

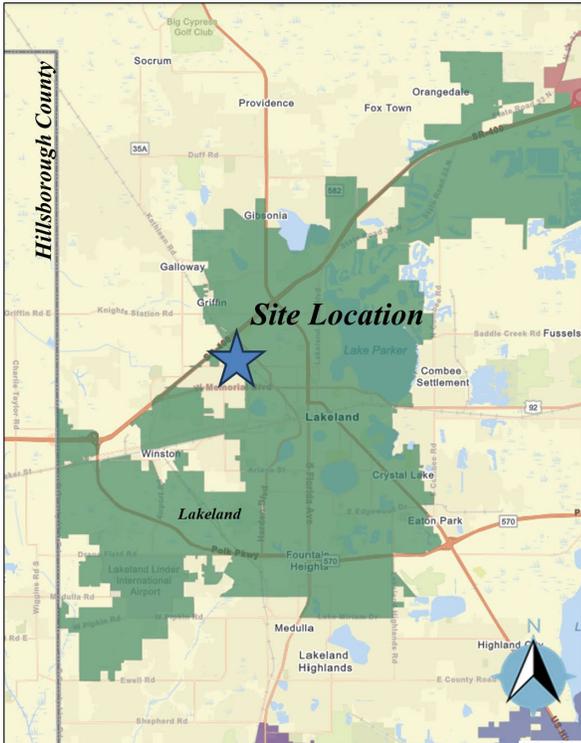
POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: November 30, 2023	Level of Review: Level 3 Review
PC Date: February 7, 2024	Type: Planned Development
BoCC Date: N/A	Case Numbers: LDPD-2023-34
Applicant: LevelUp Consulting, LLC	Case Name: North Wabash MF PD
	Case Planner: Ian Nance

Request:	The applicant is requesting a Planned Development approval for 150 multi-family townhome units in a Residential Low-4 land use district.
Location:	The subject property is located at 1431 North Wabash Avenue, north of 10th Street, west of Kathleen Road, south of I-4, south of the city of Lakeland in Section 11, Township 28, Range 23.
Property Owner:	Harriett E. Dicesare; Joseph Dicesare; Chalah Dicesare
Parcel Number (Size):	232811-030000-001172 (+/- 0.77 Acres) 232811-000000-032040 (+/- 16.67 Acres) 232811-026500-001280 (+/- 8.34 Acres) 232811-026500-001220 (+/- 0.65 Acres)
Land Use District:	Residential Low-4 (RL-4)
Development Area/Overlays:	Transit Supportive Development Area (TSDA)
Nearest Municipality/County:	City of Lakeland
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending

Location

Site Plan



Future Land Use (RL-4) Residential Low PID # 23-28-11-030000-001172 23-28-11-000000-032040 23-28-11-026500-001280 23-28-11-026500-001220	
Flood Zone: FEMA Zone "X" Dated: October 2020 Current Property Use: Vacant Proposed Property Use: Residential Townhomes (No More Than 8 Attached Units) Proposed Lots: 150± Proposed Density: 6.1± DU/Acre Project Area: 26.3± Acres Wetland Area: 1.85± Acres* Other Open Space (Including Wetlands, Buffering, and Passive Features): 13.5± Acres Amenity / Park Space: 0.52± Acres Total Developable Area: 24.45± Acres*	TYPICAL TOWNHOME LOT DETAIL N.T.S.
NOTES: 1. LAND USE BOUNDARIES & ROADWAY LOCATIONS ARE CONCEPTUAL AND TO BE FINALIZED WITH FINAL ENGINEERING. 2. THE LANDSCAPE PORTION OF OTHER OPEN SPACE MAY INCLUDE PASSIVE RECREATION SUCH AS WALKING TRAILS. 3. SITE PLAN AND AMBIENT VISUAL RISK LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE DURING CONSTRUCTION PLAN PERMITTING. 4. ENVIRONMENTAL INFORMATION PROVIDED BY ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC. (ECT).	

Summary of Analysis:

The applicant is requesting a Planned Development approval for 150 multi-family townhome units in a Residential Low-4 (RL-4) land use district adjacent to the city of Lakeland. The site is approximately 24.45 upland acres with 1.85 acres of wetlands. The upland residential density is proposed at 6.13 DU/AC. At this location in the Transit Supportive Development Area (TSDA), the Comprehensive Plan allows up to 7 DU/AC. The proposed townhome units will be 20 feet wide with no more than eight (8) units per building. The project provides for two parking spaces per residential unit, exclusive of the garage, and a 25-foot garage setback. Over half of this site will be comprised of Open Space, wetlands, and buffers, including the requisite recreation area for PDs. Two points of access are planned, one on North Wabash, which will serve as an emergency entrance, and the other onto 10th Street with internal sidewalks reaching each road. A setback reduction to 10 feet along the right-of-way of 10th Street will be required to accommodate right-of-way dedications and remain consistent with other rear setbacks.

The main purpose of this PD request is not for density, as it is allowed by-right up to the level previously mentioned. Rather, this review is to assess the dwelling type relative to the surrounding area, which consists of a mixture of housing types and non-residential activities. According to the applicant, the proposed townhomes will resemble single-family style structures to the greatest extent possible. Abutting the site to the east is a duplex development. Site-built and mobile homes are adjacent to the west, and a railway spur borders to the north which separates the subject site from an aggregate processing/storage facility. The proposed structures will be approximately 150 feet from the operations of this facility and are well-screened by existing vegetation. Landscaping and green space will adequately buffer the property from off-site residential uses.

This site is well-suited for multi-family development. It has access to two Urban Collector roadways within close access to I-4, Kathleen Road, and US 92. Employment opportunities, in the fields of manufacturing, warehousing, education, office, and health care are within a short commute. Public transit stops are within walkable distances with sidewalks available. Water and wastewater services are available through the city of Lakeland. Emergency services are available to the area with expected levels of service. Few environmental issues are present at this site that would hinder the development of this project, though a stream does run through the middle of the property with associated wetlands. The site plan shows slight impacts for internal traffic circulation which will need to be mitigated, in accordance with LDC Section 620.

This project is ideally located for higher density, but this request is about structure type. The townhome style dwelling units will transition well between the single-family and duplex developments in the area, and other townhome units are planned in the immediate area. This application meets the applicable criteria found within the LDC and Comprehensive Plan and is compatible with surrounding uses. Staff recommends approval.

Findings of Fact

- *LDPD-2023-34 is a request for a Planned Development for 150 multi-family units on approximately 24.45 upland acres. The total site, including wetlands, is approximately 26.3 acres. No more than eight attached townhome units will be included in each structure. A setback reduction to 10 feet along the right-of-way of 10th Street will be required to accommodate right-of-way dedications and remain consistent with other rear setbacks.*
- *According to Land Development Code (LDC) Table 2.1, “Multi-family” is a “C3” conditional use in RL-4 requiring Planning Commission approval.*
- *According to Table 2.2 of the Land Development Code (LDC), the standard residential density in RL-4 is four (4) DU/AC. Rear setbacks are 10 feet; side setbacks are seven (7) feet; and the setbacks from Urban Collector rights-of-way are 35 feet. Accessory setbacks are five (5) feet. The maximum structure height is 50 feet.*
- *According to Footnote #1 in LDC Table 2.2, “Residential density is the average number of dwelling units per acre of land. Gross density is calculated by dividing the total number of dwelling units on a site by the gross site area, exclusive of existing water bodies and limited transfer of density out of wetlands per Section 620.”*
- *According to Comprehensive Plan Policy 2.120-C4, Residential development in Residential Low land use districts “may contain a variety of housing types as defined by the Land Development Code within the TSDA. Outside the TSDA, RL may contain single-family dwelling units, duplex units, small-scale multi-family units, and family-care homes, and shall be permitted, with County approval, at a density of up to, and including, 5 DU/AC.”*
- *This site is in the Transit Supportive Development Area (TSDA). Policy 2.104-A7 of the Comprehensive Plan states, “To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development.” Under this policy, densities at this location can reach 7 DU/AC.*
- *The gross density on the upland portions of the site is 6.13 DU/AC.*
- *According to LDC Section 303, “Multi-family development within residential low-density districts (RCC-R, RL-1, RL-2, RL-3, and RL-4) shall:*
 - a. Consist of structures comprised of no greater than four dwelling units attached,*
 - b. Consist of structures with two above ground level floors or less,*
 - c. Place all non-residential accessory structures in center of the development and separated from property boundaries by residential structures within the development,*
 - d. Limit parking to either individual driveways or located in the rear yard where ample screening is provided,*
 - e. Position the doorways of at least 50% of the units towards the street,*
 - f. Resemble single-family style development to the greatest extent possible,*
 - g. Limit fencing within the front setback to no greater than four feet in height,*
 - h. Limit signage to no greater than one 20 square foot sign of less than 4 feet in height, and*

i. The items above may be varied by the Planning Commission or the Board through the approval of a Conditional Use or Planned Development within the Transit Supportive Development Area.”

