

2022 Certification Program Monitoring Report
and
Amendment to Local Government Comprehensive Planning
Certification Program Agreement

Prepared by:



Submitted to:



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1.0 Executive Summary

1.1 Background

Since 2003 the City of Lakeland has been designated as a Certified Community under the State of Florida's Local Government Comprehensive Planning Certification Program as provided for under Florida Statute, Section 163.3246. The program designates local governments as a certified community based upon a demonstrated record of effectively adopting, implementing, and enforcing its comprehensive plan; the level of technical planning experience exhibited by the local government; and a commitment to implement exemplary planning practices. The local government identifies a geographic area, or certification area, within which they commit to directing growth. The purpose of the certification area is to designate areas that are contiguous, compact, and appropriate for urban growth and development within a 10-year planning timeframe.

Participating certified local governments benefit from less state and regional oversight of the comprehensive plan amendment process. These amendments are considered "exempt" from State or regional review, saving months of time for an applicant and/or the certified community. Plan amendments which are Exempt from State review under the certification program include:

- Changes to the City's Future Land Use Map where the affected properties are located within the Certification Area, as illustrated in the City's Comprehensive Plan (MAP IGC-2); and
- Most text amendments.

Comprehensive plan amendments that are excluded from the certification program are referred to as Non-Exempt since they must be reviewed by the State. For the City of Lakeland, this includes any Plan amendments related to the following:

- Properties located within and policies associated with the Green Swamp Area of Critical State Concern (ACSC);
- Future land use map amendments that impact lands outside the Certification Area;
- Text amendments which implement a new statutory mandate for comprehensive plans (such as the 10-year water supply plan, which the City adopted in 2008 and updated in 2022); and
- Plan amendments that update the Comprehensive Plan based upon an Evaluation and Appraisal Report.

As a designated Certified Community, the City of Lakeland entered into an agreement with the Florida Department of Economic Opportunity subject to certain terms. This includes the preparation of an annual monitoring report that is due by March 15th of each calendar year. This report covers the period from January 1, 2022 – December 31, 2022 and marks the 19th year of the City's participation in the program. The Community and Economic Development Department presented the 2022 annual monitoring report to the City Commission at its regular scheduled meeting held on March 6, 2023. The City Commission conducted a public hearing and asked for public comment on the report. Any comments received at this public hearing were recorded in the meeting minutes by the City Clerk.

1.2 Summary for Monitoring Period

During 2022, the City completed two text amendments including the 10-year Water Supply Plan Update and the adoption of the Property Rights Element into the City's Comprehensive Plan. Although no longer considered a text amendment, the City adopted by local ordinance changes to its annual Capital Improvements Plan (CIP) for Fiscal Year 2023 within the Capital Improvements Element (CIE).

A summary table of the Comprehensive Plan amendments adopted in 2022 as well as a new certification boundary map is provided in Section 2.0 to illustrate the amendments made within the City limit boundaries. A Statistical Amendment Summary is included in Section 2.0 for more detail of these amendments.

1.3 Highlights of the Report

The Certification Agreement includes measures for compactness, density and intensity that consider the total area of the city categorized in Exhibit “D”. Thus, annexation activity other than enclaves can potentially penalize the City by increasing the miles of our corporate boundary and/or the number of total acres within the corporate limits. Annexation of enclave areas can reduce the unwieldy length of the city limit line.

The City continues to make progress on most indicators, and for some has already reached or exceeded its goals established in the original 2004 agreement and later revised in 2012. The report shows the baseline condition and the reporting year data. For the 2022 reporting year the City has met or exceeded its target for several items and/or had a positive trend for the following:

- Increase in residential density and compactness.
- A boost to interconnectivity with a decrease in the miles of sidewalk gaps within the Central City.
- A reduction in Affordable Housing Ownership.

1.4 Focus Areas

(a) Housing

Owner-renter occupancies remain stable over the past several years at 56% owner occupancy and 45% renter occupancy for the current year. The City’s heightened focus on creating new affordable housing units has resulted in construction of 457 new multi-family affordable units since 2019 and the disposition of 49 lots for construction of new single-family affordable units. These achievements were realized despite a slight decrease in CDBG and HOME funding from 2021 to 2022 and labor and supply shortages due to the pandemic.

Due to the current global pandemic, the City was challenged with administering Coronavirus Aid, Relief and Economic Security (CARES) Act funding to prevent, prepare for, and respond to the virus. The CARES allocations and activities are listed below.

COVID Housing Relief Funds								
ACTIVITY	CRF 1	CRF 2	CRF 3	CDBG	CDBG-CV	CDBG-CV3	SHIP	TOTAL
	8/3/2020	10/5/2020	11/9/2020	4/27/2020	4/27/2020	2/15/2021	4/27/2020	
Emergency Rent Relief Program	\$275,789.00	\$143,625.00	\$55,000.00	\$350,000.00	\$375,310.00	\$262,276.00	\$180,000.00	\$1,642,000.00
Public Services	\$0.00	\$0.00	\$0.00	\$0.00	\$75,000.00	\$200,000.00	\$0.00	\$275,000.00
Foreclosure Prevention Counseling	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$50,000.00
Mortgage Relief Program	\$75,000.00	\$100,000.00	\$45,000.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$370,000.00
Staff Activity Delivery	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$100,000.00
Administration	\$27,865.00	\$17,069.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00	\$194,934.00
TOTAL	\$378,654.00	\$260,694.00	\$100,000.00	\$350,000.00	\$575,310.00	\$787,276.00	\$180,000.00	\$2,631,934.00

(b) Growth in Vehicle Miles Traveled (VMT)

Using segment VMT calculations from the Polk Transportation Planning Organization’s 2022 Roadway Network Database (Year 2021 data), the City prepared a countywide and Lakeland Planning Area (LPA) VMT comparison to determine the proportion of the Lakeland area’s daily traffic relative to the rest of Polk County. At 32.48%, the LPA’s proportion of countywide VMT has reduced relative to the Year 2020 report based on 2019 data, likely due to the continued significant amount of growth that has and continues to occur in northeastern Polk County near the US Highway 27 corridor. Limited travel options and the lack of a traditional street grid system forces much of the new traffic onto the County and State collector and arterial network. The City will need to continue to support land use and

transportation policies that enable people to reduce both the number and length of vehicle trips. These policies include mixed use, compact and transit-oriented development, capital improvement investments to connect and expand the bicycle-pedestrian Pathways Plan, building connections to the roadway network, retrofitting existing roadways with a complete streets approach that safely accommodates all users, i.e. pedestrians, bicyclists and transit users; and continued support and cooperation with the Lakeland Area Mass Transit District (LAMTD). The City continues to work with the developers of the Lakes at Laurel Highlands, Lakeland Central Park, Riverstone and Hawthorne Ranch to include the Winston Park Boulevard and Medulla Road Extension collector roads in those respective developments to improve connectivity and better distribute traffic away from existing nearby roadways.

