

ORDINANCE NO. ____

PROPOSED ORDINANCE NO. 25-036

AN ORDINANCE RELATING TO ZONING; MAKING FINDINGS; AMENDING ORDINANCE 4501, AS AMENDED, TO PROVIDE FOR A MAJOR MODIFICATION OF PLANNED UNIT DEVELOPMENT (PUD) ZONING FOR LAKESIDE VILLAGE TO ALLOW A 130-ROOM HOTEL ON PROPERTY LOCATED AT 3607 LAKESIDE VILLAGE BOULEVARD; PROVIDING CONDITIONS; FINDING CONFORMITY WITH THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Board held a public hearing on August 19, 2025 to consider the request of Jason A. Alligood, Kimley-Horn and Associates, Inc., on behalf of owner CR Lakeside Village, LLC, to amend Ordinance 4501, as amended, to modify Planned Unit Development (“PUD”) zoning for Lakeside Village to allow a 130-Room hotel on property located at 3607 Lakeside Village Boulevard, as more particularly described on Attachment “A” and graphically depicted on Attachment “B” (the “Property”); and

WHEREAS, the Planning and Zoning Board approved the requested PUD zoning modification on September 16, 2025 and recommended said modification to the City Commission; and

WHEREAS, the City Commission, after due public notice and a public hearing at which all interested persons were afforded the opportunity to be heard, finds that the Property should be classified or zoned as recommended by the Planning and Zoning Board;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF LAKELAND, FLORIDA:

SECTION 1. The foregoing findings are true and correct and are hereby adopted and made a part hereof.

SECTION 2. The PUD zoning for the Property is hereby modified, subject to the following amended conditions:

- A. Land Use Intensity: PUD-34
- B. Permitted Uses: A regional retail shopping center with outparcels including those uses permitted in the C-5 zoning district, except that the following uses shall be prohibited:
 - Funeral homes and crematoriums
 - Mobile home sales, rental and service agencies
 - Motor vehicle and boat sales and rental
 - Retail marine sales and service
 - Transit terminal facilities for passenger transportation operations
 - Outdoor commercial recreation
 - Regulated uses
- ~~C. Maximum Floor Area: 645,186 square feet plus a maximum 107-room and a 110-room hotel~~
- C. Maximum Floor Area: 630,408 square feet plus:
 - One (1) 107-room hotel
 - One (1) 110-room hotel
 - One (1) 130-room hotel
- D. Site Development Plan: The project shall be developed substantially in accordance with the site development plan included as Attachments “C,” “C-1,” and “C-2” “C,” “C-1,” “C-2,” and “C-3” except as elsewhere provided herein. Future buildings not located on outparcels and not shown on the site development plan, shall require a minor modification to the PUD, provided that they otherwise meet the conditions of this PUD. It is preferred that such future buildings address the internal street system and avoid parking in front.
- E. Development Regulations: The project shall be developed in accordance with C-5 zoning district regulations with the following exceptions:
 - 1. Minimum Unified Development Building Bulk Regulations:
 - Maximum building height: 65 feet, hotel 80 feet
 - 2. Minimum Outparcel Building Bulk Regulations:
 - Building bulk regulations for outparcels shall be as follows, except that there shall be no minimum setbacks from property lines which

are not boundaries of the unified regional center of which the outparcel is a part.

Minimum front and street side setback 35 feet
Minimum interior side setback 5 feet
Minimum rear setback 20 feet
Minimum interior side or rear setback from any residential lot line ... 25 feet
Maximum building height 40 feet
Maximum lot coverage 65 percent

3. Outparcel Access and Traffic Circulation:

- a. The primary access to outparcels shall be from the parent tract at the approximate locations illustrated on Attachment "C".
- b. Outparcels shall also provide for cross access connections from one parcel to the adjacent parcel at the approximate locations illustrated on Attachment "C." Cross access connections shall include sidewalks.
- c. All cross access connections must be specified in a written easement agreement, a copy of which must be submitted to the City prior to site plan approval for the outparcel in question.
- d. Driveways to outparcels from project entrance roads shall be located as follows: Outparcel 4- Aligned with the driveway to the hotel parcel to the north; Outparcel 5- At least 150 feet from the public road right-of-way; Outparcel 7- No direct access.
- e. Outparcels shall be connected via sidewalks or clear pedestrian paths to the main shopping center and adjacent outparcels.

4. Maximum permitted projections into required setbacks:

Awnings, cornices, eaves, lintels, planter boxes, roof overhangs, gutters, belt courses and similar ornamental features that are completely supported by a building:

Maximum projection into any required setback5 feet

5. Off-Street Parking Regulations:

- a. Minimum standards for 90° parking spaces:
Parking stall9 feet by 18 feet
Drive aisle width 24 feet

- b. Minimum loading space size10 feet by 20 feet

F. Architectural Design Standards:

1. It is the intent of this PUD that the project incorporate major architectural design treatments proposed by the applicant to assure attractive, human-scale development. Therefore, the project shall be developed in substantial accordance with architectural renderings included as Attachments "D" and "E." Although individual stores and buildings may differ in appearance from the renderings, the overall design of the project shall incorporate proposed architectural treatments that provide visual interest and soften building massing and scale, including but not limited to the use of cornices; variations in roofline and roof type; variations in colors, textures and materials; the use of columns, pilasters, belt courses and fenestration to break up building massing; the use of awnings; and the use of street trees.
2. Buildings located on outparcels fronting on Harden Boulevard and North Frontage Road shall each have two primary facades, one facing the highway and one facing the interior road system of Lakeside Village. At a minimum, each primary façade shall have a primary customer entrance or shall be landscaped with shrubs and ground-cover.
3. Service areas shall be oriented or screened so that the visibility of such areas is minimized from the public right-of-way or abutting property.
4. Solid waste containers (dumpsters) and recycling containers shall be oriented or screened so that the visibility of such containers is minimized from principal parking areas, circulator roads or main pedestrian walkways.
5. The use of corrugated metal wall panels of the type used in prefabricated metal buildings shall be prohibited when used as a finish material.
6. Roof-mounted mechanical equipment shall be screened from ground-level view.
7. Exterior lighting shall be designed in a consistent and coordinated manner for the entire project and shall be designed to avoid the creation of hot spots, glare or a nuisance.
8. Parking area lighting shall be decorative in nature and shall be shielded from adjacent properties.
9. If chain link fencing is used around stormwater retention ponds or other areas, it shall be black or green vinyl-coated fencing.

G. Landscaping:

Each radial road extending from the roundabout at the center of the shopping center and each pedestrian sidewalk/path illustrated in Attachment “C,” shall at a minimum include street trees planted on at least one side on the ratio of one tree per 50 linear feet where adequate planter areas are feasible. Such trees shall be included toward the canopy coverage requirement. All other landscaping shall be in accordance with the Landscape Regulations

H. Transportation:

1. General:

- a. Development of the project shall be consistent with all requirements and schedules outlined in the adopted Development Order for the Oakbridge DRI, including all right-of-way donations, on-site and off-site roadway improvements, pedestrian and transit-related improvements, and funding necessary to maintain compliance with the City’s concurrency management ordinance.
- b. At the time of site plan approval, an on-site wayfinder/directional signage plan shall be submitted for approval.
- c. Unless otherwise approved by the City, all required traffic signals shall be installed on mast arms.

2. Site Access: Vehicle access to the project site shall be limited to the following access points in accordance with the Oakbridge DRI Development Order and as illustrated in Attachment “C.”

- Access A Fully-signalized intersection on Harden Boulevard, aligned with Oakbridge Parkway. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.
- Access B Right-in, right-out access on Harden Boulevard. Final location as determined by FDOT. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.
- Access C Right-in, right-out access on Harden Boulevard to include directionalization of existing Target/Oakbridge median opening to permit only southbound left turns, as approved by FDOT. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.
- Access D Right-in, right-out access on North Frontage Road. Final location and configuration as determined by FDOT. The design shall be coordinated with

modifications proposed by the City of Lakeland and FDOT.

- Access E Full access on existing CSX Access/Parkway Maintenance of Traffic road and future Wabash Avenue Extension, subject to contingencies regarding the availability of right-of-way outlined in the Oakbridge DRI Development Order.
- It is anticipated that a portion of this access road will utilize the existing CSX Access/Parkway Maintenance of Traffic road. Where this access road intersects Harden Boulevard, it shall align with an access on the east side of Harden Boulevard identified in the Oakbridge DRI Development Order as Access 22 and shall be fully signalized when warrants are met. The design and configuration of this access road shall be coordinated with the design of the proposed North-South Route/SR 563 Extension.
- That portion of the access road that is new construction and that will become a part of the Wabash Avenue Extension shall be constructed as a two lane typical section with two four-foot bicycle lanes and a sidewalk on the east side.
- The actual connection point to Lakeside Village north of the Parkway bridge may be relocated upon construction of the proposed Wabash Avenue Extension. The ultimate design of the connection shall be coordinated with the City, FDOT, and the Florida Turnpike Authority.
- Access F Full access to adjacent multi-family residential area which shall align with the main north-south axis road of Lakeside Village. Other access points to this residential area are permitted provided that they align with the north-south internal roads illustrated in Attachment "C," subject to final site plan review. These access points may be gated. Pedestrian access shall be provided via sidewalks, trails or paths.
- Access G One-way access from Turnberry residential area. This access may be gated.
- Access H Full access on future Wabash Avenue Extension. The Oakbridge DRI Development Order requires a connection from the future Wabash Avenue Extension to the future multi-family residential area

north of Lakeside Village. This connection may also incorporate a direct connection to Lakeside Village. The design and configuration of this access shall be coordinated with the design of the Wabash Avenue Extension and shall generally be constructed to City collector road standards, subject to review by the Public Works Department.

3. Pedestrian/Transit System:
 - a. A pedestrian circulation system shall be constructed which, at a minimum, shall be as illustrated in Attachment "C." Sidewalks located along the back-of-curb shall have a minimum width of six feet. If located more than three feet from the back-of-curb, sidewalks shall have a minimum width of five feet.
 - b. A continuous sidewalk shall be constructed along the Harden Boulevard frontage of the project in accordance with the Oakbridge DRI Development Order.
 - c. An on-site transit shelter shall be constructed according to such design and at such location as the Transit Director of the Lakeland Area Mass Transit District shall approve.
 - d. The development shall contain at least two bicycle racks with a minimum capacity of ten bicycles each. The preferred locations shall be one rack near the on-site transit shelter and one near the front entrance of the movie theater.
- I. Signage: Project signage shall be permitted in accordance with the City of Lakeland sign regulations applicable to the C-5 zoning district and as specifically modified in a coordinated sign plan illustrated in Attachments "F" through "F-6".

SECTION 3. The City Commission does hereby expressly find that the provisions of this Ordinance are in conformity with the Comprehensive Plan of the City of Lakeland adopted by Ordinance 5885.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. If any word, sentence, clause, phrase, or provision of this Ordinance, for any reason, is held to be unconstitutional, void, or invalid, the validity of the remainder of this Ordinance shall not be affected thereby.

SECTION 6. This Ordinance shall take effect immediately upon its passage.

PASSED AND CERTIFIED AS TO PASSAGE this 20th day of October, A.D. 2025.

