AGENDA
Planning & Zoning Board
City Commission Chambers
November 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.

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PUBLIC HEARING

ITEM 1:
- b. Consideration of final decision.

ITEM 2: Conditional use to allow a bar on property located at 124 S. Tennessee Avenue. Owner: Stuart Simm. Applicant: Kara Simm. (CUP20-009)

ITEM 3: Major modification of PUD (Planned Unit Development) zoning for Tract E of Morgan Creek Preserve to allow for the construction of 56 single-family detached homes on approximately 35.08 acres generally located south of Medulla Road, east of Hamilton Road, and north of W. Pipkin Road (4806 Hamilton Road). Owner: English Creek LLC. Applicant: Wood and Associates Engineering LLC. (PUD20-014)

ITEM 4: Major modification of PUD (Planned Unit Development) zoning to include additional properties located along Bunker Road and adopt a revised site development plan. The site is approximately 724.4 acres located north and east of the Polk Parkway, west of Airport Road and south of Old Tampa Highway. Owner: LCP Owner LLC. Applicant: Timothy F. Campbell. (PUD20-020)

ITEM 5: Change in the Future Land Use designation from Residential Medium (RM) to Community Activity Center (CAC) and a change in zoning from O-1 (Low Impact Office) to C-4 (Community Center Commercial) on 3.17 acres located at 1723 and 1727 U.S. Hwy 98 South, and a change in zoning from RA-3 (Single Family) to O-1 (Low Impact Office) on 1.83 acres generally located west of U.S. Hwy 98 South, east of Fredericksburg Avenue and north of Fredericksburg Place. Owner: 1723 US Hwy 98 S LLC, Sharon Hall and Lew Hall Jr. Applicant: Shelton Rice. (LUS20-001/PUD20-013/ZON20-009)  

Note: Continued from previous meeting, applicant requests a delay.

GENERAL MEETING

ITEM 6: Review minutes of the October meeting.

ITEM 7: Change in land use from Residential Medium (RM) to Public Institutional (PI) and the application of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to apply a USP (Urban Special Purpose) context district designation, to allow a 124,800 sq. ft. medical clinic on approximately 26.45 acres located east of Lakeland Highlands Rd. and north of Meadowland Park Blvd (2080 Meadowland Park Blvd). Owner: Holloway Park Foundation Inc. Applicant: Neale Stralow. (LUL20-002/PUD20-013/ZON20-009)
ITEM 8: Change in zoning from RA-4 (Single-Family Residential) to PUD (Planned Unit Development) zoning to allow for the construction of a new two-family dwelling, and a maximum of six dwelling units, on property located at 1209 W. Highland Street. Owner: Donna Canning and Raydene Read. Applicant: Donna Canning. (PUD20-012) Note: Applicant requests a one-month delay.

ITEM 9: Major modification of PUD (Planned Unit Development) zoning to adopt a new site development plan and increase the maximum number of multi-family dwelling units allowed, from 142 to 300, on approximately 29.27 acres located at 3301 Airport Road. Owner: LMC Lakeland Development Inc. Applicant: Timothy F. Campbell. (PUD20-016)

ITEM 10: Plat approval for Villages at Bridgewater - Village 12 on 2.73 acres generally located south of Geneva Drive, west of Village Lakes Boulevard, and north of Bridgewater Lakes Way. Owner: HDP Bridgewater, LLC. Applicant: Doug Forni, Chastain Skillman, Inc. (SUB20-004)

ITEM 11: Plat approval for Villages at Bridgewater - Village 13 on 5 acres generally located north of Bridgewater Lakes Way, east of Village Lake Boulevard, and southeast of Great Bear Drive. Owner: HDP Bridgewater, LLC. Applicant: Doug Forni, Chastain Skillman, Inc. (SUB20-005)

ITEM 12: Election of new Vice Chairperson.


ITEM 14: Planning & Housing Manager’s Report.

ITEM 15: Audience.

ITEM 16: Adjourn.
### General Information:

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<th>Application Date:</th>
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<td>Applicant Name:</td>
<td>RUDY BROWN CONSTRUCTION INC(RR0067535)</td>
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<td>Applicant Address:</td>
<td>303 DORIS DR</td>
<td>LAKELAND</td>
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<tr>
<td>Owner Name:</td>
<td>WASHBURN ERIC CHARLES</td>
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<td>Owner Address:</td>
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<td>LAKELAND</td>
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### Request:

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<th>ACCESSORY DWELLING UNIT</th>
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<td>(Current) Context:</td>
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<td>Explanation of Request:</td>
<td>Construct accessory dwelling</td>
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<td>replace accessory dwelling destroyed by Hurricane Irma</td>
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### Estimate of Public Service Demand

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<td>Solid Waste</td>
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File Number: ADU20-010
Present Zoning: RA-1
Context: Urban Neighborhood
Proposed Zoning: Compatibility Review for an Accessory Dwelling Unit

November 2020
File Number: ADU20-010

Present Zoning: RA-1
Context: Urban Neighborhood
Proposed Zoning: Compatibility Review for an Accessory Dwelling Unit

November 2020
File Number: ADU20-010
Present Zoning: RA-1
Context: Urban Neighborhood
Proposed Zoning: Compatibility Review for an Accessory Dwelling Unit

November 2020
October 30, 2020

RE: 215 Miramar Road - Project No. ADU20-010

Dear Property Owner:

This letter is to advise you that Rudy Brown Construction requests a compatibility review to allow for the construction of a new accessory dwelling unit on property located at 215 Miramar Road. The subject property is legally described as:

CASA BELLA PB 8 PG 1 BLOCK 2 LOTS 7 & 8 & E 6 FT OF LOT 6 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA (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, November 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, November 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>FEDERAL BAR</td>
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<td>Total Acreage:</td>
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<tr>
<td>Applicant Name:</td>
<td>KARA SIMM</td>
<td></td>
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<tr>
<td>Applicant Address:</td>
<td>124 S TENNESSEE AVENUE</td>
<td>LAKELAND</td>
<td>FL 33801</td>
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<tr>
<td>Owner Name:</td>
<td>STUART SIMM</td>
<td></td>
<td></td>
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<tr>
<td>Owner Address:</td>
<td>124 S TENNESSEE AVENUE</td>
<td>LAKELAND</td>
<td>FL 33801</td>
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### Request:

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<th>CONDITIONAL USE</th>
<th>NEW</th>
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<td>Proposed Zoning:</td>
<td>Not Applicable</td>
<td>(C-7) Munn Park Historic</td>
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<td>Proposed Land Use:</td>
<td>Not Applicable</td>
<td>Regional Activity Center (RAC)</td>
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<td>Proposed Context:</td>
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<td>Urban Center (UCT)</td>
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<td>Explanation of Request:</td>
<td>Gross sales are less than the 51% required to operate as a restaurant so a conditional use must be applied for</td>
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<td>Justification:</td>
<td>To operate as a bar within the specified zoning district</td>
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<td>Type of Use:</td>
<td>Quality Restaurant Phase 0 Year 0</td>
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### Estimate of Public Service Demand

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File Number: CUP20-009

Present Zoning: C-7
Context: Urban Center
Proposed Zoning: Conditional Use to Allow a Bar

November 2020
File Number: CUP20-009
Present Zoning: C-7
Context: Urban Center
Proposed Zoning: Conditional Use to Allow a Bar
November 2020
File Number: CUP20-009
Present Zoning: C-7
Context: Urban Center
Proposed Zoning: Conditional Use to Allow a Bar

November 2020
October 30, 2020

RE: 124 S Tennessee Avenue - Project No. CUP20-009

Dear Property Owner:

This letter is to advise you that Kara Simm requests a conditional use to allow a bar on property located at 124 S. Tennessee Avenue. The subject property is legally described as:

The South 58 feet of Lot I, Block 18, Munns Survey, Public Records Polk County, Florida
(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, November 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, November 17th meeting.

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# Planning & Zoning Board General Application

## General Information:

<table>
<thead>
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<th>Project No:</th>
<th>PUD20-014</th>
<th>Application Date:</th>
<th>9/1/2020</th>
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<tr>
<td>Project Name:</td>
<td>ENGLISH CREEK (MORGAN CREEK PRESERVE PUD MODIFICATION 4818)</td>
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<tr>
<td>Subject Property Address:</td>
<td>4806 HAMILTON RD</td>
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<td>Parcel ID:</td>
<td>23290700000012010</td>
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<tr>
<td>Applicant Name:</td>
<td>WOOD AND ASSOCIATES ENGINEERING LLC</td>
<td></td>
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<tr>
<td>Applicant Address:</td>
<td>1925 BARTOW ROAD LAKELAND FL 33801</td>
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<tr>
<td>Owner Name:</td>
<td>ENGLISH CREEK LLC</td>
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<tr>
<td>Owner Address:</td>
<td>1141 DENTON ST LAKEALND FL 338033213</td>
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## Request:

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<th>PLANNED UNIT DEVELOPMENT</th>
<th>MAJOR MODIFICATION</th>
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**Explanation of Request:**

Request PUD Modification to Morgan Creek Preserve PUD 4818 to develop Tract E. Parcel ID includes 23-29-07-000000-012010 and 232908-000000-034010

**Justification:**

In accordance with the Morgan Creek Preserve PUD (PUD 4818), upon the development of Tract E within the PUD requires a PUD modification to determine the maximum number of dwelling units. Discussions with staff indicated the development of Tract E will be restricted to a maximum of 1.6 units per gross acre, and 46% of the lots must be a minimum lot area of 10,000 square feet.

Using these restrictions, the maximum number of lots are 56 (35.08 acres +/- x 1.6 = 56). The PUD as presented in this application is 56, all the lots have a minimum lot area of 10,000 SF. Additionally, all conditions and restrictions approved by Ordinance 4818 for the PUD will be an integral part of the proposed PUD modification.

