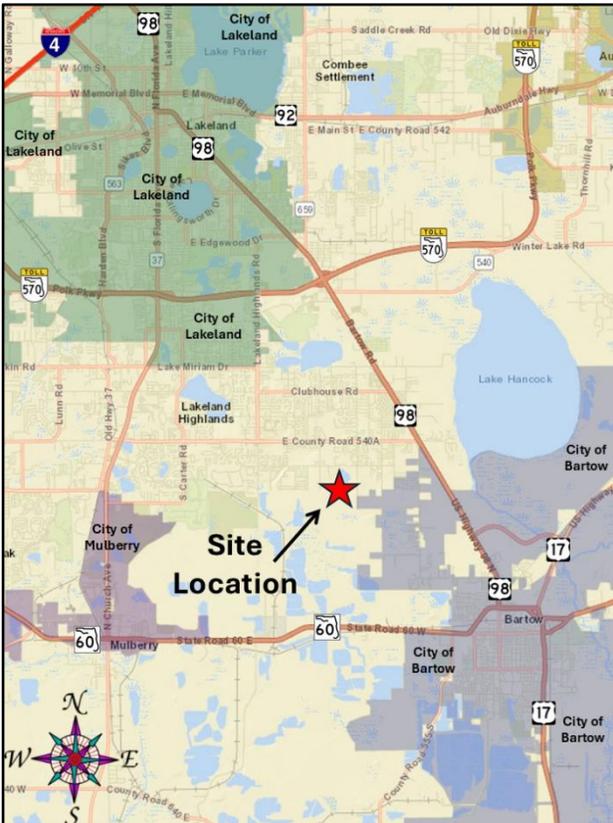


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

DRC Date: August 28, 2025	Level of Review: Level 3 Review
PC Date: November 5, 2025	Type: Planned Development (PD)
BoCC	Case Number: LDPD-2025-9
Date: N/A	Case Name: The Highlands Club PD
Applicant: Bart Allen	Case Planner: Andrew Grohowski, Planner II

Request:	The applicant is requesting a Planned Development approval for 747 single-family homes on 50' and 130' wide lots on approximately 300 acres.
Location:	The subject property is west of US Highway 98, south of Crews Lake Drive, west of Yarborough Lane, south of County Road 540-A, east of McCall Road and northwest of the City of Bartow in Sections 22 & 27, Township 29, Range 24.
Property Owners:	Lakeland Farms Inc. (+ 5 more property owners) (Refer to Exhibit 8)
Parcel Size (Number):	±300.1 acres (Refer to Exhibit 8)
Future Land Use:	Residential Low-1 (RL-1) Residential Low-2 (RL-2)
Development Area:	Transit Supportive Development Area (TSDA) Urban Growth Area (UGA)
Nearest Municipality:	City of Bartow (adjacent)
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending Hearing

Location Map



2025 Satellite Image with Site Plan



Summary of Analysis:

The applicant is requesting a Planned Development to construct 747 single-family homes on 50' and 130' wide lots on approximately 300 acres. The site is located in the Residential Low-1 (RL-1) and partially in the Residential Low-2 (RL-2) Future Land Use districts. Based on the submitted site plan, 69 units are 130' wide lots, and 678 units are 50' wide lots, with minimum lot sizes of 6,000 sq. ft. The overall density is proposed at 2.74 dwelling units per acre (DU/AC). According to the submitted site plan, there are five different phases ("areas") of the project. The density for "Areas B-E" is 3.80 DU/AC while "Area A" is 0.74 DU/AC. The site is located in the Urban Growth Area (UGA) and partially within the Transit Supportive Development Area (TSDA). The Comprehensive Plan allows up to 5 DU/AC with a Planned Development in the UGA and 7 DU/AC in the TSDA. Staff recommends approval and finds this request compatible with the surrounding area.

The proposed site plan layout provides relevant transitions between different scales and intensities of residential lots sizes. It is addressed through existing natural elements, landscaping and screening, as well as open space. The natural and existing vegetation on site will be preserved, which includes the 27.96-acre Crews Lake and wetlands. These provide a natural gradient, relevant transitions and avoids abrupt or severe differences in scale and intensity from the larger lots to the smaller 50' lots on the southern and eastern portions of the site. The 50' wide lots will be across from 50' wide lots in a recently approved subdivision (LDPD-2021-17). The larger 130' wide lots will be next to subdivisions with similar sized lots ranging from 140 feet to 175 feet wide. The densities proposed are consistent with the existing densities of the neighboring subdivisions (*Exhibit 11*). Buffering and screening strategies further mitigate any perceived incompatibilities. The dominant surrounding uses are single-family subdivisions on both the north and east sides of the property, making this request essentially infill development.

The site will have three access points onto Yarborough Lane and a fourth entrance off Crews Lake Drive, both of which are Urban Collector roadways. Recent improvements have been made to Yarborough including 60 feet of ROW, 5-foot-wide sidewalks, and 24 feet of pavement. A new Type III intersection was installed heading eastbound on Crews Lake Drive with a deceleration right turn lane onto Yarborough Lane. Additional sidewalks will be required along the project's roadway frontage as well as 20 feet of ROW dedication along Crews Lake Drive. A traffic study is not required at this time until Level 2 submittal. Based on preliminary calculations, the peak hour traffic conditions at full buildout may be significant. An in-depth major traffic study will dictate necessary transportation enhancements to address any potentially impacted segments or traffic links.

The site is within the County's Southwest Regional Utilities Service Area (SWRUSA). New water and wastewater lines have recently been extended south on Yarborough Lane to provide connections to Touchstone Residential directly to the east (LDPD-2021-17). There are also six new fire hydrants installed along Yarborough. Based on anticipated potable water and wastewater demand, there is sufficient capacity to serve this request.

After four iterations of design, the proposal has taken advantage of the PD process by achieving a higher development standard. This includes twenty-five-foot-wide landscaped Type "C" buffers along all roadway frontages and the entire western boundary property line. This landscape buffer will also surround all stormwater facilities with pedestrian connectivity to these features. Fifteen

(15) different amenities ranging from Type I to Type IV are evenly distributed and accessible through internal pedestrian connections. This includes a clubhouse with an associated pool, pickleball courts, and a tot lot. From Staff's perspective, these intentional choices are optimal when evaluating PD criteria. The result is increased open space, recreation areas, amenities, internal sidewalk networks, additional parking facilities, and landscaped stormwater ponds that would not otherwise be found in a typical residential development.

The County has experienced extraordinary growth over the past few decades, let alone just the past five years, and PDs are a necessary tool to manage this growth. The ranges in lot sizes caters to many different buyers. A diversity of housing types helps maintain a strong community, and the site is within a suburban area consisting of site-built subdivisions. The site location supports PDs such as this given its close proximity to public infrastructure, parks, commercial uses, schools and employment centers. Essential services including fire, EMS, and police are within acceptable distances. A new larger fire station is planned to relocate at the intersection E.F. Griffin Road and Smith Road. The site falls within different school zones, each at different capacities. Given the district changes underway by the School Board, student allocation is expected to adjust by the time buildout should occur.

Staff recommends approval of this request. This site is within the TSDA and UGA development area for which this level of residential development has been planned and expected. Furthermore, US 98 is approximately 1.75 miles to the east via CR 540A and serves as a major thoroughfare for commuters between Bartow and Lakeland. The request is consistent with the LDC and Comprehensive Plan and compatible with the surrounding land uses and growth patterns within this area.

Findings of Fact

- *LDPD-2025-9 is a request for a Planned Development (PD) for 747 single-family units on approximately 300 acres. Minimum lot sizes will be 6,000 sq. ft. The proposed density is 2.74 dwelling units per acre (DU/AC).*
- *The setbacks for "Area A" as depicted on the site plan will be as follows:*
 - *Primary Structure*
 - *Front: Increased from 15' to 25'*
 - *Side: 10'*
 - *Rear: Increased from 15' to 25'*
 - *Corner Side: Increased from 15' to 25'*
 - *Garage: 25'*
 - *Accessory Structure*
 - *Side: 10'*
 - ***Rear: Reduced from 10' to 5'***
- *The setbacks for "Areas B-E" as depicted on the site plan will be as follows:*
 - *Primary Structure*
 - *Front: Increased from 15' to 25'*

- **Side: Reduced from 10' to 5'**
 - **Rear: 15'**
 - **Corner Side: 15'**
 - **Garage: 25'**
 - *Accessory Structure*
 - **Side: Reduced from 10' to 5'**
 - **Rear: Reduced from 10' to 5'**
- *The subject property contains areas of Residential Low-1 (RL-1) and Residential Low-2 (RL-2) Land Use designations. Per Table 2.1 in the LDC, Planned Developments are “C3” conditional uses in RL-1 and RL-2 districts which require a Level 3 Review as described in Section 906 of the LDC.*
 - *The subject site is located in the Urban Growth Area (UGA), which are “those areas where the availability of infrastructure and other community facilities and services, including, but not limited to, mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity, compact, mixed use development in close proximity to the development in the adjacent TSDAs,” according to Policy 2.105-A1 of the Polk County Comprehensive Plan.*
 - *POLICY 2.105-A5 of Polk County’s Comprehensive Plan requires development in UGA’s to connect to centralized water unless a waiver is granted by the Board of County Commissioners. This policy also requires connection to centralized sanitary sewer systems if available.*
 - *The subject site is partially within the Transit Supportive Development Area (TSDA). The intent of the TSDA “is to promote the development of walkable communities which include a balance between employment opportunities. Mix of complementary uses and activities, and a range of housing opportunities; improve access to employment areas, schools, shopping, and recreational opportunities,” according to POLICY 2.105-A1 of the Comprehensive Plan. Policy 2.104-A5 requires applicable developments in the TSDA to connect to centralized water and sewer systems.*
 - *Per Table 2.2 of the LDC, the RL-1 district allows a maximum density of one dwelling unit per acre. Interior side setbacks within RL-1 are ten (10) feet for principal structures and five (5) feet for accessory structures. Rear setbacks are fifteen (15) feet for principal structures and ten (10) feet for accessory structures.*
 - *No lots are proposed on the approximately 0.5-acre RL-2 Land Use designation.*
 - *Per POLICY 2.119-A7 of the Comprehensive Plan, the Residential-Low maximum density within the Transit Supportive Development Area allows up to seven (7) dwelling units per acre. Meanwhile, according to POLICY 2.120-C4, RL districts permit up to five (5) dwelling units per acre in the UGA. The requested PD has a proposed density of 2.74 DU/AC.*
 - *Chapter 10 of the LDC defines “Planned Development” 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.”