- *POLICY 2.104-A5 of Polk County’s Comprehensive Plan states, “development within the Transit Supportive Development Areas shall conform with the following criteria consistently with the requirements of the Land Development Code:*
 - a. provide access to transit facilities;*
 - b. connect to centralized potable water and sanitary sewer systems;*
 - c. incorporate design features that promote healthy communities and green building practices, as established in Section 2.1251, Community Design, of this element;*
 - d. implement “Complete Street’ and “Conservation Development” principles as established under Section 2.1251, Community Design, of this element;*
 - e. integrate pedestrian-oriented features, including sidewalks, trails or walkways into every development including appropriate pedestrian shelters or awnings;*
 - f. provide access to civic space, parks, green areas, and open space and other amenities;*
 - g. be supported by public safety (i.e., fire, EMS and law enforcement);*
 - h. have access to public schools;*
 - i. provide connectivity with adjacent uses within the TSDA, and facilitate connectivity between the TSDA and other urban centers and the rural development areas.*
 - j. encourage the inclusion of a variety of housing choices, other than single family detached homes, townhomes, condominiums, and residential units in mixed use buildings by establishing minimum densities that preclude the exclusive use of single family detached units within designated areas as established in Policy 2.104-A7.”*
- *“Planned Development” is defined in Chapter 10 of the LDC as “A land use or uses prepared, constructed, and maintained according to a binding plan as a single entity containing one or more structures and accessory uses. Strict adherence to land use district standards may be relaxed for the purpose of accomplishing a greater objective such as increased internal vehicle trip capture, resource protection, further compatibility with adjacent uses, and more efficient use of public infrastructure. Multiple land uses contained within Planned Development shall have a functional relationship with each other as well as consistency with the land use district.” Development criteria for Planned Developments is found in Section 303 of the LDC.*
- *According to Table 2.1 of the LDC, “Planned Development” is a “C3” conditional use in the RL-4 land use district and subject to the conditional use standards found in Section 303 of the LDC.*
- *According to LDC Section 303, PDs are required to provide a minimum of 20% Open Space. Townhomes must provide 500 sq. ft. per unit of that space towards Recreational Open Space.*
- *The subject site is located within the city of Lakeland’s utility service area for public water and wastewater.*
- *The property is comprised of Smyrna & Myakka Fine Sands; Sparr Sand (0 to 5% slopes); Apopka Fine Sands; and Basinger Mucky Fine Sand.*

- *Polk County's DataViewer shows wetlands onsite. Development on properties with wetlands is subject to Section 620 of the LDC.*
- *The subject site has frontage and access on North Wabash Avenue (Road No. LK 831136) and 10th Street (Road No. 830910).*
- *Fire and EMS responses are from PCFR Station 24, located at 1140 North Galloway Road, Lakeland 33810.*
- *The site is served by Polk County Sheriff's Office Northwest District, located at 1045 Wedgewood Estates Boulevard, in north Lakeland.*
- *The zoned schools for the project area are Dr. NE Roberts Elementary, Kathleen Middle, and Kathleen Senior High.*
- *The nearest County Regional Park is Walker Road located to the west. Bonnet Springs Park within Lakeland is located to the southeast.*
- *According to the Florida Department of State, Division of Historical Resources, there are no historical resources within the subject site.*
- *According to Polk County Endangered Habitat Maps, the subject site is not located within a one-mile radius of an endangered species sighting.*
- *The Comprehensive Plan defines Compatibility in Section 4.400 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."*
- *This request has been reviewed for consistency with Tables 2.1 & 2.2 and Sections 303 and 906 of the LDC.*
- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT, SECTION 2.120-C RESIDENTIAL LOW, and SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA) of the Comprehensive Plan.*

Development Review Committee Recommendation: Based on the information provided by the applicant, recent site visits, the findings of fact, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDPD-2023-34.**

CONDITIONS OF APPROVAL

Based upon the findings of fact the DRC recommends APPROVAL of LDPD-2023-34 with the following Conditions:

1. Approval of this application shall allow 150 multi-family townhome units. The proposed townhome units will be a minimum of 20 feet wide with no more than eight (8) units per building. This approval shall grant a setback reduction to 10 feet for structures along the right-of-way of 10th Street.
2. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-2023-34, 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.

3. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.
4. The entrance on North Wabash Avenue shall only be used for the access of emergency vehicles and services.
5. For each street terminus located within the development, a cul-de-sac or T-turnaround shall be constructed to accommodate emergency and service vehicles.

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 the LDC.*
- 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 Commissioners' 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

The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

Northwest: Lakeland Railroad/Aggregate Processing	North: Lakeland Railroad/Aggregate Processing	Northeast: Lakeland Railroad/Aggregate Processing
West: RL-4 MH & Site-Built Homes North Wabash Avenue	Subject Property: RL-4 Vacant Pasture	East: RL-4 Duplexes & Single-Family Homes
Southwest: LDPD-2021-24 10 th Street Single-Family Homes	South: RL-3 10 th Street & Vacant Tracts	Southeast: RL-4 10 th Street Single-Family Homes

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

Staff has reviewed aerial imagery dating back to 1941. This area south of I-4 and west of Kathleen has been building out since the 1960s after the arrival of the interstate. By 1971, manufacturing and distribution businesses had taken root along with a proliferation of single-family subdivisions and mobile home parks replacing former citrus groves. The development of Oakbridge Heights and the Colton Meadow duplexes were underway by 1980. From 2002 to 2020, development slowed, though the aggregate processing facility to the north showed on 2014 aerials. Individual single family home lots on the south side of 10th street were abandoned and overgrown.

In 2021, the Redding Pointe subdivision to the southwest was approved (LDPD-2021-24) for 95 40-foot-wide single-family lots. To the southeast, planning is underway by the Lakeland Housing Authority to build the 10th Street Townhomes, a 92-unit townhome community. North Wabash Avenue was extended from along the subject site to Kathleen Road. A hospital is being built nearby on the northwest side of I-4 and Kathleen Road.

In summary, this proposal represents infill development, and townhome units are compatible to the surrounding area. This is one of the last relatively large developable properties in the area, though it is possible the vacant lots to the south and those to the west across North Wabash Avenue could be aggregated for future residential uses.

Compatibility with the Surrounding Land Uses and Infrastructure:

Compatibility is defined in the Comprehensive Plan 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.”

Planning staff analyzes a site plan for compatibility by reviewing several factors: the type and intensity of adjacent uses versus the proposed use; how the proposed development interacts with the surrounding area in relation with existing uses; access to roads and where traffic generated from the site will travel; the proximity to retail, employment, emergency services, mass transit, parks, and other public services; and how the applicant addresses possible incompatibilities that might arise from the proposed use by utilizing mitigating strategies found in the Comprehensive Plan or through Conditions of Approval agreed upon by the applicant and staff.

A. Land Uses:

The applicant is requesting a Planned Development approval for 150 multi-family townhome units in a Residential Low-4 (RL-4) land use district adjacent to the city of Lakeland. The site is approximately 24.45 upland acres with 1.85 acres of wetlands. The upland residential density is proposed at 6.13 DU/AC. Rear setbacks are 10 feet; side setbacks are seven (7) feet; and the setbacks from Urban Collector rights-of-way are 35 feet, though a setback reduction to 10 feet along the right-of-way of 10th Street will be required to accommodate right-of-way dedications and remain consistent with other rear setbacks. Accessory setbacks are five (5) feet. The maximum structure height is 50 feet, which these units will not reach as they will not exceed two stories.

Policy 2.104-A7 of the Comprehensive Plan states, “To promote energy efficient land use patterns and compact mixed-use development, the TSDA and the Transit Corridors and Centers Overlay (TCC Overlay) within the TSDA shall include higher densities and intensities of development.” Under this policy, densities at this location can reach 7 DU/AC through a PD. This density is “by-right” in the TSDA.

