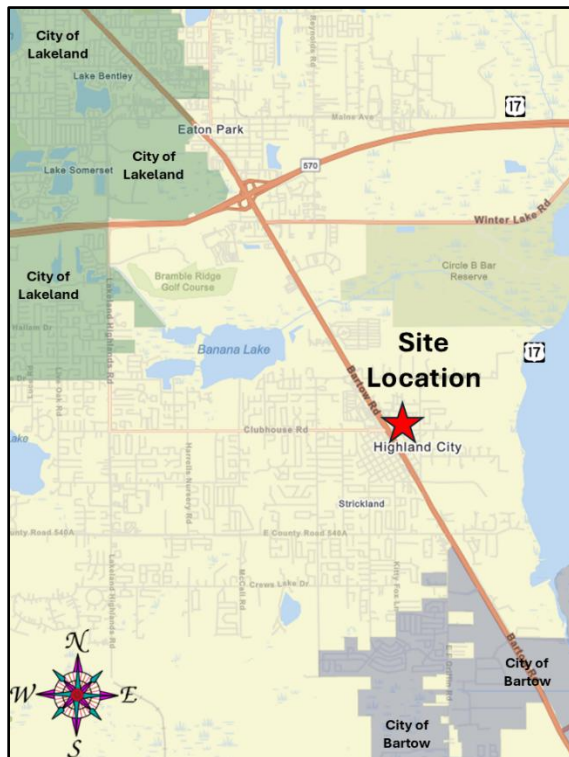


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

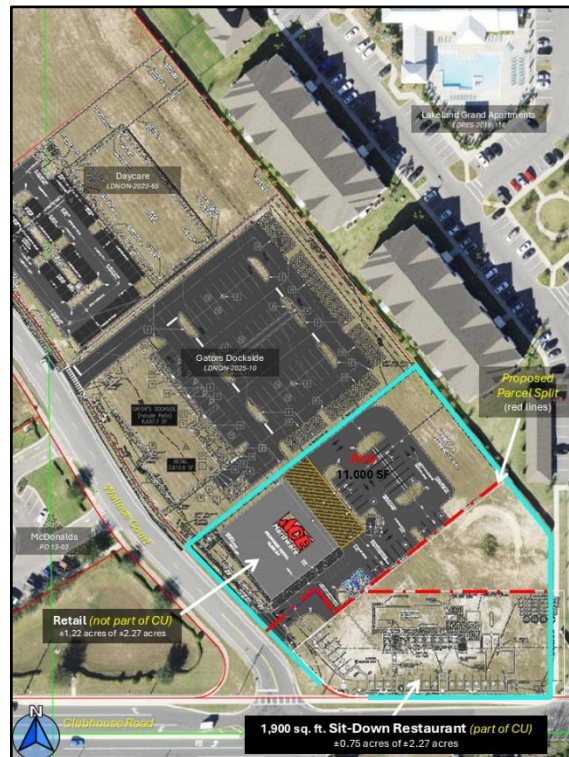
DRC Date: April 2, 2026	Level of Review: Level 3 Review
PC Date: June 3, 2026	Type: Conditional Use
BoCC Date: N/A	Case Numbers: LDCU-2026-9
Applicant: Jennifer Yarbrough, Contineo Group	Case Name: Waffle House Highland City TCX
	Case Planner: Andrew Grohowski, Planner II

Request:	The applicant is proposing a Sit-Down Restaurant in the Town Center (TCX) land use district in the US Highway 98 Selected Area Plan (SAP). Per Section 401.04.D.8, a Conditional Use is required to deviate from TCX development criteria based on hardships on the property.
Location:	The subject site is located at the intersection of Clubhouse Road and Wallace Court, on the east side of US Highway 98, south of Wallace Road, west of 1 st Street Southeast, northwest of the City of Bartow in Section 11, Township 29, Range 24.
Property Owner:	MLM Properties of Polk LLC
Parcel Size (Number):	±0.75 acres of ±2.27 acres (242911-281019-000031)
Future Land Use:	Town Center-X (TCX) US 98 Selected Area Plan (SAP)
Development Area:	Transit Supportive Development Area (TSDA); Transit Corridor in Center
Nearest Municipality:	City of Bartow
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Hearing

Location



Overall Aerial



Summary:

The applicant is requesting Conditional Use (CU) approval for a 1,900 sq. ft. Sit-Down Restaurant within a Town Center (TCX) land use district in the US Highway 98 Selected Area Plan (SAP). The SAP allows deviations in the TCX standards through a Conditional Use request, including sign requirements, setbacks, and build-to lines, based on circumstances that create hardship on the property. For this case, the request includes deviations from the build-to-lines and frontage requirements. According to Table 401.04 of the LDC, "Sit-Down Restaurants" are a permitted use requiring staff approval within TCX land use district if the standards in Section 401.04.D.8 can be achieved. The purpose of this Level 3 Review is to permit deviations from certain TCX standards in 401.04.D.8, as is allowed pursuant to stipulations within this section. The CU process allows staff the ability to review the proposed retail and commercial uses for compatibility with surrounding uses and to ensure the use is appropriate as a support service for nearby residents and tourists to the area.

Among the standards for which this application is seeking relief are the build-to-lines from rights-of-way which ordinarily cannot exceed 15 feet from the property line. The TCX also requires at least 60% of the parcel frontage along the rights-of-way of all roads, which this property cannot achieve due to a large 50-foot utility easement on the southern portion of the property and the dual frontage on Wallace Court and Clubhouse Road. In this instance, the applicant is requesting to set the principal structure about 70 feet from Clubhouse Road and at a minimum 88 feet from the Wallace Court right-of-way. With dual frontage, a typical Waffle House is simply not large enough to accommodate 60% frontage requirements. Approval of this request will allow the site to develop without adhering to these two (2) rules. The site plan demonstrates the proposal will adhere to the remaining TCX district criteria outlined in LDC Section 401.04 as depicted on the site plan (Exhibit 6). This includes architectural plans, an amenity area with outdoor seating and internal pedestrian interconnectivity.

The subject site is proposed to be subdivided to accommodate a Retail Store (Ace Hardware) and Sit-Down Restaurant (Waffle House). According to the County Attorney's Office, the property will be required to re-plat with this proposed split. The retail store will be about 1.22 acres, and the restaurant will be about 0.75 acres. The remaining will be set aside for future stormwater improvements. The site has frontage along Clubhouse Road, an Urban Collector roadway, and Wallace Court, a private roadway maintained by the "HC Town Center Owners' Association, Inc." The site will gain access through a cross-access easement with the proposed Retail Store to the north, which will meet the build-to-line and frontage criteria once the lots are platted. Both the Ace and Waffle House will share a commercial driveway apron for ingress/egress off Wallace Court. Five-foot wide sidewalks will front Clubhouse Road and Wallace Court. Sign standards shall conform with those within the same TCX district, and architectural and aesthetic requirements mandated by the TCX will be further evaluated during the Level 2 Review.

No wetlands or flood zones are found onsite, and no other environmental constraints are present that would hinder development. The site will connect to utilities provided by the City of Lakeland. The surrounding roadways have ample capacity, and the request will have no impact on school capacity.

Staff has found this request consistent with the Comprehensive Plan and LDC. The site will meet all other standards including setbacks, FAR, ISR, lighting, and landscaping. The applicant has demonstrated compliance with unique standards set forth in the US 98 SAP, including the remaining TCX criteria. Staff finds this request is compatible with the surrounding area and adjacent uses and recommends approval.