ATTEST: _____
H. WILLIAM MUTZ, MAYOR
KELLY S. KOOS, CITY CLERK

APPROVED AS TO FORM AND CORRECTNESS: _____
PALMER C. DAVIS
CITY ATTORNEY

ATTACHMENT "A"

Legal Description

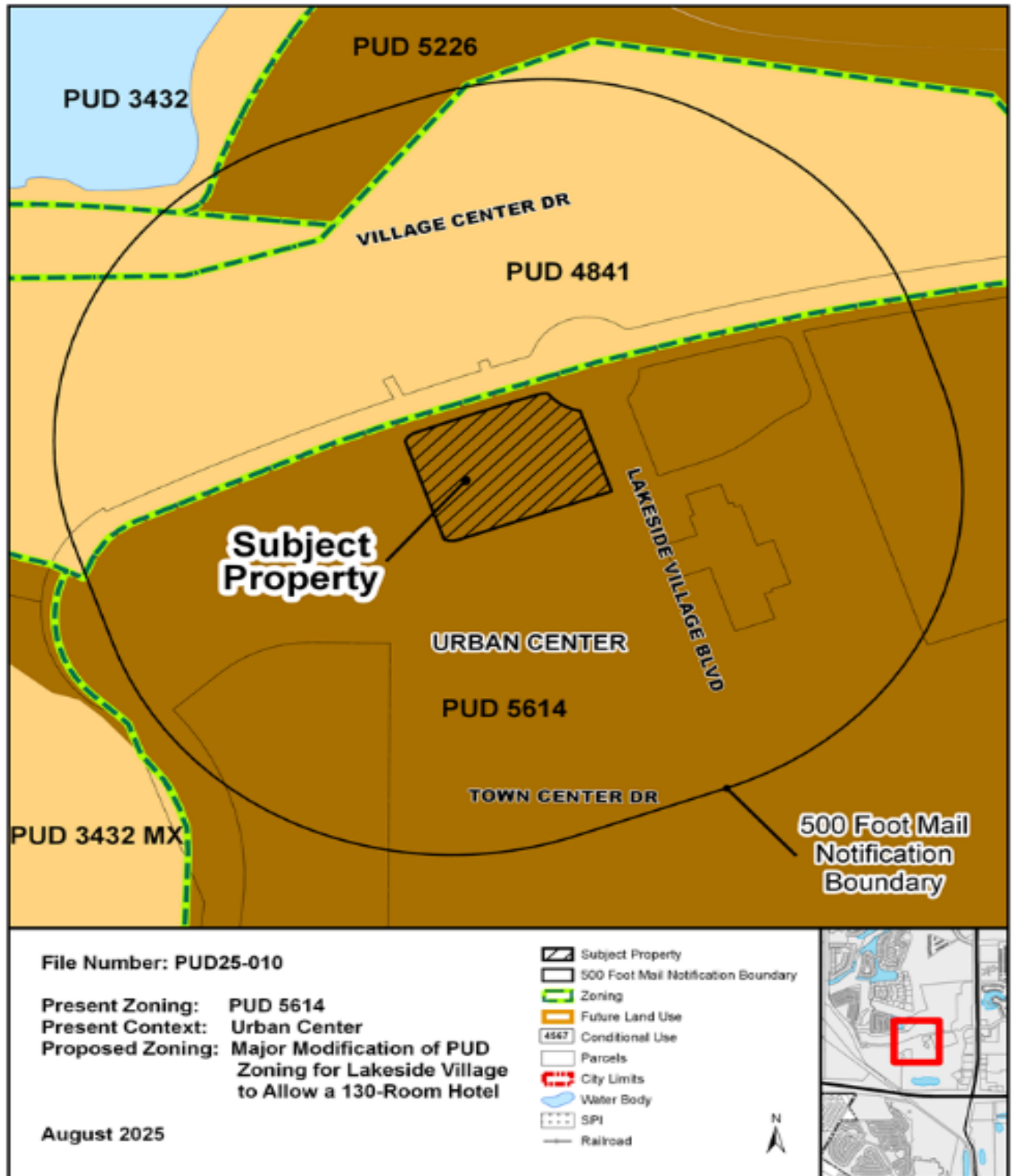
New Hotel Parcel

A parcel of land being a portion of Lot 8, LAKESIDE VILLAGE, as recorded in Plat Book 149, Pages 1, 2 and 3, Public Records of Polk County, Florida, being described as follows:

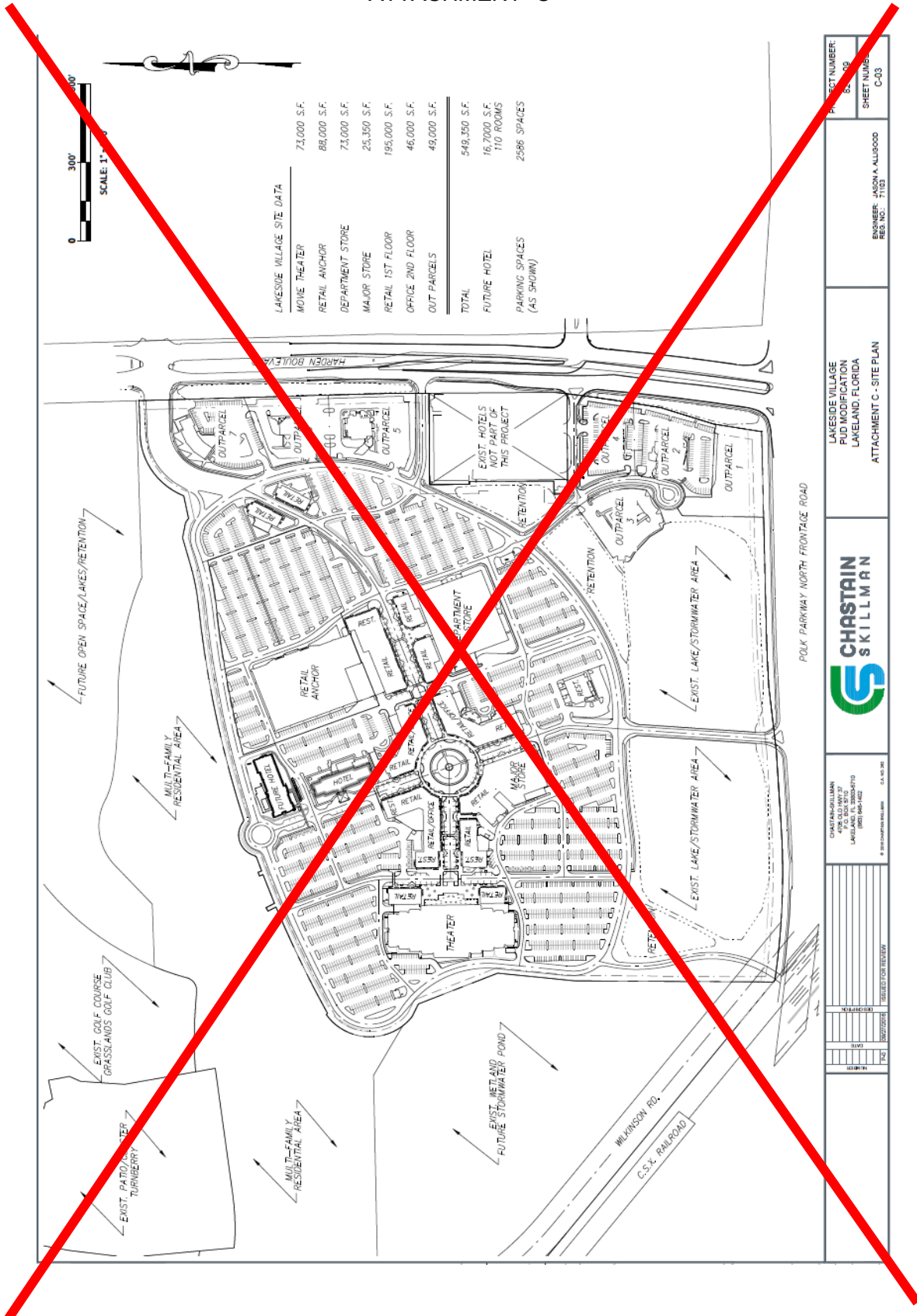
Commence at the northwest corner of Lot 9 of said LAKESIDE VILLAGE; thence South 75°09'15" West, 35.38 feet to a point on the northerly line of Lot 2, LAKESIDE VILLAGE TWO, as recorded in Plat Book 163, Pages 14-16, Public Records of Polk County, Florida, said point being on a non-tangent curve to the left having a radius of 4174.50 feet, a central angle of 2°42'25", a chord bearing of South 74°22'03" West, and a chord distance of 197.20 feet; thence along said northerly line the following two (2) courses: (1) along the arc of said curve, 197.22 feet to the Point of Compound Curvature to the left having a radius of 33.00 feet, a central angle of 14°54'37", a chord bearing of South 65°33'33" West, and a chord distance of 8.56 feet; (2) thence along the arc of said curve 8.59 feet; thence South 72°20'45" West, 135.87 feet to the Point of Beginning, said point being on a non-tangent curve to the left having a radius of 35.00 feet, a central angle of 22°44'32", a chord bearing of South 82°13'04" West, and a chord distance of 13.80 feet; thence along the arc of said curve 13.89 feet to the Point of Compound Curvature to the left having a radius of 4177.00 feet, a central angle of 2°32'48", a chord bearing of South 69°34'24" West, and a chord distance of 185.64 feet; thence along the arc of said curve, 185.66 feet to the Point of Compound Curvature to the left having a radius of 25.00 feet, a central angle of 45°21'30", a chord bearing of South 45°37'16" West, and a chord distance of 19.28 feet; thence along the arc of said curve, 19.79 feet; thence South 20°45'18" East, 165.80 feet to a point on a non-tangent arc to the left, having a radius of 25.00 feet, a central angle of 46°03'41", a chord bearing of South 87°41'46" East, and a chord distance of 19.56 feet; thence along the arc of said curve, 20.10 feet; thence North 69°16'24" East, 232.33 feet; thence North 20°32'22" West, 135.60 feet to a point on a non-tangent arc to the right, having a radius of 75.00 feet, a central angle of 41°59'07", a chord bearing of North 60°07'27" West, and a chord distance of 53.74 feet; thence along the arc of said curve, 54.96 feet to the Point of Beginning.

Said parcel containing 1.02 acres, more or less.

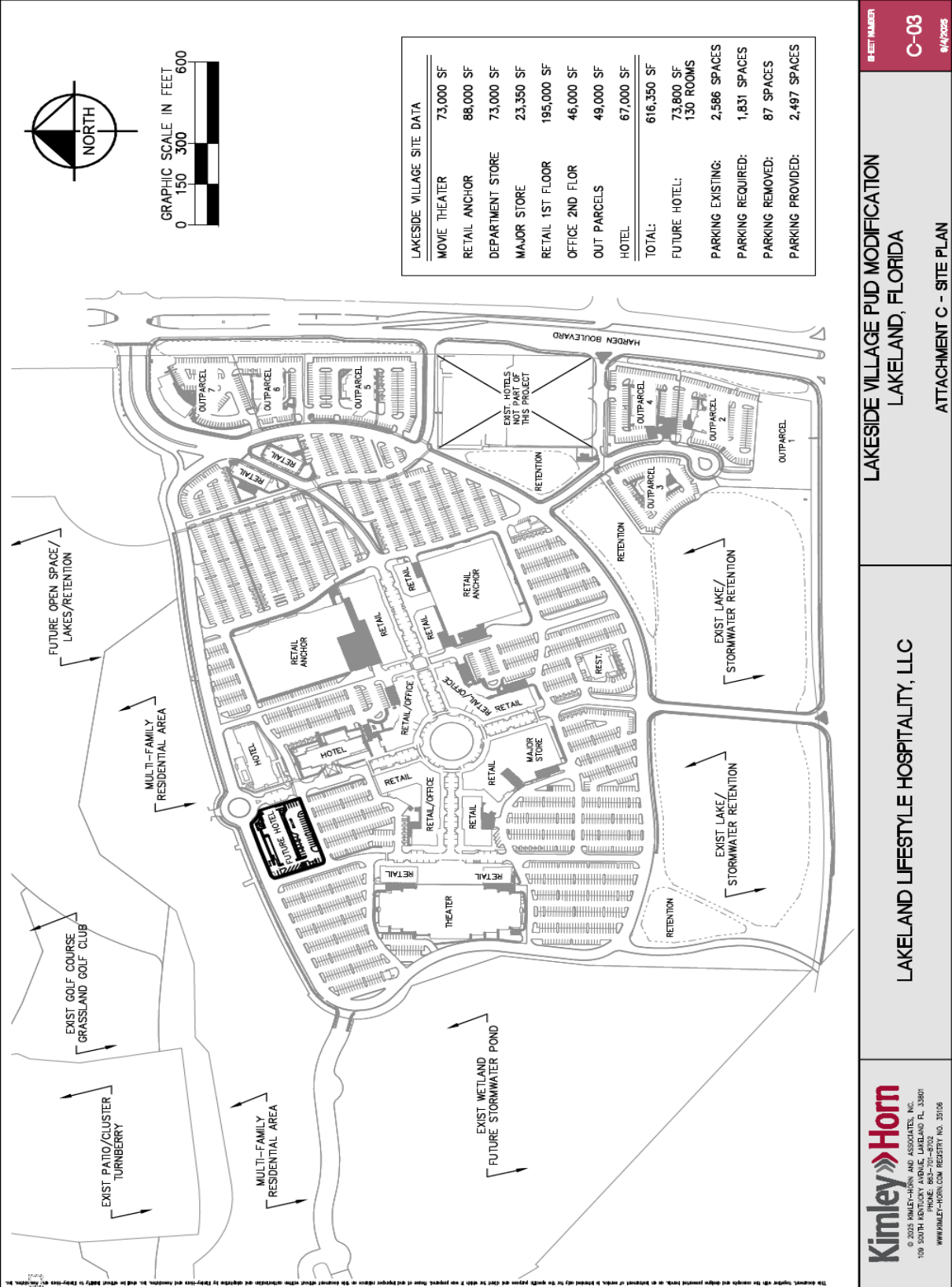
ATTACHMENT "B"



ATTACHMENT "C"