In 2016, Lakeland participated in outreach and design charrettes led by the Florida Department of Transportation (FDOT) to explore complete street alternatives that could be implemented along the State Road 37/Florida Avenue corridor in the Dixieland and Downtown districts. On May 1, 2017, the City Commission approved Resolution #5370 supporting complete street treatments in the Florida Avenue Corridor and specifically requesting that a test period of no less than one year be conducted if a lane elimination (road-diet) solution is selected. Additional community engagement activities were conducted by FDOT and Lakeland in support of the one-year test period for a road-diet alternative between Ariana and Lime Streets for which construction began on April 27, 2020 and was completed on October 1, 2020. The test period continued through 2021, with the City Commission formally requesting that FDOT implement a three-lane cross section on this section of Florida Avenue through Resolution #5793 as adopted on December 19, 2022. Funding continues to be programmed for the operations of the Peach Line circulator route within the Downtown and Dixieland Districts in support of the Florida Avenue road-diet project.

FDOT has also conducted an area wide multi-modal transportation analysis for the MidTown Community Redevelopment Area called the Lakeland Area Alternatives Analysis (LAAA). The LAAA Study evaluated bicycle, pedestrian, transit and intersection/interchange improvements within the study area, with Corridor Action Plans being developed for the SR 539/Kathleen Road, US 92/Memorial Boulevard, US 98 and SR 33/Lakeland Hills Boulevard corridors. On October 15, 2018, the City Commission adopted Resolution #5495 supporting the LAAA Study and prioritizing specific study recommendations for implementation in each corridor. Project requests have been submitted to FDOT and the Polk Transportation Planning Organization for inclusion in the FDOT Five-Year Work Program, including the evaluation and design phases for the US 92/Memorial Boulevard re-construction project that could include a lane elimination between US 98/Florida Avenue and the CSX Rail Overpass. FDOT completed its US 98 Bus Rapid Transit Feasibility Study with a recommended phased approach to implementing a dedicated busway between Downtown Lakeland and Lakeland Square Mall by 2045. The Central Lakeland Transit Signal Prioritization project to be implemented by the City is programmed for funding in FY 2024 of FDOT's Five Year Work Program. These initiatives are intended to improve local transit connections between any future SunRail commuter rail service (subject of an on-going Transit Concept and Alternatives Review by FDOT) on the CSX rail line into Downtown and Brightline high-speed intercity rail service that could be implemented in the future to reduce regional automobile trips along Interstate 4. Other recommended improvements, including reconstruction of SR 33/Lakeland Hills Boulevard and the construction of the US 98 Pedestrian Plaza at Bryant Stadium-Henley Field are also programmed for construction in FY 2024 of FDOT's Five Year Work Program.

At the request of the City, FDOT conducted the Lakeland Intermodal Center Feasibility Study to identify the location and components of a new modern transportation hub in Downtown Lakeland containing a re-located Citrus Connection transit terminal, passenger rail platform for AMTRAK and future SunRail service, intercity bus bays and a transportation center containing a transit lounge and offices. On December 16, 2019, the City Commission adopted Resolution #5591 stating its preferred site and layout immediately north of the RP Funding Center within a redevelopment catalyst area. In response to the City's request for funding through the Polk TPO for the required environmental analysis, FDOT has programmed approximately \$2.3 million in FY 2023 of its Five Year Work Program. FDOT and City

staff continue to work with the Citrus Connection to prepare the necessary scope of services for this effort.

(c) Program Component-Exhibit “E”

The Certification Agreement includes a program outlining planning related work to support progress as relates to compactness, conservation of land, water and energy, housing, mix of land uses and multi-modal transportation. Many sub-components of the program have been achieved and show as “completed” within the comment section of Exhibit “E” to the Agreement as summarized in a table found below. Other program components are intended to be on-going and therefore will not achieve a “completed” status, but progress should continue. Below are a few of the key program issues.

(d) Compactness, Density and Annexation

The City limits have not expanded significantly since 2017, when several primarily non-residential enclaves were eliminated. While the total city area has remained the same or seen little change in the last six years, residential density is increasing due to population growth returning to pre-recession levels and an influx of new residents that migrated to Florida due to the COVID-19 pandemic. Prior to the pandemic, the City adopted strategies and policies to encourage and enable private sector redevelopment, infill, and reuse for mixed use support increased density in the urban area. In the past year, several new multi-family projects have been approved throughout the Central City and Urban/Suburban Development Areas. In North Lakeland, through a rezoning and large-scale land use map amendment, the former Wedgewood Golf Course received approval for redevelopment with up to 834 multi-family dwelling units, 60 single-family attached townhome dwelling units, and 60 single-family detached dwelling units. In Southwest Lakeland, through rezoning and/or a small-scale land use maps amendment, the City Commission approved entitlements for up to 770 new multi-family dwelling units spread across four separate development projects. On the west side of Downtown Lakeland, south of the 168-acre Bonnet Springs Park, the much-awaited redevelopment of the former Florida Tile brownfield site moved forward with the approval of Prospect Lake Wire, a mixed use residential commercial development which will include 630 multi-family dwelling units and 30,000 sq. ft. of retail space on 22 acres. The first phase, which includes 300 multi-family dwelling units and 15,000 sq. ft. of retail space, is currently underway with construction estimated to be complete by the end of 2024.

(e) Water and Energy Conservation

The City’s 20-year Water Use Permit was issued in 2008 with a capacity that should provide for the service area’s needs through the next planning period, depending on conservation efforts, economic conditions, and growth rates. Water conservation activities and funding for water resource options specified in the City’s 10-year water supply plan were adopted in 2008 per Florida Statutes and updated in 2017 and again in 2022. Future water supply projects will increasingly focus on alternative water sources and conservation as a substitute to conventional ground water pumping per State water management rules.

Energy conservation efforts are part of the “green” energy movement towards solar energy production such as the City’s existing solar farms adjacent to Lakeland Linder International Airport and Lakeland Electric’s solar water heater program. In addition, the City is planning for replacement power generation to fill 139 megawatts (MW) of generation capacity due to the retirement of its last coal-fired generator in 2021. The plan to replace the power generation capacity includes a combination of natural gas turbine generators, solar power, battery storage and power purchase agreements.

As a replacement for the coal fired generator, the plan calls for Lakeland Electric to purchase five natural-gas fired turbines with approximately 100 MW total capacity. Lakeland Electric also plans to add 50 – 75 MW of solar with 10% of battery storage. The new solar farm is likely to be located on land owned by the City of Lakeland. The solar panels will occupy the land for the next 25 years. The remaining capacity needs will be filled by demand management, interruptible load, and power purchase

agreements. With this plan, Lakeland Electric is on track to reduce its carbon footprint by 67% since 2001 and will continue to provide affordable, dependable, and sustainable power to its customers.