So, this Planned Development request is not to permit increased density, rather it is required to deviate from Conditional Use architectural and building style criteria. According to LDC Section 303, “Multi-family development within residential low-density districts (RCC-R, RL-1, RL-2, RL-3, and RL-4) shall:

- a. Consist of structures comprised of no greater than four dwelling units attached,**
- b. Consist of structures with two above ground level floors or less,
- c. Place all non-residential accessory structures in center of the development and separated from property boundaries by residential structures within the development,
- d. Limit parking to either individual driveways or located in the rear yard where ample screening is provided,

- e. Position the doorways of at least 50% of the units towards the street,
- f. Resemble single-family style development to the greatest extent possible,
- g. Limit fencing within the front setback to no greater than four feet in height,
- h. Limit signage to no greater than one 20 square foot sign of less than 4 feet in height, and

The items above may be varied by the Planning Commission through the approval of a Planned Development within the Transit Supportive Development Area. Specific to this request is the need to vary from the four units per structure standard. The proposed townhome units will be 20 feet wide with no more 8 units per building and will resemble single-family style development to the greatest extent possible.

Comprehensive Plan POLICY 2.102-A2 states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to ameliorate incompatibilities.

The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering
- Limiting Scale & Intensity
- Transition using innovative techniques

The development of townhomes at this location presents few incompatibilities to surrounding uses. To the east are the Colton Meadow duplexes, another kind of single-family attached housing type, with a density of approximately 7.91 DU/AC. The subject site plan shows a Type “A” landscaping buffer between the project area and Colton Meadow. Beyond that to the east is Oakridge Heights subdivision. No proposed townhomes will abut these single-family properties. When examining the northeast intersection of North Wabash and 10th Street, there is an evident transition in unit types from east to west of single-family detached and duplex units to the proposed townhome model.

At first review, the most concerning aspect of this development regarding impacts on existing residential uses is the entrance off North Wabash that passes between two mobile homes. The grade of North Wabash is significantly higher than that of the mobile homes. This entrance, though, will only be used for access by emergency vehicles and services. The emergency access will be constructed per the requirements of the fire marshal but will likely remain unpaved. Type “B” landscaping will be planted with a six-foot opaque fence where the subject property abuts these existing residential uses. Native vegetation and trees along the creek and wetlands will be preserved where possible to provide additional screening and aesthetics.

The project area does have contact with more-intense non-residential uses. A railway spur borders to the north which separates the subject site from an aggregate processing/storage facility. The proposed townhome structures will be approximately 150 feet from the operations of this facility and are well-screened by existing vegetation. Still, the site plan offers an additional Type “C” landscaping buffer and six-foot opaque fence to further screen the railroad and processing facility from view.

Internally, the project meets current PD standards. Per LDC Section 720, the subject site will need to provide Type “A” landscaping along the frontage of the site. LDC Section 708 requires two spaces per unit for townhome developments, exclusive of garages, and 25-foot setbacks for attached garages to prevent parking on internal sidewalks, which will be provided. All lighting will be shielded from off-site view and provided in accordance with Chapters 7 & 8 of the LDC.

Approximately 11.65 acres (48%) of buffers, Open Space, and recreation areas are provided. Stormwater facilities may be used to meet Open Space requirements only if all facilities onsite are curvilinear in

design and meet the canopy and understory tree planting requirements of a Type “C” Buffer. This landscaping may be clustered and shall be landscaped with species native to the area. From the required Open Space acreage, Planned Developments shall provide a minimum 500 square feet of park-and-recreation space per unit. In no case shall any individual recreation area be less than 10,000 square feet in area. To meet recreation requirements, stormwater facilities shall meet the Open Space standards above and be utilized for active or passive recreation. Where Type II–IV Amenities abut residential lots, Type “C” landscape buffering shall be provided to separate the residential property from the park. Wetland buffers may be counted towards Open Space if a 25-foot setback is maintained throughout the entire buffer.

B. Infrastructure:

Comprehensive Plan Policy 2.102-A1 states that 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.

This site is well-suited for multi-family development and represents an infill opportunity that aligns with Policy 2.102-A1. It has frontage along two Urban Collector roadways within close access to I-4, Kathleen Road, and US 92. Employment opportunities, in the fields of manufacturing, warehousing, education, office, and health care are within a short commute. Public transit stops are within walkable distances with sidewalks available. Water and wastewater services are available through the city of Lakeland. Emergency services are available to the area with expected levels of service. A high school is near the site. Finally, this site is one of the last to develop in the area, surrounded by development that is decades old. A Voluntary Annexation agreement with the city of Lakeland will be required once utility connection is needed for development.

Nearest Elementary, Middle, and High School

Table 2, below, shows zoned public schools for the site, the annual estimated student demand this development will create, and the capacity available at each zoned school. These figures are based on an Impact Fee formula for multi-family developments that assumes 0.195 elementary, 0.047 middle, and 0.069 high school student per unit.

Table 2

Name of School	Annual Estimated Demand	Driving Distance	2022-23 School Capacity
Dr. NE Roberts Elementary	29 students	±7 mile	79%
Kathleen Middle	7 students	±6 miles	79%
Kathleen Senior	10 students	±1.2 miles	73%

Source: Polk County School Board, GIS, Google Maps

These figures are subject to change and are not to be considered binding. A binding concurrency letter issued by the Polk County School Board is required at the time of the Level 2 Review which will reserve student stations. At the current rates (\$6,025/multi-family unit), this development will contribute \$903,750 in school impact fees.

Nearest Sheriff, Fire, and EMS Station

Polk County Fire Rescue provides Advanced Life Support transport to all residents and visitors of Polk County. It also provides fire suppression, rescue services, and fire prevention services to all of unincorporated Polk County and the municipalities of Eagle Lake, Polk City, Mulberry, Lake Hamilton, and Hillcrest Heights. Emergency response is considered effective if response times are within eight (8) minutes in rural and suburban areas and 13 minutes in urban areas.

For the Sheriff’s response, Priority 1 Calls are true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. Sheriff’s response times are not as much a function of the distance to the nearest Sheriff’s substation but more a function of the overall number of patrol officers within the County.

Table 3, to follow, shows the distances from the subject property to these stations as well as response times from December 2023.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Polk County Sheriff’s Office Northwest District 1045 Wedgewood Estates Blvd., Lakeland 33809	±4.0 miles	P1: 12:39 P2: 25:14
Fire/EMS	PCFR Station 24 1140 North Galloway Road, Lakeland 33810	±1.9 miles	5 minutes

*Source: Polk County Sheriff’s Office and Public Safety *Response times are based on when the station receives the call, not from when the call is made to 911.*

The PCSO is always trying to improve response times, especially for Priority 1 Calls, by employing new technologies such as Emergency 1 Dispatch (E1D) and Live911. E1D is a program designed to alert deputies at the earliest possible moment of a call for service that is being classified as a true emergency. E1D alert notifications are sent to deputies via their agency-issued smart phones as text messages, alerting deputies of the call type and address of the emergency. Similarly, Live911 technology allows deputies to hear emergency calls in real-time as the dispatcher is receiving the information. Both E1D and Live911 enable deputies to self-dispatch to these in-progress, high-risk incidents as dispatchers collect additional information about the call, thus reducing our response time to emergency situations.

Patrol staff in each district also monitors the response times for their areas and tries to manage their shifts according to manpower, hotspots, traffic obstructions/construction sites, etc. Areas that are more spread out tend to have slightly longer response times because of the vast land mass of their district and time of travel. Since patrol deputies are not sitting in the office waiting on a call, it is easier for patrol staff to assign them to certain sectors or beats based on areas with higher call volume to reduce response time; however, this cannot be predicted precisely.

Water and Wastewater Demand and Capacity:

A. Estimated Demand and Service Provider:

The subject site is located within the city of Lakeland’s utility service area for public water and wastewater. Multi-family residences are estimated to consume 198 gallons per day (GPD) of potable water and generate 180 GPD of wastewater. This information is based on concurrency calculations utilized throughout Polk County, though this is lower than figures used by the city of Lakeland for townhome units (325 GPD/244 GPD, respectively).

Table 4, to follow, provides generalized estimates of the anticipated water and wastewater demands if the property was developed at standard densities allowed in the RL-4 land use district for a single-family detached subdivision (360/270 GPD); one that is utilized to its maximum intensity for a multi-family development; and the proposed plan.

Table 4

Subject Property	RL-4 Standard Density (4 DU/AC)	Max. Density 7 DU/AC	Proposed Plan (6.13 DU/AC)
24.45 ± upland acres RL-4 & TSDA			
Permitted Intensity	97 SF Units	171 MF Units	150 MF Units
Potable Water Consumption (GPD)	34,920 GPD	33,858 GPD	29,700 GPD
Wastewater Generation (GPD)	26,190 GPD	30,780 GPD	27,000 GPD

Further analysis and binding capacity determinations for potable water and wastewater will be required during the Level 2 Review process. Generally, though, the demand produced by single-family detached units is higher than that of multi-family uses. The proposed development will hypothetically use 85% of the potable water a possible single-family subdivision would at the base density of the RL-4 sub-district.

