

AGENDA

Planning & Zoning Board
City Commission Chambers
October 20, 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 a Retail Laundry & Cleaning Establishment (Laundromat) on property located at 1050 Sharon Drive. Owner: Well Marbled Enterprises LLC. Applicant: Charles Brooker, Traditions Engineering, LLC. (CUP26-009)
 - Consideration of final decision.
- ITEM 2:** Proposed text amendment to the Future Land Use Element of the Lakeland Comprehensive Plan to establish factors for assessing the compatibility of allowable residential uses in residential districts and land uses; and changes to Article 1, Section 1.6 (Definitions) of the Land Development Code to update the definition of compatibility; and changes to Article 5 (Standards for Specific Uses) of the Land Development Code to establish standards for assessing the compatibility of allowed residential uses in residential districts, and measures to mitigate or minimize potential incompatibility concerns. Applicant: City of Lakeland. (CPA26-001/LDC26-003)
- ITEM 3:** Proposed text amendment to the Future Land Use Element of the Lakeland Comprehensive Plan and changes to Article 1, Section 1.4 (Regulations Governing Development in General) of the Land Development Code to provide a density bonus for residential uses allowed in the Mixed Commercial Corridor (MCC) future land use district located within a designated Transit-Oriented Corridor and the Dixieland or Midtown CRAs. Applicant: City of Lakeland. (CPA26-002/LDC26-007)
- ITEM 4:** Proposed text amendment to Chapter 4 of the Lakeland Comprehensive Plan to revise Map TRN-2 and Table TRN-1 Functional Classification. Changes to Article 3, Sub-Section 3.3.1.1 Classification of Street Types. Applicant: City of Lakeland. (CPA26-005/LDC26-008)
- ITEM 5:** Changes to Article 1 (Introduction and Use of this Code), Section 1.1 (Intent and Applicability) and Article 6 (Nature Resource Protection Standards), Section 6.2 (Floodplain Management) to amend development standards pertaining to Chickee Huts. Applicant: City of Lakeland. (LDC26-001)
- ITEM 6:** Changes to Article 2 (Use Standards), Table 2.3-1 (Permitted Principal Uses and Article 5 (Standards for Specific Uses) to establish standards for permitting manufactured buildings and homes in zoning districts where single-family dwellings are allowed. Applicant: City of Lakeland. (LDC26-002)
- ITEM 7:** Changes to Article 6 (Natural Resource Protection Standards), Section 6.4.3.4 (Lake Bottom Construction Permit Procedures) of the Land Development Code to revise the review requirements for water access structures. Applicant: City of Lakeland. (LDC26-004)

- ITEM 8:** Changes to Article 4 (General Site Development Standards), Section 4.11 (Vehicle Use Areas) to update the Parking Exempt Area map and adopt new standards for minimum off-street parking reductions. Applicant: City of Lakeland. (LDC26-005)
- ITEM 9:** Changes to Article 12 (Administration and Enforcement), Sub-Section 12.4.3 (Administrative Adjustments) to allow for the administrative approval of residential fences up to eight feet in height within interior side yards. Applicant: City of Lakeland. (LDC26-006)
- ITEM 10:** Changes to Article 2 (Use Standards), Section 2.6 (Master Use List) and Article 5 (Standards for Specific Uses) to provide procedures for the establishment of Certified Recovery Residences and the review and approval of requests for reasonable accommodation. Applicant: City of Lakeland. (LDC26-009)
- ITEM 11:** Changes to Article 12 (Administration and Enforcement), Section 12.7 (Appeal Procedures). Applicant: City of Lakeland. (LDC26-010)
- ITEM 12:** Changes to Article 2 (Use Standards), Table 2.3-1 (Permitted Principal Uses) and Section 2.6 (Master Use List), and Article 5 (Standards for Specific Uses) to adopt standards for schools within certain zoning districts. Applicant: City of Lakeland. (LDC26-011)

GENERAL MEETING

- ITEM 13:** Review minutes of the September meeting.
- ITEM 14:** 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) **Note: Continued from a previous meeting.**
- ITEM 15:** 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) **Note: Continued from a previous meeting.**
- ITEM 16:** Conditional use for Lone Palm Golf Club to recognize the existing golf course as a conforming use and allow for the development of new recreational facilities on property generally south of W. Memorial Boulevard, east and west of Lone Palm Drive, and west of Howard Avenue (845 Lone Palm Drive). Owner: Lone Palm Golf Club LLC. Applicant: Jason W. Rice, LP Engineering Services, LLC. (CUP26-008) **Note: Continued from a previous meeting.**
- ITEM 17:** Annexation, a small-scale land use map amendment to apply a future land use designation of Business Park (BP), and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated application to apply a Suburban Special Purpose (SSP) context sub-district designation, on approximately 9.66 acres located south of Old Tampa Highway, east of Browning Road, and west of Airport Road (3740 Old Tampa Highway). Owner: 3740 Old Tampa Highway LLC. Applicant:

Timothy Baur, Progressive Development Group, Inc. (ANX26-003/LUS26-001/ZON26-009/ZON26-010)

ITEM 18: Report of City Commission action on Planning and Zoning Board recommendations along with Planning & Transportation Manager's Report.

ITEM 19: Audience.

ITEM 20: Adjourn.



Planning & Zoning Board General Application

General Information:										
Project No:		CUP26-009			Application Date:		8/11/2026			
Associated Projects:		CPT26-069								
Project Name:		SHARON DRIVE LAUNDROMAT & RETAIL								
Subject Property Address:		1050 SHARON DR								
Parcel ID:		232736015700003160			Total Acreage:		0.284			
Applicant Name:		CHARLES BROOKER								
Applicant Address:		900 ORCHID SPRINGS DR UNIT 100			WINTER HAVEN		FL		33884	
Owner Name:		WELL MARBLED ENTERPRISES LLC								
Owner Address:		4603 WISHART BLVD 100			TAMPA		FL		33603	
Request:										
Application Type:		Conditional Use Permit								
Land Use										
Current		Regional Activity Center			(RAC)					
Proposed		Not Applicable								
Zoning										
Current		Pedestrian Commercial			(C-1)					
Proposed		Not Applicable								
Sub Context District										
Current		(SCO)			Suburban Corridor					
Proposed										
Explanation of Request:		A new 1,500-square-foot laundromat with associated parking, drive aisles, ADA-accessible parking, bicycle parking, landscaping, utility connections, stormwater infrastructure, and a dumpster enclosure. The site will be accessed from Sharon Drive and is designed to provide safe vehicular and pedestrian circulation while meeting applicable City development standards.								
Justification:		The location of the proposed laundromat within an established commercial area allows an everyday household service to be provided in close proximity to both residential neighborhoods and other commercial destinations. This relationship supports convenient access for the community and complements the existing mix of retail and service uses in the surrounding area.								
Concurrency:										
Proposed Dwelling Units:		0		Project Floor Area:				Square feet		
Type of Use:					Phase				Year	
Estimate of Public Service Demand										
Roadways		Daily Trips:		#Error		PM Peak Hour Trips:				
Potable Water				GPD		Wastewater		GPD		
						Solid Waste		PPD		



TRADITIONS ENGINEERING

Project Narrative

July 10th, 2026

Project: Sharon Drive Laundromat & Retail

Parcel ID: 23-27-36-015700-003160

The proposed project consists of the development of a new 1,500-square-foot laundromat with associated parking, drive aisles, ADA-accessible parking, bicycle parking, landscaping, utility connections, stormwater infrastructure, and a dumpster enclosure. The site will be accessed from Sharon Drive and is designed to provide safe vehicular and pedestrian circulation while meeting applicable City development standards.





TRADITIONS ENGINEERING

Conditional Use Justification

August 11th, 2026

Project: Sharon Drive Laundromat & Retail

Parcel ID: 23-27-36-015700-003160

To Whom It May Concern:

The applicant respectfully requests approval of a Conditional Use to allow a laundromat on the property located at 1050 Sharon Drive. The proposed laundromat is an appropriate use for this parcel based on the established commercial character of the surrounding area, the property's location within a Regional Activity Center, its proximity to residential areas, and the service the proposed use will provide to the surrounding community.

The subject property consists of approximately 0.284 acres and is currently vacant. The property is zoned C-1 (Pedestrian Commercial District) and has a Regional Activity Center (RAC) Future Land Use designation. The surrounding area contains an established mix of commercial uses, particularly along the nearby U.S. Highway 98 North corridor, as well as residential development within the surrounding community. The proposed laundromat is consistent with this development pattern and represents an appropriate neighborhood-serving commercial use for the property.

A laundromat provides a practical household service for residents who may not have access to laundry facilities within their homes, as well as residents who need access to larger-capacity or commercial-grade laundry equipment. The proposed location provides convenient access to this service for residents of the surrounding area while allowing customers to utilize other nearby retail and service establishments as part of the same trip.

The proposed use is also compatible with the character of the surrounding commercial development. Laundromat operations will occur within the enclosed building and will not involve outdoor storage, vehicle repair, manufacturing, or other activities that could create substantial impacts on surrounding properties. The relatively small scale of the proposed 1,500-square-foot building further limits the intensity of the development and allows the property to function as a neighborhood-oriented commercial use.

The project will also result in the productive development of an existing vacant commercial parcel. The proposed site improvements include off-street parking, ADA-accessible parking, bicycle parking, pedestrian facilities, landscaping, utility connections, stormwater management facilities, and other improvements necessary to support the use. The site has been designed to provide safe





TRADITIONS ENGINEERING

and convenient access while maintaining an appropriate scale for the property and surrounding development.

The location of the proposed laundromat within an established commercial area allows an everyday household service to be provided in close proximity to both residential neighborhoods and other commercial destinations. This relationship supports convenient access for the community and complements the existing mix of retail and service uses in the surrounding area.

Based on the commercial character of the surrounding area, the property's Regional Activity Center designation, the limited scale and intensity of the proposed development, and the community-serving nature of the use, the proposed laundromat is appropriate for this location. Approval of the Conditional Use will allow the productive use of a vacant commercial parcel while providing a convenient and beneficial service to residents of the surrounding community.

For these reasons, the applicant respectfully requests approval of the Conditional Use for the proposed laundromat at 1050 Sharon Drive.

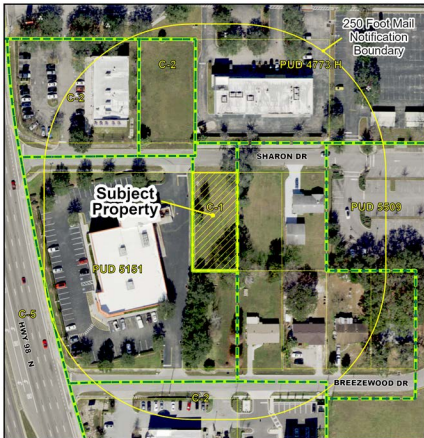
If you have any questions regarding this letter, please call me at (863) 397-1627 or email me at Cbrooker@traditions-eng.com

Sincerely,

Charles "Chad" Brooker, P.E.

Traditions Engineering, LLC





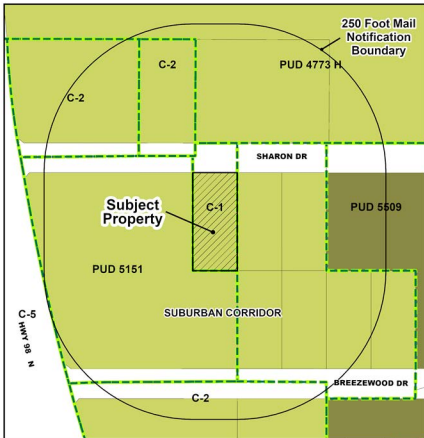
File Number: CUP26-009

Present Zoning: C-1
 Present Context: Suburban Corridor
 Proposed Zoning: Conditional Use to Allow
 a Laundromat

October 2026

- Subject Property
- 250 Foot Mail Notification Boundary
- Zoning
- 4567 Conditional Use
- Parcels
- City Limits
- Water Body
- SPI
- Railroad





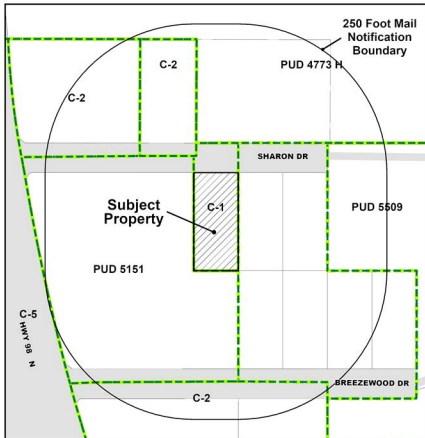
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October 2026

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- 250 Foot Mail Notification Boundary
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- Conditional Use
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October 2026

- Subject Property
- 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

October 2, 2026

RE: 1050 Sharon Drive - Project No. CUP26-009

Dear Property Owner:

This is to advise you that Charles Brooker, Traditions Engineering, LLC, on behalf of Well Marbled Enterprises, LLC, requests a conditional use to allow a Retail Laundry & Cleaning Establishment (Laundromat) on property located at 1050 Sharon Drive. The subject property is legally described as:

LOT 16, BLOCK C, WOODLAND ACRES, A SUBDIVISION OF POLK COUNTY, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 36, PAGE(S) 12, PUBLIC RECORDS OF POLK COUNTY, FLORIDA, BEING A PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 36, TOWNSHIP 27 SOUTH, RANGE 23 EAST.

The public hearing to consider this request will be held before the Lakeland Planning and Zoning Board at **8:30 a.m., on Tuesday, October 20, 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 October 20th 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



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Audrey McGuire
Project No:	CPA26-001/LDC26-003	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Proposed text amendment to the Future Land Use Element of the Lakeland Comprehensive Plan to establish factors for assessing the compatibility of allowable residential uses in residential districts and land uses; and changes to Article 1, Section 1.6 (Definitions) of the Land Development Code to update the definition of compatibility; and changes to Article 5 (Standards for Specific Uses) of the Land Development Code to establish standards for assessing the compatibility of allowed residential uses in residential districts, and measures to mitigate or minimize potential incompatibility concerns.		

1.0 Background

The proposed amendments to the City of Lakeland Comprehensive Plan: *Our Community 2030* and the Land Development Code (LDC) are in response to legislation passed by the Florida Legislature during the 2026 session.

House Bill 399 was signed into law and took effect on March 27, 2026. Among numerous other changes, [s.163.3194, Florida Statutes](#) was amended to require local governments to amend their comprehensive plans and land development regulations to include factors for assessing the compatibility of allowable residential uses within a residential zoning district and future land use category, and provide for measures to mitigate potential areas of incompatibility.

1.1 Attachments

- Attachment A: Proposed Comprehensive Plan Objective FLU-1.15 and Related Policies
- Attachment B: Proposed Changes to Article 1, Section 1.6 (Definitions) of the Land Development Code
- Attachment C: Proposed Changes to Article 5 (Standards for Specific Uses) of the Land Development Code

2.0 Discussion

Chapter 163, Florida Statutes requires local governments to include factors for evaluating the compatibility between residential uses when reviewing applications for rezoning, subdivision and site plan approval. The residential compatibility requirements do not apply to compatibility between residential uses and different land use categories (including rural, agricultural, non-residential and mixed-use categories); development within Planned Unit Developments (PUDs) or master-planned communities; or for applications within historic districts designated before January 1, 2026.

In response to the statutory requirements, staff is proposing a new Comprehensive Plan objective and associated policies under the Future Land Use (FLU) Goal 1 to include factors for assessing the compatibility of allowed residential uses within residential zoning districts and land use categories and sets the framework for changes to the Land Development Code related to residential compatibility and mitigation measures.

Both the Comprehensive Plan and Land Development Code define “compatibility.” Proposed changes to Article 1, Section 1.6 (Definitions) of the Land Development Code expand on the definition of compatibility to be consistent with the Comprehensive Plan.

To address residential compatibility and mitigation measures, a new section (Section 5.30) will be created under Article 5 (Standards for Specific Uses). This section is intended to establish residential compatibility standards which protect the character of established neighborhoods and mitigate potential adverse impacts of more intense forms of residential development to be analyzed when assessing applications for rezoning, residential subdivisions and site plans.

ATTACHMENT “A”

FUTURE LAND USE (FLU) GOAL 1: To provide for the best possible organization of land uses to meet the physical, cultural, and economic needs of the present and future population in a manner that will maintain or improve the quality of the natural and man-made environment.

...

Objective FLU-1.15: The City will assess the compatibility of allowed residential uses within residential zoning districts and future land use categories.

Policy FLU-1.15A: The City will consider the following residential compatibility factors when reviewing residential land use, zoning and development review applications.

- a) The Future Land Use classification of the subject property and adjacent properties.
- b) The maximum development potential of the property, including allowed density.
- c) The proposed residential density in comparison to adjacent properties.
- d) The development pattern of the existing surrounding neighborhood, including lot dimensions and block pattern.
- e) Whether the design of the proposed development is compatible with adjacent residential development. Such a finding shall be based on consideration of setbacks, building mass, building height, parking location, buffering and landscaping.
- f) Whether the operations of the proposed development is compatible with adjacent residential development. Such a finding shall be based on potential noise, light, traffic and parking impacts.
- f) The provision of adequate civic open space to serve the proposed development and the adjacent development.
- g) The availability of adequate infrastructure and public facilities and services, including but not limited to transportation facilities, utilities, drainage systems, and parks.

Policy FLU-1.15B: The Land Development Code shall include measures to mitigate or minimize incompatibility between residential uses. Such measures may include, but are not limited to enhanced landscape buffers, increased setbacks, building bulk standards, and preservation of natural areas or landscaping.

Policy FLU-1.15C: Measures to mitigate or minimize potential compatibility concerns shall be considered by the City when reviewing applications for residential land use, zoning, subdivision or site plan approval.

- a) Prior to the denial of an application for subdivision or site plan approval, or a recommendation of denial for land use or zoning based on compatibility grounds, City staff shall identify each area of

incompatibility and may recommend mitigation measures to the applicant.

- b) The City may not deny an application on compatibility grounds if the applicant proposes mitigation measures, unless the denial includes written findings that the proposed mitigation measures are inadequate and that feasible mitigation measures do not exist.
- c) The denial of an application on compatibility grounds must specify, with particularity, the area(s) of incompatibility including applicable standards and an explanation of any mitigation measures considered and declined by the applicant, or the basis for determining that feasible mitigation measures do not exist.
- d) The City may approve an application with conditions to mitigate or minimize compatibility concerns.

Policy FLU-1.15-D: The residential compatibility standards and mitigation measures shall not be applied to the compatibility between different future land use categories, including rural, agricultural, conservation, open space, mixed-use, commercial or industrial; applications for development within Planned Unit Developments or master-planned communities; or applications within historic districts designated before January 1, 2026.

ARTICLE 1: - INTRODUCTION AND USE OF THIS CODE

...

1.6 – DEFINITIONS

1.6.2 DEFINITIONS

Compatible: In harmony with the surrounding land uses, context, building forms and environment. Elements affecting compatibility include, but are not limited to, the following: density and intensity of use; the height, scale, mass and bulk of structures; architecture; pedestrian and vehicular traffic, circulation, access and parking impacts; lighting, noise and odor. Compatibility does not mean "the same as" but rather refers to the sensitivity of development proposals in maintaining the character of existing development.

ARTICLE 5: - STANDARDS FOR SPECIFIC USES

...

5.30 – RESIDENTIAL USE COMPATIBILITY

5.30.1 INTENT

It is the intent of this section to establish residential compatibility standards for allowable residential uses in residential districts which protect the character of established neighborhoods and mitigate potential adverse impacts of more intense forms of residential development.

5.30.2 APPLICABILITY

These standards shall apply to applications for residential zoning, subdivision plan and site plan approval of allowable residential uses in residential districts. These standards are not applicable to development within Planned Unit Developments or master-planned communities or to applications within historic districts designated before January 1, 2026, and should not be used to determine compatibility or residential development with mixed-use or non-residential uses or zoning.

- a. Prior to the denial of an application for subdivision or site plan approval, or a recommendation of denial for an application to rezone based on compatibility grounds, Planning staff shall identify each area of incompatibility and recommend mitigation measures to the applicant.
- b. An application for zoning, subdivision or site plan approval may not be denied on compatibility grounds if the applicant proposes mitigation measures, unless the denial includes written findings that the proposed mitigation measures are inadequate and that feasible mitigation measures do not exist.
- c. The denial of an application for zoning, subdivision or site plan approval on compatibility grounds must specify, with particularity, the area(s) of incompatibility including applicable standards and an explanation of any mitigation measures considered and declined by the applicant, or the basis for determining that feasible mitigation measures do not exist.

5.30.3 RESIDENTIAL COMPATIBILITY STANDARDS

These standards shall apply when reviewing applications for residential zoning, subdivision plan and site plan approval of allowable residential uses in residential districts. These standards are not applicable to development within Planned Unit Developments or master-planned communities or to applications within historic districts designated before January 1, 2026, and should not be used to determine compatibility with mixed-use or non-residential uses or zoning.

- a. The proposed zoning or development is consistent with the future land use classification of the subject property.
- b. The proposed development is consistent with the block and lot configuration requirements, setbacks and other development criteria of the applicable zoning context sub-district and the existing surrounding neighborhood.

- c. Adequate open space is provided to serve the proposed development and the proposed development will not significantly reduce the amount of civic open space available for existing neighborhoods.
- d. The design of proposed buildings is compatible with adjacent existing residential development. Such a finding shall be based on the consideration of the building mass, scale, height, setbacks, frontage buildout, orientation, entrance feature, and landscaping.
- e. The proposed development will not result in excessive noise, light, traffic or parking congestion.
- f. The proposed development will not significantly impact the privacy of adjacent residential properties.
- g. Adequate infrastructure and public facilities or services, including transportation systems, utilities, stormwater systems, and parks, are available to serve the proposed development and existing surrounding neighborhood.

5.30.4 MITIGATION MEASURES

To mitigate or minimize potential compatibility concerns and adverse impacts, the following measures shall be applied to new residential subdivisions and multi-family residential development adjacent to existing single-family, two-family and mobile home uses or districts in addition to the applicable zoning context sub-district standards.