- *The RL-1 and RL-2 districts are characterized by areas of low density with smaller lots with a minimum of 40,000 square feet (RL-1) and 15,000 square feet (RL-2), which is allowed by right. Through the Planned Development process, reduced lot sizes and setbacks can be achieved.*
- *Per Section 303 of the LDC, Planned Developments with lots less than 80 feet wide shall devote at least twenty percent of the gross developable project area to open space. The submitted site plan shows 68.95 acres of open space, which equates to approximately 23% open space.*
- *The submitted site plan shows proposed 25-foot Type “C” landscape buffers along roadway frontages as well as the entire western boundary of the subject property.*
- *On June 4, 2021, an 835 single-family unit to the southwest of the subject site, known as Wind Meadows South, received Planned Development approval by the City of Bartow (Application No. S-21-06-CP).*
- *On August 4, 2021, a Planned Development to the east of the subject site, known as Touchstone Residential, was approved 6-1 by the Planning Commission. The request consists of 562 single-family detached homes on 40’, 50’ and 60’ wide lots on approximately 157 acres (LDPD-2021-17).*
- *On August 3, 1988, an easement agreement was recorded between Lee Wilbert and E. Dennis & Katherine E. Christie according to O.R. Book 2657, Pages 1682 and 1683. This established a 15’ wide easement to provide access to two properties at the southern end of Yarborough Lane (Parcel Nos. 24292700000012040 & 24292700000012030). The proposed development is not anticipated to impact this easement agreement.*
- *According to Policy 2.125-M of the Comprehensive Plan, the Planned Development process allows “for increasing densities and intensities that may be permitted under certain circumstances, or using innovative design techniques, or providing a mixture of land uses. Planned Development may also be used to gain project design flexibility and to attach conditions where warranted. Planned Development shall comply with density bonus points as outlined in the Land Development Code.”*
- *Polk County Comprehensive Plan Policy 2.102-A3 states, “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.”*

- *Polk County Comprehensive Plan Policy 2.102-A4 states, “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.”*
- *The project area is zoned for Spessard Holland Elementary, Valleyview Elementary, Lakeland Highlands Middle, Bartow Middle, George Jenkins Senior High and Bartow Senior High. Most of the site is zoned for Spessard Holland Elementary, Lakeland Highlands Middle, and George Jenkins Senior High.*
- *The site has approximately 2,715 feet of direct frontage along Crews Lake Road and 4,600 feet of direct frontage along Yarborough Lane.*
- *The property has direct ingress/egress to Crews Lake Drive (Road No. 942102) and Yarborough Lane (Road No. 942213), both are Urban Collector roadways. Road number 942102 has 40’ of ROW and a pavement width of 22’. Road number 942213 has 60’ of ROW and a pavement width of 24’. Crews Lake Drive is tracked for concurrency with the Polk County Transportation Organization’s Roadway Network Database and has a Level-of-Service (LOS) of “C”.*
- *The subject property lies within the County’s SWUSA. A 10-inch potable water main is located along the frontage of the site in the western right-of-way of Yarborough Lane. A 10-inch wastewater line is within the southern right of way along Crews Lake Drive. A 12-inch reclaimed water line is about ¼ mile to the west on Crews Lake Drive.*
- *Fire and EMS response to this project is from Polk County Fire Rescue Station #28, located at 4104 Clubhouse Road in Lakeland, approximately 2.4 miles away, with an estimated response time of 8-10 minutes.*
- *Sheriff’s response to the site is served by the Southwest District (SW), located at 4120 US 98 South in Lakeland. Response times for SW in October 2025 were: Priority 1 Calls – 9:21 and Priority 2 Calls – 25:28.*
- *The closest park to the subject property is Highland City Senior Field, which is approximately ± 1.08 miles directly north. This facility consists of a lighted baseball field and concession stand.*
- *According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the property is comprised of eleven (11) different soil types. The four most prevalent are Tavares sand (21.4%), Apopka sand (16.2%), Arents (14.0%), and Fort Meade sand (12.8%).*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a protected animal and plant species sighting along with natural communities.*

- *There are no known historical or archeological resources onsite according to the Secretary of State’s Department of Historical Resources Florida Master Site File.*
- *There are surface water features on the subject property. The largest is Crews Lake at approximately 27.96 acres.*
- *There are wetlands and floodplains found on the subject property.*
- *The general topography of the subject property slopes toward Crews Lake with elevations varying from 148 feet to 201 feet, according to the Polk County GIS data viewer.*
- *The subject site is not located within any of the County’s Wellhead Protection Districts.*
- *The subject property is not located within a Height Notification Zone or In-Flight Visual/Electronic Interference Zone of the Bartow Municipal Airport.*
- *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 Table 2.1 and Sections 303 and 906 of the LDC.*
- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and SECTION 2.105 URBAN-GROWTH AREA (UGA); of the Comprehensive Plan.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, a recent site visits, and the staff report, the Development Review Committee (DRC) finds that the proposed request **IS COMPATIBLE** with the surrounding land uses and general character of the area, **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code; therefore, the DRC recommends **APPROVAL of LDPD-2025-9.**

CONDITIONS OF APPROVAL:

1. This Planned Development (PD) approval shall be for 747-lot single-family detached units, as depicted on the site plan, on ±300 acres. [PLG]
2. Approval of this request shall include the following setbacks as shown on the site plan: [PLG]

Area	Primary Structure Setbacks	Accessory Structure Setbacks
Area A	Front: 25 feet, Side: 10 feet, Corner Side: 25 feet, Rear: 25 feet	Side: 10 feet, Rear: 5 feet
Area B	Front: 25 feet, Side: 5 feet, Corner Side: 15 feet, Rear: 15 feet	Side: 5 feet, Rear: 5 feet
Area C	Front: 25 feet, Side: 5 feet, Corner Side: 15 feet, Rear: 15 feet	Side: 5 feet, Rear: 5 feet
Area D	Front: 25 feet, Side: 5 feet, Corner Side: 15 feet, Rear: 15 feet	Side: 5 feet, Rear: 5 feet
Area E	Front: 25 feet, Side: 5 feet, Corner Side: 15 feet, Rear: 15 feet	Side: 5 feet, Rear: 5 feet

3. The applicant shall provide a twenty-five-foot setback from the right-of-way for garages in all areas of the development. [PLG]
4. The site plan included herein together with the conditions of approval shall be considered the “Binding Site Plan.” Any modifications to LDPD-2025-9, 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]
5. 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. [PLG]
6. The applicant shall provide a 25-foot-wide Type “C” landscape buffer along the project’s frontage with Crews Lake Drive and Yarborough Lane. [PLG]
7. The applicant shall construct sidewalks along the entire frontage of Crews Lake Drive and Yarborough Lane as well as both sides of all internal roadways. Street lighting provided shall consist of fully shielded fixtures to prevent offsite glare. [PLG]
8. No residential lots shall be approved wholly or partially within wetlands or the wetland buffers. [PLG]
9. The project shall be designed to retain the difference in pre and post-development runoff volumes from a 100 year/24-hour storm event. The rate of discharge from the post-development site shall not exceed the rate of runoff from the pre-development condition for a 100 year/24-hour storm event. [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 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

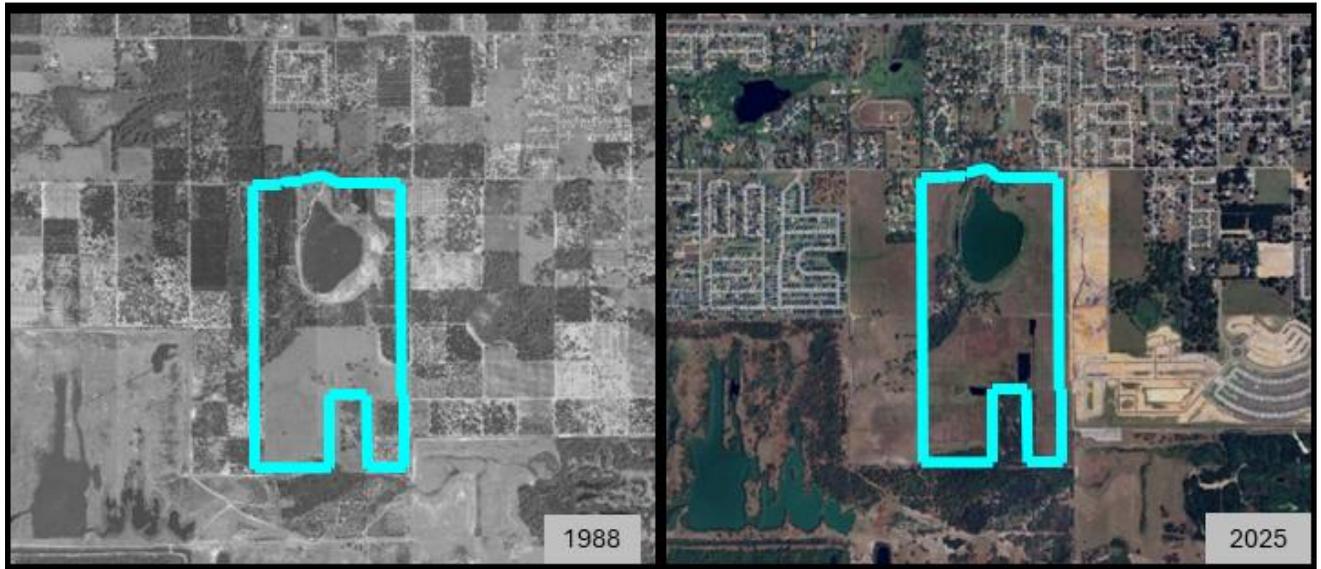
The subject property is currently undeveloped and is mainly used for cattle. The following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

Table 1

<p>Northwest: RL-2 & RL-3 Crews Lake Woods Subdivision 17 single-family homes ±47,000 sq. ft. – ±62,500 sq. ft. lots ±19.3 acres</p>	<p>North: RL-3 Walkers Glen Platted Subdivision & various single-family homes ±19,000 sq. ft. – 5 acres</p>	<p>Northeast: RL-3 Highlands Crossing Phase 1 & 2 Subdivision 116 single-family homes ±49.3 acres</p>
<p>West: RL-1 Trey mont Subdivision (PD-04-14) & vacant pasture 190 single-family homes ±10,000 sq. ft. – ±21,000 sq. ft. lots ±70.43 acres</p>	<p>Subject Property: RL-1 & RL-2 Vacant, pasture, & 3 single-family residences ±300.1 acres</p>	<p>East: RL-1 & RL-2 Touchstone Residential (LDPD-2021-17) 562 single-family homes ±4,800 sq. ft. – ±13,300 sq. ft. ±157 acres</p>
<p>Southwest: PM Former phosphate mining ±367.92 acres</p>	<p>South: PM Former phosphate mining ±367.92 acres</p>	<p>Southeast: A/RR & Bartow City Limits Wind Meadows South PD 835 single-family homes ±6,250 sq. ft. – ±9,100 sq. ft.</p>

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

The project area is approximately 300 acres with three (3) single-family residences on the property. A large natural waterbody, Crews Lake, spans approximately 27.96 acres. This is an area that is characterized by single-family subdivisions which began in the late 1980s. Prior to their development, this area was comprised mainly of citrus groves and pasture fields. Yarborough Lane runs north and south along the eastern side. Crews Lake Drive heading eastbound has been paved and widened to a Type III intersection at Yarborough Lane. Two (2) driveway stub outs for Touchstone Residential are provided for access onto Yarborough (LDPD-2021-17). Wind Meadows South plans to connect to this roadway as well in the near future. To the south and southeast are large inaccessible tracts in the Phosphate Mining (PM) future land use district and are owned by the Mosaic Company. According to historical aerials, mining operations ceased sometime around 1988 with former phosphate tailings left behind. There is a 300+ acre landfill located about 0.6 miles southeast in Bartow's city limits owned by a private waste management service. Given the significant distance away from the landfill, land use conflicts are negligible. The Polk Parkway's introduction in 1999 provided greater access to I-4 and has spurred the Highlands residential growth. In addition, the site is situated near various retail and office establishments that will benefit from the requested PD.



