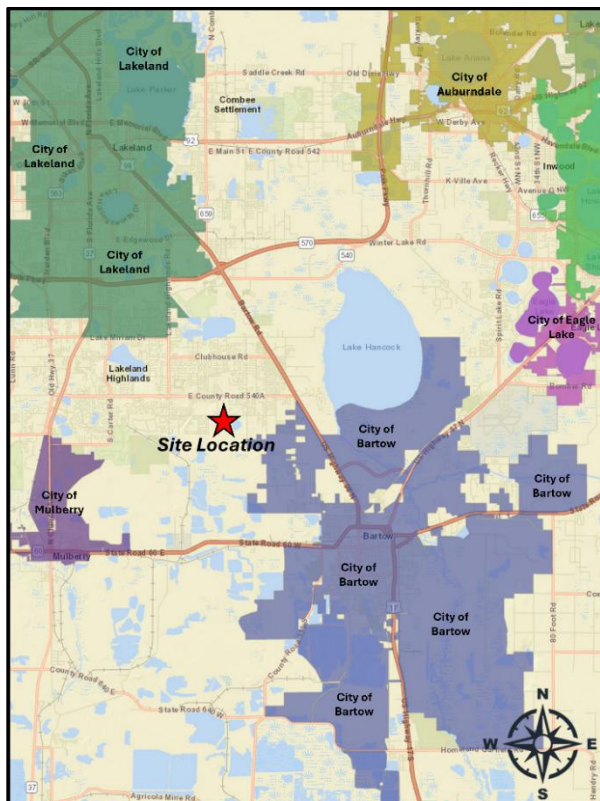


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

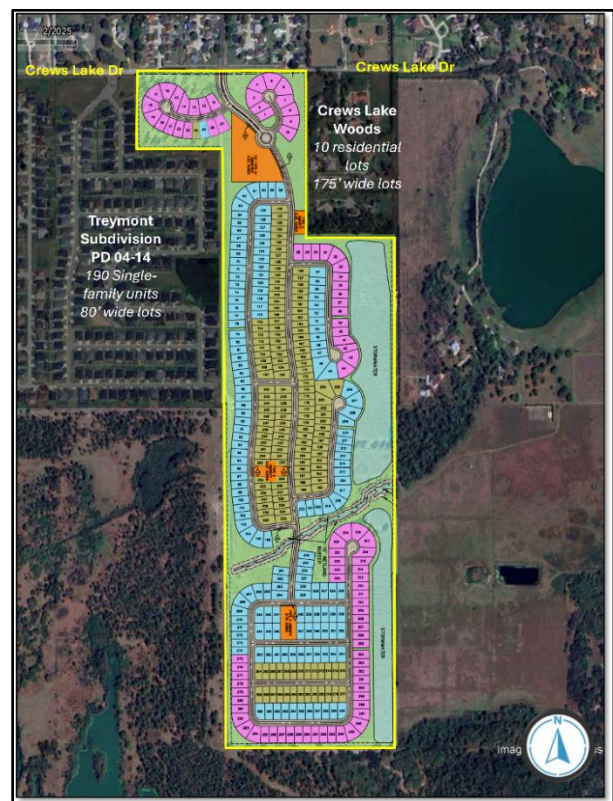
DRC Date:	February 26, 2026	Level of Review:	Level 3 Review
PC Date:	May 6, 2026	Type:	Planned Development (PD)
BoCC Date:	N/A	Case Number:	LDPD-2026-2
Applicant:	Bart Allen, Peterson & Myers, P.A.	Case Name:	Crews Lake Subdivision
		Case Planner:	Kyle Rogus, Planner II

Request:	Planned Development (PD) request for 400 single-family detached homes. The purpose of this request is to allow reduced lot sizes, setback reduction, and increased density on approximately 151 acres.
Location:	The subject property is west of US Highway 98, south of Crews Lake Drive, west of Yarbrough Lane, south of County Road 540-A, east of Dewitt Road and northwest of the City of Bartow in Sections 22 & 27, Township 29, Range 24
Property Owners:	Rogers Brothers, LLLP, and CDR Farms, LLC
Parcel Size (Number):	±151 acres (Refer to Exhibit 10)
Future Land Use:	Residential Low-1 (RL-1)
Development Area:	Transit Supportive Development Area (TSDA) Urban Growth Area (UGA)
Nearest Municipality:	City of Bartow is approximately 0.51 miles east.
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	7:0 Approval

Location Map



2025 Satellite Image with Site Plan



Summary of Analysis:

The proposed development consists of a single-family residential subdivision with 400 homes situated on approximately 151 acres. The site is located in the Residential Low-1 (RL-1) Future Land Use district and within the Urban Growth and Transit Supportive Development Areas (UGA & TSDA). The site plan incorporates a mix of lot widths, including 50', 60', and 64' wide lots. This variation in lot size allows the development to balance efficient land use with compatibility with surrounding residential properties. Below is a breakdown of the proposed lots.

