

AGENDA

Planning & Zoning Board
City Commission Chambers
August 18, 2026, 8:30 a.m.

In accordance with the Americans with Disabilities Act 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, Kristin Meador, no later than 48 hours prior to the proceeding, at (863) 834-8444, Email: ADASpecialist@lakelandgov.net. **If hearing impaired**, please contact the **TDD numbers**: Local – (863) 834-8333 or 1-800-955- 8771 (TDD-Telecommunications Device for the Deaf) or the **Florida Relay Service Number** 1-800-955-8770 (VOICE), for assistance.

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

PUBLIC HEARING

- ITEM 1:**
- Conditional use to allow for a research and development facility of an industrial nature on property located at 4020 Kidron Road, Units A12, A13 and A14. Owner: Ruthven Airpark, LLC. Applicant: Andrew Gillespie, Critical Minerals to Metals Corp. (CUP26-005)
 - Consideration of final decision.

GENERAL MEETING

- ITEM 2:** Review minutes of the July meeting.

- ITEM 3:** Change in zoning on approximately 24.93 acres from LD (Limited Development) to PUD (Planned Unit Development), concurrent with a City-initiated application to change the context sub-district designation from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP), and the application of new PUD zoning on approximately 20.05 acres, to allow for I-2 (Medium Industrial) and limited I-1 (Light Industrial – Limited Commercial) uses on property located at 3485 and 3515 Airport Road. Owner: Woods Family Management, LLC. Applicant: Ryan Behren, Peterson & Myers, P.A. (PUD26-011/ZON26-007)

- ITEM 4:** Major modification of PUD (Planned Unit Development) zoning to remove Tracts B1 and B2 on approximately 20.05 acres located at 3515 Airport Road. Applicant: City of Lakeland. (PUD26-017)

- ITEM 5:** Major modification of PUD (Planned Unit Development) zoning to allow certain I-1 light industrial and wholesale trade uses, in addition to existing office and commercial entitlements, on property located at 1200 Highway 98 South (1200 Bartow Road). Owner: Marriott Ownership Resorts Inc. Applicant: Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A. (PUD26-012)

- ITEM 6:** Major modification of PUD (Planned Unit Development) zoning to allow Wholesale Trade Uses, Level I, and Industrial-Type Service Establishments, Level I, not including Automobile Towing Services, in addition to the previously approved office uses on property located at 4155 Pipkin Creek Road. Owner: Parkway Partners I LLC. Applicant: Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A. (PUD26-013)

ITEM 7: Election of new officers.

Current officers: Vacant, Chair
 Terry Dennis, Vice-Chair
 Bessie Reina, Secretary

ITEM 8: Report of City Commission action on Planning and Zoning Board recommendations along with Planning & Transportation Manager's Report.

ITEM 9: Audience.

ITEM 10: Adjourn.



File Number: CUP26-005

Present Zoning: PUD 4428 A-1

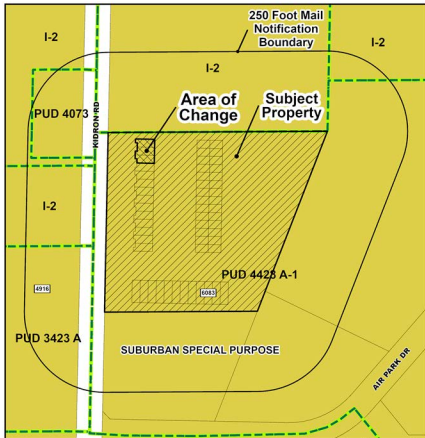
Present Context: Suburban Special Purpose

Proposed Zoning: Conditional Use to Allow a Research and Development Laboratory

August 2026

- Subject Property
- Area of Change
- 250 Foot Mail Notification Boundary
- Zoning
- Conditional Use
- Parcels
- City Limits
- Water Body
- SPI
- Railroad





File Number: CUP26-005

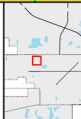
Present Zoning: PUD 4428 A-1

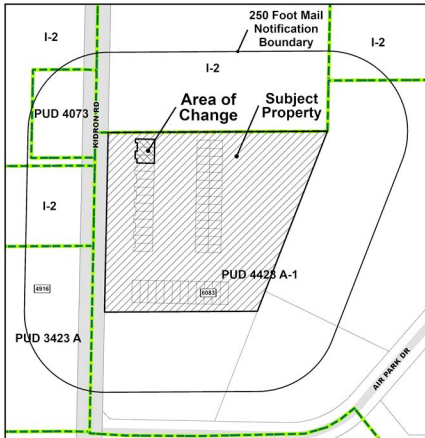
Present Context: Suburban Special Purpose

Proposed Zoning: Conditional Use to Allow a Research and Development Laboratory

August 2026

- Subject Property
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- 250 Foot Mail Notification Boundary
- Zoning
- Conditional Use
- Parcels
- City Limits
- Water Body
- SPI
- Railroad





File Number: CUP26-005

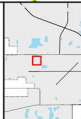
Present Zoning: PUD 4428 A-1

Present Context: Suburban Special Purpose

Proposed Zoning: Conditional Use to Allow a Research and Development Laboratory

August 2026

- Subject Property
- Area of Change
- 250 Foot Mail Notification Boundary
- Zoning
- Conditional Use
- Parcels
- City Limits
- Water Body
- SPI
- Railroad
- Roadway/Railway





228 S Massachusetts Avenue
Lakeland FL 33801
planning@lakelandgov.net

August 7, 2026

RE: 4020 Kidron Road, Units A12, A13 and A14 - Project No. CUP26-005

Dear Property Owner:

This is to advise you that Andrew Gillespie, Critical Minerals to Metals Corp, on behalf of Ruthven Airpark, LLC requests a conditional use to allow for a research and development facility of an industrial nature on property located at 4020 Kidron Road, Units A12, A13 and A14. The subject property is legally described as:

AN AREA OF LAND IN SECTION 5, TOWNSHIP 29 S, RANGE 23 E, KIDRON ROAD
WAREHOUSE CONDOMINIUMS SUBDIVISION, BUILDING A, LOTS A12, A13 and A14.
(A COMPLETE LEGAL DESCRIPTION IS AVAILABLE IN THE COMMUNITY
AND 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, August 18, 2026**, in the City Commission Room, City Hall, 228 S. Massachusetts Avenue. As an owner of property within 250 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 August 18th meeting.

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

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

THIS IS A COURTESY LETTER NOT REQUIRED BY LAW

MINUTES

Planning & Zoning Board

City Commission Chambers

Tuesday, June 16, 2026

8:30 a.m.

The City of Lakeland Planning and Zoning Board met in Regular Session. Board Members, Terry Dennis, Jolián Rios, Andrew Snyder and Jeri Thom were present. Community & Economic Development staff Chuck Barmby, Urban Planning & Transportation Manager; Matthew Lyons, Executive Planner; JP Sims, Senior Planner; Todd Vargo, Senior Planner and Christelle Burrola, Board Secretary, were present. Assistant City Attorney Alex Landback was also present.

PUBLIC HEARING

ITEM 1: Minor modification of PUD (Planned Unit Development) zoning to adopt a new site development plan to allow for the development of a 4,200 sq. ft. medical office building and a 3,000 sq. ft. retail bank with a drive through, in lieu of the previously approved site development plan and commercial entitlements, on property located at 1200 Oakbridge Parkway. Owner: Drummond Company Inc. Applicant: Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Arith, P.A. (PUD26-016)

Matthew Lyons stated the subject property is located at the southeast corner of Harden Boulevard and Oakbridge Parkway. Mr. Lyons pointed to photos on the overhead screen of the subject property and surrounding areas.

Mr. Lyons stated the current PUD zoning was last amended in 2020. The proposed changes is adoption of a new site plan that would allow for the development of a 4,200 sq. ft. medical office building and a 3,000 sq. ft. retail bank with a drive through. Currently there is no development proposal for the remainder of the site.

Tim Campbell, 500 S. Florida Avenue, provided an overview of the proposed request.

In response to Mary Ann Schwitters, 2957 Mission Lakes Drive, Chuck Barmby stated that staff is not expecting any significant traffic impacts with the proposed development.

Discussion ensued.

Mr. Lyons presented the recommended conditions for approval.

In response to Jeri Thom, Mr. Campbell stated he agrees to staff's recommended conditions.

Terry Dennis made a motion for approval of staff's recommendation. Andy Snyder seconded the motion and it passed 4—0.

ITEM 2: Change in zoning on approximately 24.93 acres from LD (Limited Development) to PUD (Planned Unit Development), concurrent with a City-initiated application to change the context sub-district designation from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP), and the application of new PUD zoning on approximately 20.05 acres, to allow for I-2 (Medium Industrial) and limited I-1 (Light Industrial – Limited Commercial) uses on property located at 3485 and 3515 Airport Road. Owner: Woods Family Management, LLC. Applicant: Ryan Behren, Peterson & Myers, P.A. (PUD26-011/ZON26-007)

Todd Vargo stated the subject property is located approximately 650 feet north of the northwest corner of the intersection of Drane Field Road and Airport Road. The northern portion of property is zoned LD (Limited Development) with a Business Park (BP) future land use district. The southern portion of the

property was assigned a Business Park (BP) future land use district and PUD (Planned Unit Development) in 2017 after annexation from Polk County. The purpose of the request is to incorporate both portions of the property into a new standalone PUD zoning district, concurrent with a City-initiated application to and change the context sub-district designation from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP). Through a separate City-initiated application which will run parallel with this application, the 20.05-acre portion of the subject property, Tracts B1 and B2, will be removed from the PUD zoning to district to the south.

Mr. Vargo pointed to photos on the overhead screen of the subject property, surrounding areas and conceptual site plan.

Shelton Rice, 225 E. Lemon Street, representing the applicant, made a presentation that provided an overview of the proposed request.

Tim Campbell, 500 S. Florida Avenue, stated he thinks it would be appropriate that there be a binding site plan for the proposed request. He requested that a condition be added to the PUD so that a cross-access agreement is recorded prior to the issuance of the first building permit. He stated his comments also apply to all the applications associated with the proposed request.

Discussion ensued.

Mr. Vargo stated staff will present a written recommendation for the request at the next regular meeting of the Board.

ITEM 3: Major modification of PUD (Planned Unit Development) zoning to remove Tracts B1 and B2 on approximately 20.05 acres located at 3515 Airport Road. Applicant: City of Lakeland. (PUD26-017)

Todd Vargo stated the proposed request is concurrent with the previous case. The purpose of the request is to amend the PUD zoning to remove Tracts B1 and B2. The subject property is located on the west side of Airport where it intersects with DMG drive. In 2017, the subject property, along with adjacent properties to the south and to the east, across Airport Road, were annexed into the City and assigned a future land use designation of Business Park (BP) and PUD (Planned Unit Development) zoning. Mr. Vargo pointed to photos on the overhead screen of the subject property and surrounding areas.

Shelton Rice, 225 E. Lemon Street, was present in support of the request.

Mr. Vargo stated staff will present a written recommendation for the request at the next regular meeting of the Board.

ITEM 4: Major modification of PUD (Planned Unit Development) zoning to allow certain I-1 light industrial and wholesale trade uses, in addition to existing office and commercial entitlements, on property located at 1200 Highway 98 South (1200 Bartow Road). Owner: Marriott Ownership Resorts Inc. Applicant: Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Arith, P.A. (PUD26-012)

Matthew Lyons stated the subject property is on the east side of Bartow Road and north of Crystal Lake Drive. The subject property consists of Crystal Lake Commerce Center and has been owned by Marriott Ownership Resorts Inc. since 1993. Mr. Lyons pointed to photos on the overhead screen of the subject property and surrounding areas. The current PUD zoning, as approved through zoning conformance in 1995, allows for office/showroom sales facilities with related storage/warehouse and service facilities and those uses permitted by right in C-2. The PUD also specifies prohibited uses. The applicant requests a major modification of the PUD zoning to allow certain I-1 light industrial and wholesale trade uses in addition to the existing office and commercial entitlements.

Tim Campbell, 500 S. Florida Avenue, provided an overview of the proposed request.

Brittany Singletary, 1836 N. Crystal Lake Drive, stated she has concerns about traffic, environmental stress, noise and compatibility.

Discussion ensued.

Staff will present a written recommendation for the request at the next regular meeting of the Board.

ITEM 5: Major modification of PUD (Planned Unit Development) zoning to allow Wholesale Trade Uses, Level I, and Industrial-Type Service Establishments, Level I, not including Automobile Towing Services, in addition to the previously approved office uses on property located at 4155 Pipkin Creek Road. Owner: Parkway Partners I LLC. Applicant: Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Arith, P.A. (PUD26-013)

Todd Vargo stated the subject property is on the west side of Pipkin Creek Road, north of Sugar Creek Estates, a single-family residential subdivision, and south and west of Parkway Corporate Center. The subject property was annexed into the City in 2022 and has a future land use designation of Business Park (BP) with a PUD (Planned Unit Development) zoning. The subject property is currently vacant and undeveloped but has a commercial site plan for development that was approved in 2023. Mr. Vargo pointed to photos on the overhead screen of the current approved site plan. The adopted site plan shows two single-story buildings sharing the same access point along Pipkin Creek Road, a roadway operated by Polk County. Each building will have 11,400 square feet. The purpose of this request is to amend the PUD zoning to allow for certain I-1 light industrial uses in addition to the previously approved office entitlements to provide more flexibility in marketing the property to future tenants. The applicant is not proposing any changes to the site plan that was adopted as part of the PUD zoning.

Mr. Vargo pointed to photos on the overhead screen of the subject property and surrounding areas.

Mr. Vargo stated staff received one phone call asking for more information, and 39 e-mails or letters in opposition to the proposed major modification. Most of those were opposed to impacting the wetlands.

Tim Campbell, 500 S. Florida Avenue, provided an overview of the proposed request.

Mr. Vargo stated existing landscaping and buffering conditions will not change.

Barbara Ericson, 2314 W. Sugar Creek Drive, stated she is concerned about the trees, wildlife and traffic.

Discussion ensued.

Staff will present a written recommendation for the request at the next regular meeting of the Board.

GENERAL MEETING

ITEM 6: Review of June minutes.

Andrew Snyder made a motion for approval of the minutes from the previous meeting. Jolián Rios seconded the motion and it passed 4—0.

ITEM 7: Presentation by the Lakeland Community Redevelopment Agency to provide an overview of recent updates to the Midtown CRA redevelopment plan. This presentation is for informational purposes only and no action will be required by the Board. The updates to the Midtown CRA redevelopment plan can be viewed using the following link: [Midtown CRA Redevelopment Plan Update](#)

Valerie Vaught, Lakeland Community Redevelopment Agency, made a lengthy presentation that provided an overview of recent updates to the Midtown CRA redevelopment plan.

ITEM 8: Election of new officers.

Chuck Barmby stated since there are only four Board members present, staff requests a one-month continuance.

Andrew Snyder made a motion to continue the item for one month. Terry Dennis seconded the motion, and it passed 4—0.

ITEM 9: Report of City Commission action on Planning and Zoning Board recommendations along with Planning & Transportation Manager's Report.

Chuck Barmby reviewed the recent actions of the City Commission. Mr. Barmby also reviewed the new cases for the August hearing.

ITEM 10: Audience.

There were no comments from the audience.

ITEM : Adjourn.

There being no further discussion, the meeting was adjourned at 10:50 a.m.