Compatibility with the Surrounding Land Uses and Infrastructure:

The request is compatible with the surrounding area as the residential density in this area is very similar to what is being requested and will not adversely affect the citizens of the immediate surrounding area.

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.”

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 proposed project is located in the RL-1 and RL-2 districts and the County’s UGA and TSDA. The surrounding Future Land Use designations in the area are residential, as noted in Table 1, with mostly single-family residential and vacant or pasture lands. Policy 2.102.A2 of the Comprehensive Plan states, “Land shall be developed so that adjacent uses are compatible with each other” and provides three options to address incompatibilities. The tools for accomplishing higher standards of compatibility, as outlined in the Comprehensive Plan, are as follows:

- Buffering
- Limiting Scale & Intensity
- Transition through the use of innovative techniques

The development of single-family homes at this location presents few incompatibilities to surrounding uses. The layout provides relevant transitions in scale and intensity. The landscaping

and open space on the site plan exceed minimum requirements and are relevant tools for buffering, screening and aesthetics. Per LDC Section 303, since the setbacks along the roadway frontages are designated as open space, the project will be required to provide 25' wide Type "C" landscaping buffers along Crews Lake Drive and Yarborough Lane. Additionally, the applicant plans to install additional landscaping with Type "C" buffers adjacent to the vacant pasture to the west. Approximately 23% (68.95 acres) of buffers, open space, and recreation areas are provided (*Exhibit 8*). Stormwater facilities will be used to meet open space requirements and will also have Type "C" landscaping and pedestrian connections. Wetland buffers may be counted towards open space if a 25-foot setback is maintained throughout the entire buffer.

To the east, Touchstone Residential has 562 single-family units on a 40', 50' and 60' wide lots with the minimum lot size of 4,800 sq. ft and a density at 3.58 DU/AC (LDPD-2021-17). Wind Meadows South is constructing 835 single-family homes on 50' wide minimum lot sizes in the City of Bartow at a density of 3.05 DU/AC. To the west, you find larger lot sizes. Crews Lake Woods and other subdivisions, have lots ranging from 140 feet to 175 feet wide and densities 0.51 to 0.99 DU/AC. Further west, Treymont subdivision consists of 190 single-family homes on 80' wide lots (PD 04-14) and a density of 2.54 DU/AC.

According to the binding site plan, layout and placement is intentional where proposed lots are located next to similar existing sized lots (*Exhibit 11*). The larger 130-foot-wide lots are next to Crews Lake Woods and subdivisions with similar lot sizes and densities ranging from 140 to 175-foot wide. The smaller 50-foot-wide lots are across from 50-foot-wide lots in a new residential subdivision to the east. That subdivision offers even smaller sizes at 40 feet wide. Additionally, the layout of the site incorporates Crews Lake and its associated wetlands. The layout, in addition to landscaping, open space, and retention areas, provides natural gradients, relevant transitions, and avoids abrupt or severe differences in scale and intensity from the larger to smaller sized lots.

Per LDC Section 303 requires that for every ten (10) units on lots less than 55' wide, one (1) additional parking space is required in addition to the standard two spaces per dwelling in Section 708. There are 678 single-family units on 50' wide lots. A total of 113 spaces has been provided for guest parking with 38 clustered parking spaces located throughout Areas B-E (*Exhibit 6*). Based on the site plan, the request meets this requirement.

Based on the submitted amenity plan (*Exhibit 7*) the Planned Development proposes fifteen (15) different amenities including a clubhouse and pool (Type IV), pickleball courts (Type III), and a tot lot (Type II). The number of Type I-IV amenities provided are well above the minimum amenity points required outlined in LDC Section 303.

B. Infrastructure:

According to 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."

The proposed development will take advantage of the many public investments into growth in the area and develop in greater conformance with current development standards that were not in place

when some of the surrounding properties were developed. The Lakeland Highlands area has greatly expanded with single-family homes over the past thirty years. From a larger perspective, the site is surrounded by similar sized single-family subdivisions and is one of the last large residentially designated sites to be developed in the Highlands, essentially rendering this request as infill. Current trends indicate residential development will continue to expand south and merge toward Bartow's city limits.

Staff found that this development scored 30 points based on LDC Table 3.3, Location Eligibility Score for RL, which permits up to five dwelling units per acre on the entirety of the property. However, the proposed request is 2.74 dwelling units per acre in its entirety, which only requires 10 points.

The proposed development is compatible with existing infrastructure. It has frontage on two Urban Collector roadways with close access to County Road 540A and US 98. New sidewalks are available along Yarborough Lane, and a mass transit stop is about one mile to the east of the site on US 98. The applicant will install sidewalks along their frontage on both Crews Lake Drive and Yarborough Lane. Connections to water and wastewater are available to the subject site and reclaimed water is available to the west on Crews Lake Drive. The SWRUSA has more than adequate capacity to serve the proposed 747-unit development with the wastewater treatment facility planning to undergo control system upgrades. The fire rescue station will relocate to a new larger facility and combine operations with the City of Bartow. There are overlapping school districts to serve the site which may soon change with the comprehensive rezoning for all school district maps. There are two community and regional parks nearby just over one (1) mile walking distance of the property.

Nearest Elementary, Middle, and High School

There are multiple schools zoned for the entire property. Most of the site is zoned for Spessard Holland Elementary, Lakeland Highlands Middle, and George Jenkins Senior High. Per Policy 3.603-B2 of the Comprehensive Plan, the uniform school district-wide level-of-service (LOS) standards are established as a percent of Florida Inventory of School Houses (FISH) capacity.



Spessard Holland Elementary

The schools zoned for the site today are expected to change. The Polk County School Board is undergoing a comprehensive rezoning of all school district maps. Currently, the school district is rethinking all high school boundaries and is requesting public input. Should the new boundaries be adopted next school year, the project would be entirely zoned for George Jenkins Senior High School.

By the time buildout should occur and the subdivision is platted, elementary and middle school zones may also be adjusted by the School Board. According to the School Board's 5-year Capital Improvement Plan (CIP), Southwest Middle (adjacent zone to Lakeland Highlands Middle) is rolling out 297 new stations. Floral Ave Elementary (adjacent zone to Spessard Holland Elementary) will provide 350 new stations by the 2027-2028 school year.

These additional capacities for adjacent zones and district boundary changes in the near future will provide better clarification on student allocation. Table 2, to follow, illustrates the driving distances from the site to the zoned schools, in addition to the annual estimated student demand generated.

Table 2

Name of School	*Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
Spessard Holland Elementary	157	93%	± 2.2 miles driving distance
Valleyview Elementary		83%	± 1.4 miles driving distance
Lakeland Highlands Middle	66	84%	± 4 miles driving distance
Bartow Middle		79%	± 7.5 miles driving distance
George Jenkins Senior High	108	89%	± 2.5 miles driving distance
Bartow Senior High		66%	± 6.9 miles driving distance

Source: Polk County School Board, GIS, Google Maps

* Student allocation to be determined

The applicant will be required to apply for a binding school capacity determination at the time of the Level 2 Review submittal. Student allocation is to be determined at that time. Should any of the other schools exceed capacity at the time of the Level 2 Review, a review of nearby schools will be performed in order to locate placement for students.

Nearest Sheriff, Fire, and EMS Station

Both fire and EMS response to this project is from Polk County Fire Rescue Station 28, located at 4104 Clubhouse Road in Lakeland. The travel distance is about 2.4 miles with an average response time of 8-10 minutes. Planning is underway to combine Fire Station 27 and the City of Bartow for a new joint station located near the intersection of Smith Lane and E.F. Griffin Road. Once completed, the existing Fire Station 28 will relocate to this new location. The new location will increase the travel distance to about 3 miles with an estimated response time of 9-11 minutes. Six (6) new fire hydrants have been installed along Yarborough Lane and will be activated once utility infrastructure is solidified. Fire Code requires hydrant spacing not to exceed 500’ on each side of the street, and similar to other developments, this project will be required to install new hydrants internal to the site.

Sheriff’s response to the site is served by the Southwest District (SW), located at 4120 US 98 South in Lakeland. The response times for SW were: P1 – 9:21 minutes; P2 – 25:28 minutes. Priority 1 Calls are considered to be 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

	Name of Station	Distance	Response Time*
Sheriff	Southwest District Command (4120 US 98 S, Lakeland)	±3.9 miles	P1: 9:21 P2: 25:28
Fire/EMS	Station #28 (4104 Clubhouse Road, Lakeland)	±2.4 miles	8-10 minutes

Source: Polk County Sheriff's Office & Polk County Fire Rescue Response Times for October 2025

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

Water and Wastewater Demand and Capacity:

Water, wastewater, and reclaimed water services are serviced by the SWRUSA for potable water, wastewater, and reclaimed water. There are new 10-inch water main and new wastewater lines which extend south along the right-of-way of Yarborough Lane. These lines are currently being looped through the Touchstone Residential development to the east. There is an 10-inch wastewater line (force main) on Crews Lake Drive. A new lift station is anticipated to be provided for the development. The nearest reclaimed water line is a 12-inch line about ¼ mile to the west on Crews Lake Drive. Other than line extensions, no off-site improvements are anticipated. There are 14' public utility and drainage easements along Yarborough. There is line capacity and plant capacity to serve the proposed single-family development.



Pollard Road Water Treatment Facility

A. Estimated Demand and Service Provider:

A single-family dwelling is estimated to generate 360 gallons per day (GPD) for water and 270 GPD for wastewater. Table 4, to follow, provides generalized estimates of the anticipated water and wastewater demands. Maximum densities permitted if the PD were to acquire all locational criteria points allow up to five (5) units per acre in the ±237.9-acre upland UGA portion and up to seven (7) units per acre in the ± 10.8-acre TSDA portion. Based on Polk County concurrency calculations, proposal is estimated to generate 268,920 GPD of potable water and 201,690 GPD of wastewater.

Table 4

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted	Maximum Permitted with PD Bonus Points	Proposed Plan
248.2 ± upland acres RL-1 0.5 ± acres RL-2			
Permitted Intensity	249 single-family dwelling units	1,265 single-family dwelling units	747 single-family dwelling units
Potable Water Consumption (GPD)	89,640 GPD	455,400 GPD	268,920 GPD
Wastewater Generation (GPD)	67,230 GPD	341,550 GPD	201,690 GPD

Source: Polk County Concurrency Manual & Polk County Utilities

Single-family residential Consumption/Generation numbers are based on the most intense use allowed in the district at 360 GPD/unit for water consumption and 270 GPD/unit for wastewater generation.

