardinal (*Cardinalis cardinalis*)
Eastern meadowlark (*Sturnella magna*)
Northern mockingbird (*Mimus polyglottos*)

**REPTILES**

Gopher Tortoise (*Gopherus polyphemus*)

**MAMMALS**

Cattle (*Bos Taurus*)

The only projected species of wildlife documented on or near the subject property was the gopher tortoise. The Florida Wildlife Commission (FWC) will require that a 100% survey for gopher tortoises be conducted no more than 90 days prior to development of the subject property. Any gopher tortoises that are found will need to be relocated through a conservation permit to an approved recipient site. No plant species listed by either the Florida Department of Agriculture or USFWS were observed on the site during the survey.

II. 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.

III. Green Swamp Area of Critical State Concern Issues

The project site is not located within the Green Swamp Area of Critical State Concern.
4.0 Recommendation

4.1. Community and Economic Development Staff
The Community and Economic Development Staff reviewed this request and recommends approval of annexation and the application of an Office Center (OC) future land use designation to allow for the future development of the site for the proposed hospital, medical office uses, hotel and supporting commercial uses.

4.2 Comments from Other Agencies
There were no reported objections or concerns provided by other agencies for this project.

4.3 Conclusions & Recommendation
The proposed request for 79.6 acres of Office Center (OC) future land use is compatible with surrounding land uses and consistent with the relevant policies of the Comprehensive Plan. The Community and Economic Development Department has reviewed the proposed Future Land Use Map amendment and consulted with City service providers to determine that 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 in Attachments “A,” “B,” “C,” and “D,” 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.
ATTACHMENT “A”

Legal Description:
That Part of Section 4, Township 29 South, Range 24 East, Polk County, Florida, being described as follows:
Commence at the Southwest corner of the Northwest ¼ of said Section 4, thence N 00 degrees 28 minutes 22 seconds E along the West line of said Northwest ¼, a distance of 428.82 feet, thence N 89 degrees 31 minutes 38 seconds E a distance of 43.33 feet to the East Right of Way line of Lakeland Highlands Road (C.R. 37-B), thence continue N 89 degrees 31 minutes 38 seconds E, along the Right of Way line of Lakeland Highlands Road (C.R. 37-B) as described in Official Record Book 6512, Page 997, of the Public Records of said Polk County, Florida, a distance of 37.35 feet, thence N 00 degrees 28 minutes 22 seconds W still along said Right of Way line, a distance of 67.90 feet to the intersection of the Southwesterly Right of Way line of the Stahl Canal as recorded in Official Record Book 121, Page 251, of the aforesaid public records, thence N 03 degrees 59 minutes 59 seconds E, still along said Right of Way line of Lakeland Highlands Road (C.R. 37-B), a distance of 177.55 feet to the POINT OF BEGINNING, thence N 00 degrees 28 minutes 22 seconds W a distance of 1,183.20 feet to the Limited Access Right of Way line of the Polk Parkway (S.R. 570), thence North and East along said Limited Access Right of Way line the following (8) calls, (1) thence continue N 00 degrees 28 minutes 22 seconds W a distance of 153.76 feet, (2) thence N 08 degrees 18 minutes 36 seconds E a distance of 196.62 feet, (3) thence N 55 degrees 02 minutes 12 seconds E a distance of 218.92 feet, (4) thence N 88 degrees 58 minutes 31 seconds E distance of 292.78 feet, (5) thence S 76 degrees 21 minutes 21 seconds E distance of 161.91 feet, (6) thence N 88 degrees 58 minutes 31 seconds E distance of 460.42 feet, (7) thence N 82 degrees 31 minutes 48 seconds E distance of 1,024.47 feet, (8) thence N 88 degrees 58 minutes 31 seconds E a distance of 301.19 feet, thence departing the said Limited Access Right of Way line S 01 degrees 14 minutes 53 seconds E, to the Point of Curvature of a curve concaved to the Easterly having a Radius of 140.01 feet, a Central Angle of 07 degrees 10 minutes 31 seconds, a Chord Bearing of S 04 degrees 50 minutes 08 seconds E and a Chord Distance of 17.52 feet, thence along said curve a distance of 17.53 feet to the Point of Tangency, thence S 08 degrees 25 minutes 24 seconds E a distance of 214.43 feet, to the Point of Curvature of a curve concaved to the Westerly having a Radius of 60.00 feet, a Central Angle of 08 degrees 02 minutes 02 seconds, a Chord Bearing of S 04 degrees 24 minutes 23 seconds E and a Chord Distance of 8.41 feet, thence along said curve a distance of 8.41 feet to the Point of Tangency, thence S 00 degrees 23 minutes 24 seconds E distance of 325.47 feet to that Right of Way taken for Winter Lake Road as described in Official Record Book 3822, Page 1824 and Official Record Book 6512, Page 997, of the Public Records of Polk County, Florida, thence South and West along said Right of Way line the following (8) calls, (1) thence S 88 degrees 13 minutes 31 seconds W a distance of 13.70 feet (2) thence S 01 degrees 46 minutes 29 seconds E distance of 478.71 feet, (3) thence S 85 degrees 39 minutes 35 seconds W a distance of 483.34 feet to the Point of Curvature of a curve concaved to the Southerly having a Radius of 1,487.39 feet, a Central Angle of 19 degrees 21 minutes 45 seconds, a Chord Bearing of S 75 degrees 58 minutes 42 seconds W and a Chord Distance of 500.26 feet, thence along said curve a distance of 502.65 feet to the Point of Tangency, thence S 66 degrees 17 minutes 50 seconds W a distance of 866.16 feet to the Point of Curvature of a curve concave to the Northerly having a Radius of 1,377.39 feet, a Central Angle of 14 degrees 00 minutes 52 seconds, a Chord Bearing of S 73 degrees 18 minutes 16 seconds W and a Chord Distance of 336.07 feet, thence along said curve a distance of 336.91 feet to the Point of Tangency, thence S 89 degrees 19 minutes 22 seconds W a distance of 322.20 feet, thence N 53 degrees 39 minutes 35 seconds W a distance of 74.68 feet to the POINT OF BEGINNING.

LESS right of way for Lakeland Highlands Road and right of way for Polk County Parkway.
EXISTING LAND USE: COUNTY RESIDENTIAL-LOW (RL-1)
PROPOSED LAND USE:
CITY OC 79.54 ACRES+1
ATTACHMENT “D”

LUL20-001
EXISTING LAND USE: COUNTY
RESIDENTIAL-LOW (RL-1)
PROPOSED LAND USE:

- CITY OC 79.45 ACRES+
- WETLANDS (15.36 Acres+)
**Community & Economic Development**  
**Staff Recommendation**

**Date:** March 17, 2020  
**Reviewer:** Phillip Scearce

**Project No:** PUD19-039, ZON20-001  
**Location:** South of SR 570, east of Lakeland Highlands Road, north of Winter Lake Extension Road

**Owner:** E. Edward Holloway and Mary Ann Holloway  
**Applicant:** Kathy Hattaway, Poulos & Bennett, LLC

**Current Zoning:** N/A  
**Future Land Use:** County RL-1  
**Context District:** N/A

**P&Z Hearing:** February 18, 2020  
**P&Z Final Decision:** March 17, 2020

**Request:**  
Application of PUD (Planned Unit Development) zoning concurrent with a City-initiated request to apply Suburban Special Purpose (SSP) context district designation, to allow a 30,000 sq. ft. free-standing emergency room, a 20,000 sq. ft. ambulatory surgical center, 240,000 sq. ft. of medical office uses, a 150 room hotel, 20,000 sq. ft. of retail uses, and a 730,000 sq. ft. hospital with up to 360 beds, on approximately 79.6 acres located south of SR 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road.

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1.0 Location Maps

![Location Map](image-url)
2.0 Background

2.1 Summary

Kathy Hattaway, of Poulos and Bennett, on behalf of the applicant, Orlando Health, requests PUD (Planned Unit Development) zoning concurrent with a City-initiated request to apply Suburban Special Purpose (SSP) context sub-district designation. The proposed PUD zoning is for a 30,000 sq. ft. free-standing emergency room, a 20,000 sq. ft. ambulatory surgical center, 240,000 sq. ft. of medical office uses, a 150-room hotel, 20,000 sq. ft. of retail uses, and a 730,000 sq. ft. hospital with up to 360 beds, on approximately 79.6 acres located south of SR 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property is currently located within unincorporated Polk County and has a County land use designation of Residential Low-1 (RL-1) which allows residential densities of up to one dwelling unit per acre (1 DU/AC). Concurrent with this zoning request, the applicant is seeking voluntary annexation and a large-scale land use amendment to apply a Future Land Use designation of Office Center (OC) to the subject property. The subject property is currently undeveloped and utilized for cattle grazing.

2.3 Project Background

This request, if approved, will allow for the future development of a new hospital with ancillary medical office, hotel, and supporting retail uses. Immediate development plans include the development of a 30,000 sq. ft. free-standing emergency room with a helipad and 60,000 sq. ft. of medical office uses. Long-term plans, to be built-out over 20 years, include a 730,000 sq. ft. hospital with up to 360 beds, a 20,000 sq. ft. ambulatory surgical center, 180,000 sq. ft. of additional medical office uses, a 150-room hotel and 20,000 sq. ft. of retail commercial uses. The proposed PUD is delineated by five distinct development tracts as shown in Attachment “C” and described below.

2.4 Existing Uses of Adjacent Properties

<table>
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<th>Zoning</th>
<th>Context</th>
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<td>N/A</td>
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<tr>
<td>South</td>
<td>Church, private school, recreation</td>
<td>City RM, County L/R</td>
<td>RA-3, N/A</td>
<td>SNH, N/A</td>
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<td>RA-3, MF-12</td>
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</tbody>
</table>
2.5 Attachments

Attachment A: Legal Description
Attachment B: Base Map of Subject Property
Attachment C: Tract Development Plan
Attachment D: Comprehensive Sign Plan
Attachment E: Sign Exhibit

3.0 Discussion

The subject 79.6-acre parcel sits adjacent to the City limits at the southeast corner of Lakeland Highlands Road and SR 570 – Polk Parkway. To the west, across Lakeland Highlands Road, existing uses consist primarily of low density, single-family homes within the Meadows and Waterview subdivisions that were developed during the 1980’s and 1990’s. To the south, across Winter Lake Extension Road, uses consist of a church with a private school and an assisted living facility. North of the subject property, across the Polk Parkway, is a large-scale Commercial Activity Center (CAC) with restaurants and retail including Sam’s Club, Lowes, Bealls, Wendy’s, and Mellow Mushroom. With the construction of the Polk Parkway in the late 90’s/early 2000’s, a major interchange was established at Lakeland Highlands Road.