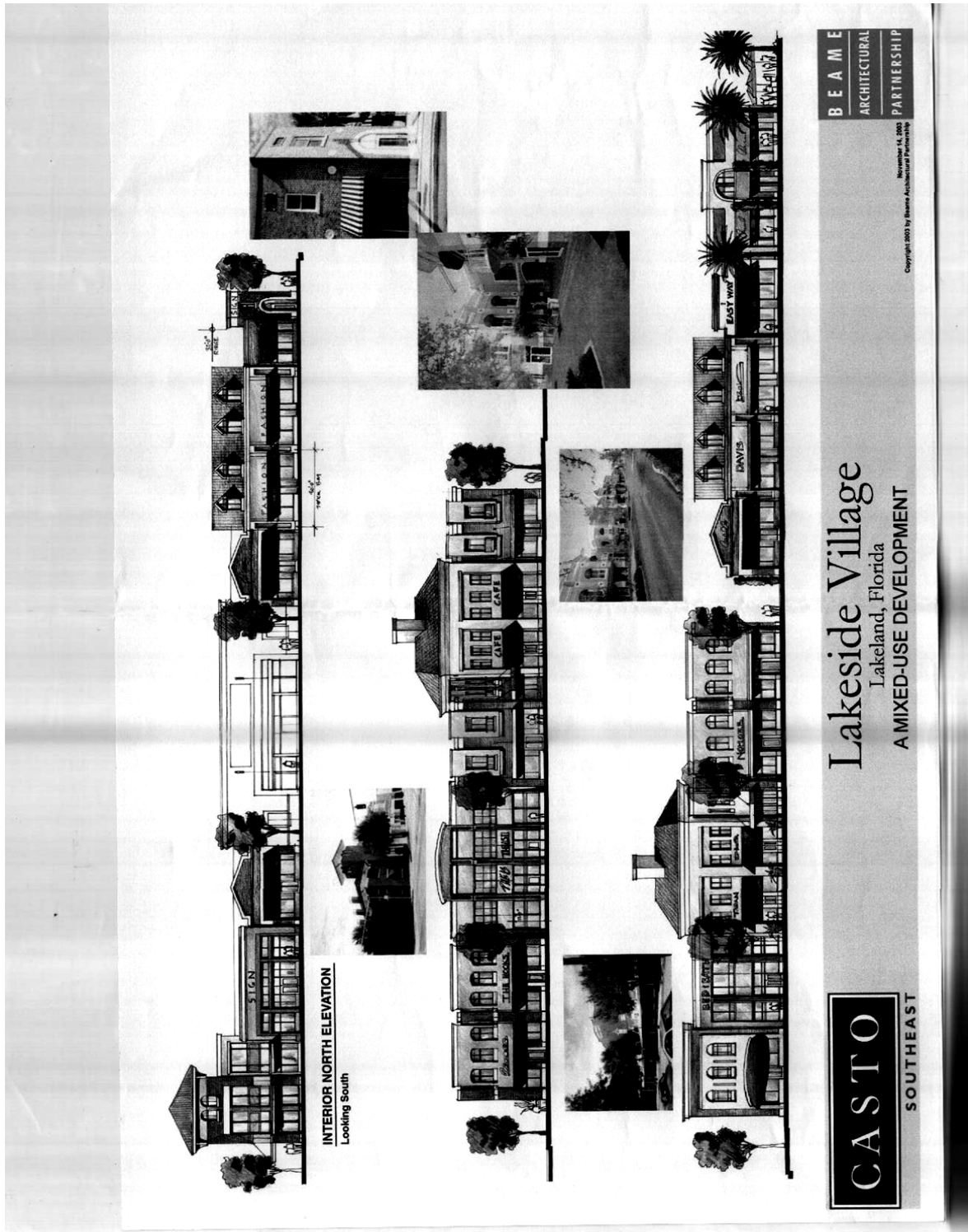


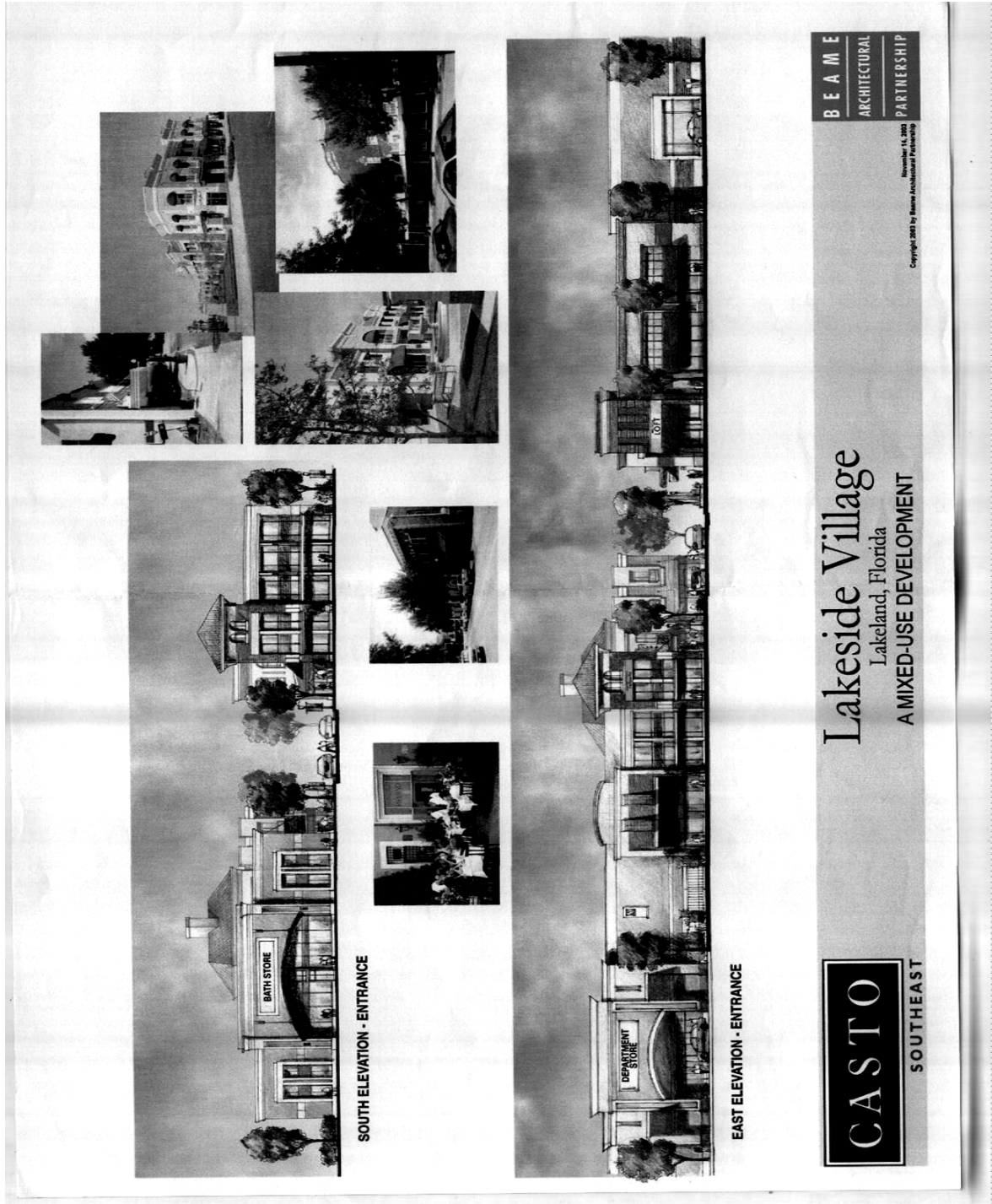
ATTACHMENT "C"



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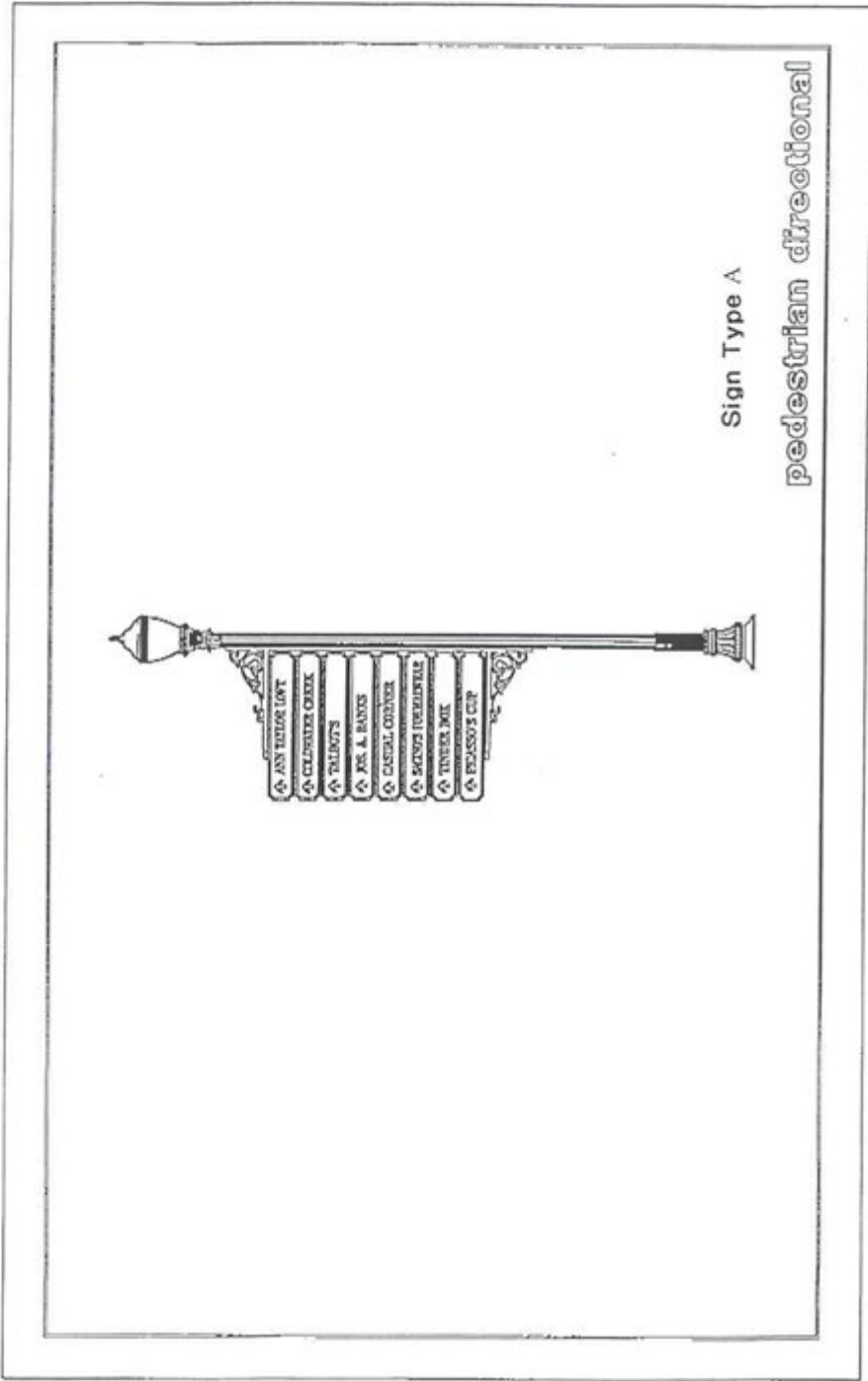
The site plan illustrates the proposed development at 10000 Highway 101. The central feature is a large, irregularly shaped building footprint, outlined in thick black. To the north of the building is a large parking lot with numerous parking spaces. To the south is another parking lot, also with many spaces. A road, labeled 'Highway 101', runs along the western side of the site. A dashed line indicates a proposed boundary or easement. Various other features are labeled, including 'Proposed Building', 'Proposed Parking Lot', and 'Proposed Road'. The plan also shows existing infrastructure, such as 'Highway 101' and 'Highway 101'.



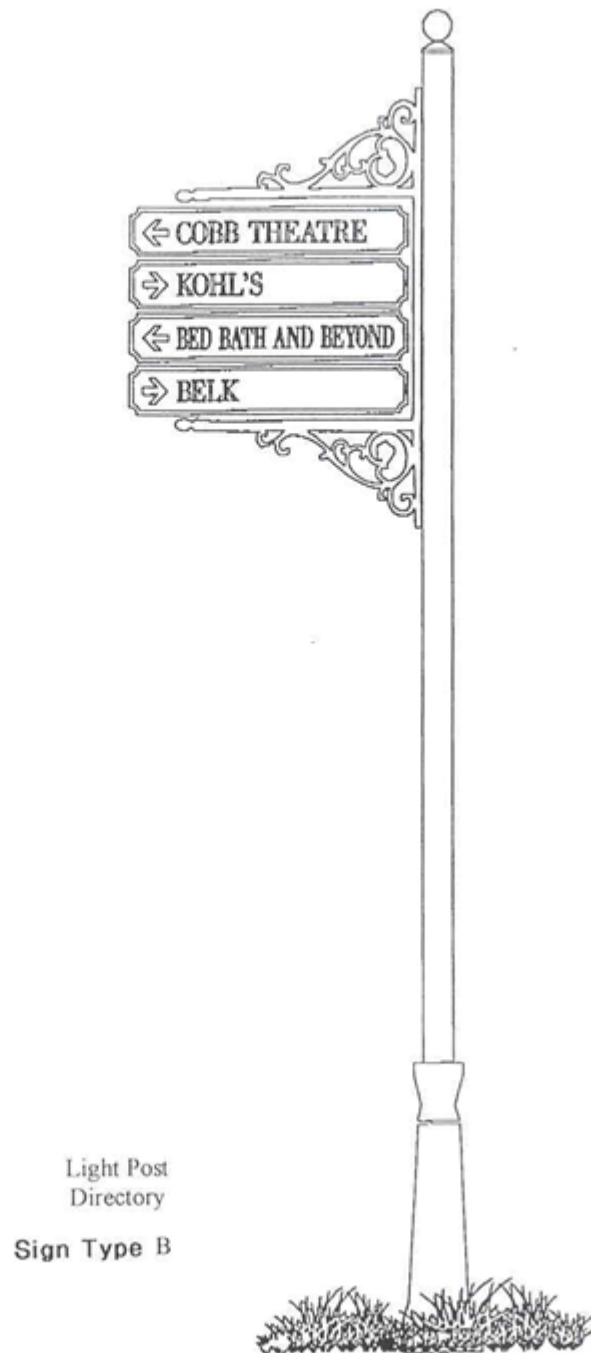


ATTACHMENT "F-1"

