AGENDA
Planning & Zoning Board
City Commission Chambers
February 19, 2019 8:30 a.m.

PUBLIC HEARING

ITEM 1:  
a. Compatibility review to allow for the construction of an accessory dwelling unit on property located at 807 W. Adams Street. Owner/Applicant: Veronica Britton. (ADU19-001) (Pg. 1-7)
b. Consideration of final decision.

GENERAL MEETING

ITEM 2:  Review minutes of the January meeting. (Pg. 8-13)

ITEM 3:  A change in land use from Residential Medium (RM) and Business Park (BP) to Industrial (I) and a change in zoning from RA-3 (Single-Family) to PUD (Planned Unit Development) to allow for Warehousing and Motor Freight Transportation Uses, Level II on approximately 2.61 acres located at 1430 Atline Road. Owner: Dedicated Holdings LLC. Applicant: Kimley-Horn & Associates, Inc. (LUS18-002/PUD18-019/ZON19-003) (Pg. 14-22)

ITEM 4:  PUD (Planned Unit Development) zoning to allow for motor vehicles sales, new and/or pre-owned, and motor vehicle services on approximately 6.13 acres located at 3223 N. Road 98. Owner: Prime Lending, Inc. Applicant: Vanessa Masell. (PUD18-021) (Pg. 23-31)

ITEM 5:  Change in zoning from C-2 (Highway Commercial), O-1 (Low Impact Office), and RA-4 (Single Family Residential) to O-3 (Moderate Impact Office) on approximately 18.79 acres located at 1550 Lakeland Hills Boulevard. Owner: Watson Clinic. Applicant: Timothy Campbell. (ZON18-011) (Pg. 32-41)

ITEM 6:  Plat approval for Lakeside Preserve Phase 1 generally located east of Pipkin Creek Road and south of Parkway Frontage Road S. Owner: Pipkin Creek Properties LLC. Applicant: Sloan Engineering Group. (SUB18-002) (Pg. 42-47)

ITEM 7:  Report of City Commission action on Planning and Zoning Board recommendations. (Pg. 48)

ITEM 8:  Planning Manager's Report.

ITEM 9:  Audience.

ITEM 10: Adjourn.

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

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

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### Request:

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**Explanation of Request:** Construct an ADU on the property along with main house for an independent living arrangement for family member with disabilities.

**Justification:** Intend to move elderly relative into ADU so we can provide care instead of moving them into an assisted living facility. ADU is subordinate to the home and complements the home architecturally.

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<td>GPD</td>
<td>Solid Waste</td>
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FILE NO: ADU19-001

PRESENT ZONING: RA-4
CONTEXT: URBAN NEIGHBORHOOD
PROPOSED ZONING: COMPATIBILITY REVIEW TO ALLOW AN ACCESSORY DWELLING UNIT ON PROPERTY LOCATED AT 807 W. ADAMS STREET.

FEBRUARY 2019
FILE NO: ADU19-001

PRESENT ZONING: RA-4

CONTEXT: URBAN NEIGHBORHOOD

PROPOSED ZONING: COMBATIBILITY REVIEW TO ALLOW AN ACCESSORY DWELLING UNIT ON PROPERTY LOCATED AT 807 W. ADAMS STREET.

FEBRUARY 2019
FILE NO: ADU19-001

PRESENT ZONING: RA-4

CONTEXT: URBAN NEIGHBORHOOD

PROPOSED ZONING: COMBATIBILITY REVIEW TO ALLOW AN ACCESSORY DWELLING UNIT ON PROPERTY LOCATED AT 807 W. ADAMS STREET.

FEBRUARY 2019
February 1, 2019

RE: Accessory Dwelling Unit Compatibility Review on Property Located at 807 W. Adams Street – Project No. ADU19-001

Dear Property Owner:

This is to advise you that Veronica Britton requests a compatibility review to allow for the construction of an accessory dwelling unit on property located at 807 W. Adams Street, legally described as:

COX & PATTERSON RR ADDITION PB 3 PG 39 SOUTH 43 FEET OF LOT 27 & SOUTH 56 FEET OF LOT 26 LESS NORTH 13 FEET OF EAST 19 FEET (A complete legal description is available in the Community & Economic Development Department.)

Accessory dwelling units are permitted within the Central City Area (Urban Context) in zoning districts where single-family detached residential units are permitted as a principal use. Proposed accessory dwelling units must undergo a compatibility review by the Planning and Zoning Board.

A public hearing to consider this request will be held before the Planning and Zoning Board at 8:30 a.m., on Tuesday, February 19, 2019 in the City Commission Room, City Hall, 228 S. Massachusetts Avenue. As an owner of property abutting this request 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, 863-834-7526 or planning@lakelandgov.net, prior to the Tuesday, February 19th meeting. Please include your name and mailing address in your e-mail.

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

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

THIS IS A COURTESY LETTER NOT REQUIRED BY LAW
MINUTES

Planning & Zoning Board
City Commission Chambers
Tuesday, January 15, 2019
8:30 a.m.

The City of Lakeland Planning and Zoning Board met in Regular Session on Tuesday, January 15, 2019 in the City Commission Chambers. Stephanie Franklin (Chair), Andrew Snyder (Vice-Chair), Glenn Higgins (Secretary), Larry Durrence, Leigh Ann Lunz, Lyle Philipson, and new member Ronald Roberts were present. Community & Economic Development Department staff Teresa Maio, Planning Manager; Matthew Lyons, Principal Planner; Chuck Barmby, Transportation Manager; Todd Vargo, Senior Planner; Joshua Cheney, Senior Planner; Phillip Scearce, Senior Planner; and Brandy Gillenwater, Secretary were present. Assistant City Attorney Palmer Davis was also present.

PUBLIC HEARING

ITEM 1: Compatibility review to allow for the construction of an accessory dwelling unit on property located at 1726 Clarendon Avenue. Owner: Elaine Tillman. Applicant: Mayfield Construction Inc. (ADU18-011)

Todd Vargo stated that properties abutting the subject property were notified of the request. The site plan and elevations provided meet the requirements for new accessory dwelling units within the Land Development Code (LDC).

In response to Larry Durrence, Mr. Vargo stated the existing driveway will serve both the home and the accessory dwelling unit.

In response to Mr. Ross Landreth, 1725 Meadowbrook Avenue, Matthew Lyons stated the provisions for ADUs, as adopted in 2008, limit the maximum height of the structure to 12 ½ feet, measured from the midpoint of the roof line. This requirement will be verified at the time of building permit review.

Lauren Elaine Tillman, 1726 Clarendon Ave, stated all requirements and setbacks will be met during construction, and the design of the building will match that of the existing home.