## Concurrency:

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## Estimate of Public Service Demand

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<tr>
<td>Potable Water</td>
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</table>
Subject Property

500 Foot Notification Boundary

File Number: PUD20-014
Present Zoning: PUD 4818
Context: Suburban Neighborhood
Proposed Zoning: Major Modification of PUD Zoning to Allow 56 Single-Family Dwellings in Tract E

October 2020
Subject Property

File Number: PUD20-014
Present Zoning: PUD 4818
Context: Suburban Neighborhood
Proposed Zoning: Major Modification of PUD Zoning to Allow 56 Single-Family Dwellings in Tract E

October 2020
File Number: PUD20-014
Present Zoning: PUD 4818
Context: Suburban Neighborhood
Proposed Zoning: Major Modification of PUD Zoning to Allow 56 Single-Family Dwellings in Tract E
October 2020
October 2, 2020

RE: 4806 Hamilton Road - Project No. PUD20-014

Dear Property Owner:

This letter is to advise you that Wood & Associates Engineering, LLC requests a major modification of PUD (Planned Unit Development) zoning for Tract E of Morgan Creek Preserve to allow for the construction of 56 single-family detached homes on approximately 35.08 acres generally located south of Medulla Road, east of Hamilton Road, and north of W. Pipkin Road (4806 Hamilton Road). The subject property is legally described as:

PARCEL 232908-000000-034010 AND 232907-000000-012010 THE SOUTHWEST ¼ OF THE NORTHEAST 1/4 AND THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 7, TOWNSHIP 29 SOUTH, RANGE 23 EAST, AND THE SOUTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 8, TOWNSHIP 29 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA LESS AND EXCEPT THAT PORTION OF LAND RECORDED IN O.R. BOOK 6212, PAGE 320, PUBLIC RECORDS OF POLK COUNTY, FLORIDA. (A complete legal description is available in the Community & Economic Development Department.)

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### Planning & Zoning Board General Application

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<td>LCP OWNER_ Add Small Lots</td>
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<tr>
<td>Applicant Name:</td>
<td>TIMOTHY F. CAMPBELL</td>
<td></td>
<td></td>
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<tr>
<td>Applicant Address:</td>
<td>500 SOUTH FLORIDA AVENUE, SUITE 800</td>
<td>LAKELAND</td>
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<td>Owner Name:</td>
<td>LCP OWNER LLC</td>
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<tr>
<td>Owner Address:</td>
<td>800 N MAGNOLIA AVE STE 1625</td>
<td>ORLANDO</td>
<td>FL</td>
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#### Request:

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<th>PLANNED UNIT DEVELOPMENT</th>
<th>MAJOR MODIFICATION</th>
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<td>(PUD) 5820 Planned Unit Development</td>
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<td>Explanation of Request:</td>
<td>See attached correspondence explaining the request.</td>
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<td>Justification:</td>
<td>See attached correspondence</td>
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#### Estimate of Public Service Demand

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<td>Solid Waste</td>
</tr>
</tbody>
</table>
October 1, 2020

Nicole Travis, Director  
Community and Economic Development Department  
City of Lakeland  
228 South Massachusetts Avenue  
Lakeland, Florida 33801

Re: LCP Owner, LLC / Lakeland Central Park  
Request to Modify PUD Ordinance 4998

Dear Nicole:

Our firm represents LCP Owner, LLC ("LCP Owner") with respect to its development of the property known as "Lakeland Central Park." LCP Owner is seeking a major modification to PUD Ordinance 4998 (the "PUD"). The following shall serve as an explanation and the justification for this request.

**Explanation of Request**

**Addition of Property**

LCP Owner is submitting a modified legal description to add two small lots on Bunker Road to the PUD. These parcels are identified as Polk County Property Appraiser Parcel Identification Numbers 232828-000000-044010 and 232828-000000-042090 (the "New Property"). The New Property was acquired by the previous owner, Flagler, after it processed the original PUD and was included within the Lakeland Central Park property that was conveyed to LCP Owner. And, the New Property and additional property that lies within the PUD has been removed from the Steeplechase Association. The revised site plan LCP Owner is submitting (the "Revised Site Plan") includes the addition of the New Property. LCP Owner owns two residential lots within the Steeplechase neighborhood that remain a part of the Association and are not proposed to be added to the PUD.

**Floor to Area Ratio Language**

LCP Owner also proposes clarifying language to memorialize the response from Community and Economic Development Department staff that the floor area ratio ("FAR")...
analysis, calculating the maximum square footage allowances in Section I(A)(1) of the PUD, for Lakeland Central Park shall occur over the entire PUD development and not on a lot by lot basis. We propose to add the following provision, consistent with the response from Community and Economic Development Department staff to LCP Owner regarding this issue, to the PUD in order to clarify this issue:

- A new condition Section I(A)(3) that states: "The Land Development Code floor area ratio requirements were utilized to determine the maximum development allowed within the entire PUD and shall not be applied for the approval of each individual Parcel."

Revised Site Plan

LCP Owner proposes the Revised Site Plan to (i) add the New Property, (ii) realign a couple of parcel boundaries, stormwater management areas, and wetlands (iii) remove Parcel 11 because of wetlands restrictions, (iv) remove Stormwater Management Areas 9 and 12B as a result of more detailed wetlands and stormwater management design and permitting work, and (v) increase the amount of open space. The requested modifications are the result of more detailed wetlands determinations and will allow for a more efficient development of Lakeland Central Park.

Justification

This major modification adds the New Property to the scope of the PUD, incorporates a revised site development plan that more accurately reflects the wetlands determinations within Lakeland Central Park and clarifies a couple PUD provisions.

Conclusion

We respectfully request your support of this major modification to the PUD. LCP Owner and its development team is ready and willing to meet with City of Lakeland staff to discuss the changes proposed in this PUD major modification. Please let me know if you have any questions or require any additional information from LCP Owner or us.

Thank you very much.

Sincerely,

Timothy F. Campbell

Copy: Client (transmitted via email)
ATTACHMENT "C"
SITE DEVELOPMENT PLAN

NOTE 1 - THE WAREHOUSE LAND USE CATEGORY MAY ALSO INCLUDE LIMITED SUPPORT RETAIL/SERVICE AND OFFICE LAND USES. MULTIFAMILY RESIDENTIAL LAND USES MAY BE LOCATED ON PARCEL 6 AT A LATER DATE, PROVIDING A COMPREHENSIVE PLAN AMENDMENT REQUESTING A LAND USE DESIGNATION ALLOWING THESE USES. MULTIFAMILY RESIDENTIAL LAND USES SHALL NOT BE LOCATED ON PARCEL 12.

NOTE 2 - THE OFFICE LAND USE CATEGORY MAY INCLUDE WAREHOUSE LAND USES.

NOTE 3 - THE RETAIL/SERVICE LAND USE CATEGORY MAY INCLUDE RETAIL/SERVICE, OFFICE, HOTEL AND RESIDENTIAL LAND USES.

NOTE 4 - FINAL CONFIGURATION AND DESIGN USE IN THESE AREAS WILL BE BASED ON SHAPING PERMITS.

NOTE 5 - STORMWATER CONVEYANCES MAY BE INCLUDED IN BUFFERING/RESERVE AREAS, SUBJECT TO PERMITTING REQUIREMENTS.

NOTE 6 - THE PROPOSED PARCEL BOUNDARIES AND ROADWAY ALIGNMENT ARE CONCEPTUAL ONLY AND ARE SUBJECT TO CHANGE. PARCELS MAY BE COMBINED OR BOUNDARIES MODIFIED/LOCATED TO ACCOMMODATE OTHER PARCELS. STORMWATER MANAGEMENT AREAS AND OTHER OPEN SPACE, INCLUDING UPLAND BUFFERS ADJACENT TO WETLANDS.

NOTE 7 - THE PROPOSED DEVELOPMENT SHALL COMPLY WITH THE AMENDED DESIGN STANDARDS AND MASTER SIGN PLAN INCLUDING ALL APPLICABLE CITY REQUIREMENTS.

NOTE 8 - ALL Mitigation Offsets Will Be Provided Along the Project's Boulevard Consistent With the Access Management Plan.

NOTE 9 - AN IMPROVED TRAIL May Be Located in the Project, Extending From the Sidewalk Along the Internal Access Road to the Sidewalk Along Old Tampa Highway. The Alignment of the Trail Shown Is Conceptual Only and Will Be Established During the Site Plan and Plat Review Stage.

TYPICAL SPINE ROAD SECTION

PUD MASTER PLAN
LAKELAND CENTRAL PARK
CITY OF LAKELAND, FLORIDA

DATE: OCTOBER 2020
CHECKED BY: DAVE SCHMITT
SHEET 1 OF 1
File Number: PUD20-020
Present Zoning: PUD 5820
Context: Suburban Special Purpose
Proposed Zoning: Major Modification of PUD Zoning to Add Additional Properties

December 2020
File Number: PUD20-020
Present Zoning: PUD 5820
Context: Suburban Special Purpose
Proposed Zoning: Major Modification of PUD Zoning to Add Additional Properties

December 2020
Subject Property

Areas of to be Added

500 Foot Mail Notification Boundary

Current City Limits

Zoning

Conditional Use

Parcels

Railroad

Water Body

Roadway/Railway

File Number: PUD20-020

Present Zoning: PUD 5820

Context: Suburban Special Purpose

Proposed Zoning: Major Modification of PUD Zoning to Add Additional Properties

December 2020
October 30, 2020

RE: Lakeland Central Park - Project No. PUD20-020

Dear Property Owner:

This letter is to advise you that Timothy F. Campbell requests a major modification of PUD (Planned Unit Development) zoning to include additional properties located along Bunker Road and adopt a revised site development plan. The site is approximately 724.4 acres located north and east of the Polk Parkway, west of Airport Road and south of Old Tampa Highway. The subject property is legally described as:

Land north of the Polk Parkway in Section 29 Township 28 South Range 23 East; And; the south 1/4 of Section 20 Township 28 South Range 23 East less the west 2360 feet more or less and the east 658 feet more or less; And; in Section 28 Township 28 South Range 23 East, the southwest 1/4 of the northwest 1/4, and the southwest 1/4 less areas described in the full legal description; And; Land north of the Polk Parkway in the northeast 1/4 of the northeast 1/4 of Section 32 Township 28 South Range 23 East; And; Land north of the Polk Parkway in Section 33 Township 28 South Range 23 East in the northwest 1/4 of the northwest 1/4 less areas described in the full legal description, and the northeast 1/4 of the northwest 1/4 less areas described in the full legal description. (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, November 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, November 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 Request for Delay

<table>
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<th>November 17, 2020</th>
<th>Reviewer:</th>
<th>Todd Vargo</th>
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<td>Current Zoning:</td>
<td>(O-1) Low Impact Office</td>
<td>Future Land Use:</td>
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<tr>
<td>Context District:</td>
<td>Urban Corridor (UCO)</td>
<td>Context District:</td>
<td>Urban Corridor (UCO)</td>
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</table>

### Request:
Change in the Future Land Use designation from Residential Medium (RM) to Community Activity Center (CAC) on 4.08 acres and a change in zoning from O-1 (Low Impact Office) and RA-3 (Single-Family) to PUD (Planned Unit Development) on 5.77 acres generally located west of U.S. Hwy 98 South, east of Fredericksburg Avenue and northwest of Richmond Road.