The proposed PUD is divided into five (5) distinct development tracts with the following uses:

Tract A – Hospital Center - Includes Phase I ambulatory surgical center medical offices and Helipad at a proposed maximum height of 120 feet.

Tract B – Medical Support Office Uses at a proposed maximum height of 90 feet.

Tract C – Hospital Support Zone – Uses permitted in Tracts A and B plus ancillary maintenance uses, including but not limited to parking garage, power supply, laundry, food service, and storage at a proposed maximum height of 90 feet.

Tract D – Support Commercial Uses – Hotel and support commercial uses including fast casual dining with drive-through (not high turnover fast food such as McDonalds, Burger King, or Chick-fil-A) at a proposed maximum height of 36 feet for commercial uses and 60 feet for a hotel. All other development standards in accordance with the C-1/Urban Corridor Standards.

Tract E – Conservation / Future Medical Campus – No development proposed at this time; any future development will require a major modification to the PUD. Proposed maximum height of 60 feet.

The subject property is a logical location for the proposed hospital and medical office uses due to its large acreage and access/proximity to the Polk Parkway. The proposed Office Center (OC) Future Land Use designation represents an appropriate transition (step down) from the large-scale commercial uses located north of the Polk Parkway. The arrangement of the development tracts is intended to minimize visual and noise impacts on the adjacent residential area to west. More intense uses such as the hospital and emergency room, will be located in Tract A which is approximately 700 feet from Lakeland Highlands Road. Adjacent to Lakeland Highlands Road, uses in Tract D are limited to those allowed within the (C-1) (Pedestrian Commercial) district, with the exception of a provision for one fast-casual type restaurant with no more than one drive-through lane.
To the north, within Tract E, there are no immediate or long-term plans as the tract predominantly contains low quality wetlands. As such, no entitlements are being granted for this area as part of this request. However, subject to SWFWMD and DEP permitting and approval, future development of this area may be considered through a major modification to the PUD.

At the February 18, 2020 Planning and Zoning Board meeting, several residents from the neighboring Meadows and Waterview subdivisions voiced concerns primarily related to increased traffic, noise, and building heights. Secondary concerns were related to the project’s proximity to nearby schools and whether there was a need for additional healthcare facilities in Lakeland.

Concerns about traffic were related to the un-signalized intersection of Lakeland Highland Road at Deerfield Drive/Winter Lake Extension Road. Although the intensity of the proposed medical campus appears to have a dramatic impact to surrounding uses and roadway network, staff concludes that the size of the site (79.6-acres) and the applicant’s long-term (2040 buildout) phasing of development is sufficient to capture and adequately mitigate impacts. Specific transportation mitigation measures, including the signalization of the intersection at Lakeland Highlands Road/Winter Lake Extension Road, are discussed in further detail below.

To address concerns about building height, staff supports a maximum height of 120 feet, but only within Tract A which is located in the middle of the development site adjacent to the Polk Parkway, where the proposed hospital will be located. Within Tracts B and C, the area located south and east of Tract A and intended for medical office uses and other medical support uses, the recommended maximum building height is 90 feet. Adjacent to Lakeland Highlands Road, the recommended maximum building height in Tract D for restaurant and retail uses is 36 feet, with the exception a hotel which is recommended at a maximum height of 60 feet. Tract E, the wetland area to north identified as a potential future expansion area for healthcare uses, has a recommended maximum height of 60 feet.

### 3.1 Transportation

#### Background

The subject property is located within the Urban Development Area (UDA) as defined in the Lakeland Comprehensive Plan, with an adopted level-of-service (LOS) E standard for roadway segments and intersections. The subject property is also located immediately adjacent to the Central City Transit Supportive Area (CCTSA) within which a LOS E standard has been adopted and roadway segment levels-of-service can be averaged across multiple corridors with common traffic patterns. The designated CCTSA includes all of what is typically considered to be “Central Lakeland,” between the Polk Parkway (south), Interstate 4 (north), State Road 659 (Combee Road) and Longfellow Boulevard (east), and the Wabash Avenue corridor (west). Concurrency determinations within the UDA and CCTSA are intended to recognize the presence of bicycle, pedestrian, and transit infrastructure, to qualify as the minimum amount of multi-modal infrastructure and service that must be available in order for the more lenient roadway levels-of-service to be utilized.

The subject property borders CR 37B (Lakeland Highlands Road) and the Winter Lake Road Extension, both operated by Polk County. Lakeland Highlands Road is a designated Type II roadway in the Comprehensive Plan, representing a typical urban arterial or collector roadway with bicycle, pedestrian, and transit accommodations. The northern property boundary abuts State Road 570 (Polk Parkway), a limited-access tolled expressway operated by the Florida Turnpike Enterprise. The Lakeland Highlands Road/Polk Parkway interchange is located at the northwest corner of the subject property, with a limited-access driveway prohibition extending south of the interchange along a portion the property’s western boundary. The western approach to the
Lakeland Highlands/Winter Lake Road Extension intersection is Deerfield Drive, a local street operated by the City of Lakeland. Northward from the Polk Parkway interchange, Lakeland Highlands Road is an urban collector road operated by the City of Lakeland.

Significant investments in roadway infrastructure have been made in the vicinity of the subject property, beginning with the completion of the Polk Parkway in 1999, the City’s widening of Lakeland Highlands Road north of the Polk Parkway to four lanes in the early 2000s, and Polk County’s widening of Lakeland Highlands Road to four lanes, from the Polk Parkway south to County Road 540A within the past decade.

Driveway connections to Lakeland Highlands Road and the Winter Lake Road Extension shall be permitted through Polk County. Any proposed traffic signal at the Lakeland Highlands Road/Winter Lake Road-Deerfield Drive intersection shall likewise be approved by Polk County. As part of the proposed development program on the subject property, an interconnected network of streets, travel ways, and sidewalks will be required to meet the City’s Comprehensive Plan and Land Development Code requirements.

**Transportation Analysis and Concurrency**

For concurrency determination purposes, traffic impact analyses must evaluate existing and future traffic conditions on a roadway network impact area on which a development is determined to be “significant.” This is defined as conditions in which project traffic consumes five percent or more of a roadway segment’s directional capacity during the P.M. Peak Period, generally defined as between 4 p.m. and 6 p.m. on a typical weekday. For large developments or those with unique traffic characteristics, A.M. Peak Period (7 a.m. – 9 a.m. on weekdays) or other specific operational analyses may also be required to quantify their impacts and required mitigation measures to offset their impacts.

On behalf of the applicant, Kimley-Horn and Associates prepared and submitted the “Orlando Health Lakeland Campus” Traffic Impact Analysis (TIA) in December 2019 for the full proposed development program. This TIA estimates the amount of traffic that could be generated within the existing Polk County zoning allowances, compared with short-term Phase A and long-term Phase B buildout scenarios. The current County RL-1 (single-family zoning, one dwelling unit per acre) is expected to accommodate 80 homes, generating 846 Daily, 62 AM Peak and 82 PM Peak Trips. The proposed Phase A short-term development program is estimated to generate an additional 2,120 Daily, 114 AM Peak and 172 PM Peak external trips compared to those allowed under the existing County zoning category. The long-term Phase B development program, with an estimated Year 2040 buildout year, is expected to generate an additional 12,616 Daily, 809 AM Peak and 1,122 PM Peak external trips relative to the current County zoning category.

According to the latest Roadway Network Database published by the Polk Transportation Planning Organization (dated November 15, 2017), the adjacent segment of CR 37B (Lakeland Highlands Road) between Lake Miriam Drive and State Road 570 (Polk Parkway) has an Annual Average Daily Traffic Volume of 22,100 vehicles, with a two-hour average P.M. peak hour volume of 772 vehicles in the northbound direction and 803 vehicles in the southbound direction. The segment operates at an acceptable level-of-service (LOS B). The adjacent segment of Lakeland Highlands Road between the Polk Parkway and Edgewood Drive has an Annual Average Daily Traffic Volume of 22,800 vehicles, a two-hour average of 828 northbound trips and 796 southbound trips during the P.M. Peak Period. This segment is also operating at an acceptable level-of-service, LOS B. Since the project site directly accesses Lakeland Highlands Road, the segment between Lake Miriam Drive and the Polk Parkway is a significantly-impacted roadway segment by default.
Deficiencies identified in the TIA include the need to extend the northbound left-turn lane on Lakeland Highlands Road/Polk Parkway interchange and the need to signalize the Lakeland Highlands Road/Winter Lake Road Extension-Deerfield Drive intersection. The public has also conveyed concerns regarding these two specific locations to City and County staff.

Because of its scope and higher number of trips generated, the long-term development program has a much larger significant impact area, extending south to include Lake Miriam Drive and north to include Edgewood Drive. US 98 (Bartow Road) from Edgewood Drive to Lake Parker Avenue fall just below the five percent significance threshold at 4.99%. Both Lake Miriam Drive and Edgewood Drive are two-lane collector roads that operate at an acceptable level-of-service according to the TPO’s Roadway Network Database; however, public feedback and analyses from other development activity document level-of-service failures at the Lake Miriam Drive/Florida Avenue, Edgewood Drive/Florida Avenue and Edgewood Drive/Cleveland Heights Boulevard intersections. Both Lake Miriam Drive and Edgewood Drive are designated “Constrained Corridors” in the Comprehensive Plan, where four-lane widening projects are not determined to be desirable or feasible due to significant neighborhood and community impacts.

Both corridors are lined with residential and institutional uses, including parks and schools serving the neighborhoods and surrounding area. The Orlando Health Lakeland Campus TIA estimates both roadway segments will operate at failing levels-of-service by 2040, with and without implementation of the development program. Of particular concern is the estimated 171 additional westbound P.M. Peak Hour trips on Edgewood Drive between Lakeland Highlands Road and Florida Avenue. On closer inspection of the project traffic distribution plot from the regional travel model, most of the expected trips on Edgewood Drive are using New Jersey Road to access/divert from US 98 (Bartow Road) between Grove Park and Lakeland High School. One reason for this diversion is likely the projected congestion on US 98 (Bartow Road) and the time savings the model anticipates by assigning project traffic to New Jersey Road.

The TPO’s “Momentum 2040” long-range transportation plan shows that US 98 (Bartow Road) between Edgewood Drive and Lake Parker Avenue is a “severely congested” arterial corridor, operating at LOS E or below. Due to the presence of the CSX rail line along the east side of US 98 (Bartow Road) in this area, the Comprehensive Plan designates this section as a “Design Exception Corridor” that requires the long-term implementation of bus rapid transit service on a dedicated busway. The US 98 corridor is also planned to accommodate a future extension of the Fort Fraser Trail into Downtown Lakeland. A long-term widening of US 98 (Bartow Road) to six-lanes is partially-funded in the TPO’s long-range transportation plan and the Florida Department of Transportation (FDOT) has commenced the design of this project, with right-of-way funding programmed through FY 2024 of its Five-Year Program. The railroad right-of-way is in close proximity to the current edge-of-pavement, which has caused FDOT, the TPO and City to re-evaluate the long-term vision for this corridor.