2.0 Summary of Adopted Comprehensive Plan Amendments

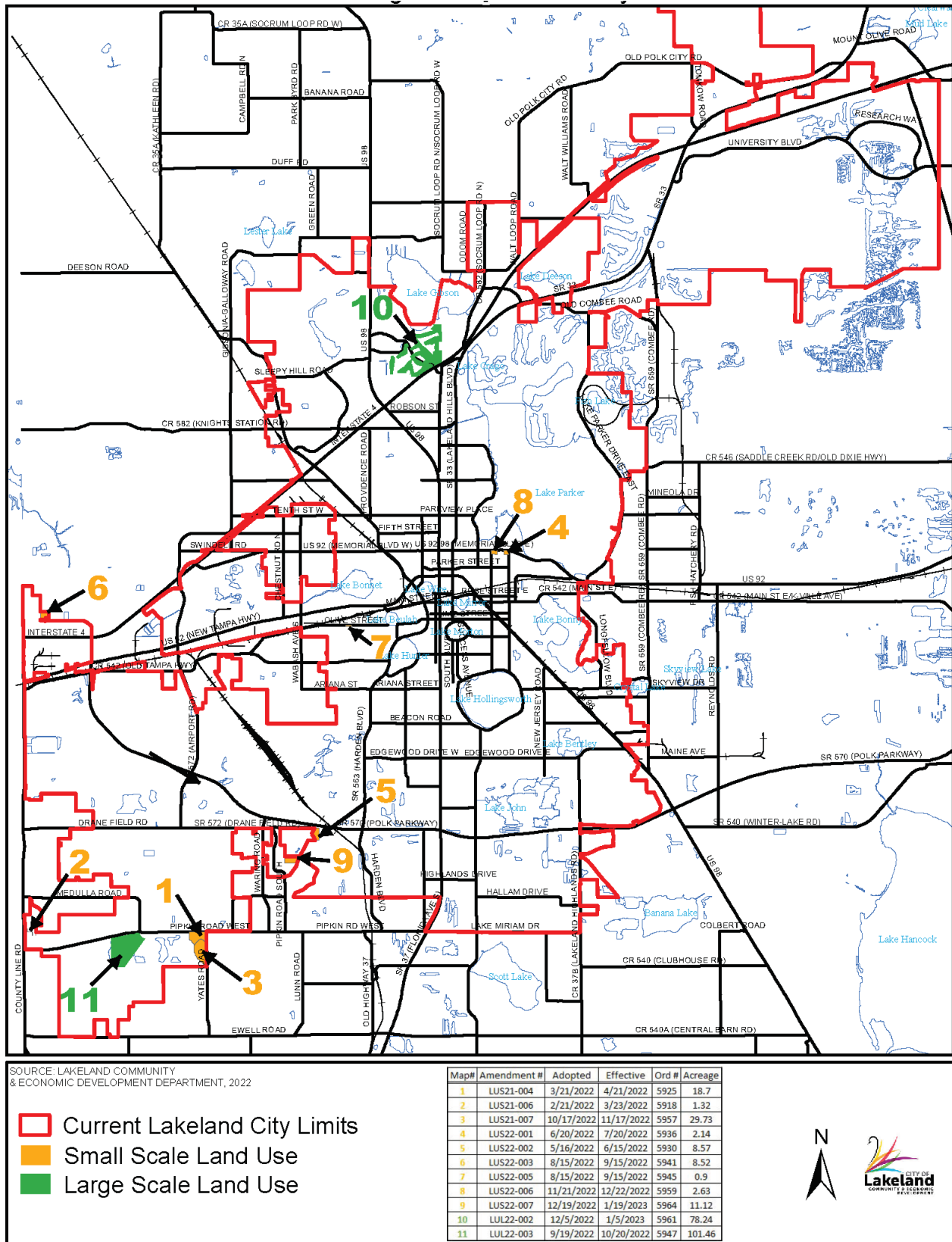
2.1 Statistical Amendment Summary

Annexations (Non-Exempt)				Annexed Acres		19.64
	Project	Ordinance	Adopted	Effective	Acreage	
5149 Swindell Road	ANX22-001	5940	08/15/22	08/15/22	8.52	
Annexation of 8.52 acres located at 5149 Swindell Road.						
Pipkin Creek Office	ANX21-001	5963	12/19/22	12/19/22	11.12	
Annexation of 11.12 acres generally located south of Sugar Creek Drive W, north of Creekbend Drive and west of 4202 Pipkin Creek Road.						
Large Scale Amendments (Exempt)			Land Use Assigned to 50+ Acres			179.7
	Project	Ordinance	Adopted	Effective	Acreage	
Gibson Trails	LUL22-002	5961	12/05/22	01/05/23	78.24	
Large scale land use amendment to allow a change in future land use from Residential Medium (RM) to Residential Low (RL) on approximately 19.02 acres, and from Residential Medium (RM) to Residential High (RH) on approximately 59.22 acres generally located north of Interstate-4, south of Heatherpoint Drive, east and west of Carpenters Way, and south of Wedgewood Estates Boulevard.						
Southwest Lakeland Park	LUL22-003	5947	09/19/22	10/20/22	101.46	
Large scale land use amendment to change the future land use designation from Business Park (BP) to Recreation (R) on approximately 101.46 acres located west of Medulla Road and south of W. Pipkin Road (4190 W. Pipkin Road).						
Small Scale Amendments (Exempt)			Land Use Assigned to <=50 Acres			23.50
	Project	Ordinance	Adopted	Effective	Acreage	
Pipkin & Yates Rd Apts	LUS21-004	5925	03/21/22	04/21/22	18.7	
Change in land use on approximately 17.2 acres, from Neighborhood Activity Center (NAC) to Residential High (RH) and a change in land use on approximately 1.5 acres from Neighborhood Activity Center (NAC) to Convenience Center (CC) on property located at the southwest corner of W. Pipkin Road and Yates Road (3526 W. Pipkin Road).						
Gresham Farms	LUS21-006	5918	02/21/22	03/23/22	1.32	
A change in land use from Community Activity Center (CAC) to Residential High (RH) on approximately 0.97 acres located at the northeast corner of Ralston Road and County Line Road, and a change in land use from Community Activity Center (CAC) to Residential High (RH) on approximately 0.21 acres and a change in land use from Residential Low (RL) to Residential High (RH) on approximately 0.14 acres on property located at the southeast corner of Ralston Road and Gresham Farms Road.						
5201 Yates Road	LUS21-007	5957	10/17/22	11/17/22	29.73	
Change in land use from Residential Low (RL) to Residential Medium (RM) on approximately 25.92 acres and a change in land use from NAC (Neighborhood Activity Center) to Residential Medium (RM) on approximately 3.81 acres, located south of Towne Park Boulevard and west of Yates Road.						
The Space Shop	LUS22-001	5936	06/20/22	07/20/22	2.14	
Land use amendment to change the future land use designation from Mixed Commercial Corridor (MCC) to Community Activity Center (CAC) on approximately 2.14 acres located at 1141 E. Memorial Blvd.						
Alliance Realty Partners	LUS22-002	5930	05/16/22	06/15/22	8.57	