In response to Mr. Durrence, Teresa Maio stated any future modifications would have to be approved by the Board and the existing height will not change.

Todd Vargo presented recommended conditions to the Board.

Teresa Maio stated the zoning code allows for accessory dwelling units to primarily support additional family members and not to be used for rental income. The unit will have a separate address but will share a utility meter. The size and height of the unit will be limited, and the structure will be built to be compatible with the existing structure.
Andrew Snyder made a motion for approval of staff’s recommendation. Glenn Higgins seconded the motion and it passed 7-0.

**ITEM 2:** Change in land use from Residential Medium (RM) and Business Park (BP) to Industrial (I) and a change in zoning from RA-3 (Single-Family) to PUD (Planned Unit Development) to allow for Warehousing and Motor Freight Transportation Uses, Level II on approximately 2.61 acres located at 1430 Atline Road. Owner: Dedicated Holdings LLC. Applicant: Kimley-Horn and Associates. (LUS18-002/PUD18-019)

Joshua Cheney stated the subject property is located approximately 400 feet east of the intersection of N. Brunnell Parkway and W. 10th Street. The request is to allow for the redevelopment of the site for tractor trailer parking. Staff received one email and two phone calls from the public regarding the project. The site was previously used by Polk County for vehicle storage and maintenance. The site is still covered by a large amount of impervious surface area from this use. Any structures associated with the previous use were demolished. Matt Lyons stated the previous fleet vehicles parked on the site were not as large as tractor trailers.

Jason Lewis, Kimley-Horn, 116 S. Kentucky Avenue, stated the parking would not be open to the public and would only be available for use by contracted services. The residential property south of the subject property is owned by Dedicated Holdings. The site was previously used for maintenance by Polk County and was purchased by Dedicated Holdings in 2017. Previous access to the site was on Atline Road, the request is for access on W. 10th Street instead to align with the neighboring access on W. 10th Street. A landscaping buffer with a sound absorbent wall (Plywall) would be installed on the property to mitigate noise pollution. The facility will employ two to three employees for minor maintenance and repair on an expected average of five trucks daily.

In response to Leigh Ann Lunz, Mr. Lewis stated as many trees as possible will be preserved on the site.

In response to Ms. Lunz, Mr. Lewis stated the existing striped areas are impervious.

In response to Ronald Roberts, Mr. Lewis stated the average of trucks will be five per day.

In response to Stephanie Franklin, Mr. Lewis stated up to 15 trucks can park on the site.

In response to Andrew Snyder, Mr. Lewis stated the trucks will not need to idle or cause additional noise at night.

In response to Larry Durrence, Mr. Lyons stated the use of a PA system can be limited within the conditions.

In response to Matt Lyons, Mr. Lewis stated the facility will be fenced for security and will be locked at night with no evening activities expected to occur on the property. Lighting will be shielded from the neighborhood next door.

In response to Ms. Franklin, Mr. Cheney stated the phone calls received by staff were in reference to verifying the public hearing information. The email that was received discussed concern for how the change in zoning and land use would affect the neighboring properties. The email made reference to the of value of property, as well as impacts and compatibility to the area.
Jonie Benson, 1415, W. 10th Street, stated her home is located at the intersection of Montrose Avenue and W. 10th Street, and is concerned that the project would bring about more large truck traffic on Montrose Avenue.

ITEM 3: PUD (Planned Unit Development) zoning to allow for motor vehicles sales, new and/or pre-owned, and motor vehicle services on approximately 6.13 acres located at 3223 N. Road 98. Owner: Carmax Auto Superstores, Inc. Applicant: Vanessa Masell. (PUD18-021)

Phillip Scearer stated the site requires PUD (Planned Unit Development) zoning prior to development. The site has been vacant since the demolition of the previous building. The project is for a 7,590 square foot sales and service office with the capacity to store 185 automobiles. Staff received an email and phone call from the adjacent property owner of the neighboring Market Square plaza, Mr. Todd Mathes, concerning the abandonment of the cross access driveway agreement that was in place with the previous owner of the subject property.

Keith Henderson, 12800 Tuckahoe Creek Parkway, Richmond, Virginia, gave a brief presentation which covered the history and business model of CarMax. Mr. Henderson does not have knowledge of an agreement of cross access existing between the two sites. The applicant would like to work with engineering to design the best option for cross access between the subject property and the neighboring plaza.

In response to Ronald Roberts, Mr. Henderson stated the nearest existing CarMax is in Tampa.

In response to Stephanie Franklin, Mr. Henderson stated each establishment employs an average of 20 employees.

Glenn Higgins stated the project looks to be a good fit for the land. Matt Lyons stated the Code Enforcement department worked for a number of years to clean up the property and that it is not currently generating any tax revenue or being used for productive purposes. Mr. Henderson stated the oddly shaped lot is a challenge.

Todd Mathes, Gunderson Development, 7978 Cooper Creek Boulevard, University Park, stated Gunderson Development has owned the shopping center for 20 years and has made major reinvestment in the property. The LDC requires cross access of parcels on US Highway 98 North. Discussion ensued concerning where cross access can exist on the property.

Truett Gardner, 400 N. Ashley Drive, Tampa, stated cross access does not currently exist between the sites and no legal records for easements or cross access are on survey. Mr. Gardner stated CarMax will not have access to US Highway 98 but will access Pyramid Parkway. CarMax is willing to provide cross access on Robson Road, east of the pond located on site plan.

Mr. Larry Durrence stated the difference in elevation at the juncture of the two properties could cause issue with cross access.

In response to Leigh Ann Lunz, Chuck Barmby stated cross access could occur with any future expansion of the site. The cut through traffic would be minimal. The cross connection would be in line with main shopping center and would be primarily used by the neighborhood. US Highway 98 North is regarded as a Type 1 Roadway in the LDC and cross access is required. The requirement is not based on having access to US Highway 98 North but to be in proximity to US
98. Having cross access at this location will meet the intent of the LDC and the Comprehensive Plan.

In response to Teresa Maio, the City of Lakeland requires cross connectivity for pedestrians and non-vehicular access to create a more attractive pedestrian environment for employees. The cross access design should accommodate both vehicular and pedestrian access and be ADA compliant.

Mr. Gardner stated he has drafted a condition based on a similar note on a previously approved condition that was shared by staff regarding shared cross access between the two parties.

Elaine Bradford, 3214 Culliman Drive, stated she lives in the neighborhood behind the subject property, which is currently a big empty lot. She is concerned about the impacts from the increase in traffic, noise and light pollution, and drainage the project will have on her neighborhood as well as the school on Robson Road.

Clyde Hewell, 639 W. Williams Street, stated he has concerns about drainage and pollution from the property, where the vehicles will be test driven, and the safety of the children playing in the neighborhood.