The applicant is requesting that the item be delayed in order to finalize the site plan and conditions of approval. The applicant anticipates being ready to move forward with the case at the December 15, 2020 meeting.
MINUTES
Planning & Zoning Board
City Commission Chambers
Tuesday, October 20, 2020
8:30 a.m.

The City of Lakeland Planning and Zoning Board met in Regular Session. Board Members Glenn Higgins (Chair), Lyle Philipson, Silvana Knight, Jeri Thom, and Susan Seitz were present. Community & Economic Development staff Teresa Maio, Planning & Housing Manager; Chuck Barmby, Transportation & Development Review Manager; Matthew Lyons, Chief Planner; Phillip Scearce, Principal Planner; Todd Vargo, Senior Planner; and Brandy Gillenwater, Planning Administrative Specialist were present. Assistant City Attorney Jerrod Simpson was also present.

PUBLIC HEARING

ITEM 1:  Change in zoning from RA-4 (Single-Family Residential) to PUD (Planned Unit Development) zoning to allow for the construction of a new two-family dwelling, and a maximum of six dwelling units, on property located at 1209 W. Highland Street. Owner: Donna Canning and Raydene Read. Applicant: Donna Canning. (PUD20-012)

Todd Vargo stated the request is for a change in zoning to PUD (Planned Unit Development) to allow for the construction of a duplex on property where a previous duplex structure burned and was demolished in 2016. There are two duplex structures currently on the subject property which share access from W. Highland Street. Neighboring properties consist of a mix of single-family and two-family uses.

In response to Lyle Philipson, Mr. Vargo stated the proposed structure will be one-story in height.

In response to Ms. Knight, Mr. Vargo stated both existing structures will remain on the property.

Raydene Read, 1209 W. Highland Street, stated she would like to build a new duplex on the subject property with entry from W. Highlands Street and additional parking for the residents.

In response to Jeri Thom, Ms. Read stated the parking for the proposed structure would be consistent with the parking for the first structure on the property.

Todd Vargo stated staff has discussed parking with the applicant and will continue working together to find a solution to accommodate parking for the new structure.

ITEM 2:  Major modification of PUD (Planned Unit Development) zoning to adopt a new site development plan and increase the maximum number of multi-family dwelling units allowed, from 142 to 300, on approximately 29.27 acres located at 3301 Airport Road. Owner: LMC Lakeland Development Inc. Applicant: Timothy F. Campbell. (PUD20-016)

Phillip Scearce stated the subject property is located at the southwest corner of Airport Road and Carillon Boulevard, at the entrance of the Carillon Lakes community. The Future Land Use designation for the subject property, Interchange Activity Center (IAC), is a special category created to address unique opportunities associated with land development that have limited access to interchanges. IAC future land use designations encourage high intensity centers that function well to provide aesthetically attractive gateways to communities. The previously adopted site plan for the PUD allows for 142 dwelling units on the subject property in a townhouse configuration.

In response to Jeri Thom, Mr. Scearce stated a transportation analysis is currently being conducted in the area. A right turn lane from Carillon Boulevard to Airport Road is being considered by the applicant.
In response to Ms. Thom, Mr. Scearce stated the proposed multi-family project will not be part of the existing Carillon Lakes community.

Timothy Campbell, Clark, Campbell, Lancaster & Munson, P.A., 500 S. Florida Avenue, stated the subject property is part of an existing PUD ordinance that allowed for a mixed-use development. Access to the proposed development would be limited to a single access point from Carillon Boulevard via Airport Road. Requests for additional access to Airport Road from the subject property have been denied by the Florida Department of Transportation (FDOT).

In response to Ms. Thom, Mr. Campbell stated the secondary access to Airport Road shown on the site plan will not be allowed by FDOT at this time.

In response to Mr. Philipson, Mr. Campbell stated the gated entrance for Carillon Lakes is just beyond the entrance to the proposed development from Carillon Boulevard.

In response to Ms. Thom, Mr. Campbell stated he does not know the total amount of residents currently in Carillon Lakes.

In response to Mr. Philipson, Mr. Campbell stated the proposed development would be self-sufficient with amenities and would not be part of the Carillon Lakes community.

In response to Ms. Thom, Mr. Campbell stated the multi-family units would be rental apartments.

In response to Ms. Thom, Mr. Campbell stated the buildings would be three-stories in height.

In response to Silvana Knight, Mr. Campbell stated multi-modal methods of transportation would be addressed in the traffic study.

Mr. Campbell stated additional improvements include the construction of a west bound turn lane into the multi-family residential community and a right turn lane onto Airport Road from Carillon Boulevard. The proposed multi-family residential community will act as a transitional use from the single-family Carillon Lakes residential development into the growing employment centers in the area allowing for more access to these centers and the Polk Parkway.

In response to Susan Seitz, Mr. Campbell stated the development team has been in contact with SWFMD (Southwest Florida Water Management District) regarding drainage on the site.

In response to Ms. Knight, Mr. Campbell stated the original approved zoning allowed for 100,000 square feet of commercial retail.

In response to Jeri Thom, Mr. Campbell stated the developer would prefer to have the additional access to the proposed development to Airport Road to allow for ease of evacuation or emergency vehicles. However, this access has not been approved by FDOT. Discussion ensued.

In response to Ms. Knight, Mr. Campbell stated the density of the proposed community would support the need for amenities.

In response to Lyle Philipson, Mr. Campbell stated parking for the multi-family community will be internal to the buildings.

In response to Ms. Thom, Mr. Campbell stated market analysis has shown the need in the area for multi-family housing.

In response to Susan Seitz, Mr. Campbell stated FDOT is attempting to control the movement of traffic and limit the number of driveways and conflicts along Airport Road.

In response to Ms. Knight, Mr. Campbell stated the previously approved site plan allowed for smaller buildings and fewer amenities.
In response to Glenn Higgins, Jerrod Simpson clarified the Board members would be permitted to ask questions of the developer

Dennis Nitschke, 3947 Whistlewood Circle, stated he is concerned about an increase in traffic, the major reconstruction of the entrance, blocked emergency vehicles, controlled access and security for Carillon Lakes residents and environmental issues.

Mark Kellogg, 4361 Whistlewood Circle, stated the residents entering the proposed multi-family community will create traffic issues at the entrance to the Carillon Lakes community.

William Judd, 3945 Serenade Lane, stated the proposed development does not appear to have adequate parking which could create a safety hazard for residents.

David Tzeel, 3983 Serenade Lane, stated the rezoning would result in the reduction of the quality of life for residents in Carillon Lakes and surrounding areas by producing crime, noise, pollution, and traffic, and will damage property value.

Janice Kellogg, 4361 Whistlewood Circle, stated the lack of amenities shown for the proposed development would encourage residents of the proposed development to enter the Carillon Lakes community and use the greater amenities and the additional traffic would congest the entrance to Carillon Lakes.

Claire Steiger, 2976 Bellflower Way, stated the proposed development would affect the natural environment.

Ingrid Schor, 3344 Songbird Lane, stated the proposed development would cause safety hazards for Carillon Lakes residents and existing wildlife.

Barbara Sweeney, 3356 Fiddleleaf Way, stated existing trees would need to be removed to accommodate the proposed multi-family development and the additional traffic would cause wear and tear on Carillon Lakes Boulevard.

Leonard Lyonel, 4287 Whistlewood Circle, stated he is concerned about the safety of the Carillon Lakes community.

In response to Angie Weeks, 3303 Songbird Lane, Teresa Maio stated the parcel located northeast of Carillon Lakes Boulevard does not have zoning.

Steve Brooks, 3391 Waterlute Way, stated Carillon Lakes residents volunteer time to maintain the safety of the community.

Timothy Campbell stated the current entitlements for the subject property allow for either fee simple ownership or rental development. The extended left turn lane into the community is intended to mitigate traffic issues at the guard house for Carillon Lakes. Ponds and lakes included in the request will be reviewed during site plan review if approved by the Planning & Zoning Board.

ITEM 3: Change in the Future Land Use designation from Residential Medium (RM) to Community Activity Center (CAC) and a change in zoning from O-1 (Low Impact Office) to C-4 (Community Center Commercial) on 3.17 acres located at 1723 and 1727 U.S. Hwy 98 South, and a change in zoning from RA-3 (Single Family) to O-1 (Low Impact Office) on 1.83 acres generally located west of U.S. Hwy 98 South, east of Fredericksburg Avenue and north of Fredericksburg Place. Owner: 1723 US Hwy 98 S LLC, Sharon Hall and Lew Hall Jr. Applicant: Shelton Rice. (LUS20-001/PUD20-018) Note: Continued from previous meeting, applicant requests a delay.

Lyle Philipson made a motion for approval of a one-month delay. Silvana Knight seconded the motion and it passed 5-0.
ITEM 4: Compatibility review to allow for the construction of a new accessory dwelling unit on property located at 1515 Arlington Road. Owner: Hector Rodriguez. Applicant: RDG Design & Builders. (ADU20-006) Note: Continued from previous meeting.

Todd Vargo stated the request has been updated to include a corrected site plan/floor plan and presented recommended conditions to the Board.

In response to Jeri Thom, Mr. Vargo stated the City discourages the rental of accessory dwelling units by limiting the subject property to only one electric meter.

Lyle Philipson made a motion to approve staff's recommendation. Silvana Knight seconded the motion and it passed 5-0.

ITEM 5: Change in zoning, from MF-12 (Multi-Family) to LD (Limited Development), and a conditional use to allow a 150-foot high ground mounted, personal wireless facility (cell tower) on approximately 10.9 acres located at 1055 Ariana Street. Owner: Stacy Houghton and Samuel Houghton Sr. Applicant: Gary Brundage. (CUP20-006/ZON20-008)

Phillip Scearce stated a change in ownership of the subject property has been reflected in the staff recommendation. The subject property is located at the northeast corner of Harden Boulevard and Sykes Boulevard at 1055 Ariana Street. The requested Limited Development zoning provides rural, agricultural, conservation and recreational land uses where appropriate and where consistent with the existing and desirable future land use pattern.

Mr. Scearce presented recommended conditions to the Board.

Gary Brundage, 960 Starkey Rd, Largo FL 33771, stated the tower will be of a uni-pole design which will be able to accommodate up to five wireless service providers.