Respectfully Submitted,

Jeri Thom, Chair

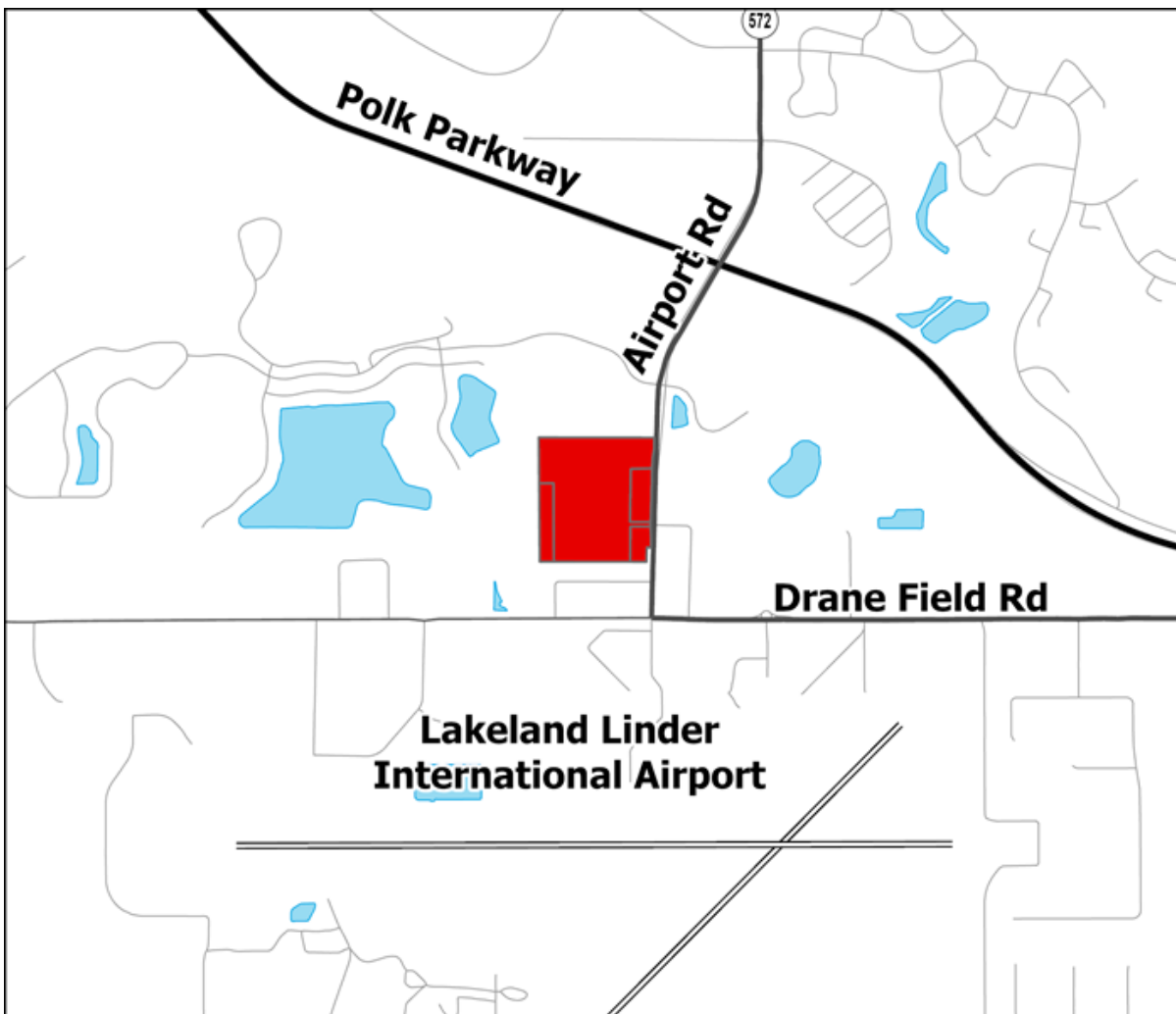
Bessie Reina, Secretary

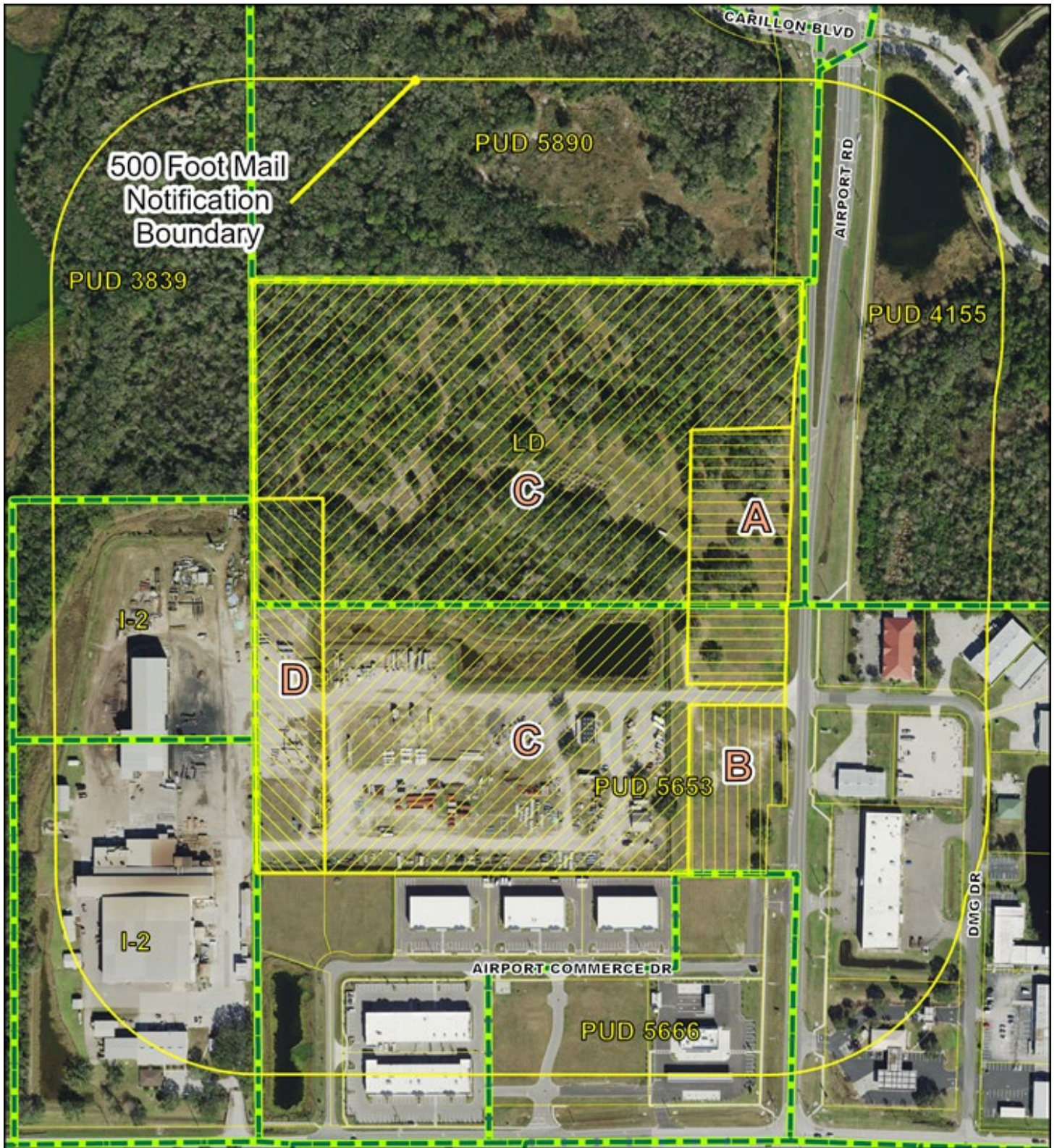


Community & Economic Development Staff Recommendation

Date:	August 18, 2026	Reviewer:	Todd Vargo
Project No:	PUD26-011/ZON26-007	Location:	3515 Airport Road
Owners:	Woods Family Management LLC		
Applicant:	Ryan Behren, Peterson & Myers, P.A.		
Current Zoning:	PUD (Planned Unit Development)	Future Land Use:	Business Park (BP)
Context District:	Suburban Special Purpose (SSP)		
P&Z Hearing:	July 21, 2026	P&Z Final Decision:	August 18, 2026
Request:	Change in zoning on approximately 24.93 acres from LD (Limited Development) to PUD (Planned Unit Development), concurrent with a City-initiated application to change the context sub-district designation from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP), and the application of new PUD zoning on approximately 20.05 acres, to allow for I-2 (Medium Industrial) and limited I-1 (Light Industrial – Limited Commercial) uses on property located at 3485 and 3515 Airport Road.		

1.0 Location Maps





2.0 Background

2.1 Summary

Ryan Behren of Peterson & Myers, P.A. on behalf of Woods Family Management, LLC, requests a change in zoning on approximately 24.93 acres from LD (Limited Development) to PUD (Planned Unit Development), concurrent with a City-initiated application to change the context sub-district designation from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP), and the application of new PUD zoning on approximately 20.05 acres, to allow for I-2 (Medium Industrial) and limited I-1 (Light Industrial – Limited Commercial) uses on property located at 3485 and 3515 Airport Road. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property is comprised of approximately 45 acres and located approximately 650 feet north of the northwest corner of the intersection of Drane Field Road and Airport Road. The southern 20.05 acres of the subject property was assigned a Business Park (BP) future land use designation and PUD (Planned Unit Development) zoning in August of 2017 and contains a wide variety of industrial and commercial uses. The northern 24.93 acres is zoned LD (Limited Development) with a Business Park (BP) future land use designation.

In 2017, the southern 20.05-acre portion of the subject property, presently undeveloped, was annexed into the city along with other parcels to the south and east along Drane Field Road as part of a 56.41-acre enclave. Due to the mix of existing land uses and development underway previously approved by Polk County, staff recommended the application of PUD zoning to recognize existing uses and ensure that future development was consistent with the City’s Comprehensive Plan and Land Development Code. Under the current PUD zoning, Ordinance 5653 as amended, the 20.5-acre portion comprises Tracts B1 and B2. Current entitlements include those uses permitted by right in I-2 (Medium Industrial) zoning districts and Metal Coating, Engraving and Allied, plus limited commercial uses along the Airport Road frontage including convenience stores, restaurants, high and low turnover, without drive throughs, and motor vehicle fuel sales, service and repair, and parts and accessory stores. While presently undeveloped, the 20.05-acre portion has been used for many years as an outdoor storage yard for the adjacent industrial use to the west, Pop’s Painting.

The northern 24.93-acre portion of the subject property, which is moderately wooded and contains a small area of jurisdictional wetlands, consists of the remainder of several larger tracts of land which were zoned RC (Rural Conservation) through zoning conformance in 1993. The RC zoning was approved at that time due to the lack of infrastructure necessary for development. Following completion of the Polk Parkway in 1998, most of the former RC lands were rezoned for other uses including the Carillon Lakes residential community to the northwest, the Lakes at Laurel Highlands residential community located east of Airport Road and north of the Polk Parkway, and the main corporate headquarters for Publix Supermarkets, located to the east across Airport Road. In 2007, through the adoption of Ordinance 4887, the RC zoning designation in the Land Development Code was changed to LD (Limited Development).

2.3 Project Background

The purpose of the request is to incorporate both portions of the property into a new consolidated PUD zoning district, concurrent with a City-initiated application to and change the context sub-district designation on the northern 24.93-acre portion of the subject property from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP). Through a separate City-initiated application concurrent with this application, the 20.05-acre portion of the subject property, Tracts B1 and B2, will be removed

from the PUD zoning to district to the south (Ordinance 5653 as amended). An overall site development plan, which splits the property into various development tracts, is included as Attachment “C.”

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	Vacant/Undeveloped	RL and IAC	PUD	SCO
South	Business Park	BP	PUD	SSP
East	Office and Business Park	BP	PUD	SSP
West	Industrial (Pop’s Painting) and wetlands (Carillon Lakes)	BP and RL	I-2	SSP and SNH

2.5 Attachments

Attachment A: Legal Description

Attachment B: Base Map

Attachment C: Overall Site Development Plan

3.0 Discussion

The subject property is located on the west side of Airport Road, approximately 650’ north of the intersection of Airport Road and Drane Field Road. Airport Road, from the Polk Parkway south to Drane Field Road, serves as the primary gateway to Lakeland Linder International Airport and nearby uses such as Publix Supermarkets Corporate headquarters.

Under the proposed development program, the applicant is requesting approval of I-2 (Medium Industrial) uses on Tracts C and D. Tract C, which makes up the bulk of the subject property, has limited frontage on Airport Road while Tract D, which abuts Pop’s Painting to the west, has none. For Tracts A and B, which have frontage directly along Airport Road, the applicant is requesting those uses permitted in the I-1 zoning district, except for Motor Vehicle Fuel Sales, both Minor and Major. While the current PUD zoning applicable to the southern portion of the site allows for uses permitted by right in I-2 zoning districts, and limited commercial uses along the Airport Road frontage, a blanket approval for I-1 uses would not be appropriate as there are certain uses which are incompatible with existing uses along the Airport Road corridor. Such uses primarily consist of those with a significant outdoor storage component, such as automobile towing yards, motor vehicle sales, both used and new, mobile home, boat and RV sales, and sales of bulk building materials such as concrete, brick, sand and gravel.

Access to the property will be limited to a single access point on Airport Road located between Tracts A and B, across from where Airport Road intersects DMG Drive. Because this access point will serve all four development tracts, internal cross-access between each tract will need be provided as part of the subdivision review process.

Airport Road has seen significant growth over the last decade and is poised for more development with an apartment complex and an assisted living facility previously approved on either side of the

entrance to Carillon Lakes. To maintain compatibility with these, the recommended conditions for approval include limitations on outdoor storage and enhanced buffering for the portion of the development site with frontage along Airport Road. In addition to these requirements, the applicant has proposed specific performance standards related to noise, vibration, odor, smoke and dust and the storage of toxic or hazardous materials which are recommended as part of the conditions for approval to further mitigate impacts on adjacent properties.

At the public hearing on July 21st, Tim Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A., representing the owner of the adjacent property to the north, requested that the applicant be required to adopt a binding site plan as part of the PUD zoning approval. Mr. Campbell also requested that a condition be added requiring the recording of a cross-access agreement prior to the issuance of the first building permit. No other comments were received.

3.1 Transportation and Concurrency

The subject property is located along the west side of State Road 572 (Airport Road), a Minor Arterial roadway operated by the Florida Department of Transportation (FDOT). The property is located within the Urban Development Area as designated in the Comprehensive Plan, with a Level of Service (LOS) "E" Roadway Standard subject to multi-modal conditions being required for transportation concurrency approval. These conditions include transit service with at least 60-minute frequencies, availability of transit shelters, multi-use trail linkages and internal grid network requirements. Most of the Airport Road corridor consists of one travel lane in each direction while north of Carillon Boulevard/Public Corporate Parkway, Airport Road has multiple lanes in each direction approaching and departing from the Polk Parkway interchange.

As is the case throughout southwestern Lakeland, significant employment growth has occurred around the subject property. Single-family detached residential development has occurred in recent years within the Lakes at Laurel Highlands and new multi-family growth is planned adjacent to Carillon Lakes and within Lakeland Central Park. Airport Road is the main access route to Lakeland Linder International Airport, which in addition to being a large Amazon logistics hub, now has passenger flights provided by Avelo Airlines. Retail services and restaurants are generally seen as lagging behind the other types of development occurring in this area of Lakeland.

To serve this growth, the Polk Transportation Planning Organization's (TPO) *Envision 2050* long-range transportation plan identifies an unfunded need to widen Airport Road to four lanes as well as a cost-feasible improvement at the State Road 572 (Drane Field)/Airport Road intersection. In 2026, FDOT completed construction of a roundabout at the Drane Field Road/Waring Road intersection and the City completed construction of a new two-lane collector road connection from Winston Park Boulevard to North Parkway Frontage Road, providing a new parallel route to the Drane Field Road corridor. Per the TPO's 2026 Roadway Network Database, published on May 6, 2026, the segment of Airport Road between Drane Field Road and US 92 (New Tampa Highway) has an Annual Average Daily Traffic volume of 12,500 vehicles with a two-hour average volume of 436 northbound and 454 southbound vehicles during the PM Peak Period. This road segment is currently operating at an acceptable Level-of-Service (LOS) "C"; however, significant nearby development activity is currently underway such as the 729-acre Lakeland Central Park (LCP) business park on the west side of Airport Road south of the Rooms-to-Go Distribution Center.

To mitigate its impacts, LCP is currently permitting an improvement package through FDOT that includes the installation of a new traffic signal at the Winston Park Boulevard/Airport Road intersection as well as the construction of dual northbound left- and dual eastbound right turn lanes at the intersection. LCP is also constructing a dedicated eastbound left-turn lane on CR 542 (Old Tampa Highway) at the SR 572 (Airport Road) intersection and is designing southbound dual left turn lanes

and other ramp modifications that it will construct on Airport Road at the SR 570 (Polk Parkway) interchange. Additional right of way is being dedicated along Airport Road as well as to accommodate transit shelters, an eight-foot-wide sidewalk along the Airport Road frontage and the completion of Winston Park Boulevard from Old Tampa Highway to Airport Road. Vested trips from LCP and the planned apartments adjacent to Carillon Lakes were incorporated into the Major Traffic Study in addition to the off-site roadway mitigation measures described above.

Applicant Analysis of Study Area Roadway Segments and Intersections

Based on the preliminary Drane Field Industrial Traffic Impact Study prepared in June 2026 by Wey Engineering, the proposed 460,500 square feet (gross floor area) of the buildings is expected to generate 6,748 Daily, 350 AM Peak (of Adjacent Street Traffic, 7-9 AM) and 406 PM Peak (of Adjacent Street Traffic, 4-6 PM) Trips based on data for Land Use Codes 110 (General Light Industrial), 934 (Fast Food), and 821 (Commercial – Retail) as published in the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition. When compared to the allowed list of uses currently adopted on the portion of the site subject to PUD Ordinance 5653, the proposed fast food and commercial-retail components of the proposed development program result in a net increase of approximately 5,286 Daily, 155 AM Peak Hour and 207 PM Peak Hour trips. It should be noted that the turning movement traffic counts collected by the applicant's team occurred while the northern approach of the nearby Drane Field Road/Waring Road intersection was closed for roundabout construction, which even with adjustments made to replicate regular traffic patterns on the surrounding network, appear to result in significant level-of-service deficiencies at the Drane Field Road/Airport Road intersection in the Year 2027 No-Build and Build scenarios.

Under the Year 2027 No-Build scenario, the traffic analysis shows that volumes in both directions of Airport Road between Carillon Boulevard/Publix Corporate Parkway and the Polk Parkway exceed capacity during the AM and PM Peak Periods (maximum directional volume to capacity ratios of 1.94 and 1.72, respectively). With trips generated by the proposed development program in the Build scenario, the maximum AM and PM Peak directional volume to capacity ratios increase to 2.12 and 1.90, respectively. The standard two-lane segment capacities used in the analysis do not recognize the additional auxiliary lanes that exist and will be incorporated into a more detailed engineering level arterial analysis that will be required at the time of site plan submittal as required by Policy TRN-1.9E of the Comprehensive Plan. Likewise, the AM and PM Peak volume to capacity ratios from the site driveway to Carillon Boulevard/Publix Corporate Parkway are also expected to exceed 1.0 in the Year 2027 Build scenario (1.10 and 1.34, respectively); however, the maximum AM Peak ratio is expected to be an acceptable .92 in the No-Build scenario.

In the Existing Year 2025 analysis, the Drane Field Road/Airport Road, Airport Road/Polk Parkway Westbound Ramp and Airport Road/Polk Parkway Eastbound Ramp intersections were shown as experiencing significant AM and PM Peak delays, attributed to the closure of Waring Road north of Drane Field Road. During the AM Peak, overall delay at the Drane Field Road/Airport Road intersection was an estimated 369.6 seconds/vehicle and at the Airport/Polk Parkway Westbound Ramp intersection, the overall delay was estimated at 350.2 seconds/vehicle. During the PM Peak, delay was less with Drane Field Road/Airport Road operating at LOS "F" with a delay of 89.5 seconds/vehicle. For the Year 2027 No-Build Scenario, the Drane Field Road/Airport Road intersection is expected to operate at LOS "F" during the AM Peak with an overall delay of 253.8 seconds/vehicle and the Airport Road/Polk Parkway Eastbound Ramp intersection is expected to operate at an overall LOS "F" during the PM Peak, with estimated delay of 122.6 second/vehicle. In the Year 2027 Build Scenario, the overall AM Peak Hour delay at the Drane Field Road/Airport Road intersection is expected to increase to 281.2 seconds/vehicle (LOS "F") and the PM Peak Hour delay at the Airport Road/Polk Parkway Eastbound Ramp intersection is expected to increase to 133.7

seconds/vehicle (LOS “F”). The PM Peak Hour delay at the Drane Field Road/Airport Road intersection is now expected to operate at LOS “F” as well during the Year 2027 Build Scenario, with a overall delay of 91.3 seconds/vehicle. The approaches to the Site Driveway/DMG Drive intersection are also expected to operate at LOS “F” during Year 2027 Build scenario, which can be addressed through signalization if approved and permitted by FDOT.

Sidewalks exist along the east and west sides of Airport Road south of the subject property. North of subject property, a sidewalk exists only along the east side of Airport Road. The apartments adjacent to Carillon Lakes is required to construct an eight-foot-wide sidewalk along its frontage as well as a transit shelter and bus bay in anticipation of future transit service. Paved shoulders exist along much of Airport Road, but they are not designated bicycle lanes. The closest transit line to the subject property is the Citrus Connection’s Red Line, which operates in the east and westbound directions on Drane Field Road south of the subject property. Existing transit routes are expected to be realigned to operate on southbound Airport Road once the planned apartment community is completed within Lakeland Central Park, north of the subject property. Along the site’s Airport Road frontage, a right of way dedication will be required as depicted on the Concept Plan reviewed by the City Development Review Team as part of a mitigation package for the Airport Road corridor and the ultimate layout plan will be required to accommodate cross-access to/from the adjacent Pop’s Painting property as part of any future redevelopment plan on that tract.

3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: Our Community 2030 and it is our opinion that the request is consistent with the Comprehensive Plan.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community & Economic Development Department reviewed this request and recommends approval of the application of PUD zoning concurrent with a City-initiated application to change the context sub-district designation on 24.93-acres from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP). Letters of notification were mailed to 22 property owners within 500 ft of the subject property. As previously noted, the attorney representing the adjacent property to the north spoke at the hearing. No other comments were received prior to or at the public hearing.