In response to Stephanie Franklin, Phillip Scearce stated staff will return with conditions concerning the drainage and the location of the school, and the site will be cleaner once developed. The conditions regarding lighting will be determined before next meeting, light pollution will be considered. Discussion ensued.

In response to Matt Lyons, Chuck Barmby stated that while the project may create approximately 250 daily trips, other more intensive commercial uses would generate more traffic. The area is very congested at this time, the proposal would lead to a better situation with cross access, sidewalk improvements, and a lower trip generation, factors that would impose a lesser impact on the area.

Phillip Scearce stated auto repair is highly regulated concerning pollution from tires, grease, and other aspects.

Mr. Henderson, stated the hours of operation for Carmax would be from 7:00am to 6:00 pm for service and 9:00 am to 9:00 pm for sales. The lighting on site is maintained by a computer system and is designed to dim after hours. The vehicles that are purchased and taken in from customers are serviced and reconditioned at another location, only routine maintenance would be performed on vehicles on site. Test drive routes are typically short loops on collector roads or highways.

In response to Lyle Philipson, Mr. Henderson stated the lighting will be of cutoff fixtures to keep light from spilling over onto other property.

ITEM 4: Change in zoning from C-2 (Highway Commercial), O-1 (Low Impact Office), and RA-4 (Single Family Residential) to O-3 (Moderate Impact Office) on approximately 18.79 acres located at 1550 Lakeland Hills Boulevard. Owner: Watson Clinic. Applicant: Timothy Campbell. (ZON18-011)
Todd Vargo stated the subject property is approximately 19 acres located north of the Lakeland Regional Health center, north and south of E. Crawford Street. The property is predominately owned by Watson Clinic and two parcels that are owned by the Lakeland Community Redevelopment Agency. One parcel was not identified in the letters that were mailed to property owners within 500 feet of subject property. This error did not affect the notification of property owners.

Timothy Campbell, Clark, Campbell, Lancaster & Munson, PA, 500 S. Florida Avenue, stated future plans for the site include cleaning. Some of the lots are unopened rights of way, some of the parcels are owned by the Lakeland CRA. The applicant is processing a request to swap lots with the CRA for lots not located within the medical district. The request is to change zoning on the lots that are not consistent with O-3 (Moderate Impact Office) to allow for more organized development in the area in the future.

In response to Larry Durrence, Matt Lyons stated there are no current plans to change the area at the intersection of N. Florida Avenue and E. Crawford Street, and the area is separate from the request.

Todd Vargo stated staff received some calls by property owners fronting on Tuscarora Street were asking why letter was received but no concerns were expressed.

In response to Alesha Davidson, 217 Tuscarora Street, Mr. Lyons stated the zoning is being requested to allow the Watson Clinic to consolidate existing holdings in the area. Teresa Maio stated the zoning of the property would not pose any immediate impacts to the neighboring areas. The long term plans will take more than 10 years to develop. The zoning would bring about more activity along W. Bella Vista Street and N. Florida Avenue but would not cause traffic impacts to internal neighborhoods.

GENERAL MEETING

ITEM 5: Review minutes of the December meeting.

Lyle Philipson made a motion for approval of the minutes from the previous meeting. Glenn Higgins seconded the motion and it passed 7-0.


Teresa Maio reviewed the recent actions of the City Commission.

ITEM 7: Planning Manager's Report.

Teresa Maio reviewed the new cases for the February hearing.

ITEM 8: Audience.
There were no comments from the audience.

ITEM 9: Adjourn.

There being no further discussion, the meeting was adjourned at 10:09 am.

Respectfully Submitted,

______________________________  ________________________________
Stephanie Franklin, Chair        Glenn Higgins, Secretary
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<th>Reviewer:</th>
<th>Joshua Cheney</th>
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<td>Change in land use from Residential Medium (RM) to Business Park (BP), a change in context district designation from Urban Neighborhood (UNH) to Urban Special Purpose (USP), and a change in zoning from RA-3 (Single-Family) to PUD (Planned Unit Development) to allow for Warehousing and Motor Freight Transportation Uses, Level II on approximately 2.16 acres located at 1430 Atline Road.</td>
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### 1.0 Location Maps

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

2.1 Summary

Jason Lewis, P.E., Kimley-Horn and Associates, Inc., requests a change in land use from Residential Medium (RM) to Business Park (BP), a change in context district designation from Urban Neighborhood (UNH) to Urban Special Purpose (USP), and a change in zoning from RA-3 (Single-Family) to PUD (Planned Unit Development) to allow for Warehousing and Motor Freight Transportation Uses, Level II on property located at 1430 Atline Road. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property, presently vacant, is approximately 2.16 acres in area with RA-3 (Single-Family) zoning. Approximately 15% of the property, or 0.34 acres in total, has a future land use designation of BP (Business Park) while the bulk of the property has a future land use designation of RM (Residential Medium). From the early 1960s until the mid-2000s, the property was used by Polk County as a storage yard for road maintenance vehicles. As originally developed, the site contained multiple buildings and areas for employee parking and equipment storage. The buildings were removed following the closure of the facility with remnant asphalt/concrete pavement, two driveways from Atline Road, and security fencing being the only remaining improvements on the property.

2.3 Project Background

This request is to change the zoning of the property from RA-3 to PUD to allow for the development of Warehousing and Motor Freight Transportation Uses, Level II. Proposed site improvements include a new 2,500 office and shop building, four off-street parking spaces for employees and up to 23 spaces for the parking of semi-trailers. Concurrent with this request, the City requests to change the context sub-district from Urban Neighborhood (UNH) to Urban Special Purpose (USP). A proposed site development plan showing the new building and associated parking, buffering and stormwater areas is included as Attachment “C.”
2.4 Existing Uses of Adjacent Properties

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2.5 Attachments

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

3.0 Discussion

The subject property is located at the intersection of W. 10th Street and Atline Road, approximately 1/4th of a mile west of the intersection of W. 10th Street and Kathleen Road. The immediate area is characterized by a mixture of vacant and improved industrial properties located along both sides of the CSX rail line and single-family residential uses to the north and east. The current RA-3/RM designations could allow residential development with a gross density of up to 12 dwelling units per acre. The market, however, has shown little interest in developing residential uses due to the proximity of the property to the adjacent CSX A-line to the west and existing I-2 (Medium Industrial) uses to the north.

The proposed use, which includes semi-trailer parking and a 2,500 square foot maintenance facility with an associated office, is classified as a Level II Warehousing and Motor Freight Transportation Use by the City’s Land Development Code. This general category allows motor freight transportation uses, both local and long distance, farm product warehousing and storage, and refrigerated warehousing, but not more intensive uses such as chemical or petroleum bulk stations and terminals.