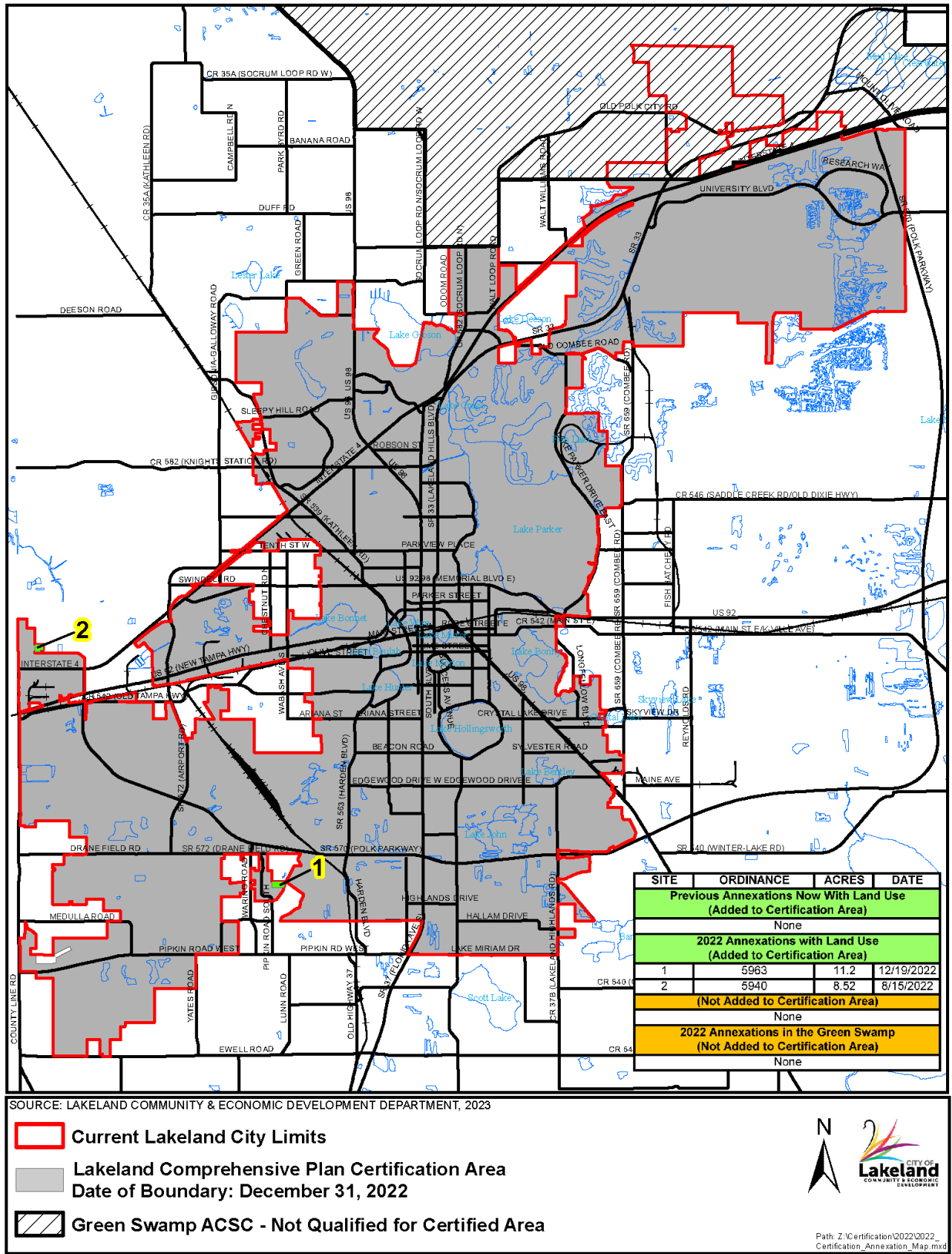
Land use amendment to change the future land use designation from Neighborhood Activity Center (NAC) to Residential Medium (RM) on approximately 8.57 acres located at the southeast corner of Parkway Frontage Road South and Pipkin Creek Road.					
Swindell Road	LUS22-003	5941	08/15/22	09/15/22	8.52
Land use amendment to apply a future land use designation of Business Park (BP) on approximately 8.52 acres located at 5149 Swindell Road.					
Olive Street Multi-Family	LUS22-005	5945	08/15/22	09/15/22	.90
Land use amendment on approximately 0.9 acres from Business Park (BP) to Residential Medium (RM) on property generally located south of Olive Street, east of Oregon Avenue and west of Beech Avenue (1506 Olive Street).					
1005 E. Memorial Blvd	LUS22-006	5959	11/21/02	12/22/22	2.63
Land use amendment from Public Buildings, Grounds, Institutional Uses (PI) to Community Activity Center (CAC) on approximately 2.63 acres, on property located at 1005 E Memorial Boulevard.					
Pipkin Creek Office	LUS22-007	5964	12/19/22	01/19/23	11.12
Land use amendment to apply a future land use designation of Business Park (BP) on approximately 11.12 acres generally located south of Sugar Creek Drive W, north of Creekbend Drive and west of 4202 Pipkin Creek Road.					
Text Amendments					
	Project	Ordinance	Adopted	Effective	
Property Rights Element	CPA21-001	5913	01/18/22	02/04/22	
Proposed Text Amendment to the Lakeland Comprehensive Plan Our Community: 2030 to adopt a Property Rights Element.					
10-year Water Supply Plan Update	CPA21-002	5928	05/16/22	06/15/22	
Proposed text amendment to the Infrastructure, Conservation and Intergovernmental Coordination Elements of the Lakeland Comprehensive Plan: Our Community 2030 to update the Water Supply Facilities Work Plan consistent with the Central Florida Water Initiative Regional Water Supply Plan.					
CIE/CIP Annual Update 2021	CPA21-004	5922	03/21/22	03/21/22	
Annual update to portions of Capital Improvement Element of Lakeland Comprehensive Plan: Our Community 2030 including the 5-year Capital Improvement Program.					
CIE/CIP Annual Update 2022	CPA22-001	5966	12/19/22	12/19/22	
Annual update to portions of Capital Improvement Element of Lakeland Comprehensive Plan: Our Community 2030 including the 5-year Capital Improvement Program.					

2.2 Geographical Amendment Summary

(a) Future Land Use Changes Adopted January - December 2022



(b) Annexations Related to Certification Report—Exhibit “B”



3.0 Status of Baseline Conditions – Exhibit “D”

3.1 Lakeland Baseline Conditions and Community Development Goals

1(a)	Compactness	Goal: Increase the ratio and achieve a ratio of 2.25			
	Resident population/Acres of City land	2004	88,741 / 43,200 = 2.05	2022	120,279/48,125.2 = 2.50
1(b)	Compactness	Goal: Decrease the ratio by annexing enclaves and smoothing the City boundary			
	Miles of City boundary / Square miles of City Land	2004	96.4 / 67.5 = 1.42	2022	130.78/75.19= 1.74
2(a)	Residential Density	Goal: 3.0			
	Resident population/Acres of City Land (Less open space)	2004	88,741 /36,102 = 2.45	2022	120,279/35,459.85= 3.39
	Open Space	2004	7,098 acres	2022	12,665.35 acres
2(b)	Non-Residential Intensity	Goal: Increase to or maintain at 1.1 or higher			
	Jobs / Acres of City Land (Less open space)	2004	36,760/36,102= 1.02	2022	Full labor force 51,700/35,459.85= 1.46
					Total employed 50,019/35,459.85= 1.41
3(a)	Vehicle Miles Traveled (VMT)	Goal: Reduce City proportion of the Polk County VMT			
	Average City VMT for concurrency road network as compared to County VMT, excludes I-4 & Polk Parkway	2004	City: 1.09 billion VMT County: 4.807 billion VMT =22.7 %	2022	VMT/Day LPA: 4,265,465 County: 13,133,460 32.48%
	<i>Note 2004 COL VMT inside City only; 2008 VMT metro/LPA area</i>	2008	City: 2.4 Billion VMT County: 5.6 Billion VMT =43%		
Note: the next update for VMT will be presented in the 2028 Report for 2027 Data					
3(b)	Interconnectivity	1.	Goal: Reduce sidewalk gaps Central City Area—see target for 3c		
	Miles of sidewalk gaps in Central City	2004	267,209 linear feet missing in 2004 M-3 District; 1,678 segments in Feb. 2004	2022	326.96
		2.	Goal: Increase number of site plans requiring transportation system connectivity and/or add new LDR requirements for same.		
	Number of site plans requiring transportation system connectivity (sidewalk, transit, road or shared use via access mgmt)	2004	20 separate PUDs	2022	29 Site Plans