4.2 The Planning & Zoning Board

It is recommended that the request for PUD (Planned Unit Development) zoning, concurrent with a City-initiated application to change the context sub-district designation on 24.93 acres from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP), as described above and in Attachments “A,” “B”, and “C” be approved subject to the following conditions:

A. Permitted Uses

1. Tracts A and B: Those uses permitted by right in I-1 zoning districts and Convenience Stores (without Motor Vehicle Fuel Sales), with a maximum of two restaurants (one fast food/quick service very high turnover and one fast casual with a drive through). The following uses shall be excluded:
 - Motor Vehicle Fuel Sales, Minor
 - Motor Vehicle Fuel Sales, Major

- Commercial Vehicle, Construction Equipment & Trailers, Sales, Rental and Service
- Mobile Home, Boat, Recreational Vehicle Sales, Rental & Service
- Motor Vehicle Rental
- Motor Vehicle Sales, New
- Motor Vehicle Sales, Used
- Motor Vehicle Service & Repair, Major
- Building Material Sales, Retail, Level II
- Automobile Towing Services (as listed under Industrial-Type Service Establishments, Level I)
- Outdoor Storage of Boats, Motor Home and Trailers, Retail Service
- Mini Warehouse & Storage
- Warehousing & Motor Freight Transportation Uses, Level I
- Wholesale Trade Uses, Level I
- Ground-Mounted Personal Wireless Service Facilities

2. Tracts C and D: Those uses permitted by right in I-2 zoning districts.

B. Development Standards

1. Tracts A and B: In accordance with the I-1/Suburban Special Purpose context sub-district standards. The following development standards within the Land Development Code shall also be applicable to Tracts A and B:

- Sub-Section 3.4.7.2, Screening of Mechanical Equipment;
- Sub-Section 3.4.7.3, Architectural Materials;
- Sub-Section 3.4.7.4 b., Ground Floor Building Transparency;
- Sub-Section 3.4.7.5, Façade Variation of Buildings in Commercial, Office and I-1 Industrial Zoning Districts;
- Sub-Section 3.4.7.6. Service and Loading Areas; and
- Sub-Section 3.4.7.7 Drive Through Facilities

2. Tracts C and D: In accordance with the I-2/Suburban Special Purpose context sub-district standards. The following development standards within the Land Development Code shall also be applicable to Tracts C and D:

- Sub-Section 3.4.7.2, Screening of Mechanical Equipment;

C. Prior to the issuance of the first building permit for each Tract, a binding Commercial Site Plan shall be approved by the City's Development Review Team. The Commercial Site Plan shall include, but not be limited to: building location, access, internal site circulation, parking, location of utilities, drainage, and landscaping.

Prior to the issuance of a building permit for any Tract and the approval of the Commercial Site Plan, a subdivision plat for the subject property in accordance with the City's LDC shall be approved and recorded.

D. Performance Standards

1. Noise: Every use shall be operated so as not to create a noise disturbance affecting adjacent uses. The term "noise disturbance" is any sound which is:
 - a. Unreasonably loud and disturbing;
 - b. of such character, quantity, or duration as to be injurious to human or animal life, or property;
 - c. of such character, quantity, or duration as to unreasonably interfere with the comfortable enjoyment of life or property; or
 - d. of such character, quantity, or duration as to unreasonably interfere with the normal conduct of business.
 - e. There shall be no outdoor public address systems, bell ringers or loud speakers.
2. Vibration: Every use shall be so operated that ground vibration inherently and recurrently generated is not perceptible without instruments at any point on the property line of the property on which the use is located.
3. Smoke, Dust, and Dirt: Every use shall be so operated as to prevent the emission into the air of smoke, dust or other solid matter which may cause damage to property or discomfort to persons or animals at or beyond the lot line of the property on which the use is located.
4. Odor: Every use shall be so operated as to prevent the emission of objectionable or offensive odors in such concentration as to be readily perceptible at any point at or beyond the lot line of the property on which the use is located.
5. Fire and Explosive Hazards: All activities and all storage of flammable and explosive materials shall be in accordance with the City of Lakeland Fire and Building Codes.
6. Toxic Matter: No operation or activity producing toxic matter shall be permitted.
7. Radioactivity: Each use shall be so operated as to prevent the creation or the emission of radioactive materials.
8. Fire and Explosive Hazards: All activities and all storage of flammable and explosive materials shall be in accordance with the City of Lakeland Fire and Building Code.9.
9. Hazardous Materials and Regulated Substances: In accordance with Article 6 (Natural Resource Protection Standards) of the Land Development Code and with the City of Lakeland Fire Code and Building Code.

E. There shall be no outdoor storage of goods or materials in Tracts "A" and "B". Outdoor storage shall be permitted in Tracts "C" and "D" in accordance with the Land Development Code and the following provisions:

1. The height of materials stored outside shall not exceed ten (10) feet;
2. No outside storage of materials over six (6) feet in height may be located within one hundred (100) feet of any property line of a residentially zoned or used lot;

3. All areas of outside storage shall be kept in a neat, orderly condition, free of weeds, litter and debris, odor and vermin;
 4. No movement or arranging of materials stored outside shall occur between the hours of 10:00 p.m. and 6:00 a.m.;
 5. No outside storage of materials shall occur forward of the front wall of a principal building facing any public street.
 6. No outside storage shall be visible from Airport Road.
- F. Building Service Areas: Loading docks, service bays and loading/unloading areas shall be prohibited along building facades that face a public roadway right-of-way.
- G. Parking, Landscaping and Buffering: In accordance with the Land Development Code and the following:
1. Parking, landscaping and buffering shall be per the Land Development Code, unless otherwise stated in these conditions.
 2. Along the eastern boundary of Tracts A and B, a 3-foot-tall knee wall shall be constructed as part of the necessary landscaping buffer requirements. Breaks in the knee wall are permitted to facilitate the connection of the main buildings to the sidewalk required by condition of approval H.4.b.
- H. Transportation & Site Access:
1. Binding concurrency determinations shall be made at the time of each final site plan submittal. Concurrency determinations shall be based on the cumulative trip generation of allowed uses on the subject property, with amount of new external trips not exceeding 6,748 Daily, 350 A.M. Peak Hour (255 Enter/95 Exit) and 406 P.M. Peak Hour (152 Enter/254 Exit). An update to the applicant's Drane Field Road Industrial Traffic Impact Study shall be submitted with the required construction plans for subdivision infrastructure improvements.

As an option to the standard concurrency determination process and duration allowed by the City's Concurrency Management Ordinance, the developer may enter into a multi-modal Development Agreement or Proportionate-Share Agreement, as provided in Chapter 163.3180(5), *Florida Statutes*, to address transportation concurrency failures where the ultimate development program on the subject property has a significant and adverse impact. Based on the scale of development activity, cumulative external trip generation, and adjacent roadway level-of-service deficiencies at the time of development, the City may require transportation demand management mitigation measures as provided for in Section 10.4.2.2 of the Land Development Code in order to issue a Certificate of Concurrency.
 2. Cross-access easements between all adjacent tracts shall be shown on the recorded subdivision plat. Ingress/egress easements shall be executed to accommodate cross-access with the adjacent tracts to the west (currently operated as Pop's Painting) and south (Airport Commerce Center), which shall be recorded by the Polk County Clerk of the Circuit Court and included in the recorded subdivision plat.
 3. Project Driveway on Airport Road

- a. The site driveway on Airport Road shall be generally located opposite DMG Drive, between Tracts A and B as depicted in Attachment “C.”
 - b. Prior to first site plan submittal, the applicant shall complete a signal warrant analysis for the site driveway on Airport Road opposite DMG Drive. The required Property Owners Association within the overall commercial subdivision shall be responsible for funding the design and construction of any traffic signal that is approved by FDOT. The timing of signal construction and activation shall be as permitted by FDOT.
 - c. Concurrent with site driveway construction, a southbound right-turn lane and northbound left-turn lane shall be constructed on Airport Road in compliance with FDOT permitting requirements.
 - d. The recorded subdivision plat shall include a right-of-way dedication along the site’s Airport Road frontage, approximately 70-feet-wide at the northern property boundary and 47-feet-wide as measured 171 feet from the southern property boundary, to accommodate the required frontage sidewalk, turn lanes at the site driveway and as part of a mitigation package for the development’s impacts on the Airport Road corridor.
4. Multi-Modal Mitigation
- a. An 8-foot wide sidewalk shall be constructed along the subject property’s Airport Road frontage. Americans with Disabilities Act-compliant pedestrian routes shall be constructed between each principal building and the sidewalk along Airport Road.
 - b. An ADA-compliant transit stop, consisting of wheelchair deployment and bench pads, shall be constructed at a location along Airport Road determined to be acceptable by LAMTD or successor transit agency. A transit shelter shall be required at a location determined to be acceptable by the transit agency and FDOT. Building Permit issuance by the City Building Division is required for the shelter pad and structure. The transit stop may be installed concurrent with adjacent sidewalk construction.
 - c. Bike parking shall be provided in close proximity to each principal building entrance in compliance with Land Development Code Section 4.11.6 and Index 900 of the City Engineering Standards Manual.5. Avigation Agreement: Prior to first site plan submittal for each tract, the developer/property owner shall sign an Avigation Agreement prepared by the City of Lakeland that is recorded with the Polk County Clerk of the Circuit Court.

EXHIBIT "A"

Legal Description

23-28-33-000000-044050:

THE WEST 169.67 FEET OF THE NORTH 1/2 OF THE SW 1/4 OF THE SW 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA.

23-28-33-000000-044040:

THE N 1/2 OF THE SW 1/4 OF THE SW 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA. LESS RIGHT OF WAY FOR DRANE FIELD ROAD NORTH, AND LESS THE WEST 169.67 FEET OF THE NORTH 1/2 OF THE SW 1/4 OF THE SW 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA.

AND

THAT PART OF THE N 1/2 OF THE SE 1/4 OF THE SW 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, LYING WEST OF DRANE FIELD ROAD NORTH.

LESS AND EXCEPT:

THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 33 ALSO BEING THE NORTHWEST CORNER OF SECTION 4, TOWNSHIP 29 SOUTH, RANGE 23 EAST; THENCE ALONG THE WEST BOUNDARY OF SAID SECTION 4, SOUTH 00°07'08" EAST, 3.40 FEET TO SURVEY BASELINE "B" OF DRANE FIELD ROAD; THENCE NORTH 89°42'28" EAST, 1,323.13 FEET ALONG SAID BASELINE TO SURVEY BASELINE "A" OF STATE ROAD 572; THENCE ALONG SAID BASELINE "A", NORTH 01°41'03" EAST, 662.68 FEET TO THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 33; THENCE ALONG SAID NORTH LINE NORTH 89°55'00" WEST, 32.17 FEET TO THE WEST EXISTING MAINTAINED RIGHT OF WAY LINE OF SAID STATE ROAD 572 (PER MAP BOOK 5, PAGES 113-117) FOR A POINT OF BEGINNING; THENCE CONTINUE ALONG SAID NORTH LINE NORTH 89°55'00" WEST, 47.86 FEET; THENCE NORTH 01°41'03" EAST, 170.87 FEET; THENCE SOUTH 88°18'57" EAST, 47.05 FEET TO SAID WEST EXISTING MAINTAINED RIGHT OF WAY LINE; THENCE ALONG SAID WEST EXISTING MAINTAINED RIGHT OF WAY LINE THE FOLLOWING COURSES: SOUTH 02°25'40" WEST, 31.19 FEET; SOUTH 00°59'44" WEST, 100.01 FEET; SOUTH 01°40'59" WEST, 38.35 FEET TO THE END OF SAID COURSERS AND THE POINT OF BEGINNING.

LESS MAINTAINED RIGHT OF WAY OF N. DRANE FIELD ROAD, A/K/A AIRPORT ROAD PER POLK COUNTY MAP BOOK 5, PAGES 113 THROUGH 117.

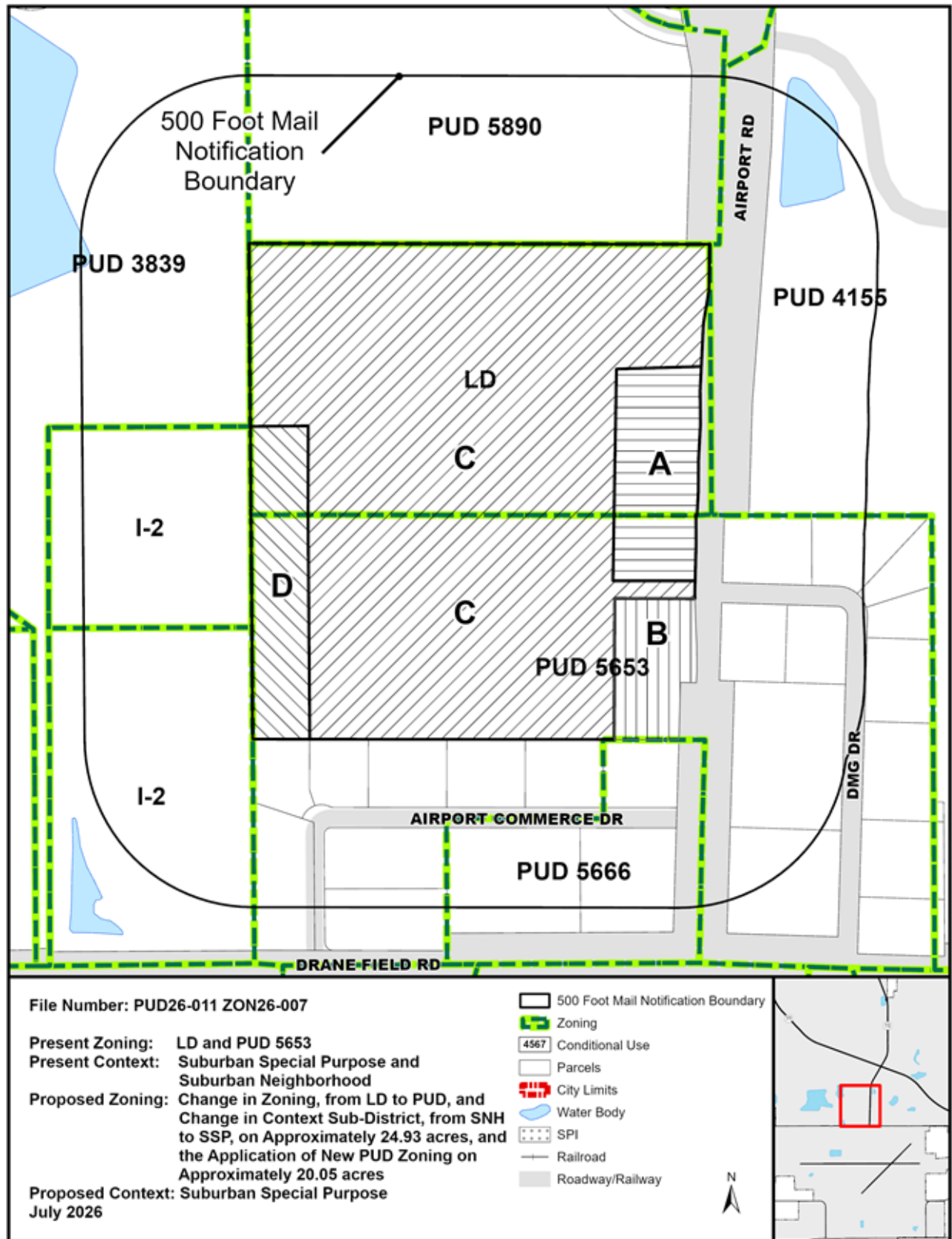
23-28-33-000000-043010:

A PARCEL OF LAND IN SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

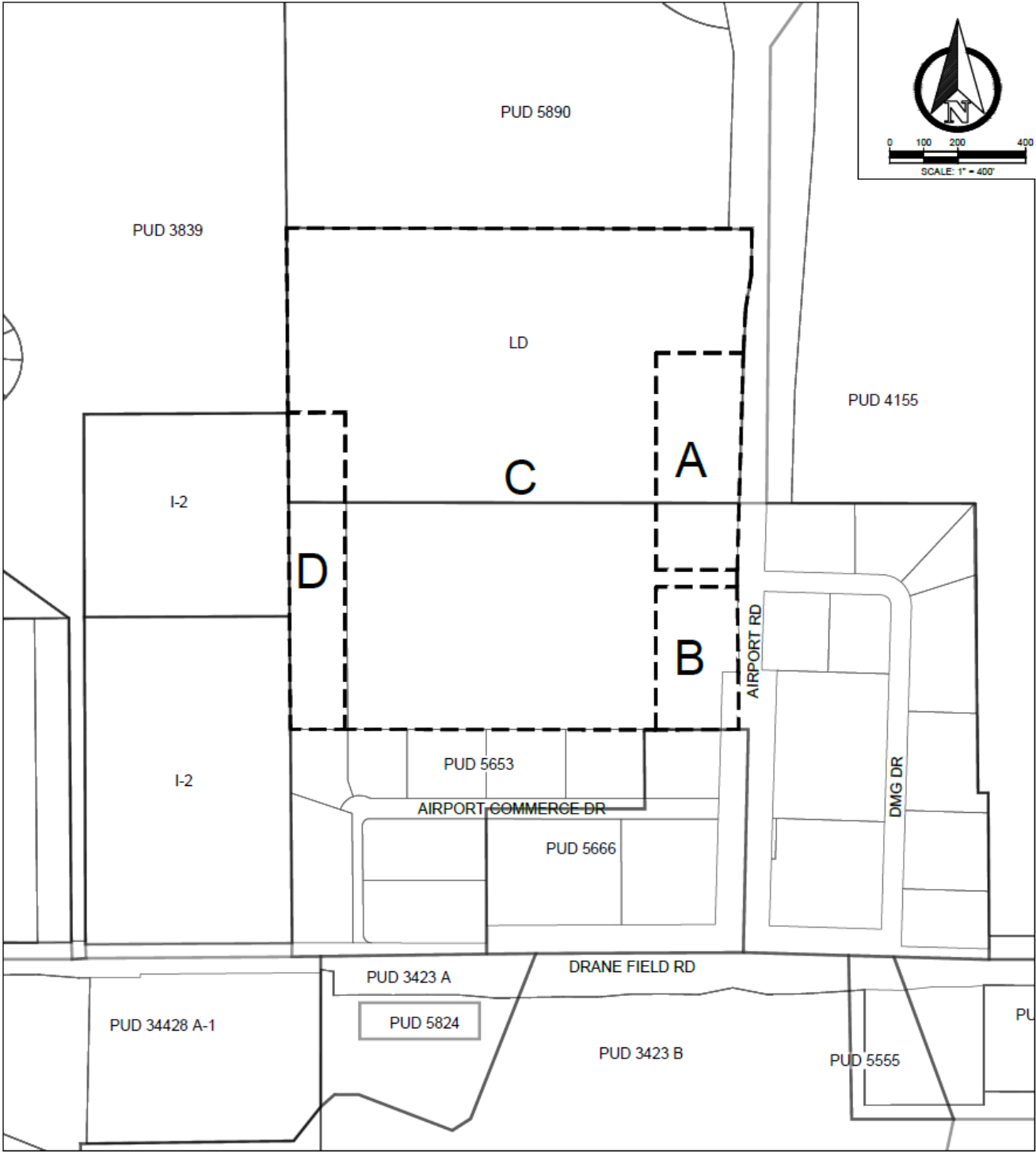
FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 33; THENCE N 00° 27'14" W ALONG THE WEST LINE OF SAID SECTION 33, A DISTANCE OF 1335.42 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 33, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE N 00°27'14" W, ALONG SAID LINE, A DISTANCE OF 809.14 FEET; THENCE S 89°54'40" E ALONG A LINE PARALLEL TO THE SAID NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4, A DISTANCE OF 1403.52 FEET TO A POINT ON THE CENTERLINE OF AIRPORT ROAD; THENCE S01°41'57" W ALONG THE SAID CENTERLINE A DISTANCE OF 809.42 FEET TO A POINT ON THE AFOREMENTIONED NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4; THENCE N 89°54'40" WEST, ALONG SAID NORTH LINE A DISTANCE OF 1373.11 FEET TO THE POINT OF BEGINNING.

LESS MAINTAINED RIGHT OF WAY OF N. DRANE FIELD ROAD, A/K/A AIRPORT ROAD PER POLK COUNTY MAP BOOK 5, PAGES 113 THROUGH 117.