This limitation on use will allow for a reasonable repurposing of the property with impacts that are not substantially greater than the previous road maintenance facility. To address impacts such as noise, the developer has agreed to conditions which will require a 10-foot high noise reduction wall with a 7-foot wide landscape buffer adjacent to Atline Road. Primary access to the site will also be limited to a single new driveway on W. 10th Street and both of the existing driveways off of Atline Road will be removed. Any outdoor lighting fixtures shall be shielded in accordance with the Land Development Code. Hours of operation will be limited from 7:00 AM to 7:00 PM, Monday through Friday. Outdoor public address systems will be prohibited.
3.1 Transportation and Concurrency

The subject property fronts 10th Street and Atline Road. This segment of 10th Street is an urban collector roadway that is operated by Polk County and Atline Road is a local street operated by the City of Lakeland. To eliminate the need for large trucks to use Atline Road, access to the subject property shall be limited to one full movement driveway on 10th Street that aligns with Katy Drive. This driveway shall be designed to ensure that entering trucks do not queue into public right-of-way. Any gate that may be used to control access shall not be located within the driveway throat area. To address concerns about heavy trucks potentially using nearby local streets to access the site, truck traffic will be prohibited from using either Montrose Avenue or Atline Road. All Binding Concurrency Determinations shall be made at the time of site plan review.

3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request is consistent with the Comprehensive Plan. All roadway levels of service are acceptable with mitigation as recommended in this PUD zoning. Actual construction is subject to final concurrency determinations at the time of site plan review.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community & Economic Development Department reviewed this request and recommends approval of the change of land use, from RM to BP, a change in zoning from RA-3 to PUD, and a change in context from UNH to USP. Letters of notification were mailed to 72 property owners within 500 feet of the subject property. As previously discussed, one objection was received based on potential truck traffic on Montrose Avenue.
4.2 The Planning & Zoning Board

It is recommended that the request for BP land use and PUD zoning as described above and in Attachments “A,” “B” and “C,” be approved, subject to the following conditions:

A. Permitted Uses: Warehousing and Motor Freight Transportation Uses, Level II

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

C. Development Standards: In accordance with the I-2/Urban Special Purpose sub-district standards except as otherwise specified herein.

D. Landscape and Buffering: In accordance with the Land Development Code except as follows:

1. Atline Road Frontage: Adjacent to Atline Road, a frontage buffer shall be constructed consisting a 10-foot high noise abatement wall, composed of “Plywall,” precast concrete, masonry, or equivalent material, along with a 7-foot wide landscape buffer consisting of a Type A hedge and 10 C (Small) trees per 100 linear feet or fraction thereof.

2. Southern Parcel Boundary: Adjacent to the southern parcel boundary, a Type C buffer shall be constructed, except an 8-foot high PVC fence may be used in lieu of a masonry wall.

E. Outdoor Lighting: In accordance with the Land Development Code.

F. Site Access: In accordance with Attachment “C,” access to the site on shall be limited to a single driveway located on West 10th Street. Truck traffic on Atline Road and Montrose Avenue shall be prohibited.

G. Hours of Operation: Hours of operation shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday.

H. Public Address System: The use of outdoor public address systems and bell ringers shall be prohibited.

I. Transportation:

1. A Binding Concurrency Determination shall be made at the time of site plan review.

2. The W. 10th Street driveway shall comply with all Polk County permitting requirements.

3. The site’s W. 10th Street driveway shall be designed to prevent trucks from queuing into the public right-of-way. No gate or other mechanism used to control access shall be located within the driveway throat area.
ATTACHMENT “A”

Legal Description:

WHICH DESCRIBES THE SAME LANDS AS THE LEGAL IN THE TITLE COMMITMENT.

EDGETON ADD PB 6 PG 49 BLK 6 LOTS 5 TO 18 LESS RD R/W
FILE NO: LUS18-002 PUD18-019

PRESENT LAND USE: BP (.34 AC+/-) AND RM (1.85 AC+/-)
PROPOSED LAND USE: I (2.19 AC+/-)
PRESENT ZONING: RA-3
PROPOSED ZONING: PUD
CONTEXT: URBAN NEIGHBORHOOD

JANUARY 2019
<table>
<thead>
<tr>
<th>Date</th>
<th>February 19, 2019</th>
<th>Reviewer:</th>
<th>Phillip Scearce</th>
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<tr>
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<td>Location:</td>
<td>3223 N. Road 98</td>
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<td>Owner:</td>
<td>Prime Lending, Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applicant:</td>
<td>Vanessa Masell, Center Point Solutions, LLC</td>
<td></td>
<td></td>
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<tr>
<td>Current Zoning:</td>
<td>C-2 (Highway Commercial)</td>
<td>Future Land Use:</td>
<td>Interchange Activity Center (IAC)</td>
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<td>Context District:</td>
<td>Urban Corridor (UCO)</td>
<td></td>
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<tr>
<td>Request:</td>
<td>PUD (Planned Unit Development) zoning to allow for motor vehicles sales, new and/or pre-owned, and motor vehicle services on approximately 6.13 acres located at 3223 N. Road 98.</td>
<td></td>
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### 1.0 Location Maps

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

2.1 Summary
Vanessa Masell, Center Point Solutions, LLC, requests a change in zoning from C-2 (Highway Commercial) to Planned Unit Development (PUD) to allow for motor vehicle sales, new and/or pre-owned, and motor vehicle services on property located at 3223 N. Road 98. A map of the subject property is included as Attachment “B.”

2.2 Subject Property
The subject property, approximately 6.13 acres in area, was most recently used for a motel and restaurant, the Crossroads Motor Lodge. The motel was demolished in 2008 following several years of inactivity and code enforcement violations. In 2010, the restaurant was razed. Since that time, the site has sat vacant awaiting development. The subject property has C-2 zoning, a future land use designation of IAC (Interchange Activity Center) and is located within the Urban Corridor (UCO) context sub-district. The surrounding uses are primarily commercial, however, there are single-family uses to the east along W. Robson Street.

Project Background
The applicant requests a change in zoning from C-2 to PUD to allow an automobile dealership which specializes in sales of late model used cars (CarMax). The proposed use is otherwise permitted within the C-2 zoning district, however, the IAC Future Land Use designation requires either an SPI (Special Public Interest) zoning overlay or PUD zoning prior to development. The proposed automobile dealership consists of a 7,595 sq. ft. sales and service building with associated customer/employee parking and a separate vehicle display area. A copy of the site development plan showing the building footprint, access driveway, parking and vehicle display areas is included as Attachment “C.”