F:\MALLS\CASTO\LAKESIDE VILLAGE\HANGING DIRECTIONALS 2.plt 4/8/2005 9:30:05 AM Scale: 1:46.24 Height: 273.730 Length: 423.244 in



ATTACHMENT "F-2"



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352 W. Meindig Ln, Casselberry, FL 32707
Phone/Fax 407-971-3160 LCR: 150000889

MOCKUP

Sign Type
D2

QTY: 2

Designer
Kristen

Job Number
7511

Company
Continental Realty Corporation

Company Contact
Kimberley Glerum

Company Address
1479 Town Center Drive Suite 203
Lakeland, FL 33803

Sales Representative
Yeshia Patel

Date
1/21/2025

Version 5

Version 2 Changes
Added D1 & D2 Measurements

Version 3 Changes
backlit

Version 4 Changes
Added sign types & measurements

Project Location



Monument Sign - Double Sided

Continental Realty - Lakeland

Existing Height = 21'



158.5"

Proposed Height = 19'



33"

21"

Approx 36"

Approx 19'

2 Per Sign

105"

17"

11" Lakeside Village.i8"

Sign Type
D1

QTY: 2

Existing Height = 25'



181.25"

Proposed Height = 24.5'



Approx 24.5'

2 Per Sign

105"

33"

17"


11" Lakeside Village.i8"

Approx 33"

Please check over this artwork to make sure everything is correct. We are not responsible for misreadings or mistakes in additional design fee may be added after 2 revision changes by client.

*Proof for visualization purposes only

Page 2



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352 W. Highway 1A, Casselberry, FL 32707
Phone: (407) 571-3540 Fax: (407) 571-3549

DESIGN

Monument Sign - Double Sided

Continental Realty - Lakeland

24,06 SQF Used

105"

17"

33"

11"

8"

3" Deep Backlit Channel Letters

Lakeside Village

Version 5

Version 5 Changes

Added D1 & D2 Measurements


Version 3 Changes

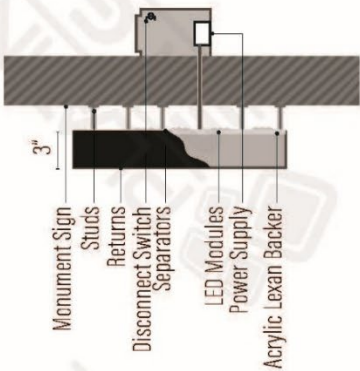
Backlit

Version 4 Changes

Added sign types & measurements

Project Location





3"

8"

Monument Sign

Studs

Returns

Disconnect Switch

Separators

LED Modules

Power Supply

Acrylic Lexan Backer

Notes:

*Proof for visualization purposes only

Page 1

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DATE REC.		DATE APPROVED	
BY		DATE	
LTR DESCRIPTION			
90.0			
32.0			
L a k e s i d e			
V.I.L.L.A.G.E			
12.0			
This structure has been designed to meet or exceed the 120 m.p.h. wind load requirements of section 1606 of the Florida Building Code 2001 Wind Importance Factor = 1.0 Building Category II Wind Exposure C Component and Cladding Pressure = -27 PSF/+27 PSF			
PROJECT NO. CONTRACT NO.	CITY COUNTY	STATE NO. OR CONTRACT NO.	MONUMENTAL OR DESCRIPTION
			CASTO lifestyle PROPERTY I.D.
TOLERANCES UNLESS OTHERWISE SPECIFIED ARE: DIMENSIONS TO FACE UNLESS NOTED OTHERWISE TOLERANCES TO FACE ALL OTHER DIMENSIONS SEE DETAIL 3/24/01 JUL 01 10:00 AM JUL 01 10:00 AM		TITLE PROPERTY I.D.	

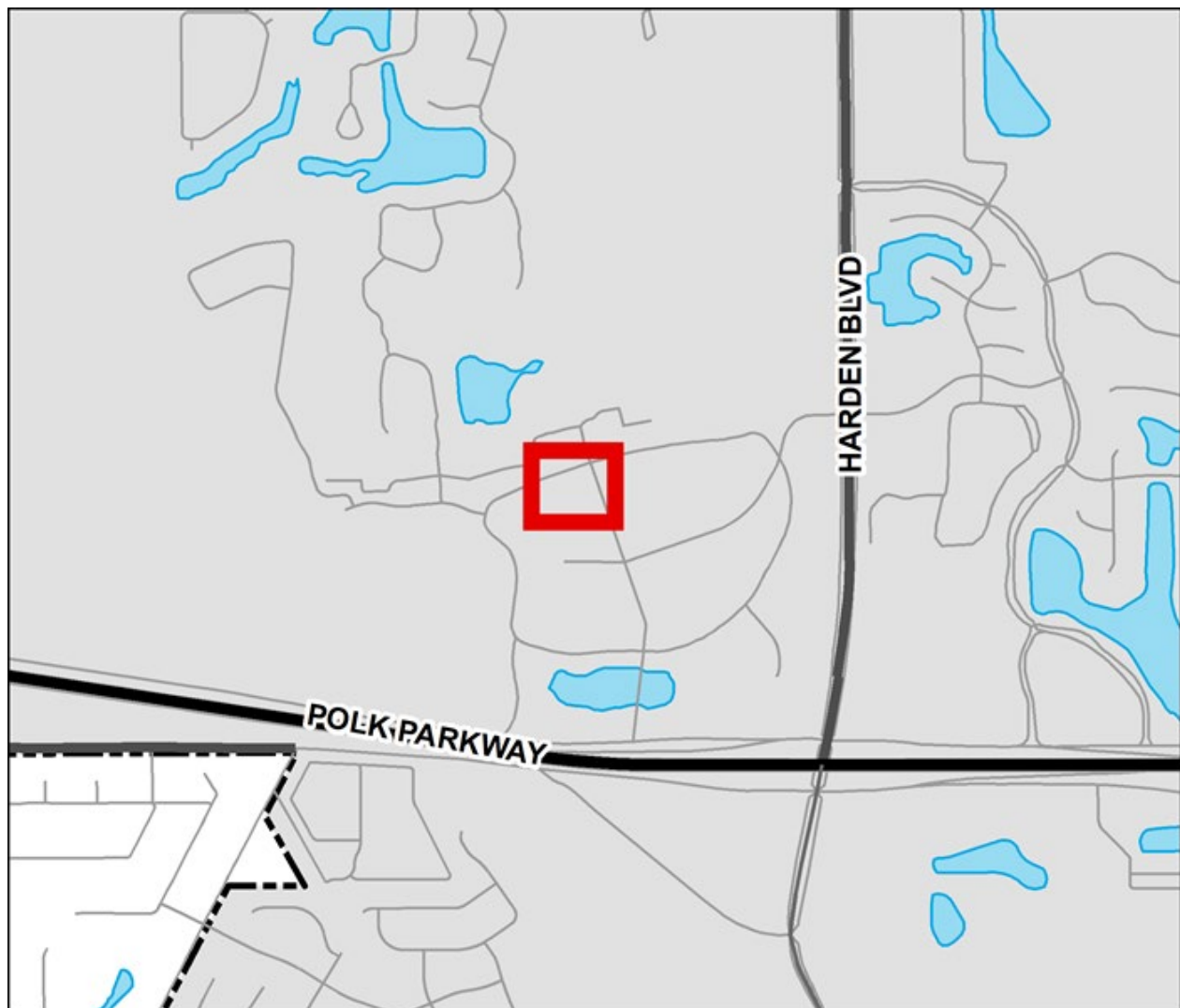
Project Identification
Sign Type E
Sign Copy to Reflect Attachment "F-5" Design for Monument Signs

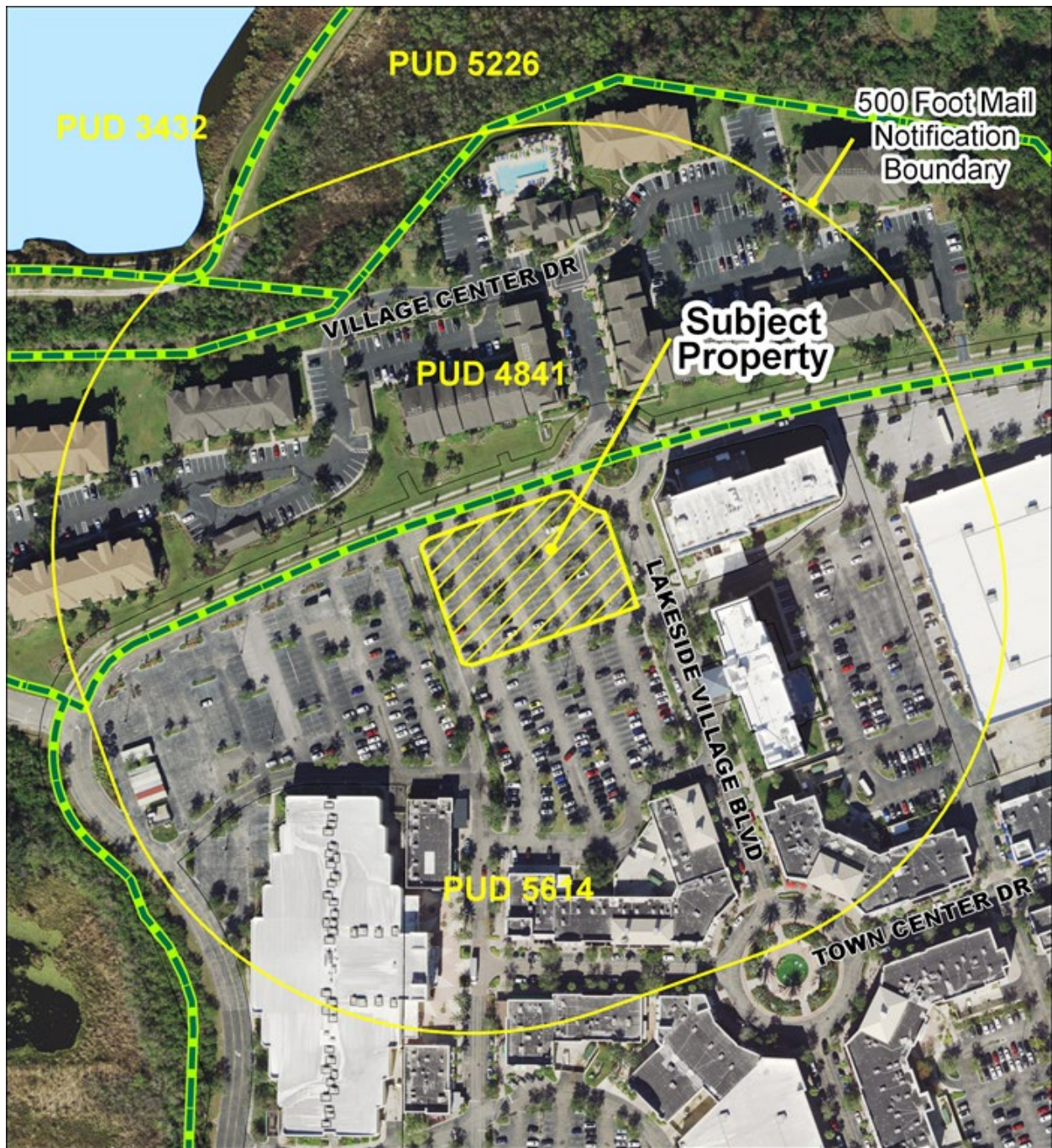


Planning & Zoning Board Recommendation

Date:	October 6, 2025	Reviewer:	Damaris Stull
Project No:	PUD25-010	Location:	3607 Lakeside Village Boulevard
Owner:	CR Lakeside Village LLC		
Applicant:	Jason A. Alligood, Kimley-Horn and Associates, Inc.		
Current Zoning:	PUD (Planned Unit Development)	Future Land Use:	Regional Activity Center (RAC)
Context District:	Urban Center (UCT)		
P&Z Hearing:	August 19, 2025	P&Z Final Decision:	September 16, 2025
Request:	Major modification of PUD (Planned Unit Development) zoning for Lakeside Village to allow a 130-room hotel on property located at 3607 Lakeside Village Boulevard.		

1.0 Location Maps





2.0 Background

2.1 Summary

Jason A. Alligood, Kimley-Horn and Associates, Inc., on behalf of CR Lakeside Village LLC requests a major modification of PUD (Planned Unit Development) zoning to allow for the development of a six-story 130-room hotel on property located at 3607 Lakeside Village Boulevard. A map of the subject property is included as Attachment “B.”