EXHIBIT "B"



ATTACHMENT "C"

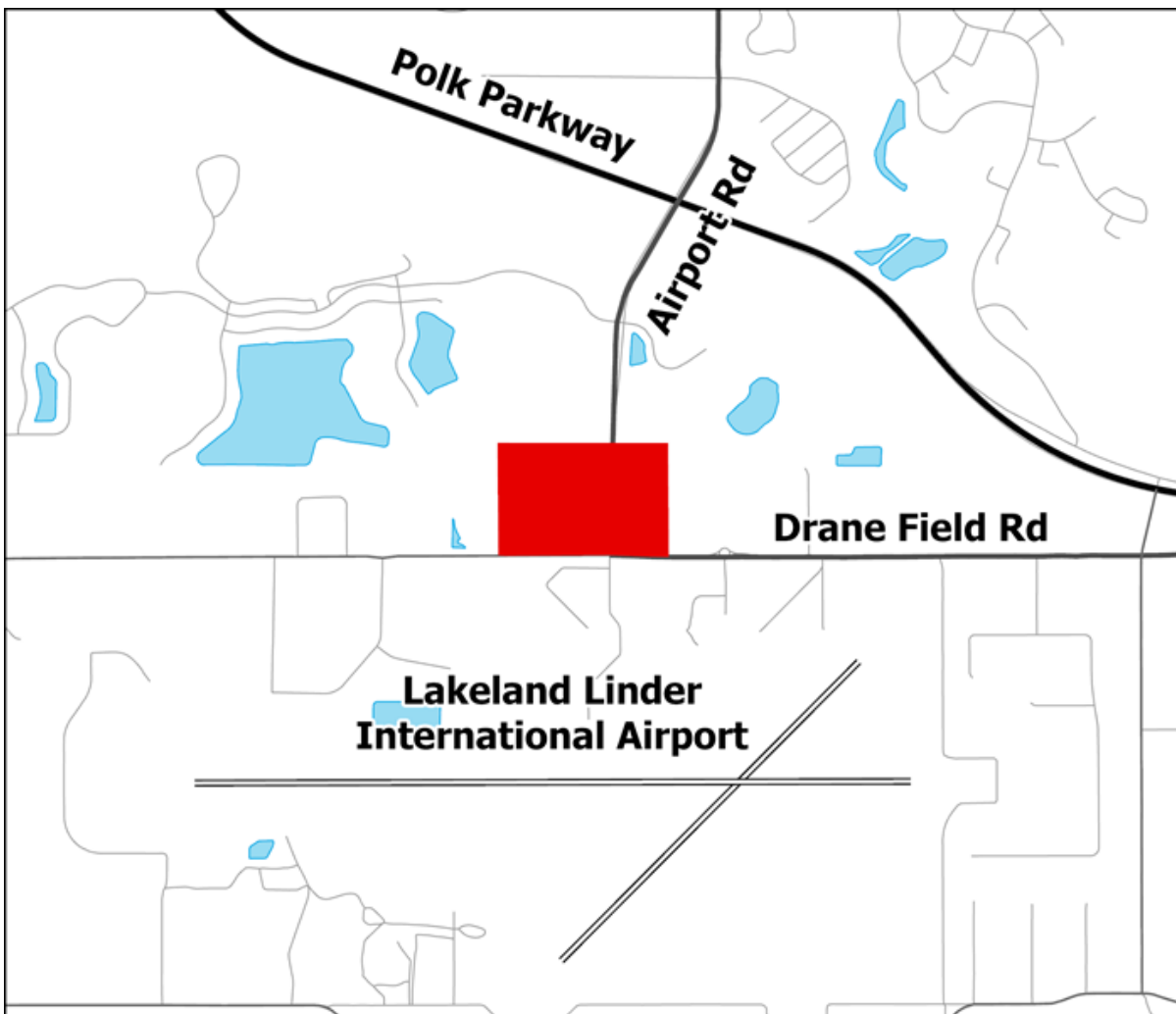


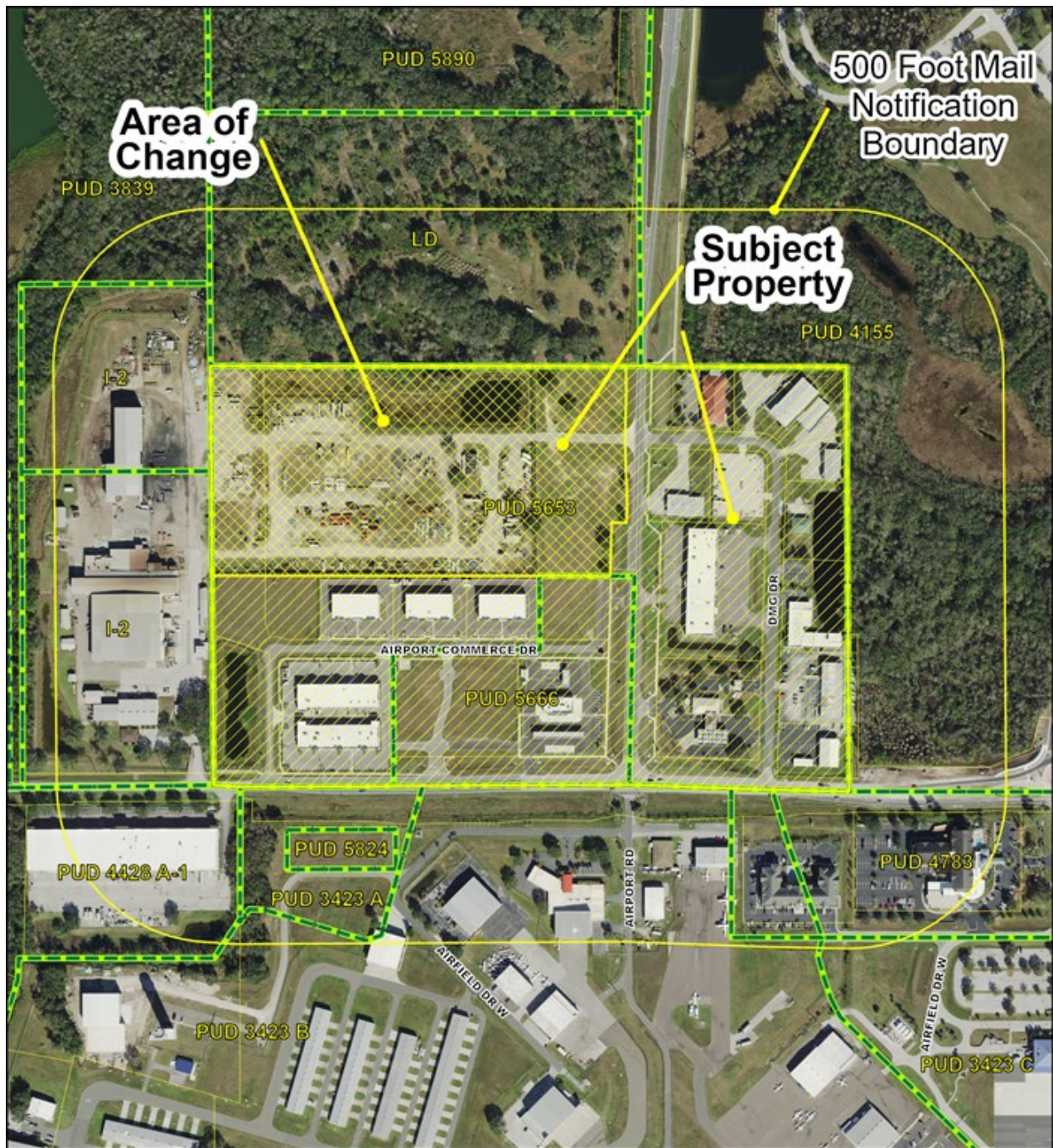


Community & Economic Development Staff Recommendation

Date:	August 18, 2026	Reviewer:	Todd Vargo
Project No:	PUD26-017	Location:	3515 Airport Road
Owners:	Woods Family Management LLC		
Applicant:	City of Lakeland		
Current Zoning:	PUD (Planned Unit Development) 5653	Future Land Use:	Business Park (BP)
Context District:	Suburban Special Purpose (SSP)		
P&Z Hearing:	July 21, 2026	P&Z Final Decision:	August 18, 2026
Request:	Major modification of PUD (Planned Unit Development) zoning to remove Tracts B1 and B2 on approximately 20.05 acres located at 3515 Airport Road.		

1.0 Location Maps





2.0 Background

2.1 Summary

The City of Lakeland requests a major modification of PUD (Planned Unit Development) zoning to remove Tracts B1 and B2 on approximately 20.05 acres located at 3515 Airport Road. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property, approximately 20.05 acres in area, is located on the west side of Airport where it intersects with DMG drive. In 2017, the subject property, along with adjacent properties to the south and to the east, across Airport Road, were annexed into the City and assigned a future land use designation of Business Park (BP) and PUD (Planned Unit Development) zoning as specified by Ordinance 5653, as amended. The subject property, while presently undeveloped, is being presently used as an outdoor storage yard for the adjacent industrial use to the west, Pops Painting

2.3 Project Background

The purpose of the request is to amend the PUD zoning to remove Tracts B1 and B2, concurrent with a separate zoning application which will incorporate Tracts B1 and B2 into a new PUD along with an adjacent 24.93-acre parcel to north which is currently zoned LD (Limited Development). The overall site development plan, which has been revised to identify the area to be removed, is included as Attachment “C.”

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	Vacant/Undeveloped	BP	LD	SNH
South	Business Park	BP	PUD	SSP
East	Business Park	BP	PUD	SSP
West	Industrial (Pop’s Painting)	BP	PUD	SSP

2.5 Attachments

Attachment A: Legal Description

Attachment B: Location Map

Attachment C Revised Overall PUD Development Plan

Attachment “C-1” Previously Approved Site Plan for Drane Field Commercial Uses

Attachment “C-2” Previously Approved Site Plan for a Convenience Store

Attachment “C-3” Previously Approved Site Plan for a Hotel

Attachment “C-4” Previously Approved Parcel E2-A

Attachment “C-5” Previously Approved Parcel E2-B

Attachment “C-6” Previously Approved Parcel E2-C

Attachment “C-7” Previously Approved Parcel E2-D

3.0 Discussion

The current PUD zoning was approved in 2017 following the annexation of multiple enclaves located along the north side of Drane Field Road. Under the current PUD zoning, permitted uses in Tract B1 include those uses permitted by right in I-2 zoning districts and Metal Coating, Engraving, and Allied Services. Permitted uses in Tract B2 include those uses permitted by right in I-2 zoning districts and limited commercial uses such as convenience stores, restaurants, carry out, low and high turnover, without drive throughs, and motor vehicle uses such fuel sales, motor vehicle service and repair, and parts and accessory stores.

The subject property has been on the market for several years along with an adjacent 24.93 parcel to the north. Because the current PUD zoning covers a large area with multiple property owners, the applicant is requesting that Tracts B1 and B2 be removed from the current PUD zoning and incorporated as part of new standalone PUD which will include the adjacent 24.93-acre parcel to the north. To do so, Tracts B1 and B2 will be removed from the overall site development plan, Attachment “C,” and any references to Tracts B1 and B1 in conditions of approval revised or removed.

3.1 Transportation and Concurrency

This request is limited to removal of Tracts B1 and B2 from the current PUD zoning only. Transportation and concurrency for the future development of Tracts B1 and B2 will be addressed as part as staff’s recommendation for the separate zoning application which will run concurrently with this request and includes the adjacent 24.93-acre parcel to the north.

3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: Our Community 2030 and it is our opinion that the request is consistent with the Comprehensive Plan.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community & Economic Development Department recommends approval of the repeal of the ordinance. Letters of notification were mailed to 27 property owners within 500 ft of the subject property and within the boundaries of the current PUD and no comments were received.

4.2 The Planning & Zoning Board

It is recommended that the request for a major modification PUD zoning, to remove Tracts B1 and B2, as described above and in Attachments “A,” “B,” “C,” “C-1,” “C-2,” “C-3,” “C-4,” “C-5,” “C-6,” and “C-7” be approved:

Ordinance 5653, as amended:

A. Permitted Uses:

Tract A: Those uses permitted by right in the I-2 zoning district plus the following retail commercial uses on specific parcels which have a conceptual site plan and frontage along Airport Road or Drane Field Road.

South of Airport Commerce Drive: Development of retail commercial uses shall be limited to one of the following development options.

Development Option A

Convenience Stores with Motor Vehicle Fuel Sales, as shown on Attachment “C-2”

Restaurants: High Turn Over and Very High Turn Over, with or without drive throughs, as shown on Attachment “C-1”

Development Option B

A Convenience Store with Motor Vehicle Fuel Sales, as shown on Attachment “C-2”

A Hotel, as shown on as Attachment “C-3”

North of Airport Commerce Drive: The following retail uses shall be permitted in accordance with Attachment “C-1.”

Convenience Sales and Personal Service uses, excluding Variety Stores

Indoor Commercial Recreation

Laundry and Cleaning Establishments, Level I and II

Office Support Retail Uses

Specialty Comparison Commercial Uses

~~Tract B1: Those uses permitted by right in the I-2 zoning district and Metal Coating, Engraving, and Allied Services.~~

~~Tract B2: Those uses permitted by right in the I-2 zoning district and the following.~~

~~*Convenience Stores~~

~~Indoor Commercial Recreation Uses~~

~~*Motor Vehicle & Boat Uses: Fuel Sales~~

~~Motor Vehicle & Boat Uses: Service Uses~~

~~Motor Vehicle & Boat Uses: Parts and Accessory Stores~~

~~Office Support Retail Uses~~

~~Outdoor Storage of Boats, Motor Homes and Trailers, Retail Service~~

~~Restaurants: Carry Out, Sandwich shops, snack bars, and low turn-over~~

~~*Restaurants: High Turn Over, excluding drive throughs~~

~~* Uses marked with an asterisk may only be considered through a major modification of this PUD and after additional staff analysis of traffic impacts and site design considerations.~~

Tract C: Those uses permitted by right in the I-2 zoning district in addition to the following:

Convenience stores

Motor vehicle fuel sales

Tract D: Those uses permitted by right in the I-2 zoning district and Metal Coating, Engraving, and Allied Services.

Tract E: Those uses permitted by right in the I-2 zoning district in addition to the following:

Electrical supply stores

Welding Supply stores

- B. Development Standards: In accordance with the I-2/Suburban Special Purpose sub-district standards except as shown on Attachments "C-1," "C-2," "C-3," "C-4," "C-5," "C-6," "C-7" and as follows.

Tract A Hotel:

1. Maximum Building Height: Four-Stories/55 feet
2. Maximum Intensity of Use: 114 hotel rooms
3. Ground Floor Building Transparency. For street facing hotel facades, a minimum of twenty percent (20%) of the ground floor façade of the hotel, when measured two feet above grade and ten feet above grade at the pedestrian/sidewalk level, shall consist of glass windows and doors with a visible transmittance rating of no less than forty percent (40%).

Tract E2:

1. Minimum Lot Size:

- a. Parcel E2-B Minimum Lot Width: As shown on Attachment "C-5."
- b. Parcel E2-B Minimum Lot Area: 28,575.36 sq. ft. (0.65 acres) as shown on Attachment "C-5."
- c. Parcel E2-C: Minimum Lot Area: 24,262.92 sq. ft. (0.56 acres) as shown on Attachment "C-6."

2. Principal Building Requirements: In accordance with the I-2 / Suburban Special Purpose sub-district standards except the following standards for existing principal structures developed prior to the adoption of the PUD zoning as reflected on Attachments "C-4," "C-5," "C-6," and "C-7."

- a. Front / Street Setback: Minimum 50 feet, except:
 - i. Parcel E2-A: As shown on Attachment "C-4."
 - ii. Parcel E2-D: Minimum 25 ft., as shown on Attachment "C-7."
- b. Interior Side Setback: Minimum 20 feet, except:
 - i. Parcel E2-A: Minimum 5 feet from its southern boundary shared with Parcel E2-B, as shown on Attachment "C-4."
 - ii. Parcel E2-B: Minimum 5 feet from its northern boundary shared with Parcel E2-A, as shown on Attachment "C-4."
 - iii. Parcel E2-C: Minimum 3.6 feet from its southern boundary, as shown on Attachment "C-6."
- c. Rear Setback: Minimum 30 feet, except:
 - i. Parcel E2-C: Minimum 19.3 feet, as shown on Attachment "C-6."

~~C. Performance Standards within Tracts B1 and B2~~

- ~~1. Noise: Every land use shall be operated so as not to create a noise disturbance affecting adjacent uses. The term "noise disturbance" is any sound which is:~~
- ~~a. Unreasonably loud and disturbing;~~
 - ~~b. of such character, quantity, or duration as to be injurious to human or animal life, or property;~~
 - ~~c. of such character, quantity, or duration as to unreasonably interfere with the comfortable enjoyment of life or property; or~~
 - ~~d. of such character, quantity, or duration as to unreasonably interfere with the normal conduct of business.~~

~~Additional noise regulations:~~

- ~~a. There shall be no outdoor public address systems, bell ringers or loud speakers.~~

~~b. There shall be no loading or unloading of trucks, trailers or other vehicles between the hours of 10 p.m. and 6 a.m.~~

- ~~2. Vibration: Every land use shall be so operated that ground vibration inherently and recurrently generated is not perceptible without instruments at any point on the property line of the property on which the use is located.~~
- ~~3. Smoke, Dust, and Dirt: Every land use shall be so operated as to prevent the emission into the air of smoke, dust or other solid matter which may cause damage to property or discomfort to persons or animals at or beyond the lot line of the property on which the use is located.~~
- ~~4. Odors: Every land use shall be so operated as to prevent the emission of objectionable or offensive odors in such concentration as to be readily perceptible at any point at or beyond the lot line of the property on which the use is located.~~
- ~~5. Fire and Explosive Hazards: All activities and all storage of flammable and explosive materials shall be in accordance with the City of Lakeland Fire and Building Codes.~~

~~D.C.~~ Outdoor Storage: In accordance with Sub-section 5.15 of the Land Development Code.

~~E.D.~~ Hazardous Materials and Regulated Substances: In accordance with Article 6 (Natural Resource Protection Standards) of the Land Development Code.

~~F.E.~~ Transportation:

1. Binding concurrency determinations shall be made at the time of each site plan approval on the development site. Concurrency determinations will be based on the cumulative impacts of the development activity on the significantly impacted transportation network.
2. Project Access and Circulation:
 - a. Development within Tract A shall be limited to one access point on State Road 572 (Airport Road) as shown on Attachment "C-1," replacing the Airport Commerce Drive intersection. The final design and operations of this driveway shall be subject to permitting requirements of the Florida Department of Transportation.
 - b. Development within Tract A shall be limited to one full-movement driveway on Drane Field Road and the Airport Commerce Drive intersection and a second full-movement driveway on Drane Field Road, to be located between Airport Commerce Drive and the convenience store site. A second separate shared right-in only driveway is allowed to the convenience store site with the addition of a concrete separator on Drane Field Road between the east- and westbound travel lanes to restrict turning movements. All driveway connections on Drane Field Road shall be permitted by Polk County.
 - c. Cross-access shall be granted between all uses within Tract A through a Grant of Easements, Cross-Access Easement or other appropriate formal agreement. Cross-access shall also be required between Tract A and

adjacent development tract formerly identified as Tract B2 within PUD Ordinance No. 5653, located north of Airport Commerce Drive. Each formal agreement that is executed shall be recorded with the Polk County Clerk of Courts.