Findings of Fact

- *The applicant is requesting a Conditional Use to construct a Sit-Down Restaurant in the Town Center (TCX) land use district in the US 98 Selected Area Plan (SAP). The layout of this request will deviate from standards in Section 401.04.08 of the Land Development Code (LDC) (**In Bold Below**).*
- *LDC Section 401.04.D.8, Town Center (TCX) - Development within the Town Center shall conform to the following criteria in addition to all other regulations within this Code:*
 - a. *Buildings within the TCX shall build to property lines rather than setback back from property lines as follows:*
 - i. ***Build to lines from roads - (0-15 feet)*** - *A Build to Line is a line parallel to the property line adjacent to rights-of-way, along which a building shall be built. The maximum distance that any building can be from the property line is 15 feet. This area between the building and the property line shall incorporate sidewalks, sidewalk cafes/eating areas, or retail display areas. **The building shall be in close proximity to the streets and pedestrian friendly parking areas, pathways, and gathering spaces shall be oriented toward the interior of the development** rather than the traditional strip development where a large parking area is in front of a building; and,*
 - ii. *Side and Rear build to lines - To allow for maximum development flexibility, there shall be no pre-determined side or rear setbacks or side or rear build to lines other than those that are required for public safety. However, if the adjoining parcel(s) are developed with an existing residential use or have a Future Land Use district of ROSX, PRESVX, ARRX, RSX, RLX, RMX, or RHX the building(s) shall be consistent with the side and rear setbacks for CAC in Table 2.2.*
 - b. *Impervious Surface Area Ratio (ISR) - The ISR shall be 0.70 for all development within the TCX. If a true hardship on the property can be determined, a waiver may be requested pursuant to Section 932;*
 - c. *Building design and uses shall include the following:*
 - i. *Developments shall have a consistent streetscape and architectural style. The first buildings to be constructed in the Town Center are expected to set the tone of the remaining building design. This may include various frontage types such as terraces, awnings, galleries, or arcades, etc. These terms are not strictly defined but are based on architectural standards of traditional downtowns (i.e., downtowns similar to historic areas of Tampa, Orlando, or Tallahassee);*
 - ii. ***At least 60 percent (%) of the parcel frontage on the rights-of-way of all roads and the Ft. Fraser Trail shall be lined with buildings;***
 - iii. *Pedestrian shelters, awnings, roof overhangs, or other forms of shelter from the weather shall be incorporated along all building sides adjacent to pedestrian walkways; and,*
 - iv. *Front building facade architecture shall be incorporated into any building side adjacent to right-of-way.*

- d. *Parking design shall include the following:*
- i. *Parking lots shall be specifically prohibited between the building and US Highway 98 unless the parking is on-street parking, such as parallel parking;*
 - ii. *All development shall incorporate pedestrian friendly parking areas. At a minimum, parking areas shall include five foot wide paved walkways between parking rows every other parking isle (See Figure C); and*
- ...
- f. *Roadway and/or Alley Construction shall be consistent with the following:*
- a. *US Highway 98 and collector roads shall be lined with pedestrian-oriented features which are constructed in a uniform arrangement;*
 - b. *On-street parking shall be provided for any internal roads constructed that meet the County's local or collector standards. This shall be parallel parking; and,*
 - c. *Internal roads meeting the County's local or collector road standards shall also incorporate sidewalks and bike lanes.*
- g. *Sign standards within the TCX shall conform to the following:*
- a. *All signs shall be based on the standards for the CAC in Chapter 7 and reduced by 15 percent. Prior to any development, a sign plan shall be submitted for review and final approval.*
 - b. *All signs erected in the TCX shall be reviewed by the DRC to ensure the design of the sign is aesthetically consistent and in harmony with the architecture of the TCX. The first buildings and signs erected within the TCX shall set the tone and style of all signs;*
 - c. *Signs shall be monument-style or building-mounted only; freestanding pole signs shall be specifically prohibited;*
 - d. *Banners attached to lighting fixtures will be permitted if allowed by the owner of the light fixture; and,*
 - e. *All signs and lighting of signs shall be consistent with architecture of the buildings.*
- ...
- h. *Any loading docks, utility facilities, car washes and storage areas abutting rights-of-way shall be landscaped from off-site view;*
- i. *The maximum building height shall be 75 feet. This may be increased through a variance or a Planned Development;*
- j. *The Development Review Committee (DRC) shall evaluate proposed development projects to determine how the projects are consistent with items a through k above. The DRC's decision shall be considered as required by this Code in site plan design for Level 3/4 Conditional Use, and Level 2 Review; and,*
- k. *Any use with a drive-thru facility shall be reviewed as a Planned Development and shall only be located on properties adjacent to US Highway 98 or the Fort Fraser Trail.*

l. Any use with a driveway aisle between the Fort Fraser Trail and the principal structure within the TCX shall comply with the standards listed in 401.04 I.7 to provide for safe pedestrian crossing points.

m. Items a through k above may be modified based on circumstances that create a significant hardship on the property through a Planned Development. However, the applicant shall demonstrate how each requirement is being met by the site plan or why a specific requirement should be modified.”

- *The subject site is approximately 2.17 acres, however, the applicant proposes to subdivide the property to allow both uses. The retail will have approximately 1.22 acres while the sit-down restaurant will have 0.75 acres. The remaining acreage will be used for open space and drainage purposes.*
- *According to the site plan, the retail store is approximately 11,000 square feet and the sit-down restaurant is about 1,890 square feet.*
- *Table 4.12 of the LDC notes “Restaurant, Sit-Down/Take Out” is a permitted (P) use in the TCX district.*
- *A fifty (50) foot public utility easement owned by the City of Lakeland runs along the southern portion of the property along Clubhouse Road (O.R. Bk 9381, Pg 1115).*
- *POLICY 2.109-A29: The purpose of the Town Center (TC) land use is to provide the citizens of unincorporated Polk County with an urban lifestyle through the promotion of mixed uses in a single structure or through a combination of clustered buildings with uniformed design characteristics and features that encourage pedestrian activity between uses. The TC land use is designed to allow dining, cafes, bars and pubs, retail, boutiques, music venues, professional office, and multi-family residential (i.e., townhomes, condominiums or apartments), parks, plazas and lakefront views. The TC land use is only available in the adopted Selected Area Plans.*
- *POLICY 2.131-R.H.2: GENERAL CHARACTERISTICS - The Town Center will include dining, cafes, bars and pubs, retail, boutiques, music venues, professional office, and multi-family residential. The Town Center shall include a community focus such as a park, plaza, or lakefront. The Town Center will exist and grow as a mixed-use area along specific urban design guidelines. The district is envisioned to be designed as a harmonious grouping of buildings that include cohesive architecture, and pedestrian spaces.*
- *POLICY 2.131-R.H.3: DEVELOPMENT GUIDELINES - Development within the Town Center shall conform to the following criteria:*
 - a. Development proposals of ten acres or more shall provide a central focal feature such as a park or square;*
 - b. residential development shall be apartment-style or townhouse-style;*
 - c. Loading docks, utility facilities, car washes, and storage areas shall not be visible from any abutting rights-of-way;*
 - d. Parking lots shall be specifically prohibited between the building and US Highway 98;*

- e. *US Highway 98 shall be lined with pedestrian-oriented features which are constructed in a uniform arrangement.*
 - f. *signs shall be monument-style or building-mounted; pole signs shall be specifically prohibited.*
 - g. *Developments shall have a consistent streetscape style;*
 - h. *Pedestrian walkways shall be integrated into every development including appropriate pedestrian shelters or awnings;*
 - i. *Residential uses shall be limited at Special Residential densities as a primary use up to 25 percent of the TCX district. Location of residential units above non-residential uses shall be encouraged by not considering such units against the maximum residential percentages and densities if the residential is an accessory use.*
- *Section 303 of the LDC requires the following standards for Sit-Down Restaurants:*
In addition to all applicable regulations the following standards shall apply:
 1. *Within existing BPC and IND land use districts:*
 - a. *All proposed uses and structures shall support the surrounding facilities.*
 - b. *All structures shall not exceed fifteen percent of the existing developed BPC or IND land use, and the restaurant is an accessory use that supports an existing BPC or IND use.*
 2. *All structures shall connect to water and sewer facilities.*
 3. *All on-site garbage collection facilities shall be screened from any adjacent property.*
 4. *Within OC districts (including OCX), Restaurant, Sit-down/Take-out uses shall comprise no more than 20 percent of the overall district.*
- *The subject site has about 225 feet of frontage on Wallace Court and 254 feet of frontage along Clubhouse Road (Road No. 941433). Clubhouse Road is a County-maintained, six-lane divided roadway classified as an Urban Collector roadway. Wallace Court is about 24' wide paved private roadway.*
 - *The subject site is served by City of Lakeland Utilities for potable water and wastewater services. An 8-inch force main sewer line runs along the southern portion of the property within an existing 50-foot utility easement (O.R. Bk 9466, PG 1115 to 1117). An 8-inch water main line runs along the western right-of-way on Wallace Court. These services are available, and the development will be required to connect to each.*
 - *The site is zoned for Highland City Elementary, Bartow Middle School, and Bartow Senior High School.*
 - *Highland City Park and Highland City Senior Field are located to the west. Environmental lands and multi-use trails are located at Circle B Bar Reserve and Marshal Hampton Reserve to the east.*
 - *Fire and EMS response to this project is from Polk County Fire Rescue Station #28, approximately 0.4 miles away located at 4101 Clubhouse Road in Highland City. Estimated response time of five (5) to seven (7) minutes. Fire Station #28 is scheduled to*

be relocated into a joint station with the City of Bartow, and will be constructed in the vicinity of EF Griffin Road and Smith Lane.