At this time, it is likely that US 98 (Bartow Road) will be widened to six lanes from Edgewood Drive to a location north of Commerce Point Drive, with turn lane and other operational improvements being made throughout the rest of the corridor to address acute operational and congestion issues that are occurring near Grove Park Plaza and Lakeland High School. The construction phase of any capacity improvement option for US 98 (Bartow Road) remains unfunded in the FDOT Five-Year Work Program, but remains a high-priority of the TPO and City.

Bicycle, Pedestrian and Mass Transit Network

The Comprehensive Plan defines the multi-modal services and infrastructure that are expected within the Central City Transit Supportive Area and Urban Development Area. Policy 4A.1 lists...
transportation concurrency mitigation options that are implemented through Section 10.4.2 (Transportation Demand Management Mitigation) of the Land Development Code.

Bicycle lanes exist on Lakeland Highlands Road south of Winter Lake Road-Deerfield Drive intersection and north of the Lakeland Marketplace-Meadowland Park Boulevard intersection. It is possible that the existing bike lane gaps within the Polk Parkway interchange area can be addressed with future resurfacing projects implemented by the City and Polk County. A multi-use trail corridor along the northern boundary of the subject property is included in the Citywide Pathways Vision Plan as included in the Comprehensive Plan. In order to connect the City’s Lake-to-Lake Bikeway Network with the Fort Fraser Trail, Polk County is working with the current property owner (Mr. Edward Holloway) to dedicate a 40-foot wide corridor along the northern boundary of the subject property and adjacent Sanlan Golf Course property to support a new alignment of the Fort Fraser Trail Extension between US 98 and Lakeland Highlands Road.

This new alternative alignment for the Fort Fraser Trail Extension has become critical in its implementation due to the active rail line and associated right-of-way constraints along the east side of US 98 (Bartow Road), the long-standing preferred trail extension alignment. The Polk Transportation Planning Organization is working with the FDOT to allocate $2 million that has been programmed in FY 2024 of its Five-Year Work Program for the Fort Fraser Trail Extension to this new alignment and has worked with the City to define a larger alternative alignment of the trail extension that utilizes the Three Parks Trail, Lake Hollingsworth Trail and Lake Parker Trail. The City will utilize $202,000 that has been programmed to eliminate the Lakeland Highlands Road gap along the Lakeland Marketplace shopping center frontage for the alternative Fort Fraser Trail Extension in furtherance of its connection to Three Parks Trail.

The subject property is located within the boundaries of the Lakeland Area Mass Transit District (LAMTD), within which a half-mill property tax is levied for transit services in the Lakeland area. LAMTD (doing business as the “Citrus Connection”) does not currently serve the subject property with fixed-route bus service. The closest bus routes are the Orange Line on Edgewood Drive and the Silver Express Route to Bartow on US 98, distances of 1.26 miles and 1.95 miles, respectively. In discussions with LAMTD staff, there are no current plans to serve the Lakeland Highlands Road corridor; however, there is a benefit to serving a large activity center such as the proposed medical campus when employees and visitors warrant such an investment and re-alignment of existing route structure. As has been done with recent large developments including Oakbridge/Lakeside Village (mixed use), Lakeland Park Center (retail), Riverstone (residential), there will be a need to include appropriate transit provisions and infrastructure in the campus design and to develop an acceptable funding package for the operation of long-term transit service to the new campus. Appropriate transit access and maintenance agreements must also be executed as has been recently executed between LAMTD and Publix Super Markets for an existing stop and future superstop at Lake Miriam Square Plaza (Lake Miriam Drive at Florida Avenue).

3.2 Comprehensive Plan Compliance

The proposed PUD zoning is consistent with the requested Office Center (OC) future land use, compatible with surrounding land uses, and consistent with the relevant policies of the Comprehensive Plan.

The Community and Economic Development Department has reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request as conditioned is consistent with the Comprehensive Plan. With the recommended conditions, all roadway levels of service are acceptable and other essential services are presently available to provide service the proposed use. A final concurrency determination will be made at time of site plan approval.
4.0 Recommendation

4.1 Community and Economic Development Staff

The Community and Economic Development Department reviewed this request and recommends approval of the proposed PUD zoning as well as application of the Suburban Special Purpose (SSP) Context district. Letters of notification were sent to 63 property owners within 500 feet of the subject property. Staff received three calls and one e-mail in opposition. At the public, one person spoke in favor of the request, while six were opposed based on the objections noted previously.
4.2 The Planning & Zoning Board

It is recommended that the request for a major modification of PUD zoning, as described above and in Attachments “A,” “B,” “C,” “D,” and “E” be approved, subject to the following conditions:

A. Lakeland Health and Wellness Campus:

1. Acreage: 79.6 ±
2. Maximum Floor Area Ratio (FAR): 1.50
3. Permitted Uses: Hospitals, medical facilities, hotels and supporting retail uses as listed below per Tract:

Tract A. Hospital Center

Medical Uses:

Hospital
Free Standing Emergency Room
Office Uses, Medical
Office Uses, Non-Medical
Helicopter pad
Pharmacies, as an Accessory Use
Ambulatory Surgery Center
Assisted Living Facilities
Nursing Homes
Rehabilitation Facilities
Other Healthcare and Wellness Uses

Commercial Uses:

Hotels

Tract B. Medical Support Office Uses

Office Uses, Medical
Office Uses, Non-Medical
Pharmacies, as an Accessory Use
Assisted Living Facilities
Nursing Homes
Rehabilitation Facilities
Other Healthcare and Wellness Uses

Commercial Uses:

Hotels

Tract C. Hospital Support Uses

Those uses permitted in Tract A, plus the following:

Structured Parking
Central Energy Plant
Any Other Ancillary Uses Associated with Hospital Operations
Tract D  Supporting Retail Uses:

Those uses permitted by right within C-1 commercial districts, plus the following uses:

No more than One (1) very high turn-over restaurant with drive-through facilities. The very-high turnover restaurant with a drive-through shall be limited to a fast-casual type restaurant with no more than one (1) drive-through lane and service hours limited to the time period between 6:00 AM and 10:00 PM. Quick service type restaurants (including but not limited to McDonald’s; Burger King; KFC, Chick-fil-A, etc.) shall not be permitted.

Tract E  Future Medical Campus / Conservation

Any future development within Tract F shall be subject to a Major Modification to the PUD.

4. Maximum Intensity of Use:

<table>
<thead>
<tr>
<th>Use</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital</td>
<td>360 beds/730,000 sq. ft.</td>
</tr>
<tr>
<td>Free Standing Emergency Room</td>
<td>30,000 sq. ft.</td>
</tr>
<tr>
<td>Medical Office Uses</td>
<td>240,000 sq. ft.</td>
</tr>
<tr>
<td>Ambulatory Surgical Center</td>
<td>20,000 sq. ft.</td>
</tr>
<tr>
<td>Hotel</td>
<td>150 rooms</td>
</tr>
<tr>
<td>Supporting Retail Uses</td>
<td>20,000 sq. ft.</td>
</tr>
</tbody>
</table>

5. Development Standards:

a. Tracts A, C, D, and E: In accordance with the Suburban Special Purpose (SSP) context sub-district, except as follows.

   (1) Minimum perimeter setback from project boundaries: 50 feet
   (2) Maximum Building Height

<table>
<thead>
<tr>
<th>Tract</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tract A</td>
<td>120 feet</td>
</tr>
<tr>
<td>Tract B and C</td>
<td>90 feet</td>
</tr>
<tr>
<td>Tract E</td>
<td>60 feet</td>
</tr>
</tbody>
</table>

b. Tract D: In accordance with the C-1/Urban Corridor (UCO) context sub-district, except as follows:

   | Maximum Building Height for Hotels: | 60 feet |
   | Maximum Height for All Other Buildings: | 36 feet |

6. Tract Development Plan: The project shall be developed in substantial accordance with the tract development plan included as Attachment “C.” Legal descriptions for each development tract shall be submitted at the time of site plan review.

7. Signage shall be in accordance with Article 4 of the Land Development Code except as otherwise provided for in the comprehensive sign plan included as Attachments “D” and “E.”
8. Transportation

a. Prior to the first site plan submittal for Phase A, the developer shall execute a Development Agreement through which specific transportation mitigation requirements are addressed. This agreement shall be executed by the City Commission and recorded with the Polk County Clerk of Courts.

b. Access Management: The property shall be limited to the following access points that must be permitted through Polk County:
   
   (1) One driveway on CR 37B/Lakeland Highlands Road that accommodates right-in/right-out/left-in operations. This driveway shall be constructed prior to the first Certificate of Occupancy in Phase B and must be designed with a bicycle “keyhole” lane between the northbound through- and right-turn lane.

   (2) Two full-movement driveways on Winter Lake Road Extension, approximately 800 feet and 1,700 feet east of Lakeland Highlands Road.

   (3) All driveway throat lengths shall, at minimum, comply with the Access Management and Site Circulation Standards in the Land Development Code.

c. Prior to the first Certificate of Occupancy in Phase A, the CR 37B (Lakeland Highlands Road)/Winter Lake Road Extension intersection shall be signalized, subject to approval by Polk County and with appropriate turn lane modifications on both roads to accommodate project traffic through buildout. The developer may share the costs of this signalization with nearby development activity.

d. Prior to the first Certificate of Occupancy in Phase A, the northbound left-turn lane on CR 37B (Lakeland Highlands Road) at SR 570 (Polk Parkway) shall be extended to a 600-foot length as documented to meet the 95th percentile queue demand at this location.

e. Multi-Modal Transportation Mitigation
   
   (1) Prior to the first Certificate of Occupancy in Phase A, the developer shall dedicate a 40-foot wide easement from the subject property’s eastern boundary to Lakeland Highlands Road to accommodate the Fort Fraser Trail Extension. Prior to the second site plan submittal in Phase A, the developer shall construct the Fort Fraser Trail Extension within the subject property’s boundaries and establish connections into the campus that will allow it to be integrated with the required internal pedestrian network. Construction of this trail segment will satisfy one multi-modal transportation concurrency mitigation requirement for Phase B.