3(c)	Pedestrian Access	Goal: Increase			
	Miles of sidewalk (City construction only)	2004	145 Miles	2022	293 Miles
3(d)	Mass Transit	Goal: Improve			
	Average headway for the designated transit routes in the Lakeland area of the LAMTD	2004	50 minutes for total of 16 existing area routes	2022	65 minutes for a total of 16 routes*
* Excludes the Citrus Connection's new Route 21X (Lakeland/Bartow Express – Westside), which connects Mulberry and the unincorporated Willow Oak and Bradley communities to Bartow generally south of the Lakeland Planning Area. Year 2022 headways represent new route structure enacted by the Citrus Connection in October 2022.					
4	Jobs/Housing Balance	Goal: Maintain or Increase			
	Employment per square mile / Resident population per square mile	2004	$(36,760/67.5)/(88,741/67.5) = 0.41$	2022	Full labor force $(51,700/75.19)/(120,279/75.19) = 0.43$
					Total employed $(50,019/75.19)/(120,279/75.19) = 0.42$
5(a)	1. Housing Mix & Affordability	Goal: Maintain minimum 55% owner-occupied & 45% renter-occupied			
	% Owner-occupied	2004	60%	2022	54.7%
	% Renter-occupied	2004	40%	2022	46.3%
	2. City Assistance in Home Ownership	Goal: Target for annual average for both measures, 2011-2020, at 10 or better.			
	5 year average	2004	Units Rehabilitated	2022	10
		2004	Units Assisted	2022	12
Note: Target established to reflect state and federal funding.					
5(b)	Affordable Housing Ownership	Goal: Reduce to 2.76			
	Average median MSA home price / Average median MSA Household income	2004	$\$129,620 / \$45,300 = 2.86$ (2003 FHFC data)	2022	$\$267,935/\$56,616 = 4.73$
5(c)	Number of Substandard Housing Units in City	Goal: Decrease total substandard via City and private housing rehab activity, code enforcement, historic preservation, and CRA related residential redevelopment activities			
	Number of substandard single-family dwelling units suitable for rehabilitation	2004	1,389 single-family = 7% of s-f units surveyed	2022	Total number of occupied units without water, kitchen, and/or electric or gas utility heat: = 1,807 units

Number of substandard multifamily dwelling units suitable for rehabilitation		2004	208 multifamily = 2% of m-f units surveyed		2019 Estimate per 5yr ACS DATA
6	Mixed-Use Development	1.	Goal: Increase approved zoning requests as redevelopment & annexation occur; apply in Garden District & CRAs		
Number of approved zoning requests for non-residential uses in RM and RH land use categories		2004	0	2022	0
		Note: This became a City policy as of Feb. 2004			
		2.	Goal: Increase total Mixed-Use PUDs and site plans in City		
Total Mixed-Use PUDs and Site Plans in City		2004	41	2022	82
Notes: RM = Residential Medium; RH = Residential High; SPI = Special Public Interest Overlay District, which is a zoning overlay tool to impose special conditions and/or make special allowances for development.					
7	Dedicated Open Space	Goal: Increase acres over 10,966			
Open space = Total acres of conservation, preservation (as of 2015), recreation lands and water (lakes) in City / Acres of City Land		2004	(1,301+1,662+4,135)/43,200 = 16%	2022	12,665.00/48,125.20 = 26%
8	Education & Recreation Uses in Neighborhoods	Goal: Approve joint use agreements when feasible			
Number of agreements and facilities approved for joint use of public school and City park facilities.		2004	Major agreements = 2 City facilities = 26 School facilities =12	2022	None Added
9a	Per capita water consumption	Goal: Decrease water consumption			
Average kgal/residential accounts & meters/months		2004	3,242,517,000/30,130/12 = 8.97	2022	3,512,953/49,605/12 = 5.90
See ALSO WMD data below					
9b	Per capita energy consumption	Goal: Decrease energy consumption			
Average kwh/residential accounts/months		2004	533,028,333/ 40,183/12 = 1,105	2022	624,991,256/51,074/12 = 1,020
10	Environmental Protection	Goal: Increase when feasible			
Acres of Conservation and Preservation / Acres of City Land		2004	1,283/43,200 = 3%	2022	6624.01/48,125.20 = 13.8%
Note: Preservation lands were not included prior to 2015					

11	Hurricane Shelters	1.	Goal: Increase when feasible		
	Number of Shelters	2004	Metro area = 3 MSA = 9	2022	Total shelters = 46
Note: Shelter facilities are no longer limited to high schools only. As updated in 2020, using best/most recent data available, including Census, Shimberg Center, and State Shelter inventory data.					
		2.	Goal: Increase		
	Total Shelter Capacity	2004	Metro area = 1,400 MSA = 3,700	2022	No Change
Note: Spaces per State Inventory in 2001 = 35,160					
		3.	Goal: Decrease ratio		
	Residents per Shelter Space	2004	511,496 in MSA / 35,160 = 14.54	2022	770,019 in MSA/43,817 = 17.57
12	Coordination with School Board	Goal: Increase coordination; increase shared use facility opportunities per Item 8			
	Number of School Board Staff – City Staff coordination meetings per calendar year	2004	At least 5, including annual school summit and quarterly education steering committee meetings	2022	Meetings = 0*
*City staff continues to provide the School District with Certificates of Concurrency for all residential developments approved through our Development Review Team and Subdivision Review Team and ensures that a Finding of Adequate Capacity has been provided to development applicants prior to PUD zoning, commercial site plan or subdivision plan approval. School District staff participated in the Lake Miriam Apartments zoning hearing before the City Commission in April 2022, presenting current enrollment and capacity figures for elementary, middle, and high schools throughout the southern Lakeland area. City Public Works staff also solicited support and easement/right-of-way dedication for the Hartsell Avenue Trail proposal along the frontage of R.W. Blake Academy.					

3.2 Water Monitoring Data Lakeland for Program Year 2022

Item	Unit	Amount
Current Capacity	MGD	59.0
Permitted Capacity	MGD	35.03
Annual Average Demand	MGD	23.54
Peak Month Use (04/2022)	MGD	24.97
Peak Day Demand (04/2022)	MGD	29.45
Un-Committed Capacity as of Feb 20, 2023	MGD	8.22

Other Water Data Required per Certification Agreement Section 8 F (3), to Report to WMD;
SOURCE: Lakeland Water Utilities