- *The site is served by the Polk County Sheriff's Southwest (SW) District located at 4120 US Highway 98 in Lakeland. The response times for SW in April 2026 were: Priority 1 Calls – 10:04 and Priority 2 Calls – 30:54.*
- *According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the subject site contains Candler-Urban land complex. The soil has slight limitations for septic tank absorption fields and for small commercial buildings.*
- *There are no wetlands or flood hazard areas on the property. The property is not located in a Wellfield Protection District.*
- *According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within an identified one-mile radius for endangered species sightings.*
- *The site is not within any Airport Height Notification Zone.*
- *This request has been reviewed for consistency with Section 401.04, Section 303, and Table 4.12 of the LDC.*
- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT; SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA); and SECTION 2.131-R US HIGHWAY 98 SELECTED AREA PLAN of the Comprehensive Plan.*

Development Review Committee Recommendation:

Based upon the information provided by the applicant and a recent site visit, the Development Review Committee finds that with the recommended conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Comprehensive Plan, and is consistent with the Land Development Code. Based upon the findings of fact the Development Review Committee recommends **APPROVAL** of **LDCU-2026-9**.

CONDITIONS OF APPROVAL

1. This CU approval shall be for one (1) sit-down restaurant as shown on the site plan with deviations from Section 401.04.D.8, as addressed in Table 2 of this staff report. Any modifications to LDCU-2026-9, except for those listed in Section 906.E of the LDC, shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]

2. All signs shall be based on the standards for the Community Activity Center (CAC) land use district shown in Chapter 7 and reduced by 15 percent. Signs shall be monument-style or building-mounted only; freestanding pole signs shall be specifically prohibited. All signs erected

in the TCX shall be reviewed by the DRC prior to Level 2 approval to ensure the design of the sign is aesthetically consistent and in harmony with the architecture of the surrounding uses within the US 98 TCX land use district. The overall height of the sign shall not exceed seven (7) feet. [PLG]

3. To maintain a consistent design and aesthetic within this TCX district, the project shall closely adhere to the architectural design renderings as shown in Exhibit 8 to the greatest extent possible. [PLG]

4. The subject site will be required to re-plat should the parent parcel be subdivided. [PLG]

GENERAL NOTES

NOTE: This staff report was prepared without the benefit of testimony and evidence submitted by the public and other parties at a public hearing.

NOTE: Approval of this request shall not constitute a waiver or variance from any applicable development requirement unless specifically noted in the conditions of approval and consistent with LDC Section 930 D.

NOTE: All written comments made in the application and subsequent submissions of information made during the application review process, which are on file with the Land Development Division, shall be considered to be binding upon the applicant, provided such comments are not at variance with the Comprehensive Plan, LDC or other development regulations in effect at the time of development.

NOTE: Approval of this request is only for Level 3 Review and only for those development decisions within the Planning Commission’s jurisdiction. A Level 2 Review (engineered plans) will be required reflecting the standard conditions listed in Section 303 of the Land Development Code and the development standards listed in Chapter 7 of the Land Development Code. Upon completion of the Level 2 Process, building permits will be required for all structures in accordance with Chapter 553 of the Florida Statutes.

NOTE: Issuance of a development permit by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

Surrounding Land Use Designations and Current Land Use Activity

Table 1

<p>Northwest: TCX (PD 02-13) US 98/Ft. Fraser Trail Publix/Restaurants/Personal Services/Financial Institution</p>	<p>North: TCX Gator’s Dockside (LDNON-2025-10) ±1.80 acres</p>	<p>Northeast: TCX Multifamily</p>
<p>West: TCX LDPD-2021-35</p>	<p>Subject Property: TCX Vacant ± 2.27 acres</p>	<p>East: TCX Multifamily</p>
<p>Southwest: TCX Drive-Thru Restaurant (PD 13-03)</p>	<p>South: ECX Drive-Thru Restaurant (LDPD-2021-5) ± 1.96 acres</p>	<p>Southeast: TCX Single-family & mobile homes</p>

Source: Polk County Geographical Information System and site visit by County staff

The subject property is approximately 0.75 acres of a larger 2.27-acre site. The request proposes to split the original site into a restaurant and retail store located on each new property. The property

is located within the Transit Supportive Development Area (TSDA) in the US 98 SAP and has about 255 feet of frontage on Clubhouse Road and 135 feet of frontage on Wallace Court. The property is considered part of “Parcel 3” in the “Town Center East Lot 3” plat recorded in 2024 (PB 205, PG 50). A 50-foot utility easement runs along the southern portion while a large drainage retention easement along the eastern portion of the property. Over the last three years, this particular TCX district on the east side of US Highway 98 has been developing while that on the west side of the road has been built-out. Multi-family apartments have been constructed which triggered improvements to the intersection of Clubhouse Road and US 98. Sidewalks and right-of-way dedication were achieved when this property was platted.

On the western side of US 98, the TCX is completely built-out through a Planned Development (PD 02-13) approval. All of the non-residential properties to east of US 98 and fronting the Fort Fraser Trail have gone through the PD process because they are drive-thru facilities or gas stations. Drive-thru restaurants are considered a “C3” Conditional Use within the TCX district and only allowed to be located adjacent to US Highway 98 or the Fort Fraser Trail.

According to Comprehensive Plan POLICY 2.131-RA4.H, the Town Center includes “dining, cafes, bars and pubs, retail, boutiques, music venues, professional office.” Normally, retail and sit-down restaurants are permitted through a Level 2 “C2” Conditional Use within the TCX district requiring only Staff-level approval. However, the LDC and Comprehensive Plan contains performance standards for the TCX district in Section 401.04 intended to bring a coherent design to this area. Relief from these standards may be granted by the Planning Commission through a Level 3 Review if there is significant hardship. Similar to this project, Gator’s Dockside directly to the north also consists of both retail and restaurant components. Gator’s and Ace Hardware will adhere to the building setback and frontage requirements in the TCX district without the need for Level 3 approval (LDNON-2025-10). This is the first Level 3 proposal east of Wallace Court.

Compatibility with the Surrounding Uses and Infrastructure:

Much of what the TCX stands to accomplish is a higher standard to cater to pedestrian oriented features, communal gathering spaces, and encourage pedestrian oriented features with parking areas focused away from vehicle traffic. These standards include but are not limited to shelters, awnings, roof overhangs, outdoor seating and eating areas, and sufficient areas to walk. Appropriate building placement is vital in order to provide these spaces oriented toward the interior away from passerby traffic and helps to provide a town-centric streetscape style. Retail and commercial uses are found throughout the Highland City area as well as the main intersection of Clubhouse Road and US Highway 98.

The applicant is proposing to split the subject site with an Ace Hardware and Waffle House located on each new property. A shared driveway will be provided off of Wallace Court, with Waffle House gaining cross access through the proposed Ace property. The southern parcel presents development challenges with a 50’ utility easement owned by the City of Lakeland along the southern portion (Exhibit 7). Given this easement, the applicant is prohibited from locating the building within the 0-15 foot built-to-line. Despite this hardship, Staff found that the sit-down restaurant proposed can be integrated with other the Town Center criteria without seriously compromising the pedestrian experience.

It is important to note that many Planned Developments in the immediate area have received a positive recommendation from Staff and subsequent approval from the Planning Commission, with almost every PD or CU request for a drive-thru facility or gas station. The Highland City area

at the intersection of US 98 and Clubhouse Road continues to see gradual non-residential development over the past decade and a half. This includes drive-thru and sit-down restaurants, retail plazas, and childcare facilities, many constructed in the past four years alone.

A. Land Uses:

The LDC defines compatibility as “A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.”