   (2) Transit Capital and Services

   i. Prior to the first site plan submittal in Phase A, the location and layout of an on-site transit superstop shall be developed for construction when the subject property is served with fixed-route transit service. At a minimum, this facility shall include a bus pullout area to accommodate at least two buses with shelters, bike racks, trash receptacles and underground utility infrastructure to accommodate a separately metered automatic ticketing kiosk in the future. The Lakeland Area Mass Transit
District (LAMTD) shall approve the design and location of this transit facility. The applicant will be required to enter into an easement agreement with LAMTD/local transit operator to access and maintain this transit infrastructure.

ii. Prior to the first Certificate of Occupancy in Phase A, the developer shall register to participate in the Florida Department of Transportation's commuter assistance program.

iii. Prior to the first Certificate of Occupancy for the hospital or medical office component of Phase B, the developer shall purchase a bus (estimated cost is $500,000) to support peak-hour transit service to the subject property. The schedule of down and final payments shall be addressed in the Development Agreement.

iv. Upon delivery of the bus required in Section 8.e.(2).iv, the developer shall provide funding for the operations of the peak-hour transit service to the subject property. This condition will require a five-year funding commitment of $150,000/year. Payments shall be made by the anniversary date of the first payment, or on another schedule requested by LAMTD/local transit provider.

v. The developer shall submit a new Traffic Impact Analysis, with new or updated concurrency mitigation requirements being identified prior to a.) the site plan submittal representing 50% of the total cumulative buildout trip generation estimate for the proposed development program or b.) Year 2030, whichever occurs first.

vi. Funding for transit operations shall be accumulated through a funding agreement in which the developer provides LAMTD/local transit provider with an amount equal to the property tax assessment that would otherwise apply due to the subject property’s location within the transit taxing district boundaries.

vii. Any office and/or public/institutional building on the subject property shall comply with the Transportation Demand Management mitigation measures in Section 10.4.2.2.c of the Land Development Code, including showers for employees and dedicated parking spaces for carpool and vanpool participants.

Prior to the submittal of the first site plan in Phase B, a concurrency tracking database shall be developed to quantify cumulative trip generation associated with each site plan submittal and to determine the point at which the project is significant on Edgewood Drive, Lake Miriam Drive and US 98 (Bartow Road) north of Edgewood Drive.
Polk County, as permitting authority for Lakeland Highlands Road and Winter Lake Road Extension, shall be notified of each site plan submittal on the subject property.

f. On-Site Multi-Modal Traffic Circulation

(1) When the Lakeland Highlands Road driveway is constructed, a sidewalk shall be constructed along the site frontage from the Fort Fraser Trail Extension to the Winter Lake Road Extension.

(2) When the first driveway connection is made to the Winter Lake Road Extension, a sidewalk shall be constructed along the property’s entire Winter Lake Road Extension frontage.

(3) Prior to the first site plan submittal in Phase A, a pedestrian network plan shall be submitted for City staff review, depicting the proposed phasing and route of each sidewalk between Lakeland Highlands Road and the Winter Lake Road Extension. Each principal building entrance on the subject property shall be connected to the frontage sidewalks with Americans with Disabilities Act (ADA)-compliant routes that separate pedestrians from vehicular traffic with designated crosswalks at locations where these routes cross vehicular travel aisles.

(4) Bicycle parking shall be provided in close proximity of each principal building entrance in compliance with Section 4.11.6 of the Land Development Code. Non-covered bicycle parking devices shall be designed and constructed in accordance with Index 900 of the City Engineering Standard Manual.

(5) Access Management: All driveway connections onto Lakeland Highlands Road and the Winter Lake Road Extension shall comply with Article 4 of the Land Development Code. To provide cross-access between outparcels within the project, each outparcel shall either (a) have a shared driveway access with the adjacent outparcel located at the common boundary line, or (b) have a direct cross-access driveway to the adjacent outparcel with a recorded cross-access easement.
ATTACHMENT “A”

Legal Description:

That Part of Section 4, Township 29 South, Range 24 East, Polk County, Florida, being described as follows:

Commence at the Southwest corner of the Northwest ¼ of said Section 4, thence N 00 degrees 28 minutes 22 seconds E along the West line of said Northwest ¼, a distance of 428.82 feet, thence N 89 degrees 31 minutes 38 seconds E a distance of 43.33 feet to the East Right of Way line of Lakeland Highlands Road (C.R. 37-B), thence continue N 89 degrees 31 minutes 38 seconds E, along the Right of Way line of Lakeland Highlands Road (C.R. 37-B) as described in Official Record Book 6512, Page 997, of the Public Records of said Polk County, Florida, a distance of 37.35 feet, thence N 00 degrees 28 minutes 22 seconds W still along said Right of Way line, a distance of 67.90 feet to the intersection of the Southwesterly Right of Way line of the Stahl Canal as recorded in Official Record Book 121, Page 251, of the aforesaid public records, thence N 03 degrees 59 minutes 59 seconds E, still along said Right of Way line of Lakeland Highlands Road (C.R. 37-B), a distance of 177.55 feet to the POINT OF BEGINNING, thence N 00 degrees 28 minutes 22 seconds W a distance of 1,183.20 feet to the Limited Access Right of Way line of the Polk Parkway (S.R. 570), thence North and East along said Limited Access Right of Way line the following (8) calls, (1) thence continue N 00 degrees 28 minutes 22 seconds W a distance of 153.76 feet, (2) thence N 08 degrees 18 minutes 36 seconds E a distance of 196.62 feet, (3) thence N 55 degrees 02 minutes 12 seconds E a distance of 218.92 feet, (4) thence N 88 degrees 58 minutes 31 seconds E distance of 292.78 feet, (5) thence S 76 degrees 21 minutes 21 seconds E distance of 161.91 feet, (6) thence N 88 degrees 58 minutes 31 seconds E distance of 460.42 feet, (7) thence N 82 degrees 31 minutes 48 seconds E distance of 1,024.47 feet, (8) thence N 88 degrees 58 minutes 31 seconds E a distance of 301.19 feet, thence departing the said Limited Access Right of Way line S 01 degrees 14 minutes 30 seconds W a distance of 166.41 feet to the Point of Curvature of a curve concaved to the Easterly having a Radius of 140.01 feet, a Central Angle of 07 degrees 10 minutes 31 seconds, a Chord Bearing of S 04 degrees 50 minutes 08 seconds E and a Chord Distance of 17.52 feet, thence along said curve a distance of 17.53 feet to the Point of Tangency, thence S 08 degrees 25 minutes 24 seconds W a distance of 214.43 feet, to the Point of Curvature of a curve concaved to the Westerly having a Radius of 60.00 feet, a Central Angle of 08 degrees 02 minutes 02 seconds, a Chord Bearing of S 04 degrees 23 minutes 23 seconds E and a Chord Distance of 8.41 feet, thence along said curve a distance of 8.41 feet to the Point of Tangency, thence S 00 degrees 23 minutes 24 seconds W a distance of 325.47 feet to that Right of Way taken for Winter Lake Road as described in Official Record Book 3822, Page 1824 and Official Record Book 6512, Page 997, of the Public Records of Polk County, Florida, thence South and West along said Right of Way line the following (8) calls, (1) thence S 88 degrees 13 minutes 31 seconds W a distance of 13.70 feet (2) thence S 01 degrees 46 minutes 29 seconds E distance of 478.71 feet, (3) thence S 85 degrees 39 minutes 35 seconds W a distance of 483.34 feet to the Point of Curvature of a curve concaved to the Southerly having a Radius of 1,487.39 feet, a Central Angle of 19 degrees 21 minutes 45 seconds, a Chord Bearing of S 75 degrees 58 minutes 42 seconds W and a Chord Distance of 500.26 feet, thence along said curve a distance of 502.65 feet to the Point of Tangency, thence S 66 degrees 17 minutes 50 seconds W a distance of 866.16 feet to the Point of Curvature of a curve concave to the Northerly having a Radius of 1,377.39 feet, a Central Angle of 14 degrees 00 minutes 52 seconds, a Chord Bearing of S 73 degrees 18 minutes 16 seconds W and a Chord Distance of 336.07 feet, thence along said curve a distance of 336.91 feet to the Point of Tangency, thence S 89 degrees 19 minutes 22 seconds W a distance of 322.20 feet, thence N 53 degrees 39 minutes 35 seconds W a distance of 74.68 feet to the POINT OF BEGINNING.

LESS right of way for Lakeland Highlands Road and right of way for Polk County Parkway.
<table>
<thead>
<tr>
<th>Date:</th>
<th>March 17, 2020</th>
<th>Reviewer:</th>
<th>Joshua Cheney</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project No:</td>
<td>LUS19-012/</td>
<td>Location:</td>
<td>South of Interstate-4, west of N. Rd 33</td>
</tr>
<tr>
<td></td>
<td>PUD19-038/</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ZON20-003</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owner:</td>
<td>GP Homes, LLC</td>
<td>Applicant:</td>
<td>Jason Alligood, Chastain-Skillman</td>
</tr>
<tr>
<td>Applicant:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Zoning:</td>
<td>PUD 5675 (Planned Unit Development)</td>
<td>Future Land Use:</td>
<td>Recreation (R)</td>
</tr>
<tr>
<td>Context District:</td>
<td>Preservation, Conservation, Recreation (PCR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Request:</td>
<td>A change in future land use designation from Recreation (R) to Residential Low (RL) and a major modification of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to change the context district designation from Preservation, Conservation, Recreation (PRC) to Suburban Neighborhood (SNH) to allow for development of single-family residential uses as part of The Villages at Bridgewater, Village 14, on 7.51 acres located south of Interstate-4 and north of The Villages at Bridgewater, Village 3.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 1.0 Location Maps

![Location Map](image-url)
2.0 Background

2.1 Summary

Jason Alligood, on behalf of GP Homes LLC, requests a change in future land use from Recreation (R) to Residential Low (RL) and a major modification of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to change the context district designation from Preservation, Conservation, Recreation (PRC) to Suburban Neighborhood (SNH) to allow for development of single-family residential uses as part of The Villages at Bridgewater, Village 14. The subject property is located immediately south of Interstate-4 and north of The Villages at Bridgewater, Village 3. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property is zoned as part of the PUD zoning for The Villages at Bridgewater (Ordinance 4322, as amended). The subject property is approximately 7.51 acres in area and was previously part of the golf course amenity for the development. The golf course ceased operations in 2011 due to declining interest in the activity and the economic downturn of 2008.

In 2018, the PUD zoning for Bridgewater was modified to allow for the redevelopment of the bulk of the former golf course for warehouse/distribution center uses. At present, the subject property is vacant, with a future land use designation of Recreation (R) with a Preservation, Conservation, Recreation (PRC) context district designation.

2.3 Project Background

The applicant requests approval to amend the PUD to incorporate the 7.51-acre tract as part of The Villages at Bridgewater, Village 14. If approved, this request will allow up to 100 single-family residential detached homes within the expanded Village 14. A revised tract development plan is included as Attachment “C.” A site development plan showing the location of proposed lots, open space and recreational amenities for the expanded Village 14 is included as Attachment “C-1.”