2.2 Subject Property

The subject property, approximately 1.02 acres in area, is located in the Lakeside Village shopping center, north of SR 570/Polk Parkway and west of SR 563/Harden Boulevard. The subject property is located within the Oakbridge Development of Regional Impact (DRI).

The Oakbridge DRI was originally approved in 1987 on 1,418 acres. The DRI was amended several times and Amended and Restated Development Orders were issued. In September 2024, a Notice of Proposed Change (NOPC) to the Oakbridge DRI Development Order was approved through Resolution No. 5941.

In January 2004, the PUD zoning for the Lakeside Village shopping center, Ordinance No. 4501, was adopted by the City Commission. Since that time, various modifications have been made to the PUD zoning throughout the years. The following table provides a summary of the changes:

Date	Modification
November 2008	Major modification (Ordinance No. 5048) to increase the maximum floor area from 647,500 sq. ft. to 662,500 sq. ft. to allow a 15,000 sq ft a drug store
February 2005	Minor modification to adopt a new site plan which reoriented Building “R” and included a circular plaza with flag poles.
May 2005	Minor modification to adopt a coordinated sign plan.
June 2006	Minor modification to adopt a new site plan for Books a Million and change some office uses to retail uses
November 2016	Major Modification of PUD zoning (Ordinance No. 5614) to allow a 110-room hotel (Home2Suites) north of an existing Hampton Inn & Suites.
February 2025	Administrative modification to update the coordinated sign plan

2.3 Project Background

The purpose of this request is to allow for the development of a six-story, 130-room hotel within Lakeside Village in the area located north of the CMX Lakeside Village movie theater, south of the Town Center at Lakeside Village Apartments, and west of the Home2Suites Hotel. A site development plan, which shows the location of the proposed hotel and associated off-street parking, is included as Attachment “C”.

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	Multi-family Residential (Town Center at Lakeside Village Apartments)	RAC	PUD 4841	UNH
South	Commercial Retail	RAC	PUD 5614	UCT
East	Hotel (Home2Suites/Hampton Inn)	RAC	PUD 5614	UCT
West	Parking/Commercial Retail	RAC	PUD 5614	UCT

2.5 Attachments

Attachment “A”: Legal Description

Attachment “B”: Location Map

Attachment “C”. Revised Overall Site Development Plan

Attachment “C-1”. Site Plan- Walgreens

Attachment “C-2”. Site Plan- Home2Suites

Attachment “C-3”. Site Plan- AC Hotel

Attachment “D”. Interior North Elevation

Attachment “E”. South and East Entrance Elevation

Attachment “F-1”. Sign Type A

Attachment “F-2”. Sign Type B

Attachment “F-3”. Sign Type C

Attachment “F-4” Sign Type D1 & D2

Attachment “F-5” Measurements Sign Type D1 & D2

Attachment “F-6” Sign Type E

3.0 Discussion

The proposed six-story, 130-room hotel is consistent with the Oakbridge DRI which envisioned a high-quality, mixed-use retail development in the northwest quadrant of the intersection of SR 570/Polk Parkway and SR 563/Harden Boulevard. Lakeside Village, a mixed-use lifestyle shopping center, was originally developed by CASTO real estate development and opened in October 2005. During the planning process for this “lifestyle center”, the City hired an urban planning firm to critique the initial site design, following which the developer responded with an internal block structure that allows individual surface parking fields to be incrementally converted to building pads thereby creating infill opportunities based on market demands. In 2023, CASTO sold the shopping center to the current

owner, CR Lakeside Village LLC, a subsidiary of Continental Realty Corporation (CRC) based in Maryland.

The proposed hotel has been identified as a Marriott branded AC Hotel. Lakeside Village currently includes two hotels immediately to the east of the proposed development site. Hampton Inn, a six-story, 117-room hotel, was approved as part of the 2004 PUD approval. Home2Suites, a four-story, 110-room hotel, was approved in 2016 through a major modification to the PUD which required the transfer of 17,314 sq. ft. of unbuilt retail entitlements from the original PUD approval to address traffic impacts. Two other hotels along Harden Boulevard, Courtyard by Marriott and Residence Inn, were constructed in 2000 and 2001 respectively, pre-dating Lakeside Village and located within a separate PUD (Ordinance No. 4058) approved in August 1999. Currently, the PUD and DRI have entitlements and approved vehicle trips which allow for the future development of 83,746 sq. ft. of retail uses. To address the traffic impacts generated by the proposed 130-room hotel, the retail entitlements in the PUD be reduced by an additional 14,778 sq. ft. leaving 68,698 sq. ft. for the future development of retail uses. Under the Oakbridge DRI, the additional traffic generated by the hotel will be accommodated through the existing approved trips which will be mitigated pursuant to the adopted Oakbridge Development Order.

The proposed hotel will be in an existing off-street parking lot which provides a total of 87 parking spaces. Including the existing parking lot, currently there is a total of 2,586 parking spaces available to serve Lakeside Village. A minimum of 130 parking spaces will be required for the proposed hotel. A total of 33 spaces will be provided on the hotel parcel with the remaining parking required provided through a shared parking agreement with the shopping center. A minimum of 1,831 parking spaces are required to support the existing retail uses within Lakeside Village. Accounting for the loss of the existing 87 parking spaces, and the additional parking required to support the proposed hotel, ample parking will remain available to support the existing shopping center.

3.1 Transportation and Concurrency

The Oakbridge DRI Development Order was amended and restated through Resolution No. 5447 in June 2018 to reflect an updated development program and comprehensive traffic analyses, primarily focused on the increase in retail entitlements in the southeastern quadrant bound by Parkway Frontage Road (north) and State Road 563 (Harden Boulevard) (west). Section 4(25)(c) of the Development Order allows for the re-allocation of uses within the DRI if the overall trip generation does not exceed the total amount that is approved. The DRI development program was last amended by Resolution No. 5941 on September 16, 2024, to reflect the proposed Advent Health hospital campus with corresponding reductions to retail and residential entitlements within "South Village."

Transportation concurrency mitigation is addressed for the entire Oakbridge DRI through the Development Order and includes requirements for right-of-way dedications, road widenings, intersection improvements, sidewalk construction, transit service capital and operational improvements and a proportionate-share payment for additional mitigation needs identified in the 2018 amendment. All required mitigation construction activities and payments have been completed except for the final right-of-way dedication for the South Wabash Avenue Extension and a future bicycle trail and utility corridor aligning with Beacon Road, west of Harden Boulevard. Based on the latest ITE Trip Generation Manual trip rates, the proposed 130-room hotel is anticipated to generate 985 daily trips, 57 AM Peak Hour trips (32 in and 25 out), and 69 PM Peak Hour trips (35 in and 34 out). As discussed above, the trip generation of the proposed 130-room hotel is equivalent to 14,778 SF of retail. Following the transfer of approved trips from the retail to the hotel use, a total of 68,698 sq. ft. of unbuilt retail remains for Lakeside Village.

The subject property lies within the Lakeside Village property along the west side of SR 563/Harden Boulevard which is classified as an Urban Minor Arterial with an Annual Average Daily Traffic volume of 40,300 vehicles between SR 570/Polk Parkway and Ariana Street as documented in the Polk Transportation Planning Organization's 2025 Roadway Network Database. During the PM Peak Period, this segment is currently operating with an acceptable Level-of-Service (LOS) C with a two-hour average volume of 1,464 trips Northbound and 1,407 trips Southbound with a directional capacity of 2,000 trips. North Parkway Frontage Road lies to the south of the property as an Urban Major Arterial currently operating with 764 Westbound trips during PM Peak period, LOS D with 1,060 Directional Capacity.

The subject property is located within the Central City Transit Supportive Area (CCTSA) as designated in the Comprehensive Plan within which multimodal level-of-service standards have been adopted to recognize available transit service and bicycle/pedestrian networks. Lakeside Village is served by two routes operated by the Lakeland Area Mass Transit District (Citrus Connection), the Red Line operating on SR 563 (Harden Boulevard) with 60-minute frequencies and providing connecting service from Lakeside Village to the Lakeland-Linder Airport and Downtown Terminal and the Coral line providing 60-minute frequencies from southwestern Lakeland the Walmart on SR 37/South Florida Avenue. The transfers between the Red and Coral lines can be made at the existing superstop located within Lakeside Village, adjacent to Belk department store.

Sidewalks exist throughout Lakeside Village and along the Harden Boulevard and North Parkway Frontage Road frontages. Lakeside Village is located on two Proposed Pathways Corridors identified in the Comprehensive Plan, connecting Downtown with southwest Lakeland via Harden Boulevard, the future Wabash Avenue Extension and North Parkway Frontage Road.

3.1 Comprehensive Plan Compliance

The Community and Economic Development Department reviewed this request for compliance with Lakeland Comprehensive Plan: Our Community 2030 and it is our opinion that the request as conditioned is consistent with the Comprehensive Plan. All roadway levels of service are acceptable with mitigation recommended in this PUD modification and approved DRI Development Order. Other essential services are presently available to provide concurrency for the proposed use. 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 approval of the major modification of PUD zoning. Letters of notification were mailed to nine (9) property owners within 500 feet of the subject property. No comments from the public were received prior to or during the public hearing held at the August 19, 2025, meeting of the Planning and Zoning Board.

4.2 The Planning & Zoning Board

This recommendation was approved by a 6--0 vote of the Board.

It is recommended that the request for a major modification of PUD zoning for Lakeside Village, as described above and in Attachments "A," "B," "C," "C-1," "C-2," "C-3," "D," "E," and "F-1" through "F-6" be approved, subject to the following conditions:

Ordinance 4501, as reamended:

- A. Land Use Intensity: PUD-34
- B. Permitted Uses: A regional retail shopping center with outparcels including those uses permitted in the C-5 zoning district, except that the following uses shall be prohibited:
 - Funeral homes and crematoriums
 - Mobile home sales, rental and service agencies
 - Motor vehicle and boat sales and rental
 - Retail marine sales and service
 - Transit terminal facilities for passenger transportation operations
 - Outdoor commercial recreation
 - Regulated uses
- ~~C. Maximum Floor Area: 645,186 square feet plus a maximum 107-room and a 110-room hotel~~
- C. Maximum Floor Area: 630,408 square feet plus:
 - One (1) 107-room hotel
 - One (1) 110-room hotel
 - One (1) 130-room hotel
- D. Site Development Plan: The project shall be developed substantially in accordance with the site development plan included as Attachments "C," "C-1," and "C-2" "C," "C-1," "C-2, and "C-3" except as elsewhere provided herein. Future buildings not located on outparcels and not shown on the site development plan, shall require a minor modification to the PUD, provided that they otherwise meet the conditions of this PUD. It is preferred that such future buildings address the internal street system and avoid parking in front.
- E. Development Regulations: The project shall be developed in accordance with C-5 zoning district regulations with the following exceptions:
 - 1. Minimum Unified Development Building Bulk Regulations:
 - Maximum building height: 65 feet, hotel 80 feet
 - 2. Minimum Outparcel Building Bulk Regulations:
 - Building bulk regulations for outparcels shall be as follows, except that there shall be no minimum setbacks from property lines which are not boundaries of the unified regional center of which the outparcel is a part.
 - Minimum front and street side setback.....35 feet
 - Minimum interior side setback.....5 feet
 - Minimum rear setback.....20 feet
 - Minimum interior side or rear setback from any residential lot line.....25 feet
 - Maximum building height.....40 feet
 - Maximum lot coverage65 percent
 - 3. Outparcel Access and Traffic Circulation:

- a. The primary access to outparcels shall be from the parent tract at the approximate locations illustrated on Attachment "C".
- b. Outparcels shall also provide for cross access connections from one parcel to the adjacent parcel at the approximate locations illustrated on Attachment "C." Cross access connections shall include sidewalks.
- c. All cross access connections must be specified in a written easement agreement, a copy of which must be submitted to the City prior to site plan approval for the outparcel in question.
- d. Driveways to outparcels from project entrance roads shall be located as follows: Outparcel 4- Aligned with the driveway to the hotel parcel to the north; Outparcel 5- At least 150 feet from the public road right-of-way; Outparcel 7- No direct access.
- e. Outparcels shall be connected via sidewalks or clear pedestrian paths to the main shopping center and adjacent outparcels.

4. Maximum permitted projections into required setbacks:

Awnings, cornices, eaves, lintels, planter boxes, roof overhangs, gutters, belt courses and similar ornamental features that are completely supported by a building:

Maximum projection into any required setback5 feet

5. Off-Street Parking Regulations:

a. Minimum standards for 90° parking spaces:

Parking stall9 feet by 18 feet

Drive aisle width 24 feet

b. Minimum loading space size 10 feet by 20 feet

F. Architectural Design Standards:

1. It is the intent of this PUD that the project incorporate major architectural design treatments proposed by the applicant to assure attractive, human-scale development. Therefore, the project shall be developed in substantial accordance with architectural renderings included as Attachments "D" and "E." Although individual stores and buildings may differ in appearance from the renderings, the overall design of the project shall incorporate proposed architectural treatments that provide visual interest and soften building massing and scale, including but not limited to the use of cornices; variations in roofline and roof type; variations in colors, textures and materials; the use of columns, pilasters, belt courses and fenestration to break up building massing; the use of awnings; and the use of street trees.
2. Buildings located on outparcels fronting on Harden Boulevard and North Frontage Road shall each have two primary facades, one facing the highway and one facing the interior road system of Lakeside Village. At a minimum, each primary façade shall have a primary customer entrance or shall be landscaped with shrubs and ground-cover.