Christopher Satterfield, 822 W. Patterson Street, stated there are several towers existing in Lakeland and the proposed tower will lower the value of the nearby properties.

John Conners, 1204 Unitah Ave, #3, stated the nearby Magnolia Pointe Community is comprised of a diverse group of residents and fears for the safety of those residents if the proposed tower is installed.

Randy Sumner, 727 W. Patterson Street, stated the proposed tower will diminish the attractiveness of the area and will not fit in with the historic buildings.

Jen Aguilar, 1545 S. Webster Avenue, stated cell towers are typically located in more industrialized areas and the proposed tower is not consistent with the surrounding uses and will negatively affect property values.

In response to Silvana Knight, Mr. Brundage stated the uni-pole tower is approximately 4 ½ to 5 feet wide.

In response to Silvana Knight, Mr. Brundage stated birds would not be removed from the tower if nests are built on top, however, uni-pole towers have been found to be the least attractive to wildlife.

Phillip Scearce presented recommended conditions to the Board.

Lyle Philipson made a motion to approve staff’s recommendation. Silvana Knight seconded the motion and it passed 5-0.

ITEM 6: Change in land use from Residential Medium (RM) to Public Institutional (PI) and the application of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to apply a USP (Urban Special Purpose) context district designation, to allow a 124,800 sq. ft. medical clinic on approximately 26.45 acres located east of Lakeland Highlands Rd. and north of Meadowland Park Blvd (2080 Meadowland Park Blvd). Owner:
Phillip Scearce stated the subject property is located north of the Polk Parkway and does not have a zoning designation.

Neil Stralow, BMO Harris Bank, 501 E. Kennedy Boulevard, Suite, 1010, Tampa, 33620, stated the proposed building will have 133,000 sq. ft. of floor area. The clinic will be community based and will provide outpatient services for Polk County veterans.

William Valentine, 600 Galleria Parkway, Suite 995, Atlanta, Georgia, stated the proposed site is still under review by the federal government.

In response to Glenn Higgins, Mr. Valentine stated if the project is approved, development will take approximately two years.

In response to Lyle Philipson, Mr. Valentine stated the clinic will be outpatient only and will not be open overnight.

In response to Mr. Philipson, Mr. Valentine stated the clinic will not operate as an emergency room.

In response to Mr. Philipson, Mr. Valentine stated the facility will not be restricted to seeing patients within a certain radius of the clinic.

In response to Silvana Knight, Mr. Valentine stated the amount of parking spaces requested are required by the Veteran’s Administration. Mr. Scearce stated the amount of parking spaces requested does not meet the minimum requirement for this facility type as specified in the Land Development Code.

**ITEM 7:** Major modification of PUD (Planned Unit Development) zoning for Tract E of Morgan Creek Preserve to allow for the construction of 56 single-family detached homes on approximately 35.08 acres generally located south of Medulla Road, east of Hamilton Road, and north of W. Pipkin Road (4806 Hamilton Road). Owner: English Creek LLC. Applicant: Wood and Associates Engineering LLC. (PUD20-014)

Lyle Philipson made a motion for approval of a one-month delay. Silvana Knight seconded the motion and it passed 5-0.

**ITEM 8:** Major modification of PUD (Planned Unit Development) zoning to allow an 80,516 sq. ft. hospital with a maximum of 50 beds and 10,610 sq. ft. of medical office uses on approximately 4.33 acres located at 2575 Harden Boulevard. Owner: New Heritage LLC. Applicant: Timothy F. Campbell. (PUD20-015)

Teresa Maio stated the request was withdrawn by the applicant prior to the meeting, after the agenda packet was distributed.

**GENERAL MEETING**

**ITEM 9:** Review minutes of the September meeting.

Lyle Philipson made a motion for approval of the minutes from the previous meeting. Silvana Knight seconded the motion and it passed 5-0.

**ITEM 10:** 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: Timothy F. Campbell. (PUD20-002) **Note:** Continued from previous meeting, applicant requests a delay.
Lyle Philipson made a motion for approval of a three-month delay. Silvana Knight seconded the motion and it passed 5-0.

**ITEM 11:** Plat approval for Gresham Farms on 68.39 acres generally located south of Medulla Road, east of County Line Road, and north of West Pipkin Road. Owner: Gresham Farms Development, LLC. Applicant: Kenneth Thompson, Platinum Surveying and Mapping, LLC. (SUB20-011)

Lyle Philipson made a motion for approval of a one-month delay. Silvana Knight seconded the motion and it passed 5-0.

**ITEM 12:** Report of City Commission action on Planning and Zoning Board recommendations.

Teresa Maio reviewed the recent actions of the City Commission.

**ITEM 13:** Housing & Planning Manager’s Report.

Teresa Maio reviewed the new cases for the November hearing.

**ITEM 14:** Audience.

There were no comments from the audience.

**ITEM 15:** Adjourn.

There being no further discussion, the meeting was adjourned at 11:31 am.

Respectfully Submitted,

______________________________  ________________________________
Glenn Higgins, Chair            Leigh Ann Lunz, Secretary

Lyle Philipson
**Community & Economic Development**  
**Staff Recommendation**

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<th>Date:</th>
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<th>Phillip Scearce</th>
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<td>October 20, 2020</td>
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<td>November 17, 2020</td>
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<td>Request:</td>
<td>Change in land use from Residential Medium (RM) to Public Institutional (PI) on approximately 26.45 acres located at 2080 Meadowland Park Boulevard.</td>
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### 1.0 Location Maps

![Location Map](image)
2.0 Background

2.1 Summary

Neale Stralow, Vanasse Hangen Brustlin, Inc. (VHB), requests a change in land use from Residential Medium (RM) to Public Institutional (PI) on approximately 26.45 acres located at 2080 Meadowland Park Boulevard. A legal description is included as Attachment “A” and a map depicting the area of the proposed land use change is included as Attachment “B.”

2.2 Subject Property

The subject property is presently undeveloped and used as pasture for cattle grazing. The existing RM future land use designation was applied following annexation in 2001. The purpose of this request is to apply conforming land use which will allow for the development of a 133,000 sq. ft. Veterans Administration medical clinic. Concurrent with this request, the applicant is requesting the application of PUD (Planned Unit Development) zoning along with a City-initiated request to apply an Urban Special Purpose (USP) context sub-district designation to the property.

2.3 Existing Uses of Adjacent Properties

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2.4 Attachments

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

3.0 Planning Issues

3.1 Transportation and Concurrency

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 March 16, 2020), the adjacent segment of CR 37B (Lakeland Highlands Road) between State Road 570 (Polk Parkway) and Edgewood Drive has an Annual
Average Daily Traffic Volume of 23,100 vehicles, with a two-hour average P.M. peak hour volume of 839 vehicles in the northbound direction and 806 vehicles in the southbound direction. The segment operates at an acceptable level-of-service, LOS B. The adjacent segment of Lakeland Highlands Road between Lake Miriam Drive and State Road 570 (Polk Parkway) has an Annual Average Daily Traffic Volume of 22,500 vehicles, a two-hour average of 786 northbound trips and 818 southbound trips during the P.M. Peak Period. This segment is also operating at an acceptable level-of-service, LOS B.

Vanasse Hangen Brustlin, Inc. (VHB) prepared and submitted the “Veterans Administration Clinic” Traffic Impact Analysis (TIA) in September 2020 for the full proposed development program. The proposed VA Clinic is estimated to generate an additional 4,762 Daily trips, 439 AM Peak and 380 PM Peak external trips. The existing conditions analysis show that all studies of roadways and intersections operate at an acceptable level of service. The future conditions analysis shows that all roadways segments operate at an acceptable LOS except the Edgewood Drive from SR 37 (S. Florida Avenue) to CR 37B (Lakeland Highland Road) which would operate at an LOS of “F” without appropriate improvements or travel demand management. The future conditions analysis shows that all study intersections are operating, overall, at an acceptable LOS under the Build and No Build conditions. All study intersections are expected to operate at or better than the intersection LOS E in the AM and PM peaks. Isolated (directional) intersection approach failures appear under the No Build and Build conditions. Overall the results of the analysis suggest that the proposed VA Clinic does not increase the need for off-site roadway or intersection mitigation improvements. However, the nature of the VA Clinic, being a large daily trip generator, increases the need for multi-modal concurrency mitigation measures.

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

The subject property borders CR 37B (Lakeland Highlands Road) and Meadowlands Park Boulevard, operated by Polk County and the City of Lakeland, respectively. 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 Meadowlands Park Boulevard shall be permitted through Lakeland. Any proposed traffic signal modification (e.g. Signal timing) at the Lakeland Highlands Road/Meadowland Park Boulevard intersection shall 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. A sidewalk is also located on the south side of Meadowland Park Boulevard providing pedestrian access to the development site. 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.
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 planned multi-use trail corridor south of the Polk Parkway 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 south of the Parkway and adjacent to 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 mile and 1.75 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 Public Institutional land use designation, do not generate a significant demand for parks and other recreational areas.

**g. Stormwater Management (Drainage)**

Soils in the uplands portion of the site consist primary of Neilhurst sand with a slope from 1 to 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-half mile to the northwest at the southwest corner of Lakeland Highlands Road and Glendale Street, which is estimated to be approximately a two to three 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.

b. Other Applicable Elements of the Lakeland Comprehensive Plan

The proposed amendment is consistent with the general description outlined in the Public Buildings, Grounds and Institutional Uses (PI) general characteristics description of the Comprehensive Plan. In addition, Table II-8 indicates PI as an allowable use within the Urban Development Area (UDA) portion of the City. The request is also consistent with 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 1B2, 1G, 1H, 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 surrounded by properties located entirely within the City.

3.3 Other Planning Issues

I. Environmental

a. Wetlands and Floodplains:

The subject property consists of approximately 26.45 acres of reclaimed uplands (FLUCCS 1650). One 6.08-acre wetland mapped by US Fish and Wildlife Services (FWS) National Wetland Inventory (NWI) intersects the eastern side of the property. About 4 acres of the wetlands are located on the subject property. An additional unmapped wetland was observed on aerosals and field verified. This wetland located in the center of the property is likely to be considered jurisdictional by the Southwest Florida Water Management District (SWFWMD).
According to FEMA Flood Panel 12105C0320G dated December 22, 2016 portions of the project site fall within Zone A, indicating a one percent annual chance of flood. A Base (100-Year) Flood Elevation has not been established for this special flood hazard area (SFHA). Based on the surrounding watershed model data provided by the SWFWMD, the flood elevation is approximately 118.40 ft. (NAVD 1988). Topographic survey for the area indicates that the lowest grade on the project site is 129.00 ft. (NAVD 1988). It does not appear the SFHA currently shown for the project site matches the existing topography. Therefore, according to the applicant, it is reasonable to assume that the project area is outside the SHFA. Furthermore, as shown on the grading plan, the proposed finished floor elevation is 135.50 ft. (NAVD 1988).