2.4 Existing Uses of Adjacent Properties

<table>
<thead>
<tr>
<th>Boundary</th>
<th>Existing Land Use</th>
<th>FLUM</th>
<th>Zoning</th>
<th>Context</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Interstate-4 right-of-way, vacant land</td>
<td>N/A, R</td>
<td>N/A, PUD 5675</td>
<td>N/A, PRC</td>
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<tr>
<td>South</td>
<td>Single-family residential</td>
<td>RL</td>
<td>PUD 4322</td>
<td>SNH</td>
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<tr>
<td>East</td>
<td>Vacant land</td>
<td>RL</td>
<td>PUD 5675, PUD 5708</td>
<td>PCR, SNH</td>
</tr>
<tr>
<td>West</td>
<td>Vacant land</td>
<td>County RS</td>
<td>N/A</td>
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</tbody>
</table>
2.5 Attachments

Attachment A: Legal Description
Attachment B: Base Map of Subject Property
Attachment C: Previously Approved Master Development Plan
Attachment C: Revised Master Development Plan
Attachment C-1: Site Development Plan
Attachments D-1 – D-12: Previously Approved Street Sections
Attachments E-1 – E-6: Previously Approved Street Tree Standards
Attachments F-1 – F-4: Previously Approved Lot Cluster Plans
Attachment G: Previously Approved Parks and Recreation Facilities Plan
Attachment H: Previously Approved Lot Coverages
Attachment H-1: Previously Approved Master Sewer Plan
Attachment I: Previously Approved Commercial Park Plan
Attachments J-1 & J-2: Previously Approved Landscape Buffer Cross-Sections

3.0 Discussion

The proposed changes to Village 14 will allow up to 100 single-family detached dwelling units with a minimum lot width of 40 feet and a minimum lot area of 4,000 sq. ft. Development standards will be in accordance with the current PUD, which specifies a minimum front yard setback of 10 feet (20 feet for front loaded garages), minimum interior side yard setback of 5 feet, a minimum rear yard setback of 10 feet (20 feet if an easement for a pedestrian trail is located within the rear yard) and a maximum lot coverage of 50 percent. The minimum lot sizes and development standards for this phase of Bridgewater are consistent with the development pattern of the adjacent Village 3 to the south.

Approval of this request will allow for a new internal pedestrian and vehicle connection from Village 3 to Village 14, by extending Great Bear Drive through to Caspian Court. The proposed change in land use from Recreation (R) to Residential Low (RL) is consistent with the City’s Comprehensive Plan. The majority of the subject property consists of uplands. Roughly half of the 7.51-acre tract will be developed for residential uses. A small portion of the site, located in the northeast corner, is located within the 100-year flood zone. Development in this area will be subject to permitting approval by FDEP, SWFWMD or other regulatory agencies. The remainder of the tract will remain vacant and function as a buffer from Interstate-4 to the north.
3.1 Transportation and Concurrency

The City and Florida Department of Transportation (FDOT) have worked with landowners within the Bridgewater Development of Regional Impact (DRI) over the past 15 years to address transportation concurrency deficiencies in the State Road 33 corridor between the Interstate-4 Eastbound Ramps at Exit 33 and Tomkow Road, including the Interstate-4 interchange at Exit 38. In 2006 and 2007, the City granted binding concurrency determinations for 460 single-family dwelling units within The Villages at Bridgewater on lots that were subsequently platted. Following additional traffic analyses confirming that highway capacity was not available to accommodate additional development approvals due to vested trips approved for nearby properties such as the Williams Development, the City and three landowners within the larger Bridgewater Development negotiated and executed a Development Agreement in 2008 (amended in 2009) that allowed another increment of development to proceed. Through this Development Agreement, each party pre-paid its transportation impact fees to advance the construction of the State Road 33 four-lane improvement between Interstate-4 at Exit 33 and Old Combee Road/Deeson Point Boulevard, with additional contributions being made for future operational improvements at the Exit 38 interchange and transit stop improvements in the vicinity of the DRI.

An additional 362 single-family lots received a favorable concurrency determination through the Development Agreement for lots that have also been platted since its execution. The Development Agreement also grants transportation concurrency for an additional 107 single-family dwelling units that to date have not been platted, while the current zoning allows an additional 162 multi-family units instead.

The current development proposal will yield 32 single-family detached lots beyond what has been granted concurrency through the Development Agreement (139 single-family dwelling units instead of 107 single-family dwelling units). These 32 units are expected to generate an additional 30 P.M. Peak Hour Trips, which will be offset through the transfer of vested trips from the retail component of The Villages at Bridgewater. The proposed development plan includes a multi-use trail connection to the future Tradeport Boulevard corridor, for which a feasibility study will soon begin by FDOT and the City. If the roadway is determined to not be feasible, a multi-use trail over Interstate-4 will be pursued as included in the Citywide Pathways Vision Plan component of the Comprehensive Plan.

3.2 Comprehensive Plan Compliance

The Community and Economic Development Department and the Planning & Zoning Board reviewed this request for compliance with the 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 modification. 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 and Economic Development Department reviewed this request and recommends the approval of the modification of the PUD zoning. Letters of notification were mailed to 67 property owners within 500 feet of the subject property. Staff received one phone call and one e-mail in opposition to this request related to traffic concerns on SR 33 and impacts on wetland areas.

4.2 The Planning & Zoning Board

It is recommended that the request for a major modification of PUD zoning, as described above and in Attachments “A,” “B,” “C,” “C-1” “D-1” – “D-12,” “E-1” – “E-6,” “F-1” – “F-4,” “G,” “H,” “H-1,” “I,” “J-1,” and “J-2” be approved, subject to the conditions outlined below:

I. General Conditions:

A. Maximum Number of Dwelling Units:

   Single family detached dwellings: 702 units
   Single family attached dwellings: 120 units
   Multiple family dwellings: 462 units

B. Site Development Plan: Prior to development of the subject property, the developer shall submit a site development plan illustrating the site-related conditions contained herein for review by the Planning & Zoning Board. In lieu of a required fire access road between Villages 14 and 3, a 10-foot wide paved pathway shall be constructed between both Villages based on design that is approved by the Lakeland Fire Department and subject to recorded access agreement that is executed with intervening property owner.

C. Access: Vehicle access to the site shall be limited to three major (full directional) access points on SR 33 as follows: One access point via Villages Lakes Boulevard that aligns with State Road 659/Combee Road. One access point to Village 11 located approximately halfway between Huron Way and Combee Road that is aligned with a driveway on the south side of State Road 33. One access point near the south project boundary via Huron Way. A map illustrating the conceptual access points is included as Attachment “C.” All access points shall be subject to Florida Department of Transportation review and approval and shall comply with all City Land Development Code throat length and configuration requirements.

D. Traffic Signals: In the event that project traffic warrants a traffic signal, roundabout or some other traffic control measure at the State Road 33/Huron Way intersection, such measure shall be installed at the developer’s expense. Prior to building permit issuance representing 50% and 90% buildout for Village 11, roundabout and/or signal warrant analyses shall be conducted by the developer.
If warrants are met and approved by FDOT, then the warranted traffic control measure shall be installed at the developer’s expense through a private funding arrangement with developer on south side of State Road 33 (east of existing apartment complex).

E. Street Typical Sections: Subject to final subdivision plat approvals, the project may incorporate roadways conforming to the typical section drawings illustrated in Attachments “D-1” through “D-12”. The roadways shall include sidewalks as illustrated in the typical section drawings. Sidewalks shall be constructed on both sides of each street within Village 11.

F. Street Trees: The developer shall plant street trees within the rights-of-way of project roadways and pathways in accordance with the Street Tree Stands outlined in Attachments “E-1” through “E-6.”

G. Unified Development of Tracts: Prior to the development of each respective tract or village identified on Attachment “C,” an approved subdivision plat or site plan shall be required for the entire tract and a complete legal description provided. The land use intensity, permitted uses, and development regulations for each numbered tract identified on Attachment “C” shall be in accordance with Sections II. through XVII below.

H. Single Family Attached Dwellings: Where single family detached and single family attached dwellings are allowed in a particular development tract, the tract may include both types of development, provided that development is in accordance with the land area ratio established by the Land Use Intensity Index and provided the maximum number of dwellings units by type established for the entire project is not exceeded. Subject to final subdivision plat approvals, single family attached dwellings may be used in a conventional lot arrangement or in a cluster arrangement as illustrated in Attachments “F-1” through “F-4.”

I. Through Lots: Residential through lots shall have driveway access to one street only. All such lots in a continuous row or block shall access the same street. The developer shall indicate on the subdivision plat which street frontage shall be the front yard.

J. The project shall, at a minimum, include the park sites as illustrated in Attachment “G.”

K. The project shall have a master property owners association or Community Development District to assure maintenance of infrastructure and common areas.

L. Pool and Pool Cage Setbacks
   - Pool Side Yard Setback: 8 feet.
   - Pool Rear Yard Setbacks: 7 feet.
   - Pool Cage Side and Rear Yard Setbacks: 5 feet.

M. Maximum Lot Coverage: In accordance with Attachments “H” and “H-1.”
N. State Road 33 Four-Lane Improvement: A sidewalk shall be constructed along the development’s State Road 33 frontage at a location that is consistent with the four-lane cross-section currently under design by FDOT. All turn lane and other geometric improvements at the proposed new Village 11 driveway under the future four-lane configuration shall be coordinated with FDOT and implemented at the developer’s expense.