2.3 Existing Uses of Adjacent Properties

<table>
<thead>
<tr>
<th>Boundary</th>
<th>Existing Land Use</th>
<th>FLUM</th>
<th>Zoning</th>
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<td>West</td>
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2.4 Attachments
Attachment A: Legal Description
Attachment B: Base Map of Subject Property
Attachment C: Site Development Plan
3.0 Discussion

CarMax is a nationwide retailer of used cars with a business model based on sales of late model, low mileage vehicles, no more than six years in age, combined with a customer oriented sales approach that offers consumers a “no haggle” stress free, buying experience. The subject property is an appropriate location for such a use given its proximity to I-4 and location along the U.S. 98 North corridor. The property has been vacant for more than a decade and the proposed development will restore the property to a productive economic use.

Testimony presented at the public hearing suggests that the subject property and an adjacent creek have become a site for illegal dumping activity introducing blight into the area. Development of the property will eliminate dumping on the subject site. Landscaping, buffering and pedestrian improvements mandated by the Land Development Code will substantially improve the appearance of the property when viewed from both Pyramid Parkway/Robson Street and the U.S. 98 North corridor.

Additional concerns were expressed about traffic impacts on the surrounding neighborhood. The subject property has long been zoned for commercial uses. Under the current C-2 entitlements, more intense commercial uses, such as gas stations, convenience stores and fast food restaurants with drive thru service, are already permitted by right and may be developed without any zoning approval. The previous motel and restaurant use, which was developed in the 1970s, was served by three driveways: two on U.S. 98 north and one at the intersection of Pyramid Parkway and Robson Street. The site plan for the proposed dealership pushes the building further west, with the sales & service building oriented directly towards U.S. 98 North, and limits access to the site to a single driveway in the middle of the block on Pyramid Parkway. With this layout, the stormwater drainage facilities for the use are located in the middle of the site and will serve as an additional buffer between adjacent residential use to the north and east. To further minimize impacts along Robson Street, staff is recommending a condition for approval that prohibit use of the street for vehicle test drives.

3.1 Transportation and Concurrency

The proposed 7,595 square foot automobile dealership is expected to generate 206 Weekday and 28 PM Peak Hour (of Adjacent Street Traffic Between 4-6 PM) Trips per the Auto Sales (Used) rates provided in the Institute of Transportation Engineers’ Trip Generation Manual (10th Edition). The subject site is located just south of the US 98/Interstate 4 interchange at a major gateway into the City of Lakeland. US 98 is a designated Type I roadway in the Comprehensive Plan, signifying that it is of particular significance for freight movement and high-capacity connectivity to Lakeland’s urban core. Section 4.2.4.1 of the Land Development Code states that “to minimize local traffic and improve corridor efficiency and safety, access to development sites on Type I roadways shall be controlled and cross-access and/or service roads to adjacent properties and improvements to adjacent corridors shall be required.”

The development’s northwestern boundary fronts Pyramid Parkway, which was constructed by the Florida Department of Transportation to connect Robson Street with US 98 when that intersection was eliminated as part of the Interstate 4 reconstruction project approximately 15 years ago. FDOT is working with City staff to transfer Pyramid Parkway to City jurisdiction. The site’s northern boundary fronts Robson Street, a designated collector street between US 98 and North Florida Avenue that has received sidewalk, drainage and bridge improvements in recent years. The development site is also located in the FDOT Lakeland Area Alternatives Analysis study area within which numerous transportation and aesthetic improvements have been identified to improve mobility options and safety for residents and visitors.
3.2 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request is consistent with the Comprehensive Plan. All roadway levels of service are acceptable with mitigation as recommended in this PUD modification. Actual construction is subject to final concurrency determinations at the time of site plan review.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community Development Department reviewed this request and recommends the approval of PUD zoning. Letters of notification were mailed to 51 property owners within 500 feet of the subject property. Any concerns or issues expressed at the January 15th public hearing are addressed within the conditions below.
4.2 The Planning & Zoning Board

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

I. General Conditions

A. Permitted Uses: An automobile dealership specializing in sales and service of new and/or late model, used vehicles.

B. Site Development Plan: The project shall be developed in substantial accordance with the site development plan included as Attachment “C.” At the discretion of the Director of Community & Economic Development, minor changes may be made at the time of site plan review without requiring a modification to the PUD.

C. Development Standards: In accordance with the C-2/Urban Corridor sub-district standards, except as otherwise specified herein.

D. Outdoor Lighting: Outdoor lighting shall be shielded in accordance with Section 4.6.2 of the Land Development Code.

E. Public Address System: The use of outdoor public address systems and bell ringers shall be prohibited.

F. Landscaping, Buffering and Signage: In accordance with the Land Development Code.

G. Pedestrian Improvements: A sidewalk shall be constructed along the site’s Pyramid Parkway frontage in compliance with City permitting requirements.

H. Bike Parking: Bike parking shall be installed in close proximity to the principal customer entrance in compliance with Section 4.11.6 of the Land Development Code and Index 900 of the City Engineering Standards Manual.

I. ADA Compliant Accessible Pedestrian Routes: Per Section 4.2.6.b of the City Land Development Code, ADA-Compliant pedestrian routes shall be constructed between the principal building entrance and public sidewalks on U.S. Highway 98 or Pyramid Parkway.

J. Cross-Access Easement: The property owner will work in good faith to accommodate a cross-access easement for ingress and egress to the adjacent shopping center site (to southeast), in cooperation with the adjacent property owner, the Florida Department of Transportation and the City of Lakeland.

K. Vehicle Loading & Unloading: All unloading or loading of vehicle transporters shall occur on site and shall not take place on any public streets, rights-of-way or other off-site locations.

L. Concurrency Determinations: Binding Concurrency Determinations shall be made at the time of each site plan submittal.

M. Test Drive Routing: Vehicle test drives shall not be conducted on Robson Street, east of Pyramid Parkway.

N. Architectural Standards: In accordance with Sub-Section 3.4.7 of the Land Development Code.
ATTACHMENT “A”

Legal Description:

WHICH DESCRIBES THE SAME LANDS AS THE LEGAL IN THE TITLE COMMITMENT.