B. Available Capacity:

The Southwest Public Water System is permitted for 6,780,000 GPD of water capacity. The current flow is at approximately 65% of capacity (4,436,000 GDP). The Southwest Regional Wastewater Treatment Facility is permitted to treat 4,000,000 GPD. The current flow is approximately 56% of the capacity (2,238,000 GPD). Both water and wastewater systems have enough capacity to serve development at its current rate for the next 20 years.

C. Planned Improvements:

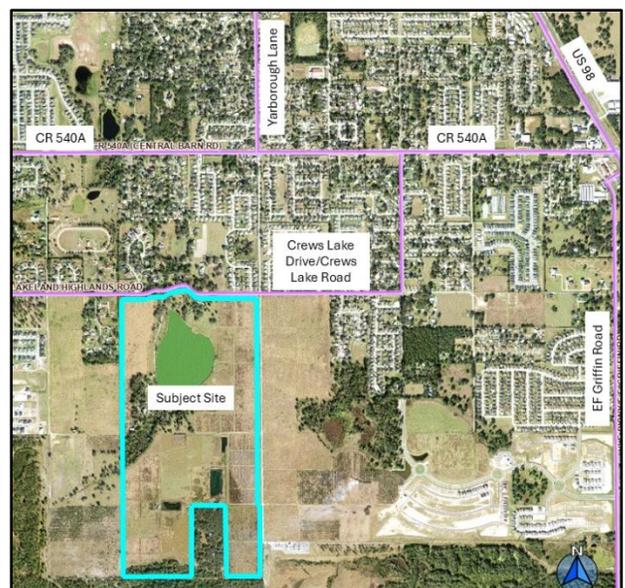
New extensions for potable water and wastewater services are within the right-of-way on Yarborough Lane. These new lines include a 10-inch potable water main, 12-inch gravity line and 12-inch force main extend approximately 0.70 miles south. The development may be required to extend these lines further south to accommodate the entire project. There is also a new private lift station that is currently being installed within the Touchstone Residential Community Development District (CDD). The nearest reclaimed water line is a 12-inch line about ¼ mile to the west of the site along Crews Lake Drive. The extension of this line may be required pursuant to Section 702.G of the LDC.

The Southwest Regional Wastewater Treatment Facility (SWRWWTF) plans to upgrade their current centrifuge dewatering units with permanent dewater facilities and new network and control systems. According to the CIP Utilities summary from July 2025, the project is currently under preliminary design and development stages. Both water and wastewater systems have enough capacity to serve development at their current rate for the next 20 years

Roadways/ Transportation Network

The surrounding roadway network is comprised of Crews Lake Drive (Road No. 942102), Yarborough Lane (Road No. 942213), and CR 540A (Road No. 931302), which are County maintained Urban Collector roadways monitored for concurrency by Polk County Transportation Planning Organization (TPO). Three access points onto Yarborough Lane and one access point onto Crews Lake Drive have been identified on the site plan. The portion of Yarborough Lane extending south of Crews Lake Drive is not currently tracked for concurrency as it was a privately maintained roadway. However, the County is currently under agreement to take ownership over this roadway.

Recent improvements to Yarborough Lane are evident, which brought the roadway to Urban Collector standards including 60 feet of ROW and 24 feet of pavement width. Additional sidewalks will be required along the project’s roadway frontage as well as 20 feet of ROW dedication along Crews Lake Drive. When heading eastbound on Crews Lake Drive, there is a new dedicated right turn lane onto Yarborough Lane. Due to the estimated Average



Annual Daily Trips (AADT), the PD will require a major traffic study to be assessed during Level 2.

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-1 and RL-2 land use districts with a Planned Development.

A. Estimated Demand:

The proposed development is expected to generate 5,834 AADT and 747 PM Peak hour trips. Table 5, to follow, shows the traffic that is projected for the proposed 747 lot single-family development versus what would be permitted by right without the PD process and what the maximum could be with a Planned Development, according to Section 303 of the LDC.

Table 5

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted	Maximum Permitted with PD Bonus Points	Proposed Plan
248.2 ± upland acres RL-1 0.5 ± acres RL-2			
Permitted Intensity	249 single-family dwelling units	1,265 single-family dwelling units	747 single-family dwelling units
Average Annual Daily Trips (AADT)	1,945	9,880	5,834
PM Peak Hour Trips	249	1,265	747

Source: Source: Polk County Concurrency Manual

Appendix C of the LDC requires all developments generating more than 750 average daily trips to conduct a major traffic study. The biggest impacts will be revealed as the housing units are developed and occupied. Based on the Polk County concurrency manual, about 471 trips (63%) are expected to enter the development while approximately 276 trips (37%) are expected to exit the site during the busiest driving periods. A very high percentage of this traffic will likely flow north on Yarborough to reach CR 540A because it is likely the fastest route of travel, and there are no commercial uses such as grocery, services, or employment immediately west on Crews Lake Drive. The closest grocery is on Clubhouse and US Highway 98 at the Highland City Town Center, just over two (2) miles to the north. There is also a hospital, Bartow Regional Medical Center, about 4.5 miles away on US Highway 98.

B. Available Capacity:

Three access points onto Yarborough Lane and one access point onto Crews Lake Drive (Road No. 942102) have been identified on the site plan. Table 6, to follow, shows that there is limited traffic capacity available to support development in this area based on generalized data. Link # 8082 has the capacity to support 790 peak hour trips and the capacity to assimilate 585 trips before this link’s Level of Service (LOS) is degraded. Link # 4162 has the capacity to support 1,800 peak hour trips and the capacity to assimilate 759 trips before the LOS is degraded.

Crews Lake Drive is currently operating at a “C” LOS with minimum LOS standard “D.” 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).

The peak hour traffic conditions at full buildout will be significant. It is important to note that the County’s roadway network is greatly expanding with new roadways coming online, such as Yarborough Lane. Single-family developments take many years to completely build out. There is time for future road improvements to be programmed in the interim. Moreover, a development of this size will likely be developed in smaller phases. If it were a multifamily project, the effect would be more immediate. Single-family home sales fluctuate with market conditions. The recent rise in the Federal Reserve’s lending rates has slowed home buying somewhat. It is anticipated that the pace of single-family growth will slow in the upcoming years.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
8082E	Crews Lake Drive From: CR 540A To: CR 540A	C	539	D
8082W	Crews Lake Drive From: CR 540A To: CR 540A	C	528	D
4162E	CR 540A (Central Barn Road) From: CR 37B (Lakeland Highlands Road) To: US 98	C	759	D
4162W	CR 540A (Central Barn Road) From: US 98 To: CR 37B (Lakeland Highlands Road)	C	759	D
8098N	Yarborough Lane From: CR 540A To: CR 540 (Clubhouse Road)	C	643	D
8098S	Yarborough Lane From: CR 540 (Clubhouse Road) To: CR 540A	C	637	D
4040E	CR 540 (Clubhouse Road) From: CR 37B (Lakeland Highlands Road) To: US 98	C	284	D
4040W	CR 540 (Clubhouse Road) From: US 98 To: CR 37B (Lakeland Highlands Road)	C	263	D
4038N	CR 37B (Lakeland Highlands Road) From: CR 540A To: Lake Miriam Drive	C	834	D
4038S	CR 37B (Lakeland Highlands Road) From: Lake Miriam Drive To: CR 540A	C	795	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database 2025

It is important to note that the traffic analysis provided is a snapshot in time. The single-family residential to the east, Touchstone, was approved for 562 single-family units in 2021. After four years, the development is still under construction after receiving Level 2 approval, and the Roadway Network Database will reflect these new trips once the development has been completed. As previously mentioned, the applicant will need to demonstrate traffic concurrency has been satisfied with any roadway improvements once they submit for Level 2 to address any potentially impacted segments or traffic links.

C. Roadway Conditions:

Crews Lake Drive is an Urban Collector planned for 5,700 AADT. A new Type III intersection was installed heading eastbound on Crews Lake Drive with a deceleration right turn lane onto Yarborough Lane. The roadway has 40’ of ROW and a pavement width of 22’. LDC Section 705 requires development sites to dedicate or deed additional right-of way from the centerline of the

existing County road along the entire frontage of the development site at a width of 40 feet from the centerline of two (2) lane collector roads. Therefore, the project will need to dedicate 20' of ROW on Crews Lake Drive.

Yarborough Lane was recently widened and paved south of Crews Lake Drive to provide two access points for the residential subdivision to the east. The roadway will be under County ownership and now has 50' of ROW and a pavement width of 24', meeting Urban Collector standards.

D. Sidewalk Network:

Five (5) foot wide sidewalks were installed along the eastern portion of Yarborough Lane. Given the proximity to Spessard Elementary, the project will be required to incorporate new sidewalks along Crews Lake Drive and the western portion of Yarborough Lane to ensure adequate pedestrian connections. There are sidewalks along both sides of CR 540A which allows pedestrian traffic to reach the nearby retail shops and elementary school.

E. Planned Improvements:

Yarborough Lane has been paved approximately 2,000 feet beyond Touchstone's southernmost entrance in order to facilitate future connections to the transportation network. This includes a future alternative connection to the Wind Meadows South subdivision in the City of Bartow.

F. Mass Transit:

The nearest mass transit route is the Citrus Connection Transit Route stop (Route 22XL "Silver Express") with the closest stop being Stop #699 approximately 1.3 miles from the subject site. The existing sidewalk network along CR 540A allows for pedestrian traffic from the proposed PD to access the Citrus Connection transit network.



Park Facilities and Environmental Lands:

The closest park to the subject property is Highland City Senior Field, which is approximately 1.08 miles directly north, and consists of a lighted baseball and softball field and concession stand. There are no environmental lands abutting the site, the closest environmental site is the Lakeland Highlands scrub about ½ miles to the west. There are no conservation easements on the property.

A. Location:

The closest park to the subject property is Highland City Senior Field at 5901 Strickland Avenue, approximately 1.08 miles north. There are sidewalks and crosswalks at signalized intersections

along CR 540A and Strickland Ave to allow for safe pedestrian access. Further north is Highland City Park located at 3930 Ball Park Road, approximately 1.52 miles north.

B. Services:

Highland City Senior Field consists of a lighted baseball and softball fields and a concession stand. There are also picnic tables. Highlands City Park has two little league fields. There is also a playground with a covered area, a pavilion and basketball courts.

C. Multi-use Trails:

The Fort Fraser Trail is designated as a multi-use trail under the TPO 2035 Multimodal Plan. The route is shown to run parallel to and along the east side of US 98 north of Bartow. The Fort Frasier Trail is an asphalt paved trail accommodating walkers, joggers, and bikers. The trail also has access into Circle-B-Bar Reserve.