II. Tract 1
   A. Land Use Intensity: PUD-30
   B. Permitted Uses: Single family detached dwellings
   C. Development Regulations:
      Minimum Lot Size: 12,000 square feet
      Minimum Lot Width: 75 feet
      Minimum Building Setbacks:
         Front and Street Side: 15 feet
         Interior Side: 7 feet
         Rear: 20 feet

III. Tract 2
   A. Land Use Intensity: PUD-38
   B. Permitted Uses: Single family detached dwellings
   C. Development Regulations:
      Minimum Lot Size: 4,000 square feet
      Minimum Lot Width: 50 feet
      Minimum Building Setbacks:
         Front and Street Side: 10 feet
         Interior Side: 5 feet
         Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

IV. Tract 3
   A. Land Use Intensity: PUD-38
   B. Permitted Uses: Single family detached dwellings
   C. Development Regulations:
      Minimum Lot Size: 4,000 square feet
Minimum Lot Width: 40 feet

Minimum Building Setbacks:
  Front and Street Side: 10 feet
  Interior Side: 5 feet
  Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

V. Tract 4
A. Land Use Intensity: PUD-44
B. Permitted Uses: Single family detached dwellings
C. Development Regulations:
  Minimum Lot Size: 4,000 square feet
  Minimum Lot Width: 40 feet
  Minimum Building Setbacks:
    Front and Street Side: 10 feet
    Interior Side: 5 feet
    Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

VI. Tracts 5A and 5B
A. Land Use Intensity: PUD-38
B. Permitted Uses: Single family detached dwellings
C. Development Regulations:
  Minimum Lot Size: 4,000 square feet
  Minimum Lot Width: 60 feet
  Minimum Building Setbacks:
    Front and Street Side: 10 feet
    Interior Side: 5 feet
    Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

VII. Tracts 6A and 6B
A. Land Use Intensity: PUD-38
B. Permitted Uses: Single family detached dwellings

C. Development Regulations:
   Minimum Lot Size: 4,000 square feet
   Minimum Lot Width: 65 feet
   Minimum Building Setbacks:
      Front and Street Side: 10 feet
      Interior Side: 5 feet
      Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

VIII. Tract 7
   A. Land Use Intensity: PUD-44
   B. Permitted Uses: Single family detached dwellings
   C. Development Regulations:
      Minimum Lot Size: 4,000 square feet
      Minimum Lot Width: 50 feet
      Minimum Building Setbacks:
         Front and Street Side: 10 feet
         Interior Side: 5 feet
         Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

IX. Tract 8
   A. Land Use Intensity: PUD-44
   B. Permitted Uses: Single family detached and single family attached dwellings
   C. Development Regulations:
      Minimum Lot Size: 3,850 square feet
      Minimum Lot Width:
         35 feet (attached)
         70 feet (detached)
      Minimum Building Setbacks:
         Front and Street Side: 10 feet
Interior Side: 5 feet

Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

Single Family Attached Dwellings: In accordance with General Condition “H.”

X. Tract 9

A. Land Use Intensity: PUD-44

B. Permitted Uses: Single family detached and single family attached dwellings

C. Development Regulations:
   Minimum Lot Size: 3,850 square feet
   Minimum Lot Width:
   35 feet (attached)
   70 feet (detached)

   Minimum Building Setbacks:
   Front and Street Side: 10 feet
   Interior Side: 5 feet
   Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

   Single Family Attached Dwellings: In accordance with General Condition “H.”

XI. Tract 10

A. Land Use Intensity: PUD-44

B. Permitted Uses: Single family detached dwellings

C. Development Regulations:
   Minimum Lot Size: 4,000 square feet
   Minimum Lot Width: 50 feet

   Minimum Building Setbacks:
   Front and Street Side: 10 feet
   Interior Side: 5 feet
   Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet
XII. Tracts 11, 12, 13 and 14

A. Land Use Intensity: PUD-49

B. Permitted Uses: Multi-family dwellings. Entitlements for multi-family dwellings may be converted to single-family detached or single-family attached dwelling units in accordance with Condition H. above and XV. below.

C. Development Regulations:

1. Multi-Family Dwellings: In accordance with the MF-12/Suburban Neighborhood context sub-district.

2. Single Family detached and single family attached dwellings:

   Minimum Lot Size:
   
   3,850 square feet (attached)
   
   4,000 square feet (detached)

   Minimum Lot Width:

   35 feet (attached)
   
   40 feet (detached)

   Minimum Building Setbacks:

   Front and Street Side: 10 feet*
   
   Interior Side: 5 feet
   
   Rear: 10 feet, except where a pedestrian corridor easement exists in the rear yard: 20 feet

   *20-foot minimum front setback for front loaded garages.

3. Supplemental Buffering: For single family detached or attached dwelling units in Tract 11, a Type A landscape buffer with a six-foot tall view blockage wall shall be constructed adjacent to the rear lot line of any residential lot which abuts or faces the N. State Road 33 right-of-way. This buffer shall be oriented such that the landscaped portion is located on the side facing N. State Road 33. The buffer shall be maintained in accordance with Condition K. above.

4. Civic Open Space: Civic Open Space shall be provided in accordance with Section 3.4.6 of the Land Development Code.

XIII. TractC1B

A. Land Use Intensity: PUD-49

B. Permitted Uses: A neighborhood convenience center in accordance with Section 5.13 of the Land Development Code.
C. Development Regulations: In accordance with Sub-Sections 5.13.3 and 5.13.4 of the Land Development Code and the C-1/Suburban Neighborhood Context Sub-District.

XIV. Business Park

A. Permitted Uses and Intensity: A maximum of 1.35 million square feet of Level I and Level II warehouse and motor freight transportation uses and associated open space, stormwater and roadway improvements.

B. Site Development Plan: The project shall be developed in substantial accordance with the site development plan included as Attachment “C,” “I,” except as otherwise provided herein. With the approval of the Director of Community Development, minor adjustments, including the number of buildings, can be made at the time of site plan review without requiring a change to this PUD provided that the maximum intensity specified in Condition XVII.A. above is not exceeded.

C. Development Standards: In accordance with the I-2/Suburban Special Purpose sub-district standards unless otherwise provided herein.

D. Architectural Standards:

1. Building facades shall be architecturally finished with materials such as stucco, brick, stone, finished or decorative cast concrete, decorative concrete masonry, and/or glass.

2. The south facing elevations of buildings 100 and 300 shall either be an office front or building “endcap” such that no truck bays shall face south.

3. Building facades facing public streets and the south facing elevations of buildings 100 and 300 shall include fenestration, architectural relief, or both so that no portion of a façade shall have a blank area greater than 24 feet in width measured horizontally along the face of the building.

E. Parking: In accordance with Section 4.11 of the Land Development Code and as generally shown on Attachment “C,” “I” except that semi-truck and trailer parking shall be prohibited south of buildings 100 and 300.

F. Outdoor Lighting: In accordance with Section 4.6 of the Land Development Code, except that wall mounted lighting on the south facing elevations of buildings 100 and 300 shall be located no higher than 15 feet.

G. Buffering and Landscaping: In accordance with Section 4.5 of the Land Development Code except as follows:

1. A landscaped berm, as shown on Attachment “I” and “J-1” (Conceptual Berm Plan and Cross-Section), shall be installed along the western project boundary in accordance with the following:
a. Average Berm Height: The landscaped earthen berm shall have an average height of 13 feet and shall be no less than 10 feet in height.

b. Minimum Berm Width: 60 feet
c. Landscape materials at time of planting:
   - Live Oak: 12 feet
   - Magnolia: 6 feet
   - Sweet Gum: 12 feet
   - Slash Pine: 6 feet

2. A dense vegetative buffer, as shown on Attachment “I” and “J-2” (Conceptual Dense Vegetative Buffer Plan and Cross-Section), shall be installed along the western project boundary, beginning at the northwest terminus of the earthen berm as required by Condition G.1. and shall consist of the same plant materials specified in G.1.c. above.

3. The landscaped berm and dense vegetative buffer required by Conditions G.1. and G.2 above shall be installed within ninety days of the receipt of site plan approval by the City of Lakeland and SWFWMD permits.

4. As depicted on Attachment “C,” a 50 foot wide landscaped buffer with a five foot high berm shall be installed along the frontage of State Road 33. The landscaping shall consist of a type A hedge and 4 type B (Medium) trees per 100 linear feet or fraction thereof.

H. Outdoor Storage: There shall be no outdoor storage of goods or materials unless enclosed within a six foot (6’) opaque fence enclosure. In no event shall outdoor storage of goods or materials be allowed south of buildings 100 and 300 or between State Road 33 and buildings 200 and 300.

I. Sidewalks: Each building on the development site shall be inter-connected with an ADA-compliant sidewalk, with this internal pedestrian network being directly connected to State Road 33, FirstPark Boulevard and the proposed future Bridgewater Collector Road corridor. Sidewalks shall be required along all public road frontages in compliance with the Land Development Code.

J. Transit Stop: An ADA-compliant transit stop shall be coordinated with the planned State Road 33 four-lane improvement that is under design in 2015. This transit stop shall be designed to allow buses to utilize a southbound right-turn lane at the southern access road as a bus bay.

K. Transportation Concurrency Determinations:
a. A binding transportation concurrency determination shall be made at the time of each site plan submittal. Cumulative analyses shall be conducted in compliance with the City’s Concurrency Management Ordinance and a methodology that is approved by City staff. To allow for a favorable concurrency determination, the Bridgewater DRI Development Agreement shall be amended to accommodate the purchase of reserved trips from existing parties to this agreement prior to the first site plan submittal on the development site.

b. Prior to first construction plan and/or plat submittal, the property owner/applicant shall execute a Declaration of Reservation Agreement with the City of Lakeland to support the future dedication of a right-of-way corridor for the Bridgewater Collector Road that is planned to flyover Interstate 4 to Walt Williams Road. Execution of this Agreement shall also address the expiration of existing Declaration of Reservation Agreements on the Golf Course and adjacent properties.

L. Internal Road Network

a. The design of the southern access road depicted in Attachment “I” shall be approved by the City Public Works Department and shall be placed within a 100-foot wide right-of-way envelope to accommodate future improvements associated with the Bridgewater Collector Road.

b. The commercial local road connection between the southern access road/Bridgewater Collector Road corridor and FirstPark Boulevard South shall be constructed within a 60-foot wide right-of-way with a design that is approved by the City Public Works Department.

M. Site Access:

a. Proposed access onto State Road 33 shall be approved by the Florida Department of Transportation and be coordinated with the planned four-lane project that is under design as of 2015.

b. Proposed driveway connections to the Bridgewater Collector Road and commercial local road connection to FirstPark Boulevard South shall be approved by the City Public Works Department.

c. In the event that a traffic signal is warranted on State Road 33 at the southern driveway and the Bridgewater Collector Road across Interstate 4 is determined to not-be-feasible, then the applicant/property owner shall be solely responsible for all design and construction costs associated with this signal.

N. Truck Access: Semi-trucks shall be prohibited from accessing the site via the southern driveway between the hours of 10 PM and 6 AM daily. The developer shall be required to install appropriate signage on new public
roadways to effectuate the limited hours of truck access in accordance with the City’s Traffic Operations rules and MUTCD standards.

O. Property Maintenance: The developer shall establish a property owners association prior to the first site plan approval or issuance of building permit, which ever should come first, for the entire property in order to provide a mechanism for maintenance of all common areas and the open space buffer area in perpetuity.

XV. Conversion of Development Types: The 462 multi-family residential dwelling units permitted in Tracts 11 – 14 may be converted to single-family detached or single-family attached residential dwelling units without requiring a change to this PUD in accordance with the following Vehicle Trip Equivalency Matrix.