A parcel of land being a portion of the northwest quarter of Section 1, Township 28 South, Range 23 East, Polk County, Florida. Said parcel being more particularly described as follows:

Commence at the Northeast corner of the Northwest quarter of said Section 1; thence along the East line of said Northwest quarter, South 00°04'21" East, 25.00 feet to the POINT OF BEGINNING; thence continue along said East line, South 00°04'21" East, 151.02 feet; thence leaving said East line, run South 47°18'03" West, 671.19 feet to a point on the northerly right of way line of State Road 700, per the Florida Department of Transportation Right Way Map, Section 16210-(2503)(2507), thence along said northerly right of way line North 42°46'17" West, 202.19 feet; thence North 26°46'16" West, 38.76 feet to a point on the easterly right of way line of Pyramid Parkway, North 00°07'27" West, 405.75 feet; thence North 22°12'02" East, 17.43 feet to a point on the southerly existing maintained right of way line of Robson Street (per Map Book 1, Page 172, Public Records of Polk County, Florida); thence leaving said easterly right of way line, run along said southerly maintained right of way line, North 89°53'10" East, 642.14 feet to the POINT OF BEGINNING

Said parcel contains 6.134 Acres, more or less.
ATTACHMENT “B”

FILE NO: PUD18-021

PRESENT ZONING: C-2

CONTEXT: URBAN CORRIDOR

PROPOSED ZONING: PUD TO ALLOW A CAR DEALERSHIP IN AN IAC FUTURE LAND USE

JANUARY 2019

Legend:
- Subject Property
- 600 Foot Notification Boundary
- Current City Limits
- Zoning
- Conditional Use
- SPI
- Parcels
- Railroad
- Water Body
- Roadway/Drainage

500 Foot Notification Boundary
Subject Property

January 2019
Planning & Zoning Board Recommendation

Date: February 19, 2019  Reviewer: Todd Vargo
Project No: ZON18-011  Location: 1550 Lakeland Hills Boulevard
Owner: Watson Clinic and Lakeland Community Redevelopment Agency
Applicant: Timothy Campbell, Clark, Campbell, Lancaster & Munson, P.A.
Current Zoning: RA-4 Single-Family, O-1 Low Impact Office
Future Land Use: Regional Activity Center RAC
Context District: Urban Special Purpose USP
Request: Change in zoning from RA-4 (Single-Family) and O-1 (Low Impact Office) to O-3 (Moderate Impact Office) on 18.79 acres generally located south of E. Bella Vista Street, north of Parkview Place, east of N. Florida Ave and west of Lakeland Hills Boulevard.

1.0 Location Maps
2.0 Background

2.1 Summary

Timothy Campbell with Clark, Campbell, Lancaster & Munson, P.A., on behalf of Watson Clinic, requests a change in zoning from RA-4 and O-1 to O-3 on 18.79 acres generally located at 1550 Lakeland Hills Boulevard. A property description is included as Attachment “A” and a map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property consists of a total of 44 parcels that have been acquired by Watson Clinic over the years in the area located east of N. Florida Avenue, west of Lakeland Hills Boulevard, north of Parkview Place and south of E. Bella Vista Street. The bulk of the property consists of platted lots that were part of the former Lakeland Hills residential neighborhood. Beginning in the mid-2000s, after years of decline, individual lots were acquired by both the Watson Clinic and the Lakeland Community Redevelopment Agency (CRA) as part a long-term effort to develop a master plan for medical office uses along the Lakeland Hills Boulevard corridor. Today, all of the lots are vacant and most are utilized for parking (paved and unpaved) in support of existing medical office uses, either by-right or through a conditional use. One parcel consists of unimproved right-of-way, approximately 20 feet in width and 735 feet in length, located just west of the intersection of E. Crawford Street and Lakeland Hills Boulevard, that is currently being vacated concurrent with the rezoning application.

2.3 Project Background

The purpose of this request is to apply zoning that is uniform and consistent throughout the Watson Clinic’s entire campus. The application of O-3 zoning will allow for future planning and development of the campus in an efficient and predictable manner. No new development is planned at this time.

2.4 Existing Uses of Adjacent Properties

<table>
<thead>
<tr>
<th>Boundary</th>
<th>Existing Land Use</th>
<th>FLUM</th>
<th>Zoning</th>
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<td>RAC</td>
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</table>

2.5 Attachments

Attachment A: Legal Description

Attachment B: Zoning Map
3.0 Discussion

In 2001, the Mid-Town CRA adopted a redevelopment plan which envisions both the Watson Clinic campus and Lakeland Regional Health Center as key anchors for a medical district along Lakeland Hills Boulevard. The proposed O-3 zoning allows for a broad range of office and medical office uses, structured parking and limited commercial uses such as sit down restaurants, hotels and office support retail uses consistent with this vision. The O-3 zoning district also allows for greater intensity of use with buildings up to 60 feet in height (five stories) versus the 36-foot height limit (three stories) specified by the current O-1 zoning.

As previously mentioned, much of the subject property is currently being utilized as parking in support of existing medical office uses. While no new construction is planned at this time, any future development or use of additional land for off-street parking will be subject to site plan review.

3.1 Transportation and Concurrency

Of the 18.79 acres under consideration for this change in zoning, approximately 8.5 acres have already been developed (buildings and accessory parking) or improved (paved surface parking). Assuming the undeveloped areas will be developed as medical offices at the highest intensity (although necessary enhancements such as parking areas, drive aisles and stormwater retention ponds will limit the intensity), the proposed zoning change could result in up to 1,344,697 square feet of new construction and generate an estimated 46,795 Daily and 4,653 Peak Hour Trips, as calculated using trip generation rates for medical offices as published by the Institute of Transportation Engineers’ Trip Generation Manual, 10th Edition.

Due to the limited amount of data upon which the trip generation assumptions are based and the different mix of uses that are allowed in the O-3 zoning district, additional analyses will occur at the time of each site plan submittal and in advance of any Binding Concurrency Determinations to quantify the cumulative impacts through buildout of the undeveloped areas.

As previously discussed, the subject property is located within the boundaries of Mid-Town CRA and identified as a “Medical District” in the CRA’s redevelopment plan. In respect to this plan, US Highway 98/N. Florida Avenue is designated as a Type I roadway in the Comprehensive Plan, featuring controlled access and requiring inter-connections between adjacent properties. State Road 33/Lakeland Hills Boulevard is a Type II roadway that allows for more street and driveway connections. Both corridors are designated Transit Oriented Corridors, with the Lakeland Area Mass Transit District operating fixed-route transit services with 30-minute frequencies via Route #1 on US 98 and 30-minute frequencies between 8:45 a.m. and 3:15 p.m. via Route #3 on SR 33 (60-minute frequencies before and after this period).

This segment of US Highway 98 is a designated “Constrained” roadway since a six-lane widening is not feasible or desirable, except to support premium bus services such as Bus Rapid Transit. To address long-range mobility and safety needs in an area bound by Memorial Boulevard (south), Interstate 4 (north), SR 539/Kathleen Road (west) and SR 33/Lakeland Hills Boulevard (east), the Florida Department of Transportation (FDOT) conducted the Lakeland Area Alternatives Analysis, which is nearing completion. As part of that effort, FDOT will be
evaluating the feasibility of Bus Rapid Transit service on US 98 between Downtown and Interstate 4, along with other land use and zoning policy recommendations to support such a transit investment.