3. Service areas shall be oriented or screened so that the visibility of such areas is minimized from the public right-of-way or abutting property.
4. Solid waste containers (dumpsters) and recycling containers shall be oriented or screened so that the visibility of such containers is minimized from principal parking areas, circulator roads or main pedestrian walkways.
5. The use of corrugated metal wall panels of the type used in prefabricated metal buildings shall be prohibited when used as a finish material.
6. Roof-mounted mechanical equipment shall be screened from ground-level view.
7. Exterior lighting shall be designed in a consistent and coordinated manner for the entire project and shall be designed to avoid the creation of hot spots, glare or a nuisance.
8. Parking area lighting shall be decorative in nature and shall be shielded from adjacent properties.
9. If chain link fencing is used around stormwater retention ponds or other areas, it shall be black or green vinyl-coated fencing.

G. Landscaping:

Each radial road extending from the roundabout at the center of the shopping center and each pedestrian sidewalk/path illustrated in Attachment "C," shall at a minimum include street trees planted on at least one side on the ratio of one tree per 50 linear feet where adequate planter areas are feasible. Such trees shall be included toward the canopy coverage requirement. All other landscaping shall be in accordance with the Landscape Regulations

H. Transportation:

1. General:

- a. Development of the project shall be consistent with all requirements and schedules outlined in the adopted Development Order for the Oakbridge DRI, including all right-of-way donations, on-site and off-site roadway improvements, pedestrian and transit-related improvements, and funding necessary to maintain compliance with the City's concurrency management ordinance.
- b. At the time of site plan approval, an on-site wayfinder/directional signage plan shall be submitted for approval.
- c. Unless otherwise approved by the City, all required traffic signals shall be installed on mast arms.

2. Site Access: Vehicle access to the project site shall be limited to the following access points in accordance with the Oakbridge DRI Development Order and as illustrated in Attachment "C."

Access A Fully-signalized intersection on Harden Boulevard, aligned with Oakbridge Parkway. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.

- Access B Right-in, right-out access on Harden Boulevard. Final location as determined by FDOT. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.
- Access C Right-in, right-out access on Harden Boulevard to include directionalization of existing Target/Oakbridge median opening to permit only southbound left turns, as approved by FDOT. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.
- Access D Right-in, right-out access on North Frontage Road. Final location and configuration as determined by FDOT. The design shall be coordinated with modifications proposed by the City of Lakeland and FDOT.
- Access E Full access on existing CSX Access/Parkway Maintenance of Traffic road and future Wabash Avenue Extension, subject to contingencies regarding the availability of right-of-way outlined in the Oakbridge DRI Development Order.
- It is anticipated that a portion of this access road will utilize the existing CSX Access/Parkway Maintenance of Traffic road. Where this access road intersects Harden Boulevard, it shall align with an access on the east side of Harden Boulevard identified in the Oakbridge DRI Development Order as Access 22 and shall be fully signalized when warrants are met. The design and configuration of this access road shall be coordinated with the design of the proposed North-South Route/SR 563 Extension.
- That portion of the access road that is new construction and that will become a part of the Wabash Avenue Extension shall be constructed as a two lane typical section with two four-foot bicycle lanes and a sidewalk on the east side.
- The actual connection point to Lakeside Village north of the Parkway bridge may be relocated upon construction of the proposed Wabash Avenue Extension. The ultimate design of the connection shall be coordinated with the City, FDOT, and the Florida Turnpike Authority.
- Access F Full access to adjacent multi-family residential area which shall align with the main north-south axis road of Lakeside Village. Other access points to this residential area are permitted provided that they align with the north-south internal roads illustrated in Attachment "C," subject to final site plan review. These access points may be gated. Pedestrian access shall be provided via sidewalks, trails or paths.
- Access G One-way access from Turnberry residential area. This access may be gated.
- Access H Full access on future Wabash Avenue Extension. The Oakbridge DRI Development Order requires a connection from the future Wabash Avenue Extension to the future multi-family residential

area north of Lakeside Village. This connection may also incorporate a direct connection to Lakeside Village. The design and configuration of this access shall be coordinated with the design of the Wabash Avenue Extension and shall generally be constructed to City collector road standards, subject to review by the Public Works Department.

3. Pedestrian/Transit System:

- a. A pedestrian circulation system shall be constructed which, at a minimum, shall be as illustrated in Attachment "C." Sidewalks located along the back-of-curb shall have a minimum width of six feet. If located more than three feet from the back-of-curb, sidewalks shall have a minimum width of five feet.
 - b. A continuous sidewalk shall be constructed along the Harden Boulevard frontage of the project in accordance with the Oakbridge DRI Development Order.
 - c. An on-site transit shelter shall be constructed according to such design and at such location as the Transit Director of the Lakeland Area Mass Transit District shall approve.
 - d. The development shall contain at least two bicycle racks with a minimum capacity of ten bicycles each. The preferred locations shall be one rack near the on-site transit shelter and one near the front entrance of the movie theater.
- I. Signage: Project signage shall be permitted in accordance with the City of Lakeland sign regulations applicable to the C-5 zoning district and as specifically modified in a coordinated sign plan illustrated in Attachments "F" through "F-6".

ATTACHMENT "A"

Legal Description

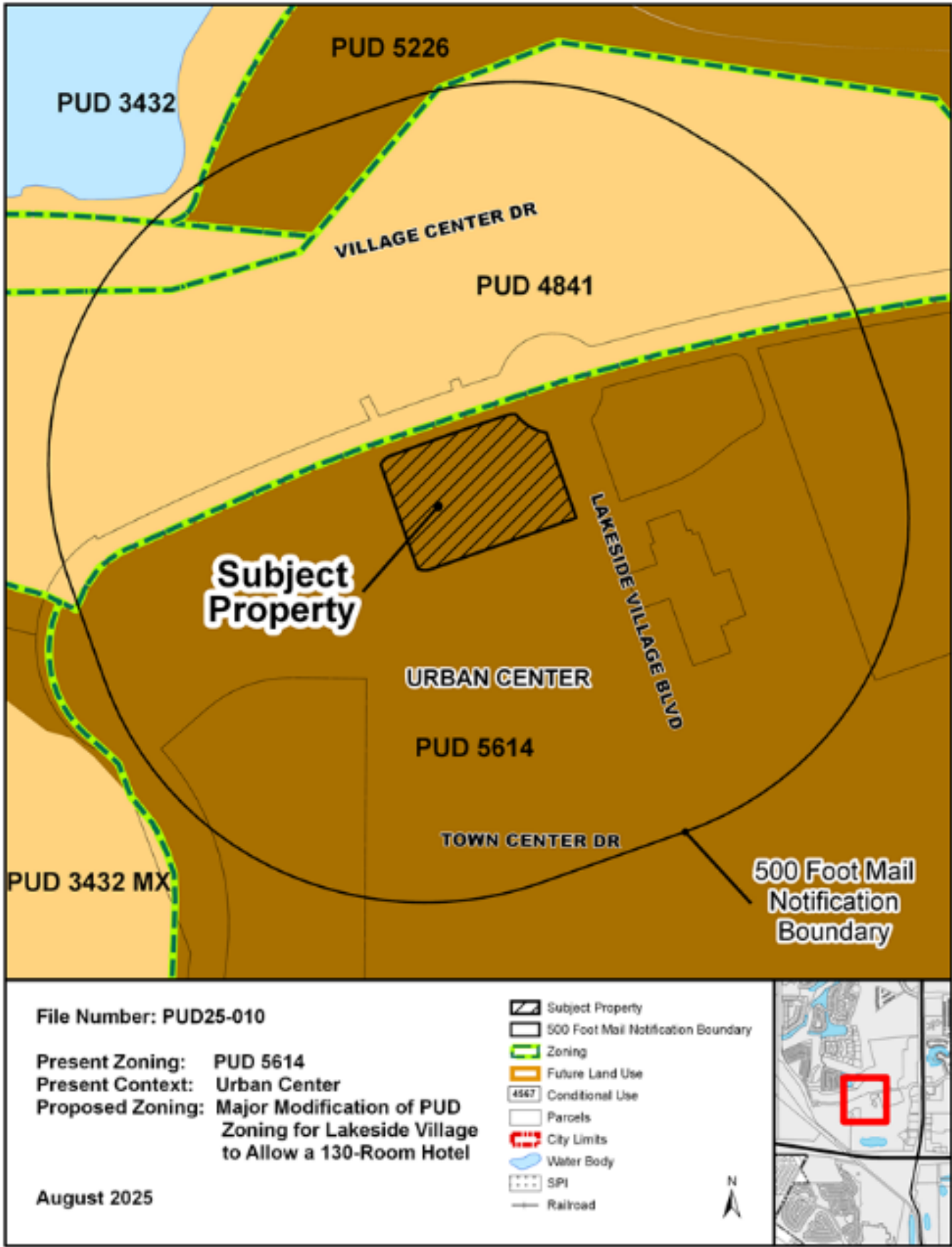
New Hotel Parcel

A parcel of land being a portion of Lot 8, LAKESIDE VILLAGE, as recorded in Plat Book 149, Pages 1, 2 and 3, Public Records of Polk County, Florida, being described as follows:

Commence at the northwest corner of Lot 9 of said LAKESIDE VILLAGE; thence South 75°09'15" West, 35.38 feet to a point on the northerly line of Lot 2, LAKESIDE VILLAGE TWO, as recorded in Plat Book 163, Pages 14-16, Public Records of Polk County, Florida, said point being on a non-tangent curve to the left having a radius of 4174.50 feet, a central angle of 2°42'25", a chord bearing of South 74°22'03" West, and a chord distance of 197.20 feet; thence along said northerly line the following two (2) courses: (1) along the arc of said curve, 197.22 feet to the Point of Compound Curvature to the left having a radius of 33.00 feet, a central angle of 14°54'37", a chord bearing of South 65°33'33" West, and a chord distance of 8.56 feet; (2) thence along the arc of said curve 8.59 feet; thence South 72°20'45" West, 135.87 feet to the Point of Beginning, said point being on a non-tangent curve to the left having a radius of 35.00 feet, a central angle of 22°44'32", a chord bearing of South 82°13'04" West, and a chord distance of 13.80 feet; thence along the arc of said curve 13.89 feet to the Point of Compound Curvature to the left having a radius of 4177.00 feet, a central angle of 2°32'48", a chord bearing of South 69°34'24" West, and a chord distance of 185.64 feet; thence along the arc of said curve, 185.66 feet to the Point of Compound Curvature to the left having a radius of 25.00 feet, a central angle of 45°21'30", a chord bearing of South 45°37'16" West, and a chord distance of 19.28 feet; thence along the arc of said curve, 19.79 feet; thence South 20°45'18" East, 165.80 feet to a point on a non-tangent arc to the left, having a radius of 25.00 feet, a central angle of 46°03'41", a chord bearing of South 87°41'46" East, and a chord distance of 19.56 feet; thence along the arc of said curve, 20.10 feet; thence North 69°16'24" East, 232.33 feet; thence North 20°32'22" West, 135.60 feet to a point on a non-tangent arc to the right, having a radius of 75.00 feet, a central angle of 41°59'07", a chord bearing of North 60°07'27" West, and a chord distance of 53.74 feet; thence along the arc of said curve, 54.96 feet to the Point of Beginning.

Said parcel containing 1.02 acres, more or less.