- d. Sidewalks shall be required along all State Road 572 (Airport Road), ~~and~~ Drane Field Road and Airport Commerce Drive project frontages. Each principal building on the development site shall be connected to these frontage sidewalks via Americans with Disabilities Act (ADA) compliant pedestrian routes. If the Tract A Hotel option is implemented, an ADA-compliant internal pedestrian route shall directly connect the hotel with the adjacent convenience store (to the east).
- e. Airport Commerce Drive shall be maintained as a private commercial street, with a pavement assessment being required prior to the construction of the first development driveway to determine if resurfacing or additional improvements will be required to accommodate commercial traffic. A frontage sidewalk shall be constructed along each development site's frontage along Airport Commerce Drive at the time that each site is developed.

3. Multi-Modal Transportation Facilities:

- a. Transit Stop Improvements: At minimum, a transit bench pad will be required at the Drane Field Road bus stop. Additional transit stop concurrency mitigation requirements, including a transit shelter, may be imposed depending on the level-of-service failures and cumulative project impacts that may be identified in subsequent Major Traffic Studies. The transit amenity design and locations shall be approved by the Lakeland Area Mass Transit District and appropriate permitting authority. Any transit shelter structure and pad that is constructed shall receive building permits through the City Building Division.
- b. Bike parking shall be installed in close proximity to each principal building entrance in compliance with Section 4.11.6 of the Land Development Code. Each bike parking device shall be constructed in compliance with Index 900 of the City Engineering Standards Manual.

- 4. In the event that the Tract A Hotel option is implemented, an Avigation Easement Agreement for that parcel shall be executed and recorded with the Polk County Clerk of Courts.

ATTACHMENT "A"

Legal Description

Legal Description for Area to be Removed: Tracts B1 and B2

Parcels of land lying within Section 33, Township 28 S, Range 23 E, Polk County Florida being further described as:

Parcel ID Number: 232833-000000-044050

The West 169.67 feet of the North ½ of the SW 1/4 of the SW 1/4 of Section 33, Township 28 South, Range 23 East, Polk County, Florida

Parcel ID Number: 232833-000000-044040

The North ½ of the SW 1/4 of the SW 1/4 of Section 33, Township 28 South, Range 23 East, Less the West 169.67 feet and include right-of-way for SR 572 (Airport Rd).

SAID PARCELS CONTAINING 20.0 ACRES+-

Legal Description for Area to Remain: Tracts A, C, E1 and E2

Parcels of land lying within Section 33, Township 28 S, Range 23 E, Polk County Florida being further described as:

That part of the South 1/2 of the Southwest 1/4 of the Southwest 1/4 of Section 33 Township 28 South, Range 23 east, Polk County, Florida, described as commence at the Southwest corner of said Section 33, Township 28 south, Range 23 East; thence North 00 degrees 25 minutes 42 seconds West, 39.10 feet to the point of beginning; thence along the West boundary of said section 33 North 00 degrees 25 minutes 42 seconds West, 628.14 feet; thence along the North boundary of the South 1/2 of the Southwest 1/4 of the Southwest 1/4, South 89 degrees 55 minutes 38 seconds east 1042.04 feet; thence south 00 degrees 25 minutes 42 seconds East, 203.01 feet; thence South 89 degrees 55 minutes 38 seconds east, 218.03 feet to a point on the westerly right-of-way line of airport road; thence South 01 degrees 41 minutes 03 seconds West, 60.02 feet; thence North 89 degrees 55 minutes 38 seconds West 286.25 feet; thence South 00 degrees 17 minutes 32 seconds East, 311.47 feet to a point on the North right-of-way line of Drane field road; run thence along the North right-of-way line of Drane field road South 89 degrees 42 minutes 28 seconds west, 397.50 feet; thence South 00 degrees 17 minutes 32 seconds East, 52.02 feet to a point on the north existing maintained right-of-way line of Drane field road; thence north 89 degrees 50 minutes 18 seconds west, 573.24 feet to the point of beginning.

Parcel ID Number: 232833-000000-044010

PARCEL I: (Outparcel A) Commence at the Southwest corner of Section 33, Township 28 South, Range 23 East, and run North along the West section line a distance of 667.24 feet to the North boundary of the South 1/2, of the Southwest 1/4. of the Southwest 1/4 of said Section 33, run thence East along said North boundary a distance of 1042.04 feet for the Point of Beginning, run South 203.01 feet, run East 218.03 feet to a point on the Westerly right-of-way line of Airport Road, run North 0° 41' 03" East along said Westerly right-of-way line of Airport Road to its intersection with the North boundary of the South 1/2, of the Southwest 1/4. of the Southwest 1/4. of said Section 33, run West along said North boundary to the Point of Beginning, all lying and being in Polk County, Florida. Include right-of-way for SR 572 (Airport Rd).

Parcel ID Number: 232833-000000-044030

PARCEL 2: (Outparcel B) Commence at the Southwest corner of Section 33, Township 28 South, Range 23 East, and run North along the West section line a distance of 667.24 feet to the North boundary of the South 1/2 of the Southwest 1/4 of the Southwest 1/4 of said Section 33, run thence East along said North boundary a distance of 1042.04 feet, run South 203.01 feet, run East 218.03 feet to a point on the Westerly right-of-way line of Airport Road as described in O.R. Book 3338, Page 1131, Public Records of Polk County, Florida, run South 01°41'03" West a distance of 60.02 feet to the Point of Beginning, run West 286.25 feet, run South 311.47 feet to the Northerly right-of-way of Drane Field Road as described in O.R. Book 3338, Page 1131, Public Records of Polk County, Florida, run East along the Northerly right-of-way line of Drane Field Road a distance of 275.56 feet to the Westerly right-of-way line of Airport Road, run North 01°41'03" East along said Westerly right-of-way line of Airport Road to the Point of Beginning, all lying and being in Polk County, Florida. Include right-of-way for SR 572 (Airport Rd) and Drane Field Road.

SAID PARCELS CONTAINING 42.15 ACRES+-

AND

PARCELS OF LAND LYING WITHIN SECTION 33, TOWNSHIP 28 S, RANGE 23 E, POLK COUNTY FLORIDA BEING FURTHER DESCRIBED AS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA: THENCE NORTH 88°52'00" EAST ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 99.53 FEET TO A POINT 50.00 FEET EAST OF THE CENTER LINE OF DRANE FIELD ROAD NORTH, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE CONTINUE NORTH 88°52'00" EAST ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 601.88 FEET; THENCE SOUTH 01°36'31" EAST AND PARALLEL TO THE WEST LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 1310.33 FEET TO THE NORTH LINE OF THE MAINTAINED RIGHT-OF-WAY OF DRANE FIELD ROAD; THENCE NORTH 89°28'22" WEST ALONG SAID MAINTAINED RIGHT-OF-WAY, BEING PARALLEL TO AND 40.00 FEET NORTH OF THE CENTER LINE OF DRANE FIELD ROAD 649.31 FEET TO A POINT 50.00 FEET EAST OF THE CENTER LINE OF DRANE FIELD ROAD NORTH; THENCE NORTH 00°28'34" EAST, PARALLEL TO AND 50.00 FEET EAST OF THE CENTER LINE OF DRANE FIELD ROAD NORTH 1291.98 FEET TO THE POINT OF BEGINNING. LESS THE RIGHT-OF-WAY FOR SR 572 (AIRPORT RD) AND DRANE FIELD ROAD.

AND

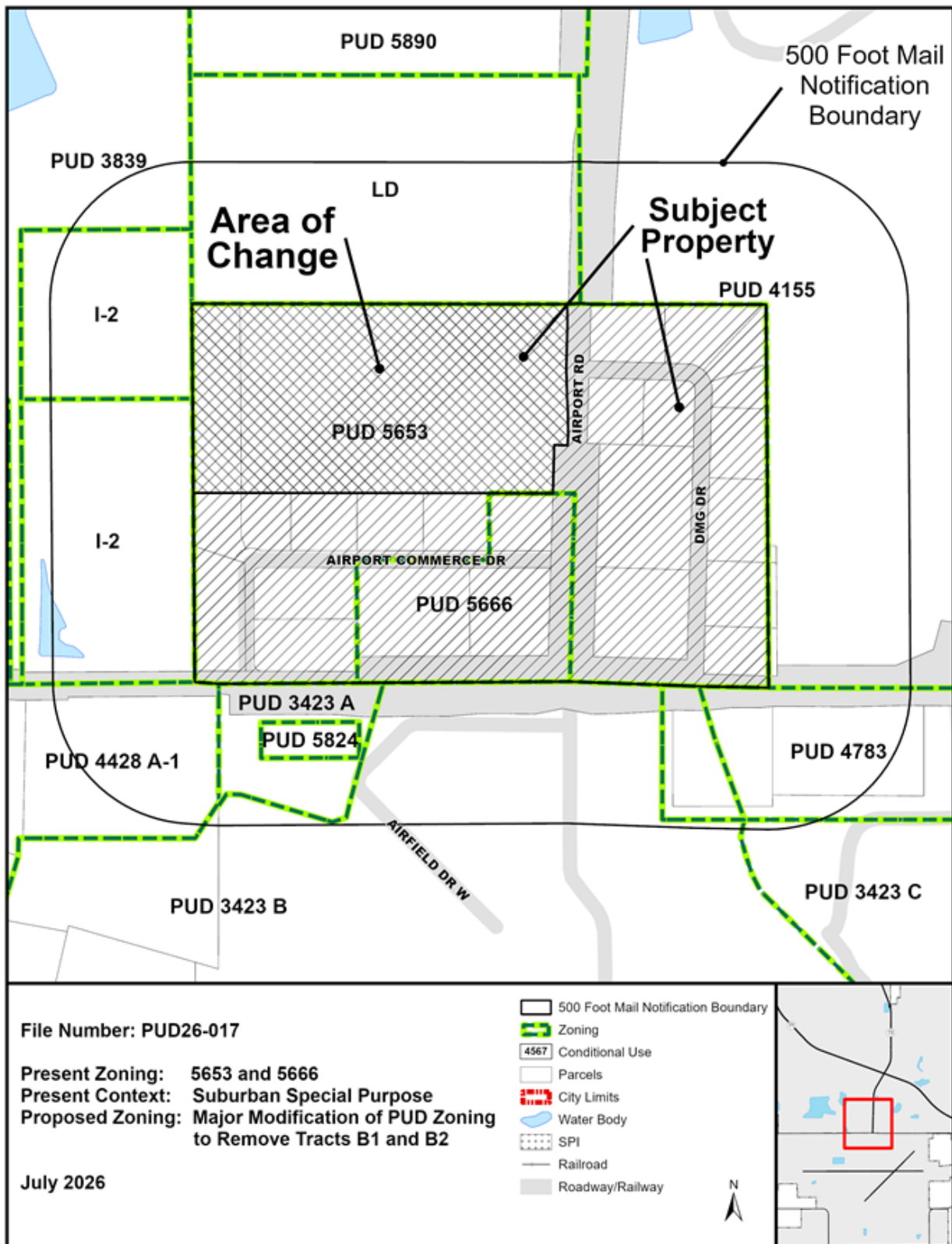
PARCELS OF LAND LYING WITHIN SECTION 33, TOWNSHIP 28 S, RANGE 23 E, POLK COUNTY FLORIDA BEING FURTHER DESCRIBED AS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA: THENCE NORTH 88°52'00" EAST ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 99.53 FEET TO A POINT 50.00 FEET EAST OF THE CENTER LINE OF DRANE FIELD ROAD NORTH, SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE SOUTH 00°28'34" WEST PARALLEL TO AND 50.00 FEET EAST OF CENTER LINE OF DRANE FIELD ROAD NORTH 1291.98 FEET TO THE NORTH LINE OF THE MAINTAINED RIGHT-OF-WAY OF DRANE FIELD ROAD; THENCE NORTH 89°28'22" WEST, PARALLEL TO AND 40.00 FEET NORTH OF THE CENTERLINE OF DRANE FIELD ROAD, 15.00 FEET TO THE EAST LINE OF THE MAINTAINED RIGHT-OF-WAY OF DRANE FIELD ROAD NORTH; THENCE NORTH 00°28'34" EAST

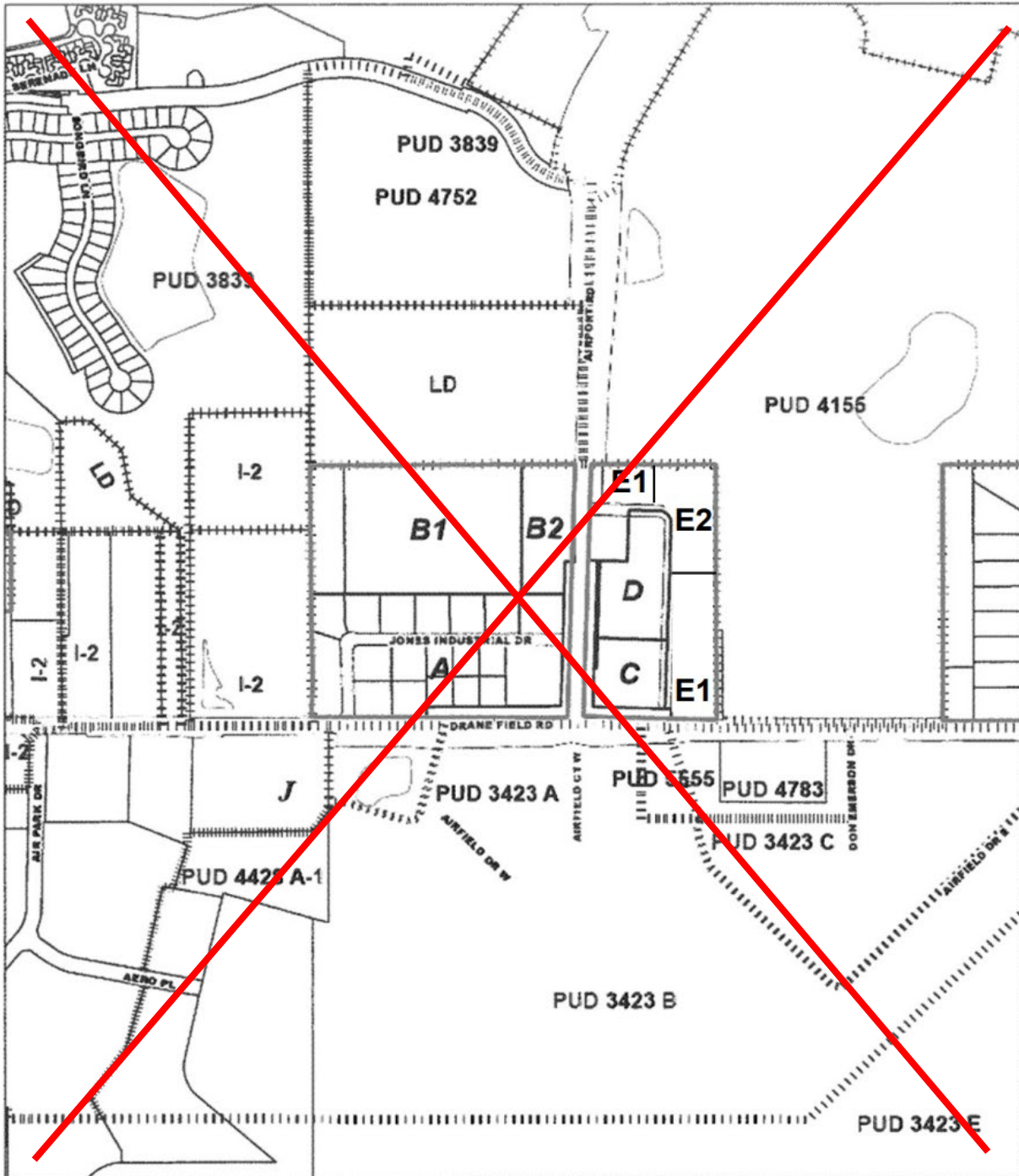
PARALLEL TO AND 35.00 FEET EAST OF THE CENTERLINE OF DRANE FIELD ROAD NORTH, 1291.55 FEET TO THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4; THENCE NORTH 88°52' 00" EAST ALONG SAID NORTH LINE 15.00 FEET TO THE POINT OF BEGINNING. LESS THE RIGHT-OF-WAY FOR SR 572 (AIRPORT RD) AND DRANE FIELD ROAD.

SAID PARCELS CONTAINING 34.89 ACRES+-

ATTACHMENT "B"



ATTACHMENT "G"

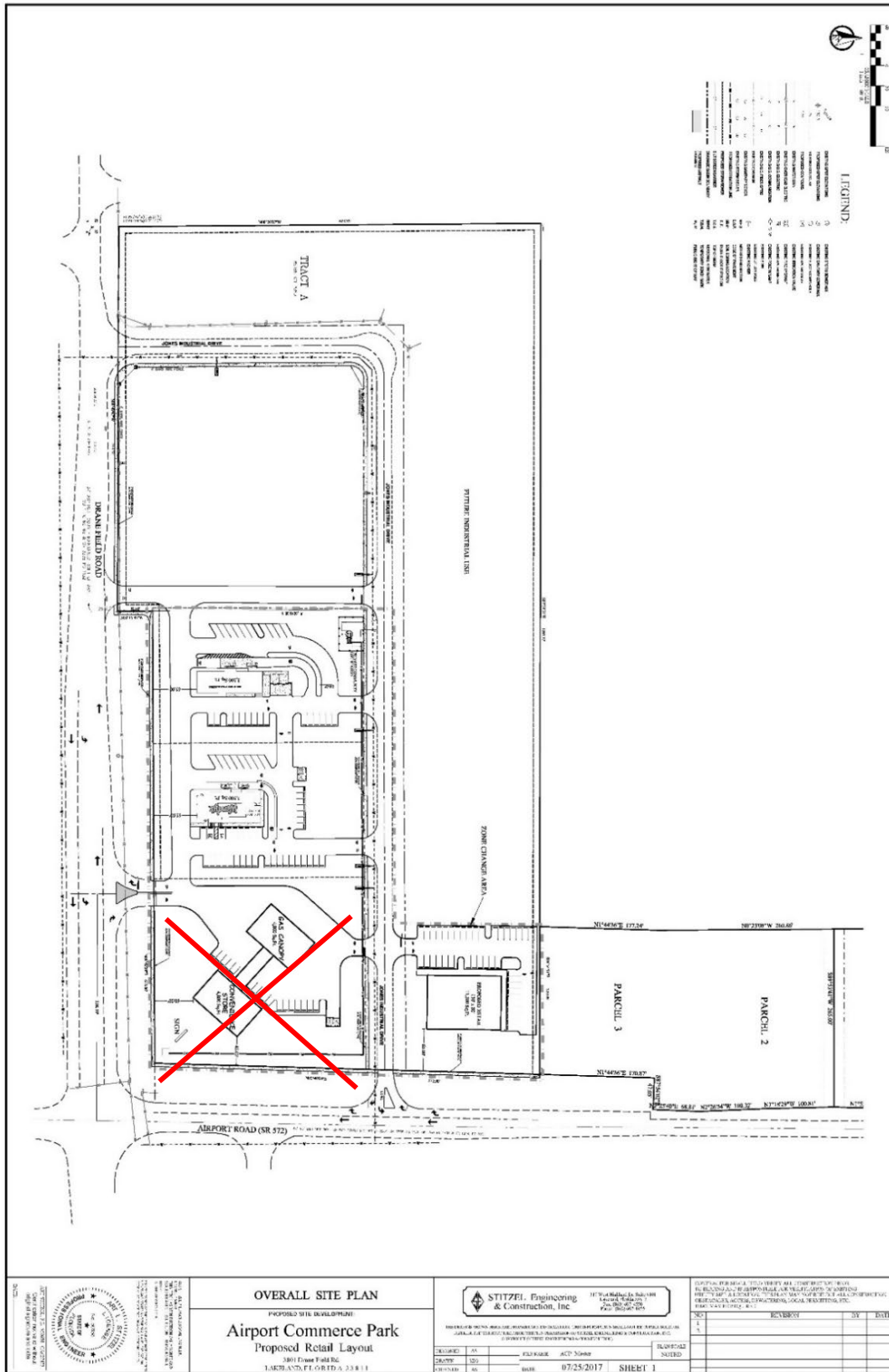


The map displays the following planning units and land designations:

- PUD 3839
- PUD 4752
- LD
- I-2
- Area Removed
- PUD 4155
- PUD 3423 A
- PUD 5555
- PUD 4783
- PUD 3423 C
- PUD 4428 A-1
- PUD 3423 B
- PUD 3423 E
- J

Streets shown include Airport Blvd, Jones Industrial Dr, Crane Field Rd, and others. A shaded area is labeled "Area Removed".