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 applicant conducted a preliminary review of all readily available GIS information, along with a reconnaissance level field survey to determine the potential presence of wildlife. According to Florida Fish and Wildlife Conservation Commission (FWC) database, the nearest bald eagle (Haliaeetus leucocephalus) nest is located 0.1 mile (528 ft.) east of the subject property. The US Fish and Wildlife Service (USFWS) indicates that all projects less than 660 ft. from a bald eagle nest will need USFWS review.

The FWC database also indicated a known wading bird rookery, including a known wood stork (Mycteria Americana) colony, is located less than one mile west of the property. While the subject property falls outside the 2,500-foot buffer of the colony, it’s included in the FWC wood stork core foraging area. Wood storks were not observed on site during the visit, but other non-listed wading birds were present which indicates shallow wetlands and the pond site provides foraging areas.

The upland areas were unofficially surveyed for gopher tortoise (Gopherus Polyphemus) burrows; however none were identified. If gopher tortoises are found during future surveys, construction activities, including the installation of best management practices (e.g. silt fences) or equipment staging, cannot occur within 25 ft. of an active burrow, per FWC guidelines. No other evidence of protected species was observed during the time of site assessment.

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. Comments from Other Agencies
No comments were received from other agencies.

4.2. Conclusions & Recommendation
The proposed change in land use from Residential Medium (RM) to Public Institutional (PI) 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 from Residential Medium (RM) to Public Institutional, Grounds and Institutional Uses (PI) context district as described above in Attachments “A,” “B,” “C,” and “D” be approved.
ATTACHMENT “A”

Legal Description:

PARCEL 1: Parcel D

That part of Section 33, Township 28 South, Range 24 East, Polk County, Florida, being described as follows:

Commence at the Northwest corner of said Section 33, thence South 00°23'59" East, along the West line of the said Section 33, a distance of 2554.27 feet, thence North 90°00'00" East, a distance of 47.00 feet to the East Right of Way line of Lakeland Highlands Road and the Southwest corner of that certain parcel as described in Official Record Book 10674, Page 1404, of the Public Records of Polk County, Florida, thence continue North 90°00'00" East, along the South line of said parcel, a distance of 1,340.46 feet to the Southeast corner of said parcel, said point also being on the West line of that certain parcel as described in Official Record Book 9691, Page 1680, of the Public Records of Polk County, Florida, thence South 00°00'00" East, along the West line of said parcel, a distance of 293.00 feet, to the POINT OF BEGINNING, thence North 90°00'00" East, still along said West line, a distance of 657.00 feet, thence South 00°59'05" East, still along said West line and the Southerly projection thereof, a distance of 1,521.45 feet to the North line of Tract B of SAM’S CLUB - LAKELAND, as recorded in Plat Book 140, Page 50, of the Public Records of Polk County, Florida, thence North 89°31'18" West, along said West line, a distance of 701.31 feet to the Northwest corner of said Tract B, said point being the Southeast corner of Meadowland Park Drive as shown on the plat of SAM’S CLUB, as recorded in Plat Book 122, Page 12, of the Public Records of Polk County, Florida, thence North 00°21'47" West, along the East line of said Meadowland Park Drive, a distance of 59.81 feet to the Northeast corner of said Meadowland Park Drive, thence North 89°30'18" West, along the North line of said Meadowland Park Drive, a distance of 135.02 feet, thence North 00°22'16" West a distance of 570.62 feet, thence North 15°26'16" East a distance of 590.67 feet, thence North 00°00'00" East a distance of 314.44 feet to the POINT OF BEGINNING.

PARCEL 2 (EASEMENT PARCEL):

Together with non-exclusive easement for the benefit of Parcel 1, as set forth in that certain Drainage Easement Agreement by and between E. Edward Holloway, Jr. and Mary Ann Holloway, his wife; Emmett Edward Holloway, Jr., Trustee u/a dated August 1, 2004; Holloway Park Foundation, Inc., a Florida not for profit corporation; and Southeastern University, Inc., a Florida not for profit corporation, recorded March 25, 2020 in Official Records Book 11186, Page 1689, of the Public Records of Polk County, Florida.

Totaling 26.45-acres (mol)
LUL20-002
EXISTING LAND USE: CITY RESIDENTIAL MEDIUM (RM)
PROPOSED LAND USE:

CITY PUBLIC & INSTITUTIONAL (PI) 26.45 ACRES+-
LUL20-002
EXISTING LAND USE: CITY RESIDENTIAL MEDIUM (RM)
PROPOSED LAND USE:
- CITY PUBLIC & INSTITUTIONAL (PI) 26.45 ACRES+
- WETLANDS (3.77 Acres+-)
Community & Economic Development
Staff Recommendation

Date: November 17, 2020  Reviewer: Phillip Scearce

Project No: PUD20-013  Location: South of SR 570, east of Lakeland Highlands Road, north of Winter Lake Extension Road

Project No: ZON20-009

Owner: HOLLOWAY PARK FOUNDATION, INC.

Applicant: Neale Stralow of Vanasse Hangen Brustlin, Inc. (VHB)

Current Zoning: N/A  Future Land Use: Residential Medium (RM)

Context District: Urban Neighborhood (UNH)

P&Z Hearing: October 20, 2020  P&Z Final Decision: November 17, 2020

Request: Application of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to apply a USP (Urban Special Purpose) context district designation, to allow a 133,000 sq. ft. Veterans Administration medical clinic on approximately 26.45 acres located at 2080 Meadowland Park Boulevard.

1.0 Location Maps

Diagram of location maps showing the area around 2080 Meadowland Park Boulevard.
2.0 Background

2.1 Summary
Neale Stralow, Vanasse Hangen Brustlin, Inc. (VHB), requests the application of PUD (Planned Unit Development) zoning, concurrent with a City-initiated request to apply a USP (Urban Special Purpose) context district designation, to allow a 133,000 sq. ft. medical clinic on approximately 26.45 acres located at 2080 Meadowland Park Boulevard. A legal description of the subject property is included as Attachment “A.”

2.2 Subject Property
The subject property is presently undeveloped and used as pasture for cattle grazing. In 2001, a future land use designation of Residential Medium (RM) was applied to the subject property following annexation. Zoning, however, was not applied at that time. The subject property is located at the terminus of Meadowland Park Boulevard, just north of the adjacent Sam’s Club big box retail development.

2.3 Project Background
The purpose of this request is to apply zoning which will allow for the development of a 133,000 sq. ft. Veterans Administration medical clinic. Concurrent with this request, the applicant is requesting a large-scale land use amendment to change the future land use designation from RM to Public Institutional (PI). A copy of the proposed Site Development Plan is included as Attachment “C.”

2.4 Existing Uses of Adjacent Properties

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</tr>
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</table>

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

3.0 Discussion
The subject property is an appropriate location for the proposed use. The property has remained without zoning since the RM future land use designation was applied in 2001. Due to the adjacent commercial uses to the south and west, and limited access from Meadowland Park Boulevard, there is minimal demand for development of the property for residential purposes.

As shown on the proposed site plan, Attachment “C,” the clinic would be located in the eastern half of the site, south of an existing wetland area and a proposed stormwater retention area. Patient and visitor parking would be located to the south and west of the clinic. Staff parking would be located to the east.
The building would have a maximum overall height of 50 feet (two-stories plus roof-top mechanical equipment) and a maximum floor area of 133,000 square feet. Healthcare services would be provided on an outpatient basis only with no patient admissions or overnight stays.

3.1 Transportation and Concurrency

The subject property is located within the Central City Transit Supportive Area (CCTSA) as designated in the Lakeland Comprehensive Plan, 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 March 16, 2020), the adjacent segment of CR 37B (Lakeland Highlands Road) between State Road 570 (Polk Parkway) and Edgewood Drive has an Annual Average Daily Traffic Volume of 23,100 vehicles, with a two-hour average P.M. peak hour volume of 839 vehicles in the northbound direction and 806 vehicles in the southbound direction. The segment operates at an acceptable level-of-service (LOS B). The adjacent segment of Lakeland Highlands Road between Lake Miriam Drive and State Road 570 (Polk Parkway) the has an Annual Average Daily Traffic Volume of 22,500 vehicles, a two-hour average of 786 northbound trips and 818 southbound trips during the P.M. Peak Period. This segment is also operating at an acceptable level-of-service, LOS B.

Sidewalks and bicycle lanes exist on both sides of Lakeland Highlands Road north of Meadowland Park Drive and sidewalks exist on one side of Lakeland Highlands Road south of Meadowland Park Boulevard through the Polk Parkway interchange area. Polk County will soon commence the design phase of the Fort Fraser Trail Extension between US 98 and Lakeland Highlands Road south of the Polk Parkway, part of an alternative route to Glendale Street that is funded for construction in FY 2024 of the Florida Department of Transportation’s Five-Year Work Program. The nearby Orlando Health campus for which annexation, land use, and zoning approvals were granted in September 2020 will integrate its portion of the trail within its master plan. The City will provide over $200,000 in Capital Improvement Plan funding budgeted for a sidewalk in front of the Lakeland Marketplace Shopping Center to assist with trail implementation north of the Polk Parkway.

The subject property is located more than one mile from regularly-scheduled fixed-route transit service operated by the Lakeland Area Mass Transit District (Citrus Connection), the Orange Line on Edgewood Drive. Through a Development Agreement approved in September 2020, Orlando Health is required to purchase a bus and commence its annual funding of new transit service for a five-year period to receive concurrency entitlements for its second phase. This transit investment is not expected to occur until at least Year 2025, meaning that the site may not have transit service for several years without funding from the Veterans Administration or developer.