B. Available Capacity:

There is an existing 12” potable water main running along North Wabash Avenue as well 16” main along 10th Street on the southern boundary of the site. The nearest sewer line lies within the Wabash Avenue ROW. An 8” gravity sewer line runs along North Wabash Avenue and an 8” line along 10th Street. The proposed on-site gravity sewer line will tie into the existing gravity sewer line along Wabash Avenue if the depth of the existing gravity sewer is adequate. If the gravity tie in is not feasible, an on-site lift station will be utilized to pump into one of the existing manholes along 10th Street.

A capacity determination is being processed with the City of Lakeland Utilities. At the time of the Level 2 Review, the applicant must submit a letter from the city of Lakeland showing capacity for the use of their services. Annexation into Lakeland is required due to connection to their utilities.

C. Planned Improvements:

No planned improvements are noted currently.

Roadways/ Transportation Network

The Polk County Transportation Planning Organization (TPO) monitors traffic congestion on over 425 roadway segments (850 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:

According to methodology utilized by the Polk County Transportation Planning Organization (TPO), multi-family housing (ITE Code 220) generates 6.74 Annual Average Daily Trips (AADT) and 0.51 Peak PM Hour Trips. Table 5, to follow, provides preliminary, generalized estimates of the anticipated traffic demands if the property was developed with a single-family detached subdivision (7.81/1.00) at densities allowed by-right in the RL-4 land use district; one that could be developed to its maximum intensity for a multi-family development; and the proposed plan.

Table 5

Subject Property	RL-4 Standard Density (4 DU/AC)	Max. Density 7 DU/AC	Proposed Plan (6.13 DU/AC)
24.45 ± upland acres RL-4 & TSDA			
Permitted Intensity	97 SF Units	171 MF Units	150 MF Units
Average Annual Daily Trips (AADT)	758 AADT	1,153 AADT	1,011 AADT
Peak PM Hour Trips	97 Peak PM	87 Peak PM	77 Peak PM

Of the Peak PM trips, 37% - or 28 vehicles - are expected to exit the development during the busiest driving periods. These trips will be diffused across the roadway links described below. Since the number of trips does exceeds 750 AADT, a Major Traffic Study will be required during the Level 2 Review process to provide an analysis of the potential transportation impacts that may result from this development at this location. Overall, though, multi-family housing produces less burden on the traffic system during peak hours than single-family developments.

B. Available Capacity:

The site has access to North Wabash Avenue and 10th Street West, each Urban Collector roadways. Table 6, to follow, provides a generalized estimate of available capacity for each roadway link.

Link #	Road Name	Current Level of Service (LOS)	Available Peak Hour Capacity	Minimum LOS Standard	5-Year Peak Hr. Projected LOS
4155 N	North Wabash Avenue	C	596	D	C
4155 S	From West Memorial Blvd. to W. 10 th Street	C	588	D	C
4000 E	10 th Street West	C	685	E	C
4000 W	From N. Galloway Road to Kathleen Road	C	652	E	C

Source: Polk County Transportation Planning Organization Roadway Network Database October 13, 2023.

It is anticipated that the surrounding roadways have the capacity to assimilate all the peak hour traffic generation created from this project.

C. Roadway Conditions:

The subject site has frontage and access on North Wabash Avenue (Road No. LK 831136) and 10th Street (Road No. 830910). Both roads are listed as Urban Collector roadways in Polk County’s Roadway Inventory. Right-of-way dedication will be required along 10th street pursuant to LDC Section 811, and Table 8.2 requires 40 feet of right-of-way from the centerline of two-lane collector roads. Pavement width on collector roads is required to be 24 feet wide. Any deficiencies to the roadways and intersection type (Type II or III) will be further reviewed during the Level 2 engineering process.

North Wabash Avenue was recently widened and extended to connect to Kathleen Road to the north. Intersection improvements with 10th Street were also completed. The finished road grade of Wabash was raised above the project area which could limit its utility for the subject site. It is recommended through a Condition of Approval that access be limited solely to emergency services. During the Level 2 Review process, the Fire Marshal will require a gate and Knox Box to reach the property, as needed. The project will require a right-of-way permit from the city of Lakeland for the North Wabash Avenue driveway.

D. Sidewalk Network

An existing sidewalk network runs along North Wabash from West Bella Vista Street to the railroad crossing South Wabash Avenue, approximately 1.6 miles to the south of the project site. A partial sidewalk system was built when the intersection of North Wabash and 10th Street was improved. A sidewalk along the remainder of 10th Street where it abuts this property will be required, in accordance with LDC Section 707. This will connect with existing sidewalks in front of Colton Meadows that

connect to sidewalks on Kathleen Road. Safety lighting will be provided at each entrance of the site in accordance with LDC guidelines.

E. Planned Improvements:

No further improvements near the immediate area of the subject site are noted by the Lakeland or the County.

F. Mass Transit

A bus stop featuring a rain shelter is located across 10th Street from the Colton Meadows duplexes adjacent to the subject site. Another stop is posted on the east side of North Wabash Avenue near the Lakeland Logistics Center. Sidewalk access is available to this location, less than .50 miles from the subject site.

These stops are serviced by the Citrus Connection Yellow Line. This route runs east-west from the Lakeland Downtown Terminal to the Pines Development off Swindell Road.

Park Facilities and Environmental Lands:

The site is located near Walker Road Park, a County regional park, and Bonnet Springs within the city of Lakeland.

A. Location:

Walker Road Park is located at 1285 Walker Road, Lakeland 33810. Driving distance is approximately four (4) miles from the subject site.

Bonnet Springs is located at 400 Bonnet Springs Boulevard, Lakeland 33815. Driving distance is approximately 3.8 miles from the subject site.

B. Services:

Walker Road Park features has a 1.1. mile walking trail, as well as four softball and two multi-purpose fields. Other amenities include a playground, a nature trail, restrooms, and picnic tables.

Bonnet Springs Park features playgrounds, a boardwalk, a rock wall, event center, bar, and refreshments within a natural setting.

C. Multi-use Trails:

Multi-use trails are located within both facilities.

D. Environmental Lands:

Tenoroc Fish Management Area is located approximately 11 miles to the northeast. This property is owned by the State of Florida and is home to a shooting range, sporting clays course, hiking and equestrian trails, and hunting and fishing opportunities.

E. Planned Improvements:

According to the CIP DataViewer, no planned improvements are scheduled in this area.

Environmental Conditions

A creek running through the middle of the property and prominent grade changes will cluster units on the upland portions of the site.

A. Surface Water:

There is a drainage system in the middle of the property that flows east to west with elevations generally running from 180 feet to 136 feet. The proposed stormwater ponds will meet all requirements from the LDC and those from SWFWMD. Post-development run-off rates will not exceed pre-development run-off rates.

B. Wetlands/Floodplains:

There are no flood zones noted on the County DataViewer on the subject site, but a floodplain review will be conducted during the Level 2 Review process since the property exceeds five acres. Given the streams located onsite, grade changes from surrounding properties, and endemic soils, it is reasonable to anticipate flood zones will be identified here. Any impacts to identified flood zones will require “cup-for-cup” compensation and adhere to LDC Section 630.

There is a perennial stream and an intermittent stream as well as a small, forested wetland within the project boundary. The site drains to the perennial stream and eventually offsite to the west. Minimal impacts to the stream will be required for internal vehicle circulation. Development on properties with wetlands is subject to Section 620 of the LDC. Wetlands can be impacted for access and internal circulation once mitigated with the agency having jurisdiction. An undisturbed vegetative buffer adjacent to wetlands with an average width of 25 feet and a minimum width of 15 feet is required.

C. Soils:

The soil types and limitations, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, are listed in Table 7, below. The soils are considered poorly drained soils and will require a higher level of engineering to ensure a safe foundation and support for any multifamily units. However, development on the subject site will connect to public water and sewer.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings	% of Site (approximate)
Smyrna & Myakka Fine Sands	Severe: Wetness	Severe: Wetness	75%
Sparr Sand (0 to 5% slopes)	Severe: Wetness	Severe: wetness, poor filter	20%
Apopka Fine Sands	Slight	Slight	3%
Basinger Mucky Fine Sand	Severe: Ponding	Severe: wetness, poor filter	2%

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

The soils onsite share similar characteristics. The Smyrna series consists of very deep and poorly drained soils. They are found on nearly level flatwoods areas and formed in thick deposits. Myakka series consists of very deep, poorly drained, and moderately rapid or moderately permeable soils that occur primarily in mesic flatwoods of peninsular Florida. The Sparr series consists of very deep, poorly drained, moderately slowly to slowly permeable soils on uplands of the coastal plain. All formed in thick beds of sandy and loamy marine sediments.