Per LDC Section 401.04, the TCX district requires build-to-line designs with a maximum of 15-foot setbacks from the rights-of-way and 60% roadway frontage requirements. While the use itself is considered compatible with the surrounding area, these TCX standards are difficult for the sit-down restaurant to meet due to existing limitations. The 50’ easement owned by the City of Lakeland, along with additional existing municipal sewer and storm sewer infrastructure makes this build-to requirement within 15 feet of the property line difficult along the frontage of Wallace Court or Clubhouse Road. Additionally, the small building footprint typically found as a business model for other Waffle House’s makes the frontage requirement difficult to achieve. The Waffle House building is setback approximately 70 feet rather than 0-15 from Clubhouse Road.

Despite this the remaining TCX design criteria, such as internal sidewalks and architectural standards, are being met. According to Comprehensive Plan Policy 2.131-R.H.3 and LDC Section 401.04.D.8 subitems “a” and “d,” developments shall encourage pedestrian activity and pedestrian friendly parking areas oriented toward the buildings side, interior, rear, and between uses with “pedestrian shelters, awnings, roof overhangs, or other forms of shelter from the weather” ... “incorporated along all building sides adjacent to pedestrian walkways.” From a public benefit perspective, additional pedestrian features are integrated into the site plan with an amenity and outdoor seating area along Clubhouse Road. Not only is an internal sidewalk connection shown between the amenity area and primary building but cross connection to the northern property is proposed as well (Exhibit 6). Additionally, awnings are incorporated along the front face of the Waffle House adjacent to the pedestrian walkway and the building façade is proposed facing both rights-of-way (Exhibit 8). These architectural standards outlined in the TCX district are included as part of the conditions of approval.

A multi-family apartment complex was constructed in 2021 to the rear, or east, of the subject site. A Type “B” landscape buffer, at a minimum, will be required in accordance with LDC Section 720. Additionally, a Type “B” buffer will be incorporated along the northern property boundary with the proposed retail store. A Type “A” landscape buffer is permitted to be within the utility easement. Per correspondence with the City of Lakeland utilities, landscaping and pavement is permitted “as long as the applicant meets the minimum tree separations and that the existing manholes or valves do not fall within parking spaces or curb lines rendering them inaccessible for maintenance or emergencies.” The requested parking for this project meets minimum standards with twenty-nine (29) parking spaces proposed along with two (2) ADA spaces. Dumpster placement is set internal to the project, and lighting will meet LDC standards.

Existing mobile homes and site-built homes are located to the southeast within a RMX land use district in the Haskell subdivision (Plat Book 1 Page 5A), originally recorded on June 12, 1886, and re-mapped and verified in February of 1914. Beyond the residential areas previously mentioned, the project presents few compatibility concerns with existing uses. The properties fronting Wallace Court consist of proposed retail, sit-down restaurant, and childcare facility (Exhibit 5). Drive-thrus and a gas station are located further west closer to the Ft. Fraser Trail and US Highway 98. These non-residential uses are not dissimilar to the given request.

The challenges here are conforming to the intent of the TCX land use districts. The LDC contains performance standards for the TCX district in Section 401.04 intended to bring a coherent design to this area.

Table 2

Section 401.04 Standard	Applicant's Proposal
<i>15' maximum setbacks from Clubhouse Road.</i>	<i>The building has been pushed as far forward as possible to allow a restaurant without encroaching on the 50-foot utility easement. The building is approximately 70 feet from the right-of-way on Clubhouse Road.</i>
<i>Maximum ISR of 0.70</i>	<i>The proposed ISR will be 0.51.</i>
<i>Developments shall have a consistent streetscape and architectural style</i>	<i>The site will be similar in layout to the McDonalds. A patio will be provided and concept architectural plans have been included in Exhibit 8. Signage and landscaping will be consistent with TCX criteria.</i>
<i>At least 60 percent (%) of the parcel frontage on the rights-of-way of all roads and the Ft. Fraser Trail shall be lined with buildings.</i>	<i>The restaurant will have an outdoor amenity area fronting Clubhouse Road providing as much frontage on this roadway.</i>
<i>Pedestrian shelters, awnings, roof overhangs, or other forms of shelter from the weather shall be incorporated along all building sides adjacent to pedestrian walkways.</i>	<i>An outside seating area along the road frontage will provide this amenity.</i>
<i>All development shall incorporate pedestrian friendly parking areas.</i>	<i>Pedestrian connection to the right-of-way on Clubhouse Road is proposed as well as internal connection to proposed retail site to the north. Sidewalks will be along the frontage of Clubhouse Road.</i>
<i>All signs erected in the TCX shall be reviewed by the DRC to ensure the design of the sign is aesthetically consistent and in harmony with the architecture of the TCX.</i>	<i>All signs shall be based on the standards for the Community Activity Center (CAC) land use district shown in Chapter 7 and reduced by 15 percent. The sign cannot be mounted on a pole or freestanding and shall be consistent with the architecture of the buildings.</i>
<i>Front building facade architecture shall be incorporated into any building side adjacent to right-of-way</i>	<i>A concept rendering is proposed facing the adjacent rights-of-way. Architectural standards have been included as part of the conditions.</i>

During Level 2 review, other development factors are taken into consideration including minimum parking, landscaping and stormwater facilities.

B. Infrastructure:

The subject site lies within the Transit Supportive Development Area (TSDA). As such, this parcel is located within an area that has a significant amount of urban infrastructure and services. Fire Sheriff, and EMS services are available and within close proximity. Potable water and wastewater are available to the site and have capacity according to the City of Lakeland Utilities. The affected roadways have available trips, according to the Transportation Planning Organization's (TPO) Roadway Network Database.

Nearest and Elementary, Middle, and High School:

The zoned schools for the proposed project are Highland City Elementary, Bartow Middle, and Bartow Senior High School. This is a non-residential use and will not have an impact on school capacity.

Nearest Sheriff, Fire, and EMS Station:

Fire and EMS responses to this project are from Polk County Fire Station #28, located at 4101 Clubhouse Road in Highland City. The travel distance is approximately 0.40 miles with a response time of 5-7 minutes. Fire Station 28 is scheduled to be relocated into a joint station with the City of Bartow to be constructed in the vicinity of E.F. Griffin Road and Smith Lane. Once completed and operational, travel distances will increase to 2.3 miles and response times will increase to approximately 7-9 minutes. The site is served by the Polk County Sheriff’s Southwest (SW) District located at 4120 US Highway 98 in Lakeland, approximately two (2) miles from the site. The response times for SW in April 2026 were: Priority 1 Calls – 10:04 and Priority 2 Calls – 30:54. Table 2, to follow, lists the locations, distances, and response times for emergency services that would respond to this site.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Southwest District Command (4120 US Highway 98)	±2.1 miles	Priority 1 – 10:04 minutes Priority 2 – 30:54 minutes
Fire	Station #28 (4101 Clubhouse Road)	±0.4 miles	5-7 minutes
EMS	Station #28 (4101 Clubhouse Road)	±0.4 miles	5-7 minutes

Source: Polk County Sheriff’s Office & Polk County Fire Rescue. Response times for April 2026

*Response times are based from when the station receives the call, not from when the call is made to 911.

Water and Wastewater Demand and Capacity:

The site is located within the Transit Supportive Development Area (TSDA) and centralized water and sewer services are provided in this by the City of Lakeland Utilities. As a result, the development is required to connect to both of these services. The project is currently in the City Utility system as “Project # 2026-04-007D.”

A. Estimated Demand and Service Provider:

In terms of existing infrastructure, an 8-inch force main is located within the 50-foot utility easement within the property boundary which connects to the City’s lift station to the east. This provides sewer connections to the multifamily. An 8-inch water line runs north and south in the western right-of-way of Wallace Court with a 2-inch stub out provided to the entire subject site. Please refer to Exhibit 7 for the City’s utility lines in the area.

Per Polk County’s Concurrency Manual, sit-down restaurants are anticipated to generate approximately 60 gallons per day (GPD) of potable water demand per seat. About 80% of the anticipated water usage will be for wastewater according to the Concurrency Manual. Waffle House is proposing about 1,900 sq. ft. of building. Seating estimates were based on building plans for another Waffle House off US Highway 27 near Access Road. Those plans had thirty-eight (38) seats

in 1,592 SF of building space (BC-2021-849). Based on this ratio, about forty-five (45) seats are estimated at the proposed 1,900 SF restaurant.

Table 4, to follow, provides a scenario of the maximum buildout project of the subject site, as well as the impacts it may have on water and wastewater services based upon the proposed project usage and the maximum development potential in the current TCX land use designation.