ATTACHMENT "C-1"



[illegible]

SITE AND UTILITY PLAN

PROPOSED SITE DEVELOPMENT:

EverHome Suites
COMMERCIAL BUILDING
AIRPORT COMMERCE DRIVE
LANESBORO, MA 01063

STITZEL Engineering & Construction, Inc.
02-06-2023

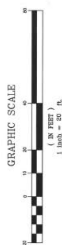
CONTRACTOR SHALL FURNISH: ALL CONSTRUCTION FROM EXISTING TO NEW IMPROVEMENTS TO THE EXISTING CONDITIONS OF THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE, AND FEDERAL AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

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MAP OF BOUNDARY SURVEY
A PORTION OF LOTS 6 AND 7, DMG COMPLEX, POLK COUNTY, FLORIDA

Parcel Contains 1.238+/- Acres
Building is 11,070+/- SF

[illegible]

CONTAINS 1.238 ACRES±

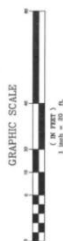
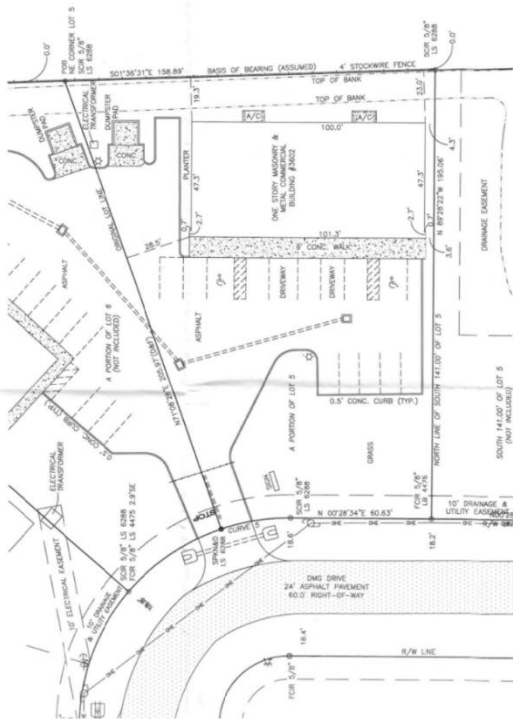
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02	60.000	30.000	4.000	4.000	90.000
03	60.000	30.000	4.000	4.000	90.000
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[illegible]

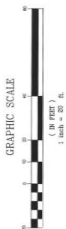
Parcel E2-C

MAP OF BOUNDARY SURVEY
A PORTION OF LOT 5, DMG COMPLEX, POLK COUNTY, FLORIDA

Parcel is 0.557+/- Acres
Building is 5,384+/- SF

[illegible][illegible]

MAP OF BOUNDARY SURVEY
A PORTION OF LOTS 4 & 5, DMG COMPLEX, POLK COUNTY, FLORIDA

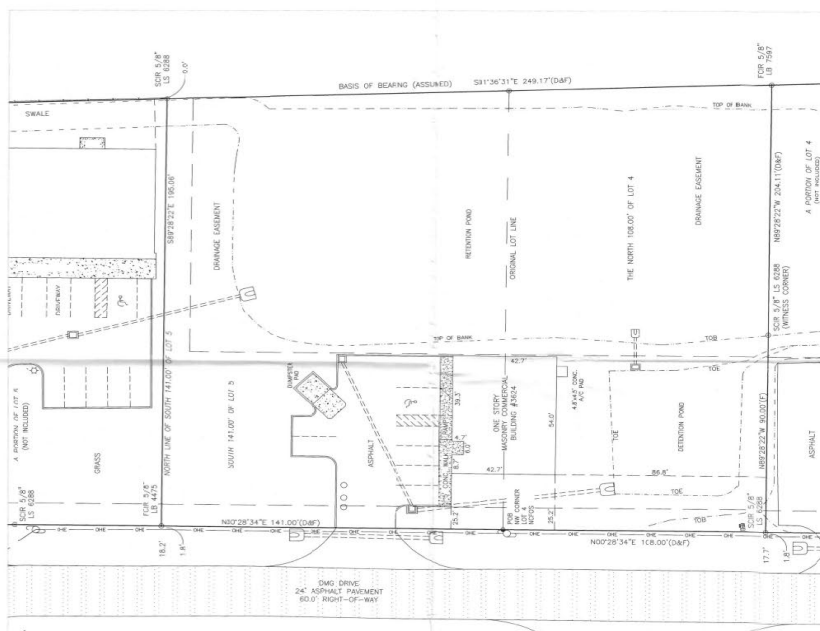


Parcel is 1.141+/- Acres
Building is 2,268+/- SF

FEAT. DESCRIPTION:

THE MEAN AT THE SOUTHWEST CORNER OF LOT 1, TOWNSHIP 36 NORTH, RANGE 107 WEST, 37TH RANGE 131 WEST, OF THE PUBLIC DOMAINS OF POLK COUNTY, FLORIDA, THENCE NORTH 07°29'34" EAST, ALONG THE WEST LINE OF LOT 3 OF THE SOUTH 1/4 OF SAID LOT 1, A DISTANCE OF 141.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1, THENCE SOUTH 88°27'22" WEST, ALONG SAID WEST LINE OF SAID LOT 1, A DISTANCE OF 141.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1, THENCE SOUTH 01°19'53" EAST, ALONG THE EAST LINE OF SAID LOTS 1 AND 4, A DISTANCE OF 243.17 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH 08°00 FEET OF SAID LOT 4, THENCE NORTH 88°27'22" WEST, ALONG SAID SOUTH LINE OF THE NORTH 08°00 FEET OF SAID LOT 4, A DISTANCE OF 304.11 FEET TO A POINT ON THE WEST LINE OF SAID LOT 4, THENCE NORTH 08°00 FEET OF SAID LOT 4, A DISTANCE OF 104.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 4, THENCE SOUTH 88°27'22" WEST, ALONG SAID SOUTH LINE OF SAID LOT 4, A DISTANCE OF 104.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 1.141 ACRES±



SURVEYOR'S NOTES:

1. No underpinned indications or improvements have been located except as shown.

2. No interferences of Record reflecting Easements, Rights of Way, and/or Easements were furnished this day.

3. No other information or data has been received, nor additional Notes or other physical topographic features have been located.

4. All bearings shown hereon are based on an assumed bearing of 307°17'21" being the East boundary line of Lot 4 & 5 of 3rd 1st section on drawing.

5. The map is not to be used for any other purpose.

6. This map can not determine or reflect assemblage.

Michael J. Lepore
Michael J. Lepore P.L.S. No. 62466
State of New Jersey
and others the undersigned and the original owner
of the above described property, hereby certify that the
above is a true and correct copy of the original as
submitted to Public Administration, Case No. 17-0222.

6. This map does not determine or represent the official position of a Florida Licensed Surveyor and Mapper.

DATE OF AUTHORIZATION IS 0208	6
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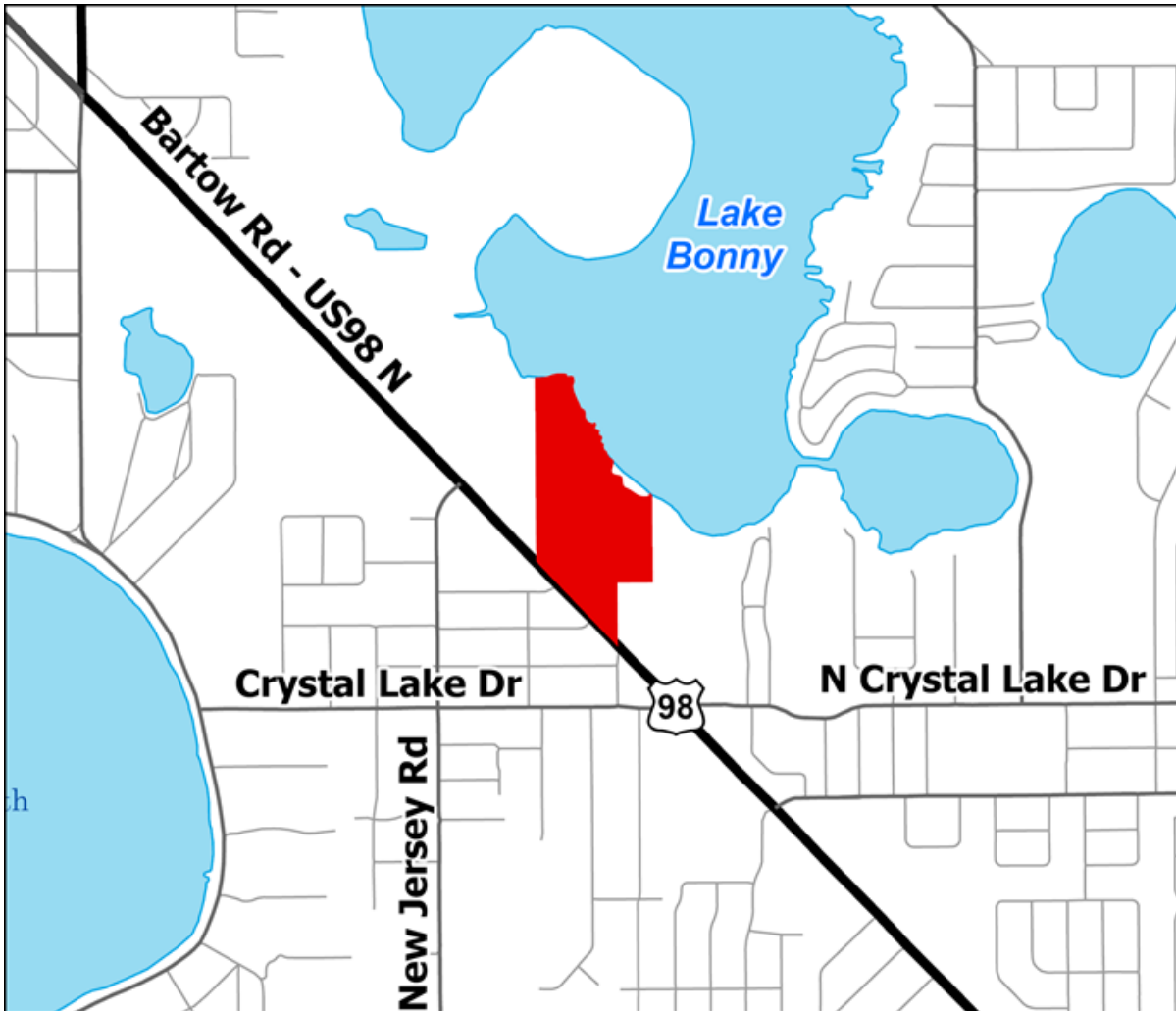
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Community & Economic Development Staff Recommendation

Date:	August 18, 2026	Reviewer:	Matthew Lyons
Project No:	PUD26-012	Location:	1200 US Hwy 98 S (1200 Bartow Road)
Owner:	Marriott Ownership Resorts Inc.		
Applicant:	Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A.		
Current Zoning:	PUD (Planned Unit Development) 3618 C	Future Land Use:	Business Park (BP)
Context District:	UCO (Urban Corridor)		
P&Z Hearing:	July 21, 2026	P&Z Final Decision:	August 18, 2026
Request:	Major modification of PUD (Planned Unit Development) zoning to allow certain I-1 light industrial and wholesale trade uses, in addition to existing office and commercial entitlements, on property located at 1200 Highway 98 South (1200 Bartow Road).		

1.0 Location Maps





2.0 Background

2.1 Summary

Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A., on behalf of Marriott Ownership Resorts Inc., requests a major modification of PUD (Planned Unit Development) zoning to allow certain I-1 light industrial and wholesale trade uses, in addition to existing office and commercial entitlements, on property located at 1200 U.S. Highway 98 South (1200 Bartow Road). A map of the subject property is included as Exhibit "B."

2.2 Subject Property

The subject property consists of Crystal Lake Commerce Center, a 110,000 sq. ft. office/business park which was constructed in 1989 according to the Polk County Property Appraiser and has been owned by Marriott Ownership Resorts Inc. since 1993. The current PUD zoning, as approved through zoning conformance in 1995, allows for office/showroom sales facilities with related storage/warehouse and service facilities and those uses permitted by right in C-2. The PUD also specifies prohibited uses.

The subject property is approximately 21.89 acres in area and has a Future Land Use designation of Business Park (BP). Existing site improvements consist of four (4) one-story office/warehousing buildings, off-street parking and two internally located service courts used for deliveries. The subject property abuts Lake Bonny to the north. Adjacent uses to the south, across U.S. 98 (Bartow Road), consists of small-lot professional office uses. To the east, adjacent uses consist of single-family attached residential dwellings (The Grove) and a vacant retail commercial/warehouse building. To the west, the subject property abuts multi-family residential uses.

2.3 Project Background

The applicant requests a major modification of the PUD zoning to allow certain I-1 light industrial and wholesale trade uses in addition to the existing office and commercial entitlements. A site development plan, which depicts the location of existing building footprints, off-street parking, driveways and loading areas is included as Exhibit "C."

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	Lake Bonny	N/A	N/A	N/A
South	Office	Residential Medium (RM)	O-1	UCO
East	Single-Family Attached Dwellings, Vacant Commercial/Warehouse	Residential Medium (RM) & Community Activity Center (CAC)	MF-12 & C-2	UNH
West	Multi-Family Residential	Residential Medium (RM)	MF-12	UNH

2.5 Attachments

Exhibit A: Legal Description

Exhibit B: Base Map of Subject Property

Exhibit C: Existing Site Development Plan

3.0 Discussion

Under the current PUD zoning, use of the subject property is primarily limited to office/showroom sales facilities with accessory warehouse, storage and service space. While certain C-2 retail and personal services-type uses are permitted, historically the property has been used as professional office and storage space for the sales and marketing of timeshare vacation properties.

The purpose of this request is to amend the PUD zoning to allow the property to be marketed for use as small bay warehouse uses. While the subject property has a substantial amount of warehouse and storage space, under the current PUD zoning it may only be used as an accessory use for an office/showroom sales facility. A small bay warehouse is a marketing term for flexible industrial space, typically 10,000 sq. ft., used as light manufacturing, warehouse, and storage space contractors, distributors, and small businesses. Vehicle traffic is generally limited to employees and small commercial vehicles such as vans or box trucks which are used for services or delivery of products and materials.

While the applicant is requesting that the PUD be amended to allow all uses permitted within I-1 zoning districts and the complete removal of the prohibition on outdoor storage, that would be inappropriate given the adjacent residential and commercial land uses and the character of development along this portion of the U.S. 98 (Bartow Road) corridor. Prior to the receipt of the application to amend the PUD zoning, staff met with Robbie McEwan at JLL Capital Markets, the commercial real estate company that is marketing the property for sale, to discuss the current use limitations and the changes to the zoning that staff would be able to support. While staff agreed that the current PUD was too restrictive in terms of use, a blanket approval for I-1 uses cannot be supported due to compatibility concerns with adjacent residential uses and inconsistency with the current PUD which prohibits uses such as bars, lounges, and night clubs, liquor stores and convenience stores, outdoor storage or sales, storage and flammable or toxic materials, and any motor vehicle uses except for the storage of automobiles, trucks, motor homes, boats and campers within buildings.

The intent of I-1 zoning district is to permit the establishment of business park uses and a limited range of industrial uses along with retail and service commercial uses that support business park and industrial employment centers, subject to limitations established in the Comprehensive Plan. Permitted uses include those which usually have the most limited external impacts, do not create an appreciable nuisance or hazard, and are generally compatible with non-industrial uses. Outdoor storage yards for storing tools, equipment and materials, whether as a principal or accessory use, are not permitted in the I-1 zoning district.

Within I-1 zoning districts, the following industrial uses are permitted by right:

- Catering Establishments
- Industrial-type Service Establishments, Level I
- Outdoor Storage of Boats, Motor Homes and Trailers, Retail Service
- Pest Control Services
- Recycling Collection Centers
- Industrial Uses, Level I
- Mini-Warehousing & Storage
- Warehousing & Motor Freight Transportation Uses, Level I
- Wholesale Trade Uses, Level I

Catering Establishments prepare, deliver and serve food and beverages for private and corporate events. Provided that all activities occur indoors, and the applicable building permits, such uses would be appropriate and compatible with neighboring properties.

Industrial-type Service Establishments, Level I, consist of industrial-type services uses which have a moderate impact on neighboring uses. Examples include special trade contractors, machine shops, industrial services for cleaning, maintenance or repair, storage lockers, and towing services. Except for towing services, such uses would be appropriate and compatible with adjacent uses provided that all activities occur indoors within existing buildings.

Outdoor Storage of Boats, Motor Homes and Trailers, Retail Service, is intended for dealerships which sell and provide services for such vehicles. Because the current PUD zoning prohibits motor vehicle uses and outdoor storage, and the property is not designed for the storage of oversized vehicles, this use would be inappropriate for the subject property and incompatible with adjacent uses.

Pest Control Services are an industrial-type service that was historically allowed in both I-1 and C-2 zoning districts. Provided that all chemicals and equipment are stored indoors, the use would be appropriate and compatible with adjacent uses.

Recycling Collection Centers are no longer common because the City has offered a curbside recycling service and part of its solid waste collection program since 1990s. Because the subject property is not configured for this type of use, and the minimal demand for such uses, staff recommends that it not be included among the list of permitted uses.

Industrial Uses, Level I, consists of manufacturing, processing, assembly and related uses which generally have a moderate impact on neighboring uses. Examples include computers, electronic equipment, and related equipment manufacturing, apparel and leather goods manufacturing, specialty manufacturing of photographic equipment, medical and optical goods, watches and clocks, paper products manufacturing, commercial printing, and the manufacturing of signs and advertising displays. Because the property will be marketed for small bay warehouse uses, staff recommends that this use not be included due to the small-scale nature of the warehouse spaces and the need to limit heavy truck traffic to the site.

Mini-Warehousing and Storage Uses consist of small-scale warehousing and storage space that is leased to the general public. While the subject property is not presently designed for such uses, the use is allowed by right in C-2 zoning districts and would be permitted if the prohibition of storage and warehousing uses not associated with a business on located on the premises is eliminated.

Warehousing & Motor Freight Transportation Uses, Level I, consists of general warehousing and storage, excluding refrigerated warehousing and farm product warehousing, and is typically used for large, cross-dock warehouse distribution centers with multiple warehouse bays and parking/storage for semi-truck trailers. Because of the small-scale nature of the site, and the need to limit heavy truck traffic to and from the site, staff recommends that this use not be included among the list of permitted uses.

Wholesale Trade Uses, Level I, consists of wholesale trade-type establishments which generally have a moderate impact on adjacent uses. Examples include wholesale trade of apparel, durable goods, electrical goods, pharmaceutical products, furniture and home furnishings, paint supplies, paper products, professional and commercial equipment, toys and sporting goods, plastic materials, hardware, plumbing and heating equipment, and tobacco products. Provided that all goods and materials are stored indoors, this general category of uses is appropriate and compatible with adjacent uses.

