

# POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

|                                  |   |
|----------------------------------|---|
| <b>DRC Date:</b>                 | April 30, 2026  |
| <b>Planning Commission Date:</b> | July 8, 2026  |
| <b>BoCC Dates:</b>               | N/A   |
| <b>Applicant:</b>                | Steve Sloan, Sloan Engineering  |
| <b>Level of Review:</b>          | Level 3 Review, Planned Development (PD)  |
| <b>Case Number and Name:</b>     | LDPD-2026-8 (Schoolhouse Road PD)   |
| <b>Request:</b>                  | The applicant is requesting approval for 92 multi-family and single-family units to be located on ±14.83 acres within a Residential Low-3 (RL-3) future land use district. The request includes reduced lot sizes and setbacks. |
| <b>Location:</b>                 | 940 Schoolhouse Rd, North of Ewell Rd, west of South Fl Ave, east of Old Hwy 37, south of the city of Lakeland in Section 13, Township 29, Range 23.  |
| <b>Property Owners:</b>          | Susan Curry, David Curry  |
| <b>Parcel Number (Size):</b>     | 232913-000000-033050 (+/-14.83 acres)   |
| <b>Development Area:</b>         | Transit Supportive Development Area (TSDA), Transit Corridor and Center Overlay (TCCO)  |
| <b>Future Land Use:</b>          | Residential Low-3 (RL-3)  |
| <b>Case Planner:</b>             | Aleya Inglima, Planner II   |



## Summary of Analysis:

The applicant is requesting a Planned Development (PD) to allow 92 dwelling units on the subject site (+/- 14.83 acres) comprised of multi-family and single-family detached “patio home” units. The site is within RL-3 and the TSDA which allows, by right, 7 DU/AC. The site plan density is 8 DU/AC due to wetland density transfer and a portion of the parcel within the TCCO. The TCCO allows up to 10 DU/AC. In areas where the TCCO Overlay coincides with the TSDA, compact, mixed-use development is encouraged.

The Planning Commissions decision is not directly related to density; this case is more about design. However, without approval of design standards relief the planned density cannot physically be reached. Townhomes are considered multi-family development and require a Level 3 Review in RL-3. No more than six units per structure are shown on the site plan. Additionally, the patio home is a single-family detached unit type that the applicant is proposing with a reduction to zero feet on one lot side and two and a half feet on the other. Lot widths will be reduced to 30 feet. There will be five feet of separation for the single-family homes. The reductions of lot width, lot size, and setbacks elevate this beyond a simple Conditional Use into needing to meet the LDC criteria for PDs.

This is a unique project intended to provide different types of housing to the area, but it speaks well to the goals of the TSDA and Planned Development process, namely placing higher density development where services are already established near the City of Lakeland. A full suite of urban services is available, including a sidewalk network that connects to schools, mass transit, and retail and grocery. Employment centers, commercial, personal services, and community center are also within two miles of the site and accessible by collector roadways and mass transit. Utilities, schools, and emergency services are all in the area and have capacity or will in the near future. Additionally, this site is also within the Medulla Redevelopment District, a place identified in the Comprehensive Plan where a variety of affordable and workforce housing is desired.

For compatibility, the greatest direct impact will be along the northern and eastern property line where the site plan calls out landscaping buffering adjacent to the existing Medulla Elementary and apartments. The housing developments in this area vary from single-family detached home subdivisions to apartment complexes.

In summary, this decision is about housing types. Staff finds the site is well-timed and well-located for the development of this intensity with the available utilities and public services near the city, in accordance with Comprehensive Plan and LDC policies. Townhomes and zero-lot line units are compatible with surrounding development. Few environmental impacts are evident that would impact building homes here. Staff recommends approval of this application.

## Findings of Fact

- *The applicant is requesting a Planned Development to allow 92 dwelling units within the Transit Supportive Development Area (TSDA) and Residential Low-3 (RL-3) land use district. The PD is necessary to approve the following:*
  - *Multi-family townhomes in RL-3 (LDC Table 2.1).*
  - *Allowing more than four townhome units per structure (LDC Section 303).*
  - *Reducing side setbacks for single-family detached units from seven (7) to zero (0) feet (LDC Table 2.2).*
  - *Reducing the minimum lot size for single-family detached units from 10,000 sq. ft. to 2,850 sq. ft.*
  - *Reducing the lot widths to a minimum of 30 feet (LDC Section 822.B).*
- *LDC Section 204.A.6 states, “the purpose of the RL-3 district is to provide areas for the low-density residential needs of residents in urban areas who desire areas with smaller lots, a minimum of 10,000 square feet.”*
- *POLICY 2.124-A4: OVERLAY WITHIN TRANSIT SUPPORTIVE DEVELOPMENT AREA (TSDA) - The TSDA is an area where infrastructure and community services are available or planned to support higher densities and intensities of development. In areas where the TCC Overlay coincides with the TSDA, Polk County shall provide incentives for compact, mixed-use development.*
- *The subject site is in the Transit Supportive Development Area (TSDA). Comprehensive Plan Policy 2.101-A1 describes the TSDA as follows:*
  - a. *be 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;*
  - b. *be supported by existing or planned urban type services that are programmed or expected for the 10-year planning horizon;*
  - c. *be designated as part of a coordinated land use and transportation strategy that supports the provision of improved and expanded transit services, as identified in the Transportation Planning Organization (TPO) 2060 Transportation Vision Plan and the connecting circulator routes, in order to increase mobility and travel options;*
  - d. *include development criteria that:*
    - 1. *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;*
    - 2. *improve access to employment areas, schools, shopping and recreational opportunities;*

- *Comprehensive Plan Policy 2.104.A-A5 states, Development within the Transit Supportive Development Areas shall conform to the following criteria as further specified by 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.***
- *Comprehensive Plan Policy 2.104-A7 allows a density of 7 DU/AC in Residential Low land use designations within the TSDA.*
- ***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 site is within the Medulla Redevelopment District. No plan has been implemented to facilitate incentives in this district.*

- *LDC Section 303 States, “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. Position the doorways of at least 50% of the units towards the street,*
  - e. **Resemble single-family style development to the greatest extent possible,***
  - f. Limit fencing within the front setback to no greater than four feet in height,*
  - g. Limit signage to no greater than one 20 square foot sign of less than 4 feet in height, and*
  - h. The items above may be varied by the Planning Commission or the Board through the approval of a Conditional Use within the Transit Supportive Development Area.*
- *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.”*
- *LDC Section 303 provides standards for Planned Developments and states, “the PD process is intended to reach a higher development standard than what is prescribed through the LDC by right. PDs may be required for various reasons, such as increases in density, **reduced setbacks, reduced lot sizes, short-term rental, Transitional Area Developments (TADs), and relief from specialized design standards found within the LDC.***
- *All PDs shall adhere to higher development standards and correspond to locational eligibility based on proximity to water and wastewater services along with other infrastructure and environmental conditions according to the requested density.*
- *One access point onto Schoolhouse Road has been identified on the Site Plan.*
- *The zoned schools are Medulla Elementary (+/- 0.1 mile); Lakeland Highlands Middle (+/- 1.8 miles); and George Jenkins High School (+/- 4.4 miles).*