Table 4

Subject Property	Estimated Impact Analysis	
	Maximum Permitted in the District TCX	Proposed Plan
0.75 ± acres TCX		
Permitted Intensity	49,005 SF (Max 1.5 FAR)	1,900 SF
Potable Water Consumption (GPD)	7,351 GPD	2,280 GPD
Wastewater Generation (GPD)	5,881 GPD	1,842 GPD

Source: Polk County Concurrency Manual & Polk County Utilities

Proposed Uses: Water: Restaurant – 60/seat; Wastewater: 80% of water usage for wastewater generation.

TCX Typical Use – Supermarket/Grocery Store 0.15/sf for water and 80% of water usage for wastewater generation.

Based on the following variables and circumstances, the proposed site plan anticipates about 2,280 GPD for potable water and 1,842 GPD for wastewater.

B. Available Capacity:

Correspondence with the applicant and the City of Lakeland Utilities has confirmed the project has submitted plans for capacity and code review. The nearest fire hydrant is across the street, approximately 75 feet away, at the intersection of Clubhouse Road and Third Street Southeast

C. Planned Improvements:

The Polk County Community Investment Program (CIP) database does not identify any utility improvements within the vicinity of the site.

Roadways/ Transportation Network:

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (950 directional links). The Roadway Network Database contains current traffic data for all arterial and collector roads and includes information on the current traffic volume and level-of-service for these major roads. The report identifies both daily and peak hour traffic volumes. Daily traffic volumes are reported in Annual Average Daily Traffic (AADT) – the typical traffic volume on a weekday over a 24-hour period. Peak hour traffic represents the highest hourly traffic volume for period between 4 – 7 p.m. It is reported as both a two-way volume and as directional volumes (east and west or north and south).

The peak hour traffic volumes are used to estimate the level-of-service for each roadway, in each direction. Level-of-service refers to the quality of traffic flow. It is the primary measure of traffic congestion. Level-of-service (LOS) is measured on a scale of ‘A’ to ‘F’ with LOS ‘A’ being the best (free-flow traffic) and LOS ‘F’ being the worst (severe traffic congestion).

A. Estimated Demand:

The project will have direct ingress/egress through a shared-cross access easement with the retail development to the north. Driveway connection is proposed off Wallace Court, a privately maintained roadway owned by the “HC Town Center Owners’ Association Inc.” Based on the ITE Trip Generation Manual, the use falls under: High Turnover (Sit Down) Restaurant (ITE Code 932). Per 1,000 square feet of space, the proposed restaurant is estimated to generate 59.14 Average Annual Daily Trips (AADT) and 9.18 PM peak trips. Given these rates, this turns out to be 85 AADT and 63 PM peak trips for the restaurant. Given the predicted AADT, a Minor Traffic Study will be required during the Level 2 Review. Based on the Polk County concurrency manual, about 8 trips (61%) are expected to enter the development while approximately 5 trips (39%) are expected to exit the site during the busiest driving periods.

Table 5

Subject Property	Estimated Impact Analysis	
	Maximum Permitted in the District TCX	Proposed Plan
0.75 ± acres ECX		
Permitted Intensity	49,005 SF (Max 1.5 FAR)	1,900 SF restaurant
Average Annual Daily Trips (AADT)	2,020	85
PM Peak Hour Trips	327	13

Source: Polk County Concurrency Manual

ITE 932 Fast Casual Restaurant: 59.14 AADT, 9.18 PM Peak Hour, 0.76 New Trips

ITE 850 Supermarket: 59.07 AADT 8.79 PM Peak Hour, 0.76 New Trips

To further analyze the traffic that could be created from this site, staff has compared the demand on the roadways that would be generated if the entire site was to be developed as a grocery store or supermarket, a typical Town Center use, with the maximum permitted FAR with an appropriate amount of density bonus points.

B. Capacity:

This project will have a significant influence on the capacity of the nearest relevant road links, however, Level of Service (LOS) will not fall below minimum standard. US 98 (Links 5405 N/S & 5406 N/S) is tracked for concurrency by TPO. This is classified as a Principal Arterial roadway and is funded by the Federal Highway Administration. Approximately 57,500 vehicles travel that portion of the highway annually on average, with on average approximately 2,536 northbound and 2,639 southbound vehicles passing through the segment during PM peak hours each day. Clubhouse Road (CR 540A) is an Urban Collector roadway with a paved surface width of 40 feet, along the site’s frontage. Transit services, sidewalks, and bike lanes are available to the site.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
5406N	US 98 From: CR 540A To: SR 540 (Winter Lake Road)	C	484	D
5406S	US 98 From: SR 540 (Winter Lake Road) To: CR 540A	C	381	D
5405N	US 98 From: Lyle Parkway To: CR 540A (Clubhouse Road)	C	564	D

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
5405S	US 98 From: CR 540A (Clubhouse Road) To: Lyle Parkway	C	661	D
4040E	CR 540A (Clubhouse Road) From: Lakeland Highlands Road To: US 98	C	249	D
4040W	CR 540A (Clubhouse Road) From: US 98 To: Lakeland Highlands Road	C	271	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database 2026

Surrounding roadway links tracked through TPO are currently operating at a “C” Level of Service (LOS), above the minimum County standard. Each link has over 200 Peak PM trips available before falling below the minimum LOS standard.

C. Roadway Conditions:

Ingress/egress to the restaurant will be through a cross-access easement agreement with the retail store directly to the north, with driveway connection from a private internal road (Wallace Court). This leads to Wallace Road to the north and Clubhouse Road to the south. According to Polk County’s Road Inventory, Wallace Road (Road No. 941102) is a Local Commercial roadway with a 20-foot paved surface width that connects US 98 to First Street Southeast. Clubhouse Road (Road No. 941432) is an Urban Collector roadway with a 40-foot paved surface width directly south of the property. The pavement width varies and is about 60-foot paved width near the intersection of US Highway 98. No right-of-way is anticipated to be dedicated as the “Town Center East – Lot 3” plat dedicated 10-feet of right-of-way along the north side of Clubhouse Road.

D. Sidewalk Network:

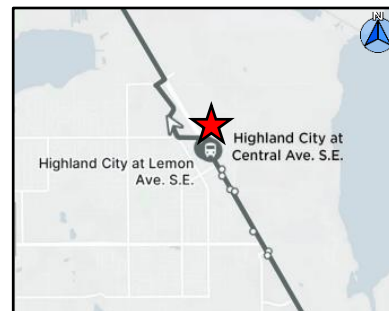
The Ft. Fraser Trail serves as the pedestrian network along the east side of US 98. Clubhouse Road, and Wallace Court have a partial sidewalk system. The applicant will be required to construct sidewalks along Clubhouse Road and connect with the proposed retail store directly to the north. These will allow residents in the apartment complex to the east to reach this restaurant by foot, alleviating vehicle traffic.

E. Planned Improvements:

Polk County’s Community Investment Projects DataViewer does not currently identify any roadway improvements within vicinity of the site. US 98 was widened to six lanes in 2013-15. Improvements to the intersection of Clubhouse Road and US 98 were completed through LDDA-2019-3, as recorded by the Clerk of Courts on November 21, 2019.

F. Mass Transit:

The nearest mass transit route is the Citrus Connection Transit Route stop (Route 22XL “Silver Express”) with the closest stop being “Highland City at Central Ave SE” about 0.2 miles to the southwest. The stop runs along the Ft. Fraser trail and is north of the Ft. Fraser main trailhead. The proposed sidewalk connections will allow pedestrian traffic direct access to the Citrus Connection transit network.



Park Facilities and Environmental Lands:

Numerous public parks, environmental lands, boat ramps, and multi-use trails are located within a short distance of the subject site. The Ft. Fraser Trail is about 500 feet to the west.

A. Location:

Highlands City Park is located approximately 0.6 miles to the southwest at 3930 Ball Park Road. Highland City Senior Field is located 1.3 miles to the southwest at 5901 Strickland Avenue. Banana Lake Park is approximately 2 miles to the west at 5002 Tillery Road.

B. Services:

Highland City Senior Field consists of a lighted baseball and softball fields and a concession stand. There are also picnic tables. The park is well-known for its baseball field referred to as “The Pit” due to its elevation relative to the surrounding road and homes. Highlands City Park has two little league fields. There is also a playground with a covered area, a pavilion and basketball courts. Banana Lake Park has a multi-use trail, pier fishing, a boat ramp, picnic tables, and a playground.