The reconstruction of SR 33/Lakeland Hills Boulevard between Parkview Place and Granada Street is tentatively funded in FY 2024 of FDOT’s Five-Year Work Program. This reconstruction should improve traffic flow as well as enhance the pedestrian experience by providing enhanced sidewalks, street lighting and refuge islands when crossing the street. As the Medical District grows and expands, staff expects coordination between Watson Clinic and Lakeland Regional Health in order to master plan this area in relation to both land use and transportation impacts. Coordination should include an integrated network of streets and pedestrian corridors to reduce reliance on US 98/Florida Avenue and SR 33/Lakeland Hills Boulevard.

3.2 Comprehensive Plan Compliance

The Community & Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request is consistent with the Comprehensive Plan. All roadway levels of service are acceptable. Other essential services are presently available to provide general concurrency for the proposed zoning change. Actual construction is subject to final concurrency determinations at the time of site plan review.

4.0 Recommendation

4.1 Community Development Staff

The Community & Economic Development Department reviewed this request and recommends the application of O-3 (Moderate Impact Office) zoning. Letters of notification were mailed to 109 property owners within 500 feet of the subject property. Any concerns or issues expressed at the January 15th public hearing are addressed within the conditions below.

4.2 The Planning & Zoning Board

It is recommended that the request for O-3 zoning, as described above and in Attachments “A” and “B” be approved.
EXHIBIT “A”

Legal Description:

Description:

(Proposed Zoning Legal)

A parcel of land being a portion of the Northwest 1/4 of the Northwest 1/4 of Section 7, Township 28 south, Range 24 East, Polk County, Florida and all of Lots 11 through 18, inclusive, Block B and Lots 1 through 18, inclusive, Block B, LAKELAND HILLS UNIT 2, as recorded in Plat Book 36, Page 44, Public Records of Polk County, Florida, being described as follows:

Commence at the Northeast corner of said Lot 18, Block B for the Point of Beginning; thence South 20°57’24” West, a distance of 149 feet, more or less, to the centerline of North Drive, said centerline being 25 feet north of the northerly line of said Block A; thence North 89°54’13” East, along said centerline of North Drive, a distance of 15 feet, more or less, to a point of curvature to the right having a radius of 45 feet; thence Southeasterly, along the arc of said curve and centerline of North Drive, a distance of 71 feet, more or less, to the centerline of East Lane, being 25 feet east of the easterly line of aforesaid Block A; thence South 00°00’24” East, along said centerline of East Lane, a distance of 282 feet, more or less, to the easterly extension of the South line of Lot 18, of said Block A; thence South 89°50’30” West, along said easterly extension and the south line of said Lot 18, a distance of 142 feet, more or less, to the southwest corner of said Lot 18; thence North 00°00’24” West, along the west line of said Lot 18, a distance of 65 feet, more or less, to the northwest corner of said Lot 18, also being the southeast corner of Lot 11 of said Block A; thence South 89°50’30” West, along the south line of said Lot 11 and its westerly extension, a distance of 142 feet, more or less, to the centerline of West Lane, said centerline being 25 feet west of the westerly line of said Block A; thence South 00°00’24” East, along said centerline of West Lane, a distance of 593 feet, more or less, to the centerline of Crawford Street, said centerline being 30 feet south of the southerly line of said Block A; thence South 89°50’30” West, along said centerline of Crawford Street, a distance of 152 feet, more or less, to the centerline of a 20 foot alley as shown on the plat of FUELSELLS BUSINESS ADDITION, as recorded in Plat Book 35, Page 33, Public Records of Polk County, Florida; thence North 00°00’24” West, along said centerline of said 20 foot alley, a distance of 999 feet, more or less, to the westerly extension of the north line of aforesaid Block B; thence South 89°28’45” East, along said westerly extension and north line of Block B, a distance of 428 feet, more or less, to the Point of Beginning.
Description:

(Proposed Zoning Legal)

A parcel of land being Lots 10–15, inclusive, and the North 407 feet of Parcel "B", Block 3, LAKELAND HILLS, as recorded in Plat Book 34, Page 11, Public Records of Polk County, Florida, being more particularly described as follows:

Commence at the southwest corner of said Lot 10, for the Point of Beginning, said point being on a curve to the left, having a radius of 100 feet; thence Northeasterly along the arc of said curve and the easterly right--of--way line of East Lane, a distance of 60 feet, more or less; thence North 00°21'01" West, along said easterly right--of--way line, a distance of 264 feet, more or less, to a point on a non--tangent curve to the right, having a radius of 25 feet; thence Northeasterly, along the arc of said curve, a distance of 39 feet, more or less, to the south right--of--way line of Channing Road; thence North 89°38'59" East, along said south right--of--way line, a distance of 241 feet, more or less, to a point on a non--tangent curve to the right, having a radius of 30 feet; thence Southeasterly, along the arc of said curve, a distance of 47 feet, more or less, to the westerly right--of--way line of Lakeland Hills Boulevard; thence South 00°21'01" East, along said westerly right--of--way line, a distance of 377 feet, more or less, to the south line of the North 407 feet of aforesaid Parcel "B", Block 3, LAKELAND HILLS; thence South 89°38'59" West, along said south line of the North 407 feet, a distance of 180 feet, more or less, to the west line of said Parcel "B"; thence North 00°21'01" West, along said west line of Parcel "B", a distance of 18 feet, more or less; thence South 44°38'59" West, along the southerly boundary of aforesaid Lot 10, a distance of 40 feet, more or less; thence North 56°01'36" West, along said southerly line of Lot 10, a distance of 127 feet, more or less, to the POINT OF BEGINNING.
Description:

(Proposed Zoning Legal)

Parcel 1

A parcel of land being Lots 1–12, inclusive, Block 1, LAKELAND HILLS, as recorded in Plat Book 34, Page 11, Public Records of Polk County, Florida, being described as follows:

Commence at the intersection of the south right-of-way line of Crawford Street and the westerly right-of-way line of Norrell Drive as recorded in Official Records Book 9520, Page 1920, Public Records of Polk County, Florida, said point being the Point of Beginning; thence South 04°11'31" East, a distance of 226 feet, more or less, to a point on the northerly right-of-way line of West Lane, said point being on a non-tangent curve to the right, having a radius of 25.00 feet; thence Southwesterly along the arc of said curve, a distance of 11 feet, more or less; thence South 89°40'38" West, along said northerly right-of-way line, a distance of 157 feet, more or less, to a point on a non-tangent curve to the left, having a radius of 100.00 feet; thence Southwesterly along the arc of said curve and northerly right-of-way line, a distance of 157 feet, more or less, to the southeast corner of said Lot 12; thence South 89°20'11" West, along the south line of said Lot 12, a distance of 126 feet, more or less, to a line 10 feet west of and parallel with said west line of Block 1; thence North 00°25'34" West, along said line, a distance of 327 feet, more or less, to the south right-of-way line of Crawford Street; thence North 89°30'01" East, along said south right-of-way line, a distance of 370 feet, more or less, to a point of curvature to the right having a radius of 30.00 feet; thence Southeasterly, along the arc of said curve and south right-of-way line of Crawford Street, a distance of 0.6 feet, more or less, to the Point of Beginning.