- a. Building heights shall be in accordance with the applicable zoning context sub-district and the bulk plane limitations in subsection 3.4.8.b of this code. Where adjacent to the side or rear yard of a property zoned for single-family, two-family or mobile home uses, including those portions of existing planned unit developments, no portion of a multi-family building shall extend beyond a bulk plane beginning at 36 feet above grade at the minimum setback line and extending upward one foot for every additional one foot into the site from the minimum setback line.
- b. Where practicable, developments with building types of varying densities should locate the less dense building type(s) nearest the property boundary line of adjacent single-family, two-family or mobile home uses or districts.
- c. Civic open space shall be provided in accordance with Subsection 3.4.6 of this Code. Where required open space areas include active recreation elements such as playgrounds, tennis courts, basketball courts and playgrounds, such elements shall be set back at least fifty (50) feet from the property boundary line of a single-family, two-family or mobile home use or district.
- d. To reduce noise impacts, solid waste and recycling collection bins, including dumpsters, trash compactors, bailers, etc., shall be set back at least twenty-five (25) feet from the property boundary line of an adjacent single-family, two-family or mobile home use or district. This does not apply to residential trash carts.
- e. Off-street surface parking lots shall be set back at least fifteen (15) feet from the property boundary line of an adjacent single-family, two-family, or mobile home use or district.
- f. Where the minimum lot area within a proposed residential subdivision is less than fifty (50) percent of the lot width of an existing adjacent single-family, two-family or mobile home development, a minimum Type A landscape buffer shall be provided

along the property line abutting single-family, two-family or mobile home lots within the adjacent development.

- g. Other measures deemed appropriate to mitigate or minimize impacts related to noise, light, privacy, infrastructure, transportation services, utilities, or stormwater systems.



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Audrey McGuire
Project No:	CPA26-002/LDC26-007	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Proposed text amendment to the Future Land Use Element of the Lakeland Comprehensive Plan and changes to Article 1, Section 1.4 (Regulations Governing Development in General) of the Land Development Code to provide a density bonus for residential uses allowed in the Mixed Commercial Corridor (MCC) future land use district located within a designated Transit-Oriented Corridor and the Dixieland or Midtown CRAs.		

1.0 Background

Periodically, various changes to the Comprehensive Plan and Land Development Code (LDC) are proposed in response to changing circumstances. The proposed changes to the Future Land Use Element of the Lakeland Comprehensive Plan: Our Community 2030 are intended to allow for greater density for properties with a Mixed Commercial Corridor (MCC) land use designation when located along key transit corridors within the Dixieland and Midtown CRAs. The proposed changes to the Land Development Code correspond to Comprehensive Plan amendment.

1.1 Attachments

- Attachment A: Proposed Changes to Comprehensive Plan Table FLU-4: Future Land Use Summary Table
- Attachment B: Proposed Changes to Comprehensive Plan Table FLU-5: Future Land Use Intensity Areas and Land Use Categories
- Attachment C: Proposed Changes to Comprehensive Plan Policy FLU-1.1E
- Attachment D: Proposed C Changes to Article 1, Table 1.4-1 (Residential Density Limits) of the Land Development Code

2.0 Discussion

The Lakeland Comprehensive Plan: Our Community 2030 includes policies which encourage compact, walkable and mixed-use development. However, the current maximum density of 22 units per acre is limiting and smaller parcel sizes make achieving this type of development difficult. The proposed changes are intended to provide a density bonus of up to 60 units per acre for properties within the MCC land use when located within 1/4 mile of a transit oriented corridor in both the Dixieland and Midtown CRAs. These changes are reflected in Table FLU-4 within the Future Land Use Element of the Comprehensive Plan (Attachment "A") and Table 1.4-1 of the Land Development Code (Attachment "D").

TABLE FLU-4: FUTURE LAND USE SUMMARY TABLE

Mixed Commercial Corridor (MCC)		Used to describe locations of older strip commercial uses.	
Uses	Non-anchor retail and service areas that lack controlled centers are sometimes too small or otherwise inappropriate for shopping centers. These commercial corridor areas are typically characterized by businesses that need high visibility and driveway access. Future opportunity to expand an MCC is not guaranteed and will be limited by the predominant surrounding land use types and patterns near a given center and requiring a mix of non-commercial land uses.		
Density (Dwelling Units per Acre (du/ac))			
Transit Oriented Corridors (TOC)			
Maximum Outside of TOC	Maximum within TOC ¹	Minimum within 1/8 Mile of TOC ^{1,2}	Minimum within ¼ Mile of TOC ^{1,2}
12 du/ac	22 du/ac ^{3,4}	7 du/ac	5 du/ac
¹ Subject to zoning district or Special Public Interest (SPI) District Requirements			
² Measured perpendicular to centerline of designated TOC			
³ Up to 60 du/ac within the Midtown and Dixieland CRAs			
Intensity (Maximum Floor Area Ratio (FAR))			
Development Area			
Central City	Urban Development Area	Suburban Development Area	Downtown CRA
0.50 FAR	0.50 FAR	0.30 FAR	Not Applicable
Development Criteria			
Permitted only as an infilling of existing commercial corridors within the Central City TSA and Urban Development Area, with expansion allowed under strict provisions provided for in the Policies within this Element.			

ATTACHMENT "B"

TABLE FLU-5: FUTURE LAND USE INTENSITY AREAS AND FUTURE LAND USE CATEGORIES

LAND USE CATEGORY	INTENSITY AREA		
	Central City	Urban Development	Suburban Area
Regional Activity Center (RAC)	X	X	
Community Activity Center (CAC)	X	X	
Neighborhood Activity Center (NAC)	X	X	X
Convenience Center (CC)	X	X	X
Interchange Activity Center (IAC)	X	X	X
Mixed Commercial Corridor (MCC)	X ¹	X	
Business Park Center (BP)	X	X	X
Office Center (OC)	X	X	X
Industrial (I)	X	X	X
Residential High (RH)	X ¹	X ¹	
Residential Medium (RM)	X ¹	X ¹	X
Residential Low (RL)	X	X	X ²
Residential Very Low (RVL)			X
Agricultural Residential Low			X ³
Recreation (R)	X	X	X
Conservation (C)	X	X	X
Preservation (P)	X	X	X
Public Buildings / Grounds / Institutional (PI)	X	X	X

¹ Density may be increased in Transit Oriented Corridor Overlay areas.

² Density may be limited due to lack of public facilities and services, environmental resources and/or issues of compatibility with surrounding land uses and patterns.

³ This land use is primarily intended for the Green Swamp ACSC.

ATTACHMENT “C”

FUTURE LAND USE (FLU) GOAL 1: To provide for the best possible organization of land uses to meet the physical, cultural, and economic needs of the present and future population in a manner that will maintain or improve the quality of the natural and man-made environment.

Objective FLU-1.1: A future land use classification system is used for grouping compatible types of land uses while providing sufficient land to meet projected growth for a ten-year planning horizon.

...

Policy FLU-1.1E: The City of Lakeland has identified and mapped existing Mixed Commercial Corridors (MCC) exhibiting intense strip commercial development and will allow infilling and limited expansion of existing corridors only, with no creation of new corridors. Above ground floor residential uses and first floor residential that does not front directly on the main commercial corridor (roadway) shall be allowed in all MCCs except where industrially zoned. Maximum densities shall be equal to those allowed in the City’s RM land use category, subject to compatibility with surrounding uses, development patterns, and densities; except that within the City’s defined Midtown and Dixieland Community Redevelopment Areas along transit-oriented corridors where higher densities support mixed-use development and redevelopment.

Requests to *expand* the depth or area of (not infill) an MCC along the corridor shall require:

- a) Compatibility with surrounding land uses and patterns – including adequate transitional site design techniques and/or buffering;
- b) Adequate infrastructure required to serve the proposed use;
- c) Pedestrian/bike and transit friendly site design with cross access.

ATTACHMENT “D”

ARTICLE 1: - INTRODUCTION AND USE OF THIS CODE

...

1.4 – REGULATIONS GOVERNING DEVELOPMENT IN GENERAL

Table 1.4-1: Residential Density Limits (dwelling units per gross acre)

Future Land Use Designation	Max. Outside of TOC	Max. Within TOC¹	Min. Within 1/8 Mile of TOC^{1,2}	Min. Within 1/4 Mile of TOC^{1,2}
Residential Low	5	N/A	N/A	N/A
Residential Medium	12	22 ^{2,3} 16 ^{2,4}	7	5
Residential High	75 ⁵	75 ⁵	7	5
Mixed Commercial Corridor	12	22 ⁸	7	5
Activity Centers	22 ^{5,6} or per PUD	22 ^{5,6} or per PUD	7	5
Business Park	N/A	75 ⁷	7	5

¹ Subject to zoning district or SPI District requirements

² Measured perpendicular to centerline of designated TOC

³ Within 1/8 mile of TOC centerline

⁴ Within 1/4 mile of TOC Centerline

⁵ Up to 175 du/ac within the Downtown CRA

⁶ Up to 75 du/ac in RAC or IAC outside the Downtown CRA

⁷ Up to 75 du/ac within Williams DRI west of FPU

⁸ Up to 60 du/ac within the Midtown and Dixieland CRAs



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Chuck Barnby
Project No:	CPA26-005/LDC26-008	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Proposed text amendment to Chapter 4 of the Lakeland Comprehensive Plan to revise Map TRN-2 and Table TRN-1 Functional Classification. Changes to Article 3, Sub-Section 3.3.1.1 Classification of Street Types.		

1.0 Background

Periodically, changes to the Comprehensive Plan are proposed in response to changing circumstances or to clarify existing provisions. The proposed changes to map TRN-2 and table TRN-1 in Chapter 4 (Safe and Convenient Mobility Options) of the Lakeland Comprehensive Plan: Our Community 2030 reflect recent decennial amendments to the functional classification maps adopted by the Federal Highway Administration (FHWA), Florida Department of Transportation (FDOT) and Polk Transportation Planning Organization (TPO) following the establishment of revised urbanized area boundaries resulting from the 2020 Census.

1.1 Attachments

- Attachment A: Comprehensive Plan Table TRN-1: Functional Classification
- Attachment B: Comprehensive Plan Map TRN-2: Functional Classification
- Attachment C: Land Development Code Figure 3.3-1: Street Types

2.0 Discussion

Functional classification is the process of grouping streets based on their purpose, ranging from serving the through movement of vehicles (arterials) to providing enhanced access to adjacent properties (local) with collector roadways serving traffic between arterial and local roadways. The FHWA, FDOT and TPO have recently approved updated designations for corridors such as State Road 37 (Florida Avenue) north of the Polk Parkway, which is now classified as an Urban Major Collector, rather than a Minor Arterial, and Polk County facilities such as West Pipkin Road and County Line Road, which are now classified as Minor Arterials, rather than as Urban Major Collector roadways. The new maps as well as proposed revisions to Table TRN-1 and Map TRN-2 of the Comprehensive Plan also include new roadways such as the North Wabash Avenue Extension (10th Street to Bella Vista Street), Winston Park Boulevard within Lakes at Laurel Highlands and the Medulla Road Extension within the Riverstone and Hawthorne developments. Planned facilities like the South Wabash Avenue Extension and remaining sections of Peachleaf Street and Winston Park Boulevard are also proposed to be added through this amendment package. Arterial and Urban Major Collector roadways also qualify for Federal transportation funding and are designated components of the "Federal Aid Eligible" network. Changes to the Comprehensive Plan functional classifications create the need to also amend the adopted Street Types in the Land Development Code, impacting required building setbacks and other urban form standards for new development activity. Attachment "C" includes revisions to Figure 3.3-1 as found in the LDC

ATTACHMENT "A"

TABLE TRN-1: FUNCTIONAL CLASSIFICATION

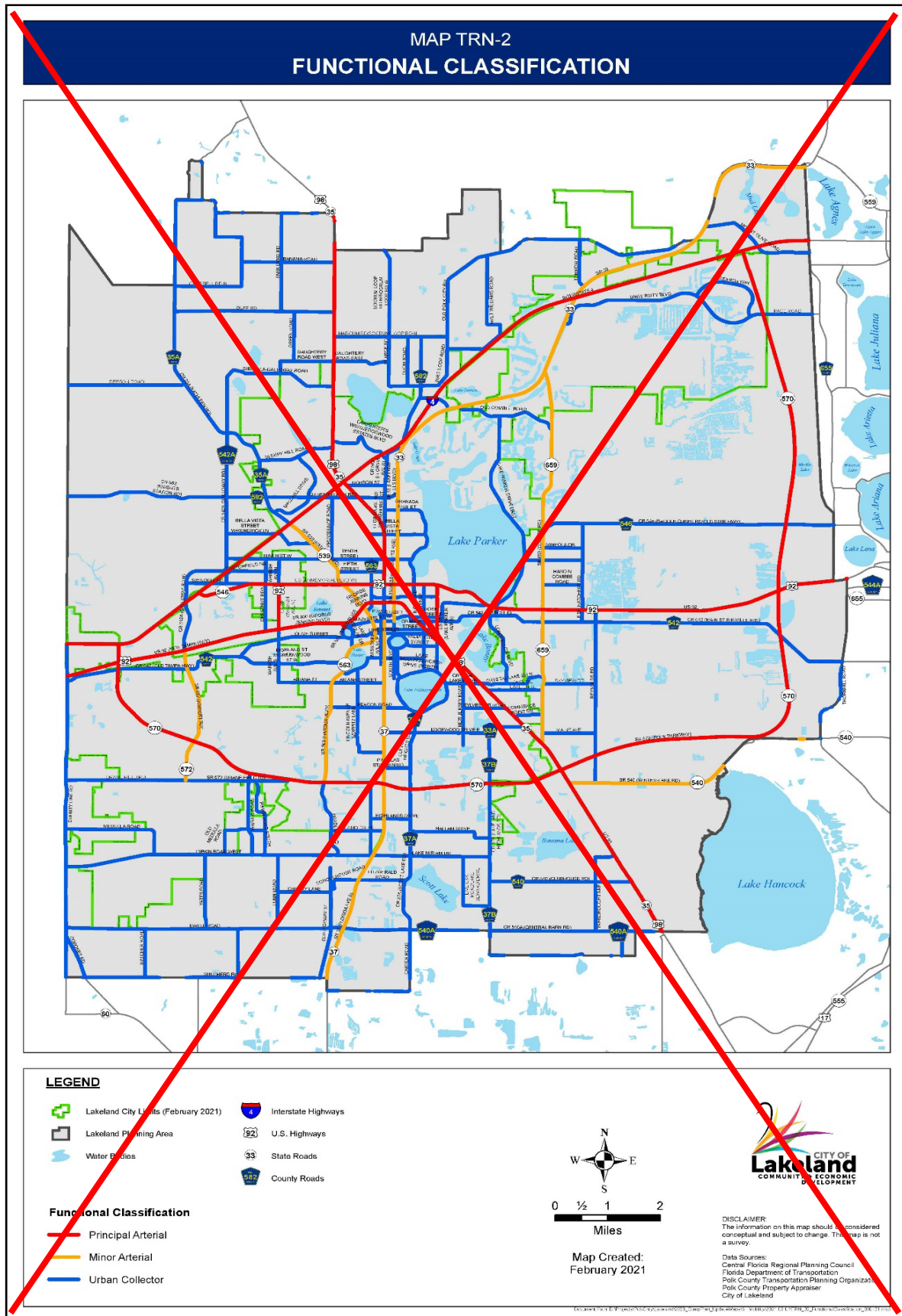
Road Classification	Within Geographic Area	Approximate Miles
Urban Collector	Lakeland Planning Area	244
	City of Lakeland	97
	Central City Transit Supportive Area	56
	Urban Development Area	104
	Suburban & Rural Development Areas	83
Minor Arterial	Lakeland Planning Area	41
	City of Lakeland	22
	Central City Transit Supportive Area	13
	Urban Development Area	18
	Suburban & Rural Development Areas	8
Principal Arterial	Lakeland Planning Area	78
	City of Lakeland	42
	Central City Transit Supportive Area	14
	Urban Development Area	43
	Suburban & Rural Development Areas	11

TABLE TRN-1: FUNCTIONAL CLASSIFICATION

Road Classification	Within Geographic Area	Approximate Miles
Urban Collector	Lakeland Planning Area	237
	City of Lakeland	118
	Central City Transit Supportive Area	73
	Urban Development Area	115
	Suburban & Rural Development Areas	98
Minor Arterial	Lakeland Planning Area	55
	City of Lakeland	25
	Central City Transit Supportive Area	12
	Urban Development Area	32
	Suburban & Rural Development Areas	9
Principal Arterial	Lakeland Planning Area	78
	City of Lakeland	42
	Central City Transit Supportive Area	15
	Urban Development Area	44
	Suburban & Rural Development Areas	11

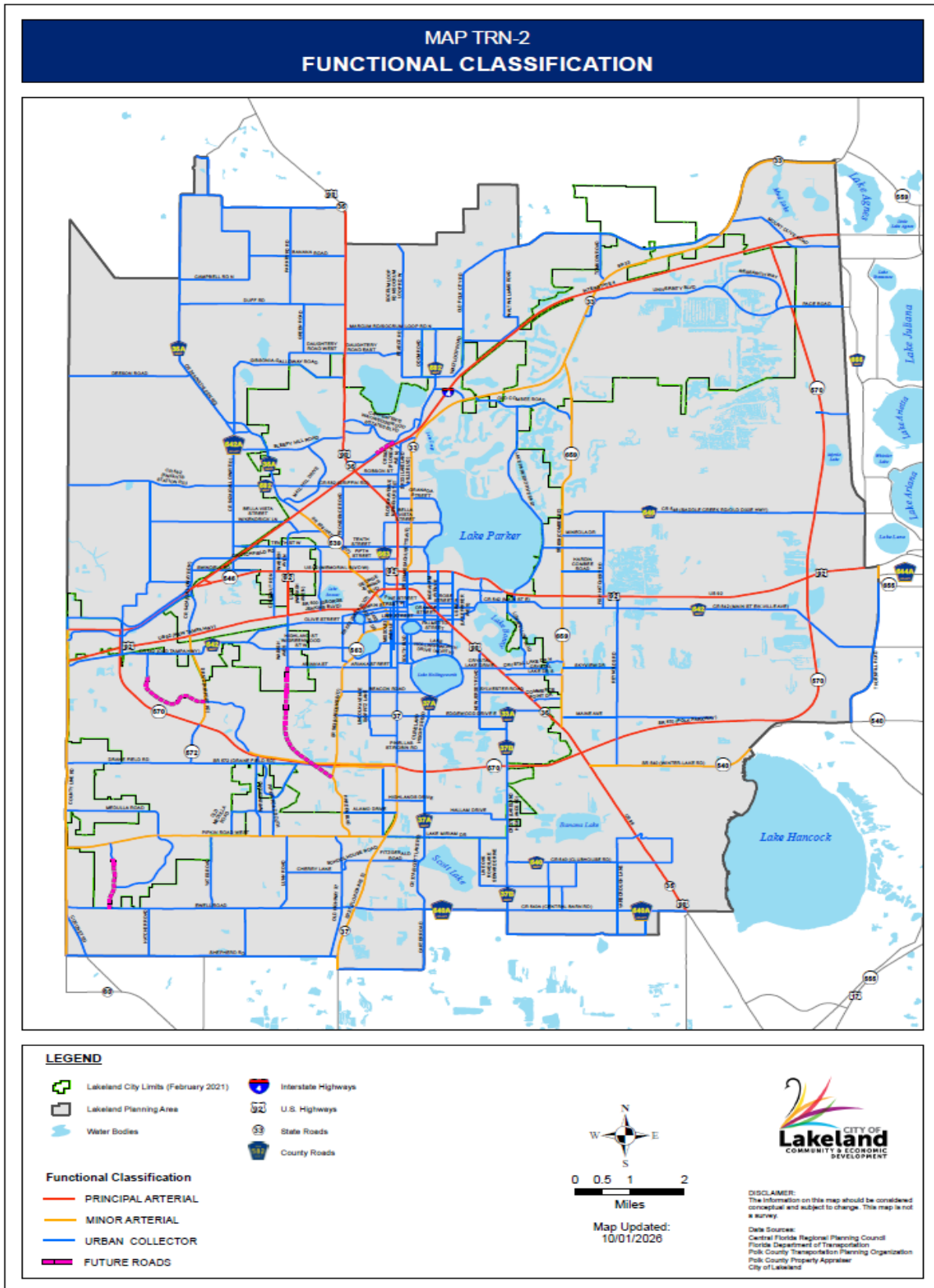
ATTACHMENT "B"