- *This property is served by PCSO Southwest District, located at 4120 US Highway 98 South, Lakeland.*
- *According to the Secretary of State's Department of Historical Resources, the Florida Master Site File lists no historical resources at this location.*
- *The subject site is not located within any of the County's Wellhead Protection Districts.*
- *The property is located within Lakeland's utility service area. A 6-inch potable water main is located adjacent to the subject site within the Schoolhouse Road right-of-way.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of a recent endangered animal species sighting.*
- *No surface water is onsite. Wetlands and flood hazard areas are found onsite. LDC Section 620.E allows for residential densities to be transferred from wetland areas to non-wetland areas at a density of one dwelling unit per acre, or at the base land use density if the base density is less than one dwelling unit per acre, and when there has been no disturbance to wetlands.*
- *The site is within a Height Notification Zone and In-Flight Visual Zone of the Lakeland 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 Tables 2.1 and Sections 303 and 906 of the LDC.*

**Development Review Committee Recommendation:** Based on the information provided by the applicant, the findings of fact, 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; therefore, the DRC recommends **APPROVAL of LDPD-2026-8**.

### **CONDITIONS OF APPROVAL**

Based upon the findings of fact, the DRC recommends APPROVAL of LDPD-2026-8 with the following Conditions:

1. Approval of this Planned Development is for up to 92 dwelling units as permitted in the Transit Supportive Development Area (TSDA) with changes to LDC standards as follows: [PLG]
  - Approval of townhomes (multi-family) in RL-3 with no more than six units per structure with reduced side setbacks to five (5) feet on the sides.

- Reducing side setbacks for single-family detached units from seven (7) to zero (0) feet on one side and seven (7) to five (5) feet on the opposite side for zero lot line single-family 30 x 95 lots.
  - Reducing interior side setbacks for single-family detached units from seven (7) to five (5) on one side and from seven (7) to five (5) feet on the opposite side for standard single-family 35 x 95 and 30 x 95 lots.
  - Reducing lot sizes for single-family detached units from 10,000 sq. ft. to 2,850 sq. ft.
  - Reducing the lot widths to a minimum of 30 feet.
2. For the Level 2 Review, single-family lots below 50-feet-wide may replace townhome units through a Minor Modification. Townhome units may replace single-family units, as shown on the site plan, if these changes occur more than 50 feet from the boundary of the Binding Site Plan or more than 50 feet from any part of the Binding Site Plan which has been constructed or sold to any owner or owners different from the applicant requesting the change. [PLG]
  3. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-2026-8, except for those listed in Section 906.E of the LDC and within these conditions shall constitute a Major Modification to this approval and require a Level 3 Review before the Planning Commission. [PLG]
  4. 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]
  5. For the single-family detached units, easements shall be placed on the lot abutting any zero-lot line yard to permit access for maintenance, construction, drainage and other purposes for the benefit of the zero-lot line lot. [PLG]
  6. All units shall meet the requirements of The Florida Building Code Residential 2023 Section R302. [BLG]
  7. During Level 2 review, the applicant shall coordinate with Citrus Connection to see if a transit stop is needed. [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 following table provides a reference point for notable and pertinent Future Land Use Map districts and existing land uses upon them.

**Table 1**

|                                    |  |  |
|------------------------------------|--|--|
| <b>Northwest:</b><br>CSX Rail line | <b>North:</b><br>INST-1<br>Medulla Elementary          | <b>Northeast:</b><br>RM<br>Wilmington Apartments           |
| <b>West:</b><br>CSX Rail line      | <b>Subject Property:</b><br>RL-3<br>Single family home | <b>East:</b><br>RM<br>Wilmington Apartments                |
| <b>Southwest:</b><br>CSX Rail line | <b>South:</b><br>BPC-2<br>Forest Brook Commercial Park | <b>Southeast:</b><br>BPC-2<br>Forest Brook Commercial Park |

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

The subject site is located to the east of Old Hwy 37. Staff has reviewed aerial photography dating to 1941. This area of Lakeland has historically been single family homes or orange groves. To the north of the site is Medulla Elementary, which has been there since 1905. The Medulla Resource Center is located to the northwest 0.5 miles away and offers free community events. The center is located at 1049 Parker Rd, Lakeland, FL 33811.

The site is also located within a portion of the County known as the Medulla Redevelopment District. These areas are identified as being low to moderate income as defined by the United States Department of Housing and Urban Development income standards and the County. Currently, though, no plan is in place to implement redevelopment incentives.

### **Compatibility with the Surrounding Land Uses and Infrastructure:**

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.”

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:

*Site Design & Consistency with Comprehensive Plan & LDC*

The applicant is requesting a Planned Development to allow 92 dwelling units on the subject site (upland acres). The site is within RL-3 and the TSDA which allows, by right, 7 DU/AC. The LDC Minor Modification Criteria also permits an increase in residential density which results from an increase in the total number of lots by less than two percent (2%) of the total number of approved lots within a project or project phase, or two (2) lots within a project whichever is greater provided the increase is due to more precise engineering via a Level 2 Review application and there is no change to the minimum lot size or setbacks.

The Planning Commissions decision is not directly related to density; this case is more about design. However, without approval of design standards relief the planned density cannot physically be reached. Townhomes are considered multi-family development and require a Level 3 Review in RL-3, Per LDC Table 2.1. The townhomes will consist of structures comprised of greater than four dwelling units attached which also requires Planning Commission approval. They shall resemble single-family style development to the greatest extent possible.

Multi-family uses in the TSDA normally require a Conditional Use approval. What elevates this development into a PD is a request for reduced setbacks and lot widths for single-family homes. According to LDC Section 822.B, lots less than 50 feet in width require PD approval. The setbacks are proposed as 0' and 5' in the side yards. This allows for the compact development desired by the applicant and encouraged by Comprehensive Plan policies.

LDC requires 25-foot setbacks for garages to prevent parking over sidewalks and into the rights-of-way, and this plan achieves that. This is one of many changes to residential developments adopted by the County in recent years and which will be incorporated into this site plan, including:

- Internal sidewalks on both sides of the road.
- Open Space
- Recreation Space
- Landscaped & Curvilinear Stormwater Ponds
- Shielded Pedestrian & Street Lighting
- One Tree per Lot

Regarding the Open Space and Recreation standards, the site plan shows a minimum of 20% of the property dedicated to Open Space. The design does incorporate stormwater ponds that act as activated open space and amenity areas for the residents of the community. There are also two ponds that are planned adjacent to the perimeter of the community which will allow for additional buffering from the internal roadways. There is also one existing wetlands which will be preserved, provided with a minimum 25' buffer that will also act as passive open space and recreation for the residents.