Future development of the site will be subject to Section 2.303: “Soils” of the County’s Comprehensive Plan (in conjunction with the Land Development Code) which requires all development to implement Best Management Practices based on the Department of Environmental Protection’s (DEP) Florida Development Manual. 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

regulations for the proposed use. This project will utilize centralized wastewater. Without these services, it might not be possible to develop this site at the intensity proposed.

D. Protected Species

According to Polk County Endangered Habitat Maps, the subject site is not located within a one-mile radius of an endangered species sighting. (Source: Florida Department of Environmental Protection, 2015). The burden of identifying endangered species is on the developer. Prior to site clearing or grubbing, the applicant shall hire a qualified professional to conduct a site survey/walkover to ensure that no threatened or endangered plant or animal species exist on the site. If any are discovered, the applicant shall properly protect the specie(s) or mitigate any impacts consistent with federal, state, and local law.

E. Archeological Resources:

According to the Florida Department of State, Division of Historical Resources, there are no historical resources within the subject site. The developer will be required to contact the state if any resources are found on the subject during construction.

F. Wells (Public/Private)

Wellhead Protection Districts are located on the eastern and western sides of the project area, which are subject to LDC Section 670. Multi-family developments are exempt from this section as are the activities of constructing, repairing, or maintaining any facility or improvement on land, provided that all agents, when using, handling, storing, producing, transporting, or disposing of regulated substances use applicable Best Management Practices.

The applicant has indicated in their Impact Assessment Statement that no private wells exist onsite.

G. Airports:

The Lakeland Linder Airport is located approximately 4.8 miles to the southwest. The subject site is not located within Airport Impact District (AID), according to the latest Polk County Airport Regulations approved on September 6, 2019.

Economic Factors:

A diversity of housing types helps maintain a strong community. With the cost of single-family dwellings in Polk County selling at a premium that reflects its current desirability, higher-density, multi-family residential development spreads the costs of land acquisition and development across more units, making it far more affordable to the buyer.

Next, the location of higher-density multi-family developments near employment centers is simply good planning. This reduces the commuting distances and travel times for workers in the area that will be attracted to the myriad of employment opportunities ranging from education and health care to manufacturing and retail. This reduces the cost of living for the individual as well as relieves the traffic burden on the surrounding roadways. Furthermore, the site is well-sited for commuters, given the proximity to I-4, Kathleen Road, and Memorial Avenues.

Consistency with the Comprehensive Plan and Land Development Code:

This project is consistent with the Comprehensive Plan. Comprehensive Plan Section 2.120-C states that the Residential Low classification is characterized by single-family dwelling units, duplex units, and small-scale multi-family units. In the TSDA, it specifically encourages a variety of housing types. If this project was in the Urban Growth Area (UGA), the density would be limited to five (5) DU/AC and a maximum of four units per structure. The TSDA provides this extra flexibility as it is the highest level of urban-level development in the County.

Table 8, to follow, outlines other pertinent Comprehensive Plan policies.

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>The existing residential uses surrounding the site include single-family detached lots, mobile homes, and duplexes. Other townhomes are planned in the city limits, and a single-family development with 40-foot-wide lots is in development. To the north is aggregate processing, but it is buffered by a railroad spur and ample existing vegetation. The proposed townhomes will be consistent in design with other single-family dwelling types. The site plan calls out adequate buffers and green spaces between uses.</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 request is in an area with urban level services, including public water and sewer and direct access to Urban Collector roadways. Mass transit is nearby with an extensive sidewalk network. Schools and emergency services are in the area with adequate response times. This site is one of the last in the area to develop and represents infill on the northeast side of North Wabash and 10th Street.</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>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>POLICY 2.102-A10: LOCATION CRITERIA - The following factors shall be taken into consideration when determining the appropriateness of establishing or expanding any land use or development area: a. nearness to incompatible land uses and future land uses, unless adequate buffering is provided, b. nearness to agriculture-production areas; c. distance from populated areas; d.economic issues, such as minimum population support and market-area radius (where applicable);e. adequacy of support facilities or adequacy of proposed facilities to be provided by the time of development, including, but are not limited to: 1.transportation facilities, including but not limited to, mass transit, sidewalks, trails and bikeways; 2.sanitary sewer and potable water service; 3. storm-water management; 4. solid waste collection and disposal; 5. fire protection with adequate response times, properly trained personnel, and proper fire-fighting equipment; 6. emergency medical service (EMS) provisions; and 7. other public safety features such as law enforcement; 8. schools and other educational facilities 9. parks, open spaces, civic areas and other community facilities, f. environmental</p>	<p>The request is in an RL-4 land use district where all forms of infrastructure are available for residential development on the subject site. Therefore, the timing and location of development of the subject site is consistent with the Comprehensive Plan's growth management strategy.</p>

Comprehensive Plan Policy	Consistency Analysis
factors, including, but not limited to: 1. environmental sensitivity of the property and adjacent property; 2. surface water features, including drainage patterns, basin characteristics, and flood hazards; 3. wetlands and primary aquifer recharge areas; 4. soil characteristics; 5. location of potable water supplies, private wells, public well fields; and 6. climatic conditions, including prevailing winds, when applicable.	

This request is consistent with Land Development Code (LDC). Development criteria for Planned Developments is detailed under Section 303 of the LDC.

Table 9

LDC Section 303 – Planned Development	Consistency Analysis
<i>The site shall be suitable, or it shall be possible to make the site suitable for development in the manner proposed without negative impact to persons or property, on or off the property. Conditions of soil, ground water level, drainage and topography shall all be appropriate to both type and pattern of use intended. Erosion, flood hazard and damage to natural resources shall be avoided.</i>	This site has been planned with stormwater ponds and will require a flood study. Soil conditions are not ideal for development but can be overcome with grading and fill.
<i>Planned Development shall be so located in relation to transportation systems, sanitary sewers, emergency services, schools, public safety, water lines, storm and surface drainage systems and other utilities systems and installations that services can be available at the time of request for Certificate of Concurrency.</i>	All listed services are available, as identified in the Staff Report, and have ample capacity for this development.
<i>Planned Development, where appropriate because of the size or intensity of the proposed project, shall be so located with respect to expressways, arterial and collector streets or mass transit facilities. Planned Development shall be designed to provide access to and from its location without creating excessive traffic along minor streets in residential neighborhoods outside the Planned Development.</i>	The subject site will have direct ingress/egress to 10 th Street West and North Wabash. Sidewalks will be constructed along the frontage of the site where necessary. Mass transit is within a mile of the site. No traffic will pass over local roads to leave the site.
<i>Planned Development shall be located and designed so as to minimize the negative effects of external impacts resulting from factors such as traffic, noise, or lights. Project control shall be accomplished through such techniques as buffering, architectural design, site design, height limitations, and density or intensity limitations.</i>	The applicant will improve landscaping as required by the LDC. Lighting will be shielded from off-site view.
<i>Planned Development shall be responsive to the character of the area. When located in an area where land use types, intensities, or densities vary, Planned Development shall be designed in such a manner as to provide for gradual changes in intensity or density.</i>	The surrounding residential types are single-family site-built homes, mobile homes, and duplexes. The site is located near major thoroughfares near employment centers.
<i>All Planned Development proposing specific approval of requirements for development under standard district regulations shall be designed so as to be sensitive to the impacts of the specific approval requested.</i>	The standards approved through this PD reflect those of the developments surrounding the subject site.
<i>Planned Development shall include additional screening, buffering, transitional uses or other design features as necessary to adequately protect existing or probable uses of surrounding property; and shall provide functional and logical linkages to activity centers and circulation facilities on such adjacent property.</i>	The applicant will improve landscaping along roadway frontages. Lighting will be shielded from off-site view.
<i>Principal vehicular access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. Accel/decel lanes or medians shall be required where existing or anticipated traffic flows indicate need.</i>	No changes to the roadway are necessary at this time. The surrounding roadway system and any deficiencies in standards will be reviewed during the Level 2 Review process.
<i>Streets, drives, parking and service areas shall provide safe and convenient access to all buildings and uses. Uses shall be grouped to minimize internal vehicular movements. Facilities</i>	The development will provide sidewalks to encourage walkability between the site and surrounding development, as well as provide for pedestrian safety.