MAP TRN-2: FUNCTIONAL CLASSIFICATION



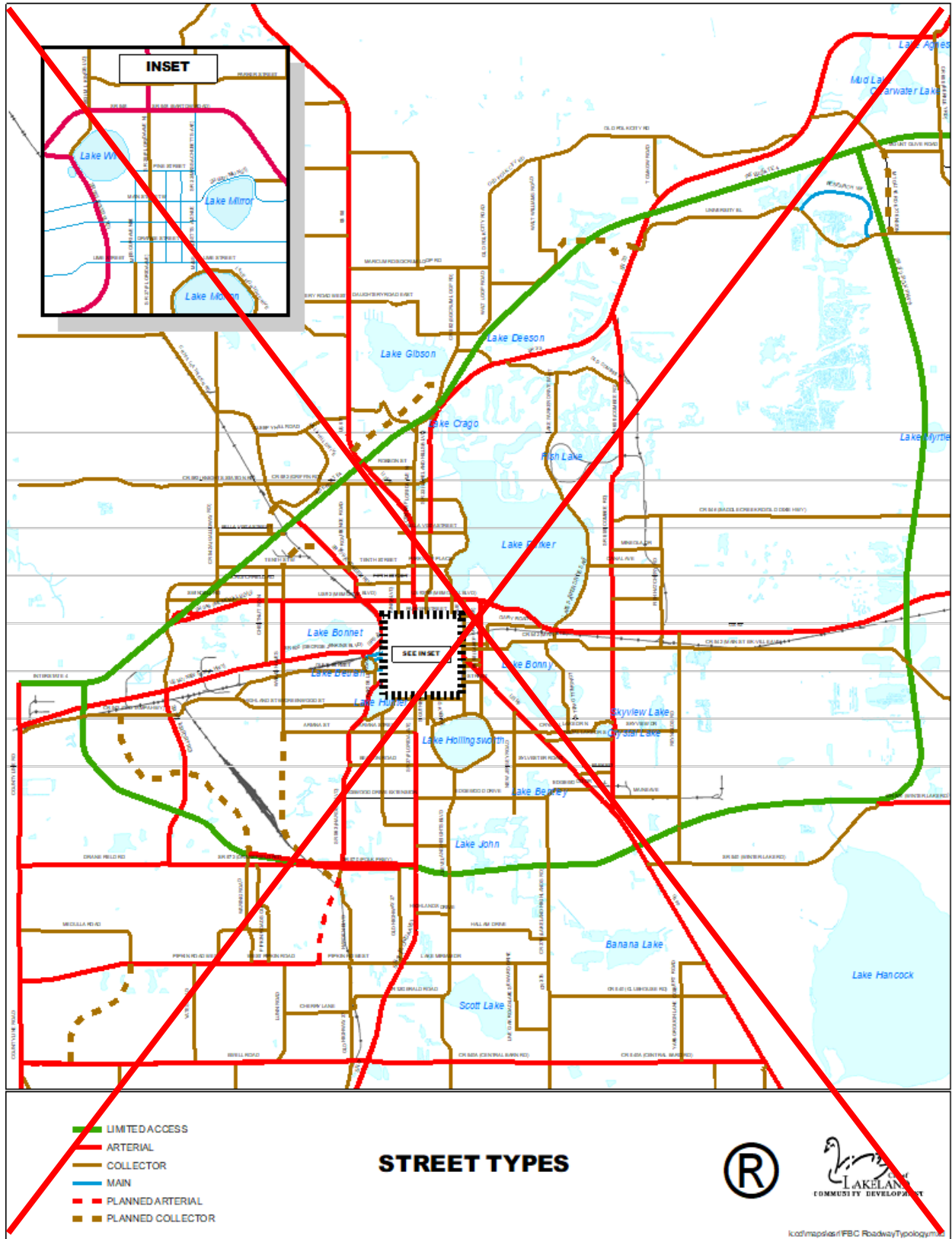
ATTACHMENT "C"

TABLE TRN-2: FUNCTIONAL CLASSIFICATION



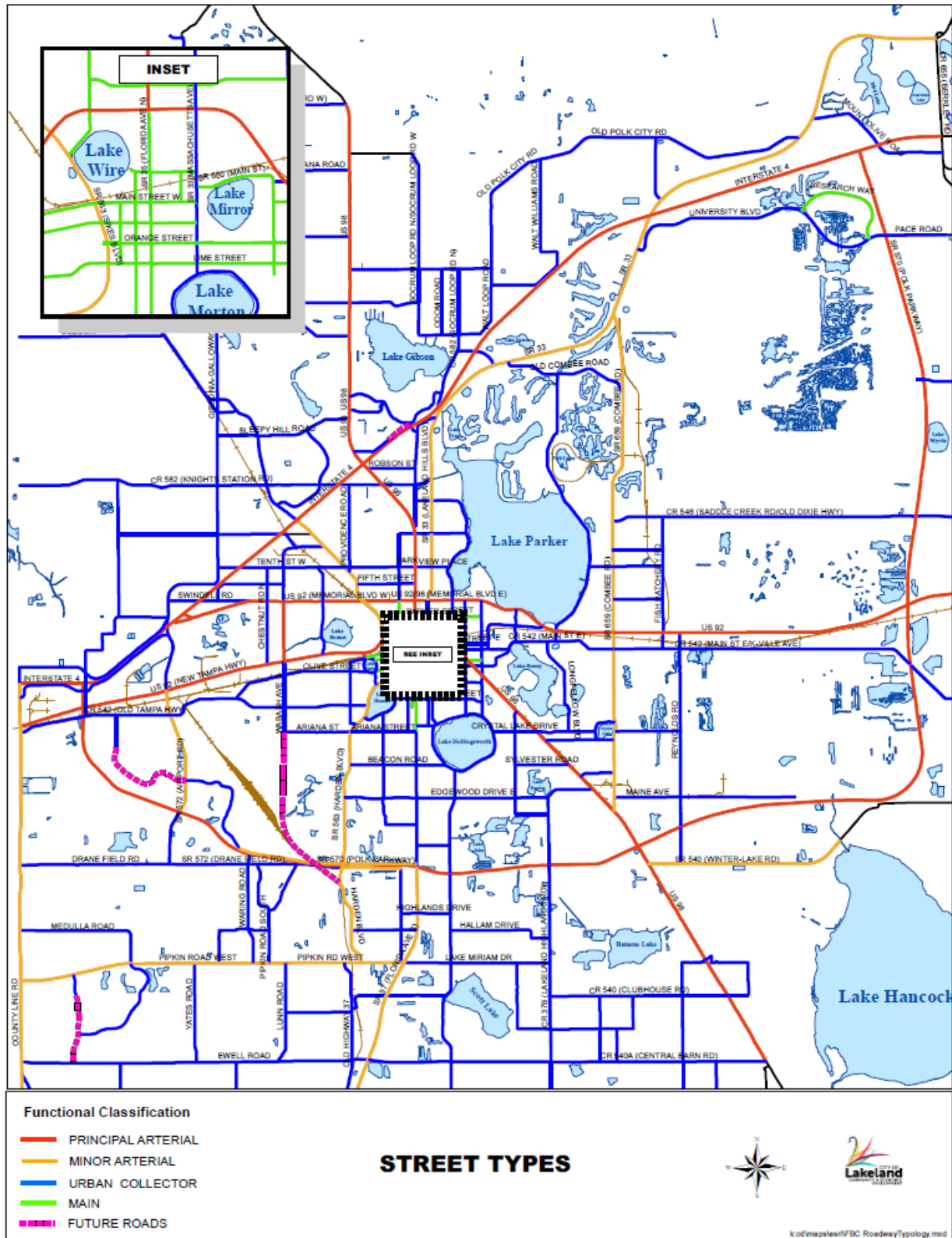
ATTACHMENT "C"

FIGURE 3.3-1: STREET TYPES



ATTACHMENT "C"

FIGURE 3.3-1: STREET TYPES





Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Johnathan Sims
Project No:	LDC26-001	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	October 20, 2026
Request:	Changes to Article 1 (Introduction and Use of this Code), Section 1.1 (Intent and Applicability) and Article 6 (Nature Resource Protection Standards), Section 6.2 (Floodplain Management) to amend development standards pertaining to Chickee Huts.		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to changing circumstances or to clarify existing provisions. Pursuant to F.S. § 166.04845, the proposed changes to Article 1 (Intent and Applicability) and Article 6 (Natural Resource Protection Standards) amend development standards pertaining to Chickee Huts in response to recent legislative changes

1.1 Attachments

- Attachment A: Article 1, Section 1.1.4.2 Conflicting Regulations and Ordinances
- Attachment B: Article 6, Section 6.2.4.3 Buildings, Structures, and Facilities Exempt from the Florida Building Code

2.0 Discussion

In 2026, the Florida Legislature amended Chapter 166 of the Florida Statutes to further limit how local governments regulate chickee huts. A chickee hut is a traditional, open-sided wooden structure with a thatched roof made of palm or palmetto fronds. Under F.S. 166.04845, local governments may not enact any ordinance, regulation, or policy that prevents or has the effect of preventing a person who is a member of the Miccosukee Tribe of Indians of Florida or the Seminole Tribe of Florida from constructing a Chickee Hut.

The first part of the proposed changes, included as Attachment "A," amends Article 1, Section 1.1.4.2, to clarify that if a State law pre-empts the ability of local governments from applying a higher standard, the more restrictive standard specified by the Land Development Code will not be applicable.

The second part of the proposed changes, included as Attachment "B," amends Article 6, Section 6.2.4.3, which addresses the construction of structures within floodplains that are otherwise exempt from the building code. The proposed changes clarify that while floodplain review is still required for qualifying chickee huts, local government standards cannot be more stringent than federal requirements.

ATTACHMENT "A"

ARTICLE 1: - INTRODUCTION AND USE OF THIS CODE

...

1.1 - INTENT AND APPLICABILITY

...

1.1.4.2 Conflicting Regulations and Ordinances

Whenever any provision of this Code imposes more stringent requirements, regulations, restrictions or limitations than are imposed or required by the provisions of any other law or ordinance, then the provisions of this Code shall govern. Whenever the provisions of any other law or ordinance impose more stringent requirements than are imposed or required by this Code, then the provisions of such law or ordinance shall govern. Where state law expressly preempts the ability of local governments to apply a higher standard, the more stringent standard required by this Code shall not apply.

ATTACHMENT "B"

ARTICLE 6: - NATURAL RESOURCE PROTECTION STANDARDS

...

6.2 - FLOODPLAIN MANAGEMENT

...

6.2.4.3 Buildings, Structures and Facilities Exempt from the Florida Building Code

Pursuant to the requirements of federal regulation for participation in the National Flood Insurance Program (44 C.F.R. Sections 59 and 60), floodplain development permits or approvals shall be required for the following buildings, structures and facilities that are exempt from the Florida Building Code and any further exemptions provided by law, which are subject to the requirements of this section:

- a. Railroads and ancillary facilities associated with the railroad.
- b. Non-residential farm buildings on farms, as provided in section 604.50, F.S.
- c. Temporary buildings or sheds used exclusively for construction purposes.
- d. Mobile or modular structures used as temporary offices.
- e. Those structures or facilities of electric utilities, as defined in section 366.02, F.S., which are directly involved in the generation, transmission, or distribution of electricity.
- f. Chickees constructed by the Miccosukee Tribe of Indians of Florida or the Seminole Tribe of Florida. As used in this paragraph, the term "chickee" means an open-sided wooden hut that has a thatched roof of palm or palmetto or other traditional materials, and that does not incorporate any electrical, plumbing, or other non-wood features. While floodplain review is required for qualifying chickee huts, any floodplain management standards required by this Code which are more stringent than federal floodplain management regulations shall not be applicable per 166.04845 F.S.
- g. Family mausoleums not exceeding 250 square feet in area which are prefabricated and assembled on site or preassembled and delivered on site and have walls, roofs, and a floor constructed of granite, marble, or reinforced concrete.
- h. Temporary housing provided by the Department of Corrections to any prisoner in the state correctional system.
- i. Structures identified in section 553.73(10)(k), F.S., are not exempt from the Florida Building Code if such structures are located in flood hazard areas established on Flood Insurance Rate Maps.



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Todd Vargo
Project No:	LDC26-002	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 2 (Use Standards), Table 2.3-1 (Permitted Principal Uses and Article 5 (Standards for Specific Uses) to establish standards for permitting manufactured buildings and homes in zoning districts where single-family dwellings are allowed.		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to evolving development needs and changing circumstances. The proposed changes to Article 5 (Standards for Specific Uses) allow manufactured buildings and manufactured homes in zoning districts where single-family homes are allowed in accordance with recent changes to Florida Statutes.

1.1 Attachments

Attachment A: Proposed changes to Article 5 (Standards for Specific Uses) creating Section 5.27 (Manufactured Buildings and Manufactured Homes in Zoning Districts Where Single-Family Dwellings are Allowed)

2.0 Discussion

In 2026, to allow for the development of affordable housing, the Florida legislature passed legislation which preempts local government land use and zoning controls and provides for manufactured buildings and manufactured homes to be installed as real property in any zoning district in which single-family dwellings are allowed. As part of that legislation, local jurisdictions are allowed to adopt reasonable compatibility or design standards (including architectural, aesthetic, design, setback, height, or bulk standards) if they do not exclude off-site constructed residential dwellings and apply equally to conventional single-family site-built dwellings. The local regulations must also be reasonable and uniformly enforced without distinction as to housing type

In response to this legislation, changes are proposed to Table 2-3-1 (Permitted Principal Uses), and to Article 5 Standards for Specific Uses, creating a new Section 5.27 - Manufactured Buildings and Manufactured Homes in Zoning Districts Where Single-Family Dwellings Are Allowed.

The development standards proposed for Section 5.27 largely mirror the requirements for single-family site-built dwellings. Such standards include building bulk requirements such as minimum/maximum setbacks, lot coverage, and frontage buildout, building orientation and entrance feature requirements, off-street parking and driveway design standards, and sidewalks. Some of the standards, however, pertain to the requirement that the manufactured buildings and homes must be installed such that they are considered real property. To be considered real property, both manufactured buildings and homes must be installed on a permanent foundation, typically a monolithic slab or a stem wall-type foundation, which is designed and engineered in accordance with the Florida Building Code. Prior to the issuance of

a Certificate of Occupancy, any appurtenances that were used to transport the manufactured building or manufactured home to the building site such as hitches, tongues, axles and wheels must be removed.

ARTICLE 5: - STANDARDS FOR SPECIFIC USES

...

5.27 – MANUFACTURED BUILDINGS AND MANUFACTURED HOMES IN ZONING DISTRICTS WHERE SINGLE-FAMILY DWELLINGS ARE ALLOWED

5.27.1 INTENT

Pursuant to Section 553.385, Florida Statutes, manufactured buildings and manufactured homes shall be permitted in any district in which single-family detached dwellings are allowed in accordance with this section.

5.27.2 DEFINITIONS

Manufactured Building: A manufactured building, as defined in F.S. 553.36, which is intended for human habitation as a single-family residential use and conforming to the requirements of the Florida Building Code.

Manufactured Home: As defined in F.S. 320.01(2)(b), a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, in which each section bears a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

5.27.3 PROCEDURES FOR ESTABLISHMENT

Manufactured buildings and homes shall be permitted subject to the following development standards:

- a. Manufactured buildings and homes shall comply with all setbacks, lot coverage, and frontage buildout requirements for single-family detached dwellings in the zoning district and context district in which they are located.
- b. Manufactured buildings and homes shall be required to provide a minimum of two (2) off-street parking spaces. Required off-street parking shall be included on the site plan submitted at the time of permitting. Any off-street parking or driveways shall be designed in accordance with Sub-Section 4.11.4.6, Vehicle Use Area Design & Construction Standards for Single-Family and Two-Family Residential Uses.
- c. As specified in Sub-Section 4.7.2.1, where sidewalks do not presently exist, sidewalks shall be constructed within the right-of-way of any roadways adjacent to all front and street side lot lines.
- d. Manufactured buildings and homes shall comply with the entrance feature and building orientation requirements for single-family detached dwellings as specified in Sub-Section 3.4.5 g. and the zoning district and context district in which they are located.
- e. Manufactured buildings and homes shall be subject to a minimum living area of 660 sq. ft.

- f. Manufactured buildings and homes shall be installed on a permanent foundation which is designed and engineered in accordance with the Florida Building Code, Residential. Plans for the foundation shall be signed and sealed by a Professional Architect or Engineer licensed in the State of Florida and included as part of the permitting package for a manufactured building or home at the time of submittal for a building permit.
- g. If installed on a raised stem wall-type foundation with a crawlspace, any ventilation openings shall be screened with corrosion-resistant wire mesh, louvers, or grilles to keep out rodents and pests.
- h. Prior to final inspection, any appurtenances (i.e. hitches, tongues, axles and wheels, etc.) which were used to transport a manufactured building or home to a building site shall be removed.

Table 2.3-1: Permitted Principal Uses

USES	RESIDENTIAL DISTRICTS									OFFICE DISTRICTS			COMMERCIAL DISTRICTS							INDUSTRIAL DISTRICTS		
	RA-1	RA-2	RA-3	RA-4	RB	MF-12	MF-16	MF-22	MH	O-1	O-2	O-3	C-1	C-2	C-3	C-4	C-5	C-6	C-7	I-1	I-2	I-3
Residential																						
...																						
Mobile Home	<u>P¹⁶</u>	<u>P¹⁶</u>	<u>P¹⁶</u>	<u>P¹⁶</u>	<u>P¹⁶</u>	<u>P^{2, 16}</u>	<u>P^{2, 16}</u>	<u>P^{2, 16}</u>	P	<u>P¹⁶</u>												
...																						

¹⁶ In accordance with Subsection 5.27



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Damaris Stull
Project No:	LDC26-004	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 6 (Natural Resource Protection Standards), Section 6.4.3.4 (Lake Bottom Construction Permit Procedures) of the Land Development Code to revise the review requirements for water access structures.		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to evolving development needs and changing circumstances. The proposed changes to Article 6 (Natural Resources Protection Standards) streamline the permitting procedures for extraordinary water access structures on non-parkway lakeshores.

1.1 Attachments

Attachment A: Proposed changes to Section 6.4.3.4 (Lake Bottom Construction Permit Procedures)

2.0 Discussion

Since 2006, the Building Inspection Division has been required to send notice letters to nearby property owners whenever a permit is submitted to construct an extraordinary dock along non-parkway lakes such as Lake Gibson, Lake Bonnet, Lake Crago and Lake Holloway. The permit was then placed on hold for a period of 30 days to allow adjacent property owners an opportunity to review the proposed dock and submit an objection or request for a public hearing. This process was established to provide neighboring property owners with the opportunity to participate in the review of proposed dock improvements.

After recent extreme weather events such as Hurricane Ian in 2022 and Hurricane Milton in 2024, Building Inspection saw an increase in building permit applications to rebuild existing docks, many of which are classified as extraordinary water access structures because they do not conform with the dimensional requirements of standard water access structures as specified in Sub-Section 6.4.3.3 d. of the Land Development Code.

Under the current regulations, for docks which are classified as extraordinary water access structures, applications must be placed on hold for 30 days until notifications are mailed out to adjacent property owners and they are provided with an opportunity to comment on the new/replacement dock. If any of the nearby property owners challenges the building permit application, it would then trigger a requirement for a public hearing before the Zoning Board of Adjustment and Appeals similar to a variance application. The 30-day waiting period has resulted in delays in the permitting process and has created additional hardship for property owners seeking to restore their docks.

The proposed changes eliminate the notification requirement for extraordinary water access structures on non-parkway lakeshores and replace it with a new process which allows for an extraordinary water access structure to be approved administratively if adjacent property owners which abut the lakeshore provide consent in writing.

Lastly, the current digital permitting review process allows the Lakes and Stormwater Division to be included in the review process without having to write a separate letter for approval of the permit. Removing the public hearing notification requirement, 30-day waiting period and adding Lakes and Stormwater to the review process will provide homeowners with a more streamlined process for dock permits.

ATTACHMENT "A"

ARTICLE 6: - NATURAL RESOURCE PROTECTION STANDARDS

...

6.4 – LAKE AND NATURAL HABITAT PROTECTION

...

6.4.3 STANDARDS FOR PROTECTED HABITAT AREAS

...

6.4.3.4 Lake Bottom Construction Permit Procedures

It shall be unlawful for any person to erect or deposit any object upon, or fix, fill or otherwise use the bottom of any lake or to construct or alter any water access structure or shoreline stabilization structure within the corporate limits of the city, or cause the same to be done by or through any person, without first obtaining a permit from the City in accordance with the following procedures:

- a. All Permit Applications Shall be Accompanied by the Following Information:
 1. A location map of the proposed improvement.
 2. A detailed statement describing the proposed improvement, including a list of plants to be used for shoreline stabilization, where applicable.
 3. Copies of permits from applicable state and federal regulatory agencies. Water access structures over 1,000 square feet must obtain the proper permissions from the Southwest Florida Water Management District and the Florida Department of Environmental Protection before submitting an application to the City of Lakeland. A city permit for lake bottom construction shall be issued only after all required state and federal permits have been obtained.
 4. Detailed drawings of the proposed improvement, including construction materials and planting schemes where applicable.
 5. Satisfactory evidence of title or other riparian rights of the applicant to the riparian upland ownership or submerged ownership, with a copy of the applicant's deed in the chain of title.
- b. All permit applications shall be submitted to the Building Inspection Division along with the applicable fee. If the submission is determined to be sufficient, the permit application will be reviewed by the Building ~~Official~~ Inspection Division, Planning Division and the ~~Manager of the~~ Lakes and Stormwater Division. Before any permit is issued, the Building ~~Official~~ Inspection Division, Planning Division and Stormwater Division will review the plans to ensure compliance with applicable building codes and land development regulations; ~~the Manager of Lakes and Stormwater shall make a written~~ and make a determination that all applicable conditions are met. If a negative determination is made as to any applicable condition, the permit shall be denied.
- c. Permitting Procedures for Standard Water Access Structures and Shoreline Stabilization Structures on Parkway and Non-Parkway Lakeshores

Standard water access structures and shoreline stabilization structures on parkway and non-parkway lakeshores shall require review and approval of the Planning Division, Manager of the Lakes and Stormwater Division, and Building ~~Official~~ Inspection Division before a permit is issued. Upon a determination that the permit application is sufficient and all applicable conditions are met, the

Building Inspection Division shall provide the required building permits. No further reviews shall be required.

d. Permitting Procedures for Extraordinary Water Access Structures on Non-Parkway Lakeshores

Extraordinary water access structures on non-parkway lakeshores may be approved through an administrative adjustment in accordance with the procedures in subsection 12.4.3.5 of this Code, subject to the written consent of adjacent property owner(s) whose property abuts the lakeshore, prior to issuance of a permit. Written consent from adjacent property owner(s) shall be sufficient for compliance with Subsection 12.4.3.5.a. Upon approval of an administrative variance and a determination that the permit application is sufficient and all applicable conditions have been met, the Building Inspection Division shall provide the required building permits. ~~send a notice letter by regular mail to all neighbors within 250 feet of the applicant's property advising them of the proposed structure and the city's intention to issue a permit for the structure unless a written request for a public hearing and decision by the Zoning Board of Adjustment and Appeals is received by the Building Inspection Division within 30 days of the date of the letter. If a written request for public hearing is not received within said 30-day period, the Building Inspection Division shall issue a permit for the structure. If a written request is timely received, the Building Inspection Division shall schedule a hearing before the Zoning Board of Adjustment and Appeals and mail a notice of said hearing to the permit applicant and all neighbors within 250 feet of the applicant's property. The Zoning Board of Adjustment and Appeals shall conduct a hearing in accordance with its normal procedures. The Board shall consider the testimony and evidence and determine whether or not all conditions have been met. If the Board finds that all conditions have been satisfied, it shall approve the application and direct the Building Inspection Division to issue a permit for the structure. If the Board finds that one or more applicable conditions have not been satisfied, the Board shall disapprove the application and direct the Building Inspection Division to deny the permit. The decision of the Zoning Board of Adjustment and Appeals shall constitute final action by the city and may be appealed in the same manner as any other decision of the Zoning Board of Adjustment and Appeals.~~



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	James Phillips
Project No:	LDC26-005	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 4 (General Site Development Standards), Section 4.11 (Vehicle Use Areas) to update the Parking Exempt Area map and adopt new standards for minimum off-street parking reductions.		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to changing circumstances or to clarify existing provisions. The proposed changes to Article 4 are intended to allow for greater density in our Urban Form Context while maximizing buildable lot areas for development in the same places by allowing new methods to reduce parking minimums and increasing the maximum reduction allowed.