D. Environmental Lands:

The Lakeland Highlands Scrub is south of 540A along end of Lakeland Highlands Road about 1 ½ miles to the west of the site. The Lakeland Highlands Scrub is a compilation of diverse natural communities that include scrub, xeric hammock, dry prairie/scrub, dry prairie/scrubby flatwoods, baygall, basin marsh, depression marsh, and a basin swamp. There is also pasture and rural areas, and some of the basin marsh and basin swamp is disturbed. Several federally listed plants and animals are present on the property, including pygmy fringe tree, nodding pinweed, hairy jointweed, sand skink, eastern indigo snake, and the Florida scrub-jay.

Lake Hancock conservation area is located about 1.81 miles east of the subject site and held in a conservation easement by the Southwest Florida Water Management District (SWFWMD).

E. Planned Improvements:

Staff has not identified any planned improvements to the County parks near the subject site.

Environmental Conditions

There are no significant environmental limitations on this property that will likely preclude the development as requested. A large 27.96-acre surface water feature, known as Crews Lake, spans the northern portion of the site. Associated wetlands and flood zones are found throughout the site which will cluster units on the upland portions of the site. Elevations vary with the highest points along Yarborough Lane and 201 feet on the south westernmost portion of the site. The general topography of the subject property slopes downward toward Crew Lake. Eleven (11) soil types are found throughout the 300-acre property. The majority of the soils are well drained including Tavares fine sand and Apopka fine sand and pose few limitations to development. An unmonitored bald eagle's nest is less than 100 feet from the southern property boundary according to the EagleWatch Inventory (Nest ID # PO168a). Appropriate buffers will have to be maintained from the nest pursuant to federal and state laws.

A. Surface Water:

The property is located in the Saddle Creek drainage basin, which is considered a “closed” drainage basin. Per LDC Section 740, new storm water facilities and drainage structures in closed drainage basins shall be designed and constructed to meet LOS I standards. Therefore, these storm water management systems need to have the ability to handle the 100-year, 24-hour storm event. Crews Lake is located on the northern portion of the subject site and is approximately 27.96 acres, measured from the ordinary high-water line (OHWL). Three man-made ponds can be seen sometime after 2017 on the southern portion. Sheet flow from the site varies with the majority of the water collecting in the wetland and flowing into Crews Lake.



Crews Lake

B. Wetlands/Floodplains:

The site is located within a flood hazard area associated with the Crews Lake floodplain. The site has different elevations with the highest being 201 feet on the southwestern most portion. The site generally slopes toward Crews Lake.

There are wetlands onsite which consist of existing forested trees and small ditch extending from the southwestern shoreline of Crews Lake. The associated wetland continues offsite in the southwest direction.

C. Soils:

The site is comprised of a multitude of different soils. Most of the property has well drained soils including Tavares fine sand, Apopka fine sand, and Arents, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Each sand type has few limitations and properties as they relate to development and septic tanks. Severe or moderate limitations are associated with septic tank absorption fields due to wetness and poor filtration. The limitation on septic tank absorption fields 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. Development of the site will be connected to public water and wastewater services, so this limitation is negligible.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% Of Site (approximate)
Tavares fine sand	Moderate: wetness	Slight	21.0
Candler sand	Slight	Slight	11.4
Fort Meade sand	Slight	Severe: flooding, wetness, shrink-swell	12.8
Arents	Not rated	Not rated	14.0
Apopka fine sand	Slight	Slight	16.2
Samsula muck	Severe: ponding, low strength	Severe: ponding, poor filter	0.8
Smyrna and Myakka fine sands	Severe: wetness, poor filter	Severe: wetness	1.1
Pomello fine sand	Severe: wetness, poor filter	Moderate: wetness	0.7
Placid and Myakka fine sands	Severe: ponding, poor filter	Severe: ponding	6.5
Adamsville fine sand	Severe: wetness, poor filter	Moderate: wetness	2.0
Basinger mucky fine sand	Severe: ponding, poor filter	Severe: ponding	4.6
Water (Crews Lake)	N/A	N/A	8.9

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

Samsula muck, Smyrna and Myakka fine sands, and a portion of Adamsville fine sand are on the southern portion of the property which is dedicated as open space and should not be disturbed. Basinger mucky fine sand and Pomello fine sand are associated with the wetland that will be preserved traveling southwest off of Crews Lake. Fort Meade sand is found throughout the surrounding area including the development of the neighboring property The Crews Lake Woods subdivision directly to the west. The sand is considered well drained and has more than 80 inches to reach the water table. The general topography of the subject property slopes downward toward Crew Lake from the northeast, central and southwest corners with elevations varying from 148 feet to 201 feet, according to the Polk County GIS data viewer.

D. Protected Species:

According to Polk County Endangered Habitat Maps, the PD is not located within a one-mile radius of an endangered species sighting. (Source: Florida Natural Areas Inventory, 2002, 2006 & 2011). An unmonitored bald eagle nest is under 100 feet to the south of the property per the Audubon EagleWatch Inventory Viewer (Nest ID # PO168a). Appropriate buffers will have to be maintained from the nest pursuant to federal and state laws. Staff is recommending, prior to site clearing or grubbing, the applicant 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:

There are no known archaeological or historical sites on the proposed development, according to the Secretary of State's Department of Historical Resources Florida Master Site File.

F. Wells (Public/Private):

There are private wells located on the property as well as irrigation connections to Crews Lake that were used when portions of the site were used for agricultural purposes. These wells will be closed in accordance with the Southwest Florida Water Management District's requirements.

G. Airports:

The site is not within the buffer zone of any municipal airport. The closest aviation facility is Bartow Medical Center's Heliport about 2.87 miles to the south and Bartow Executive Airport about 5.8 miles to the east. The site is not located within Bartow Airport's flight path or height restriction buffer zones.

Economic Factors:

This proposed PD will encompass vacant tracts along the south side of Crews Lake Drive and meet the growing demand for additional housing for current and future Polk County residents. A diversity of housing types helps maintain a strong community, and the site is within a suburban area consisting of site-built subdivisions. The Lakeland Highlands area of the County has experienced significant growth over the past few decades with the cost of single-family dwellings selling at a premium that reflects its current desirability. The site is approximately 1.75 miles west of US Highway 98. Urban level services including but not limited to potable water, wastewater, mass transit, nearby schools, and parks make this area an attractive place to live.

For Polk County, the number of proposed homes represents a return on the investment in local roadways, potable water, and wastewater services. The sewer availability makes this project feasible. Without it, lot sizes would not be permitted to be smaller than 10,890 square-feet per Health Department regulations. The housing market in Polk County is strong, and the housing trend has been for bigger houses on smaller lots.

Consistency with the Comprehensive Plan and Land Development Code:

The site is located within the Urban Growth Area (UGA) and Transit Supportive Development Area (TSDA). The TSDA is an area "where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed-use development," according to POLICY 2.104-A of the Comprehensive Plan.

There are public water and wastewater services available for the proposed development. There are mass transit services available in the area as well as sidewalks that connect the residents to both shopping and recreational areas within a comfortable walking distance. A major traffic study will need to be submitted at the time of the Level 2 Review to identify the traffic links that may be impacted because of the request, and improvements to be made by the developer. Public safety facilities are at urban service levels with existing and new facilities under development within close proximity.

The proposed 747 lot single-family development is consistent with the Comprehensive Plan; specifically, POLICY 2.120-C1, where residential development is permitted both in the RL-1 and RL-2 future land uses with up to five (5) dwellings per upland acre in the UGA depending on design and location.

Table 8, to follow, provides an analysis of the proposed request when compared to typical policies of the Comprehensive Plan 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>The proposed 747 single-family development with supportive amenities and recreational uses is compatible with neighboring properties and there is adequate infrastructure to support it as well. The proposed PD is surrounded on three sides by residential land use districts. This development borders a more intense residential development with 40', 50' and 60' wide lots to the east and a single-family subdivision with 175' wide lots to the west. The site plan provides adequate scaling of these intensities by incorporating significant buffers, appropriate lot sizing, 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 site is in an area intentionally planned for urban development. The site is located where potable water, wastewater, and reclaimed water services are available and have capacity.</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>The request is in an area with urban level services, including public water and sewer and has 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.</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>The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it.</p>

Comprehensive Plan Policy	Consistency Analysis
<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>The subject property is located within an area of the County that has adequate public safety services as identified in the staff report. A larger new fire rescue station is undergoing planning stages at the intersection of E.F. Griffin Road and Smith Lane, which will be within three miles of the site.</p>

This request is consistent with the Land Development Code. The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 9 in accordance with Section 906.D.7 of the Land Development Code.

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;	<i>Yes, this request is consistent with the LDC, specifically Sections 906.D, 303, 705 and Section 709.</i>
Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;	<i>Yes, this development is consistent with the Comprehensive Plan as it meets the density requirements.</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 9-12 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>This request will require concurrency determinations from utilities, the School Board, and TPO. The impact on public services can be found in the analysis found in the staff report.</i>

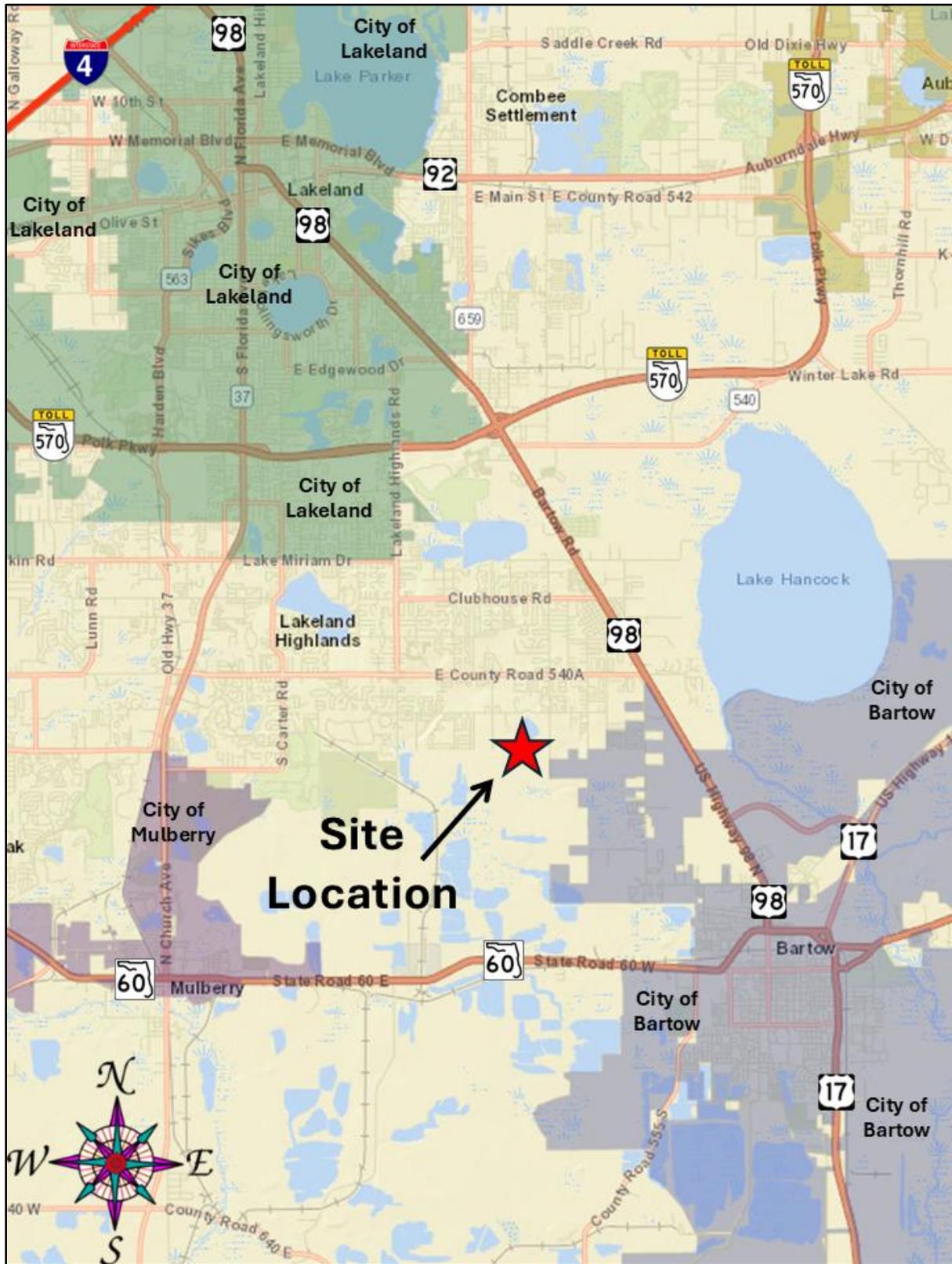
Comments from other Agencies:

School Board

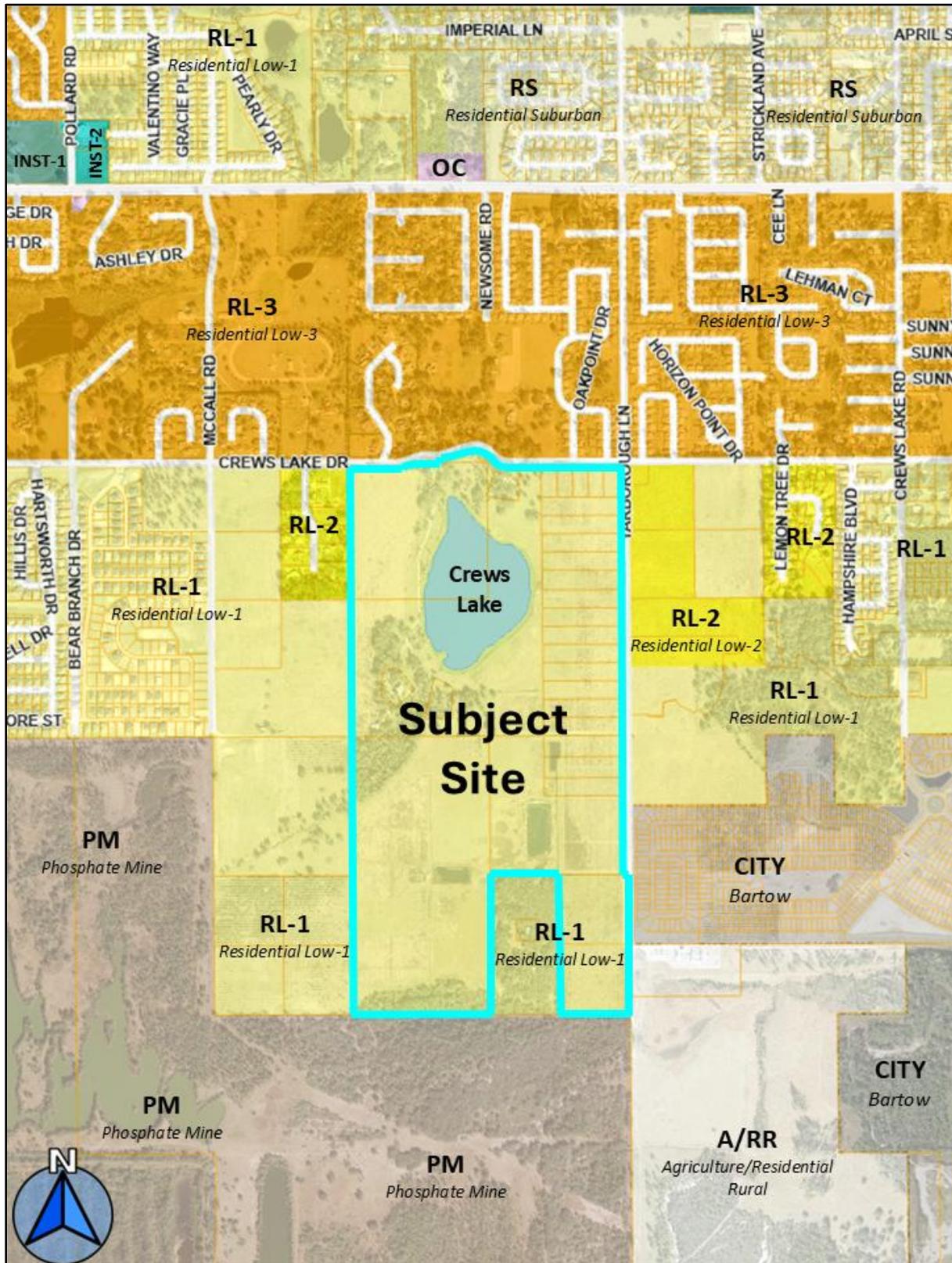
This project will result in a demand for additional school student stations. Staff encourages the applicant to submit a non-binding concurrency application for the proposed development. If the request is approved, the development will need to apply for a binding school capacity determination letter prior to receiving Level 2 approval.

Exhibits

- Exhibit – 1 Location Map
- Exhibit – 2 Future Land Use Map
- Exhibit – 3 2025 Satellite Image (Context)
- Exhibit – 4 2025 Satellite Image (Close-up)
- Exhibit – 5 2025 Satellite Image with Site Plan Overlay
- Exhibit – 6 Site Plan
- Exhibit – 7 Amenity Plan
- Exhibit – 8 Open Space Plan
- Exhibit – 9 Typical Lots
- Exhibit – 10 List of Parcels
- Exhibit – 11 Compatibility Map