As shown in the Amenity Plan submitted by the applicant (Exhibit 7), the project is planned to feature multiple Type I (ADA approved pedestrian trails, multi-use trails, or their functional equivalent), and Type II (dog park). These amenities may be accessed via car but are also planned to be connected by internal sidewalks. These will connect residents to the preserved wetland spaces and the outer perimeter walkways adjacent to the internal ponds. Stormwater

ponds are to be designed as curvilinear in shape, with canopy and understory tree planting requirements of the Type “C” Buffer.

The project is proposed with a maximum of 92 lots. Where Type II-IV Amenities about residential lots, a Type “C” buffer is required, per Code requirements. The Amenity Plan is conceptual in nature at this stage and subject to the modification criteria in LDC Section 906.

Each dwelling unit is required to have a minimum of two parking spaces, exclusive of the garage and without tandem parking arrangements. The LDC also requires additional parking for PDs with upland densities above three dwelling units per acre or lot widths less than 65 feet in width. Per Table 3.4.A, one additional space is required for every seven (7) units due to the density being over 5 du/acre and having lots that are less than 45’ wide. On-street parking is allowed and provided for in the site plan, but only if the roads are to remain private.

#### *Compatibility Review*

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

In this instance, the site plan has accomplished these tasks. To the north and the east, the applicant is proposing landscaping buffers with Type “B” plantings. Existing natural vegetation will be incorporated, where possible.

The proposed units are not exceeding two stories and must be designed to resemble single-family housing. In a larger view of the area, this development aligns with the higher density Wilmington Apartments found in the area. Wilmington Apartments is a 200 unit multi-family development consisting of nine buildings on approximately 20 acres.

Finally, conditions of approval have been added that will allow flexibility in the final project that will allow single-family detached lots, for standard homes or the zero-lot line design, to replace townhomes, based on the market at the time of the Level 2 Review.

#### **B. Available Infrastructure & Timeliness of the Development:**

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.”

This project is precisely where the Comprehensive Plan directs higher-density opportunities and as depicted by the Future Land Use Map. It also meets the locational eligibility test set forth by LDC Section 303.

LDC Section 303 states that the intensity and timeliness of a PD shall be determined by the surrounding infrastructure needed to support the residents within that development. The minimum qualifications for residential density (single-family, duplex, and multi-family) shall be based on achieving a locational score for the Future Land Use Map district and the proximity to existing or programed infrastructure and services (the "Locational Eligibility Score").

To reach the proposed density (8 DU/AC), this project requires 36 eligibility points. The applicant has demonstrated it easily exceeds this requirement. A portion of the site is also located within the TCCO, which allows up to 10 du/ac (See Exhibit 8). Utility infrastructure is nearby. There is access to an Urban Collector roadway. Major employers are also in the area, which contributes to the high score, including an elementary school and grocery store.

In summary, the timing of this development based on surrounding infrastructure is excellent. TSDA encourages higher-density development where this infrastructure is in place and encourages a mixture of housing types, as contemplated by the submitted site plan.

### Nearest Elementary, Middle, and High School

The zoned schools are Medulla Elementary (+/- 0.1 mile); Lakeland Highlands Middle (+/- 1.8 miles); and George Jenkins High School (+/- 4.4 miles).

Table 2, to follow, provides a breakdown of the estimated demand for student seats for each level of schooling at the requested number of lots, in addition to the current school capacity. For this table, staff utilized rates for single-family uses. Note that this methodology is non-binding and provides a simple estimate.

**Table 2**

| Name of School            | Annual Estimated Demand | Driving Distance | 2025-26 School Capacity |
|---------------------------|-------------------------|------------------|-------------------------|
| Medulla Elementary        | 13 students             | ±0.1 mile        | 60%                     |
| Lakeland Highlands Middle | 8 students              | ±1.8 miles       | 84%                     |
| George Jenkins High       | 11 students             | ±4.4 miles       | 89%                     |

*Source: Polk County School Board, GIS, Google Maps*

At the time of the Level 2 Review, the applicant will need to apply for school concurrency.

### 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. The nearest fire station is noted below. The response times from June 2026 for emergency services are shown in Table 3, below.

**Table 3**

|          | <b>Name of Station</b>                              | <b>Distance</b> | <b>Response Time*</b> |
|----------|---|-----------------|-----------------------|
| Sheriff  | PCSO Southwest District<br>4120 US Highway 98 South | ±8.3 miles      | P1: 9:56<br>P2: 25:35 |
| Fire/EMS | Lakeland Fire Station 2<br>2523 Ewell Rd, Lakeland  | ±2.3 miles      | 7-9 minutes           |

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

Priority 1 Calls are true emergencies such as 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. At any rate, response times are not as much a function of the distance to the nearest substation but more a function of the overall number of patrol officers within the County. Table 2, to follow, provides a breakdown of response times and travel distances for emergency services.

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 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 property is located outside the County's service area and within Lakeland's utility service area. However, The County will serve wastewater while the City will serve water. In the TSDA, connections to potable water and wastewater services are required. A potable water main and wastewater is located near the subject site at Medulla Elementary.

Table 4, to follow, provides preliminary, generalized estimates of the anticipated utility demands if the property was developed through the standard RL-3 density (3 DU/AC); one that could be developed to its maximum intensity for a single-family development; and the proposed plan. These calculations assume a per-unit demand of 250 gallons per day (GPD) of potable water and will generate 200 GPD for wastewater for single-family detached developments. Multi-family developments, including townhomes, assume 198 GPD of potable water demand and 180 GPD for wastewater generation per unit.

**Table 4**

| <b>Subject Property</b>         |  |  |   |
|---------------------------------|--|--|---|
| +/- 14.83 RL & TSDA             | <b>RL-3 Base<br/>(3 DU/AC)<br/>SFR</b> | <b>Max. Density<br/>7 DU/AC<br/>Single-Family<br/>TSDA</b> | <b>Proposed Plan<br/>8 DU/AC<br/>Multi-Family/Single<br/>Family<br/>TSDA/TCCO</b> |
| Permitted Intensity             | 44 SF Units                            | 104 Units  | 92 Units  |
| Potable Water Consumption (GPD) | 11,000 GPD                             | 26,000 GPD   | 23,000 GPD  |
| Wastewater Generation (GPD)     | 8,800 GPD                              | 20,800 GPD   | 18,400 GPD  |

It is important to note that this is a preliminary review. Staff chose to review utility demand based on multi-family uses and believe the zero-lot line units will perform similarly. Still, further analysis and binding capacity determinations for potable water and wastewater will be required during the Level 2 Review process. Utility demands are generally lower in multi-family developments rather than detached single-family subdivisions, as is demonstrated here.

**B. Available Capacity:**

The water system shall be designed meeting the City of Lakeland and NFPA, Chapter 18 (requirements for single-family and multifamily development requirements for domestic and fire flow).

The sanitary sewer collection and transmission (gravity, lift station and force main) system will be designed to meet FDEP and Polk County standards. Discussions are ongoing with the city of Lakeland to confirm point of connection.

**C. Planned Improvements:**

There are no planned improvements in this area of the County.