While the current PUD zoning does not allow for outdoor storage, staff recommends that outdoor storage of goods and materials be permitted as an accessory use provided that the use is limited to the service court area between the buildings, as identified on Exhibit “C.” Any goods or materials stored outdoors would be limited to a maximum height of ten (10) feet and would need to be maintained in a neat, orderly manner free of litter, debris or scrap building materials.

At the July 21st meeting of the Planning & Zoning Board, one nearby resident spoke and suggested that the proposed changes to the PUD zoning would allow for the conversion of the property to a data center. The requested changes will not allow for the conversion of the subject property as the Land Development Code does not currently allow for such uses. Additionally, on August 4, 2026, the City Commission approved a one year moratorium on data centers. Consideration of a data center would require a major modification of the PUD zoning subject to Land Development Code standards allowing for such a use and lifting of the moratorium.

3.1 Transportation and Concurrency

The subject property abuts the east side of CSX Transportation’s “AX” line that serves several customers as far southeast as Maine Avenue in the Eaton Park community in unincorporated Polk County. Access across the railroad to U.S. 98 (Bartow Road) is provided via one private driveway located opposite Mockingbird Drive that is shared with the adjacent parcel to the south owned by Polk County.

Per the Polk Transportation Planning Organization’s Roadway Network Database published in April 2026, the adjacent segment of U.S. 98 (Bartow Road) between Edgewood Drive and South Lake Parker Avenue has an Annual Average Daily Traffic volume of 46,000 vehicles. The two-hour average directional volumes during the P.M. Peak period (4 P.M. to 6 P.M.) for this segment are 1,606 northbound vehicles and 1,672 southbound vehicles. The existing southbound volume exceeds the Level of Service (LOS) “D” capacity of 1,630 vehicles, resulting in LOS “E” operations. This segment of U.S. 98 (Bartow Road) is a designated Transit Oriented Corridor (TOC) located within the Central City Transit Supportive Area (CCTSA) as adopted in the Lakeland Comprehensive Plan, allowing a LOS “E” standard with the availability of transit service, sidewalks and bicycle facility coverage. Comprehensive Plan Policy TRN-1.4B, specifically Table TRN-2, contains specific multi-modal level of service standards with mobility and connectivity mitigation requirements for new development within a TOC and CCTSA.

U.S. 98 (Bartow Road) is a designated “Transportation Corridor” per Section 337.273 Florida Statutes and is regulated through a Corridor Access Management Plan (CAMP) approved by the Florida Department of Transportation (FDOT) in 2004 to maintain the safety and efficiency of this highway between Main Street in Lakeland and State Road 60 in Bartow. As part of future corridor improvements between Edgewood Drive and Main Street to be implemented by FDOT, the existing full median opening at the subject property’s driveway and Mockingbird Drive will be modified to only allow northbound and southbound left-turns from U.S. 98 (Bartow Road). Left turns onto U.S. 98 (Bartow Road) from the subject property and Mockingbird Drive will be prohibited following the improvements, which are not currently funded for construction in the current FDOT Five-Year Work Program but is the top priority of the TPO for State and Federal funding.

Comprehensive Plan Policy TRN-1.3F requires that development proposals be reviewed for conformity with the U.S. 98 CAMP and City Land Development Code, including requirements to close or consolidate substandard driveways and strategies to implement shared- or cross-access. Cross-/joint-access across the single private rail crossing to the adjacent parcel owned by Polk County (ID No. 24-28-20-000000-022060) is formalized through a revised agreement recorded by the Polk County Clerk of the Circuit Court via Book 08533 Pages 1935-1942. No new driveway connections to U.S. 98

(Bartow Road) are proposed with the proposed PUD modification and none will be allowed through the CAMP if the rail line is abandoned in the future.

A sidewalk currently only exists along the west side of U.S. 98 (Bartow Road). Sidewalks do not exist along the east side of the roadway due to the proximity of the adjacent rail line. Paved shoulders exist along both sides of the roadway; however, no designated bicycle lanes exist. The Citrus Connection operates fixed route service along the adjacent section of U.S. 98 (Bartow Road) via the Eastside Circulator, Green and Silver Express lines. The closest north and southbound stops are located just south of the New Jersey Road intersection, approximately 1,100 feet north of the subject property's driveway. Unfortunately, there is no opportunity to construct an ADA-compliant pathway along the east side of the road to these transit stops or to construct a controlled crosswalk to serve pedestrians crossing U.S. 98 (Bartow Road) at this location.

The Institute of Transportation Engineers' *Trip Generation Manual* 12th Edition does not include sufficient data for Land Use Code 770 (Business Park) to establish an adequate comparison between existing and proposed uses within this PUD. Given the wide range of uses currently allowed within the PUD, the new permitted uses through this modification are not expected to significantly impact the site's trip generation and will likely have a de minimis impact on U.S. 98 (Bartow Road).

3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: Our Community 2030 and it is our opinion that the request is consistent with the Comprehensive Plan.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community & Economic Development Department reviewed this request and recommends approval of the major modification to PUD zoning to allow certain I-1 light industrial and wholesale trade uses in addition to the existing office and commercial entitlements. Letters of notification were mailed to 177 property owners within 500 feet of the subject property and no phone calls or emails were received. At the July 21st public hearing, one resident spoke and commented on the proposed changes to the PUD as previously noted.

4.2 The Planning & Zoning Board

It is recommended that the request for a major modification of PUD zoning, as described above and in Exhibits "A," "B," and "C" be approved, subject to the following conditions.

Attachment C of Ordinance 3618, as amended.

~~A. Land Use Intensity PUD 40~~

~~B.A. General Conditions~~

~~1. Intent It is the intent of the PUD zoning to provide a site for office/showroom sales facilities with related storage/warehouse and service, in a park like atmosphere, in a manner generally consistent with Attachment "A", the conceptual site plan.~~

~~2. Land Use Intensity Rating 4.2~~

3. ~~Permitted Uses~~ ~~Office/showroom sales facilities with related storage/warehouse and service, also those uses permitted in the C-2 zoning district with the following uses prohibited~~
- ~~a Regulated uses~~
 - ~~b Outdoor storage or sales~~
 - ~~c Storage of flammable or toxic materials~~
 - ~~d Motor vehicle uses~~ ~~The storage of automobiles, trucks, motor homes, boats and campers in permitted within the buildings~~
 - ~~e Bars, lounges or nightclubs~~ ~~Liquor, Party and Convenience Stores~~
 - ~~f Storage and warehousing not associated with a business located on the premises~~
 - ~~g Transient Lodging~~
 - ~~h Kennels~~
1. Permitted Uses:
- Those uses permitted by right allowed in C-2 zoning districts, except for those uses listed as prohibited under Condition A. 2.
 - Catering Establishments
 - Industrial-type Service Establishments, Level I, except for towing services
 - Pest Control Services
 - Wholesale Trade Uses, Level I
2. Prohibited Uses:
- Regulated uses
 - Outdoor Storage or Sales, except as specified in Condition A. 3.
 - Storage of Flammable or Toxic Materials
 - Motor vehicle fuel sales
 - Motor vehicle sales, service or repair
 - Outdoor storage of automobiles, trucks, motor homes, boats or campers
 - Parking or storage of semi-tractor trucks and semi-truck trailers
 - Bars, lounges or nightclubs
 - Liquor Stores
 - Convenience Stores
 - Transient Lodging & Social Services
 - Kennels
3. Permitted Accessory Uses:
- Parking and storage of commercial vans or box trucks in the service court area, as identified on the site development plan Exhibit "C."
 - Outdoor storage of goods and materials as an accessory use to another permitted principal use located on the premises provided that the outdoor storage use is limited to the service court area, as identified on the site plan Exhibit "C." Outside storage areas shall be limited to a maximum height of ten (10) feet and maintained in a neat, orderly manner, free of any litter, debris, or scrap materials. Outdoor storage areas shall not impede vehicle access to any internal driveways or parking spaces.
4. Maximum floor area: One Hundred Ten Thousand (110,000) square feet

5. Maximum building height: Two (2) stories
6. Minimum setbacks
 - a. Buildings:
 - (1) Adjacent to railroad right-of-way: Sixty (60) feet
 - (2) Adjacent to west property line: One hundred fifteen (115) feet
 - (3) Adjacent to Lake Bonny meander line: Ten (10) feet
 - (4) Adjacent to east property line: Twenty (20) feet
 - b. Parking or maneuvering areas:
 - (1) Adjacent to west property line: Forty (40) feet
 - (2) Adjacent to all other property lines: Ten (10) feet
7. Buffer: The west forty (40) feet of the site shall be maintained as a vegetative buffer with no buffer fence required. The existing citrus trees shall be supplemented with a minimum of fifteen (15) oak trees having a minimum height of ten (10) feet at time of planting, and additional shrubbery.

B. Transportation Conditions

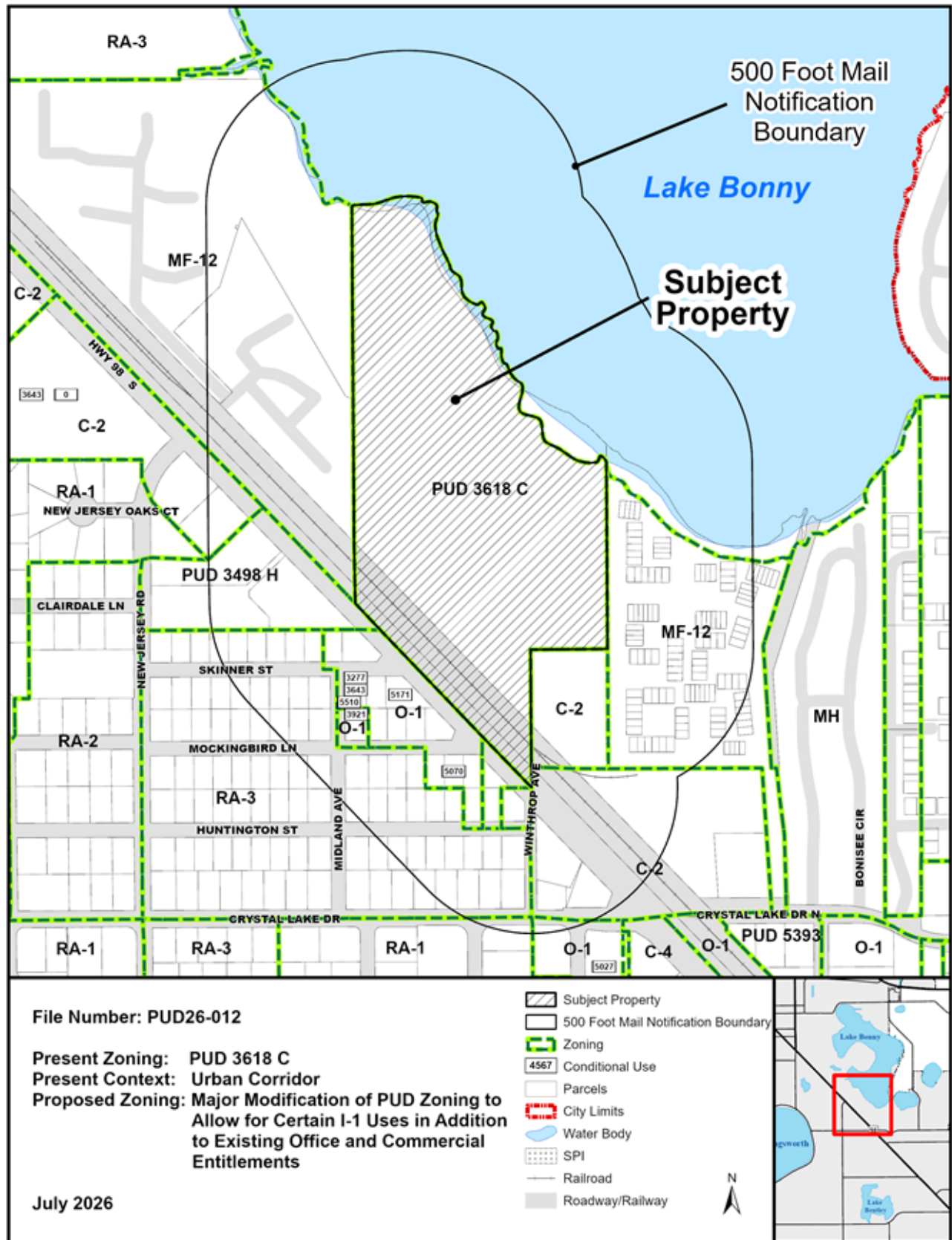
1. Binding Concurrency Determinations shall be made at the time of any site plan approval and/or change of use determination through the City's Building Division.
2. The site shall be limited to one access to U.S. 98 (Bartow Road) via the existing private railroad crossing. Cross-/joint-access shall continue to be provided to Parcel ID No. 24-28-20-000000-022060 via an agreement that is recorded by the Polk County Clerk of the Circuit Court.
3. With each new site plan approval or change of use determination, bicycle parking shall be provided in compliance with Section 4.11.6 of the City Land Development Code and Index 900 of the City Engineering Standards Manual.

EXHIBIT "A"

Legal Description

Beginning at a point 1037 9' north of the SE corner of Government Lot 5, Sec 20, Twp 28S, Rge 24E, thence W 364' to the Ely R/W of the SCL Railroad, thence NWly along said R/W 350', thence N 465' to edge of Lake Bonny, thence Ely along shoreline of Lake Bonny to intersection of said shoreline and East Line of Government Lot 5, thence S along said E line 466' to POB, AND that part of the S 1/2 of United States Government Lot 5, less 10 acres off the N side of Sec 20, Twp 28S, Rge 24E, lying N and E of the railroad R/W, AND begin 918 9' N of SW corner of SE 1/4 of SE 1/4, run E 264' N 517' to Lake Bonny NWly along lake 286 98' to W line SE 1/4 of SE 1/4 S 593 69' to beginning, all being in Polk County, Florida

EXHIBIT "B"



Scale Data

TOTAL ACRES	8.30 AC
TOTAL BUILDING	110,000 SQ FT.

CONCEPTUAL SITE PLAN

CRYSTAL LAKE

COMMERCE CENTER

LAKELAND FLORIDA

D. DEVE, ENGINEER
C. CRYSTAL LAKE, FLORIDA

**CRYSTAL
LAKE
COMMERCE CENTER
LAKELAND FLORIDA**

Site Data
TOTAL ACREAGE 8.30 Ac
TOTAL BUILDING 110000 Sq Ft

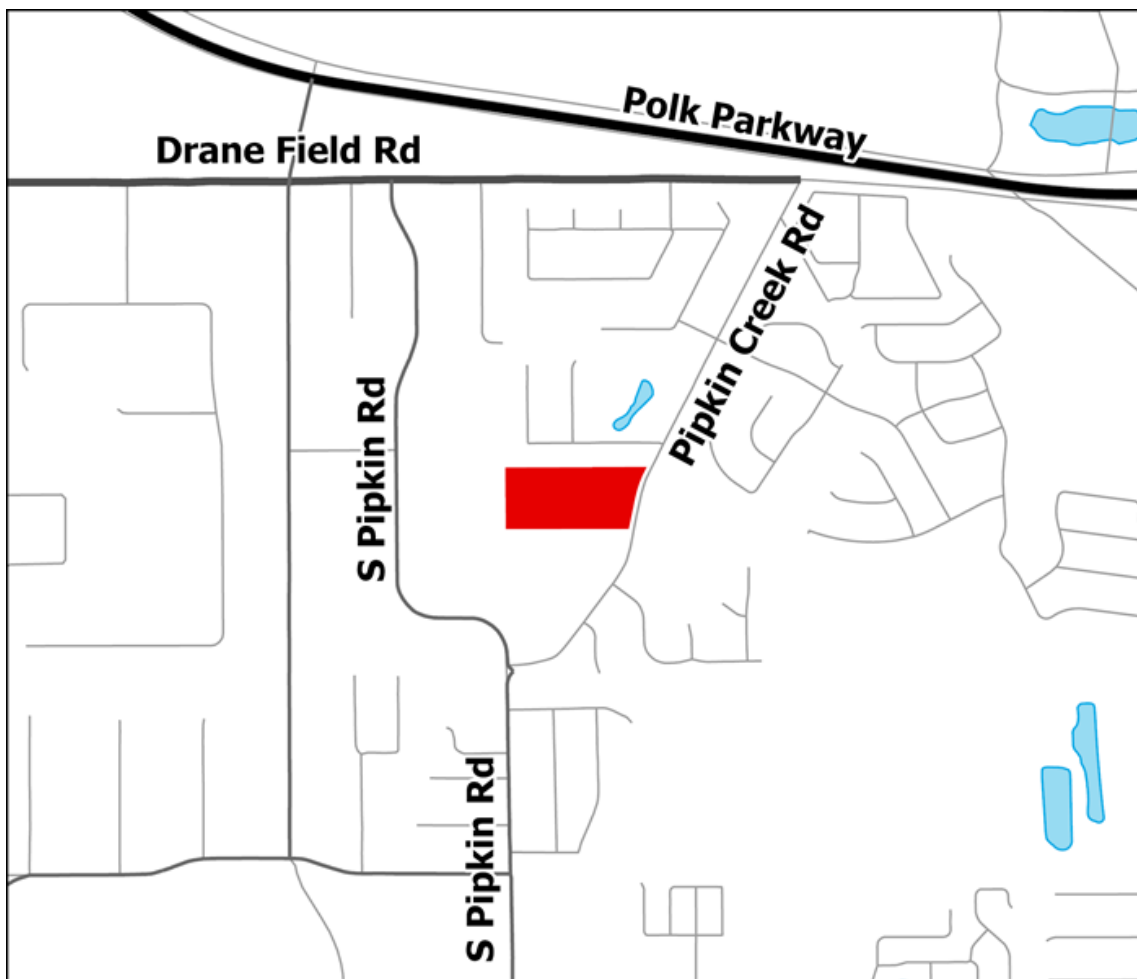
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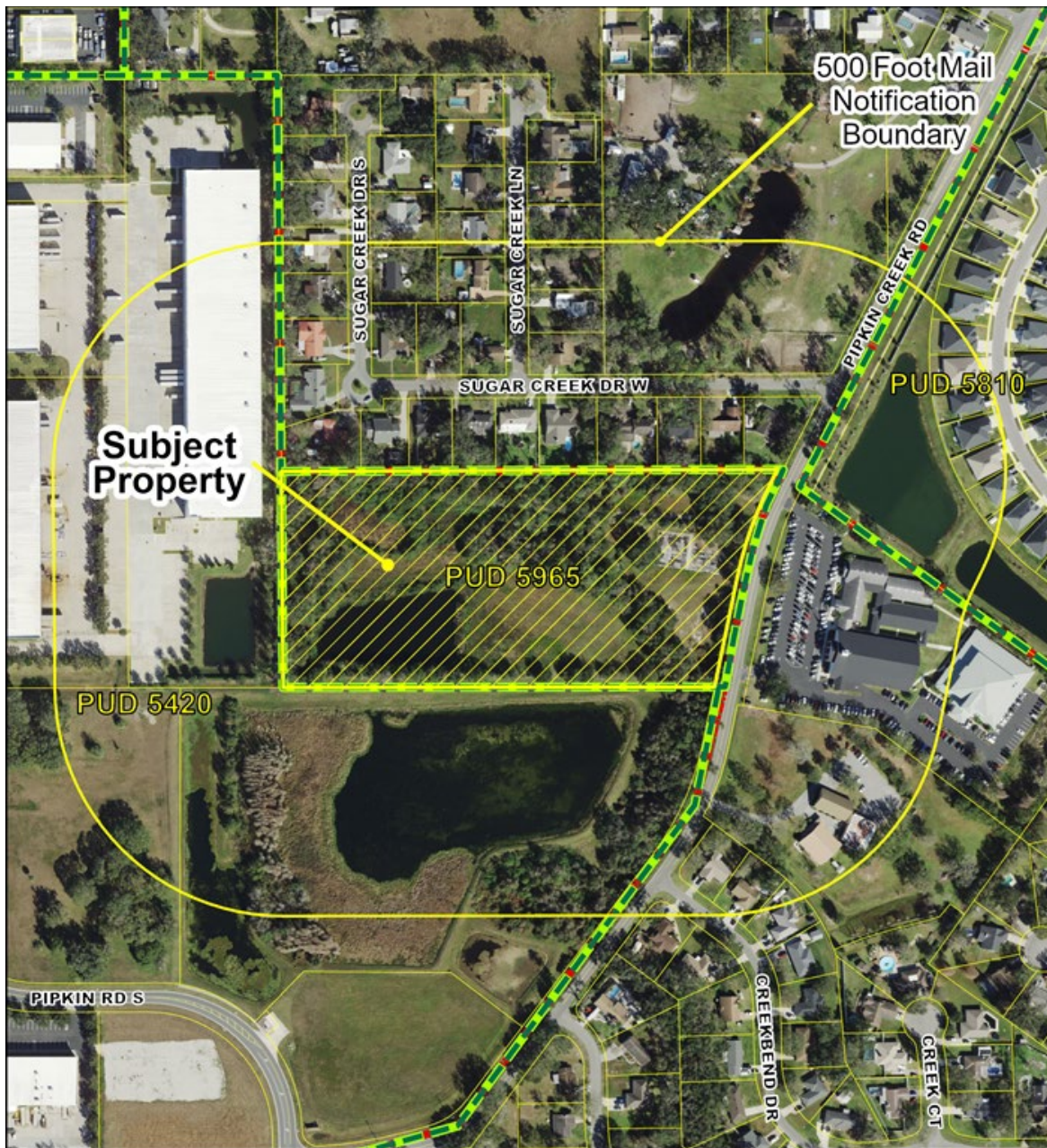