1.1 Attachments

Attachment A: Proposed Changes to Article 4, Section 11.2 (Applicability)

Attachment B: Proposed Changes to Article 4, Section 11.5.2 (Parking Options)

2.0 Discussion

The Lakeland Comprehensive Plan: Our Community 2030 includes policies intended to encourage a more efficient mix of land uses, support multi-modal travel choices and to reduce stormwater impacts within the Central City Transit Supportive Area (CCTSA) and along Transit Oriented Corridors (TOCs) with fixed-route transit services operated by the Lakeland Area Mass Transit District (Citrus Connection). For example, Policy FLU-1.14B states that, "The City will continue to employ access management and safe circulation standards, efficient parking standards and multi-modal connectivity through its LDC which address and support the linkage to bus, bike and pedestrian systems and amenities."

The Land Development Code (LDC) contains maximum parking requirements that do not exceed ten percent of the LDC's minimum parking requirements as well as reductions to required on-site parking counts for development within the C-6 and C-7 zoning districts within Downtown, proximity to fixed-route transit service, provisions for tree preservation and with installation of bicycle parking designed in compliance with the City Engineering Standards Manual. Section 10.4.2 of the LDC also allows for the application of various Transportation Demand Management (TDM) mitigation measures such as sidewalk, transit facility, carpool/vanpool incentives, etc. for development activity on TOCs within the CCTSA to reduce vehicle demand in these areas.

The proposed LDC amendment package consists of two components. Attachment "A," replaces Figure 4.11-1 (Parking Exempt Area) to provide a more easily discernable map for end-users of the Code. Additionally, it highlights those areas which are zoned as C-6 or C-7, but located outside of the parking exempt area, that have lower parking minimum requirements for residential and commercial uses to support a more dense, walkable form of development in the downtown core.

The second part of the proposed changes (Attachment "B,") adds a new twenty percent parking offset (reduction) to Section 4.11.5.2 for development activity within one-eighth of a mile of a TOC within the CCSTA and increases the maximum Cumulative Parking Offset from twenty percent to thirty percent in recognition of the additional flexibility being provided through this proposed LDC amendment. To support this change, a map which shows the boundaries of the TOC is being added as Figure 4.11-5.

ATTACHMENT "A"

Figure 4.11-1 Parking Exempt Area

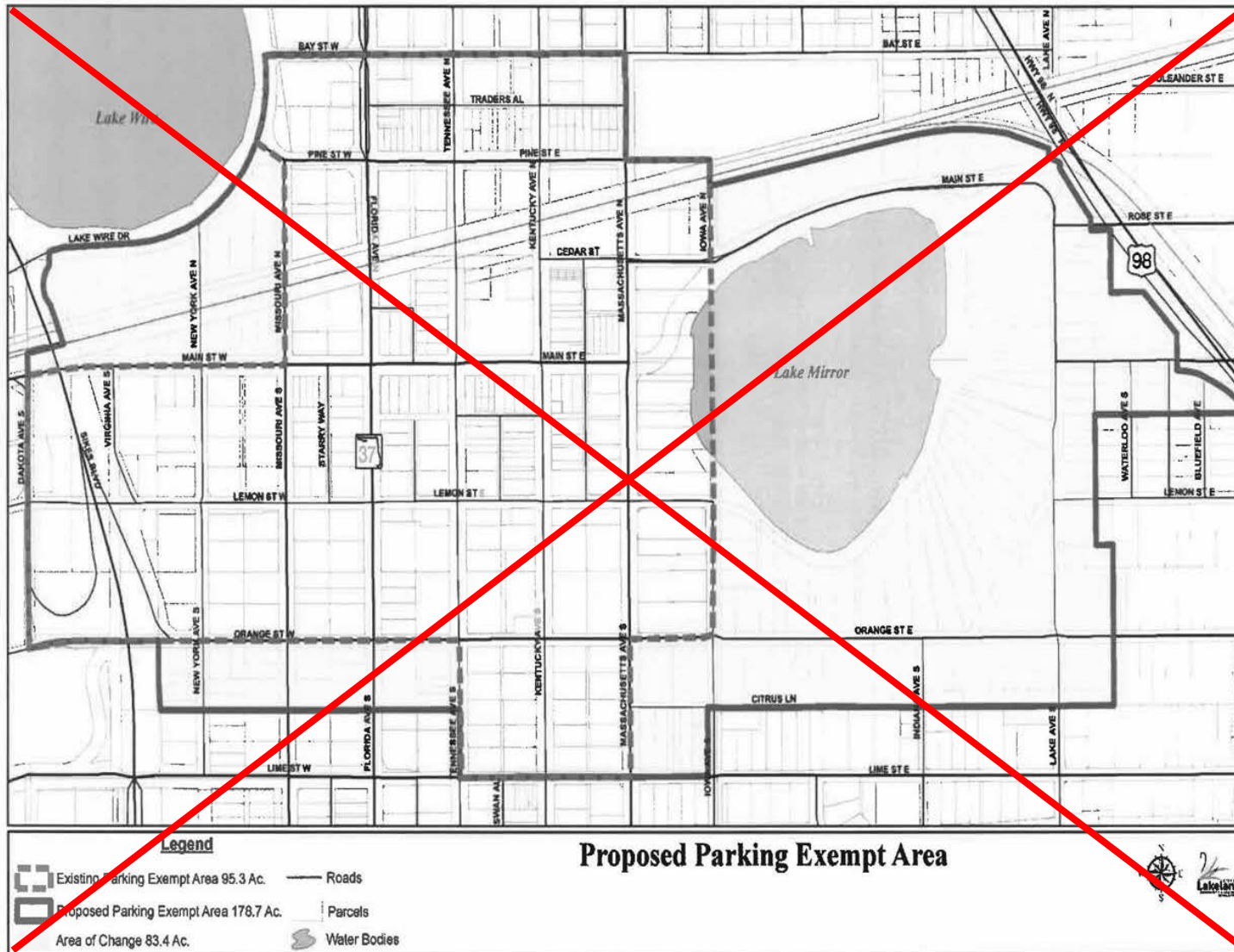
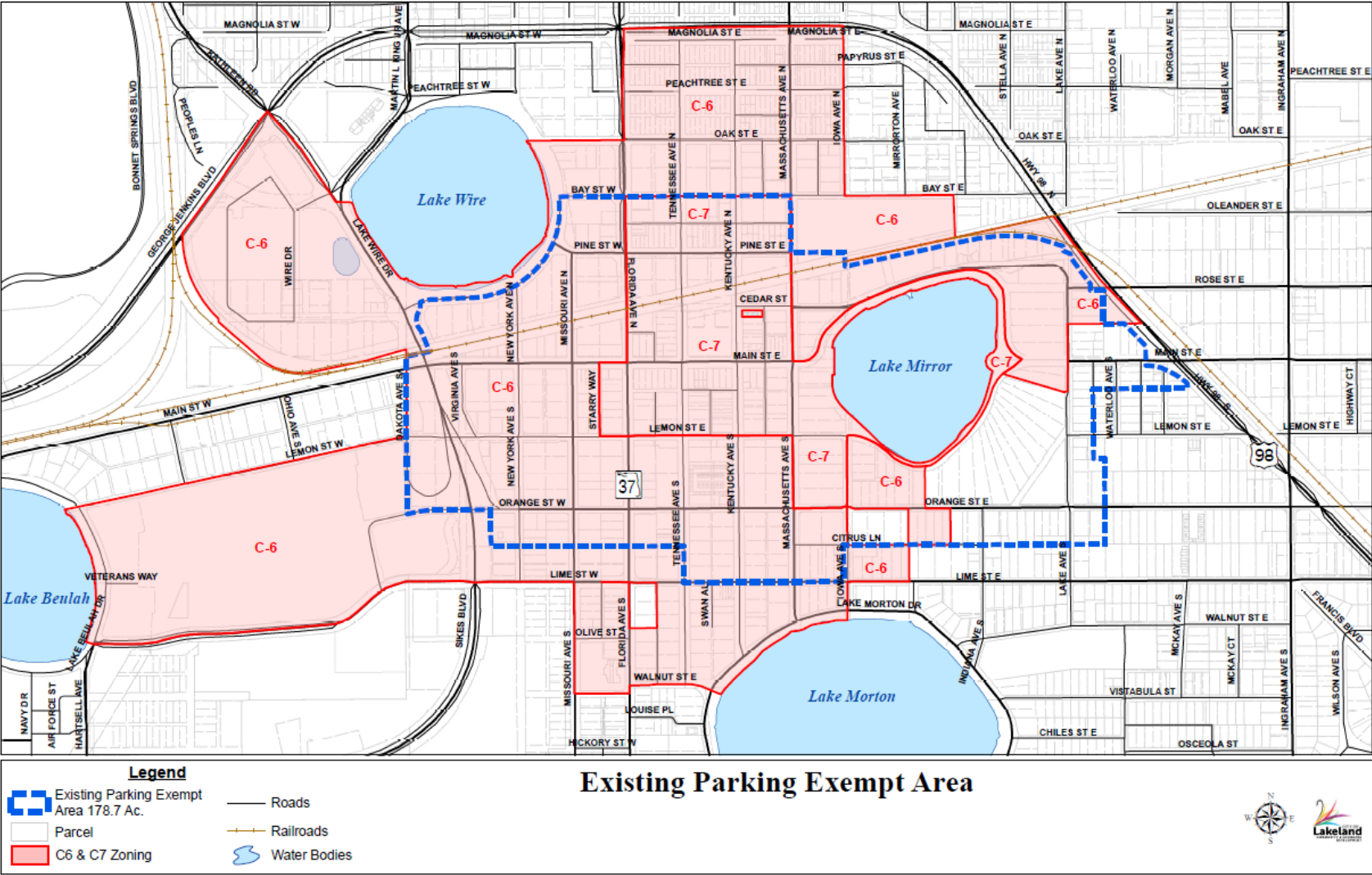


Figure 4.11-1 Parking Exempt Area



ATTACHMENT "B"

ARTICLE 4: - GENERAL SITE DEVELOPMENT STANDARDS

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4.11 - VEHICLE USE AREAS

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4.11.5.2 Parking Options

a. Alternative Design

Parking quantities above the maximum allowed under Sub-Section 4.11.4.1 may be considered for projects which document a demonstrated need and incorporate alternative design techniques to minimize impervious surface areas within the project. Such techniques may include, but are not limited to, the use of pervious pavers for perimeter and/or overflow parking, the use of bioswales and the creation of site amenities such as additional green space areas.

b. Parking Offsets (Reductions)

1. Tree Protection Offset

The required number of off-street parking spaces may be reduced by up to 20 percent if that area which would normally be required for parking is used for the protection of existing trees or for landscaping in addition to the minimum required by Section [4.5](#) (Landscaping, Trees and Buffering).

2. Transit Offset

a. _____ The required number of off-street parking spaces may be reduced up to a maximum of 10 percent for non-residential or multi-family projects that are located along a fixed transit route operated by either the Lakeland Area Mass Transit District (LAMTD) or the Polk County Transit Authority. The route on which the project is located must provide service at headways, or frequency, of sixty minutes or less and must have a designated transit stop located within 1,320 travel feet (¼ mile) of a project's boundaries. A minimum of one accessible pedestrian route shall be available between the project and nearest adjacent transit stop.

b. _____ For non-residential and multi-family projects located within 660 travel feet (1/8 mile) of a Transit Oriented Corridor (TOC) within the Central City Transit Supportive Area as depicted by Figure 4.11-5, the required number of off-street parking spaces may be reduced by up to 20 percent. A minimum of one accessible pedestrian route shall be available between the project and nearest transit stop.

3. Cumulative Parking Offsets

In no case shall the reduction of required off-street parking spaces by offsets be greater than ~~20~~30 percent. This includes any credit against minimum off-street

parking requirements that may be granted through the provision of bicycle parking facilities in accordance with Sub-Section 4.11.6.

c. Tandem Parking

Tandem parking may be allowed for existing commercial buildings or existing buildings which undergo a change in use (e.g., residential to commercial). Tandem parking shall be defined as the arrangement of not more than two parking spaces in depth, wherein one space is located directly in front of another space, so that one vehicle must be moved before the other can be accessed. The use of tandem spaces shall be subject to the following:

1. Tandem spaces shall be reserved for employee parking and shall be identified and designated as such through the use of signage and/or pavement markings.
2. No more than 25 percent of the required parking spaces may be tandem spaces.

d. Joint Use Facilities and Shared Parking

The total parking space requirement for individual uses or structures may be reduced by the Director of Community Development through joint/shared parking facilities which serve two or more uses or structures, subject to the following conditions:

1. The minimum number of off-street parking spaces shall be calculated using a professionally accepted methodology that is based upon parking demands for individual uses occurring at different times. Such methodologies may include those published by the professional organizations cited in Sub-Section 4.11.5.1.c.2.
2. Not more than 50 percent of the off-street parking spaces required for theaters, churches, bowling alleys, dance halls, and establishments for the sale and consumption of alcoholic beverages, food or refreshments shall be supplied by off-street parking spaces required by other uses or structures.
3. A copy of the agreement between joint users shall be filed with the required parking plan and recorded with the Clerk of the Circuit Court for Polk County. The agreement shall include a guarantee for continued use of the parking facility by each party. Any violation of such an agreement shall be a violation of this code.
4. The required off-street parking for a particular use may be reduced by its proportionate share of any publicly-owned parking area for which it has been specially allocated.

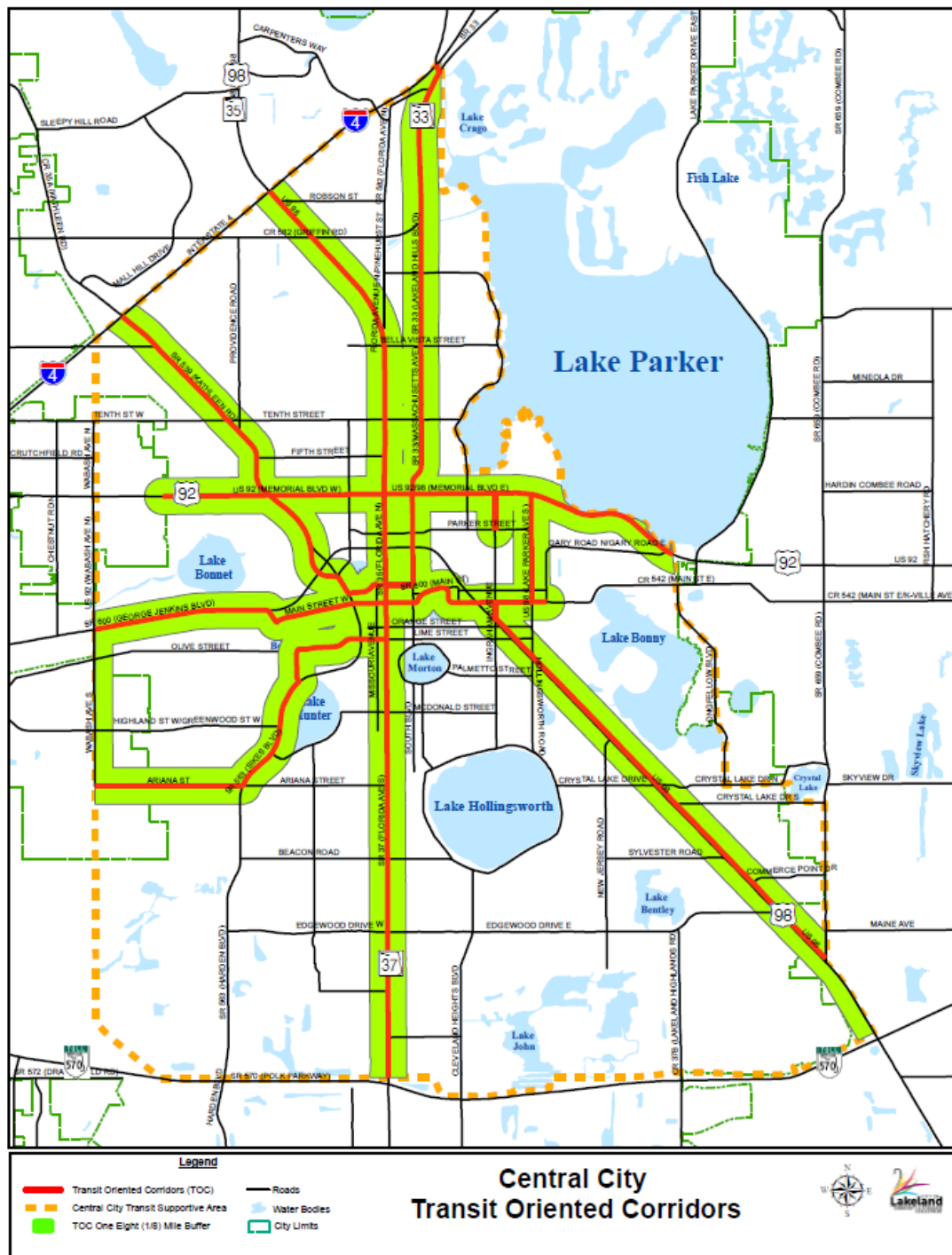
e. On-Street Parking within Adjacent Rights-of-Way

To encourage urban density and a more compact, pedestrian oriented development pattern, on-street parking located along a development site's frontage, directly abutting lot or parcel boundaries, may be utilized and count towards the minimum parking required when the following conditions are met:

1. The development site is zoned for multi-family residential, office or commercial uses and located within an urban context sub-district.

2. Ample room is available within the right-of-way to accommodate on-street parking without having a negative impact on traffic circulation and pedestrian facilities.
3. All costs associated with the construction of new parking spaces within rights-of-way shall be borne by the applicant, including the relocation of any existing sidewalks or utilities, as deemed necessary at the time of site plan review.
4. On-street parking located on the opposite of the street from a development site may not be used towards fulfilling the minimum parking requirement, except when a determination is made by the Director of Community Development that the adjacent lot or parcel is open space or otherwise undevelopable land that does not generate parking demand.
5. Parallel parking shall be the preferred configuration for the design of on-street spaces. Alternative designs may be considered if determined to be more appropriate by the Director of Community Development given traffic circulation patterns or the mix of adjacent land uses.
6. All parking spaces created within rights-of-way shall be freely available for public use, subject only to regulation by the Public Works Department's Parking Division. The restriction of on-street parking spaces for the benefit of individual property owners, tenants or customers shall be prohibited.

Figure 4.11-5 Central City Transit Oriented Corridors





Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Audrey McGuire
Project No:	LDC26-006	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 12 (Administration and Enforcement), Sub-Section 12.4.3 (Administrative Adjustments) to allow for the administrative approval of residential fences up to eight feet in height within interior side yards.		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to changing conditions and to address unintended consequences of existing regulations. The proposed changes to Article 12, Subsection 12.4.3 (Administrative Adjustments) are intended to allow for the administrative approval of residential privacy fences up to eight feet in height, subject to written consent of adjacent property owners, when located in interior side yards and not visible from adjacent streets. These changes are not in response to State legislative changes and are less restrictive than the current regulations which limit eight-foot fences to rear yards.

1.1 Attachments

Attachment A: Proposed Changes to Article 12, Section 12.4.3 (Administrative Adjustments)

2.0 Discussion

Residential fences and walls are generally limited to a maximum height of six feet within interior side and rear yards. Where a residential lot or parcel abuts a use or district which allows a higher fence height (such as a commercial zoning district), an eight-foot high fence may be erected on the common property boundary line without the need for a variance. In 2024, the City adopted an amendment to Article 12, Subsection 12.4.3 (LDC24-004) which allowed for the issuance of an administrative adjustment to allow fences (not walls) up to eight feet in height in rear yards where not visible from a street or alley, subject to written consent of abutting property owners. The LDC defines the rear yard as “a yard extending the full width of the lot between any building and the rear lot line, measured perpendicular to the rear lot line.”

Since the 2024 amendment, staff has received interest from residential property owners seeking to install eight-foot high fences within both the rear yard and the interior side yard (beside the house) due to privacy concerns. The interior side yard is defined as “a yard extending from the front yard to the rear yard between any building and the side lot line measured perpendicular to the side lot line.” The proposed changes to Article 12 would extend the existing administrative adjustment provisions for eight-foot high residential fences to the interior side yard, subject to a five-foot setback from the front façade wall of the home. Fences greater than six feet in height will not be permitted in street-side or front yards, or where otherwise visible from a street or alley.