Parcel 2

Lot 3, Block 4, LAKELAND HILLS, as recorded in Plat Book 34, Page 11, Public Records of Polk County, Florida, being further described as follows:

Commence at the southwest corner of said Lot 3 for the Point of Beginning; thence along the boundary of said Lot 3 for the following five (5) courses; (1) thence North 00°19'17" West, a distance of 116 feet, more or less, to the southerly right-of-way of West Lane; thence North 89°41'45" East, along said southerly right-of-way line, a distance of 60 feet, more or less, to the point of curvature to the right having a radius of 25.00 feet; thence Southeasterly along the arc of said curve and southerly right-of-way line of West Lane, a distance of 39 feet, more or less, to the westerly right-of-way line of Norrell Drive; thence South 00°19'17" East, along said westerly right-of-way line, a distance of 91 feet, more or less, thence South 89°41'45" West, a distance of 85 feet, more or less, to the Point of Beginning.
Description:

(Proposed Zoning Legal)

A parcel of land being a portion of the Southwest 1/4 of the Northwest 1/4 of Section 7, Township 28 south, Range 24 East, Polk County, Florida, and Lots 1 through 16, inclusive, Block 2, LAKELAND HILLS, as recorded in Plat Book 34, Page 11, Public Records of Polk County, Florida, described as follows:

Commence at the southeast corner of said Lot 1, Block 2, for the Point of Beginning; thence South 89°28'59" West, along the north right-of-way line of Channing Road, a distance of 111 feet, more or less, to a point on a non-tangent curve to the right, having a radius of 25 feet; thence Northwesterly, along the arc of said curve, a distance of 39 feet, more or less, to the easterly and northerly right-of-way line of East Lane; thence North 00°22'42" West, along said right-of-way line, a distance of 246 feet, more or less, to a point on a non-tangent curve to the left, having a radius of 100 feet; thence Northwesterly, along the arc of said curve and said right-of-way line, a distance of 157 feet, more or less; thence South 89°41'46" West, along said right-of-way line, a distance of 158 feet, more or less, to a point on a non-tangent curve to the right, having a radius of 25 feet; thence Northwesterly, along the arc of said curve, a distance of 39 feet, more or less, to the easterly right-of-way line of Morrell Drive; thence North 00°19'17" West, along said easterly right-of-way line, a distance of 173 feet, more or less, to a point on a non-tangent curve to the right, having a radius of 30 feet; thence Northeasterly, along the arc of said curve, a distance of 47 feet, more or less, to the south right-of-way line of Crawford Street; thence North 89°29'56" East, along said south right-of-way line, a distance of 519 feet, more or less, to a point on a non-tangent curve to the right, having a radius of 30 feet; thence Southeasternerly, along the arc of said curve, a distance of 47 feet, more or less, to the west right-of-way line of Lakeland Hills Boulevard; thence South 00°21'15" East, along said west right-of-way line, a distance of 270 feet, more or less, to the south line of the North 300 feet of the Southwest 1/4 of the Northwest 1/4 of said Section 7; thence South 89°29'56" West, along said south line, a distance of 160 feet, more or less; thence South 00°22'42" East, a distance of 300 feet, more or less, to the Point of Beginning.
# Community & Economic Development
## Staff Recommendation

<table>
<thead>
<tr>
<th>Date:</th>
<th>February 19, 2019</th>
<th>Reviewer:</th>
<th>Joshua Cheney</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project No:</td>
<td>SUB18-002</td>
<td>Location:</td>
<td>4000 Pipkin Creek Road</td>
</tr>
<tr>
<td>Owner:</td>
<td>Pipkin Creek Properties LLC</td>
<td></td>
<td></td>
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<tr>
<td>Applicant:</td>
<td>Sloan Engineering Group</td>
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<td></td>
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<td>Current Zoning:</td>
<td>Limited Development LD Planned Unit Development PUD 4382</td>
<td>Future Land Use:</td>
<td>RM Residential Medium</td>
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<td>Context District:</td>
<td>Suburban Neighborhood SNH</td>
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<tr>
<td>Request:</td>
<td>Plat approval for Lakeside Preserve Phase 1 generally located east of Pipkin Creek Road and south of Parkway Frontage Road S.</td>
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</table>

## 1.0 Location Maps
2.0 Background

2.1 Summary
Sloan Engineering Group on behalf of Pipkin Creek Properties, LLC, has submitted a subdivision plat for Lakeside Preserve Phase 1 that consists of 135 lots on 78.05 acres generally located east of Pipkin Creek Road and south of Parkway Frontage Road S. Plats are reviewed by the City’s Subdivision Review Team for compliance with Article 9 (Subdivision Standards) of the Land Development Code (LDC).

2.2 Attachments
Plat Sheets for Lakeside Preserve Phase 1 #1-3

3.0 Recommendation

3.1 Community & Economic Development Staff
It is recommended that the Planning and Zoning Board approve the plat as conforming to Article 9 (Subdivision Standards) of the Land Development Code.
Tuesday, February 19, 2019

Meeting of January 7, 2019

Ordinances (Second Reading)

Proposed 18-064; Amending Ordinance 4634, as amended; to increase maximum building heights in certain areas of the Garden District Special Public Interest District (1st Rdg. 12-3-18) (Cont. 12-17-18)

Proposed 18-067; Dissolving the Hawthorne Mill Community Development District (1st Rdg. 12-17-18)

Proposed 18-068; Establishing the Hawthorne Mill North Community Development District (1st Rdg. 12-17-18)

Meeting of January 22, 2019

Ordinances (Second Reading)

Proposed 19-001; Amending Ordinance 4678, major modification of an existing conditional use to allow for the construction of a new church sanctuary and driveway entrance on approximately 26.38 acres located at 6350 and 6780 North Socrum Loop road; repealing Ordinance 4890 (1st Rdg. 1-7-19)

Proposed 18-067; Dissolving the Hawthorne Mill Community Development District (1st Rdg. 12-17-18)

Proposed 18-068; Establishing the Hawthorne Mill North Community Development District (1st Rdg. 12-17-18)