**Roadways/ Transportation Network**

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

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

**A. Estimated Demand:**

Table 5, to follow, provides preliminary, generalized estimates of the anticipated traffic demands if the property was developed through the standard RL-3 density (3 DU/AC); one that could be developed to its maximum intensity for multi-family development; and the proposed plan. These numbers assumed that single-family detached housing creates 7.81 AADT and 1.0 Peak PM Trip

per unit (ITE Code 210); for multi-family (ITE Code 220), the qualifiers are 6.74 AADT and 0.51 Peak PM.

**Table 5**

| <b>Subject Property</b>           | <b>RL-3 Base<br/>(3 DU/AC)<br/>SFR</b> | <b>Max. Density<br/>7 DU/AC<br/>Single-Family<br/>TSDA</b> | <b>Proposed Plan<br/>8 DU/AC<br/>Multi-Family/Single<br/>Family<br/>TSDA/TCCO</b> |
|-----------------------------------|--|--|---|
| +/- 14.83 RL & TSDA               |  |  |   |
| Permitted Intensity               | 44 SF Units                            | 104 Units  | 92 Units  |
| Average Annual Daily Trips (AADT) | 344 AADT                               | 812 AADT   | 719 AADT  |
| Peak PM Hour Trips                | 44 Peak PM                             | 104 Peak PM  | 92 Peak PM  |

As shown, the applicant is proposing the highest density, but the unit types could change by the time of the Level 2 approval. If the number of trips 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.

**B. Available Capacity:**

One access point is onto Schoolhouse Road has been identified on the Site Plan. Schoolhouse is classified as an Urban Collector roadway. The segments of this roadway (Link No. 8116 (E/W) abutting the subject site are for concurrency by Polk County’s Transportation Planning Organization.

Table 6, below, provided a generalized estimate of the available capacity on other nearby roadway links.

| <b>Link #</b> | <b>Road Name</b>                        | <b>Current Level of Service (LOS)</b> | <b>Available PM Peak Hour Capacity</b> | <b>Minimum LOS Standard</b> |
|---------------|---|---------------------------------------|--|-----------------------------|
| 8116 E        | Schoolhouse Road<br>Old Hwy 37 to SR 37 | C                                     | 622                                    | D                           |
| 8116 W        | Schoolhouse Road<br>Old Hwy 37 to SR 37 | C                                     | 616                                    | D                           |

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

As shown in the table above, there is capacity available to serve the amount of traffic that will be generated by this project. A proposed connection is onto Schoolhouse Road to the west.

**C. Roadway Conditions:**

Schoolhouse Road is an Urban Collector roadway. Right-of-way dedication and road improvements will be required. Two-lane Urban Collector roadways require 60-80 feet of right-of-way, according to LDC Table 8.2 with a paved surface width of 24 feet.

**D. Sidewalk Network**

Sidewalks will be installed within the right-of-way of Schoolhouse Road and will be required to connect to Medulla Elementary.

E. Planned Improvements

Polk County is improving Fitzgerald at SR 37. The project is in coordination with FDOT. During design, the original concept of adding two turn lanes was revised to one additional turn lane after discussions with FDOT. Since the existing signal span wire lacked capacity, the design was modified to add a new signal mast arm/strain pole to support the improved lane configuration. Modification No. 2 was approved on May 19, 2026, and the consultant is completing additional work while finalizing the additional mast arm design.

F. Mass Transit

The closest Citrus Connection mass transit is the Lime Flex Line. The nearest stop is at Old Hwy 37 & School House Rd. A sidewalk will be provided to reach Medulla Elementary. As a condition of approval, the developer will need to coordinate with Citrus Connection on if a stop is warranted along the subject site.

**Park Facilities and Environmental Lands:**

A. Location:

Christina Park is located at 625 Co Rd 540A, Lakeland, FL 33813, approximately 1.4 miles to the southeast.

B. Services:

Christina Park has a playground area. There also are benches, as well as ADA-accessible trails, pavilions and picnic tables. There is a large, screened-in pavilion is available to rent. Additionally, Christina Park has a five-field softball complex.

C. Multi-use Trails:

No multi-use trails are located within the vicinity.

D. Environmental Lands:

No environmental lands or easements are located within the vicinity.

**Environmental Conditions**

The Polk County Comprehensive Plan has a Conservation Element. Division 2.300 of the Comprehensive Plan mentions, “The goal, objectives, and policies of the Conservation Element are designed to protect the natural resources which make Polk County a special place while preventing degradation of the environment and allowing development and economic expansion to occur.” There should be no serious environmental conditions that need to be addressed with this subject site.

A. Surface Water:

No surface water is located within the boundaries of this property. The nearest natural body of water is Scott Lake, approximately three miles to the east. This project is not anticipated to have direct impact on Scott Lake.

**B. Wetlands/Floodplains:**

The site plan has identified wetlands (+/- 2.8 acres). LDC Section 620 governs development around wetlands. No disturbance of wetlands covered by this Section shall be allowed unless authorized or exempted from regulation by the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers, and the applicable Water Management District. Proof of the appropriate permit or exemption shall be required prior to the issuance of a Final Development Order from the County. Also, an undisturbed vegetative buffer adjacent to surface waters with an average width of 25 feet and a minimum width of 15 feet shall be maintained for stormwater treatment and wildlife utilization measured perpendicularly from the OHWL or the jurisdictional wetland line, whichever is greater.

No structures will be constructed on these areas, and no wetland impacts are anticipated. This will be further analyzed through the Level 2 Review process. LDC Section 620.E allows for residential densities to be transferred from wetland areas to non-wetland areas at a density of one dwelling unit per acre, or at the base land use density if the base density is less than one dwelling unit per acre, and when there has been no disturbance to wetlands. One unit is being utilized in the density calculation.

A small area of a flood hazard area has been identified on the property. LDC Section 630 applies to all portions of a project proposed for development within Special Flood Hazard Areas, closed drainage basins, and to all lands lying within 100 feet of the top of bank of a water course in unincorporated Polk County. At the time of the Level 2 Review, the developer will be required to submit a flood study. Any impacts to a flood hazard area requires cup-for-cup compensation.

This site drains to Scott Lake which goes to Poley Creek, an open drainage basin. Treatment of stormwater from new impervious areas shall be properly permitted through the County and SWFWMD.

**C. Soils:**

The soils onsite are a combination of Candler Sand; Tavares Fine Sand; Placid and Myakka fine sands. All future development is required by the Land Development Code to implement best management practices for erosion-control, and the soils are not of such that would limit compliance with applicable Land Development Code regulations for the proposed use.

**Table 7**

| <b>Soil Name</b>            | <b>Septic Tank Absorption Field Limitations</b> | <b>Limitations to Dwellings w/o Basements</b> | <b>% of Site (approximate)</b> |
|-----------------------------|---|---|--------------------------------|
| Tavares fine sand           | Moderate: wetness                               | Slight  | 68.1%                          |
| Placid and Myakka fine sand | Severe: ponding                                 | Severe: ponding                               | 20.1%                          |
| Candler sand                | Slight  | Slight  | 11.8%                          |

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

**D. Protected Species**

No endangered species are noted onsite; however, 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.