4.0 Status of Baseline Conditions – Exhibit “E”

4.1 Work Program Summary

1. (a) Promote Compact Growth	
Adopt standards on urban form/design and mixed land use for districts, large developments by completing the SPI for Garden District by 2006.	
Status:	SPI for Garden District was completed by 2005. Urban form standards also required in Williams DRI Zoning document (PUD), Lakeside Village PUD (2004) & North Village PUD (2011), LCP DRI PUD, RAMCO PUD (approved in 2011), Orlando Health PUD (approved in 2020), Gibson Trails PUD (approved in 2022), and to some extent in Hawthorne Mill PUD (approved in 2007).
Review zoning code w/in 18 mo. of Certification Agreement.	
Status:	This review was completed in 2006.
Review and amend code for alternative design that encourages desirable densities and intensities by 2014.	
Status:	The current Land Development Code was adopted in December 2013 and became effective in March 2014. The updated code is hybrid form based that establishes development standards for context districts that distinguish between urban and suburban, and between centers, corridors and neighborhood areas while seeking to address street types in each area. Context areas and design standards supplement the City’s existing zoning districts that control uses. Updated provisions of the LDC address landscaping, tree preservation, low impact development, include requirements to provide civic and open spaces and multi-modal transportation concurrency standards for the Central City Transit Supportive Area and Transit Oriented Corridors.
1. (b) Strategic Annexation	
Annex enclaves or areas which help smooth boundaries where feasible economically and consistent with other City objectives. Note: This objective added via 2012 Amended Certification Agreement and is ongoing.	
Status:	The City annexed many enclaves in the 1989-1999 period as part of a citywide boundary “clean up” effort. This brought in 50 or more parcels in over 25 enclaves and helped lead to an interlocal agreement with Polk County that allows the City to bring in unincorporated areas of 10 acres or less. In the 2000-2010 period the City brought in about 18 more enclaves. Annexations in 2012 did help promote some infill but only 2 large areas were annexed. Since 2012, less annexation has occurred with each consecutive year with 51.4 acres in 2013, 9.47 acres in 2014, and no annexations in 2015 or 2016. In 2016, the Florida Legislature amended the Chapter 171 Florida Statutes to allow cities to initiate annexation of unincorporated enclaves up to 110 acres in size from previously 10 acres. As a result of the change in statutes, the City annexed 119.77 acres of several enclaves in 2017. From 2018 through 2022, 108.88 acres were annexed into the City through the voluntary annexation application process.

2. Promote Density & Intensity

Encourage development and redevelopment at higher densities in the CRAs, the Garden District, and by using Mixed Use Land Use Provisions in other areas within the City.

Status: The Midtown CRA has continued to support the large medical corridor employers, Lakeland Regional Health and Watson Clinic, with their respective expansions and master planning efforts. The CRA is supporting efforts to convey/sale CRA owned property to both LRH and Watson Clinic that will continue to facilitate future planning. In September 2022, LRH opened its Harrell Family Center for Behavioral Health, a \$46 million mental health facility filled with natural light, artwork, special in-patient units, and multiple courtyards as an added component of its campus along the medical corridor.

In the Downtown CRA, development momentum is generating continued interest. The CRA approved four Tax Increment Financing (TIF) agreements that will support the development of 632 mixed income units in the Downtown CRA further promoting density.

In the last year the Lakeland CRA has:

- Launched an online 3D visioning platform, Catalyst 2.0, that will showcase current development and infill opportunities within Downtown CRA, with planned expansion into study areas of Downtown West, South Florida Avenue corridor (Dixieland CRA) and East Main district (Midtown CRA).
- Executed an Acquisition and Redevelopment Agreement with Onicx Investments LLC to replace the Oak Street Parking Lot with a building that will consist of 200 apartments and townhomes, 2,000 square feet of retail space, and 420 publicly accessible parking spaces to help further promote density on the 1.5 acre site in the downtown area.
- Initiated a study to identify dense redevelopment opportunities in the westerly portion of downtown, which largely includes the Midtown CRA and parts of Downtown and Dixieland CRA.
- Initiated a study of its East Main District, as a part of Midtown CRA, to identify redevelopment opportunities in a largely underutilized industrial area adjacent to downtown.
- Provided two infill incentives for second floor activation of underutilized buildings within the Downtown CRA that will encourage currently vacant spaces to be filled with office and/or retail uses.

3. Promote Multi-Modalism & Interconnectivity

(a) Draft LDRs to require intermodal connections by 2008.

Status: The City's new Land Development Code (previously the Land Development Regulations or LDR) was adopted in December 2013 and went into effect March 2014. The new code provides for bike, pedestrian, and transit amenities and requires appropriate connectivity to the existing transportation network.

(b) Refine Multi-Modal (M-M) LOS Standards by 2009.

Status: In 2015, the City adopted an updated Transportation Impact Fee study that first enabled the expenditure of revenues on multiple modes of transportation facility improvements. This study was updated in 2019. In 2022, the City amended Article 10 of the Land Development Code to add multi-modal transportation impact analysis requirements and procedures for new development activity.

(c) Adopt Access Management Standards into the LDRs by 2005.

Status: Access Management Standards were adopted into the LDRs on March 7, 2005.

(d) Encourage County to adopt similar access standards

Status: In 2022, the City worked with the developer of a planned Pilot Travel Center at the County Line Road/Swindell Road intersection in unincorporated Hillsborough County to coordinate vehicular and pedestrian access with Polk County’s permitting process and facilitated the development of a traffic study methodology for review and approval by County staff. Through this coordination, the applicant was also required to engage FDOT to confirm that it had no concerns about the impact of this development on Interstate 4, located just south of the Swindell Road intersection. The City continues to work with a multi-family residential developer within the Gresham Farms development to restrict direct access on County Line Road, instead having access via Ralston Road and the Gresham Farms Road backage road that was constructed with the Publix shopping center between Ralston Road and West Pipkin Road.

(e) Participate in Polk County’s greenways effort & continue to implement and expand City’s Lake to Lake system

Status: The City of Lakeland’s Parks Master Plan was adopted in 2006. The City coordinated with Polk County in 2005 and refined its Greenbelt illustration in the Lakeland Comprehensive Plan via a text amendment in early 2005. The City continues to update its own Greenbelt map to reflect public land acquisitions. The City continues to work with FDOT to facilitate new wildlife crossings of Interstate 4 and State Road 33 between Tenoroc Public Use Area and the Green Swamp. Both crossings are expected to be constructed with the adjacent Interstate 4/State Road 33 reconstruction and State Road 33 four-laning projects that are proposed for advancement into FY 2024 via the Moving Florida Forward initiative. The State Road 33 improvements under design by FDOT include ten-foot-wide pathways along both sides of the right-of-way, providing a short term connection between the Lake-to-Lake Bikeway and greater regional trail system.

A citywide pathways vision plan was incorporated into the Lakeland Comprehensive Plan adopted in 2010 and updated with the Lakeland Comprehensive Plan: Our Community 2030 adopted in 2021. Proposed Priority Pathways corridors are identified within the Comprehensive Plan, providing funding guidance for City capital projects and those funded with dollars provided by the Florida Department of Transportation. Only one trail segment remains to be constructed to complete the 3.5 mile long Three Parks Trail loop, which is funded in FY 2023 of FDOT’s Five Year Work Program.

In response to recommendations made during FDOT’s Polk Rail Study (completed in 2014) and subsequent Project Development and Environment (PD&E) Study for the New York Avenue Bicycle/Pedestrian Overpass at the Downtown CSX Rail Crossing, FDOT continues to design a structure at this location that connects the New York Avenue Cycle Track with Lake Wire. In 2021 the City Commission adopted Resolution #5732 expressing support for this New York Avenue overpass and a separate bicycle/pedestrian tunnel connecting the Lake Beulah Trail with George Jenkins Boulevard and the entrance to Bonnet Springs Park. At an expected cost of more than \$100 million dollars, this privately funded park west of Downtown Lakeland lacks any bicycle/pedestrian connectivity with the rest of the Central City area. Making a sidewalk/trail connection to Bonnet Springs Park has become the City’s highest immediate pathways priority and in support of identifying an acceptable solution, the Central Florida Regional Planning Council prepared a \$2 million dollar request through the Federal Reconnecting Communities Pilot program for extensive engagement and analysis of connection options that would be considered for future funding. The City has committed to providing the required \$400,000 local match required for this application.