ARTICLE 12: - ADMINISTRATION AND ENFORCEMENT

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12.4 – ADMINISTRATIVE STAFF

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12.4.3 ADMINISTRATIVE ADJUSTMENTS

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12.4.3.3 Dimensional and Quantitative Standards

The Director of Community and Economic Development may make minor adjustments to dimensional and quantitative standards including but not limited to area standards, linear standards, separation standards and quantity standards except for the maximum number of living units or dwelling units. With the exception of the maximum height of privacy fences located in interior side and rear yards, ~~The the~~ administrative adjustments shall generally not exceed ten percent of the standard or requirement and shall not be additive such that, for example, a ten percent adjustment on opposite sides yields an effective twenty percent deviation. For residential privacy fences located in rear yards which are not visible from adjacent streets or alleys, an administrative adjustment to allow a maximum fence height of up to eight feet may be approved subject to the written consent of adjacent property owner(s) which the fencing will abut. For residential privacy fences located along the interior side property line in interior side yards which are not visible from adjacent streets or alleys, an administrative adjustment to allow a maximum fence height of up to eight feet may be approved subject to a five-foot setback from the front façade wall of the principal structure (excluding entrance features) and written consent of any adjacent property owner(s) which the fencing will abut.

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12.4.3.5 Procedures

- a. When in the opinion of the Director of Community and Economic Development, a proposed administrative adjustment materially affects abutting property owners, written notification shall be mailed to the affected property owner(s) of record at least 30 days prior to the granting of administrative adjustment and shall take any comments or concerns into account. For administrative adjustments pertaining to the height of residential privacy fences located in interior side and rear yards, written consent from any adjacent property owner(s) which the fencing will abut shall be sufficient for compliance with this requirement.



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Audrey McGuire
Project No:	LDC26-009	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 2 (Use Standards), Section 2.6 (Master Use List) and Article 5 (Standards for Specific Uses) to provide procedures for the establishment of Certified Recovery Residences and the review and approval of requests for reasonable accommodation.		

1.0 Background

This amendment to the Land Development Code (LDC) is in response to legislation passed during the 2025 session of the Florida Legislature.

Senate Bill 954 was adopted by the Florida Legislature on June 26, 2025, and amended Chapter 397, Florida Statutes pertaining to Certified Recovery Residences. Among other changes, § 397.487(15), F.S. requires local governments to establish procedures for the review and approval of certified recovery residences, which must include a process for requesting reasonable accommodations from local land use regulations that serve to prohibit the establishment of such use.

1.1 Attachments

Attachment A: Proposed Changes to Article 2, Section 2.6 (Master Use List)

Attachment B: Proposed Changes to Article 5 (Standards for Specific Uses)

2.0 Discussion

Recovery residences are defined in § 397.311, F.S. as “a residential dwelling unit, the community housing component of a licensed day or night treatment facility with community housing, or other form of group housing, which is offered or advertised through any means, including oral, written, electronic, or printed means, by any person or entity as a residence that provides peer-supported, alcohol-free, and drug-free living environment.” A certified recovery residence is further defined under this statute as a “a recovery residence that holds a valid certificate of compliance and is actively managed by a certified recovery residence administrator” and has four levels of certification.

The LDC does not specifically address certified recovery residences. Certified recovery residences are protected under the Fair Housing Act (FHA) since individuals recovering from substance use disorders are considered to have a protected disability. Under the FHA, substance use disorder qualifies as a disability if an individual is either in recovery or not currently using illegal drugs and enrolled in a treatment program. These types of uses would generally be considered healthcare or social services uses and categorized under the definition of a group home. Proposed changes to Article 2, Section 2.6 (Master Use List) add certified recovery residences within the definition of group homes

To address the requirements of § 397.487(15), Florida Statutes, a new section (Section 5.28) will be created under Article 5 (Standards for Specific Uses). This section is intended to address the establishment of certified recovery residences, provides separate standards for certified recovery

residences with six or fewer residents in single-family districts, and establishes procedures for the review and approval of requests for reasonable accommodations.

ARTICLE 2:- USE STANDARDS

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2.6 – MASTER USE LIST

2.6.3 PRINCIPAL USES LISTED AND DEFINED

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2.6.3.7 Healthcare & Social Services Uses

Group Homes, Level I: Level I Group Homes are group homes which do not house more than eight clients at any one time. A group home is a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities, assisted living facilities, foster care facilities, community residential homes, and certified recovery residences as defined in § 397.311, F.S. are included in this definition. The following residential social service facilities are NOT group homes pursuant to this definition: halfway houses, delinquent detention centers, residential rehabilitation intermediate care facilities for the mentally retarded and residential treatment facilities. Also excluded from this definition of group homes are rooming houses, hostels and similar uses; residential clubs; fraternities and sororities; monasteries and convents; hotels; nursing homes and emergency shelters.

Group Homes, Level II: Level II Group Homes are group homes which house between eight and 20 clients at any one time.

Group Homes, Level III: Level III Group Homes are group homes which house more than 20 clients at any one time.

ARTICLE 5: - STANDARDS FOR SPECIFIC USES

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5.28 – CERTIFIED RECOVERY RESIDENCES

5.28.1 PURPOSE AND INTENT

This section is intended to address the establishment of certified recovery residences, as defined in § 397.311(5), Florida Statutes, and provide procedures for the review and approval of requests for reasonable accommodation from land development regulations or policies which would prevent the establishment of certified recovery residences when the requested relief is necessary, consistent with the federal Fair Housing Act and Title II of the Americans with Disabilities Act.

5.28.2 STANDARDS FOR ESTABLISHMENT

Certified recovery residences may be established in accordance with the location standards for Group Homes, as specified in Table 2.3-1 (Permitted Principal Uses) of this Code, except that certified recovery residences with six or fewer residents may be deemed a single-family unit and located in single-family zoning districts (RA-1, RA-2, RA-3, RA-4) in accordance with Subsection 5.28.2.1 below. Certified recovery residences shall comply with all applicable zoning and context sub-district standards and other applicable land development regulations, except that reasonable accommodation(s) may be requested pursuant to this section.

5.28.2.1 Certified Recovery Residences with Six or Fewer Residents in Single-Family Districts

Certified recovery residences with six or fewer residents are deemed a single-family unit for the purposes of this section and may occupy a single-family dwelling unit in a single-family zoning district pursuant to the following:

- a. A certified recovery residence with six or fewer residents may not be located with a 1,000-foot radius of another certified recovery residence or group home of six or fewer residents, or within a 1,200-foot radius of another certified recovery residence or group home with more than six residents.
- b. Adequate parking shall be provided on the property for residents and the certified recovery residence administrator. All off-street parking shall take place within a residential driveway, underneath a carport, and/or within an enclosed garage in accordance with the vehicle use area design and construction standards for single-family residences in subsection 4.11.4.6 of this Code.
- c. Single-family dwelling units occupied by a certified recovery residence with six or fewer residents may not be divided into separate dwelling units to create a two-family or multi-family dwelling.

5.28.3 REQUESTS FOR REASONABLE ACCOMMODATION

5.28.3.1 Applicability

An applicant may request a case-specific exemption, modification, or adjustment to a land use regulation, zoning requirement, development standard, or related administrative policy. An accommodation is not a variance or an administrative

adjustment and does not exempt any unrelated building, fire, life safety, health, utility, licensing or other requirement unless the written documentation expressly modified it and the City has the authority to make such modification.

5.28.3.2 Filing a Request for Reasonable Accommodation

- a. A request for reasonable accommodation from land development regulations or policies which may hinder the establishment of a certified recovery residence shall be made in writing to the Community and Economic Development Department form provided by the City or in another written form otherwise determined to be acceptable by the Department. Requests for reasonable accommodation must include, at minimum, the following information:
 - 1. The name and contact information of the applicant or the applicant's authorized representative. If the applicant is not the property owner, the name and contact information of the property owner and written documentation reasonably necessary to establish the applicant's authority or legal right to use the property may be required.
 - 2. The name and contact information of the certified recovery residence administrator who will be actively managing the recovery residence (if not the applicant.)
 - 3. The physical address and parcel identification number of the property at which the accommodation is requested.
 - 4. A description of the requested accommodation, the reason for the request, and the specific regulation or policy for which relief is sought.
- b. The Community and Economic Development Department will date stamp the application upon receipt and notify the applicant in writing within 30 days if additional information is required. The applicant must provide the requested information within 30 days. The City will confirm in writing when the application is considered complete.

5.28.3.3 Review and Determination

- a. The Community and Economic Development Department will review the request for reasonable accommodation and may consult other City departments and the City Attorney, as appropriate. Community and Economic Development Department staff may conduct a site visit, upon reasonable notice, limited to matters relevant to the request.
- b. In making a determination, the City will consider the following:
 - 1. Whether the request is necessary to afford an equal housing opportunity;
 - 2. Whether the request is reasonable and effective;
 - 3. Whether the request would impose an undue financial or administrative burden;
 - 4. Whether the request would fundamentally alter or deviate from the City's land use or zoning regulations;
 - 5. Relevant site or operational factors.
- c. The City may consider whether a reasonable alternative accommodation or condition exists which would meet the applicant's need.

d. Within 60 days of receipt of a completed application, the City will issue a written determination approving the request, in whole or in part, with or without conditions, or denying the request. If no determination is issued within 60 days of receipt of a completed application, the request is deemed approved unless a reasonable extension has been agreed to in writing by the City and the applicant.

1. A final determination approving a request for reasonable accommodation, in whole or in part, with or without conditions, must identify the accommodation granted, material conditions, the approval location, and any additional applications, permits or review requirements for the establishment of a certified recovery residence.

2. A final determination denying a request for reasonable accommodation shall be based on specific, objective and evidence-based reasons and shall include information concerning requests for reconsideration.

5.28.3.4 Effect; Enforcement

Approval of a request for reasonable accommodation is limited to the property, applicant or operator, operations and accommodation described in the written determination. The applicant must notify the Community and Economic Development Department of any material change for review. Depending on the degree of change, the Director may require supplemental review or submittal of a new application.

The City may revoke a reasonable accommodation approval for a material violation of the approval conditions, misrepresentation or operation outside its scope, or for a lapse, revocation or failure to maintain certification or licensure under § 387.487, Florida Statutes, if not reinstated within 180 days. The City will provide written notice and reasonable opportunity to respond to or cure a violation, except where immediate action is authorized by law to address a threat to health or safety, before revoking an approved accommodation.



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Matthew Lyons
Project No:	LDC26-010	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 12 (Administration and Enforcement), Section 12.7 (Appeal Procedures).		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to changing circumstances. The proposed changes to Article 12 (Administration and Enforcement), Section 12.7 (Appeal Procedures), pertain to the appeal process for decisions made by the Planning & Zoning Board. The proposed changes are included as Attachment "A."

1.1 Attachments

Attachment A: Proposed Changes to Article 12, Section 12.7 (Appeal Procedures)

2.0 Discussion

The proposed changes to Sub-Section 12.7.3 clarify the application process for requesting an appeal before the City Commission, the procedures for hearing and scheduling an appeal if granted by the City Commission, and the authority of the City Commission when deciding appeals for decisions made by the Planning & Zoning Board.

ATTACHMENT "A"

ARTICLE 12 ADMINISTRATION AND ENFORCEMENT

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12.7 APPEAL PROCEDURES

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12.7.3 Appeal to the City Commission

~~Any aggrieved or adversely affected party, as defined in Section 163.3215, Florida Statutes, may appeal a decision of the Planning and Zoning Board to the City Commission based upon one or more of the following grounds:~~

- ~~a. The Planning and Zoning Board failed to properly follow adopted procedure or due process requirements;~~
- ~~b. The Planning and Zoning Board failed to properly apply adopted standards or regulations;~~
- ~~c. Administrative staff failed to follow professional practice in performing technical analysis;~~
- ~~d. No competent, substantial evidence was presented to the Planning and Zoning Board to support its decision; or~~
- ~~e. New evidence has been discovered that, through the exercise of proper diligence, could not have been discovered prior to the public hearing before the Planning and Zoning Board.~~

~~The applicant shall file the appeal in writing with the City Attorney within thirty (30) calendar days of the Board's action, stating the specific reasons for the appeal. Failure to timely file an appeal meeting the criteria set forth herein shall constitute a waiver of the right to appeal. The City Attorney shall place an appeal meeting the criteria set forth herein on a City Commission agenda occurring within sixty (60) calendar days of receipt of the applicant's written appeal and shall cause public notice of the hearing on the appeal to be given in accordance with Sub Section 12.6.1.1. An appeal may be scheduled beyond sixty (60) calendar days for good cause.~~

~~Upon consideration of the appeal, the City Commission shall first determine whether one or more of the above grounds for appeal exist. If the Commission does not find that at least one of the above grounds exists, the Commission shall deny the appeal and affirm the decision of the Planning and Zoning Board. If the Commission finds that one or more of the above grounds exist, the Commission shall then, at the same meeting, conduct a full public hearing on the merits of the case. The hearing may be continued by the Commission to a later date for good cause. At the hearing, the City Commission may consider both new testimony and evidence, as well as the record created before the Planning and Zoning Board. Following the hearing, the City Commission may:~~

- ~~a. Affirm the decision of the Planning and Zoning Board;~~
- ~~b. Remand the case to the Board for reconsideration; or~~

- c. ~~Reverse, in whole or in part, or modify the decision of the Board and direct staff to prepare an ordinance or other appropriate instrument granting relief in accordance with the Commission's direction.~~

12.7.3.1 Application

Any applicant who has petitioned the Planning and Zoning Board for a quasi-judicial development approval, or any substantially affected interest on the petition that has been heard, may request a de novo hearing before the City Commission. A de novo hearing shall be requested by filing an application within ten (10) calendar days after the final hearing of the Planning and Zoning Board. The City Commission shall set a time, date, and place for the hearing.

12.7.3.2 Hearing

Once notice has been given, the City Commission shall conduct a hearing upon the application. The City Commission may consider the recommendation of the Planning and Zoning Board, the staff report, and any testimony, evidence, and/or comments presented at the de novo hearing, if not prohibited by law, which is offered by interested persons appearing at the de novo hearing, or written comments submitted prior to or at the de novo hearing, or any other matter the City Commission or any of its individual members deem relevant, if not prohibited by law.

The City Commission shall consider the development application based upon all applicable provisions of this Land Development Code and the Comprehensive Plan. The decision by the City Commission must be supported by competent, substantial evidence.

12.7.3.3 Timing

Once an application for a de novo hearing has been submitted, the City Attorney shall present possible hearing dates to the applicant and appellant (if not the applicant) and shall submit a request to set the hearing for a date on which both the applicant and appellant (if not the applicant) are available. If the applicant and appellant cannot agree on a date, then the City Attorney shall choose the date.

- a. The City Commission may grant one continuance or extension for up to thirty (30) calendar days. Any requests by the applicant or appellant to continue, extend, or withdraw the de novo hearing shall be submitted in writing to the City Attorney at least twenty (20) calendar days prior to the hearing so that all affected parties can be notified. The City Commission may deny the request to continue or limit the duration of the continuance.
If additional notice or advertising is required, the costs shall be the responsibility of the party requesting the continuance.

12.7.3.4 Authority of the City Commission

The City Commission shall have the authority:

- a. To request briefs to be filed on behalf of any party and prescribe filing and service requirements;

- b. To hear oral argument on behalf of any party;
- c. To adjourn, continue, or grant extensions of time for compliance with these procedures, either on its own motion or upon application of a party, provided no requirement of law is violated;
- d. To dispose of procedural requests or similar matters including motions to amend and motions to consolidate; and
- e. To maintain a record of all persons requesting notice of the decision in each case.

12.7.3.5 Decision of the City Commission and Final Action

- a. If the Planning and Zoning Board denied the application, the City Commission may:
 - 1. Approve an application;
 - 2. Approve an application with modifications and/or conditions; or
 - 3. Deny an application.
- b. Where the Planning and Zoning Board has denied the application, the City Commission may approve or approve with conditions only upon the affirmative vote of a supermajority of the City Commission. Failure to achieve a supermajority vote shall result in affirmance of the Planning and Zoning Board's denial. A tie vote without a subsequent motion passed by the City Commission shall be deemed a denial of the application without prejudice.
- c. The City Commission may choose to deny without prejudice to allow the applicant to modify the request and resubmit the application in accordance with this Code.
- d. A written order shall be adopted by the City Commission stating the legal basis for the denial of a development application. The City Commission may adopt the written staff report as its written order, including any adopted modifications to the staff report.



Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Matthew Lyons
Project No:	LDC26-011	Applicant:	City of Lakeland
P&Z Hearing:	October 20, 2026	P&Z Final Decision:	November 17, 2026
Request:	Changes to Article 2 (Use Standards), Table 2.3-1 (Permitted Principal Uses) and Section 2.6 (Master Use List), and Article 5 (Standards for Specific Uses) to adopt standards for schools within certain zoning districts.		

1.0 Background

Periodically, various changes to the Land Development Code (LDC) are proposed in response to changing circumstances or to clarify existing provisions. Pursuant to F.S. § 1002.33, the proposed changes to Article 2 (Use Standards) and Article 5 (Standards for Specific Uses) will allow for the development standards of schools within certain zoning districts subject to location criteria, development standards and an approval process.

1.1 Attachments

Attachment A: Article 2, Table 2.3-1 (Permitted Principal Uses)

Attachment B: Article 2, Section 2.6.3.6 Community Facilities Uses

Attachment C: Article 5, Section 5.29 (Schools)

2.0 Discussion

In 2024 and 2026, the Florida Legislature amended Chapter 1002 of the Florida Statutes to limit how local governments regulate private schools. The 2024 legislation allows for private schools to be established in any building which has been actively used as a library, community service organization, museum, performing arts venue, theater, cinema, or church, within five years of the date of an executed agreement with a private school to lease or purchase the facilities. The legislation allows new private schools to be established and operate under any such facility's preexisting land use and zoning designation and prohibits local governments from requiring a rezoning, special exception permit or land use change, or compliance with any mitigation requirements or conditions

In 2026, Chapter 1002 was further amended to allow private schools with 150 or fewer students in any commercial or mixed-use zoning district. Under this legislation, local government agencies may not require a rezoning, special exception permit, land use change, or compliance with local mitigation requirements, performance standards, ordinances, rules, codes or policies, except as specifically authorized by the statute.

The first part of the proposed changes, included as Attachment "A," amends Table 2.3-1 (Permitted Principal Uses). Schools, including elementary, intermediate and secondary schools and those offering vocational training for activities permitted in the district are currently allowed under the general use category Public & Quasi Public Non-Commercial Principal Uses, Level II. The proposed changes remove this use and create new use category in Table 2.3-1, Schools, including Elementary, Intermediate and Secondary Schools. Vocational training for activities permitted in the same zoning district, however, will remain as a separate category under Public & Quasi Public Non-Commercial Uses, Level II. Under Section 2.6 (Master Use List), "Schools,

including, Elementary, Intermediate and Secondary Schools” are defined as schools, public or private, which offer courses in general education at the elementary school, middle school or high school level.

The second part of the proposed changes, included as Attachment “C,” adds a new Section 5.29 which outlines the procedures and standards for establishing a school, and specifies under what circumstances schools are exempt from the City’s land use and zoning controls and mitigation requirements or other conditions for approval.

ATTACHMENT "A"

ARTICLE 2 – USE STANDARDS

Table 2.3-1: Permitted Principal Uses																						
USES	RESIDENTIAL DISTRICTS									OFFICE DISTRICTS			COMMERCIAL DISTRICTS							INDUSTRIAL DISTRICTS		
	RA-1	RA-2	RA-3	RA-4	RB	MF-12	MF-16	MF-22	MH	O-1	O-2	O-3	C-1	C-2	C-3	C-4	C-5	C-6	C-7,4	I-1	I-2	I-3
Public & Quasi Public Non-Commercial Principal Uses																						
Level I	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			P		
Level II	C	C	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P			P		
Public & Quasi Public Non-Commercial Principal Uses for Munn Park and Downtown Districts																						
Level I																		P	P			
Level II																		P	P			
<u>Schools, including Elementary, Intermediate and Secondary Schools.</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17,C}</u>	<u>P^{17, 18} <u>/C</u></u>	<u>P^{17, 18} <u>/C</u></u>	P	P	P	P	P	P	P	P	P		
Vocational Training for Activities Permitted in the District where located										P	P	P	P	P	P	P	P	P	P	P	P	

Footnotes:

¹⁷ Private schools permitted by right in any building which has actively been used as a library, community service organization, museum, performing arts venue, theater, cinema or church within five years of the date of an executed agreement with the school, subject to development standards specified in Article 5, Section 5.29

¹⁸ Private schools with 150 or less students permitted by right subject to the development standards specified in Article 5 Section 5.29

ATTACHMENT “B”

ARTICLE 2 – USE STANDARDS

...

2.6.3 PRINCIPAL USES LISTED AND DEFINED

2.6.3.6 Community Facilities Uses

Public and Quasi-Public Non-Commercial Principal Uses, Level II

Uses having moderate impact operated by governmental agencies or by private concerns for the general public or for specific clients. They include the following:

Animal shelters

Aquariums

Aviaries

Clinics

Community buildings

Entertainment and assembly facilities, indoor, including theaters, auditoriums and meeting halls

Entertainment and assembly facilities, outdoor, including amphitheaters

Golf courses and executive golf courses

Hospitals, including institutions providing primary health services and medical or surgical care to persons, primarily inpatients, suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions, and including, as an integral part of the institution, related facilities such as laboratories, outpatient facilities or training facilities.

Libraries

Museums

Recreation facilities, indoor, such as gymnasiums, swimming pools, racquet-ball courts and tennis courts

Recreation facilities, outdoor, such as swimming pools and tennis courts

~~Schools, including elementary, intermediate and secondary schools offering courses in general education and vocational training for activities permitted in these districts~~

Stadiums and sports arenas, indoor or outdoor

Vocational training for activities permitted in these districts

Zoos

Public and Quasi-Public Non-Commercial Principal Uses for Munn Park and Downtown District, Level I

Uses having low impact operated by government agencies or by private concerns for the general public or for specific clients. They include the following:

Botanical gardens

Parks

Public and Quasi-Public Non-Commercial Principal Uses for Munn Park and Downtown Districts, Level II

Uses having moderate impact operated by governmental agencies or by private concerns for the general public or for specific clients. They include the following:

Aquariums

Aviaries

Clinics

Community buildings

Entertainment and assembly facilities, indoor, including theaters, auditoriums and meeting halls

Entertainment and assembly facilities, outdoor, including amphitheaters

Libraries

Museums

Recreation facilities, indoor, such as gymnasiums, swimming pools, racquet-ball courts and tennis courts

Recreation facilities, outdoor, such as swimming pools and tennis courts

~~Schools, including elementary, intermediate and secondary schools offering courses in general education and vocational training for activities permitted in these districts~~

Stadiums and sports arenas, indoor or outdoor

Vocational training for activities permitted in these districts

Schools, including Elementary, Intermediate, and Secondary Schools: Schools, public or private, which offer courses in general education at the elementary school, middle school or high school level.