ATTACHMENT "B"



ATTACHMENT "C"



CHASTAIN SKILLMAN 1101 N. 10TH ST. LAKELAND, FL 34601 (813) 441-1100 © 2014 CHASTAIN SKILLMAN, LLC, ALL RIGHTS RESERVED	LAKESIDE VILLAGE PUD MODIFICATION LAKELAND, FLORIDA ATTACHMENT C - SITE PLAN		PROJECT NUMBER: 8213.09	SHEET NUMBER: C-03
	CHASTAIN SKILLMAN 1101 N. 10TH ST. LAKELAND, FL 34601 (813) 441-1100 © 2014 CHASTAIN SKILLMAN, LLC, ALL RIGHTS RESERVED		REVISIONS NO. DATE BY 1 08/27/2014 JLM	REVISIONS NO. DATE BY 1 08/27/2014 JLM

[illegible]

Kimley»Horn
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109 SOUTH KENTUCKY AVENUE, LAKELAND FL 33801
PHONE: 883-701-8702
WWW.KIMLEY-HORN.COM REGISTRY NO. 35166

LAKELAND LIFESTYLE HOSPITALITY, LLC

**LAKESIDE VILLAGE PUD MODIFICATION
LAKELAND, FLORIDA**

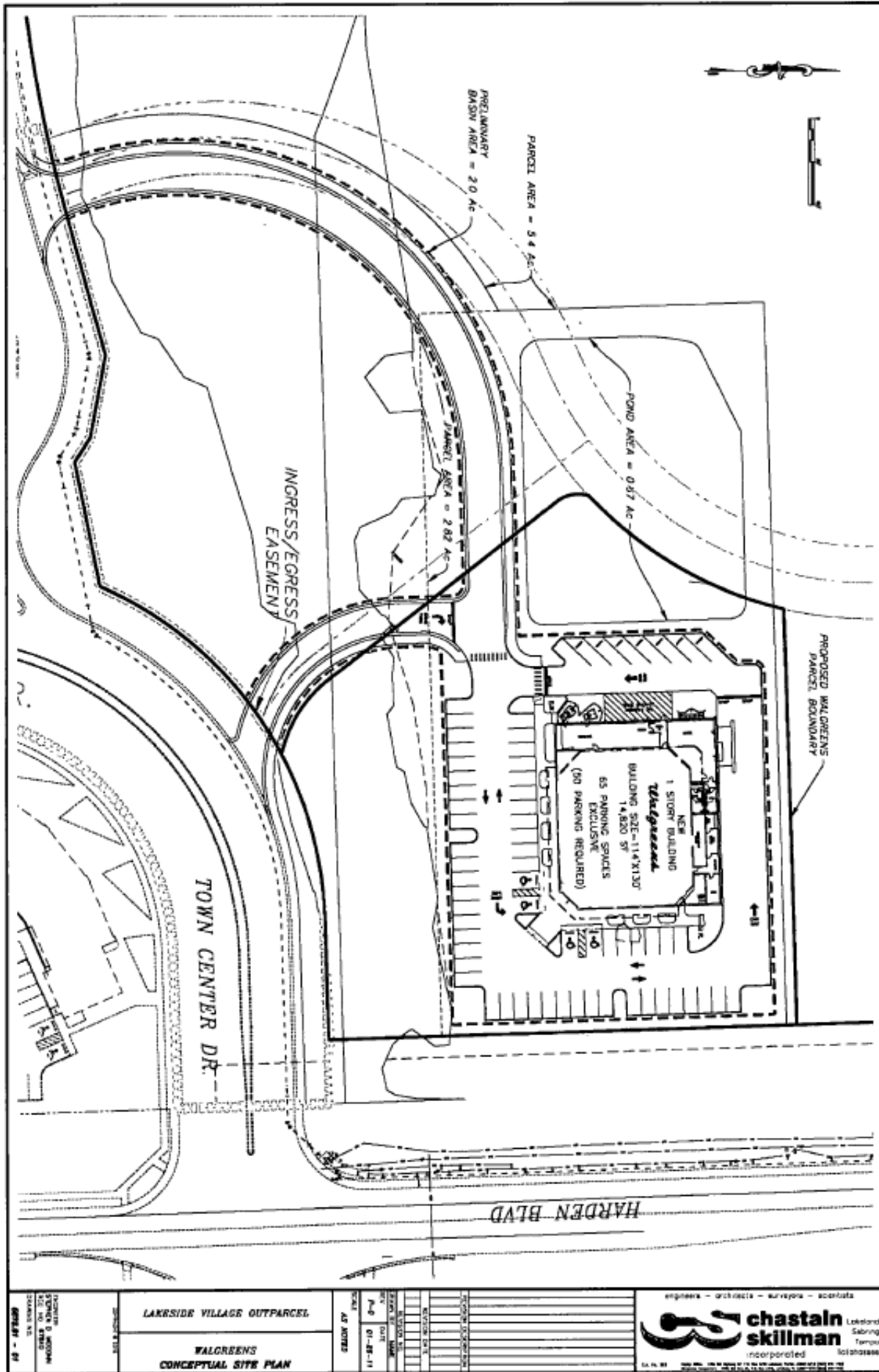
ATTACHMENT C - SITE PLAN

8-EET NADPH

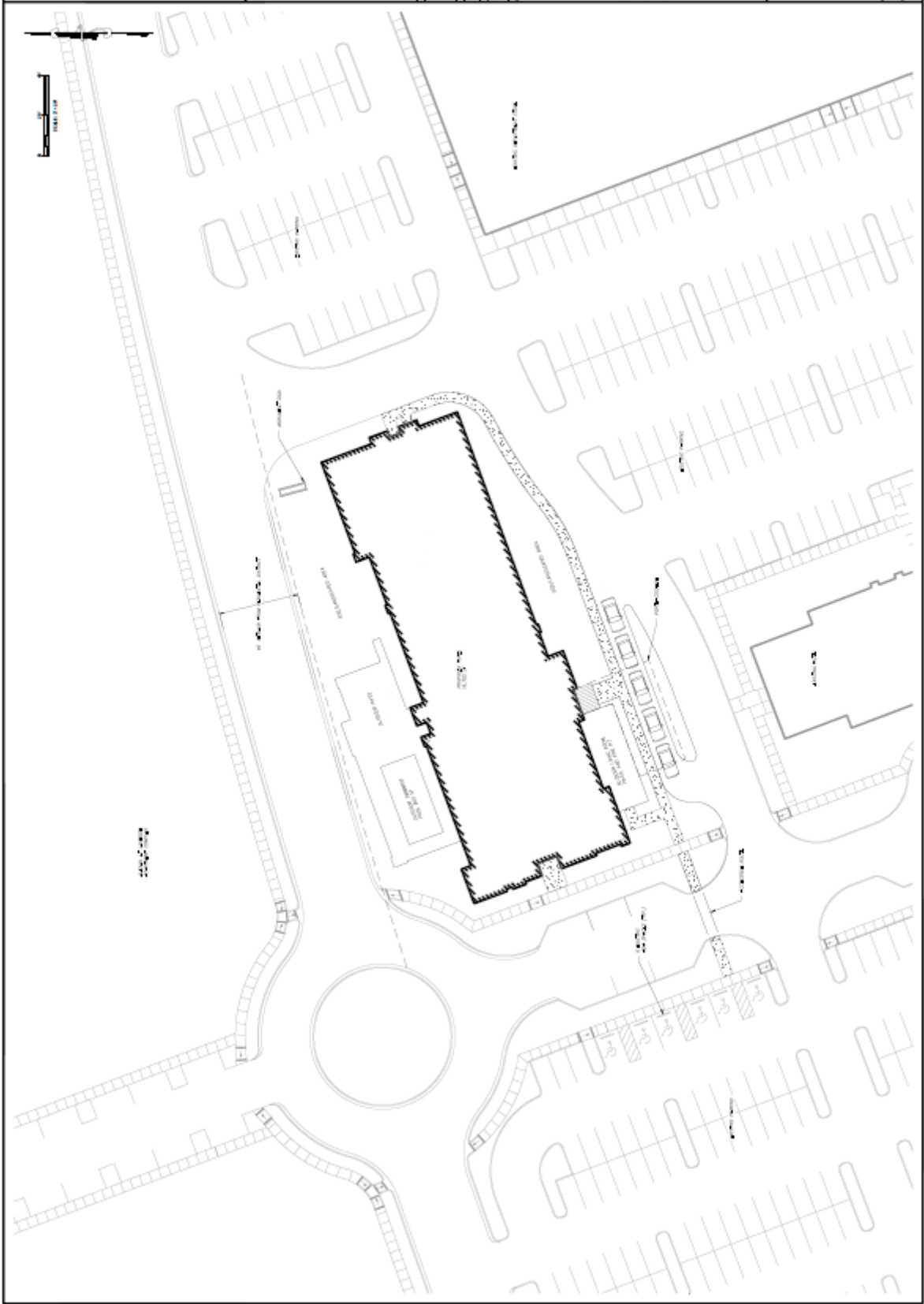
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9/4/2025

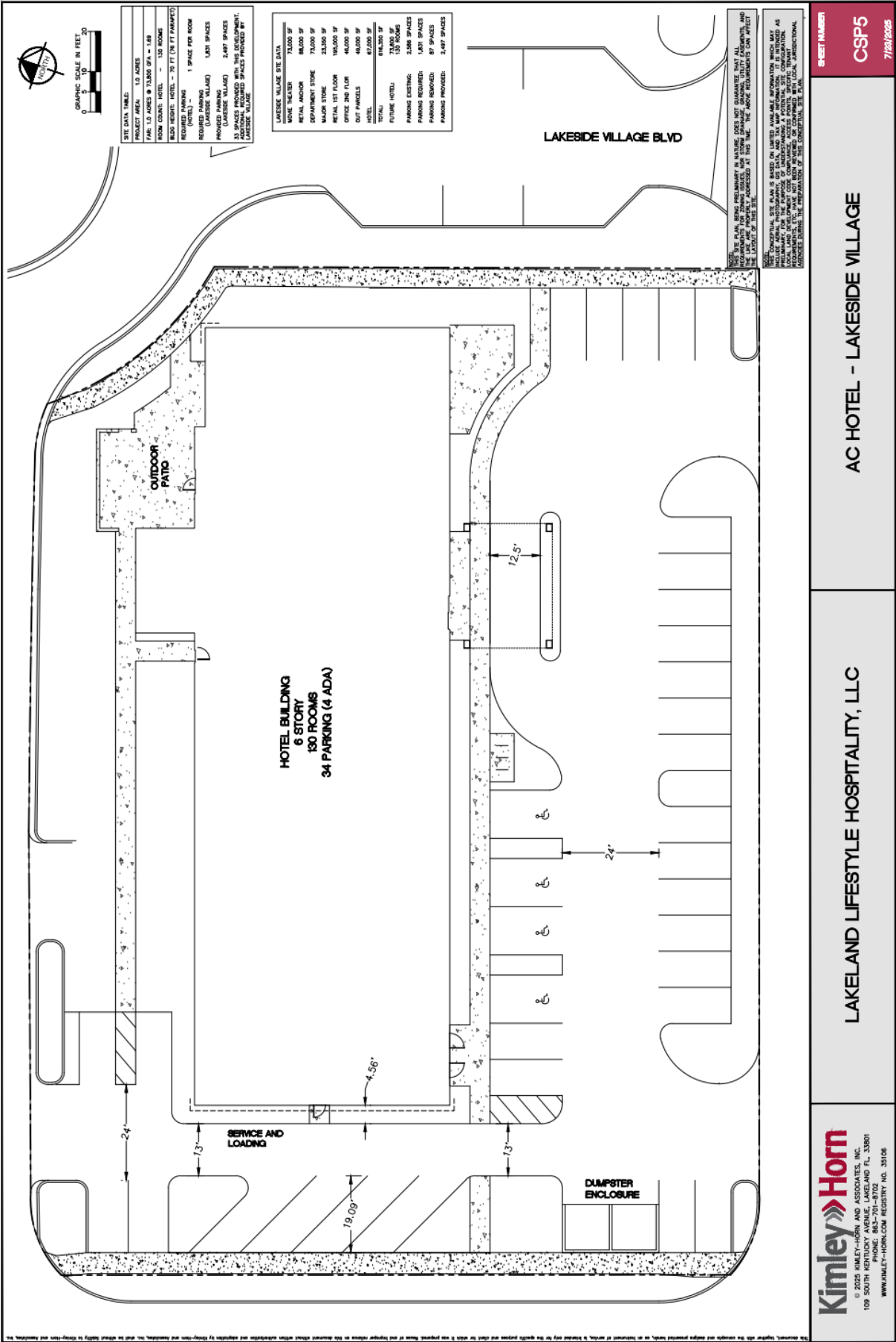
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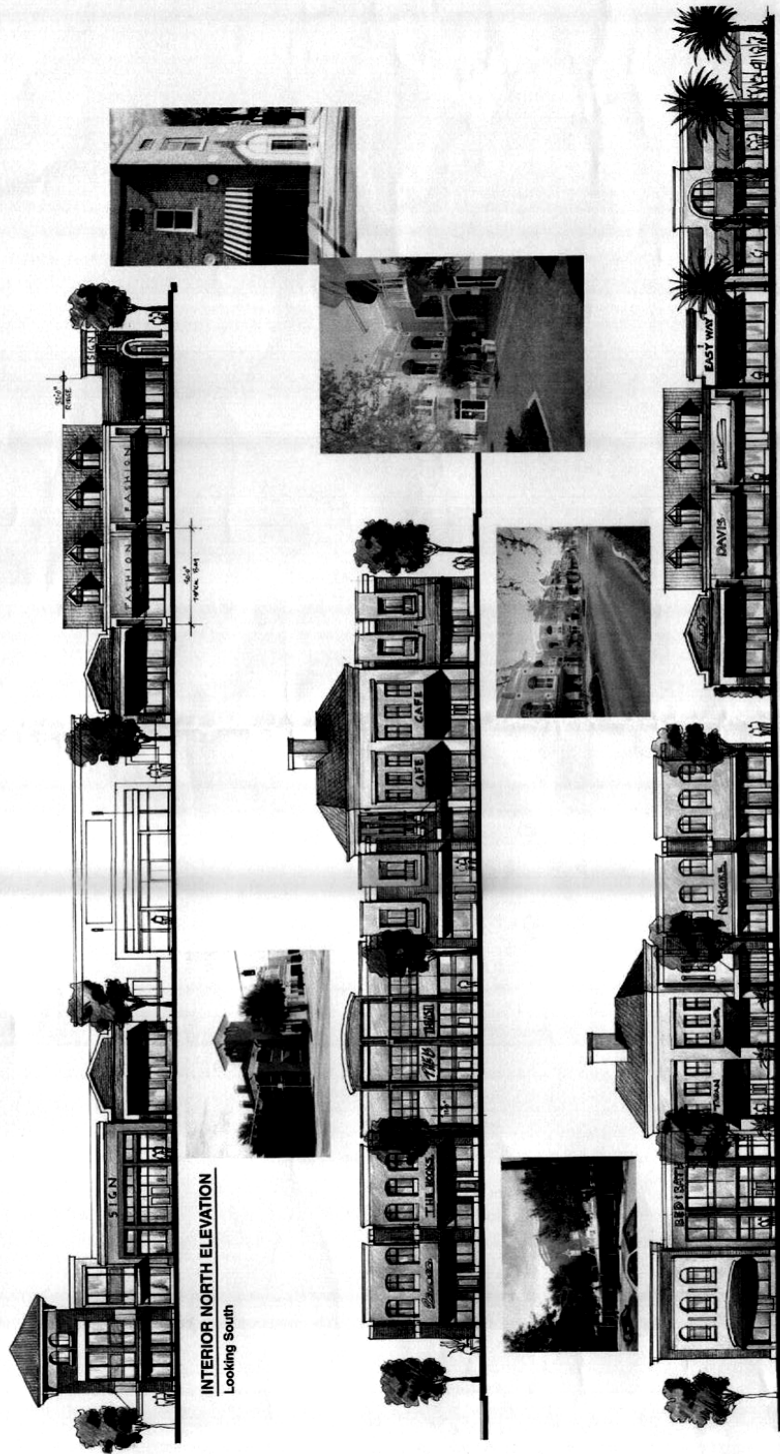