LDC Section 303 – Planned Development	Consistency Analysis
<i>and access routes for deliveries, servicing and maintenance shall be located and arranged to prevent interference with pedestrian traffic.</i>	
<i>Planned Development shall provide internal or external walkways where pedestrian circulation requires them. The site plan shall provide for safe, efficient, convenient, and harmonious groupings of structures, uses, facilities and open spaces in a manner facilitating pedestrian movement between major origins and destinations, within and adjacent to the site, with a minimum of conflicts with vehicular traffic.</i>	Sidewalks will be constructed along 10 th Street in accordance with LDC Section 707.
<i>Planned Development shall be designed to preserve the natural features such as wetlands, wildlife and plant species. Project design shall address protection of well fields, flood plains, surface water, and archaeological and historic sites, as much as possible.</i>	Wetlands around a stream will be impacted for internal circulation. A species walkover will be required to ensure no endangered or threatened species are found onsite.
<i>Density or intensity shall not exceed maximums established in the Comprehensive Plan. Planned Development densities/intensities shall be established after consideration of the Comprehensive Plan criteria and limits, neighborhood compatibility, transitions, and site design.</i>	This approval will not exceed the density allowed within the TSDA overlay in RL-4 land use district.
<i>Height in a Planned Development shall be determined after review of the surrounding land uses to ensure that the proposed development will not create any external impacts that would adversely affect surrounding development, existing or proposed.</i>	The multi-family buildings will not exceed the height limitations for the RL-4 district.
<i>Fences, walls, or vegetative buffers shall be provided where appropriate to protect occupants from undesirable views, lighting, noise or other off-site influence, or to protect occupants of adjoining properties from similar adverse influences.</i>	The site will be buffered and screened with landscaping in accordance with LDC Section 720. The applicant will improve landscaping along the roadways. Lighting will be shielded from off-site view.
<i>Yard and setback requirements shall promote general health, safety, welfare, design excellence and neighborhood compatibility in each Planned Development. All setbacks within a Planned Development shall be measured from property lines and shall be shown on the development plans in either graphic or tabular form.</i>	The site plan shows the district setbacks will be met.
<i>All central refuse, trash, and garbage collection containers shall be screened from sight or located in such a manner so as not to be visible from any public area within or adjacent to the Planned Development.</i>	Dumpsters and trash collection will be in accordance with Sections 209 & 213 of the LDC.
<i>The provisions of the Planned Development approvals may be more restrictive, as necessary, to meet the other standards contained in this Section but not less restrictive than required in Section 760.</i>	The applicant will adhere to the signage requirements of Section 760. Should the applicant deviate from this section, a Sign Plan and Level 3 Review will be required as stated in Section 760.J.
<i>Landscaping shall be equal to or exceed the standards stipulated under Section 720, Landscaping and Buffering.</i>	Landscaping and buffers have been addressed.
<i>Stormwater Management facilities shall adhere to the requirements of Section 740, Stormwater Management and the Technical Manual.</i>	The site plan shows stormwater ponds.

Table 10

The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:	
<i>Whether the proposed development is consistent with all relevant requirements of this Code;</i>	Yes, this request is consistent with the LDC, specifically Table 2.1 and Section 303 as detailed throughout the Staff Report and summarized in Table 9.
<i>Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;</i>	Yes, this request has been reviewed for consistency with SECTION 2.102 and SECTION 2.104.
<i>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</i>	Yes, the request is compatible with surrounding uses and the general character of the area. See Pages 6-9 of this staff report for data and analysis on surrounding uses and compatibility.
<i>How the concurrency requirements will be met if the development were built.</i>	Yes, the request is capable of meeting concurrency requirements in the timeframe in which it will be constructed. See pages 9-13 of this staff report for data and analysis.

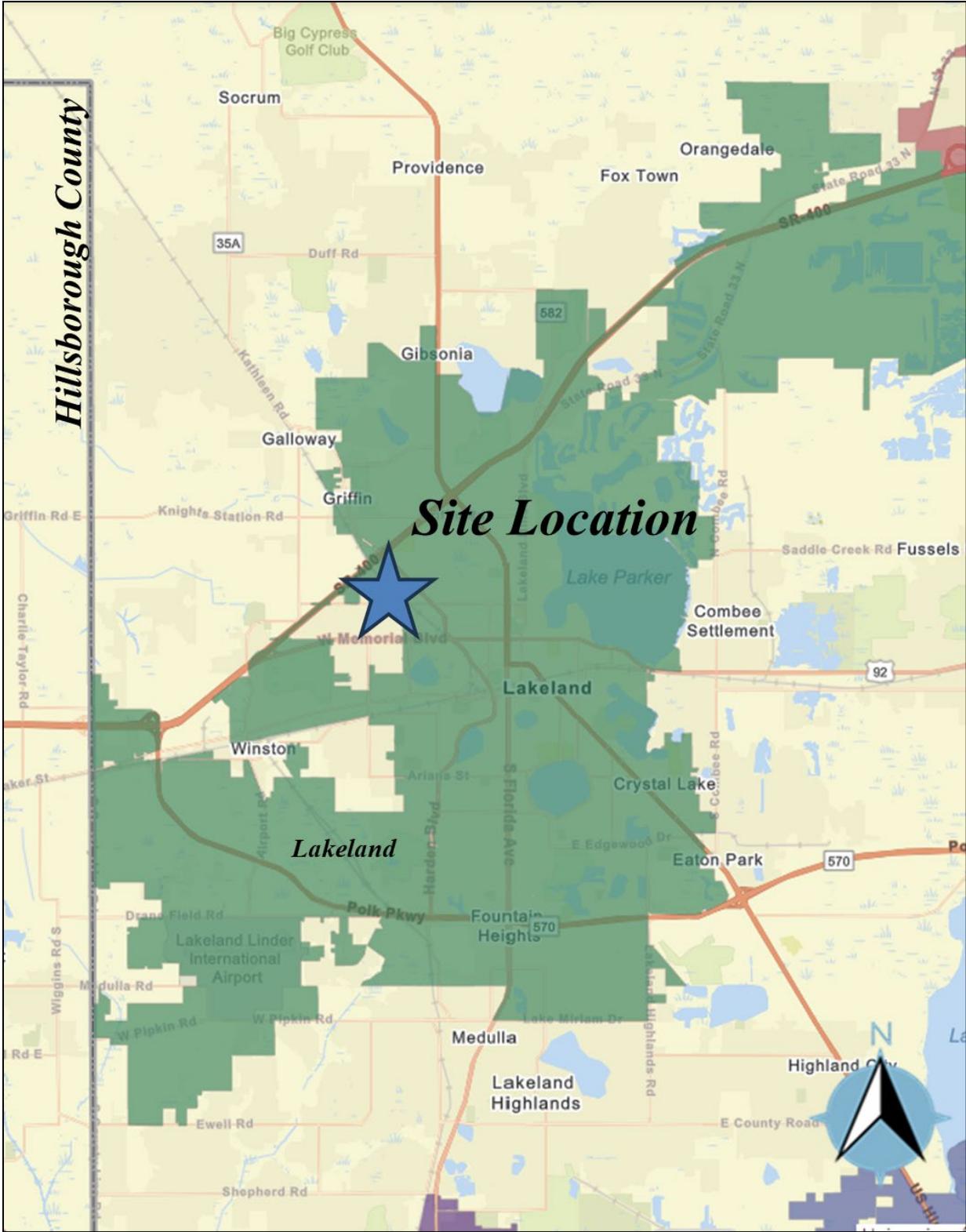
Comments from other Agencies:

City of Lakeland:

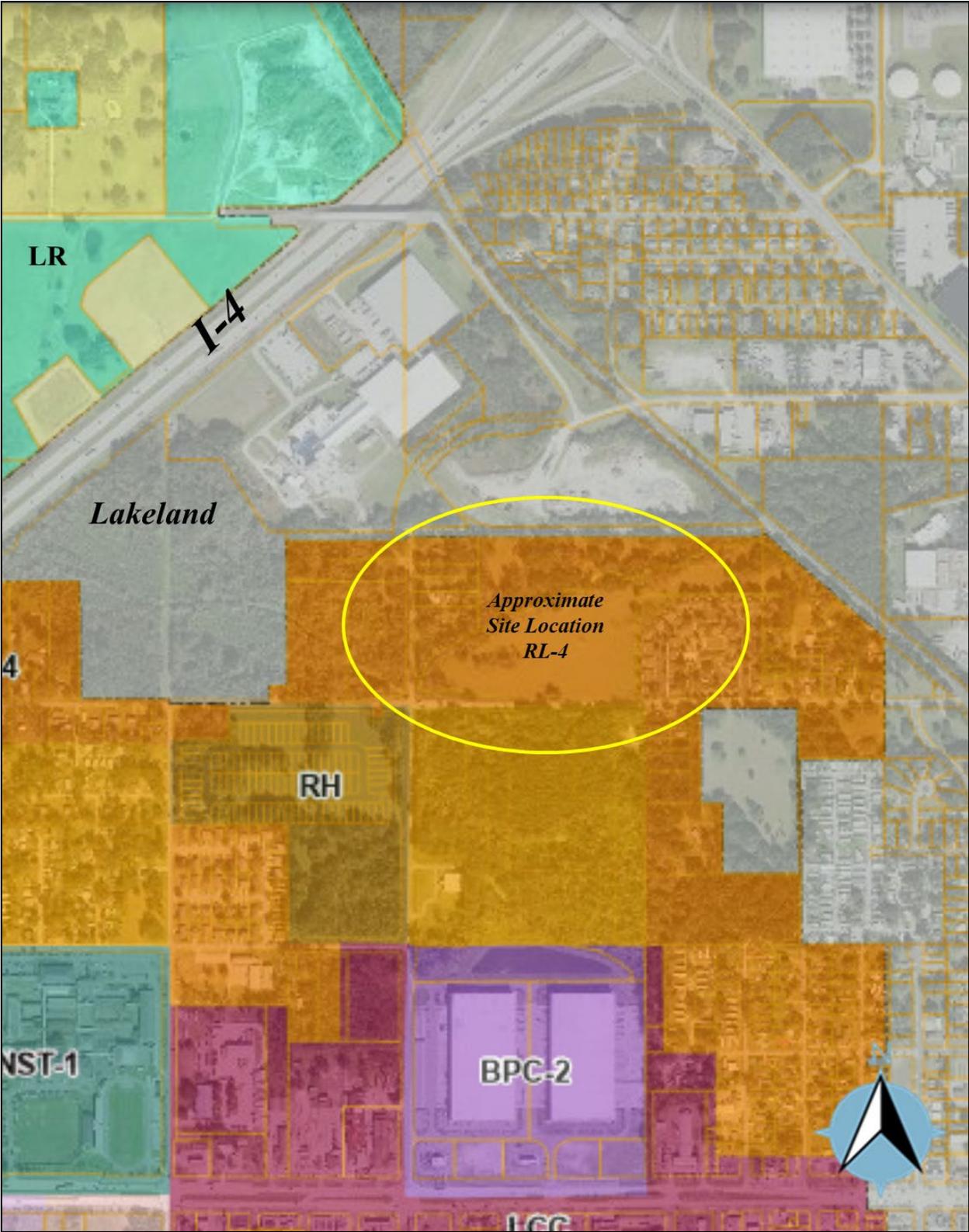
- *A Voluntary Annexation agreement with the City of Lakeland will be necessary.*
- *A sidewalk should be constructed along the site's 10th Street frontage.*
- *For the street terminus in the southwest corner of the development, a cul-de-sac or T-turnaround should be constructed to accommodate emergency and service vehicles. Another option would be to wrap the townhomes around the corner without a stub-out as exists on the north side of the circular street.*
- *The project will require a right of way permit from the City of Lakeland for the North Wabash Avenue driveway.*

Exhibits:

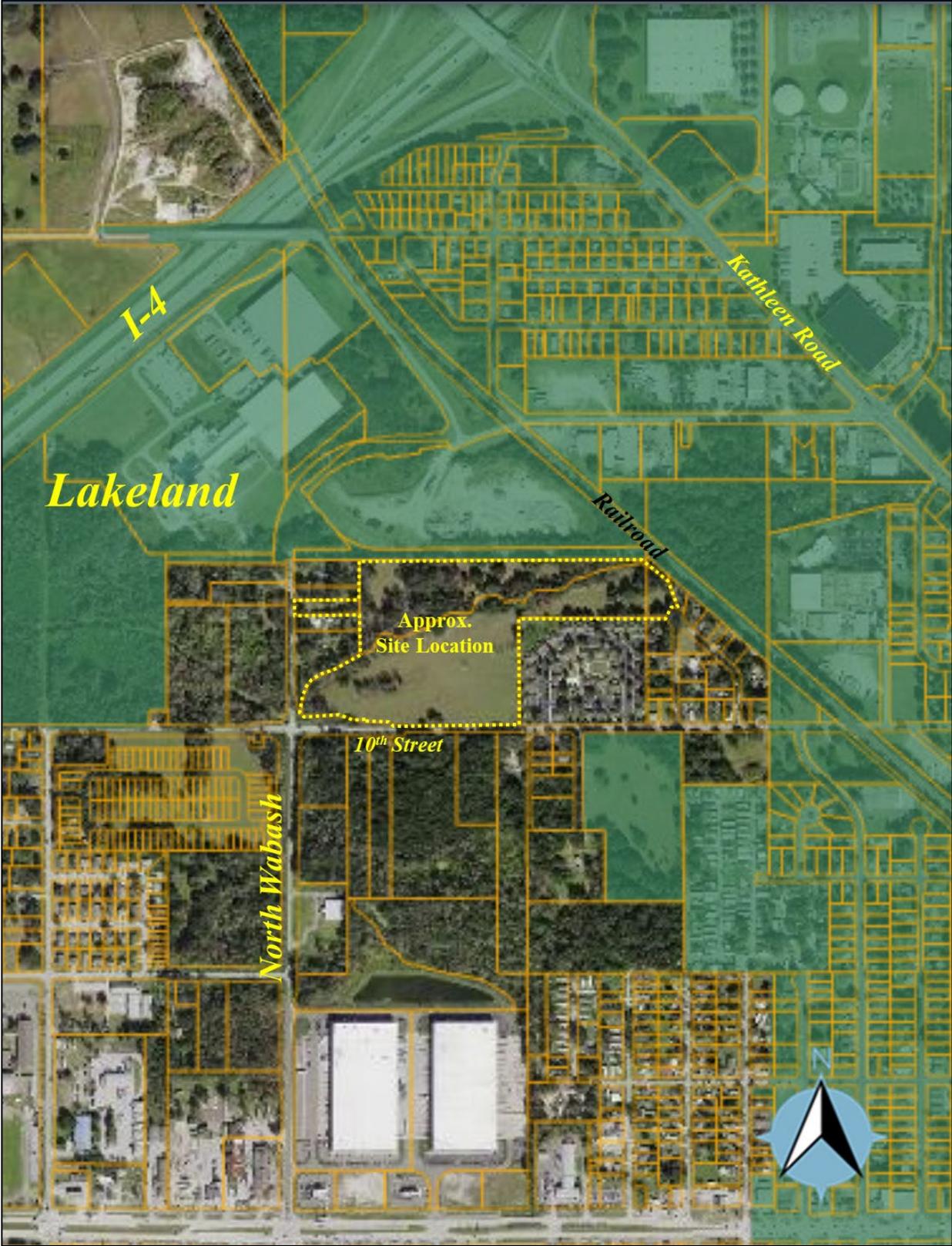
Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Image (Context)
Exhibit 4	Aerial Image (Close)
Exhibit 5	Site Plan