Vocational Training for Activities Permitted the District Where Located

ARTICLE 5: - STANDARDS FOR SPECIFIC USES

...

5.29 SCHOOLS, INCLUDING ELEMENTARY, INTERMEDIATE AND SECONDARY SCHOOLS

5.29.1 INTENT

It is the intent of this section to provide an overview of the procedures and standards of establishment for schools, both public and private, and to provide clarity as to when private schools are exempt under Florida law from local land use and zoning controls, mitigation measures, and building occupancy requirements.

5.29.2 PROCEDURES AND STANDARDS FOR ESTABLISHMENT

- a. Except as provided below, all schools shall be subject to the development standards generally applicable to the district where they are proposed to be located.
- b. Whether permitted by right or through a conditional use, concept plan and commercial site plan review shall be required prior to the construction of a new school, expansion of an existing school or conversion of an existing building to a new school use.
- c. Site plan approval shall be contingent upon mitigation of any impacts associated with the school use including but not limited to landscaping, buffering, off-street parking, pedestrian and bicycle facilities, traffic circulation and transportation concurrency / access management.
- d. For those zoning districts in which schools are only allowed as a conditional use, an application for a Conditional Use Permit (CUP) shall be required subject to the standards for approval specified in Section 2.4 of the Land Development Code.

5.29.3 PRIVATE SCHOOLS WITH 150 OR FEWER STUDENTS IN COMMERCIAL AND MIXED-USE ZONING DISTRICTS

- a. Private schools with 150 or fewer students are permitted by right in all commercial and mixed-use zoning districts.
- b. Any mitigation measures required shall be limited to addressing vehicular traffic and pedestrian safety, must be reasonably and directly attributable to the operation of the private school, and may not exceed what would be required of any other permitted use—educational or otherwise—within the same zoning district.
- c. In lieu of completing the required mitigation measures, a traffic study may be submitted which demonstrates that the proposed school will not have a disproportionate impact on vehicular traffic or pedestrian safety compared to other allowable uses within the same zoning district.
- d. Private schools with 150 or fewer students may also operate in existing assembly, day care, mercantile, or business occupancies, as defined in the Florida Fire Prevention Code, provided the facility complies with the standards for existing educational occupancies adopted by the State Fire Marshal.

5.29.4 PRIVATE SCHOOLS IN BUILDINGS USED BY LIBRARIES, COMMUNITY SERVICE ORGANIZATIONS, MUSEUMS, PERFORMING ARTS VENUES, THEATERS, CINEMAS OR CHURCHES

- a. Private schools may use facilities on property which is leased or purchased from libraries, community service organizations, museums, performing arts venues, theaters, cinemas or churches, which is actively or was actively used as such within 5 years of any executed agreement with a private school to lease or purchase the facilities.
- b. Such schools may operate under any such facility's preexisting zoning and land use designations without obtaining a special exception, rezoning, or a land use change, and without complying with any mitigation requirements or conditions.
- c. Facilities used as private schools must meet applicable state and local health, safety, and welfare laws, codes, and rules, including fire safety and building safety.

MINUTES

Planning & Zoning Board

City Commission Chambers

Tuesday, September 15, 2026

8:30 a.m.

The City of Lakeland Planning and Zoning Board met in Regular Session. Board Members, Terry Dennis, Bessie Reina, Jolián Rios, Veronica Rountree, Susan Seitz, Andrew Snyder and Jose Vazquez were present. Community & Economic Development staff Chuck Barmby, Urban Planning & Transportation Manager; Matthew Lyons, Executive Planner; Jonathan (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: Conditional use for Lone Palm Golf Club to recognize the existing golf course as a conforming use and allow for the development of new recreational facilities on property generally south of W. Memorial Boulevard, east and west of Lone Palm Drive, and west of Howard Avenue (845 Lone Palm Drive). Owner: Lone Palm Golf Club LLC. Applicant: Jason W. Rice, LP Engineering Services, LLC. (CUP26-008)

Todd Vargo stated the purpose of the conditional use is to recognize the existing golf course as a conforming use and allow for the development of new recreational facilities. The Lone Palm Golf Course was originally established in 1964, by Publix founder George Jenkins. The golf club is only open to members and their guests with different levels of membership. At the time of development, outdoor recreation facilities such as golf courses were allowed by right in single-family zoning districts. It wasn't until the Land Development Code was amended in 2011 that outdoor recreation facilities required conditional use permits in residential zoning districts.

Mr. Vargo stated Lone Palm Golf Club, a private, members only club, wishes to expand the recreational options available for members and their guests by expanding the existing pickleball facilities, adding a swimming pool, and other recreational facilities such as a pétanque court. Mr. Vargo pointed to photos on the overhead screen of the subject property, surrounding areas and site plan.

Mr. Vargo stated staff received four emails in support of the request. Staff also received a letter with a request from a homeowner on Howard Avenue that the Lone Palm Gold Club fund a comprehensive, area-wide drainage and stormwater study as a condition for approval of the conditional use permit. Mr. Vargo summarized the letter to the Board.

Jason Rice, LP Engineering Services, LLC, provided an overview of the proposed request. Mr. Rice stated he has concerns about some of the comments provided by staff during concept review. Mr. Rice summarized his concerns.

Chuck Barmby stated that since the applicant wants to modify staff's recommended conditions, he suggests the Board continue the item until next month.

Saga Stevin, 540 Howard Avenue, stated she does not oppose the request, but requests the applicant fund a comprehensive, area-wide drainage and stormwater study. Ms. Saga read a letter to the Board which summarized her concerns about the proposed project.

Brett Quackenbush, 621 Lone Palm Drive, stated he does not oppose the request, but requests additional studies completed prior to conditional use permit approval. Mr. Quackenbush read a letter to the Board which summarized his concerns about the proposed project.

Steve Smyers, 541 Lone Palm Drive, stated he is in support of the request.

Taylor Goldsmith, 126 E. Daughtry Road, also representing the applicant, addressed some of the concerns mentioned previously.

Aaron Jeffrey, Lone Palm Golf Club Golf Course Superintendent, 1807 Sterling Drive, read a letter to the Board in support of the request.

Thomas Ronzino, 530 Lone Palm Drive, stated he has concerns about traffic.

Discussion ensued.

Susan Seitz made a motion for a one-month continuance Veronica Rountree seconded the motion and it passed 7—0.

ITEM 2: Annexation, a small-scale land use map amendment to apply a future land use designation of Business Park (BP), and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated application to apply a Suburban Special Purpose (SSP) context sub-district designation, on approximately 9.66 acres located south of Old Tampa Highway, east of Browning Road, and west of Airport Road (3740 Old Tampa Highway). Owner: 3740 Old Tampa Highway LLC. Applicant: Timothy Baur, Progressive Development Group, Inc. (ANX26-003/LUS26-001/ZON26-009/ZON26-010)

JP Sims stated the subject property located south of Old Tampa Highway, east of Browning Road and west of Airport Road. The purpose of this request is to obtain annexation, land use and zoning approval to allow for future development of the property for I-2 uses. Adjacent uses to south and west consist of warehouse/distribution center uses which are located inside the City. To the north, across Old Tampa Highway, adjacent land uses consist of two mobile home parks located within unincorporated Polk County. To the east, also within unincorporated Polk County, adjacent land uses consist of two single-family homes and a mobile home park. Mr. Sims pointed to photos on the overhead screen of the subject property and surrounding areas. Mr. Sims stated that the applicant intends to develop the property for use as a reconditioning facility for retired rental cars prior to remarketing for resale. No retail sale activities would occur on the site.

Lauren Rubenstein, 101 E. Kennedy Boulevard, Suite 3700, Tampa, representing the applicant, made a presentation that provided an overview of the proposed request.

In response to Andrew Snyder, Harrison Higginbotham, Enterprise Mobility, 3505 E. Frontage Road, Tampa, stated hours of operation would be 8 a.m.-5 p.m., Monday through Friday with shorter hours on the weekend.

Shawn Sullivan, 3680 Old Tampa Highway, stated he has concerns about flooding in the area.

In response to Susan Seitz, JP Sims stated there is no current retention pond on site.

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

GENERAL MEETING

ITEM 3: Review of August minutes.

Andrew Snyder made a motion for approval of the minutes from the previous meeting. Andrew Snyder Jolián Rios seconded the motion and it passed 7—0.

ITEM 4: 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) **Note:**
Applicant requests an additional one-month continuance.

Todd Vargo stated the applicant requests an additional one-month continuance.

Andrew Snyder made a motion to continue the item until September. Susan Seitz seconded the motion and it passed 7—0.

ITEM 5: 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) **Note: Applicant requests an additional one-month continuance.**

Todd Vargo stated the City of Lakeland requests a one-month continuance since it is running concurrent with the previous agenda item.

Andrew Snyder made a motion to continue the item until September. Jolián Rios seconded the motion and it passed 7—0.

ITEM 6: 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 October hearing.

ITEM 7: Audience.

There were no comments from the audience.

ITEM 8: Adjourn.

There being no further discussion, the meeting was adjourned at 9:45 a.m.

Respectfully Submitted,

Terry Dennis, Chair

Bessie Reina, Secretary

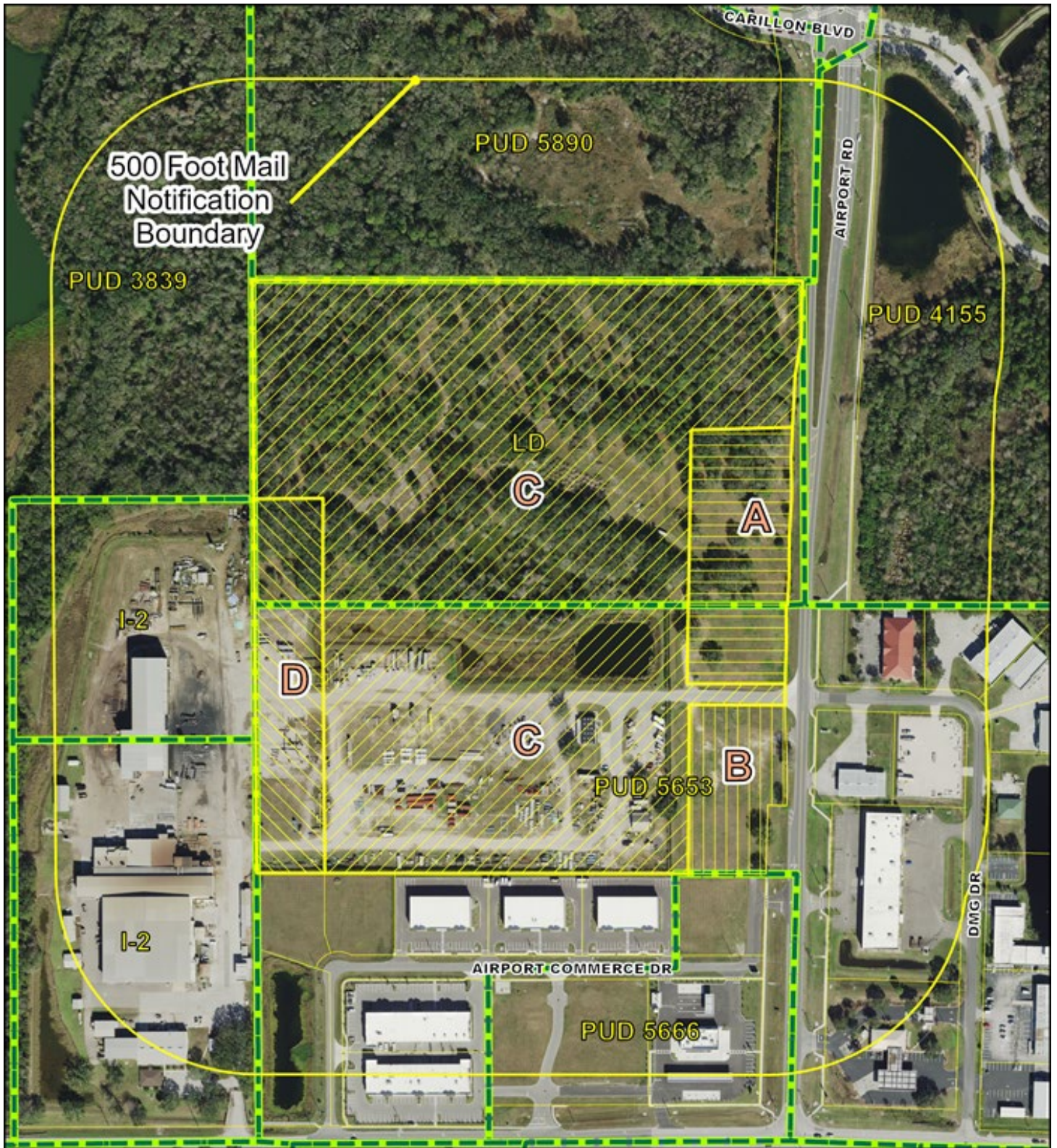


Community & Economic Development Staff Recommendation

Date:	October 20, 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) 5653	Future Land Use:	Business Park (BP)
Context District:	Suburban Special Purpose (SSP)		
P&Z Hearing:	July 21, 2026	P&Z Final Decision:	October 20, 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 acres 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 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.

Prior to the October 20th, 2026 meeting of the Planning and Zoning Board staff received an anonymous letter with concerns regarding airborne particulate matter due to the closeness of Pops Painting/Industrial Coatings, FAA wildlife hazards due to flocks of birds nesting in the new retention pond area, water displacement from the impervious surface that will be added to the site, increased traffic at the intersection of Drane Field and Airport Roads and the new retention pond area being an existing home to a family of otters.

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 an 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.

The submittal of a formal preliminary plat and construction plans for review and approval by the City's Subdivision Review Team, completion of any required subdivision improvements, and recording of a final plat may be required in accordance with Article 9 (Subdivision Standards) of the City of Lakeland Land Development Code prior to approval of the first Commercial Site Plan for any Tract.

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. 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.a. In lieu of the knee wall, the applicant may erect a three-foot-high decorative fence constructed using either wood, masonry concrete, metal, or composite (i.e. non-PVC) materials, or some combination of these materials. Construction of this buffer along the Tract A and B frontage shall occur concurrent with the first site construction on either tract.
- 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 6,313 Daily, 286 A.M. Peak Hour (185 Enter/101 Exit) and 352 P.M. Peak Hour (170 Enter/182 Exit) trips.

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 and/or all site plan submittals. 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 an analysis concluding whether or not signalization for the site driveway on Airport Road opposite DMG Drive will likely meet warrants prior to overall development buildout. The required Property Owners Association within the overall commercial subdivision shall be responsible for negotiating agreements with adjacent property owners to fund the design and construction of any needed traffic signal that is approved by FDOT. The timing of signal construction and activation shall be as permitted by FDOT. If a signal isn't ultimately warranted or financially-feasible, then FDOT may require that the median opening be modified to prohibit east- and westbound left turns onto Airport Road from the site driveway or DMG Drive.
- 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 and/or Tract A and B site plan shall include a right-of-way dedication along the site's Airport Road frontage, approximately 70-foot-wide at the northern property boundary and 47-foot-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. Concurrent with frontage sidewalk construction, 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. If served by fixed-route transit service, a transit shelter shall be required at a location determined to be acceptable by the transit agency and FDOT prior to the second site plan approval for Tracts A and B. Building Permit issuance by the City Building Division is required for the shelter pad and structure.
- 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 subdivision plat or first site plan submittal, 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.

ATTACHMENT "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.

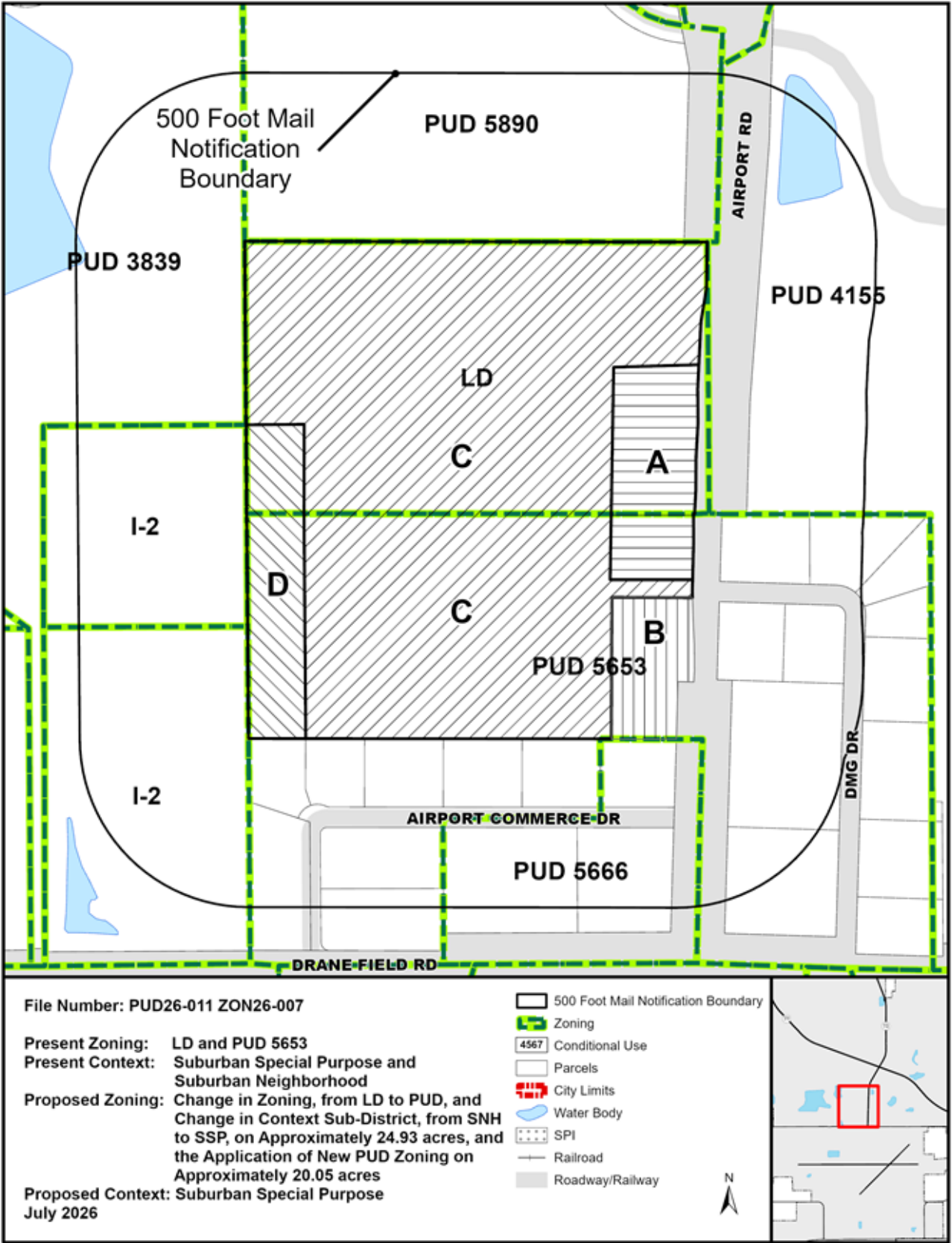
23-28-33-000000-043010:

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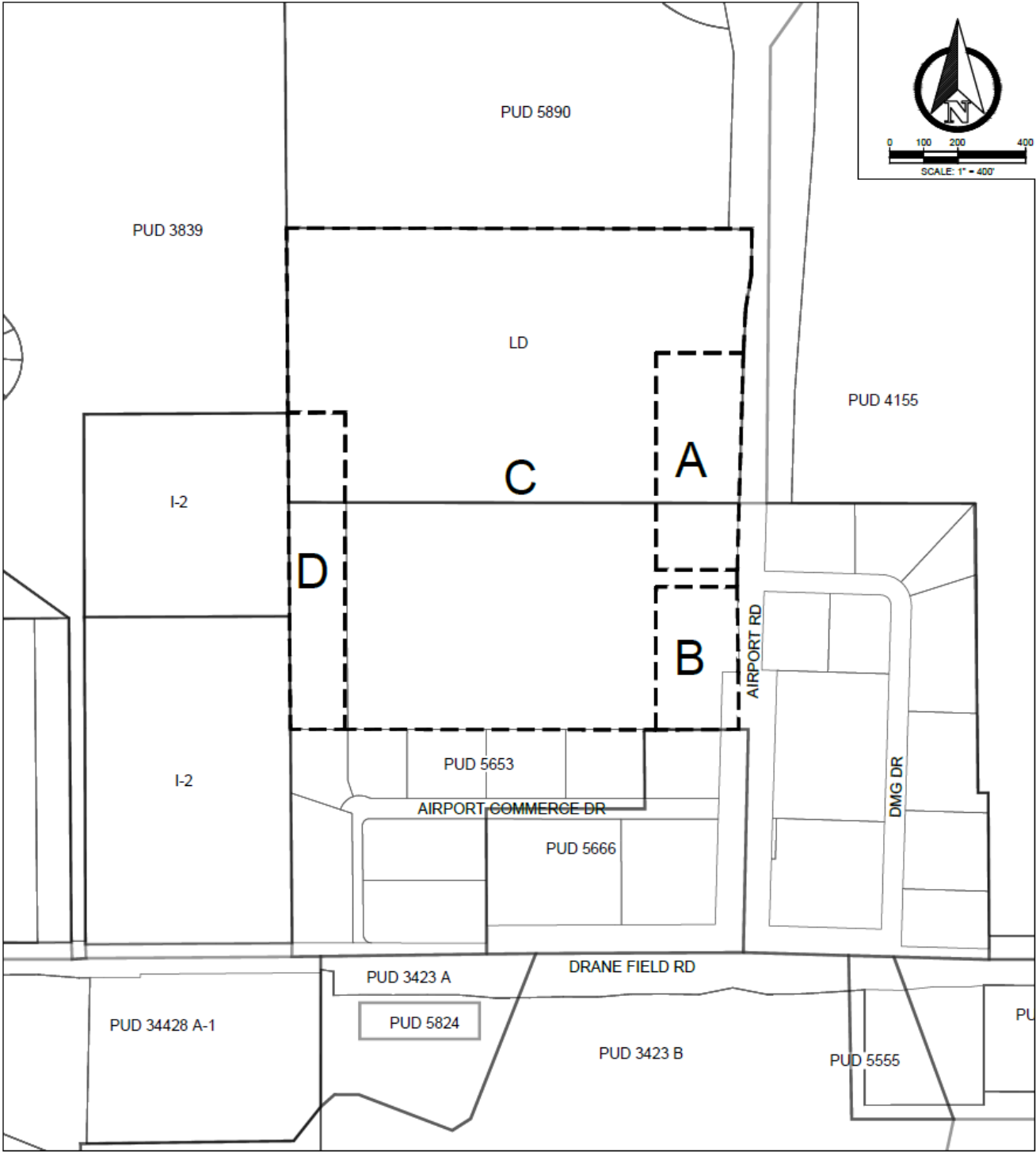
FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 33; THENCE N 00° 27'14" W ALONG THE WEST LINE OF SAID SECTION 33, A DISTANCE OF 1335.42 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 33, SAID POINT ALSO BEING THE POINT OF BEGINNING; 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.