C. Multi-use Trails:

The Fort Fraser Trail is 12-foot-wide, 7.75-mile long and runs parallel to U.S. Highway 98 from State Highway 60 (Van Fleet Drive) in Bartow to County Road 540 (Winter Lake Road) just beyond the Polk State College campus in Lakeland. Hundreds of walkers, joggers, in-line skaters, bicyclists, and others enjoy the trail each day. The trail is off-limits to motorized vehicles. The trail is named after Fort Fraser, which was constructed in early November of 1837 by U.S. Army troops under the command of Lt. Col. William S. Foster. In total there are five picnic shelters, six rest shelters, and three trestle bridges (Banana Creek, South, and Bear Creek) that many are using as turn-around landmarks to shorten exercise routes to one or two-mile walks.

Circle B Bar Reserve is located 1.22 miles to the northeast. It is situated on the northwest shore of Lake Hancock and hosts several distinct ecosystems in this 1,267-acre reserve. It has over five miles of trails for hiking and wildlife observation. Polk County and the Southwest Florida Water Management District acquired Circle B Bar Reserve in December 2000 to protect the valuable water and wildlife resources and to restore the Banana Creek marsh system.

Marshall Hampton Reserve is about 8.6 miles to the northeast. The area is a blend of oak hammock areas canoping over mesic flatwoods, hardwood forest wetlands, and a 60-acre pond found on its 1,100 acres. The two loop trails provide different views of the property. The site is open for horseback riding with a special use permit. Polk County entered into an agreement with the Southwest Florida Water Management District in 2010 to oversee the management of the property. The acquisition of this property also protected a significant amount of shoreline and floodplain swamp on the edge of Lake Hancock, the headwaters of the Peace River.

D. Environmental Lands:

Environmental lands surrounding the eastern shore of Lake Hancock are located to the southeast. The Southwest Florida Water Management District oversees two initiatives that are critical to the District’s recovery strategy for “meeting the minimum flows in the upper Peace River, improving water quality in the Peace River, and protecting Charlotte Harbor.”

E. Planned Improvements:

There are no further recreational improvements scheduled for this area by the County at this time.

Environmental Conditions:

There are no significant environmental limitations on this property that will likely preclude the development as requested. No flood zones or wetlands are noted in Polk County’s DataViewer. No surface water is present. No endangered animal species have been documented. The primary soil type is suitable for non-residential development.

A. Surface Water:

There are no surface water bodies within the project area. The site and gradually slopes downward from the northeast to the southwest from 119’ to 118’. The site is part of the larger “Town Center East Lot 3” plat recorded in 2024 (PB 205, PG 50), with the commercial development under ownership by the “HC Town Center Owners’ Association, Inc.” A Southwest Florida Water Management (SWFWMD) permit was filed in 2013 for the entire plat and remains active (permit # 41491.000). According to the plans, the site is part of drainage “Basin B.” Stormwater concerns will be addressed at Level 2.

B. Wetlands/Floodplains:

According to Polk County’s DataViewer, there are no flood zones or jurisdictional wetlands on the subject site. The nearest flood zones and wetlands are approximately 600 feet to the northeast of the subject site.

C. Soils:

According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the subject site is comprised of Candler-Urban land complex soils. The sand consists of well-drained soils found in upland areas. It presents few limitations to building construction and slight limitation on septic tanks. This limitation is in regard to a potential ground water contamination hazard in areas that have a concentration of homes with septic tanks due to poor filtration. However, this project will connect to centralized wastewater.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Small Commercial Buildings	% of Site (approximate)
Candler-Urban land complex	Slight	Slight	100

Source: Soil Survey of Polk County, Florida, USDA, Soil Conservation Service

All future development is required by the LDC to implement best management practices for erosion-control, and the soils are not of such that would limit compliance with applicable LDC regulations for the proposed use.

D. Protected Species:

According to the Florida Natural Resources Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a recent endangered animal species sighting. The site was formerly developed and cleared of native vegetation.

E. Archeological Resources:

According to a preliminary report from the Secretary of State's Department of Historical Resources Florida Master Site File, no archaeological sites are found within the parcel boundaries.

F. Wells (Public/Private)

The subject site is not located within a wellhead protection area. No public or private wells are known to exist on site.

G. Airports:

According to the Polk County Airport Impact Districts Map, the subject property is not located within any Airport Buffer Zones for flight path and height restriction.

Economic Factors:

The County has made significant investments to support urban development along US Highway 98. Facilities such as water, wastewater, fire protection, EMS and recreational facilities provide some capacity for growth. Such development growth as may occur by this request is now needed to contribute to the funding of these facilities.

Because this request is for non-residential uses, approval of this project should not adversely impact schools or recreational facilities. The additional ad valorem revenue generated from this project could assist in the funding of these public services and facilities.

The Highland City area at the intersection of US 98 and Clubhouse Road continues to see gradual non-residential development over the past decade and a half. This includes a Culvers, iHOP, Gators Dockside retail plaza, and a childcare facility constructed in the past four years alone (Exhibit 5).

Consistency with the Comprehensive Plan and Land Development Code:

Table 8 and 9, to follow, provides an analysis of the proposed request when compared to typical policies of the Comprehensive Plan selected by staff for evaluation of development proposals. Based upon this analysis, the proposed request is consistent with relevant policies of the Polk County Comprehensive Plan.

Table 8

Comprehensive Plan Policy	Consistency Analysis
<p>POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.</p>	<p>As proposed and conditioned, the request is compatible with the surrounding land uses. The applicant has worked to soften any impacts presented by the proposed development from the adjacent uses through buffering strategies and structural design. The proposed development will create interconnectivity with existing uses, the Ft. Fraser Trail, and future development.</p>
<p>POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.</p>	<p>The site is located in an area planned for urban development. There has been a significant amount of development in this area, and other non-residential projects have been contemplated on properties nearby.</p>
<p>POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.</p>	<p>This development will take place in an area that has seen an investment by public and private sectors to improve roadways and have adequate utilities available. This property is located in the TSDA where these services are expected. Public transit is also available.</p>
<p>POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.</p>	<p>Capacity is available for utilities and transportation. This approval will have no bearing on school capacity.</p>
<p>POLICY 2.102-A15: ADEQUATE PUBLIC FACILITIES - The County will direct new growth to areas where adequate public facilities exist or are planned; and ensure that essential services are in place to provide for efficient, cost-effective response times from the Fire Department, Sheriff's Department, and Emergency Management Service (EMS).</p>	<p>This site will have access to adequate public facilities. Capacity is available for all services. Emergency services are functioning at an acceptable level.</p>

Table 9

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
Whether the proposed development is consistent with all relevant requirements of this Code;	Yes, this request is consistent with the LDC, specifically Table 4.16, which shows the allowable uses for an TCX designated property. LDC Section 401.04 provides specific standards for the US 98 SAP but allows deviations given the property hardship. Consistency with Section 303 of the LDC have been met. Many of the conditions required in Section 303 will be enforced after a Level 3 Review. These can be found in the Findings of Fact on Pages 3-7
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	Yes - POLICY 2.109-A1 of the Comprehensive Plan states, "For properties within the Transit Supportive Development Areas (TSDA), higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7." Yes, Comprehensive Plan POLICY 2.102-A2 states, "Land shall be developed so that adjacent uses are compatible with each other." As detailed in the staff report, the applicant will adhere to buffering strategies to minimize the impact of this development on surrounding uses.
Whether the proposed use is compatible with surrounding uses and the general character of the area, including such factors as density, height, bulk, scale, intensity, traffic, noise, and appearance; and	Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 8-11 of this staff report for data and analysis on surrounding uses and compatibility.
How the concurrency requirements will be met, if the development were built.	The request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See pages 12-15 of this staff report for data and analysis.

Comments from other Agencies:

City of Lakeland Utilities:

The project is currently under review. The applicant should be encouraged to submit plans to the office concurrently with Level 2 review to ensure approved plans adhere to City utility requirements (Project # 2025-06-027D).