**VEHICLE TRIP EQUIVALENCY MATRIX**

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<tr>
<th>CHANGE TO</th>
<th>Multi-Family (per DU)</th>
<th>Single-Family Detached (per DU)</th>
<th>Single-Family Attached (per DU)</th>
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<tr>
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**EXAMPLE #1:** To convert from multi-family to single-family detached, multiply the number of multi-family dwelling units to be converted by the single-family detached equivalency factor to get the number of equivalent single-family detached dwelling units.

300 multi-family dwelling units x 0.6200 (single-family detached equiv. factor) = 300 x 0.6200 = 186 = 186 single-family detached dwelling units.

**EXAMPLE #2:** To convert from multi-family to single-family attached, multiply the number of multi-family dwelling units to be converted by the single-family attached equivalency factor to get the number of equivalent single-family attached dwelling units.

300 multi-family dwelling units x 1.1923 (single-family attached equiv. factor) = 300 x 1.1923 = 357.69 = 358 single-family attached dwelling units.
ATTACHMENT “A”

Tracts 1 – 4, 5A, 5B, 6A, 6C, 7 – 14 and C1B

Business Park

Legal Description

A parcel of land lying in Sections 15, 16, 21 & 22, Township 27 South, Range 24 East, Polk County, Florida, being more particularly described as follows:

Commence at the Southwest corner of the SE 1/4 of the SW 1/4 of said Section 16, thence N00º20'09"W along the West line of said SE 1/4 of the SW 1/4, a distance of 263.42 feet to the POINT OF BEGINNING, thence continue N00º20'09"W, still along said West line 475.91 feet to the Southeasterly Right-of-Way line of the City of Orlando, Utilities Commission Right-of-Way, as recorded in OR Book 2070, Page 1834 of the Public Records of Polk County, Florida, thence N47º23'12"E along said Southeasterly Right-of-Way line 339.82 feet to the Point of Curvature of a curve to the right having a Radius of 11,144.16 feet, a Central Angle of 06º30'35", a Chord Bearing of N50º38'30"E and a Chord Distance of 1265.49 feet, thence along said curve 1,266.17 feet, to the Southwesterly corner of FIRST PARK AT BRIDGewater PHASE THREE, as recorded in Plat Book 132, Page 30 of the Public records of Polk County, Florida, thence Southeasterly along the Southwesterly line of said FIRST PARK AT BRIDGewater PHASE THREE the following three (3) calls, (1) thence S36º06'09"E 890.28 feet, (2) thence S62º43'51"E 1,157.75 feet, (3) thence N60º42'36"E 903.46 feet to the Southerly Right-of-Way line of First Park Boulevard as shown on the plat of FIRST PARK AT BRIDGewater PHASE TWO, as recorded in Plat Book 127, Page 38, of the Public Records of Polk County, Florida, thence Southeasterly along the said Southerly Right-of-Way line the following three (3) calls, (1) thence S29º52'55"E 407.30 feet to the Point of Curvature of a curve to the left having a Radius of 222.50 feet, a Central Angle of 39º34'56", a Chord Bearing of S49º40'23"E and a Chord Distance of 150.67 feet, (2) thence along said curve 153.71 feet to the Point of Tangency, (3) thence S69º27'51"E 724.12 feet to the Westerly Right-of-Way line of State Road #33, thence S20º31'55"W along said Westerly Right-of-Way line 2,640.11 feet, thence N69º28'05"W 140.00 feet, thence S20º31'55"W 58.42 feet, thence N85º37'30"W 140.55 feet, thence S20º31'55"W 46.49 feet, thence S69º28'05"E 275.00 feet again to said Westerly Right-of-Way line, thence S20º31'55"W along said Westerly Right of way line 224.13 feet, thence N69º09'42"W 678.56' to the Northeastery line of VILLAGES AT BRIDGewater as recorded in Plat Book 136, Page 29 of the Public Records of Polk County, Florida, thence Northwesterly along the said Northwesterly line the following nineteen (19) calls, (1) thence N08º36'21"E 5.30 feet, (2) thence N13º24'24"E 284.85 feet, (3) thence N31º56'40"E 72.84 feet, (4) thence N74º25'51"W 113.40 feet, (5) thence N88º33'41"W 122.48 feet, (6) thence N65º39'29"W 162.71 feet to the Point of Curvature of a curve to the right having a Radius of 270.00 feet, a Central Angle of 50º46'31", a Chord Bearing of N40º16'13"W and a Chord Distance of 231.52 feet, (7) thence along said curve 239.27 feet to the Point of Tangency, (8) thence N14º52'58"W 251.77 feet to the Point of Curvature of a curve to the left having a Radius of 224.00 feet, a Central Angle of 32º35'08", a Chord Bearing of N31º10'32"W and a Chord Distance of 125.68 feet, (9) thence along said curve 127.39 feet to the Point of Tangency, (10) thence N47º28'05"W 247.71 feet to the Point of Curvature of a curve to the right having a Radius of 275.00 feet, a Central Angle of 25º26'28", a Chord Bearing of N34º44'51"W and a Chord Distance of 121.11 feet, (11) thence along said curve 122.11 feet to a point on a curve concaved to the Southwesterly having a Radius of 54.00 feet, a Central Angle of 120º10'03", a Chord Bearing of N14º48'21"W and a Chord Distance of 93.61 feet, (12) thence along said curve 113.26 feet, (13) thence N12º28'05"W 706.95 feet, (14) thence N33º13'45"W 1,281.61 feet, (15) thence N80º36'48"W 407.65 feet, (16) thence S53º58'24"W 232.89 feet, (17) thence S05º20'28"W 26.83 feet, (18) thence S37º12'03"W 519.08 feet, (19) thence S89º39'51"W 282.80 feet to the POINT OF BEGINNING.
Village 14 Expansion
Parcel No. 242716-000000-042010

That part of Section 16. Township 27 South, Range 24 East, Polk County. Florida, being described as follows; Commence at the Southwest corner of the SE 1/4 of the SW 1/4 of said Section 16, thence N00°20'09"W along the West line of said SE 1/4 of the SW 1/4, a distance of 263.42 feet to the Northwest Corner of Village 3 of the VILLAGES AT BRIDGEWATER, as recorded in Plat Book 136. Page 29. of the Public Records of said Polk County, the said point being the POINT OF BEGINNING, thence continue N00°20'09"W, still along said West line 475.91 feet to the Southeasterly Right-of-Way line of the City of Orlando, Utilities Commission Right of Way, as recorded in OR Book 2070, Page 1834 of the Public Records of Polk County, Florida, thence N47°23'12"E along said Southeasterly Right of Way line a distance of 339.82 feet, thence South 50°13'03" East a distance of 258.43 feet thence North 50°17'41" East a distance of 284.85 feet, thence South 40°25'03" East a distance of 188.85 feet to the North line of the aforesaid VILLAGES AT BRIDGEWATER, thence Southwesterly along said East line the following (4) calls, (1) thence South 53°58'24" West a distance of 232.89 feet, (2) thence South 05°20'28" West a distance of 26.83 feet, (3) thence South 37°12'03" West a distance of 519.08 feet, (4) thence South 89°39'5" West a distance of 282.80 feet to the POINT OF BEGINNING. Said tract containing 326,174 square feet or 7.49 acres, more or less.
UTILITY EASEMENT SECTION

NEIGHBORHOOD LOCAL
W/ DRIVEWAY ACCESS

THE VILLAGES AT
BRIDGEWATER
NEIGHBORHOOD LOCAL SECTION VIEW
EXHIBIT 7.5 (PG 1 of 13)
UTILITY EASEMENT SECTION
NEIGHBORHOOD LOCAL WITH PEDESTRIAN CORRIDOR
UTILITY EASEMENT SECTION

NEIGHBORHOOD CIRCULATOR

THE VILLAGES AT BRIDGEWATER
NEIGHBORHOOD CIRCULATOR UTILITY ESMT.
EXHIBIT 7.5 (PG 6 of 13)
UTILITY EASEMENT SECTION

NEIGHBORHOOD CIRCULATOR WITH ON STREET PARKING

THE VILLAGES AT BRIDGEWATER
NEIGHBORHOOD CIRCULATOR UTILITY ESMT.
EXHIBIT 7.5 (PG 8 of 13)
Attachments "E-1"

(j) STREET TREE STANDARDS:

The intent of these standards is to require the installation of high quality, public realm street trees within the public right-of-way to form a continuous, predictable border and to reinforce the function of a street as a public space.

1) General Overview:

a. All Streets: Trees shall be incorporated into every Neighborhood Local street, planted in straight lines, between the sidewalk and the curb, or in informal groupings throughout the Neighborhood Circulator, or formal rows of palm trees the length of the Collector Boulevard.

b. Tree Types: Durable trees, such as oaks, shall be predominantly used. Sycamore and other shade trees may selectively be used to create a unique character. Bio-barriers shall be required. Palm trees are not acceptable street trees, except for the Collector Boulevard.

c. Consistent Application: Only one (1) type of tree shall be placed on both sides of residential streets, within a single block.

d. Arterial and Collector Streets: Street trees along arterial, and major and minor collectors shall be planted in either formal rows, or informal groups at a rate equal to fifty (50) feet on center.

e. Village Pathways: Pathways that are not located on roadways shall be planted with trees meeting street tree requirements at a rate equal to forty (40) feet apart in informal groupings to each side of the pathway.

f. Quality: All plants shall be Florida No. 1 grade or better in accordance with "Grades and Standards for Nursery Plants" published by the State of Florida, Department of Agriculture.

g. Size: Street trees shall be a minimum of 3" inches in caliper DBH, 14 feet in height, with a six (6) foot spread when planted.

h. Median Planting: Median landscape planting at the Collector Boulevard will be consistent with the formal rows of palm trees on either side of the street.
i. **Entrance Features:** Closely spaced trees, shrubs and ornamental trees shall be incorporated into the design of entrance features throughout the Community.

j. **Sight Lines:** Intersection plantings, at maturity, will provide a clear zone from intersections and mid block crossings to minimize pedestrian and drive sight line conflicts.