ATTACHMENT "B"



ATTACHMENT "C"

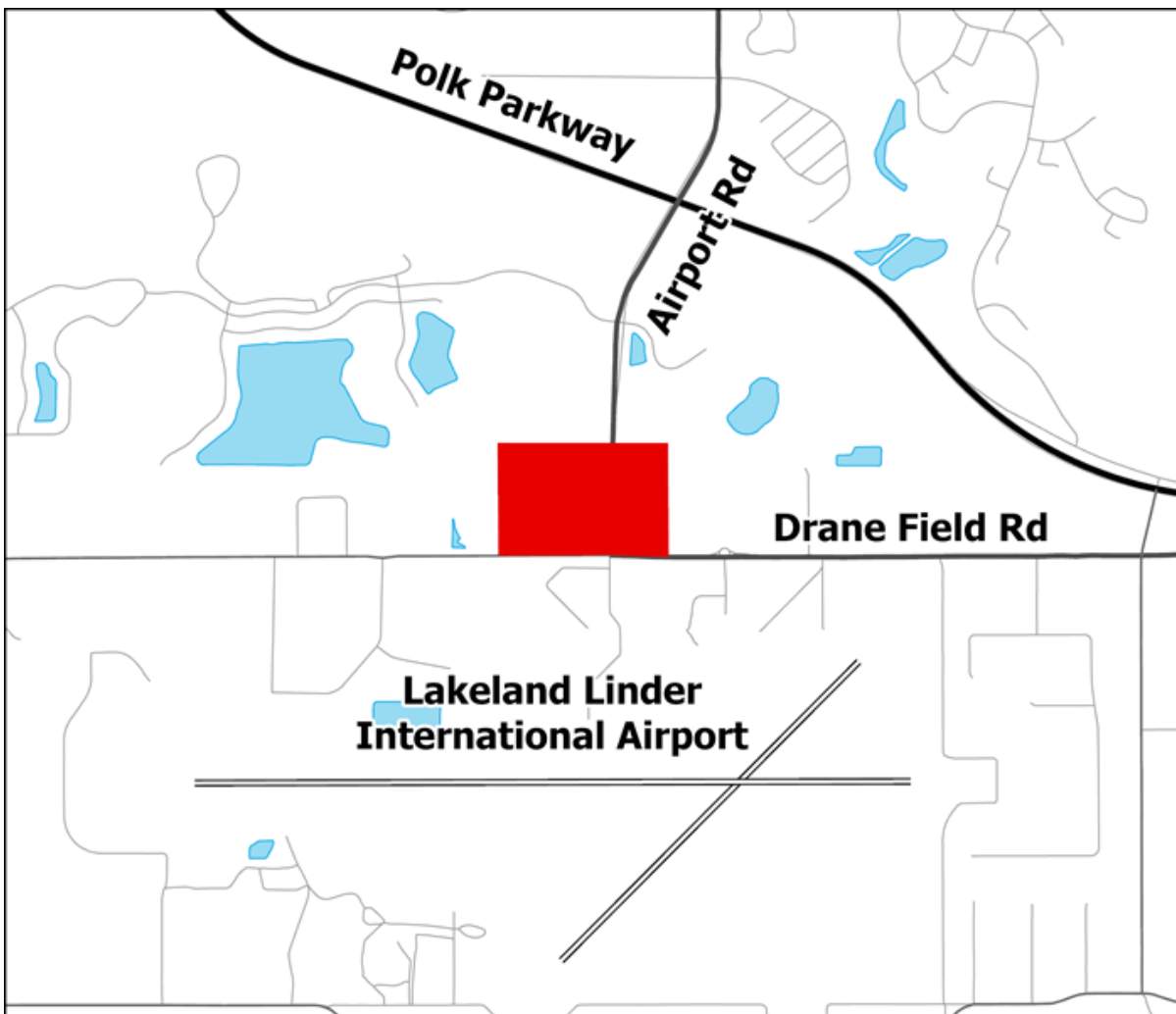


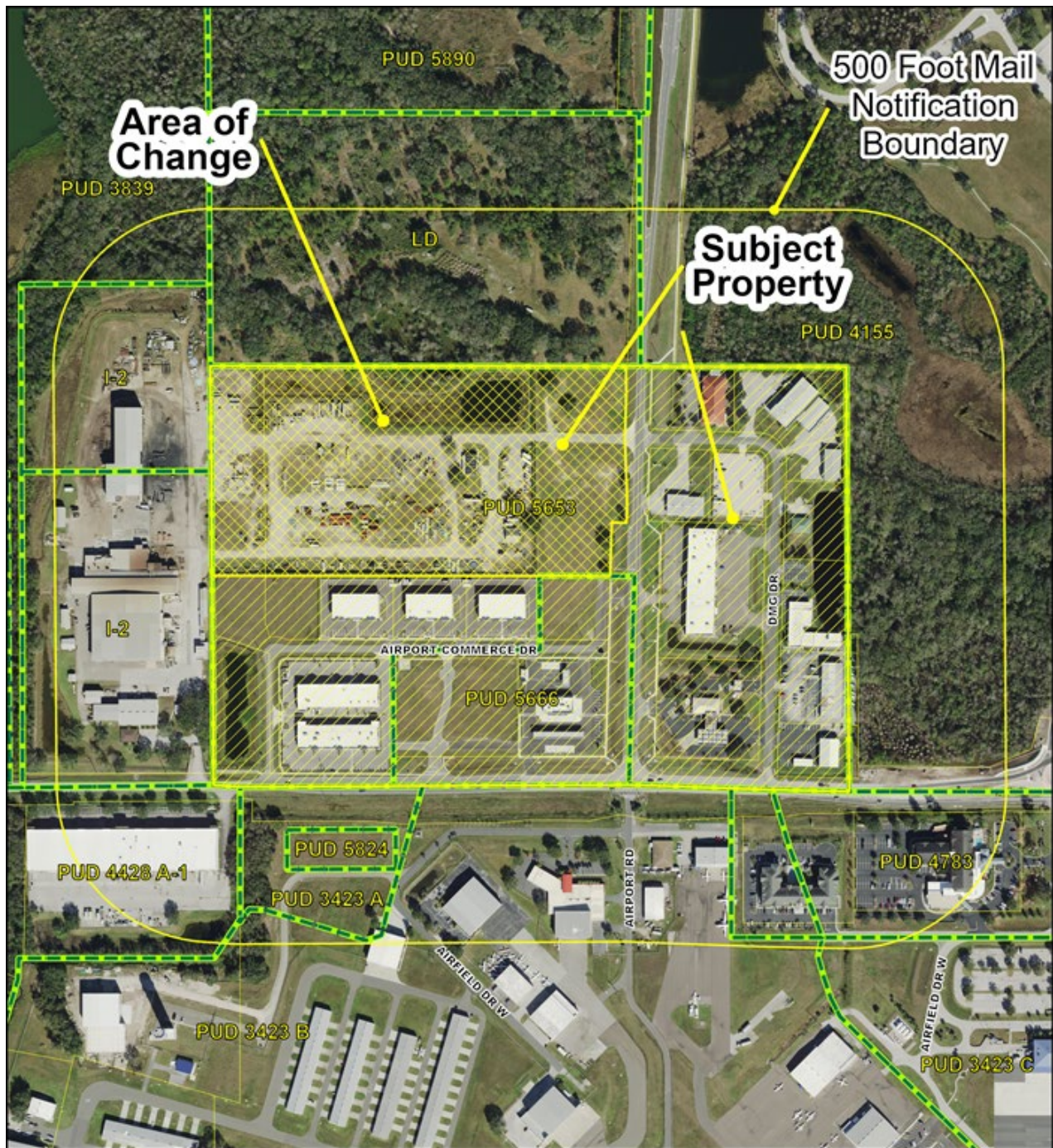


Community & Economic Development Staff Recommendation

Date:	October 20, 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:	October 20, 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

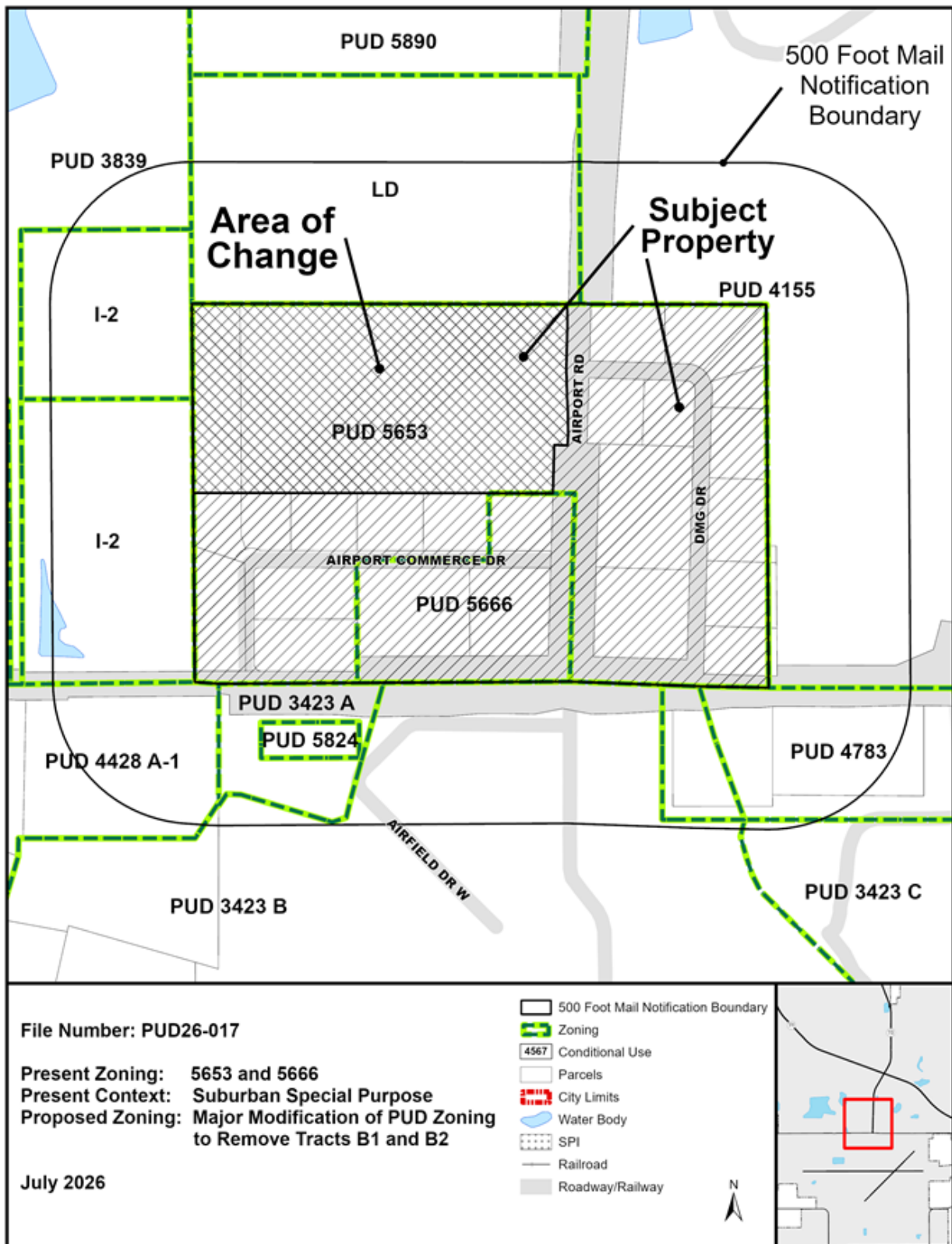
PARCELS OF LAND LYING WITHIN SECTION 33, TOWNSHIP 28 S, RANGE 23 E, POLK COUNTY FLORIDA BEING FURTHER DESCRIBED AS:

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

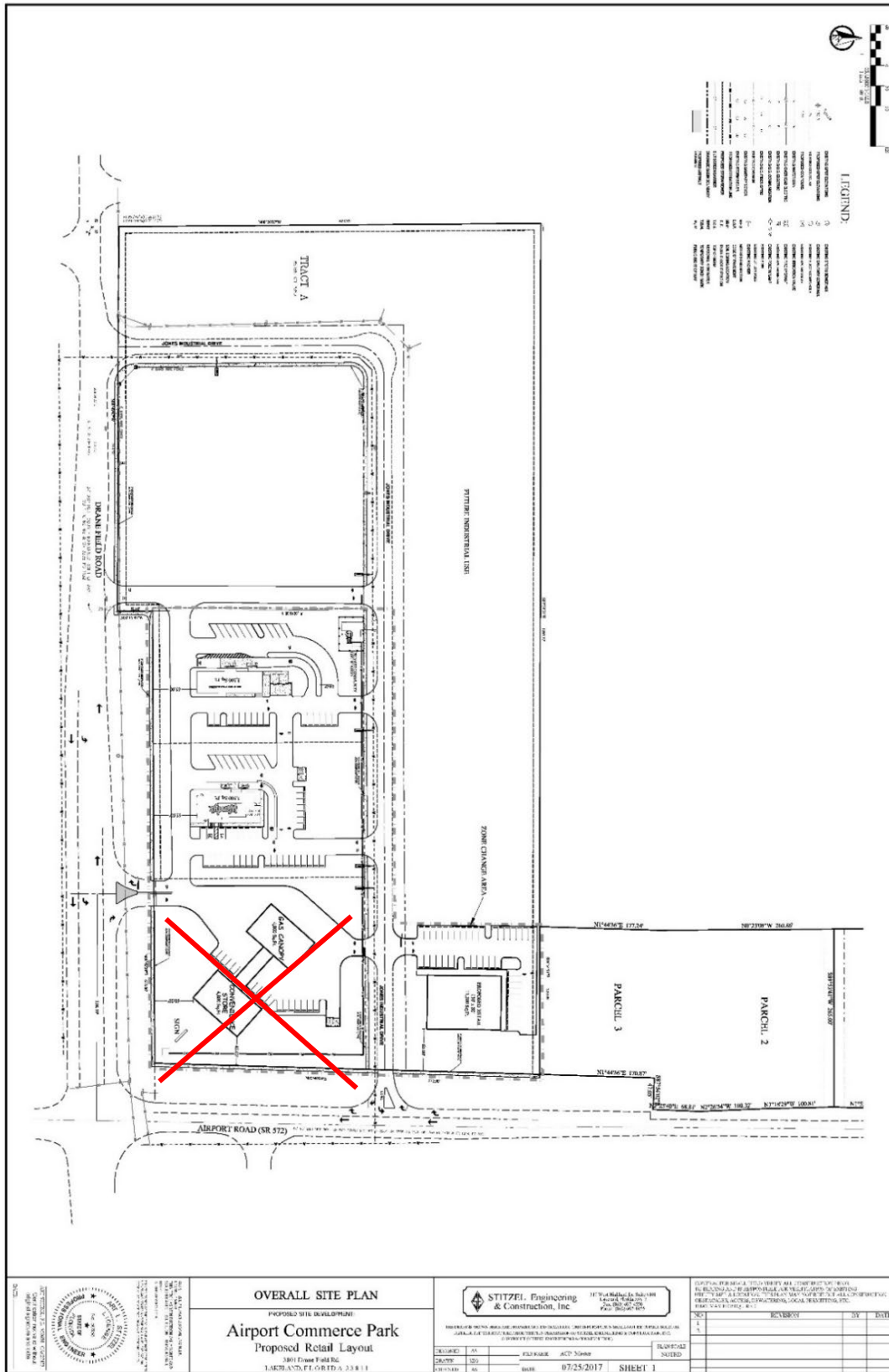
PARALLEL TO AND 35.00 FEET EAST OF THE CENTERLINE OF DRANE FIELD ROAD NORTH, 1291.55 FEET TO THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4; THENCE NORTH 88°52' 00" EAST ALONG SAID NORTH LINE 15.00 FEET TO THE POINT OF BEGINNING. LESS THE RIGHT-OF-WAY FOR SR 572 (AIRPORT RD) AND DRANE FIELD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

SAID PARCELS CONTAINING 34.89 ACRES+-

ATTACHMENT "B"



ATTACHMENT "C-1"



OVERALL SITE PLAN

PROPOSED SITE DEVELOPMENT

Airport Commerce Park Proposed Retail Layout

1801 FINE FARM RD.
LAKELAND, FL 33853



STITZEL Engineering
& Construction, Inc.

11714 Highway 19, Suite 100
Lakeland, FL 33853
888-455-4555
www.stitzel.com

THIS DRAWING IS THE PROPERTY OF STITZEL ENGINEERING & CONSTRUCTION, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF STITZEL ENGINEERING & CONSTRUCTION, INC.

DATE: 07/25/2017 SHEET: 1

THIS PLAN IS FOR INFORMATION ONLY. IT IS NOT A CONTRACT. THE CONTRACT IS THE AGREEMENT BETWEEN THE OWNER AND THE ENGINEER. THE ENGINEER'S RESPONSIBILITY IS TO PROVIDE A PROFESSIONAL ENGINEERING DESIGN AND CONSTRUCTION SERVICES TO THE OWNER. THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE ENGINEER'S SERVICES ARE LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED HEREON. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ENGINEER'S LIABILITY DOES NOT EXTEND TO ANY OTHER MATTERS. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ENGINEER'S LIABILITY DOES NOT EXTEND TO ANY OTHER MATTERS.

NO.	REVISION	BY	DATE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

CLIENT: PALMETTO CAPITAL GROUP
PROJECT: SEVEN-ELEVEN
SITE PLAN

DRANE FIELD ROAD

7-Eleven Engineering Group
 11000 N. HIGHWAY 100, SUITE 100, DALLAS, TX 75243
 (214) 343-1000
 www.7-eleven.com

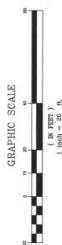
DATE: 07/23/2020
BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS ARE TO BE MAINTAINED AT ALL TIMES.
 4. ALL DIMENSIONS ARE TO BE MAINTAINED AT ALL TIMES.

[illegible]

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



LOCAL DESCRIPTION: COMMENCE AT THE NORTHEAST CORNER OF LOT 6, ONE COMPLEX SUBDIVISION, AS RECORDED IN PLAT BOOK 77, PAGE 43, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, THENCE RUN SOUTH 88°20'00" WEST, ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 100.00 FEET, THENCE RUN SOUTH 88°20'00" WEST, ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 371.51 FEET TO A POINT ON THE WESTERN RIGHT-OF-WAY LINE OF THE SOUTH 1/2 SECTION 36, TOWNSHIP 30N, RANGE 30E, LONG 82°00'00" WEST, ALONG SAID RIGHT-OF-WAY LINE AND A CURVE CHORD TO THE SOUTHWEST, HAVING A RADIUS OF 60.00 FEET, A DELTA ANGLE OF 100.00 DEGREES, THENCE RUN SOUTH 10°00'00" WEST, ALONG THE SOUTH 1/2 SECTION 36, TOWNSHIP 30N, RANGE 30E, LONG 82°00'00" WEST, A DISTANCE OF 207.26 FEET, THENCE RUN NORTH 07°32'22" WEST, A DISTANCE OF 207.26 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 7, THENCE RUN NORTH 88°20'00" WEST, ALONG THE NORTH LINE OF SAID LOT 7, A DISTANCE OF 332.42 FEET TO THE

CONTAINS 1.238 ACRES±

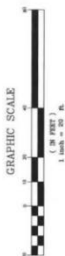
CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD	CHORD BEARING
012	60.000	30.000	4.000	4.000	90.000

[illegible]

Parcel E2-B

MAP OF BOUNDARY SURVEY
A PORTION OF LOT 6, DMG COMPLEX, POLK COUNTY, FLORIDA

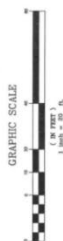
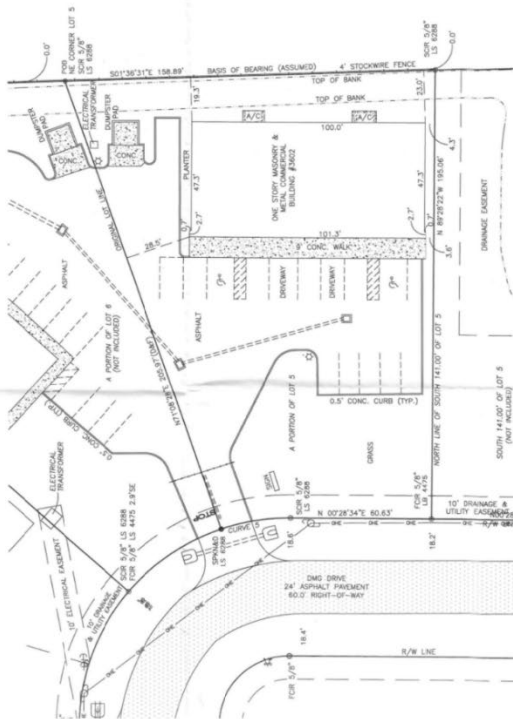
Parcel is 0.656+/- acres
Building is 5,000+/- SF

[illegible][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]



2601 Highlands Vue Court
Lakeland, FL 33812
Phone: 863-430-7182 Fax: 863-533-3376
jrice@lpengineering.net

August 3, 2026

City of Lakeland
Development Review Team
Conditional Use Application

RE: Lone Palms Golf Club
Civil Plan
800 Lone Palm Dr
Lakeland, FL 33815
Parcel: [232815085500001300](#)
Project No. LP 26001

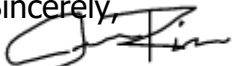
This summary accompanies the application for the conceptual review of the proposed master plan for the future expansion of recreational facilities on the property.