This site is not located within the Florida Wildlife Corridor or listed as an existing natural area within the Polk Green District Map. No conservation easements are located adjacent to the subject site, according to the Polk County Property Appraiser.

The Polk Green District overlay was established to guide planning for, and the acquisition or conservation of, an interconnected network of open spaces, natural areas and agricultural lands.

The overlay will provide a framework for land use policies and community investments that provide:

- a. protection of natural resources and wildlife habitat;
- b. habitat corridors through linked open spaces;
- c. protection of historic and cultural resources;
- d. recreational opportunities;
- e. community health benefits;
- f. economic development opportunities; and
- g. multi-use trails connecting population centers to natural areas.

The Florida Wildlife Corridor is statewide network of nearly 18 million acres of connected lands and waters supporting wildlife and people. It is not incorporated in the Comprehensive Plan or LDC at this time.

E. Archeological Resources:

There are no known historical or archeological resources onsite, according to the Secretary of State's Department of Historical Resources Florida Site File.

F. Wells (Public/Private)

This site is not within any of the County's Wellhead Protection Districts.

G. Airports:

The site is within a Height Notification Zone and In-Flight Visual of the Lakeland Airport.

**Economic Factors:**

A mixture of housing types benefits a community, and a variety can be found in this area of Lakeland, from apartments to standard single-family subdivisions. Townhomes will be newer to the area and provide an affordable price point compared to other ownership options. The zero-lot line patio homes require less land than a standard lot layout with a home centered on the lot, which is also more affordable to homebuyers that may be struggling to afford larger single-family detached lots. The product type does differ from townhomes as there are no shared walls, and there is private yard space.

**Consistency with the LDC & Comprehensive Plan:**

As noted, this request is consistent with the Land Development Code. Development criteria for Planned Developments are detailed under Section 303 of the LDC. Open Space requirements are shown to have been met and will be analyzed again at the Level 2 Review. There are no indications that this development would be premature in the area.

In addition, this project is consistent with the Comprehensive Plan. Table 7, to follow, outlines the pertinent Comprehensive Plan policies.

**Table 8**

| Comprehensive Plan Policy   | Consistency Analysis  |
|---|---|
| <p><i>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.</i></p> | <p>The proposed PD is surrounded by residential land use districts. There are residential subdivisions near the subject site, which include site-built and apartments. The layout has provided buffering and transitions for existing uses.</p> |
| <p><i>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.</i></p>   | <p>The applicant has demonstrated that this development is not premature in the TSDA. The project will connect centralized potable water and wastewater. The cluster design promotes contiguous growth.</p>                                     |
| <p><i>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.</i></p>   | <p>The PD is being proposed in an area of the County that contains public utilities and community services which meet what is typically located in the TSDA.</p>  |
| <p><i>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.</i></p>   | <p>There are existing services and physical infrastructure in place to accommodate such development therefore reducing the financial burden of the County. The development is in a location where adequate services are available.</p>          |
| <p><i>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).</i></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.</p>   |

The Planning Commission, in the review of development plans, shall consider the following factors listed in Table 8, in accordance with Section 906.D.7 of the LDC.

**Table 9**

| <p><b>The Planning Commission, in the review of development plans, shall consider the following factors in accordance with Section 906.D.7 of the LDC:</b></p>   |  |
|--|--|
| <p><b>Whether the proposed development is consistent with all relevant requirements of this Code;</b></p>  | <p><i>Yes, this request is consistent with the LDC, specifically Section 303 which permits this use upon completion of a Level 3 Review. Many of the conditions required in Section 303 will be enforced after a Level 3 Review.</i></p> |
| <p><b>Whether the proposed development is consistent with all applicable policies of the Comprehensive Plan;</b></p>   | <p><i>Yes, this request is consistent with the Comprehensive Plan, as reviewed above.</i></p>  |
| <p><b>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</b></p> | <p><i>Yes, the request is compatible with surrounding uses and the general character of the area.</i></p>  |
| <p><b>How the concurrency requirements will be met if</b></p>  | <p><i>This request will require concurrency determinations</i></p>   |

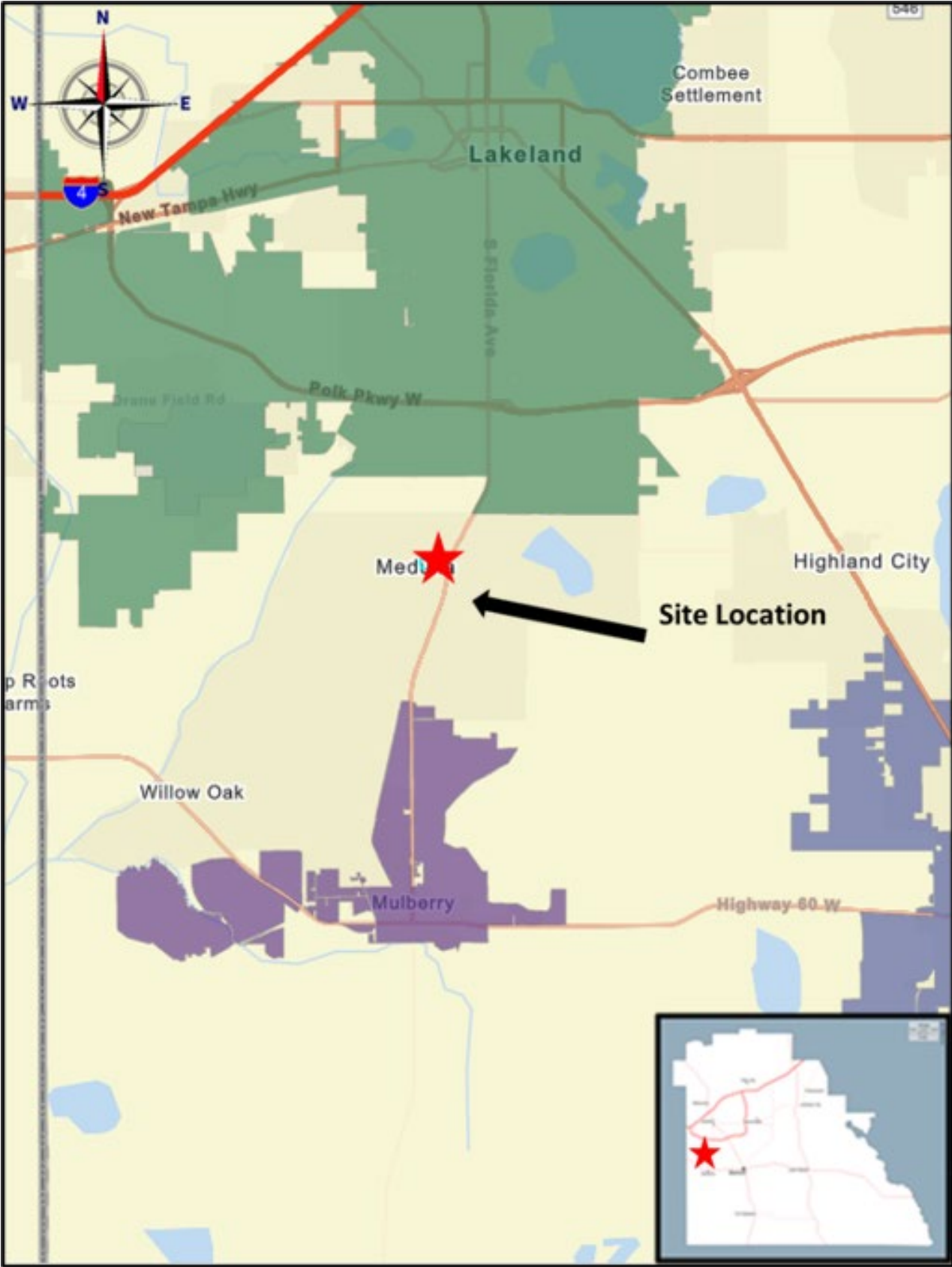
the development were built.