Community & Economic Development Staff Recommendation

Date:	August 18, 2026	Reviewer:	Todd Vargo
Project No:	PUD26-013	Location:	4155 Pipkin Creek Road
Owners:	Parkway Partners I, LLC		
Applicant:	Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A.		
Current Zoning:	PUD (Planned Unit Development) 5965	Future Land Use:	Business Park (BP)
Context District:	Suburban Special Purpose		
P&Z Hearing:	July 21, 2026	P&Z Final Decision:	August 18, 2026
Request:	Major modification of PUD (Planned Unit Development) zoning to allow Wholesale Trade Uses, Level I, and Industrial-Type Service Establishments, Level I, not including Automobile Towing Services, in addition to the previously approved office uses on property located at 4155 Pipkin Creek Road.		

1.0 Location Maps





2.0 Background

2.1 Summary

Timothy F. Campbell, Clark, Campbell, Lancaster, Workman & Airth, P.A. requests a major modification of PUD (Planned Unit Development) zoning to allow Wholesale Trade Uses, Level I, and Industrial-Type Service Establishments, Level I, not including automobile towing services, as permitted uses in addition to the previously approved office entitlements on property located at 4155 Pipkin Creek Road. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property, approximately 11.12 acres in area, was annexed into the City in 2022 and has a future land use designation of Business Park (BP) with a PUD (Planned Unit Development) zoning classification as specified by Ordinance 5965. The current PUD zoning classification allows for the development of a small office park with 22,800 sq. ft. of floor area.

The subject property is currently vacant and undeveloped but has a commercial site plan for development that was approved in November 2023 but has since expired due to the lack of any development activity. Adjacent land uses to the south and west, consist of Parkway Corporate Center, a light-industrial business park zoned for limited I-1 uses. To the north, the subject property abuts Sugar Creek Estates, a single-family residential subdivision located in unincorporated Polk County. To the east, across Pipkin Creek Road, the subject property abuts Heritage Baptist Church, a religious assembly use, which is also located in unincorporated Polk County.

Approximately 40% of the subject property consists of uplands suitable for development. The remainder is comprised of wooded jurisdictional wetlands and a stormwater retention area which was constructed to support Parkway Corporate Center to the west. No impacts to the wetlands or stormwater retention areas are proposed as part of the requested changes to the PUD zoning.

2.3 Project Background

The purpose of this request is to amend the PUD zoning to allow for certain I-1 light industrial uses in addition to the previously approved office entitlements to provide more flexibility in marketing the property to future tenants. The applicant is not proposing any changes to the site plan that was adopted as part of the PUD zoning. The adopted site plan, which depicts the location of building footprints, off-street parking areas, solid waste collection facilities, driveways, stormwater retention areas, and wetlands to be preserved, is included as Attachment “C.”

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	Low Density Residential	Polk County RS-Residential Suburban	NA	NA
South	Retention pond	BP	PUD5420	SSP
East	Heritage Baptist Church	Polk County RS-Residential Suburban	NA	NA
West	Industrial/Warehouse	BP	PUD5420	SSP

2.5 Attachments

Attachment A: Legal Description

Attachment B: Base Map of Subject Property

Attachment C: Site Plan

3.0 Discussion

The current PUD zoning allows for professional office uses, both medical and non-medical, as a transitional use compatible with the adjacent single-family residential religious assembly uses to the north and east. Due to stagnant market demand locally for professional office space, the applicant is requesting approval for certain I-1 light industrial uses to allow the property to be marketed for small bay warehouse uses. A small bay warehouse is a marketing term for flexible industrial space, typically 10,000 sq. ft., used as light manufacturing, warehouse, and storage space contractors, distributors, and small businesses. Vehicle traffic is generally limited to employees and small commercial vehicles such as vans or box trucks which are used for services or delivery of products and materials.

For the subject property, the proposed small bay warehouse uses would be limited to light industrial-type services and wholesale trade uses. Because the Master Use List in Land Development Code does not have a definition for the term small bay warehouse, the closest fit would be the general use categories Industrial-type Service Establishments, Level I, and Wholesale Trade Uses, Level I.

Industrial-type Service Establishments, Level I, consist of industrial-type services uses which have a moderate impact on neighboring uses. Examples include special trade contractors, machine shops, industrial services for cleaning, maintenance or repair, storage lockers, and towing services. Except for towing services which would be excluded, such uses would be compatible with adjacent uses provided that all activities occur indoors within existing buildings.

Wholesale Trade Uses, Level I, consists of wholesale trade-type establishments which generally have a moderate impact on adjacent uses. Examples include wholesale trade of apparel, durable goods, electrical goods, pharmaceutical products, furniture and home furnishings, paint supplies, paper products, professional and commercial equipment, toys and sporting goods, plastic materials,

hardware, plumbing and heating equipment, and tobacco products. Provided that all goods and materials are stored indoors, this general category of uses is appropriate and would be compatible with adjacent uses.

The adopted site plan, Attachment “C,” shows two single-story buildings sharing the same access point along Pipkin Creek Road, a roadway operated by Polk County. Each building will have 11,400 square feet of floor area and separate parking and solid waste collection facilities.

At the time of adoption of the PUD zoning in 2021, adjoining property owners within Sugar Creek Estates expressed concerns about the impact of the development on their neighborhood. To minimize impacts on adjacent residential uses, the conditions for approval require existing mature trees, which are in good health and not an invasive species, to be preserved and incorporated as part of the required landscape buffer adjacent to Sugar Creek Estates. A second condition for approval prohibits any outdoor storage of materials, equipment, or machinery. Both conditions will remain in effect. To minimize noise, odors and light impacts and limit heavy truck traffic to the site, staff is recommending additional conditions which will restrict the daily hours of operation from 7:00 AM – 9:00 PM and prohibit parking and storage of semi-trucks and semi-truck trailers on the site.

Prior to the public hearing by the Planning and Zoning Board on July 21, 2026, staff received thirty-nine e-mails and letters opposing the major modification. While a majority expressed opposition to the request based on perceived impacts to the wetlands, additional concerns were expressed about additional traffic impacts, and impacts to wildlife including the loss of wildlife habitat. It is important to note that the applicant is not proposing any changes to the site plan that was adopted as part of the approval of the PUD zoning in 2022. The adopted site plan limits development to the already cleared upland portions of the site. The remainder of the site, including the existing jurisdictional wetlands and mature tree canopy to the north which will be preserved as a natural buffer, will not be impacted.

While allowing wholesale trade and industrial-type services uses may increase traffic to and from the site, the additional vehicle traffic will be limited to specialty trade contractor vans, trucks and trailers, and small box trucks used for deliveries. The adopted site plan, which is not intended for heavy truck operations, does not include any parking spaces that are designed to accommodate parking or storage of semi-tractor trucks or semi-trailers.

Because the commercial site plan that was approved in 2023 has expired, a new commercial site plan application is required before the project can move forward. As part of the commercial site plan review process, the applicant will also need to include a biological inventory which documents habitat types, species populations, biological interactions and other associated ecological factors to determine if any permitting by the Florida Fish and Wildlife Conservation Commission (FWC) or the U.S. Fish and Wildlife Service (USFWS) is required.

3.1 Transportation and Concurrency

The subject property fronts Pipkin Creek Road, which is maintained and operated by Polk County but is not tracked for concurrency purposes. The proposed “small bay warehousing” will generate between 83 and 226 Daily trips and between 11 and 44 P.M. Peak Hour (of Adjacent Street Traffic, 4 P.M. to 6 P.M.) trips, using rates and equations, respectively, published for Land Use Code 110 and 180 (General Light Industrial and Specialty Trade Contractor) in the Institute of Transportation Engineers’ *Trip Generation Manual* (12th Edition). This represents a decrease in trips from what was previously approved for the site. A Binding Concurrency Determination will be required at the time of site plan review and the driveway connection to Pipkin Creek Road shall be permitted through Polk County.

Lakeland Area Mass Transit District (LAMTD, doing business as the “Citrus Connection”) operates northbound fixed-route transit service on Pipkin Creek Road via its Red Line. During commercial site plan review and approval of SIT23-030, the owner submitted a petition to the LAMTD) Board of Directors requesting that the subject property be included in its boundaries within which a half-mill ad valorem tax is levied for transit services in the Lakeland area. As a result of that petition, the property was annexed into LAMTD on December 2, 2023, ratified by Ordinance No. 6011. Pipkin Creek Road is also a designated Proposed Pathways Corridor in the City Comprehensive Plan and is a Proposed Canopy Road in the Southwest Sector Plan approved by the City Commission on October 6, 2008, via Resolution No. 4720.

3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with the Lakeland Comprehensive Plan: Our Community 2030 and it is our opinion that the request is consistent with the Comprehensive Plan.

4.0 Recommendation

4.1 Community & Economic Development Staff

The Community and Economic Development Staff reviewed this request and recommends approval of the major modification to the PUD (Planned Unit Development) zoning. Letters of notification were mailed to 48 property owners within 500 feet of the subject property. Staff received one phone call asking for more information, and 39 e-mails or letters in opposition to the proposed major modification. However, most of those were opposed to impacting the wetlands and the approved site plan locates the structures on uplands. Between the public hearing on July 21st and July 30th, 2026, an additional seven e-mails were received in opposition to the proposed major modification.

4.2 The Planning & Zoning Board

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

Ordinance 5965, as amended.

- A. Permitted Uses: Office uses, medical and non-medical,
Wholesale Trade, Level I
Industrial-type Service Establishments, Level I, not including towing services
- B. Maximum Intensity of Use: 22,800 sq. ft. of ~~office uses~~ floor area
- C. Development Standards: In accordance I-2/Suburban Special Purpose context sub-district standards except that the maximum building height shall be limited to one-story.
- D. Site Development Plan: The site shall be developed in substantial accordance with the site development plan, Attachment “C.” With the approval of the Director of Community and Economic Development, minor alterations may be made at the time of site plan review without requiring a modification to the PUD zoning.

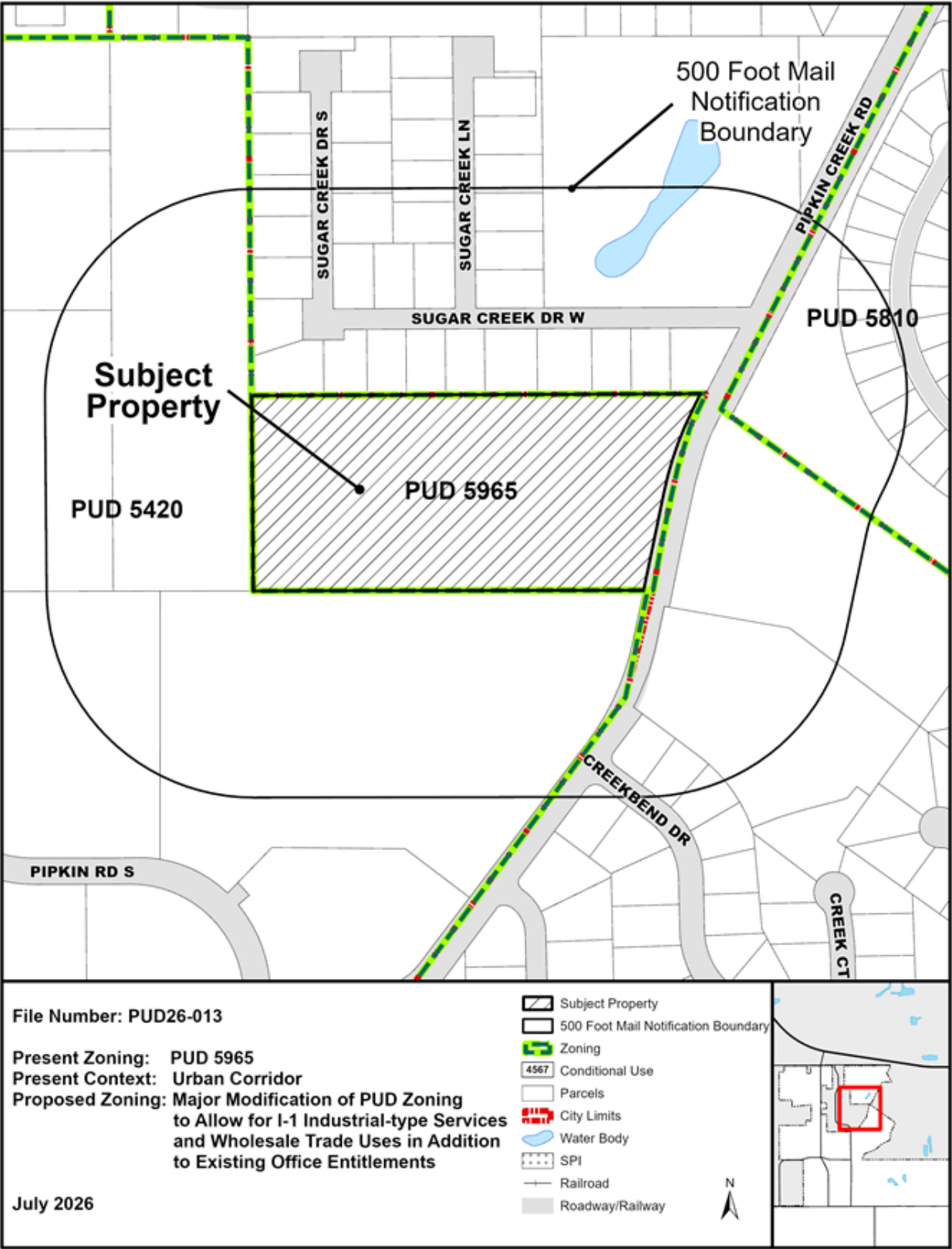
- E. Landscaping and Buffering: In accordance with Section 4.5 of the Land Development Code except as follows.
1. Existing, mature trees located along the northern property boundary shall be protected and preserved as part of the required landscape buffer adjacent to Sugar Creek Estates.
 2. Existing, mature trees located along the site's Pipkin Creek Road frontage shall be preserved to maintain the character of this roadway.
 3. At the time of site plan review, the developer of the project shall work with Parks and Recreation to identify which trees will be set aside and preserved. Trees which are in poor health, an invasive species, or represent a hazard, shall not be subject to these requirements.
- F. Signage: In accordance with Section 4.9.4.3 of the Land Development Code.
- G. Outdoor Lighting: All outdoor lighting fixtures shall be of the "fully shielded" type such that the light emitting, distributing, reflecting, and refracting components of the light fixture (lamp, lens, reflective surfaces, etc.) shall not extend beyond the opaque housing of the fixture.
- H. Hours of Operation: Hours of operation shall be limited from 7:00 AM to 9:00 PM.
- ~~H.I.~~ Prohibited Uses:
1. Outdoor storage of equipment, materials or machinery.
 2. Parking or storage of semi-tractor trucks and semi-truck trailers
- ~~J.~~ Wildlife Protection: A biological inventory and environmental assessment, performed by a qualified professional, to determine areas harboring or supporting protected species on the site shall be submitted at the time of Commercial Site Plan Review. The location and extent of any protected habitat areas (including wetlands, protected species habitat, fisheries, conservation areas) shall be identified in the site development plans. Based upon completion of the biological inventory and environmental assessment establishing the extent to which protected species exist on the site, a special management program may be created in accordance with Sub-Section 6.4.3.7 (Required Protected Species Habitat Management) of the Land Development Code.
- ~~H.K.~~ Transportation:
1. Binding Concurrence Determinations shall be made at the time of site plan submittal.
 2. A sidewalk shall be constructed along the site's Pipkin Creek Road frontage. An Americans with Disabilities Act- (ADA-) compliant pedestrian route shall be constructed between the Pipkin Creek Road frontage sidewalk and principal building entrances.
 3. Prior to first site plan submittal, an annexation petition shall be submitted to the Lakeland Area Mass Transit District (LAMTD) for action by its Board of Directors.
 4. Due to the site's proximity to Lakeland Linder International Airport, an Avigation Easement Agreement shall be executed and recorded by the Polk County Clerk of Courts prior to site plan submittal.
 5. 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.

ATTACHMENT "A"

LEGAL DESCRIPTION:

The S 463.43 FT OF SE1/4 OF NE1/4 LYING W OF PIPKIN RD & N 12.03 FT OF NE1/4 OF SE1/4 LYING W OF PIPKIN RD LESS RIGHT-OF-WAY FOR PIPKIN CREEK ROAD

ATTACHMENT "B"



GRAPHIC SCALE
1 inch = 50 ft.

BETHANY CHRISTIAN



Report of City Commission Action on Planning and Zoning Board Recommendations

Tuesday, August 18, 2026

Meeting of August 3, 2026

NO NEW ITEMS

Meeting of July 20, 2026

Ordinances (Second Reading)

Proposed 26-019; Change in Zoning from LD (Limited Development) to RA-1 (Single-Family Residential) on Approximately 16.93 Acres Located at 1212 Hallam Drive. (ZON26-005) **Approved 7—0, Ordinance 6145**

Proposed 26-020; Change in Zoning from LD (Limited Development) to I-2 (Medium Industrial) and a Change from Suburban Neighborhood (SNH) to Suburban Special Purpose (SSP) Context District, on Approximately 3.87 Acres Located at 559 Laura Road. (ZON26-004/ZON26-006) **Approved 7—0, Ordinance 6146**