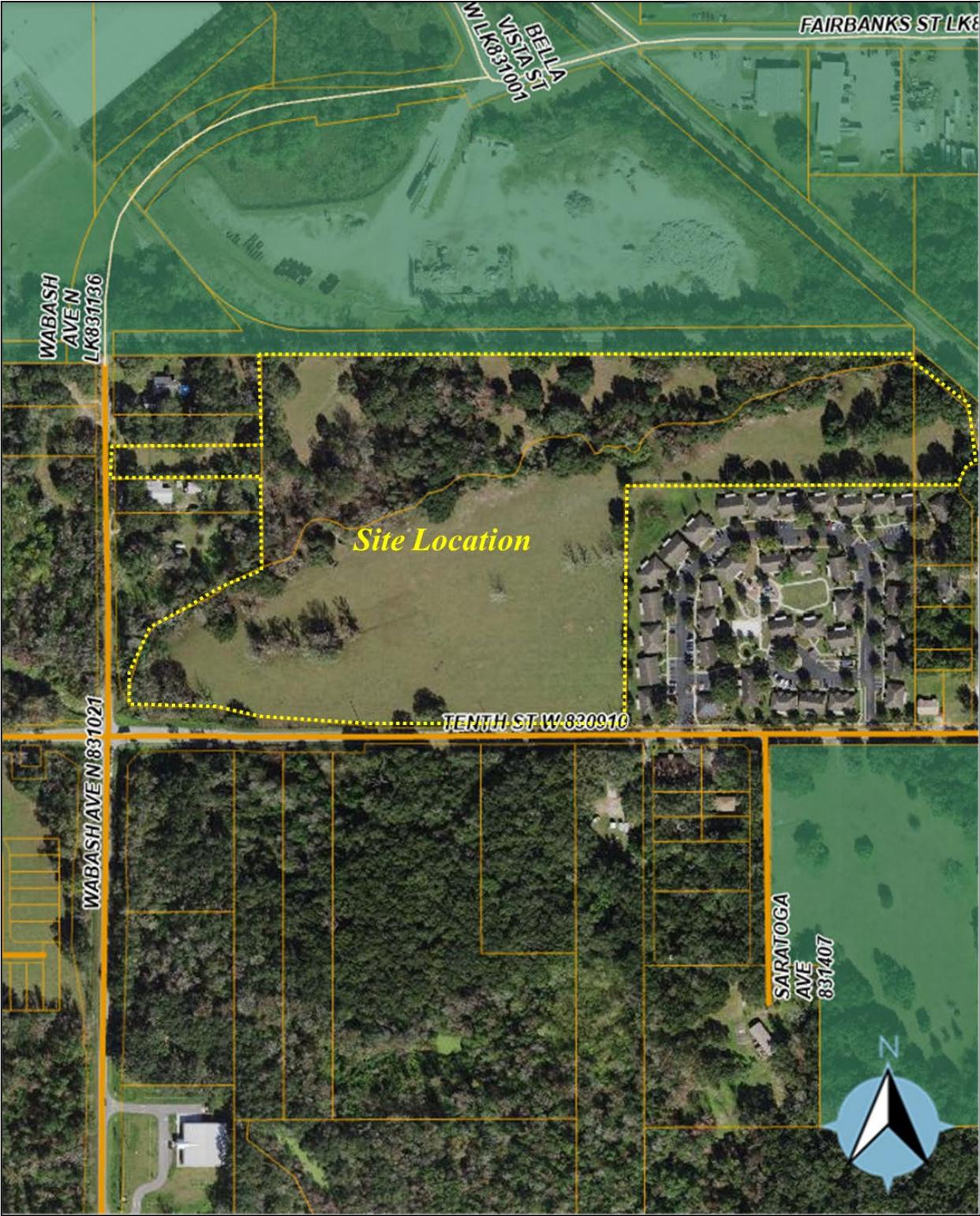
Location Map



Future Land Use Map



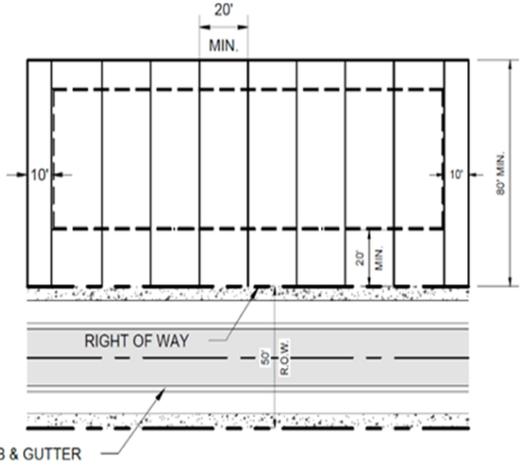
Aerial Image - Context



Aerial Image - Close

Future Land Use	(RL-4) Residential Low
PID #	23-28-11-030000-001172 23-28-11-000000-032040 23-28-11-026500-001280 23-28-11-026500-001220
Flood Zone:	FEMA Zone "X" Dated: October 2020
Current Property Use:	Vacant
Proposed Property Use:	Residential Townhomes (No More Than 8 Attached Units)
Proposed Lots:	150±
Proposed Density:	6.1± DU/Acre
Project Area:	26.3± Acres
Wetland Area:	1.85± Acres*
Other Open Space (Including Wetlands, Buffering, and Passive Features):	13.5± Acres
Amenity / Park Space:	0.52± Acres
Total Developable Area:	24.45± Acres*

*Subject to change during permitting

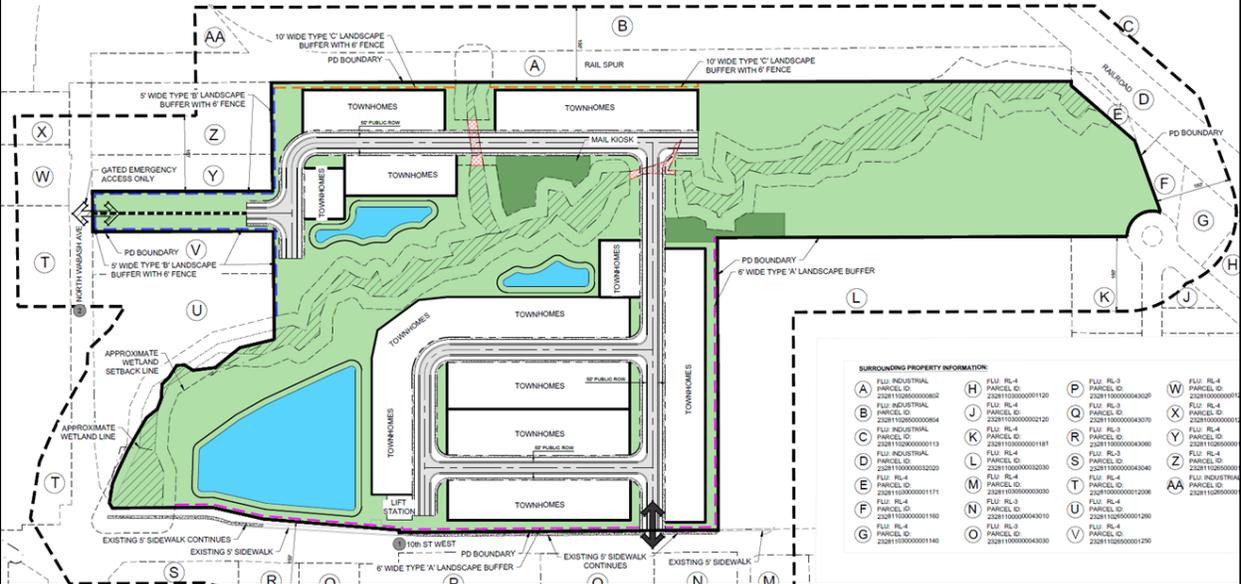


TYPICAL TOWNHOME LOT DETAIL

N.T.S.

NOTES:

1. LAND USE BOUNDARIES & ROADWAY LOCATIONS ARE CONCEPTUAL AND TO BE FINALIZED WITH FINAL ENGINEERING.
2. THE UPLAND PORTION OF OTHER OPEN SPACE MAY INCLUDE PASSIVE RECREATION SUCH AS WALKING TRAILS.
3. SITE PLAN AND AMENITY/MAIL KIOSK LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE DURING CONSTRUCTION PLAN PERMITTING.
4. ENVIRONMENTAL INFORMATION PROVIDED BY ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC. (ECT).



SURROUNDING PROPERTY INFORMATION

A	FLU: INDUSTRIAL PARCEL ID: 23281102000000002	H	FLU: RL-4 PARCEL ID: 23281102000001120	P	FLU: RL-3 PARCEL ID: 23281102000004320	W	FLU: RL-4 PARCEL ID: 23281102000000000
B	FLU: INDUSTRIAL PARCEL ID: 23281102000000004	J	FLU: RL-4 PARCEL ID: 23281102000000220	Q	FLU: RL-3 PARCEL ID: 23281102000004370	X	FLU: RL-4 PARCEL ID: 23281102000000000
C	FLU: INDUSTRIAL PARCEL ID: 23281102000000013	K	FLU: RL-4 PARCEL ID: 23281102000000118	R	FLU: RL-4 PARCEL ID: 23281102000004300	Y	FLU: RL-4 PARCEL ID: 23281102000000000
D	FLU: INDUSTRIAL PARCEL ID: 23281102000000220	L	FLU: RL-4 PARCEL ID: 23281102000000230	S	FLU: RL-3 PARCEL ID: 23281102000004340	Z	FLU: RL-4 PARCEL ID: 23281102000000000
E	FLU: RL-4 PARCEL ID: 23281102000001171	M	FLU: RL-4 PARCEL ID: 23281102000000300	T	FLU: RL-4 PARCEL ID: 23281102000001200	AA	FLU: INDUSTRIAL PARCEL ID: 23281102000000000
F	FLU: RL-4 PARCEL ID: 23281102000001180	N	FLU: RL-3 PARCEL ID: 23281102000004310	U	FLU: RL-4 PARCEL ID: 23281102000001200		
G	FLU: RL-4 PARCEL ID: 23281102000001140	O	FLU: RL-4 PARCEL ID: 23281102000004330	V	FLU: RL-4 PARCEL ID: 23281102000001220		

Site Plan