*from utilities, the School Board, and TPO. The impact on public services can be found in the analysis found in the staff report.*

**Comments from other Agencies:** The City of Lakeland provided input into the design of the site plan. They requested sidewalk connection to Medulla Elementary.

**Exhibits:**

- Exhibit 1      Location Map
- Exhibit 2      Aerial Image (Context)
- Exhibit 3      Future Land Use Map
- Exhibit 4      Aerial Image (Close)
- Exhibit 5      Site Plan
- Exhibit 6      Typical Lot Sizes
- Exhibit 7      Conceptual Amenity Plan
- Exhibit 8      Site Data

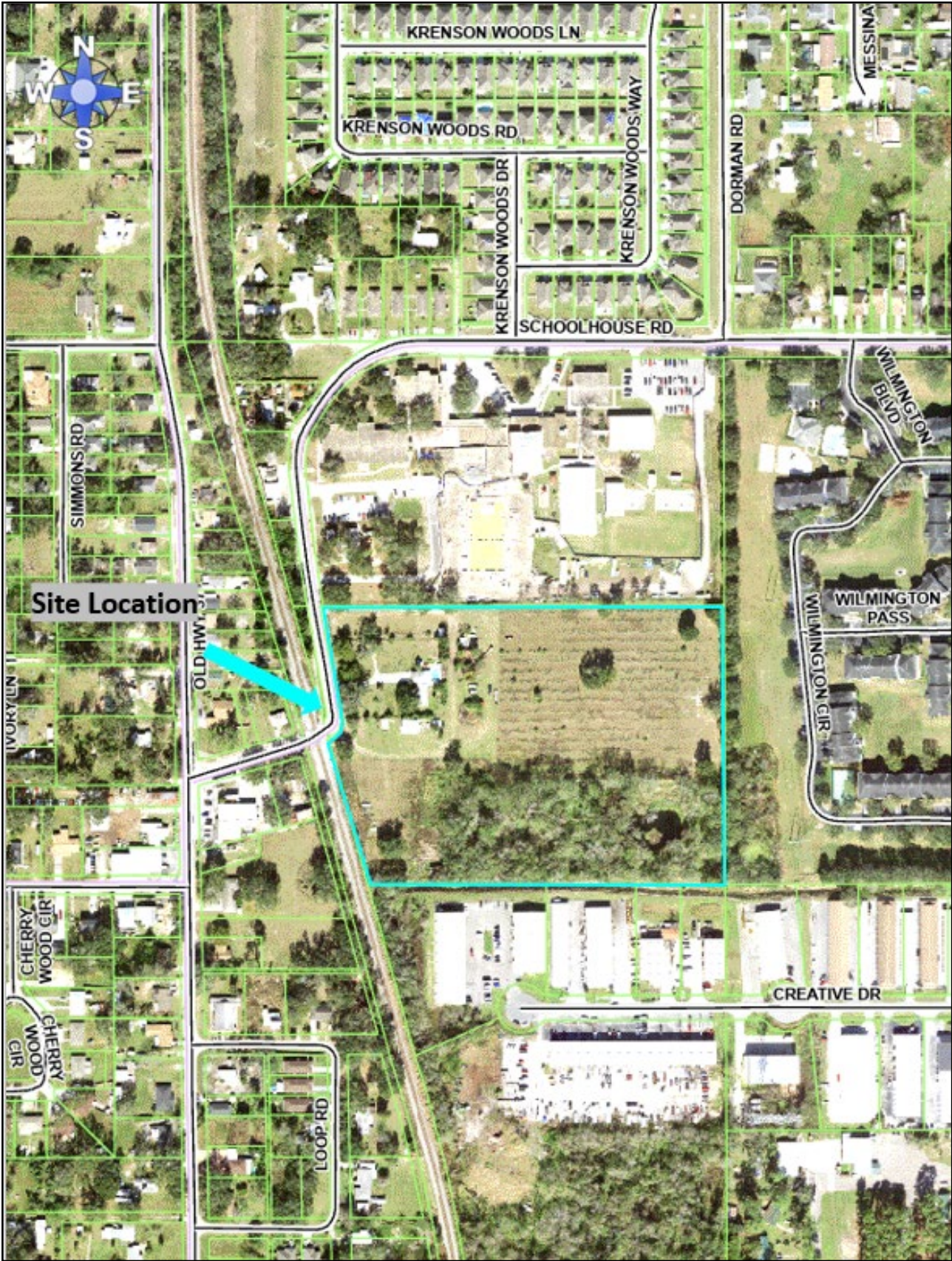


Location Map



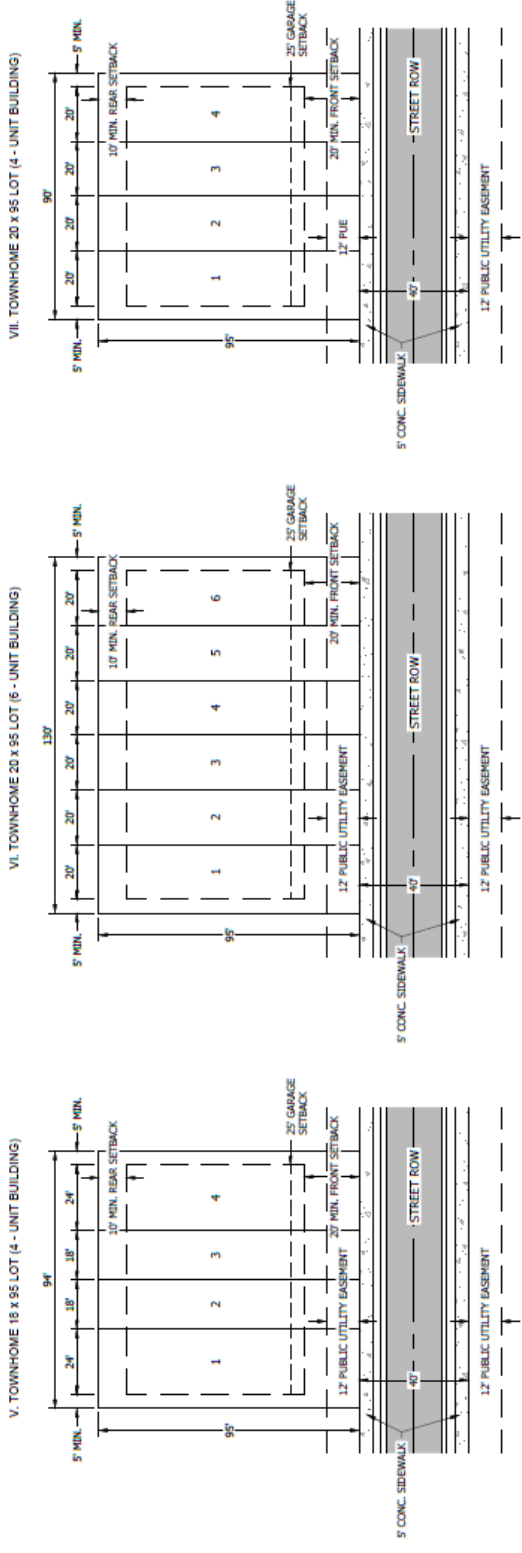
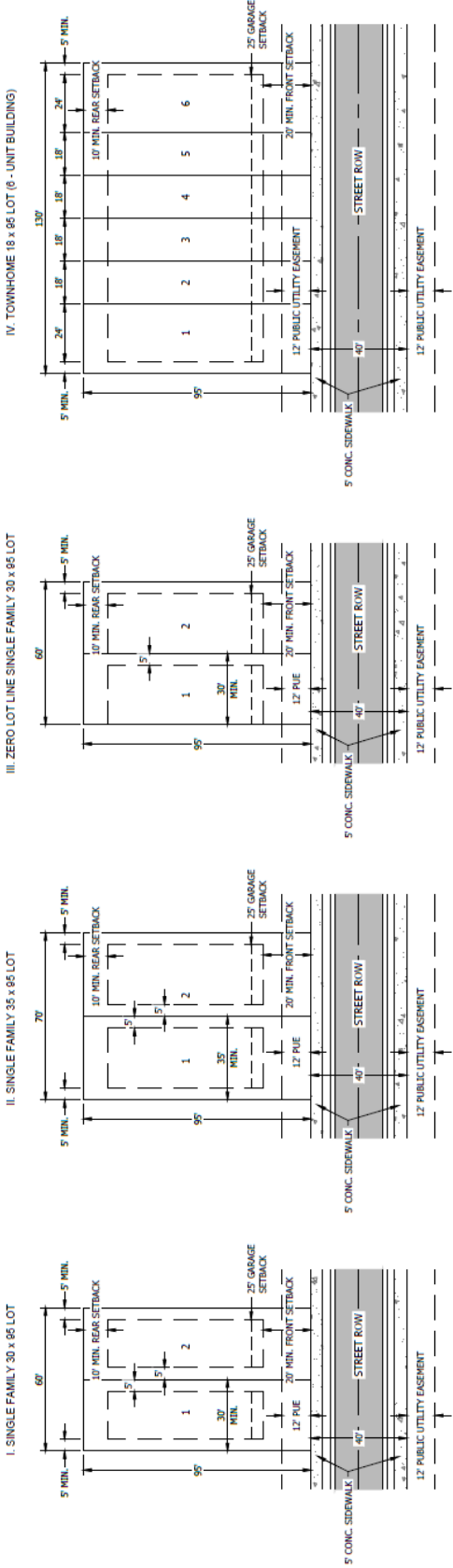


### Future Land Use Map



Aerial Image - Close





# Typical Lot Sizes

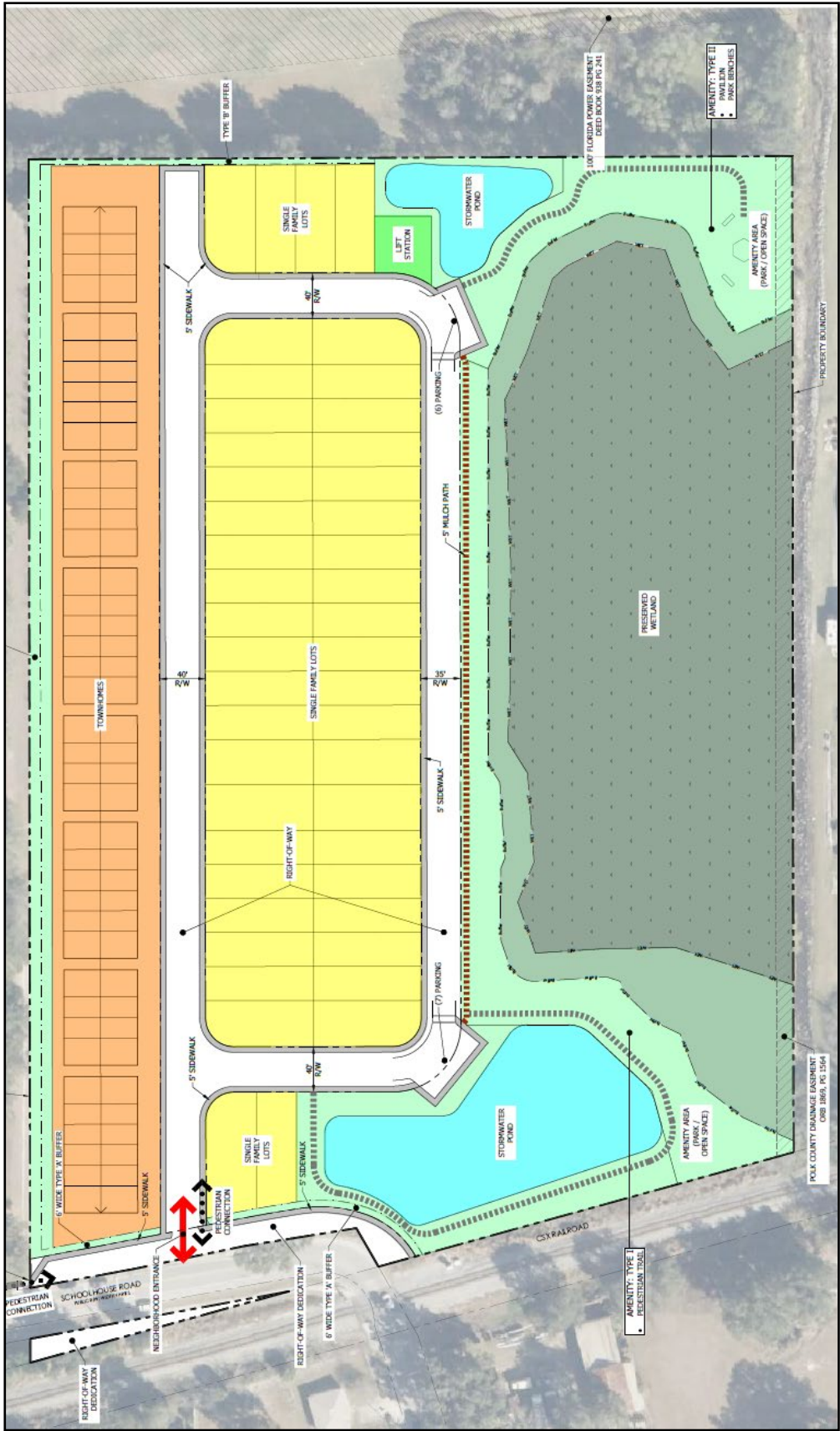


**NORTH**

SCALE: 1" = 40'