VHB prepared and submitted the “Veterans Administration Clinic” Traffic Impact Analysis (TIA) in September 2020 for the full proposed development program. The proposed VA Clinic is estimated to generate an additional 4,762 Daily trips, 439 AM Peak and 380 PM Peak external trips. The existing conditions analysis show that all studies roadways and intersections operate an acceptable level of service. The future conditions analysis shows that all roadways segments operate at an acceptable LOS except the Edgewood Drive from SR 37 (S. Florida Ave) to CR 37B (Lakeland Highland Rd) which would operate at an LOS of “F” without appropriate improvements or transportation demand management measures such as those required in Section 10.4.2 of the Land Development Code. The future conditions analysis shows that all study intersections are operating, overall, at an acceptable LOS under the Build and No Build conditions. All study intersections are expected to operate at or better than the intersection LOS “E” in the AM and PM peaks. Isolated (directional) intersection approach failures appear under the No Build and Build conditions.
Overall the results of the analysis suggest that the proposed VA Clinic does not increase the need for off-site roadway or intersection mitigation improvements; however, the existing segment failure on Edgewood Drive west of Lakeland Highlands Road requires additional multi-modal mitigation in order for new zoning entitlements to be granted for a large trip generator that has a significant impact within that constrained corridor. Further, the nature of the VA Clinic as a major health care facility with a client base that may or may not have access to an automobile increases the need for transit-based concurrency mitigation measures. When the Lakeland VA Clinic moved from South Florida Avenue to its current location on South Pipkin Road in 2008, City and Citrus Connection staff received comments and concerns about the lack to public transportation access to the new clinic site. In response to these concerns, the Citrus Connection re-routed its service from nearby Waring Road to address the new demand. For the subject property, the Citrus Connection must receive additional funding to re-route its Orange Line or establish a new route until the Orlando Health service commences. To that end, its staff has developed three fixed-route service options for consideration in advance of formal site plan review.

3.2 Comprehensive Plan Compliance

The proposed request for a rezoning to PUD (Planned Unit Development) zoning, as well a City-initiated request to apply a USP (Urban Special Purpose) context district on 26.45-acres, is consistent with the requested Public Institution (PI) future land use; compatible with surrounding land uses; and consistent with the relevant policies of the Comprehensive Plan.

4.0 Recommendation

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.

4.1 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 Urban Special Purpose (USP) Context district. Letters of notification were sent to five (5) property owners within 500 feet of the subject property. Staff did not receive any calls or e-mails in opposition to the request.

4.2 The Planning & Zoning Board

It is recommended that the request for PUD rezoning, and application of the USP context district, as described above in Attachments “A,” “B,” and “C” be approved subject to the following conditions.

A. Permitted Uses & Development Standards

1. Permitted Uses: A 133,000 sq. ft. medical clinic providing outpatient care and related administrative and support functions.

2. Development Regulations: In accordance with the O-3 zoning district and Urban Special Purpose (USP) context sub-district standards, except as specified below.

3. Site Development Plan: The project shall be developed in substantial accordance with the site development plan included as Attachment “C.” With the approval of the Director of Community and Economic Development, minor modifications may be made at time of site plan review without requiring a modification of the PUD.

4. Maximum Building Height: 50 feet
5. Off-Street Parking, Buffering and Landscaping: In accordance with the Land Development Code.

6. Platting: The clinic site shall be platted separately in compliance with Article 9 of the Land Development Code and Florida Statutes. This plat shall be recorded prior to first building permit issuance.

B. Transportation

1. Binding transportation concurrency determinations shall be made at the time of site plan submittal.

2. Transit-Based Transportation Mitigation:
   a. Prior to site plan submittal, the developer shall submit a plan for transit service to the new VA Clinic. This transit service may be operated by the Lakeland Area Mass Transit District (LAMTD) or by representatives of the Veterans Administration and/or developer. This transit service shall be operational upon issuance of the Certificate of Occupancy.

   b. The site plan shall include a covered, ADA-compliant transit stop at a location that is determined to be acceptable by LAMTD. Prior to site plan submittal, the developer shall execute and record a transit stop and access easement agreement with LAMTD that is recorded with the Polk County Clerk of Courts.

3. Transportation Demand Management (TDM) Mitigation:
   The developer shall implement the following TDM measures, consistent with Section 10.4.2.2.c of the Land Development Code:

   a. Five-percent of the proposed parking spaces shall be dedicated to VA clients who carpool/vanpool to nearby VA hospitals or associated health care facilities.

   b. The VA and or developer shall participate in the Florida Department of Transportation’s commuter assistance program.

4. Bicycle Parking: 32 spaces shall be provided in close proximity to the principal clinic entrance in compliance with Section 4.11.6 of the Land Development Code, ten of which shall be covered spaces for long-term bicycle parking. Covered spaces may include racks under roof or lockers that protect bicycles from the elements. Non-covered bicycle parking devices shall be designed and constructed in accordance with Index 900 of the City Engineering Standard Manual.

5. Site Access: Access to the clinic site shall be provided via an eastward extension of Meadowland Park Boulevard and a roadway extending northward from Meadowland Park Boulevard as depicted in Attachment C. Both roadways shall remain privately-owned with a cross-section that is approved by the City. Access shall be formalized through an easement agreement or separate tract in anticipation of a future commercial subdivision adjacent to the subject property.
ATTACHMENT “A”

Legal Description:

PARCEL 1: Parcel D

That part of Section 33, Township 28 South, Range 24 East, Polk County, Florida, being described as follows:

Commence at the Northwest corner of said Section 33, thence South 00°23'59" East, along the West line of the said Section 33, a distance of 2554.27 feet, thence North 90°00'00" East, a distance of 47.00 feet to the East Right of Way line of Lakeland Highlands Road and the Southwest corner of that certain parcel as described in Official Record Book 10674, Page 1404, of the Public Records of Polk County, Florida, thence continue North 90°00'00" East, along the South line of said parcel, a distance of 1,340.46 feet to the Southeast corner of said parcel, said point also being on the West line of that certain parcel as described in Official Record Book 9691, Page 1680, of the Public Records of Polk County, Florida, thence South 00°00'00" East, along the West line of said parcel, a distance of 293.00 feet, to the POINT OF BEGINNING, thence North 90°00'00" East, still along said West line, a distance of 657.00 feet, thence South 00°59'05" East, still along said West line and the Southerly projection thereof, a distance of 1,521.45 feet to the North line of Tract B of SAM'S CLUB - LAKE LAND, as recorded in Plat Book 149, Page 50, of the Public Records of Polk County, Florida, thence North 89°31'18" West, along said West line, a distance of 701.31 feet to the Northwest corner of said Tract B, said point being the Southeast corner of Meadowland Park Drive as shown on the plat of SAM'S CLUB, as recorded in Plat Book 122, Page 12, of the Public Records of Polk County, Florida, thence North 00°21'47" West, along the East line of said Meadowland Park Drive, a distance of 59.81 feet to the Northeast corner of said Meadowland Park Drive, thence North 89°30'18" West, along the North line of said Meadowland Park Drive, a distance of 135.02 feet, thence North 00°22'16" West a distance of 570.62 feet, thence North 15°26'16" East a distance of 590.67 feet, thence North 00°00'00" East a distance of 314.44 feet to the POINT OF BEGINNING.

PARCEL 2 (EASEMENT PARCEL):

Together with non-exclusive easement for the benefit of Parcel 1, as set forth in that certain Drainage Easement Agreement by and between E. Edward Holloway, Jr. and Mary Ann Holloway, his wife; Emmett Edward Holloway, Jr., Trustee u/a dated August 11, 2004; Holloway Park Foundation, Inc., a Florida not for profit corporation; and Southeastern University, Inc., a Florida not for profit corporation, recorded March 25, 2020 in Official Records Book 11186, Page 1689, of the Public Records of Polk County, Florida.

Totaling 26.45-acres (mol)
**Community & Economic Development**

**Staff Request for Delay**

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<td>Reviewer</td>
<td>Todd Vargo</td>
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<td>Owner</td>
<td>Donna Canning and Raydene Read</td>
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<td>Future Land Use</td>
<td>Residential Medium (RM)</td>
</tr>
<tr>
<td>Context District</td>
<td>Urban Neighborhood (UNH)</td>
</tr>
<tr>
<td>P&amp;Z Hearing</td>
<td>October 20, 2020</td>
</tr>
<tr>
<td>P&amp;Z Final Decision</td>
<td>December 15, 2020</td>
</tr>
<tr>
<td>Request</td>
<td>Change in zoning from RA-4 (Single-Family Residential) to PUD (Planned Unit Development) zoning to allow for the construction of a new two-family dwelling, and a maximum of six dwelling units, on property located at 1209 W. Highland Street.</td>
</tr>
</tbody>
</table>

The applicant is requesting that the item be delayed for a month to finalize the site plan and address staff concerns pertaining to off-street parking. The applicant anticipates being ready to move forward with the case at the December 15, 2020 meeting.
### Community & Economic Development
#### Staff Recommendation

<table>
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<tr>
<th>Date:</th>
<th>November 17, 2020</th>
<th>Reviewer: Phillip Scearce</th>
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<tr>
<td>Project No:</td>
<td>PUD20-016</td>
<td>Location: 3301 Airport Road</td>
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<td>Owner:</td>
<td>LMC Lakeland Development, Inc.</td>
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<tr>
<td>Applicant:</td>
<td>Timothy F. Campbell</td>
<td></td>
</tr>
<tr>
<td>Current Zoning:</td>
<td>PUD (Planned Unit Development) 4752</td>
<td>Future Land Use: Interchange Activity Center (IAC)</td>
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<td>Context District:</td>
<td>Suburban Corridor (SCO)</td>
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<tr>
<td>P&amp;Z Hearing:</td>
<td>October 20, 2020</td>
<td>P&amp;Z Final Decision: November 17, 2020</td>
</tr>
<tr>
<td>Request:</td>
<td>Major modification to PUD (Planned Unit Development) zoning to adopt a new site development plan and to increase the maximum number of multi-family dwelling units allowed, from 142 to 300, on approximately 29.27 acres located at 3301 Airport Road.</td>
<td></td>
</tr>
</tbody>
</table>

### 1.0 Location Maps

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

2.1 Summary
Tim Campbell, on behalf of LMC Lakeland Development, Inc., requests a major modification to PUD (Planned Unit Development) zoning to adopt a new site development plan and to increase the maximum number of multi-family dwelling units allowed, from 142 to 300, on approximately 29.27 acres located at 3301 Airport Road.

2.2 Subject Property
The subject property is located west of Airport Road and south of Carillon Boulevard, near the interchange of the Polk Parkway and across from the Publix Corporate headquarters campus. The property has multiple future land use designations with approximately 4.6 acres designated as Residential Low (RL); 8.6 acres designated as RM (Residential Medium); and the majority, approximately 16.3 acres, designated as Interchange Activity Center (IAC).