2) **SPECIFIC STREET REQUIREMENTS:**

   a. **Community Entrances at State Road 33:** Trees shall be planted in informal / natural groupings located to frame the entrance quadrant and accentuate views of the Community.

   b. **Collector Boulevard:** Trees shall be planted at fifty (50) feet on center, two (2) on each side of the street and one (1) in the median.

   c. **Neighborhood Circulator:** Trees shall be planted in informal arrangements on both sides of the street in quantities equal to one (1) tree per fifty (50) linear feet on each side of the street.

   d. **Neighborhood Local with Driveway Access:** Trees shall be planted at a rate of one (1) tree per lot frontage and two (2) trees per end lot sideyard.

   e. **Neighborhood Local with Alley:** Trees shall be planted at a rate of one (1) tree per lot frontage and two (2) trees per end lot sideyard.

   f. **Neighborhood Local with Pedestrian Corridor:** Trees shall be planted in formal rows on both sides of the street at fifty (50) feet on center and in informal groupings on both sides of the pedestrian walk at a rate equal to one (1) tree per forty (40) linear feet in the Pedestrian Corridor.
ATTACHMENT "E-3"

PLAN VIEW
EVERGREEN CANOPY TREES IN INFORMAL ARRANGEMENTS IN QUANTITY EQUAL TO AT LEAST ONE TREE PER 50 FEET

SECTION

NEIGHBORHOOD CIRCULATOR

THE VILLAGES AT BRIDGEWATER - EXHIBIT 2
ATTACHMENT "E-4"

PLAN VIEW

DECIDUOUS UPRIGHT TREES
FORMALLY SPACED AT A
RATE OF ONE TREE PER LOT
FRONTAGE OR TWO TREES
PER CORNER LOT SIDEYARD
FRONTAGE

SECTION

NEIGHBORHOOD LOCAL
W/ DRIVEWAY ACCESS

THE VILLAGES AT BRIDGEWATER - EXHIBIT 3
DECIDUOUS UPRIGHT TREES
FORMALLY SPACED AT A RATE OF
ONE TREE PER LOT FRONTAGE OR
TWO TREES PER CORNER LOT
SIDEWALK FRONTAGE

NEIGHBORHOOD
LOCAL W ALLEY

THE VILLAGES AT BRIDGEMARKER - EXHIBIT 4
DECIDUOUS TREES IN FORMAL ARRANGEMENT AT ONE TREE PER 50 FEET

INFORMAL GROUPINGS OF EVERGREEN & DECIDUOUS TREES SPACED AT A RATE EQUAL TO AT LEAST ONE TREE PER 40 LINEAR FEET

NEIGHBORHOOD LOCAL W PEDESTRIAN CORRIDOR

THE VILLAGES AT BRIDGEMARKER - EXHIBIT 5
ATTACHMENT "F-2"

10 DU
1.14 +/- Acres Net
8.77 DU/AC

CLUSTER B
ATTACHMENT "F-3"

16 DU
1.88 +/- Acres Net
8.51 DU/AC

CLUSTER C
ATTACHMENT "F-4"

18 DU
2.13 +/- Acres Net
8.45 DU/AC

CLUSTER D
The Villages at Bridgewater

Lakeland, Florida
Community Parks

ATTACHMENT "G"
Village 1: 45% max lot coverage.
Village 2: 45% lot coverage with the exception of 9 lots within the village at 50% max lot coverage.
Village 3: 50% lot coverage with the exception of 34 lots within the village at 55% max lot coverage.
Village 4: 50% lot coverage with the exception of 40 lots within the village at 55% max lot coverage.
Village 5A: 45% lot coverage with the exception of 7 lots within the village at 50% max lot coverage.
Village 5B: 45% lot coverage with the exception of 16 lots within the village at 50% max lot coverage.
Village 6A: 45% lot coverage with the exception of 7 lots within the village at 50% max lot coverage.
Village 6B: 45% lot coverage with the exception of 6 lots within the village at 50% max lot coverage.
Village 7: 45% lot coverage with the exception of 23 lots within the village at 50% max lot coverage.
Village 8: 50% lot coverage with the exception of 26 lots within the village at 55% max lot coverage.
Village 9: 50% lot coverage with the exception of 18 lots within the village at 55% max lot coverage.
Village 10: 45% max lot coverage.
## Project Information

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<th>Reviewer:</th>
<th>Todd Vargo</th>
</tr>
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<td>ZON19-017</td>
<td>Location:</td>
<td>2111 Lakeland Hills Boulevard</td>
</tr>
<tr>
<td>Owner:</td>
<td>VS Lakeland, LLC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applicant:</td>
<td>Kathryn Younkin, Behar Peteranecz, Architecture</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Zoning:</td>
<td>O-1 (Low Impact Office)</td>
<td>Future Land Use:</td>
<td>Mixed Commercial Corridor (MCC)</td>
</tr>
<tr>
<td>Context District:</td>
<td>Urban Corridor (UC)</td>
<td></td>
<td></td>
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<tr>
<td>Request:</td>
<td>Change in zoning from O-1 (Low Impact Office) to C-1 (Pedestrian Commercial) on approximately 1.78 acres located at 2111 Lakeland Hills Boulevard.</td>
<td></td>
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</tbody>
</table>

### 1.0 Location Maps

[Location Map Image]
2.0 Background

2.1 Summary

Kathryn Younkin, Behar Peteranecz, Architecture, on behalf of VS Lakeland, LLC, requests a change in zoning from O-1 (Low Impact Office District) to C-1 (Pedestrian Commercial District) on approximately 1.78 acres located at 2111 Lakeland Hills Boulevard. A base map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property is presently developed with a 39,000 sq. ft. memory care/assisted living facility which was constructed in 1972 according to the Polk County Property Appraiser. The subject property has a future land use designation of Mixed Commercial Corridor (MCC) and is located within the Urban Corridor (UCO) context sub-district.

2.3 Project Background

Memory care/assisted living facilities are classified as Group Homes by the City’s Land Development Code (LDC). The owner is operating a legal, nonconforming Level III Group Home with 85 beds and wishes to expand the memory care unit by another 10 beds within the existing building footprint. Level III Group Homes house more than 20 clients at any one time. The current O-1 zoning only allows Level I and Level II group homes as a conditional use. The proposed C-1 zoning district allows Level III Group Homes by right as a principal use. If approved, it will make the existing 85-bed group home legal, conforming, and allow for the proposed license expansion subject to parking and other requirements specified by the LDC. A survey depicting the existing site conditions is included as Attachment “C” for information purposes only.

2.4 Existing Uses of Adjacent Properties

<table>
<thead>
<tr>
<th>Boundary</th>
<th>Existing Land Use</th>
<th>FLUM</th>
<th>Zoning</th>
<th>Context</th>
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<tbody>
<tr>
<td>North</td>
<td>Grass parking lot</td>
<td>Mixed Commercial Corridor (MCC)</td>
<td>RA-3</td>
<td>UCO</td>
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<td>South</td>
<td>Group Home (ALF)</td>
<td>Public Buildings, Grounds and Institutional Uses (PI)</td>
<td>O-1</td>
<td>UCO</td>
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<tr>
<td>East</td>
<td>Grass parking lot</td>
<td>Public Buildings, Grounds and Institutional Uses (PI)</td>
<td>RA-3</td>
<td>PCR</td>
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<td>West</td>
<td>Medical offices</td>
<td>Residential Medium (RM)</td>
<td>O-1</td>
<td>UCO</td>
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</tbody>
</table>

2.5 Attachments

Attachment A: Legal Description

Attachment B: Base Map of Subject Property
3.0 Discussion

The existing Level III Group Home contains 68 rooms with 85 beds but the owner is planning to expand the facility to 95 beds. The expansion will not require any further construction on the building. However, the planned expansion will require more parking spaces than are available on the subject property. Group Homes require one parking space per two beds; with the expansion to 95 beds, 48 parking spaces will be needed. The owner of the subject property is presently negotiating a long-term lease agreement which will allow for the use of 15 improved parking spaces within the adjacent Tigertown parking lot for the benefit of employees of the Group Home. The remaining on-site parking will be reserved for residents and visitors. The addition of the 15 parking spaces will give the facility 38 parking spaces, which, with a 10 percent parking reduction for bicycle parking and a further 10 percent reduction for being located on a Transit Oriented Corridor, is the number of spaces required for the proposed license expansion.

The requested change from O-1 to C-1 will have a minimal impact on adjacent properties. The C-1 zoning district has the lowest impacts of any of the seven commercial districts, which high impact uses such as fast food restaurants, convenience stores, motor vehicle fuel sales, liquor stores, pawn shops, payday loan facilities, dollar stores and motor vehicle sales are expressly prohibited.

3.1 Transportation and Concurrency

The subject property is already developed with a 39,000 square foot assisted living facility. The requested zoning change will have a nominal impact on the surrounding transportation network. Any future expansion of the facility would have to meet concurrency standards prior to approval.

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. Letters of notification were mailed to 40 property owners within 500 feet of the subject property. No concerns or issues were expressed at the February 18th public hearing.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community and Economic Development Department reviewed this request and recommends approval of a change in zoning from O-1 to C-1.
ATTACHMENT “A”

Brief Legal Description:

Begin at a point 40.0 feet east and 57.63 feet north of the northwest corner of the southeast 1/4 of the southwest 1/4 of Section 6, Township 28 South, Range 24 East, run thence South along the East right-of-way line of Lakeland Hills Boulevard, 280.14 feet for the point of beginning of this description;

Continue thence south along said east right-of-way line, 194.34 feet; run thence south 89° 56’ East, 400.0 feet; run thence North and parallel to said East right-of-way line, 196.40 feet; run thence South 89° 46’ 20” West, 400.0 feet to the point of beginning, Polk County, Florida.
ATTACHMENT “B”

File Number: ZON19-017
Present Zoning: O-1
Context: Urban Corridor
Proposed Zoning: Application of C-1
February 2020
Report of City Commission Action on Planning and Zoning Board Recommendations

Tuesday, March 17, 2020

Meeting of February 17, 2020

Ordinances (Second Reading)

Proposed 20-010; Approving a Conditional Use to allow an electrical service, sales and supply company on property located at 1303 E. Main Street (CUP19-015) (1st Rdg. 2-3-20)

Proposed 20-011; Amending Ordinance 3432, as amended; major modification of PUD (Planned Unit Development) zoning to allow up to 26,000 sq. ft. of retail commercial uses, including 10,000 sq. ft. of restaurant uses, on approximately 5.14 acres located south of Oakbridge Parkway and east of Harden Boulevard. (PUD19-035) (1st Rdg. 2-3-20)

Proposed 20-012; Amending Ordinance 3423, as amended; major modification of PUD (Planned Unit Development) zoning to allow a daycare on property located at 3900 Don Emerson Drive. (PUD19-033) (1st Rdg 2-3-20)

Meeting of March 2, 2020

Ordinances (First Reading)

Proposed 20-014; Small Scale Amendment #LUS19-011 to the Future Land Use Map to change future land use from Residential Medium (RM) to Community Activity Center (CAC) to allow for a self-storage facility on approximately 2.8 acres located at 3500 Lakeland Highlands Road. (LUS19-011)

Proposed 20-015; Amending Ordinance 4300, major modification of PUD (Planned Unit Development) zoning to allow a self-storage facility and change the context district from Urban Neighborhood (UNH) to Urban Corridor (UCO) on approximately 2.8 acres located at 3500 Lakeland Highlands Road. (PUD19-037/ZON19-016)