County Attorney's Office:

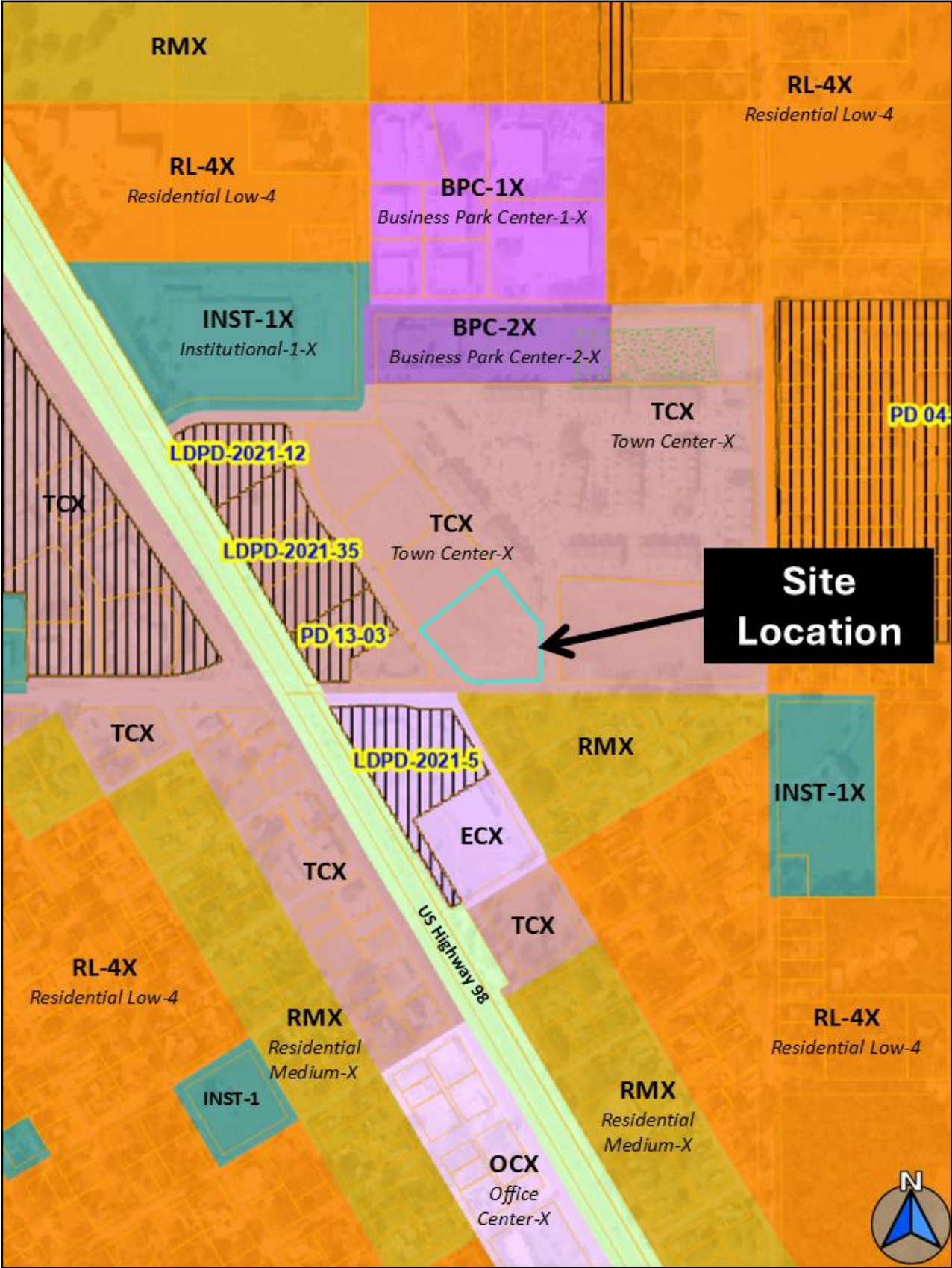
The proposed parcel subdivision will be required to re-plat.

Exhibits

- Exhibit 1 – Location Map
- Exhibit 2 – Future Land Use Map
- Exhibit 3 – 2025 Satellite Image (Context)
- Exhibit 4 – 2023 Aerial Photo (Close-Up)
- Exhibit 5 – Overall 2023 Aerial with Proposed Developments
- Exhibit 6 – Binding Site Plan
- Exhibit 7 – Utility Map
- Exhibit 8 – Architectural Plans (Concept)