Below is a summary of the renovations to the existing site facilities:

- A. **Two Story Wellness Center** – Fitness & Wellness facilities to include locker rooms, restrooms, showers, treatment/therapy rooms, cold plunge, etc. Mezzanine to include offices, storage, classrooms, restrooms, and elevator & stair systems.
- B. **Banquet Hall** – Large-scale event space to include bathrooms, bridal suite/prep area, storage rooms, dual bar areas, A/V system, Porte cochere, & outdoor patio.
- C. **Kitchen Buildout & Expansion** – Convert existing food storage space plus new addition space to include new cooking line and prep areas as well as storage, and staff bathroom facilities.
- D. **Enclosed Pickleball Facility** – Fully enclose 6 pickleball courts with egress per code. Reconfigure courts as needed. Install new fencing, electrical/lighting, & HVAC systems.
- E. **New 2,000 sq ft storage building** – Storage facility to accommodate pickleball, pétanque, croquet, etc. including passenger transport golf cart storage.

- F. **Partial renovation of current Pickleball pro shop and offices** – remodel existing interior layout and convert into new flex space and for locating two new golf simulators inside the building.
- G. **Site and Outdoor Amenities** – New Croquet courts with covered pavilion, lighting, and cart path. New Pétanque courts with specialty surfacing.
- H. **Pool & Pool house W/Bar area** – New commercial swimming pool & pool house with parking, bathrooms, bar area, and outdoor lounge area.
- I. **Driving Range Field House** – Canopy covered golf hitting bays located at the south end of the driving range.
- J. **Staff & event overflow parking area** – Located west of main entrance road, adjacent to hole one. Proposed sod parking surface for Staff & overflow parking area until a future phase of construction during which buildings and paved parking are added.
- K. **Future Construction** – This future phase is located west of main entrance road, adjacent to hole one and is for the construction of future recreational facilities & related paved parking per code. Parking space calculations shown on the concept plans for this phase are based upon 1 space / 300 SF of construction.

Sincerely,



Jason W. Rice, P.E.,

Manager

L P Engineering Services, LLC

No.	DATE	APPROVED	REVISION
1		JMR	

ENGINEERING
SERVICES, LLC

205 Century Boulevard
Boynton, Florida 33426
phone 888-333-1376
Certificate of Authorization No. 28840

2001 BASE

View: X-Isht

Drawing date: 8-5-26

Horizontal Scale:	Vertical Scale:	1" = 50'
2001 BASE	MASTER	N/A
	Designed/Drawn by:	DRW
	Checked by:	JMR

LONG PALM ADDITIONS

Master Plan w/ Future Expansions

845 Lone Palm Drive, Lakeland, Florida 33815

PROJECT NO.	SHEET NO.
26001	3A

DATE	APPROVED	REVISION
26001	JMR	

PROFESSIONAL ENGINEER

FLORIDA

NO. 84535

STATE OF

FLORIDA

PROFESSIONAL ENGINEER

1" = 50'

1" = 10'

1" = 20'

1" = 40'

1" = 80'

1" = 160'

1" = 320'

1" = 640'

1" = 1280'

1" = 2560'

1" = 5120'

1" = 10240'

1" = 20480'

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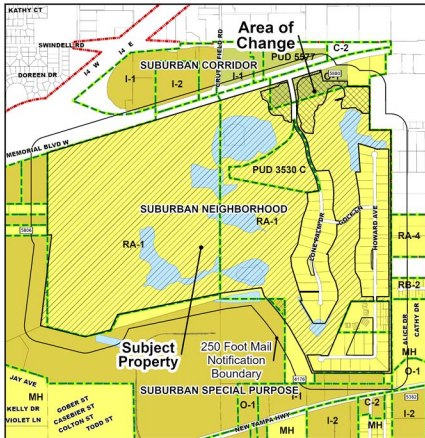
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1





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

August 28, 2026

RE: 845 Lone Palm Drive - Project No. CUP26-008

Dear Property Owner:

This is to advise you that the Jason W. Rice, LP Engineering Services, LLC., on behalf of Lone Palm Golf Club LLC., requests a conditional use for Lone Palm Golf course to recognize the existing golf course as a conforming use and allow for the development of new recreational facilities on property generally south of W. Memorial Boulevard, east and west of Lone Palm Drive, and west of Howard Avenue (845 Lone Palm Drive). The subject property is legally described as:

AN AREA OF LAND IN SECTION 15, TOWNSHIP 28 S, RANGE 23 E, AND,
SECTION 16, TOWNSHIP 28 S, RANGE 23 E, OWNERSHIP LONE PALM GOLF
CLUB LLC (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, September 15, 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 September 15th 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.

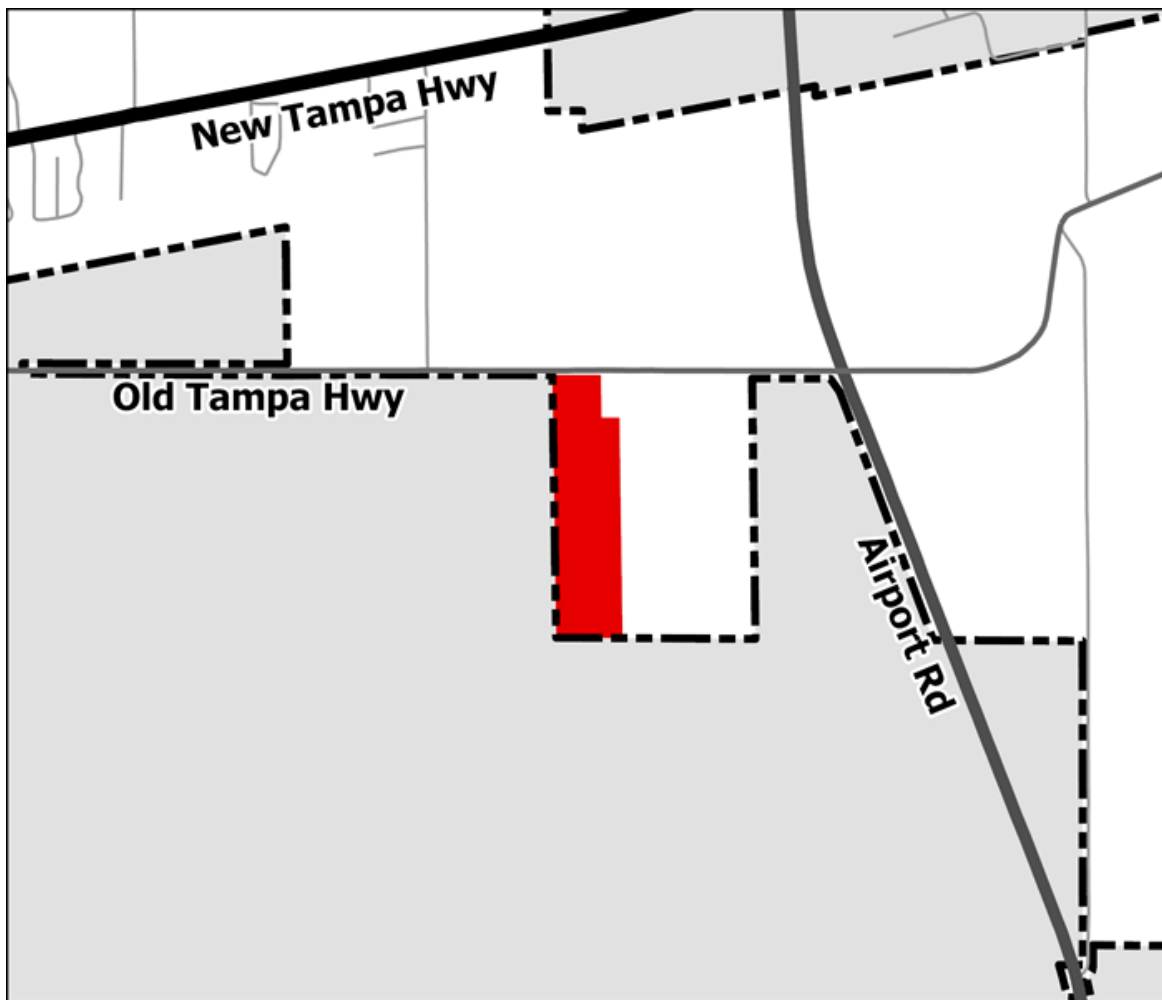
In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, or those requiring language assistance (free of charge) should contact the City of Lakeland ADA Specialist, Kristin Meador, 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

Community & Economic Development Staff Recommendation

Date:	October 20, 2026	Reviewer:	Johnathan Sims
Project No:	ANX26-003 LUS26-001 ZON26-009 ZON26-010	Location:	3740 Old Tampa Highway
Owners:	3740 Old Tampa Hwy LLC		
Applicant:	Timothy Bauer		
Current Zoning:	N/A	Future Land Use:	Polk County RL-4
Context District:	Suburban Special Purpose (Proposed)		
P&Z Hearing:	September 15, 2026	P&Z Final Decision:	October 20, 2026
Request:	Annexation, a small-scale land use map amendment to apply a future land use designation of Business Park (BP), and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated application to apply a Suburban Special Purpose (SSP) context sub-district designation, on approximately 9.66 acres located south of Old Tampa Highway, east of Browning Road, and west of Airport Road (3740 Old Tampa Highway).		

1.0 Location Maps



2.0 Background

2.1 Summary

Timothy Bauer, Progressive Development Group Inc, requests annexation, a small-scale land use amendment to apply a future land use designation of Business Park (BP) and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated application to apply a Suburban Special Purpose (SSP) context sub-district designation, on approximately 9.66 acres located south of Old Tampa Highway, east of Browning Road and west of Airport Road (3740 Old Tampa Highway). A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property, which has a Polk County Future Land Use designation of RL-4 (Residential Low), is largely undeveloped aside from a small single-family home which was constructed in 1927 and a mobile home that has been in place since 1971 according to the Polk County Property Appraiser. A small portion of the subject property, along the west side of the parcel and approximately 340 feet south of Old Tampa Highway, is located within the 100-year flood zone. (Flood Zone A). The remainder of the property is located within the 500-year flood zone (Flood Zone X) and consists of uplands suitable for development.

Adjacent uses to south and west consist of warehouse/distribution center uses which are located inside the City. To the north, across Old Tampa Highway, adjacent land uses consist of two mobile home parks (Lakeland Gardens MHP and Cauley’s MHP) located within unincorporated Polk County. To the east, also within unincorporated Polk County, adjacent land uses consist of two single-family homes and a mobile home park (Paradise Palms MHP).

2.3 Project Background

The purpose of this request is to obtain annexation, land use and zoning approval to allow for future development of the property for I-2 uses. If approved by the City Commission, the applicant intends to develop the property for use as a reconditioning facility for retired rental cars. For information purposes only, a nonbinding conceptual site plan for the proposed rental car reconditioning facility is included as Attachment “C.”

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	Mobile Home Park	County Residential Low (RL-4)	N/A	N/A
South	Industrial	Business Park (BP)	PUD 4530	SSP
East	Single-Family, Mobile Home Park	County Residential Low (RL-4)	N/A	N/A
West	Industrial	Business Park (BP)	I-2	SSP

2.5 Attachments

Attachment A: Legal Description

Attachment B: Base Map of Subject Property

Attachment C: Non-Binding Conceptual Site Plan

3.0 Discussion

The subject property meets the requirements for annexation set forth in Chapter 171 of the Florida Statutes. The subject property is contiguous with Lakeland's corporate limits, is reasonably compact, and annexation will not result in the creation of an enclave.

Per Table 2.2-1 of the Land Development Code, I-2 (Medium Industrial) zoning districts may be assigned to parcels with a Business Park (BP) Future Land Use (FLU) designation. The BP FLU designation is intended to provide for the development of employment centers with typical uses being light-assembly, manufacturing, warehouse, distribution, showroom, and professional office uses, both local and non-local. I-2 zoning districts allow for a broad range of business park, industrial and wholesale uses. Permitted uses include those which usually have relatively moderate external impacts and do not create an appreciable nuisance or hazard.

The requested BP future land use designation and I-2 zoning classification are generally equivalent to Polk County's BPC-2X entitlements which allow for light manufacturing, fabrication, assembly, distribution and wholesaling activities, and limited retail uses which are supportive of businesses and activities permitted with the district. This is a consistent use with half of what is surrounding the site, with the site to the west also being zoned I-2 and used for warehousing. The land to the south of the subject site is part of Planned Unit Development (PUD) 4530, which allows for Industrial uses.

If recommended for approval by the Planning & Zoning Board and approved by the City Commission, the applicant intends to develop the subject property into a facility for Enterprise Rent-A-Car that will be used to recondition retired rental vehicles prior before they are resold to consumers, dealerships or auctions. Reconditioning work will include multi-point mechanical and safety inspections, cosmetic body work, minor service and repairs, and cleaning/detailing work. No consumer vehicle sales will be permitted on-site. In respect to the adjacent warehouse/distribution center uses to the south and west, the intensity of the use would act as a "step-down" to the mobile home park and single-family residential uses to the east along Old Tampa Highway.

Concurrent with the request for annexation, land use and zoning, the City is proposing to apply a Suburban Special Purpose (SSP) context sub-district designation to the subject property. The SSP context sub-district is intended for single-use, suburban development sites such as industrial parks and business parks or special facilities such as hospitals, universities, power plants, freight yards and airports. The district is characterized by low to moderate density development, no consistent block structure, and low walkability. The SSP context sub-district designation is typically applied to properties which are located on the periphery of developed areas and oriented toward major transportation facilities.

3.1 Transportation and Concurrency

The project is located on County Road 542 (Old Tampa Highway) west of Airport Road. Per the Polk Transportation Planning Organization's Roadway Network Database (May 6, 2026), Old Tampa Highway is classified as an Urban Major Collector with an Annual Average Daily Traffic (AADT) volume of 2,600 vehicles, two-hour peak average volumes of 91 Eastbound and 94 Westbound vehicles, and a directional capacity of 640 vehicles equating to a current Level of Service "C". Using data published in the Institute of Transportation Engineers *Trip Generation Manual* (12th Edition) for the closest applicable Land Use Code (150, Warehouse) the facility is expected to generate approximately 290 Daily Trips. A forty-foot wide right of way dedication along Old Tampa Highway from the centerline of the road will be required for per Section 705.E of the County LDC. Old Tampa Highway shall also be widened to a standard width on both sides of the driveway in compliance with County LDC Section 705.D and Table 7.4b. The adjacent Lakeland Central Park business park will be installing a dedicated eastbound left turn lane on Old Tampa Highway. at the State Road 572 (Airport Road) intersection as a requirement of its Florida Department of Transportation access permit. Lakeland Central Park is also in the process of extending Winston Park Boulevard through its site to a new signalized intersection at Airport Road that is a requirement of its PUD zoning conditions. Binding concurrency determinations for the subject property will be required at the time of site plan submittal, and the site will be subject to Polk County permitting requirements.

The subject property is currently served by one transit route, the Lemon Line, operated by the Lakeland Area Mass Transit District (LAMTD) in the westbound direction on Old Tampa Highway. This route operates with 60-minute frequencies and provides connecting services to Welldyne, Amazon's County Line Road Fulfilment Center, and the Downtown Terminal. A sidewalk will be required along the site's frontage with Americans with Disabilities Act (ADA) compliant pedestrian routes to each principal building entrance.

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. Since this request is for conventional zoning, there will be no conditions for the approval.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community and Economic Development Staff reviewed this request and recommends approval of annexation, the application of an Industrial (IND) future land use designation, I-2 (Medium Industrial) zoning, and a Suburban Special Purpose (SSP) context sub-district district designation to the subject property. Letters of notification were mailed to 17 property owners within 500 feet of the subject property and no comments were received.

4.2 The Planning & Zoning Board

It is recommended that the request for annexation, a small-scale land use amendment to apply a future land use designation of Business Park (BP) and the application of I-2 (Medium Industrial) zoning, concurrent with a City-initiated application to apply a SSP (Suburban Special Purpose) context sub-district designation, on approximately 9.66 acres as described above and in Attachments "A", "B," and "C" be approved.

ATTACHMENT "A"

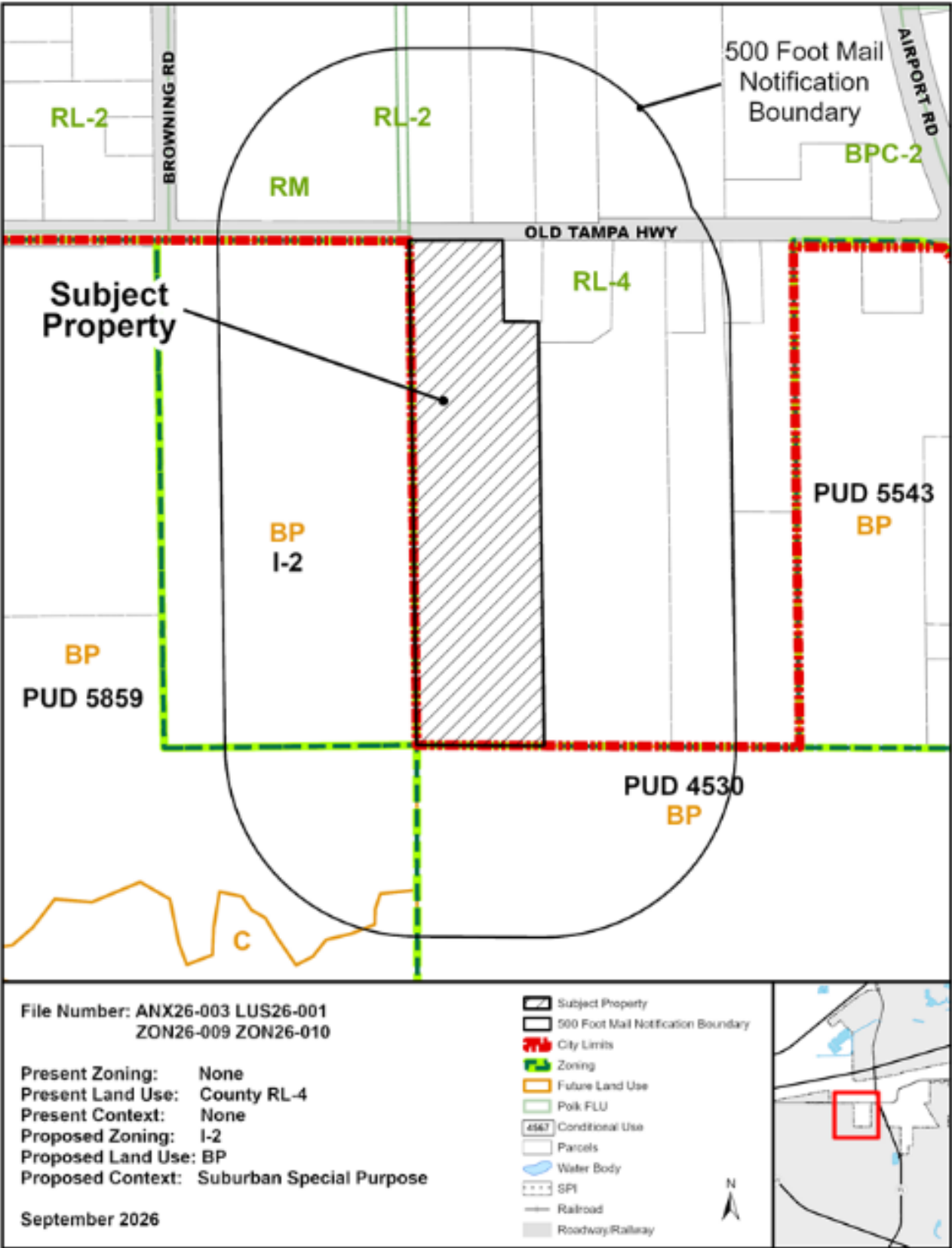
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SOUTH, RANGE 23 EAST

LESS AND EXCEPT THE NORTH 223 FEET OF THE EAST 90 FEET THEREOF

ATTACHMENT "B"



[illegible]



Report of City Commission Action on Planning and Zoning Board Recommendations

Tuesday, October 20, 2026

Meeting of October 5, 2026

NO NEW ITEMS

Meeting of September 21, 2026

Ordinances (Second Reading)

Proposed 26-027; Approving 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; Repealing Ordinance 6083. (CUP26-005) **Approved 7—0, Ordinance 6157**

Proposed 26-028; Amending Ordinance 3618; 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 Bartow Road. (PUD26-012) **Approved 7—0, Ordinance 6158**

Proposed 26-029; Amending Ordinance 5965; Major Modification of PUD (Planned Unit Development) Zoning to Allow Wholesale Trade Uses, Level 1, 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. (PUD26-013) **Approved 6—1, Ordinance 6159**

Meeting of September 8, 2026

Ordinances (First Reading)

Proposed 26-027; Approving 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; Repealing Ordinance 6083. (CUP26-005)

Proposed 26-028; Amending Ordinance 3618; 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 Bartow Road. (PUD26-012)

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