(f) Pedestrian Access—adopt a sidewalk ordinance to make mandatory in new residential subdivisions by 2006.

Status: Sidewalk Ordinance 4580 was adopted in October 2004.

4. Promote Jobs-Housing Mix

(a) Recruit & retain jobs with living wage to support housing choices.

Status: In 2007, the Director of the Lakeland Economic Development Council (LEDC) indicated the LEDC continues to turn away lower wage economic development given limited City resources (land and infrastructure) and past direction from elected officials. A high tech-high skill initiative was adopted by the LEDC, and in 2010 the City adopted an Economic Development Impact Fee Mitigation Program (EDIFM) to promote high paying job recruitment. In 2022, a warehouse project received mitigation of City Transportation, Law Enforcement, and Fire Protection fees at 50% for the construction of a 156,386 square foot speculative industrial building.

(b) Require transit related improvements of new development

Status: Connections to buildings mostly addressed via City's LDCs (access management/site circulation).

On August 23, 2022, a Funding Agreement for Transit Services between Forestar USA Real Estate Group and LAMTD was recorded (Book 12390/Pages 1961-1965) through which the developer committed to pay \$166,666.66/year for three consecutive years to fund a bus for a route serving the Hawthorne development, with the first installment required prior to Building Permit issuance for the 400th single family home. This funding would also be eligible to receive City Transportation Impact Fee Credits.

In 2022 two transit shelters were installed along the Griffin Road corridor, serving separate affordable housing communities that recently welcomed residents. Through the City's zoning and site plan approval processes, additional transit shelters were required with the new multi-family developments along West Pipkin, Pipkin Creek and South Parkway Frontage Roads in southwestern Lakeland.

In 2020 and 2021, the City Commission ratified the annexation of over 900 acres into the Lakeland Area Mass Transit District boundaries within which a half-mill ad valorem tax is levied for transit services in the Lakeland area. An additional 82.73 acres were added to the transit district in 2022 with more lands expected to be added in 2023.

In support of the Florida DOT's SR 37/Florida Avenue Road-Diet Test project in Dixieland and Downtown Lakeland, the Citrus Connection continues to operate local transit circulator service with 30-minute frequencies via the Peach Line with funding from FDOT. The Peach Line allows the Citrus Connection Gold Line to traverse the Road-Diet Test area without stopping in the roadway, resulting in the addition of enhanced transit service with no traffic disruption on Florida Avenue.

(c) Implement a coordinated citywide development review process for new and re-development projects by 2007

Status: The City's Development Review Team (DRT) was established and continues to meet today. The scheduled March 8, 2023 meeting represents the 383rd regularly-scheduled DRT meeting.

5. Enhance Housing Mix & Affordability

(a) Complete Comp Housing Strategy Report for Metro Area

Status: In 2005 an updated housing condition survey using field survey techniques was completed. In 2016, the Planning Division engaged a consultant to begin a new citywide housing market study; the study was completed in February 2019.

(b) Identify Strategies and Outline timeline to Implement by 2006.

Status: Since 2007, the Lakeland Community Redevelopment Agency has worked in partnership with several municipal departments and local non-profit organizations such as Parker Street Ministries, Habitat for Humanity and the Keystone Challenge Fund to develop new and rehabilitated housing units in the Parker Street Target Area. The intent of the initiative was to develop working partnerships and strategies to stabilize the neighborhood while building back safe, decent, attractive housing for a range of household incomes.

Since 2019, the CRA has been working alongside the Housing Division to administer affordable housing incentives. The joint mission is to preserve and develop affordable housing in Lakeland, as well as expend economic opportunities for families of low to moderate income. The Down Payment Assistance Program offers the opportunity for low to moderate income buyers the prospect to gain attainable housing within the Midtown CRA by offering a grant towards the purchase of a homestead property. In 2022, seven buyers became homeowners through the Down Payment Assistance Program.

In 2020, the Housing Division and CRA launched the City of Lakeland Affordable Housing Land Bank Program. This provides buildable, City- and CRA- owned lots to qualified developers and builders for the purpose of constructing new residential units to meet the City's affordable housing needs. The purpose of this program is to add to the City's housing stock, reduce the number of vacant and blighted properties, and encourage the development of new affordable housing units on infill lots throughout the city. The program is intended to address the need for quality affordable housing and contribute to neighborhood stabilization efforts. Construction began on 15 lots from the Infill Land Bank Program within the Midtown CRA district during the fiscal year. Construction was completed on six lots, four of which were sold. The four lots that sold in 2022 used the down payment assistance program. In 2022, the Housing Division and CRA assembled a second round list of lots available for release in early 2023.

(c) Research strategies relating to inclusionary zoning by 2008.

Status: In 2007 City staff held a workshop with the City Commission and interested persons to obtain feedback and direction on two programs: a) Accessory Dwelling Units (ADUs), and b) Voluntary Inclusionary Zoning to promote affordability and mixed income neighborhoods. New standards for ADUs were adopted in 2008 and several ADUs are now approved each year. Staff worked to limit impact fees for ADUs with Polk County as another way to encourage their feasibility. Since that time, ADUs have become a popular housing option for qualifying properties within the City.

(d) Work with Polk County, Habitat for Humanity, and Lakeland Vision to reduce sub-standard housing

Status: City and County contributed funding for development of low income multifamily residential developments utilizing the state tax credit program.

The City's In-Fill Lots Program awarded vacant City and CRA owned infill lots to developers and general contractors to construct homes for low-moderate income families. 14 new homes were completed in 2022 with 8 sold and 8 under construction. A second round of lots will be made available in the near future.

(e) Preserve affordable housing stock

Status: City's CDBG, HOME, & SHIP programs rehabilitate existing stock; provide down-payment assistance etc. Private tax credit and CRA housing projects tend to be new housing. NSP funding was awarded in two different rounds to the City of Lakeland for purchase of foreclosed units, rehab, and re-sale. See Attachment: *Supplemental Summary for Item 5.e. of Affordable Housing Initiatives.*