Location Map



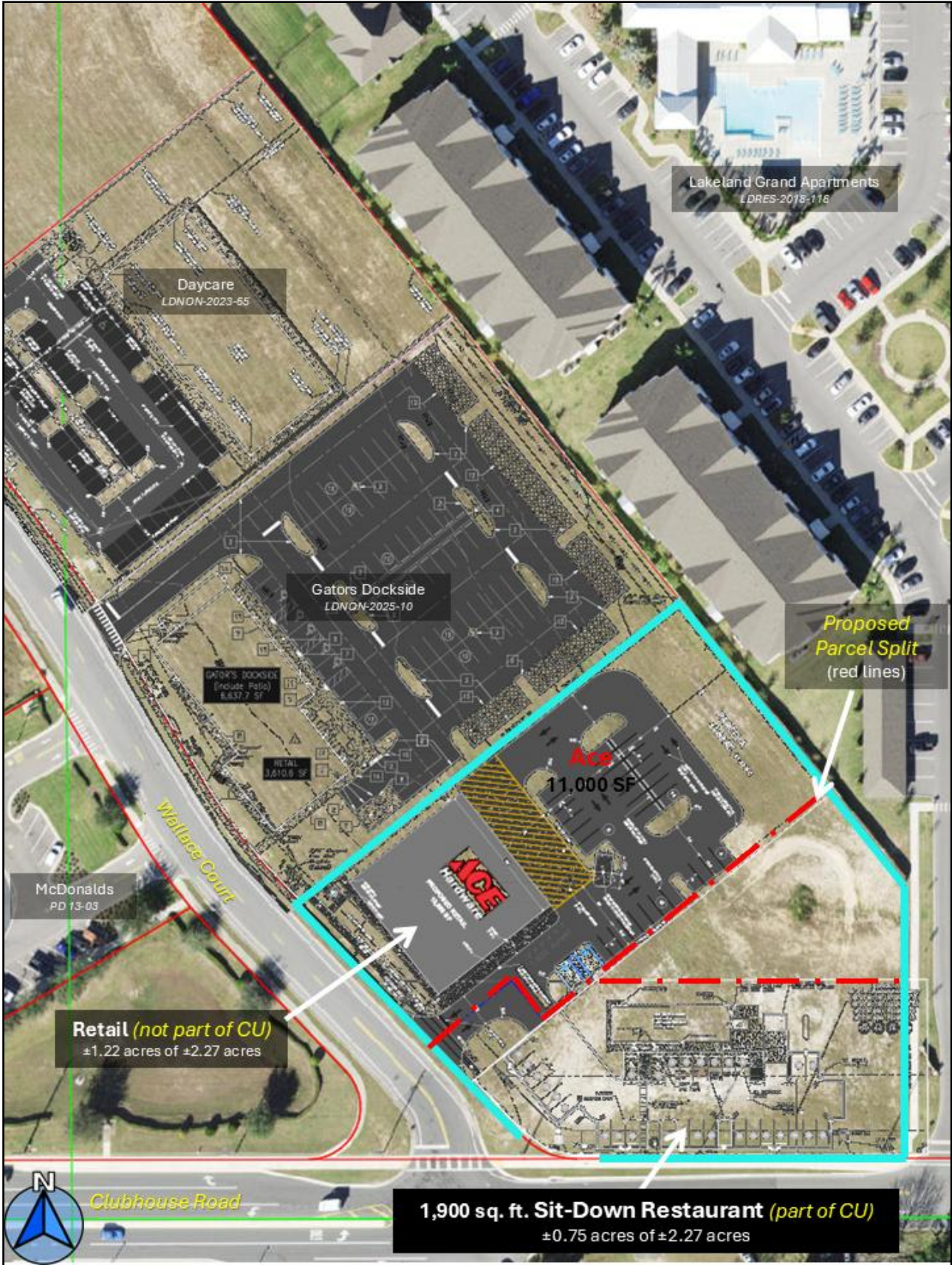
Future Land Use Map



2025 Satellite Image (Context)

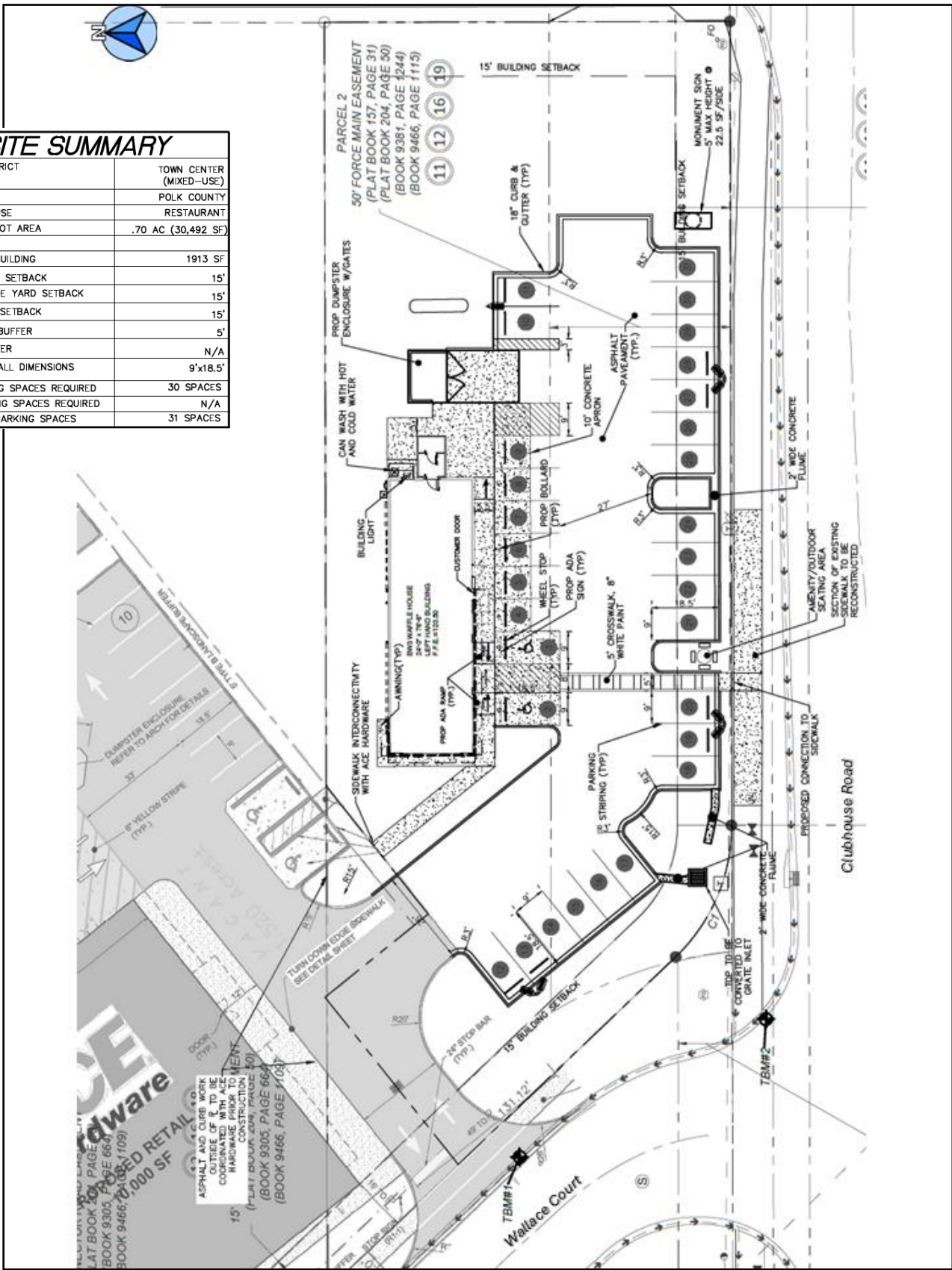


2023 Aerial Photo (Close-up)

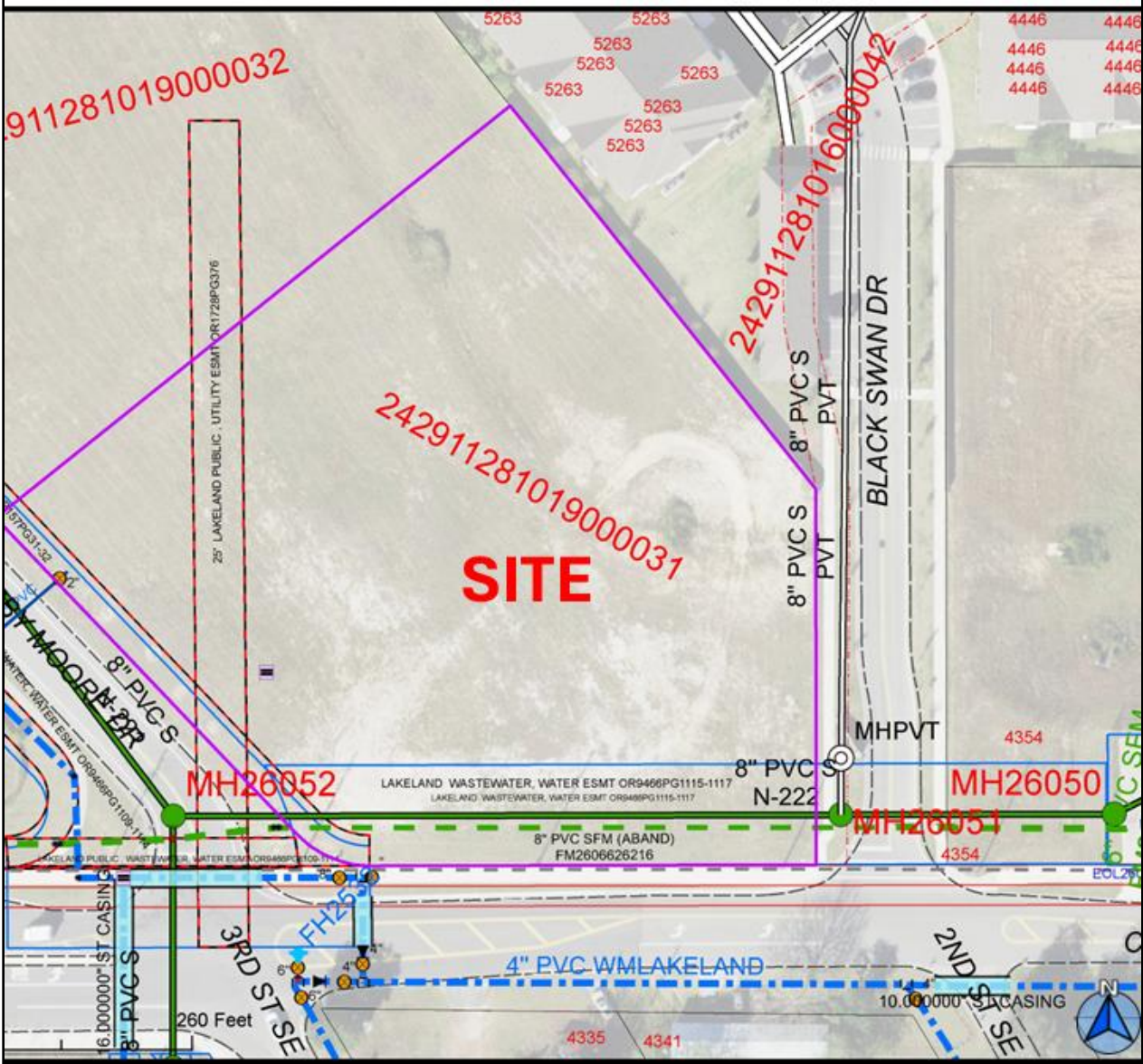


Overall 2023 Aerial with Proposed Developments

SITE SUMMARY	
ZONING DISTRICT	TOWN CENTER (MIXED-USE)
JURISDICTION	POLK COUNTY
PROPOSED USE	RESTAURANT
PROPOSED LOT AREA	.70 AC (30,492 SF)
PROPOSED BUILDING	1913 SF
FRONT YARD SETBACK	15'
INTERIOR SIDE YARD SETBACK	15'
REAR YARD SETBACK	15'
LANDSCAPE BUFFER	5'
TYPE C BUFFER	N/A
PARKING STALL DIMENSIONS	9'x18.5'
MIN. PARKING SPACES REQUIRED	30 SPACES
MAX. PARKING SPACES REQUIRED	N/A
PROPOSED PARKING SPACES	31 SPACES



Binding Site Plan



Utility Map



Architectural Plans (Concept)