Location Map



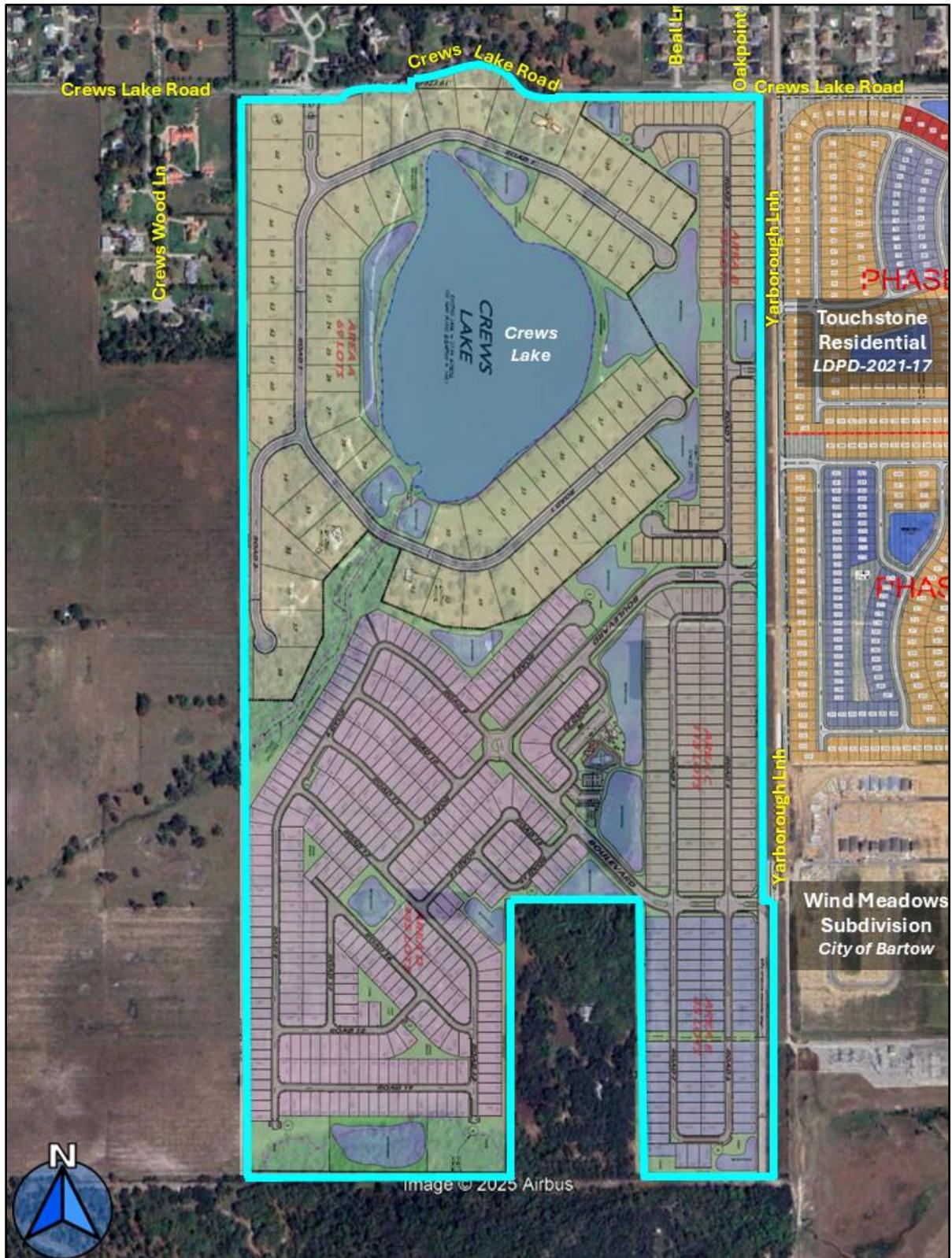
Future Land Use Map



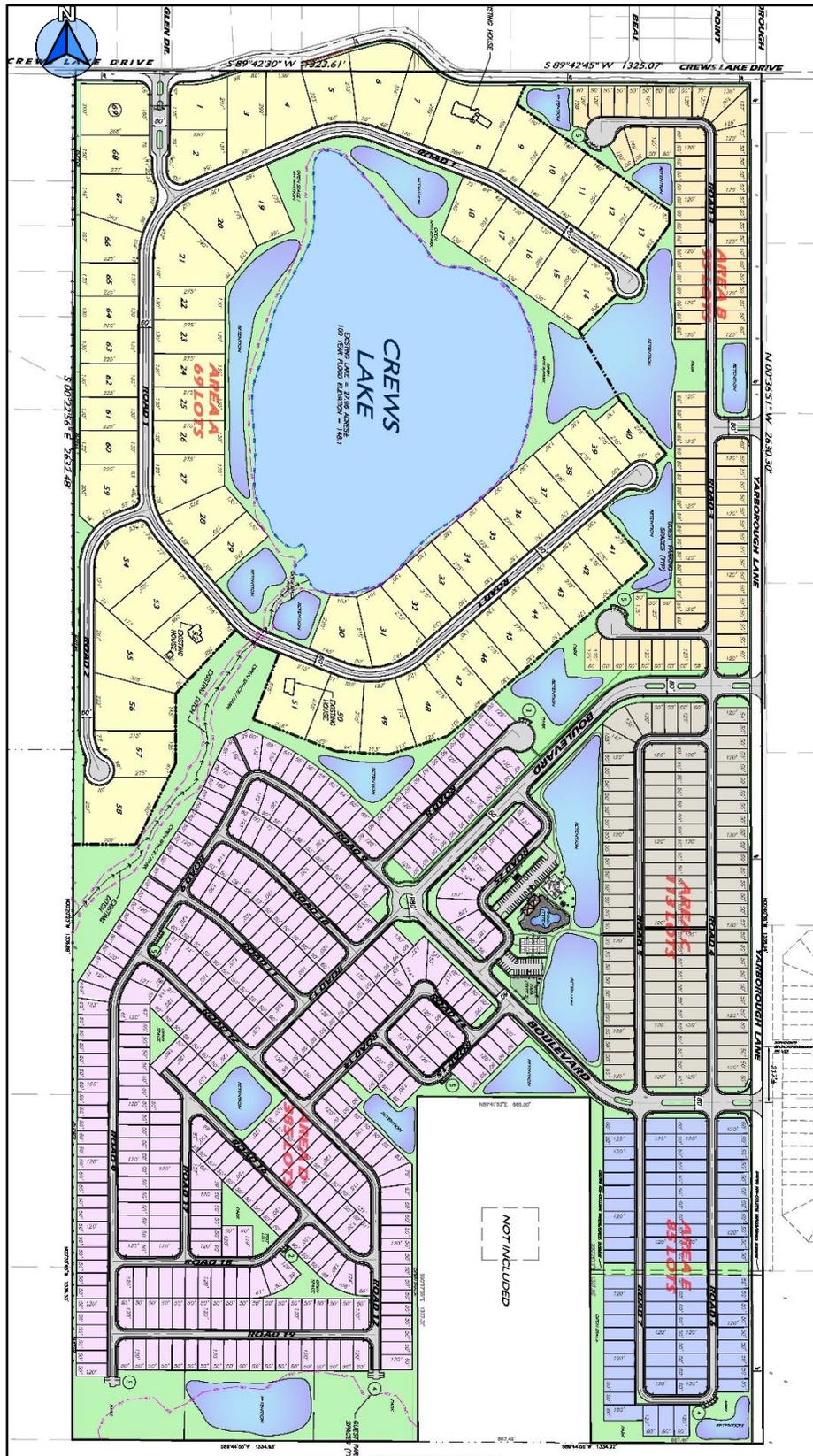
2025 Satellite Photo (Context)



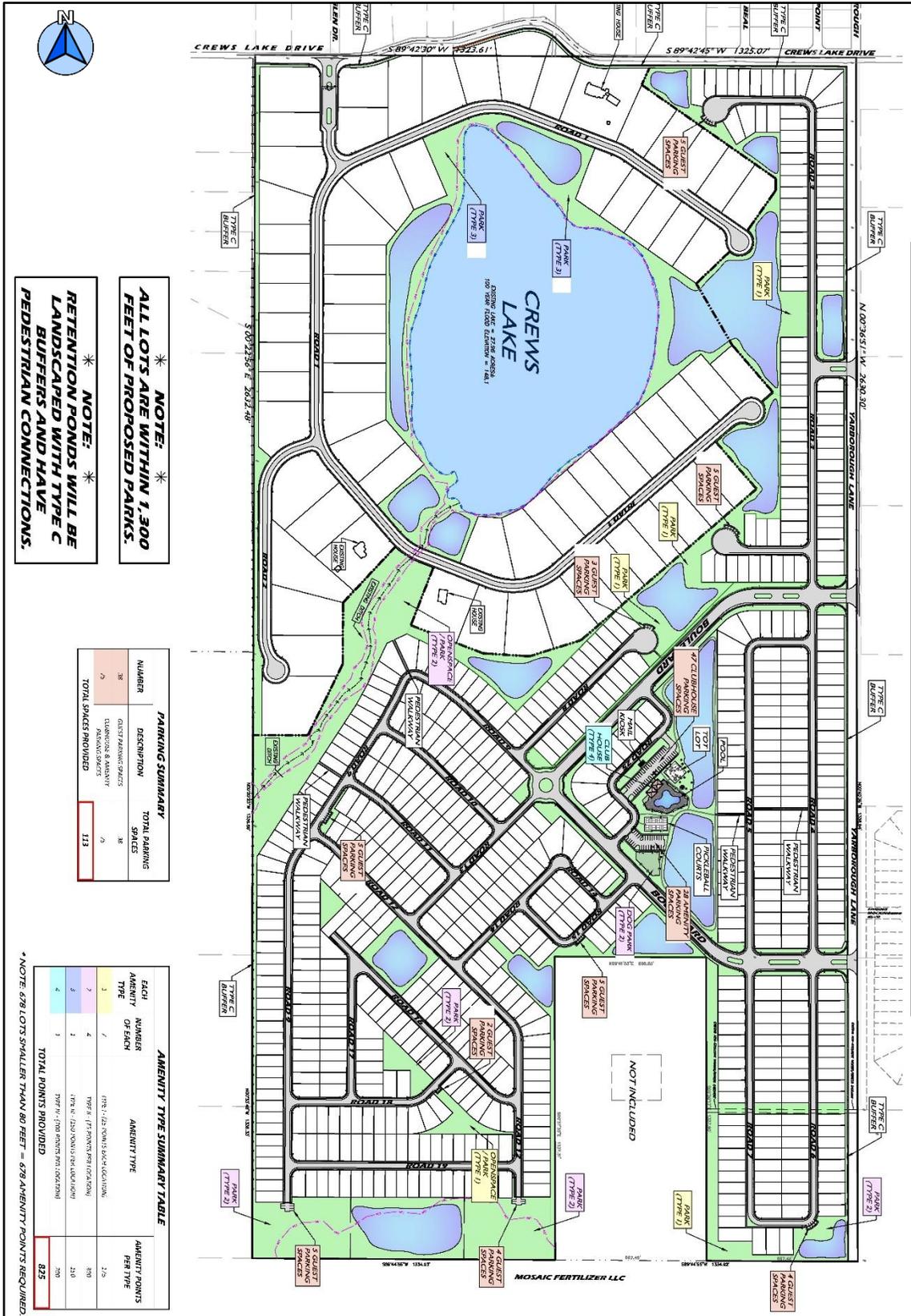
2025 Satellite Photo (Close-up)



2025 Satellite Image with Site Plan Overlay



Site Plan



NOTE: * ALL LOTS ARE WITHIN 1,300 FEET OF PROPOSED PARKS.

NOTE: * RETENTION PONDS WILL BE LANDSCAPED WITH TYPE C BUFFERS AND HAVE PEDESTRIAN CONNECTIONS.

PARKING SUMMARY

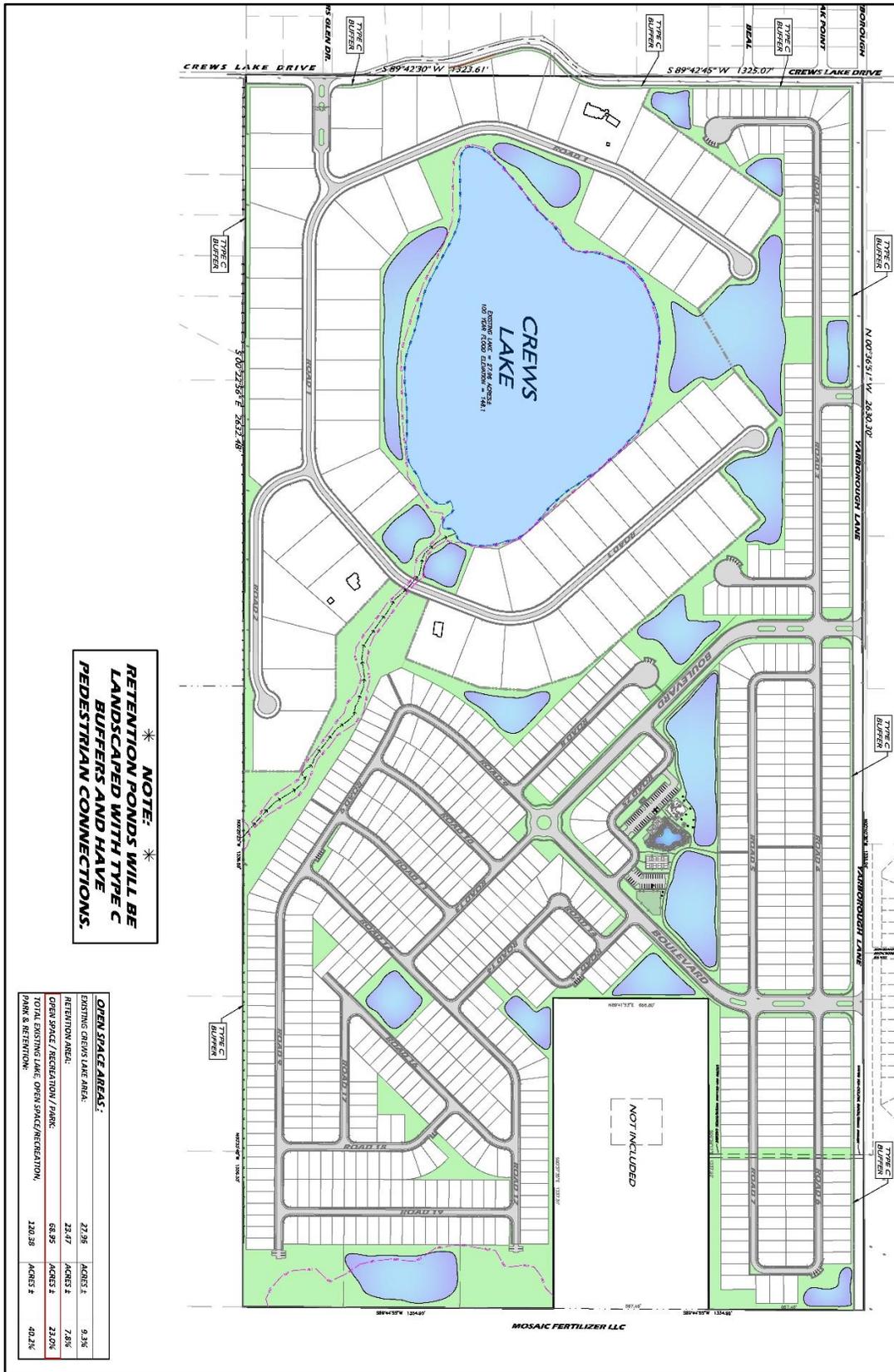
NUMBER	DESCRIPTION	TOTAL PARKING SPACES
28	GUEST PARKING SPACES	28
7/5	CLUBHOUSE & MANAGER PARKING SPACES	7/5
	TOTAL SPACES PROVIDED	113