6. Promote Mixed Use Developments
<p>Status: See items 1-5</p>
7. Promote Dedicated Open Space
<p>(a) Continue to require open space in PUDs and continue to pursue Conservation land designations for major wetlands, streams, water,</p>
<p>Status: Item (a) is being implemented as new development and land use designation requests are received or initiated. In 2014, the City designated the NE wellfield and FFWCC lands, totaling 1,111 acres, located in the Green Swamp as Conservation lands. There were 6,624.01 total acres of Conservation & Preservation within the City in 2022.</p>
<p>(b) Explore requirement in LDRs for new subdivisions located 2 miles+ from city park to have trails/ped paths and on-site rec areas.</p>
<p>Status: The Land Development Code requires open and recreation space for residential and most non-residential developments that meet a certain minimum size if no public recreation facilities are available with a ¼ mile per Section 3.3.6.</p>
8. Link Commercial, Educational and Recreational Uses to Residential Growth
<p>Status: See Items 2, 4, 7, and 12. The City encourages land use mix and internal land use linkages on a regular basis as new developments are proposed and through sector planning. Revenues constrain ability to purchase park sites and minimum acreage/site layout requirements for the prototype elementary school (25 ac) make it difficult to achieve donated school sites that the school board will find acceptable. Annual City trails and pathways programs help facilitate connectivity between residential, recreational, and educational destinations. In 2021, the City purchased a 101-acre tract of land in southwestern Lakeland for a future City park that is bordered by the Riverstone (1,299 sfdu) and Hawthorne (1,231 sfdu) neighborhoods that are currently under development. Sidewalks and trails are required between Riverstone, Hawthorne, and the City property via dedicated tracts. Bicycle and pedestrian access to the nearby Towne Park neighborhood is provided via a multi-use trail constructed with the Medulla Road Extension required by the Riverstone development. The Medulla Road Extension will be further extended into the Hawthorne development to a new north-south spine road between Ewell and West Pipkin Roads. Both collector road corridors through Hawthorne will have the same cross-section with multi-use trails, sidewalks, and paved shoulders to serve non-motorized modes. In February 2022, the City Commission approved the Hawthorne Development Agreement (Book 12152/Pages 1408-1422) that includes requirements for the development of an internal trail system with connections to Riverstone as required in the PUD and City park property.</p>
9. Promote Water and Energy Conservation
<p>(a) Implement Conservation Strategies required by City’s Water Use Permit and Potable Water Element/Conservation Element.</p>
<p>Status: Water conservation strategies implemented include higher inverted rate structure, water concurrency tracking, low flow technologies, a long-term reuse agreement with the TECO Polk Power Station, and continued reuse of city effluent by City power plant complex. The City regularly requires irrigation needs to be met by non-potable water sources except on constrained infill sites. The City can prioritize water allocations and has received a 20-year water use permit to address needs through the planning period. The City adopted its water supply plan in 2008 as required for the comprehensive plan and updated it to reflect the TECO agreement. In 2021, the City updated the 10-year Water Supply Plan in accordance with State mandates in conjunction with the Polk County Water Cooperative.</p>

(b) Promote smart energy and solar energy.

Status: Lakeland Electric has offered a solar program for many years including solar water heaters and solar panels for The RP Funding Center (formerly The Lakeland Center) roof, other non-residential buildings, and homes. In 2011, LE partnered with NRG (formerly SunEdison) to develop solar generation facilities on city property. A two phased facility was built on land owned by the City's Lakeland Linder International Airport off Hamilton Road in 2012. The solar facility was designed to generate 5.3 MW (AC rated) of electricity, enough to power about 2,000 homes. NRG owns and operates the solar facility while the City purchases the power under a 25-year agreement. This project won recognition from the Heart of Florida Chapter of APA Florida. A second solar generation facility, that produces 6 MWs, started operation in 2015 on 65 acres at Sutton Rd and Bella Vista St. A third phase capable of generating another 3.15 MWs was completed at the City's Airport in 2016. Plans are underway for a new solar farm to add 50 – 75 MWs of solar with 10% of battery storage.

10. Wellfield Protection & Various

Continue LDR protection of wellfields, continue to implement 20 year Lakes Management Plan, and adopt policies for Green Swamp ACSC by 2006.

Status: Completed/ongoing. ACSC policies were adopted, and land development regulations followed up in 2006 and 2007. Wellfield regulations are unchanged. A stormwater utility fee was established in FY2008. These fees support surface water quality and effective drainage projects in the City.

11. Coordinate Emergency Shelter Needs

Work with Polk County, the School Board, and the Local Hazard Mitigation Working Group.

Status: Each new high school sited in the metro area qualifies as an additional emergency shelter location and two were added in 2007-08.

12. Coordinate with the Polk County School Board

(a) Work on shared use possibilities and school siting issues.

Status: School siting and collocation of parks & facilities is ongoing.

(b) Update interlocal and draft a schools element.

Status: Lakeland adopted a Public School Facilities Element in December 2007 and an updated version of the Interlocal Agreement as required by law. An updated Interlocal Agreement was adopted in 2014.

4.2 Supplemental Summary for Item 5.e. of Affordable Housing Initiatives

The Planning and Housing Division continues to administer the two federal grants and one state grant: Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) & the Florida State Housing Initiatives Program (SHIP) grant, which provides housing rehabilitation and home purchase assistance. The Housing Division has added two new strategies: New Construction Home Ownership and Rental Construction to assist in the production of new affordable housing units.

The City of Lakeland was awarded its 2022-2023 allocations from U.S. Department of Housing and Urban Development (HUD).

	2022	2023
CDBG	\$975,018	\$907,548
HOME	\$387,047	\$430,231
	<u>\$1,362,065</u>	<u>\$1,337,779</u>

In 2022, 10 units were rehabilitated or re-constructed and 12 units received down payment assistance using these funding sources. Additionally, City General Fund and CRA appropriations were used to leverage HOME funds to encourage new construction of affordable housing units:

	Swan Lake Village	Twin Lakes Phase II	Midtown Lofts	Swan Landing	Parker Pointe	Builders Line of Credit	CHDO Keystone
Development Cost	\$20,380,406	\$21,643,064	\$16,227,994	\$ 20,997,417	\$ 21,277,970	\$ 270,000	\$ 280,000
City	\$ 112,000	\$ 138,000		\$ 250,000			
CRA		\$ 150,000					
HOME	\$ 288,000			\$ 210,000			
SHIP						\$ 120,000	
CHDO							\$ 230,918
Land			\$ 636,000		\$ 1,060,000		\$ 9,250
Impact Fee	\$ 406,812	\$ 319,638			\$ 227,064	\$ 35,802	
Total	\$ 806,812	\$ 607,638	\$ 636,000	\$ 460,000	\$ 1,287,064	\$ 155,802	\$ 240,168
Dollars Leveraged	\$ 25.26	\$ 35.62	\$ 25.52	\$ 45.65	\$ 16.53	\$ 1.73	\$ 1.17

The Planning and Housing Division applied in 2009 to HUD for the Neighborhood Stabilization Program-1 (NSP-1) funds and was awarded \$2,005,781 to acquire, rehabilitate and resell foreclosed properties. At least 25% of the funding must aid individuals and/or families at or below 50% of the Area Median Income (AMI). Twenty-one (21) properties were purchased, and eighteen (18) rehabilitated units were sold. The Planning and Housing Division plans to close out this program in 2023.

Due to the pandemic, the City was awarded additional CDBG funds to prevent, prepare for, and respond to the COVID-19 virus. There were two allocations during 2020: \$575,310 and another \$757,000. The funds are being utilized to aid persons, households, and non-profit organizations to address the negative effects of the virus. To keep families in their homes, the City is administering its CARE Programs for rental, mortgage, and utility assistance. To assist businesses and

communities, the City has engaged several non-profits to provide services to low income persons, medical assistance, and services to seniors and homeless persons.

Public Service Grants for this year funded:

- Lakeland Volunteers in Medicine (LVIM) – assistance for uninsured working persons.
- Talbot House Ministries – utility assistance and replacement of hot water boilers for homeless shelter.
- Peace River Center for Personal Development- Salary for Clinical Staff at the Crisis Stabilization Center.
- Achievement Academy- birth to three interventions for at risk youth
- Boys and Girls Club- scholarships for youth
- Big Brothers Big Sister- One to One support for “littles”
- Volunteers in Service to the Elderly (VISTE) – Hot Meals; and
- Parks & Recreation – tutoring, summer day care, after school programs for low income youth.

Impact Fee Incentives for Affordable Housing: There were no waivers issued under the Affordable Housing Incentive Program for non-utility impact fees for new developments in 2022