| SITE DATE   |  |
|---|--|
| <b>OPEN SPACE</b>   |  |
| • MINIMUM OPEN SPACE (LOTS LESS THAN 80 FT) IS 20% OF GROSS DEVELOPABLE PROJECT AREA: | 11.421 AC x 0.20 = 2.284 AC REQUIRED             |
| <b>RESIDENTIAL</b>  |  |
| • MINIMUM RECREATION SPACE (500 SQ FT PER UNIT):                                      | 500 SF/UNIT x 92 UNITS = 46,000 SQ FT (1.056 AC) |
| • MINIMUM AMENITY POINTS (1 POINT PER UNIT):  | 1 POINT/UNIT x 92 UNITS = 92 POINTS              |



# Amenity Plan

### PROPERTY INFORMATION

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|                       |   |
|-----------------------|---|
| PROJECT LOCATION:     | 940 SCHOOLHOUSE RD.<br>LAKELAND, FL 33813 |
| PARCEL ID:            | 232913-000000-033050                      |
| TOTAL PARCEL AREA:    | 14.656 AC                                 |
| WETLAND AREA:         | 3.235 AC                                  |
| EXISTING FLU:         | RL-3, RESIDENTIAL LOW                     |
| CURRENT PROPERTY USE: | SINGLE FAMILY RESIDENCE (SFR 10+ AC)      |
| FLOOD AREA:           | ZONE "X" & "AE" (MAP NO. 12105C0480G)     |

|   |   |
|---|---|
| GROSS DEVELOPABLE PROJECT AREA<br>(TOTAL PARCEL AREA - WETLAND AREA): | 14.656 AC - 3.235 AC = <b>11.421 AC</b> |
|---|---|

|  |   |
|--|---|
| TOTAL ALLOWABLE UNITS:<br>(PROJECT AREA MAP BREAKDOWN) | "A" (8.827 AC) x 7 = 61.789 UNITS<br>"B" (2.817 AC) x 1 = 2.817 UNITS<br>"C" (3.012 AC) x 10 = 30.12 UNITS<br><hr/> TOTAL UNITS = 94.726 (94) |
|--|---|

|                       |                       |
|-----------------------|-----------------------|
| TOTAL NUMBER OF LOTS: | NOT TO EXCEED 92 LOTS |
| MAX. DENSITY:         | 8.055 DU/AC           |

### ADDITIONAL PARKING CALCULATION

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IN ACCORDANCE WITH SECTION 303, PLANNED DEVELOPMENT, D. INTERNAL DESIGN, D.4 ADDITIONAL PARKING REQUIREMENTS:  
 THE DEVELOPMENT IS REQUIRED TO PROVIDE ADDITIONAL PARKING AT A RATE OF 1 ADDITIONAL SPACE PER 7 UNITS:  
 MAX UNITS = 92; 92/7 = 13.14 ~ 13 SPACES REQUIRED  
 -FINAL PARKING SPACE COUNT TO BE DETERMINED BASED ON PROPOSED NUMBER OF UNITS AT TIME OF LEVEL 2.

- PD DEVELOPMENT NOTES:**
- DEVELOPMENT OF THE PROPERTY MAY BE ACCOMPLISHED IN A SINGLE OR MULTIPLE PHASES;
  - THE LOCATION OF PARKING AREAS, ACCESS POINT, AMENITIES, AND INFRASTRUCTURE IMPROVEMENTS (INCLUDING BUT NOT LIMITED TO STORMWATER PONDS, UTILITIES, AND RELATED FACILITIES) AS SHOWN ON THE CONCEPTUAL PLAN ARE ILLUSTRATIVE ONLY AND SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION PLANS SUBMITTAL;
  - INCREASES IN LOT SIZE AND/OR DECREASES IN THE NUMBER OF LOTS SHALL BE DEEMED TO BE IN SUBSTANTIAL CONFORMANCE WITH THIS PD CONCEPT PLAN;
  - THE FINAL MIX OF RESIDENTIAL PRODUCT TYPES (e.g., ATTACHED SINGLE-FAMILY AND/OR DETACHED SINGLE-FAMILY HOMES) WILL BE DETERMINED AT THE TIME OF CONSTRUCTION PLANS SUBMITTAL IN RESPONSE TO MARKET CONDITIONS;
  - ANY MODIFICATIONS TO THE PD CONCEPT PLAN THAT DO NOT ALTER ITS INTENT OR PURPOSE SHALL BE CONSIDERED MINOR MODIFICATIONS, AND MAY BE APPROVED ADMINISTRATIVELY IN ACCORDANCE WITH THE POLK COUNTY LAND DEVELOPMENT REGULATIONS.
  - PARKING, OPEN SPACE / RECREATION AND AMENITY REQUIREMENTS MAY BE ADJUSTED AT THE LEVEL 2 SUBMITTAL, BASED ON THE FINAL UNIT COUNT, AS LONG AS THE LDC STANDARDS ARE MET.

| RESIDENTIAL DESIGN STANDARDS |                |                |                    |                     |                   |                   |
|------------------------------|----------------|----------------|--------------------|---------------------|-------------------|-------------------|
| LOT TYPE                     | MIN. LOT WIDTH | MIN. LOT DEPTH | MIN. FRONT SETBACK | MIN. GARAGE SETBACK | MIN. SIDE SETBACK | MIN. REAR SETBACK |
| SINGLE FAMILY                | 30'            | 95'            | 20'                | 25'                 | 5'                | 10'               |
| ZERO LOT LINE SINGLE FAMILY  | 30'            | 95'            | 20'                | 25'                 | 0'/5'             | 10'               |
| TOWNHOMES                    | 18'            | 95'            | 20'                | 25'                 | 5'                | 10'               |

- PERMITTED USES:**
- ATTACHED AND DETACHED SINGLE-FAMILY LOTS (FOR SALE OR FOR RENT)
  - CUSTOMARY ACCESSORY USES
  - PARKS (TOT LOT/DOG PARK)
  - OPEN SPACE AREAS
  - CLUBHOUSE
- 
- |                         |  |
|-------------------------|--|
| MAX IMPERVIOUS SURFACE: | OVERALL DEVELOPMENT SHALL NOT EXCEED 60% |
| MAX LOT COVERAGE:       | 70%                                      |
| MAX HEIGHT:             | 35 FT                                    |
| MIN. LIVING AREA:       | 950 SQ. FT.                              |

## Site Data