ATTACHMENT "C-2"



ATTACHMENT "C-3"





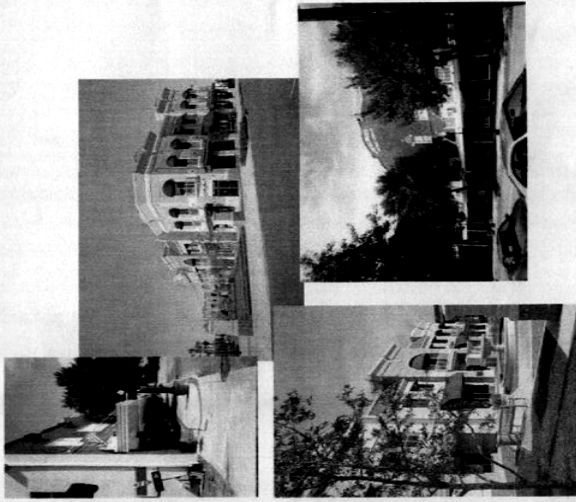
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ARCHITECTURAL
PARTNERSHIP

Lakeside Village
Lakeland, Florida
A MIXED-USE DEVELOPMENT

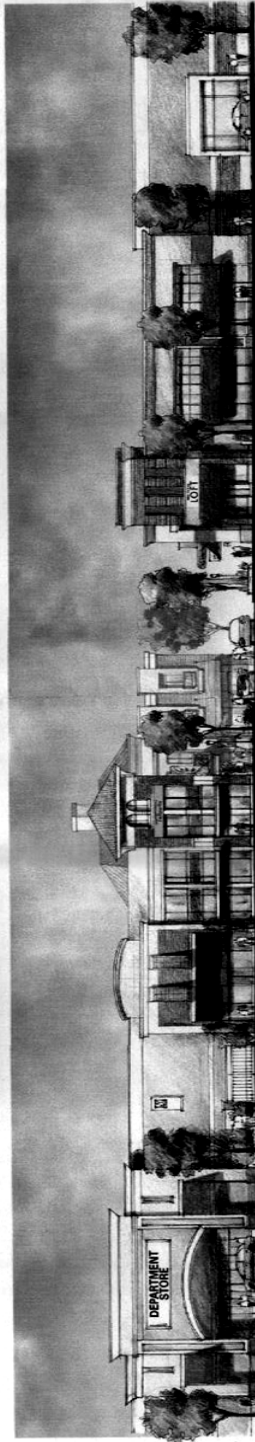
CASTO
SOUTHEAST

November 14, 2009
Copyright 2009 by Beaume Architectural Partnership

ATTACHMENT "E"



SOUTH ELEVATION - ENTRANCE



EAST ELEVATION - ENTRANCE

BEA ME
ARCHITECTURAL
PARTNERSHIP

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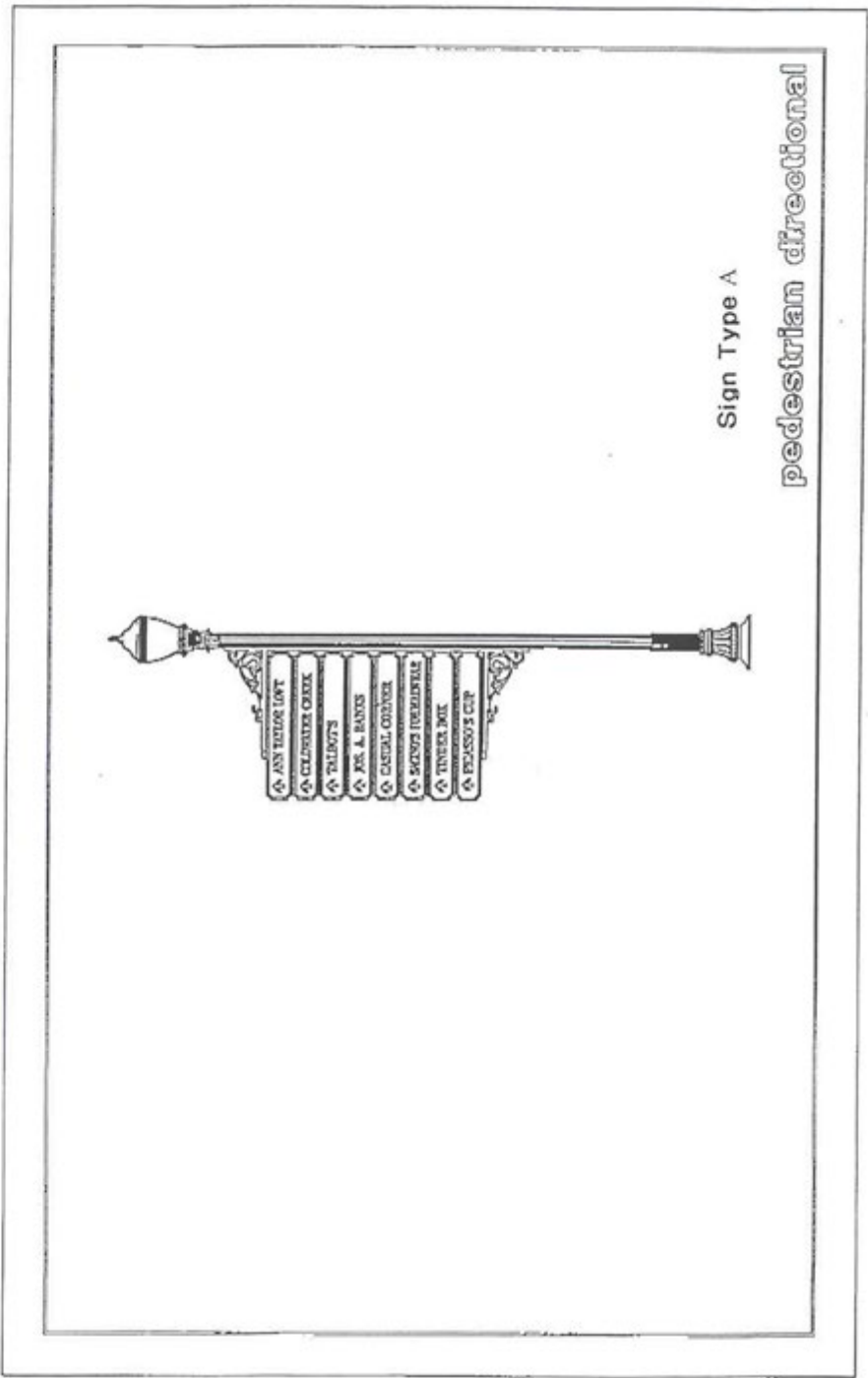
Lakeside Village
Lakeland, Florida
A MIXED-USE DEVELOPMENT

CASTO

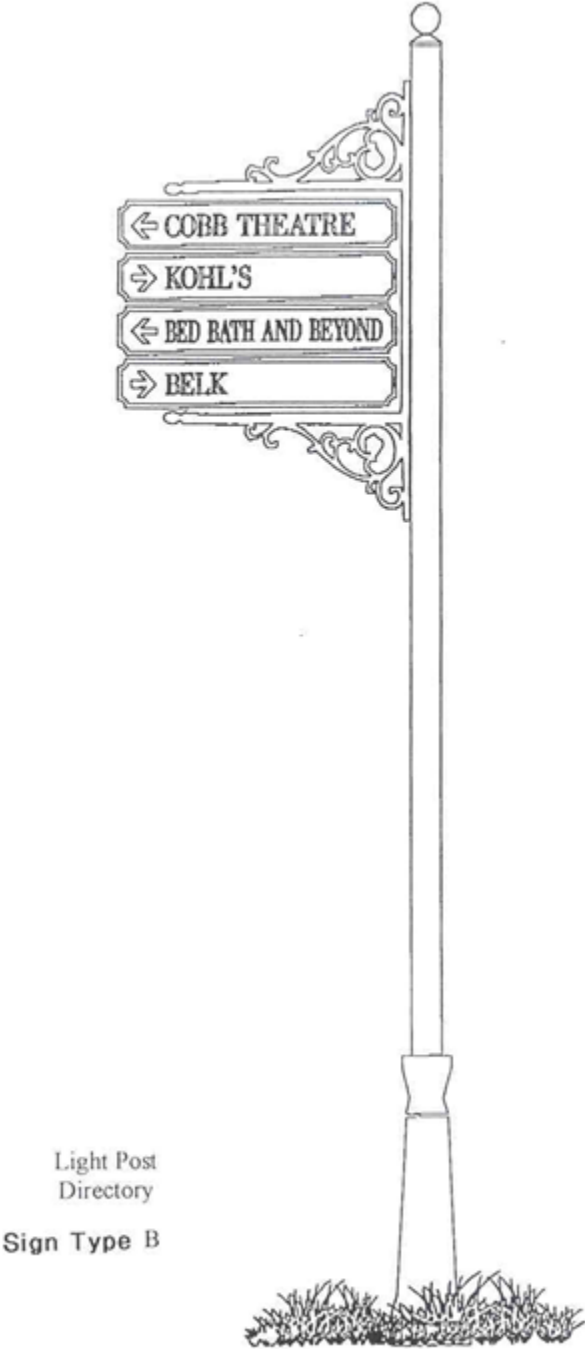
SOUTHEAST

ATTACHMENT "F-1"

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ATTACHMENT "F-2"





www.platinumsigns.com

352 W. Wendy Ln. Casselberry, FL 32707

Phone: 407-571-3640 | LUG: F3202068

Designer

Kristen

Job Number

7511

Company

Continental Realty Corporation

Company Contact

Kimberley Gierum

Company Address

1479 Town Center Drive Suite 203
Lakeland, FL 33803

Sales Representative

Yvesha Patel

Date

1/21/2025

Version

5

Version 5 Changes

Added D1 & D2 Measurements

Version 3 Changes

backlit

Version 4 Changes

Added sign types & measurements

Project Location



Monument Sign - Double Sided

DESIGN

Continental Realty - Lakeland

24.06 SQF Used

105"

33"

17"

11"

8"



3" Deep Backlit Channel Letters

Lakeside Village




Notes:

*Proof for visualization purposes only

Page 1

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<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>32.0</p> <p style="font-size: 2em; font-weight: bold;">L a k e s i d e</p> <p style="font-size: 2em; font-weight: bold;">V . I . L . L . A . G . E</p> </div> <div style="text-align: center;"> <p>90.0</p> </div> <div style="text-align: center;"> <p>12.0</p> </div> </div>		
<p>This structure has been designed to meet or exceed the 120 m.p.h. wind load requirements of section 1003 of the Florida Building Code 2001 Wind Importance Factor = 1.0 Building Category II Wind Exposure C Component and Cladding Pressure = -27 psf/+27 psf</p>		
<p>FROM OR FUND NO.</p> <p>CITY CONTRACT NO.</p>	<p>8" x 8" M NO.</p> <p>IDENTIFYING NO. </p>	<p>NONRESIDENTIAL OR DESCRIPTION</p> <p style="font-size: 1.5em; font-weight: bold;">CASTO lifestyle</p> <p style="font-size: 0.8em;">PROPERTY I. D.</p>
<p>DATE APPROVED _____ BY _____</p>		

Project
Identification
Sign Type E

Sign Copy to Reflect Attachment "F-5" Design for Monument Signs