AMENITY TYPE SUMMARY TABLE

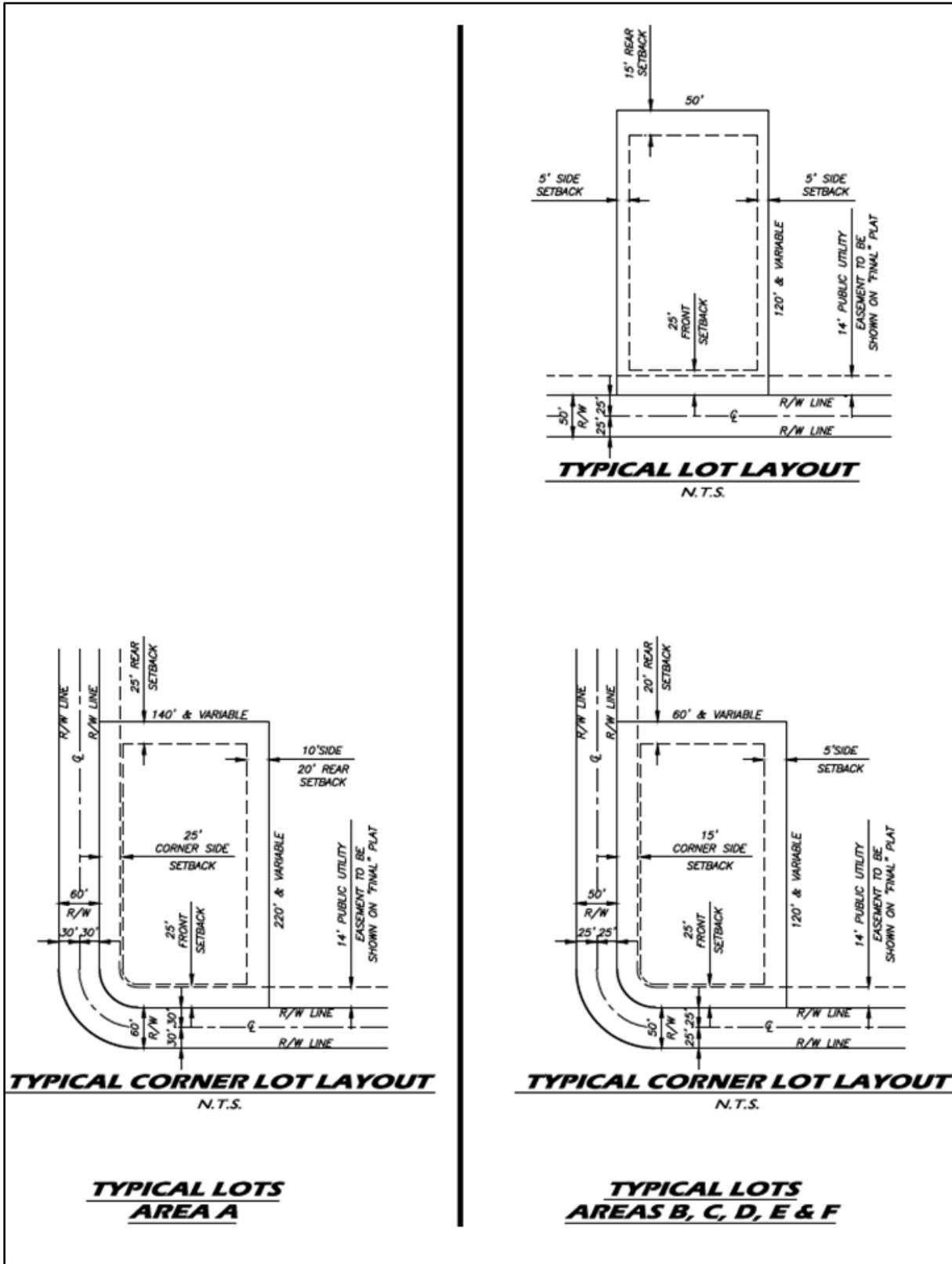
EACH NUMBER AMENITY OF EACH	AMENITY TYPE	AMENITY POINTS PER TYPE
1	TYPE 1 - 125' ROUND SIGN (CLOCKWISE)	2/5
2	TYPE 2 - 175' ROUND SIGN (CLOCKWISE)	3/0
3	TYPE 3 - 125' ROUND SIGN (CLOCKWISE)	2/0
4	TYPE 4 - 175' ROUND SIGN (CLOCKWISE)	3/0
	TOTAL POINTS PROVIDED	825

* NOTE: 678' LOTS SMALLER THAN 80 FEET - 678' AMENITY POINTS REQUIRED

Amenity Plan



Open Space Plan



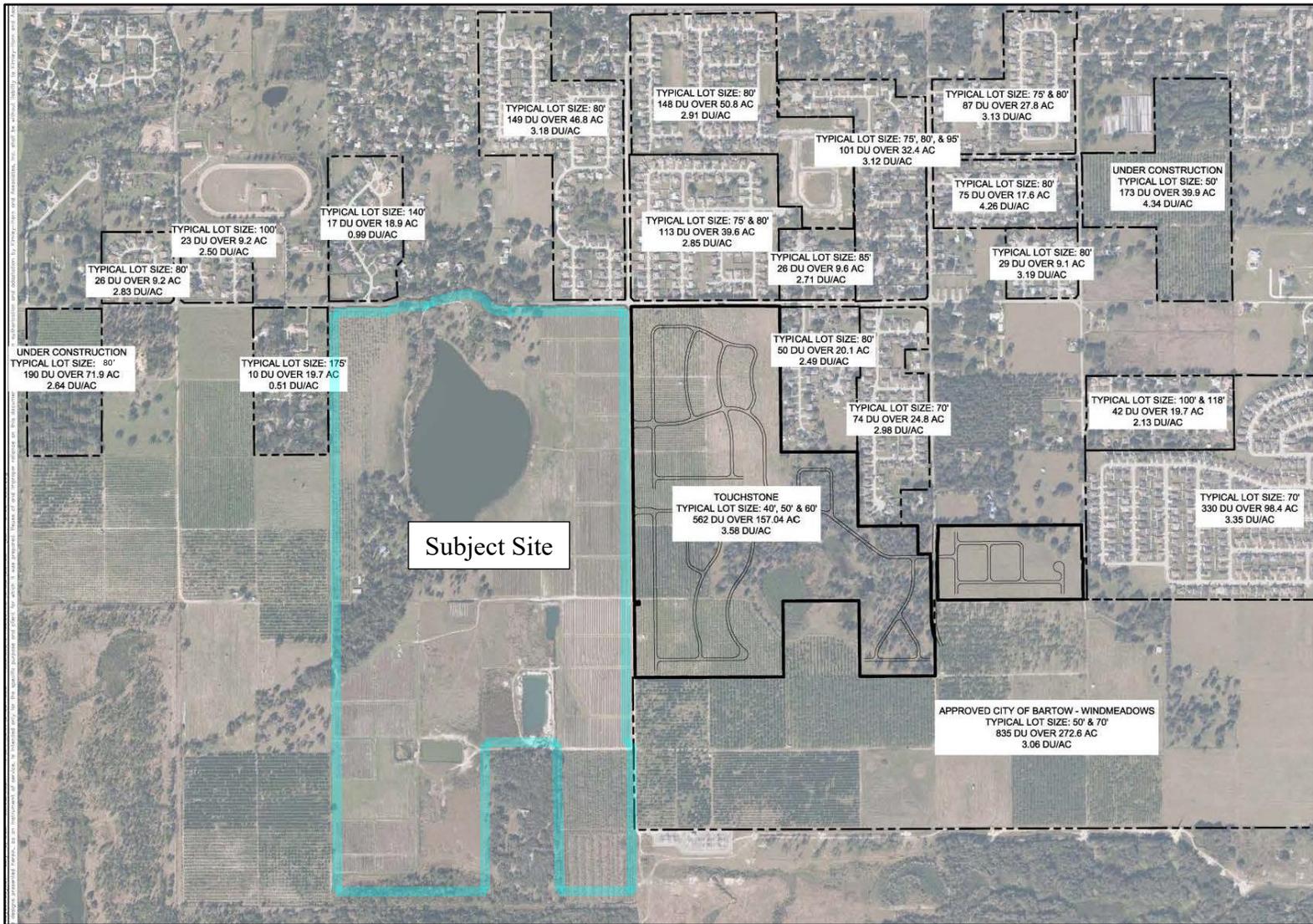
Typical Lots

Second Amended Parcel ID List

1. **Suzanne M. Ellsworth**
 - a. 24-29-22-000000-024020
2. **Wogan S. Badcock, III & Michelle E. Badcock**
 - a. 24-29-22-000000-021010
3. **Lakeland Farms Inc.**
 - a. 24-29-22-000000-014080
 - b. 24-29-22-000000-014140
 - c. 24-29-22-000000-021020
 - d. 24-29-22-000000-021030
 - e. 24-29-22-000000-024010
 - f. 24-29-27-000000-012010
 - g. 24-29-27-000000-013010
 - h. 24-29-22-287500-003102
 - i. 24-29-22-287500-003501
 - j. 24-29-22-000000-041060
4. **Suz Investment Corporation & Michellesworth, Inc.**
 - a. 24-29-27-000000-012020
 - b. 24-29-27-000000-011010
 - c. 24-29-26-289500-000081
5. **Taramor Properties, Inc.**
 - a. 24-29-22-000000-021110
 - b. 24-29-22-000000-021160
 - c. 24-29-22-000000-022010
 - d. 24-29-22-000000-022020
 - e. 24-29-22-000000-022030
 - f. 24-29-22-000000-022040
 - g. 24-29-22-000000-022050
 - h. 24-29-22-000000-022060
 - i. 24-29-27-000000-011020
 - j. 24-29-27-000000-011040
 - k. 24-29-27-000000-011050
6. **William & Grey, Inc.**
 - a. 24-29-22-000000-021040
 - b. 24-29-22-000000-021060
 - c. 24-29-22-000000-021070
 - d. 24-29-22-000000-021080
 - e. 24-29-22-000000-021090
 - f. 24-29-22-000000-021100
 - g. 24-29-22-000000-021120

- | |
|---|
| <ol style="list-style-type: none"> h. 24-29-22-000000-021130 i. 24-29-22-000000-021140 j. 24-29-22-000000-021150 |
|---|

List of Parcels



Compatibility Map