The subject property has PUD zoning that was originally approved in 1997 (PUD 3839) as part of a mixed-use, master planned community consisting of 700 single-family detached and single-family attached residential units; and a maximum of 100,000 sq. ft. of retail commercial uses within the area of the subject property designated as IAC.

In 2003, a minor modification to the PUD was approved administratively by the zoning administrator to allow “stacked flats” in lieu of the standard definition of single-family attached units (townhomes). This essentially allowed for condominium units which are considered multi-family units by the Land Development Code (LDC).

In 2006, the PUD was amended (PUD 4752) to allow up to 142 multi-family and single-family attached (townhome) dwelling units in lieu of the retail commercial entitlements on the subject property. The site development plan that was approved at that time depicted 142 dwelling units in a townhome configuration.

2.3 Project Background
The purpose of this request is to increase the maximum number of multi-family dwelling units allowed, from 142 to 300, and adopt a new site development plan for a multi-family apartment development. As with the previously approved site development plan, primary access to the subject site is from Carillon Boulevard.

A copy the proposed site plan, which will replace the existing site plan for 142 townhomes, is included as Attachment “C.”

2.4 Existing Uses of Adjacent Properties

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<tr>
<th>Boundary</th>
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<th>Zoning</th>
<th>Context</th>
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<td>RM/IAC</td>
<td>NA</td>
<td>SCO</td>
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<td>South</td>
<td>Carillon Lakes - Vacant residential</td>
<td>BP</td>
<td>LD</td>
<td>SNH</td>
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<td>East</td>
<td>Publix Supermarkets headquarters</td>
<td>BP</td>
<td>PUD</td>
<td>SSP</td>
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<tr>
<td>West</td>
<td>Carillon Lakes - Single family residential</td>
<td>RM</td>
<td>PUD</td>
<td>SNH</td>
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</tbody>
</table>
3.0 Discussion

The Residential Medium (RM) and Interchange Activity Center (IAC) future land use designations were assigned in 2000 (Ordinance No. 4210) and replaced the prior Community Activity Center (CAC) designation. These changes were made to reconcile the future land use with the PUD zoning and in response to construction of the Polk Parkway. The recommendation for the changes by the Planning and Zoning Board at the time noted that construction of the Polk Parkway reduced the demand for (single-family) residential on the subject property with a corresponding increase in industrial, office, and non-residential uses in the area to capitalize on the proximity to the Polk Parkway. The IAC designation was viewed as increasing the potential maximization of the substantial and other public services and facilities in the area, including the Lakeland-Linder International Airport.

The western portion of Lakeland continues to see substantial employment and residential growth, particularly around Lakeland-Linder International Airport. Publix Super Markets’ corporate headquarters is located directly across SR 572 (Airport Road) from the subject property, where the Certificate of Occupancy was issued on November 6, 2020 for a 193,200 square foot building expansion that is expected to accommodate 700 new full-time employees by Year 2026. Other nearby development activity includes Lakeland Central Park (warehouse, office, retail), Lakes at Laurel Highlands (residential), Rooms-to-Go Expansion (warehouse), Airport Commerce Center (business park and retail) and the new Amazon regional air hub at the Airport.

The proposed multi-family project is consistent with the Lakeland Comprehensive Plan both in terms of the proposed use and the proposed density. The IAC Future Land Use designation allows commercial uses as well as multi-family residential uses. The IAC Future Land Use designation is a special category of activity center to address the unique opportunities associated with land development at limited access highway interchanges. It is intended to delineate a coordinated development area which, due to the proximity to and/or direct access to an interstate or limited access expressway can achieve a high intensity of development activity necessitating the need for coordinated access, signage and other special development controls. This land use category encourages high intensity centers which function well and provide aesthetically attractive gateways to the community while providing the use of joint or shared access drives. The gross density for the proposed site development plan is 10 dwelling units per acre, which is compatible with the Residential Medium and Residential High densities allowed within the IAC designation.

At the October 20, 2020, public hearing several residents of Carillon Lakes voiced opposition to the request related to traffic, parking, the proposed use being a rental development, and the perception of increase in crime and decrease in property values. Secondary concerns were expressed regarding safety, the possibility of apartment tenants utilizing recreational amenities intended for residents of Carillon Lakes, and potential environmental impacts such as flooding.
The proposed multi-family development includes sidewalks adjacent to both Carillon Boulevard and Airport Road; a school bus stop to be approved by Polk County School Board; and a Citrus Connection transit stop on Airport Road. The applicant is proposing a total of 492 parking spaces to serve the development, which is 33 spaces less that the 525 spaces required by the Land Development Code based on the mix of dwelling unit sizes. The Land Development Code, however, does allow up to a 20% reduction in parking in exchange for dedicated bike parking facilities, tree preservation and/or access to transit with headways/frequencies of one hour or less. Once the Red Line 2 bus service is reinstated by the Citrus Connection on southbound Airport Road, it will continue to have frequencies in excess of one-hour. Northbound transit service on Airport Road is not proposed at this time. Any reductions proposed by the developer will be considered by staff at the time of site plan review.

In respect to traffic, residents were primarily concerned about the impact of the additional traffic generated by the development and the potential for conflicts with the gated entrance into Carillon Lakes, the gateway and singular access point into the Carillon Lakes development. According to the applicant’s transportation analysis the development is expected to generate 132 P.M. Peak Hour Trips (81 inbound/51 outbound) for the Peak Hour of Adjacent Street Traffic (one hour between 4-6 p.m.) using Land Use Code 221 (Multi-Family Housing, Mid-Rise) rates as published in the Institute of Transportation Engineers’ Trip Generation Manual, 10th Edition. During the A.M. Peak Hour of Adjacent Street Traffic (one hour between 7-9 a.m.), the proposed developed is expected to generate 108 trips, 28 inbound and 80 outbound. To mitigate any delays, the applicant is proposing to construct an eastbound right-turn lane on Carillon Boulevard at Airport Road and a westbound left-turn lane into the development site to accommodate the additional traffic. The proposed right-turn lane is designed to accommodate 13 stacking vehicles; the left-turn lane (turning into the multi-family development) is designed to accommodate the stacking of 9 vehicles, as shown in Exhibit 1.

In respect to the use being a rental apartment community and fears about tenants trespassing or using amenities intended for Carillon Lakes residents, the current PUD zoning allows both multi-family and single-family attached uses and does not restrict or make any distinction regarding rental or fee simple ownership.

The subject property is well buffered from Carillon Lakes by a heavily wooded wetland system to the west. To supplant this, the developer has agreed to construct a buffer fence along Carillon Boulevard which will act as an additional buffer for Carillon Lakes residents. The proposed multi-family development will also include several recreational amenities such as a community clubhouse, swimming pool and multiple pocket-parks, which suggests the concerns about tenants of the apartment complex using amenities intended for Carillon Lakes residents are likely unfounded.

Lastly, in regards to environmental impacts, the subject property contains two significant wetland areas: a smaller 5.6-acre wetland adjacent to Airport Road, and a larger, approximately 11-acre heavily woodland wetland to the west. This larger area is part of a 125-acre wetland system within the greater Carillon Lakes development. The entire community has environmental permitting from the Southwest Florida Water Management District (SWFWMD). The permit and plans for the original stormwater permit for Carillon Lakes was originally issued in 1997. The subject site was included in the master Carillon Lakes stormwater plan assuming an 85 percent impervious ratio. This means that the stormwater ponds that were constructed as part of the master stormwater system were sized to accommodate this certain amount of stormwater runoff from this area. Comparing the amount of impervious area of the proposed 300-unit development versus the existing approved PUD plan, the proposed plan is 54.93 percent impervious versus 51.35 percent, an increase of only 3.58 percent. An exhibit is provided comparing the impervious surface area is included as Exhibit 2.
3.1 Transportation and Concurrency

The subject property borders SR 572 (Airport Road) and Carillon Boulevard and is located within the Urban Development Area (UDA) as defined in the Lakeland Comprehensive Plan. Roadways within the UDA have a level-of-service standard (LOS) of “E”. Airport Road is classified as a minor arterial roadway, and Carillon Blvd is a private collector facility that is the spine road for the Carillon Tower residential development. According to the latest Roadway Network Database published by the Polk Transportation Planning Organization (dated March 16, 2020), the adjacent segment of SR 572 (Airport Road), between US 92 (New Tampa Hwy) and Drane Field Rd, has an Annual Average Daily Traffic Volume of 11,400 vehicles, with a two-hour average P.M. peak hour volume of 399 vehicles in the northbound direction and 415 vehicles in the southbound direction. The segment operates at an acceptable level-of-service (LOS C) and will continue to operate at an acceptable level-of-service with the addition of project traffic and vested/reserved trips for development activity that has been approved on nearby properties.

The Lakeland Comprehensive Plan designates Airport Road as a Type II roadway, a typical arterial and urban collector roadway with multi-modal accommodations for bicyclists, pedestrians and transit patrons. Airport Road is also a designated Airport Access Route, “Other” Intermodal Access Route and the segment north of Carillon Boulevard is a designated part of the Proposed Pathways Corridor network in the Comprehensive Plan.

The applicant submitted a transportation analysis evaluating the adjacent roadway network as well as the intersection of Carillon Boulevard and Airport Road. Analyzed roadways will operate at an acceptable level of service with project traffic. Of critical importance is the intersection of Carillon Boulevard and Airport Road. As noted earlier, the applicant is proposing turn-lane improvements at the site entrance including an eastbound right turn-lane and westbound left-turn lane. The results show that in both A.M. and P.M. conditions the intersection operates acceptably with or without the project traffic. In the A.M. peak hour, construction of the eastbound right turn-lane completely offsets the impact of project traffic. In the P.M. peak hour, there is a slight (2 second) delay with project traffic. The westbound left-turn lane is designed with deceleration taper of 145' and a storage length of 68' with an overall length of 213' (storage capacity of 9 cars) as shown in Exhibit 2. FDOT has denied the applicant’s request for a secondary right-in/right-out driveway on Airport; however, the City has expressed its desire to work with FDOT to plan joint-access driveways along Airport Road serving multiple properties, including the subject site. A coordinated access plan will be very beneficial, but will be the subject of future discussion and evaluation by FDOT. The secondary driveway into the site was not included in the applicant’s analysis and presents a “worst case” scenario. Under this scenario, the intersection with proposed improvements will operate acceptably.

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 as conditioned is consistent with the Interchange Activity Center Future Land Use designation of the Comprehensive Plan. All roadway levels of service are acceptable and other essential services are presently available to provide service the proposed use. Staff finds that the proposed multi-family project is appropriate at this location as it is located on an arterial within close proximity to large employment centers in the growing west Lakeland industrial area, such as Rooms To Go, Publix, Lakeland Linder Airport, and Lakeland Central Park.
4.0 Recommendation

4.1 Community and Economic Development Staff

The Community Development Department reviewed this request and recommends the approval of PUD zoning. Letters of notification were mailed to 270 property owners within 500 feet of the subject property. Twenty-two e-mails and 5 calls were received in objection. Objections were previously stated in this report and are either addressed in the site plan/exhibits or are outside the purview of planning staff to address such as property values and perceived crime associated with rental units.

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,” Exhibit 1, and Exhibit 2 be approved, subject to the following conditions.

Ordinance 4752, as amended:

A. Townhouse Multi-Family Residential
   1. Land Use Intensity: PUD-4655% Maximum Impervious Surface Area
   2. Permitted Uses: Multi-family and single family attached townhouse dwellings along with customary accessory uses such as a clubhouse, swimming pool and related facilities.
   3. Maximum Development: 142 300 dwelling units
   4. Development Regulations: In accordance with the MF-12 zoning district and Suburban Neighborhood (SNH) context sub-district standards regulations, except as provided herein.
   5. Site Development Plan: The project shall be built in general accordance with the revised site development plan included as Attachment “C.” The project shall be developed in substantial accordance with the site development included as Attachment “C.” With the approval of the Director of Community & Economic Development, minor changes may be made at the time of site plan review without requiring a modification to the PUD. Changes in building orientation, which promotes cross-access, may be allowed administratively at time of site plan review.
   6. Sidewalks: Sidewalks shall be required in accordance with Section 30.03.14.00 of the Land Development Regulations. In accordance with the Land Development Code. An eight-foot wide pathway shall be constructed along the site’s SR 572 (Airport Road) frontage.
   7. School Bus Shelter: Prior to the issuance of a first Certificate of Occupancy for any of the townhouse units, the applicant developer shall install a school bus shelter to serve all of Carillon Lakes and shall coordinate with the Polk County School Board and the Community & Economic Development Department to determine an appropriate location. The shelter shall be connected to the sidewalk system and shall be provided with a bicycle rack.
   8. Transit Shelter: Prior to the first Certificate of Occupancy, the developer shall construct a transit shelter and bus bay along the site’s SR 572 (Airport Road) frontage at a location and with a design that is approved by the City, Lakeland Area Mass Transit District or successor transit agency and Florida Department of Transportation.
   9. Site Access Improvements on Carillon Boulevard: Prior to the first Certificate of Occupancy, the developer shall construct an eastbound right-turn lane on Carillon Boulevard.
Boulevard at the SR 572 (Airport Road) intersection and an eastbound left-turn lane on Carillon Boulevard at the site entrance. The final designs shall be consistent with those shown in Exhibit 2, but shall be approved as part of the development’s site plan review and permitting process.

10. **FDOT Permitting:** FDOT shall review and approve all improvements within the Airport Road right-of-way and at the Airport Road/Carillon Boulevard intersection. The site shall be configured to accommodate a future shared- or cross-connection to the south if approved by FDOT. Minor adjustments may be made to the site layout to accommodate such a connection as determined by the Community & Economic Development Department.

11. **Bicycle Parking:** Bicycle parking shall be provided in compliance with Section 4.11.6 of the Land Development Code and Index 900 of the City Engineering Standards Manual.

12. **Avigation Agreement:** Prior to site plan approval, the applicant shall sign an Avigation Agreement prepared by the City of Lakeland.
Legal Description

CARILLON LAKES PB 110 PGS 14 THRU 23 LYING IN PORTION OF SECS 29,31,32 & 33 T28 R23 TRACT A
SUBJECT TO CONSERVATION EASEMENT PER OR 4831-1604
Date: November 17, 2020  Reviewer: Joshua Cheney
Project No: SUB20-004  Location: 2575 Village Lakes Boulevard
Owner: HDP Bridgewater, LLC
Applicant: Doug Forni, Chastain Skillman, Inc.
Current Zoning: (PUD) Planned Unit Development 5708  Future Land Use: Residential Medium (RM)
Context District: Suburban Neighborhood (SNH)
P&Z Hearing: November 17, 2020  P&Z Final Decision: November 17, 2020
Request: Plat approval for Villages at Bridgewater - Village 12 on 2.73 acres generally located south of Geneva Drive, west of Village Lakes Boulevard, and north of Bridgewater Lakes Way.

1.0 Location Maps
2.0 Background

2.1 Summary

Chastain Skillman, Inc., on behalf of HDP Bridgewater, LLC, has submitted a subdivision plat for Village 12 of the Villages at Bridgewater Subdivision. The proposed plat consists of 15 lots on approximately 2.73 acres generally located south of Geneva Drive, west of Village Lakes Boulevard, and north of Bridgewater Lakes Way. Plats are reviewed by the City’s Subdivision Review Team for compliance with Article 9 (Subdivision Standards) of the Land Development Code (LDC).

2.2 Attachments

Plat Sheets for Villages at Bridgewater – Village 12 Subdivision #1 - 2

3.0 Recommendation

3.1 Community & Economic Development Staff

It is recommended that the Planning and Zoning Board approve the plat as conforming to Article 9 (Subdivision Standards) of the Land Development Code.
VILLAGES AT BRIDGEWATER-VILLAGE 12

A REPLAT OF VILLAGE 12 OF VILLAGES AT BRIDGEWATER AS RECORDED IN PLAT BOOK 136, PAGES 29 THROUGH 36, PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING A PORTION OF SECTION 21, TOWNSHIP 27 SOUTH, RANGE 24 EAST, CITY OF LAKELAND, POLK COUNTY, FLORIDA.
A REPLAT OF VILLAGE 12 OF VILLAGES AT BRIDGEWATER AS RECORDED IN PLAT BOOK 136, PAGES 29 THROUGH 36, PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING A PORTION OF SECTION 21, TOWNSHIP 27 SOUTH, RANGE 24 EAST, CITY OF LAKELAND, POLK COUNTY, FLORIDA.
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<th>Date:</th>
<th>November 17, 2020</th>
<th>Reviewer:</th>
<th>Joshua Cheney</th>
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<tr>
<td>Project No:</td>
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<td>Owner:</td>
<td>HDP Bridgewater LLC</td>
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<td>Applicant:</td>
<td>Doug Forni, Chastain-Skillman</td>
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<td>Current Zoning:</td>
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<td>November 17, 2020</td>
<td></td>
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<td>Request:</td>
<td>Plat approval for Villages at Bridgewater - Village 13 on 5 acres generally located north of Bridgewater Lakes Way, east of Village Lake Boulevard, and southeast of Great Bear Drive.</td>
<td></td>
<td></td>
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### 1.0 Location Maps
2.0 Background

2.1 Summary

Chastain Skillman, Inc., on behalf of HDP Bridgewater, LLC, has submitted a subdivision plat for Village 13 of the Villages at Bridgewater Subdivision. The proposed plat consists of 24 lots on approximately 5 acres generally located north of Bridgewater Lakes Way, east of Village Lake Boulevard, and southeast of Great Bear Drive. Plats are reviewed by the City’s Subdivision Review Team for compliance with Article 9 (Subdivision Standards) of the Land Development Code (LDC).

Plats are reviewed by the City’s Subdivision Review Team for compliance with Article 9 (Subdivision Standards) of the Land Development Code (LDC).

2.2 Attachments

Plat Sheets for Villages at Bridgewater – Village 13 Subdivision #1 - 2

3.0 Recommendation

3.1 Community & Economic Development Staff

It is recommended that the Planning and Zoning Board approve the plat as conforming to Article 9 (Subdivision Standards) of the Land Development Code.
VILLAGES AT BRIDGEWATER-VILLAGE 13
A REPLAT OF VILLAGE 13 OF VILLAGES AT BRIDGEWATER AS RECORDED IN PLAT BOOK 136, PAGES 29 THROUGH 36, PUBLIC RECORDS OF POLK COUNTY, FLORIDA AND A PORTION OF NORTHEAST 1/4 OF SECTION 21, TOWNSHIP 27 SOUTH, RANGE 24 EAST, CITY OF LAKELAND, POLK COUNTY, FLORIDA.

DESCRIPTION:

This plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

Surveyor's Notes:

1. Refer to the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

2. The property shown herein is in the City of Lakeland, Polk County, Florida, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

3. The property shown herein is in the City of Lakeland, Polk County, Florida, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

4. The property shown herein is in the City of Lakeland, Polk County, Florida, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

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6. The property shown herein is in the City of Lakeland, Polk County, Florida, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

7. The property shown herein is in the City of Lakeland, Polk County, Florida, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.

8. The property shown herein is in the City of Lakeland, Polk County, Florida, as shown on the plat. The plat was prepared by the City of Lakeland, Polk County, Florida, for the purpose of platting the designated area, as shown on the plat.
VILLAGES AT BRIDGEWATER-VILLAGE 13

A REPLAT OF VILLAGE 13 OF VILLAGES AT BRIDGEWATER AS RECORDED IN PLAT BOOK 136, PAGES 29 THROUGH 36, PUBLIC RECORDS OF POLK COUNTY, FLORIDA AND A PORTION OF SECTION 21, TOWNSHIP 27 SOUTH, RANGE 24 EAST, CITY OF LAKELAND, POLK COUNTY, FLORIDA.

GRAPHIC SCALE

1 inch = 30 feet

LONG LAKE
VILLAGES AT BRIDGEWATER
(P.B. 136, PG. 29-36)
(O.R. 10845, PG. 451)

LAKE EASEMENT
(O.R. 6053, PG. 1782)

(VILLAGE LAKES BOULEVARD
60' PLATTED PUBLIC RIGHT-OF-WAY
VILLAGES AT BRIDGEWATER
(P.B. 136, PG. 29-36)

NOT APART OF THIS PLAT)
Meeting of November 2, 2020

Ordinances (First Reading)

Proposed 20-041; Change in Zoning from MF-12 (Multi-Family) to LD (Limited Development) on Approximately 10.9 Acres Located at 1055 Ariana Street (ZON20-008)

Proposed 20-042; Approving a Conditional Use to Allow a 150-Foot-Tall Ground Mounted, Personal Wireless Services Facility (Cell Tower) on Approximately 10.9 Acres Located at 1055 Ariana Street (CUP20-006)