Lot Type	Total
50'x120'	150
60'x120'	158
64'x130'	92
Total Units	400

A key component of the proposal is its approach to buffering and compatibility with adjacent properties. Along the project perimeter, particularly where it abuts existing 80-foot-wide lots, the applicant proposes a 25-foot-wide Type "C" landscape buffer. While buffering is not required between single-family residential uses under Section 720 of the Land Development Code (LDC), the applicant has elected to provide this feature voluntarily and at a width that exceeds typical standards. This enhanced buffer is intended to soften visual transitions, reduce potential conflicts between differing lot sizes, and create a more gradual and aesthetically pleasing edge condition. Additional buffering measures are incorporated along the boundary with the Crews Lake Woods subdivision to further mitigate potential incompatibilities. In this area, the development places its largest lots, 64 feet in width, adjacent to the existing neighborhood. These lots are supplemented by a six-foot-tall berm and a six-foot opaque fence, providing both physical and visual separation. The plan also maintains a minimum separation distance of approximately 64 feet between proposed and existing lots, not including required setbacks. These combined elements create a layered buffering strategy that enhances privacy and minimizes impacts on neighboring properties.

In terms of density and intensity, the development remains consistent with the surrounding area. The proposed density of 2.65 dwelling units per acre falls within the range of nearby subdivisions, which generally vary between approximately 2.4 and 2.9 dwelling units per acre. This consistency ensures that the project does not introduce excessive intensity and instead maintains a scale that is compatible with the existing development pattern.

Surrounding Intensities

Development	Unit #	Acres	Density	Lot Width
Pulte Crews Lake	400	± 151 acres	2.65 du/ac	50', 60', 64'
Highland Club	747	± 300.13 acres	2.48 du/ac	50', 130'
Treymont	190	± 71.66 acres	2.65 du/ac	80'
Hartford Estates	166	± 57.23 acres	2.90 du/ac	80'
Highlands Creek	190	± 79.25 acres	2.40 du/ac	80'
Highland Hills South	51	± 18.63 acres	2.74 du/ac	85'
Crews Lake Woods	10	± 13.92 acres	0.72 du/ac	175'
Fox Tree West	24	± 9.19 acres	2.61 du/ac	80'
Fox Tree East	23	± 9.17 acres	2.51 du/ac	80'

The site plan employs a deliberate transition strategy in its lot size distribution. Smaller and medium width lots are concentrated within the interior of the site, while larger lots and buffering elements are positioned along the perimeter adjacent to existing neighborhoods. Five (5) different amenities

ranging from Type II to Type IV are distributed and accessible through internal pedestrian connections not to exceed the 1,320-foot limit from houses to amenities pursuant to Section 303 of the LDC.

Potential Type-II Amenities:

- Tot lot
- Dog park or dog run
- Exercise course, or
- Picnic pavilion

Potential Type-IV Amenities:

- Community Center
- Clubhouse
- Community meeting room, or
- Community pool

The development meets and slightly exceeds open space requirements, providing 20.9 percent where 20 percent is required for Planned Developments with narrower lot widths. This ensures adequate spacing, contributes to the visual quality of the neighborhood, and supports overall livability.

The site will have one access point onto Crews Lake Drive, an Urban Collector roadway, where the previous southern extension of McCall Road, formerly Tillery Road, existed prior to its vacation. Sidewalks will be required along the project's roadway frontage as well as 25 feet of right-of-way (ROW) dedication along Crews Lake Drive. A traffic study is not required 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. At a minimum the entrance will require a Type IV intersection with deceleration and center turn lanes.

The previous Planned Development had a slightly lower proposed density (2.63 dwelling units per acre) to what is proposed today (2.65 dwelling units per acre). This change represents a minimal increase in intensity. Despite the small change, staff recommends approval of this request as it is based on the determination that the proposal remains consistent with the LDC and Comprehensive Plan and compatible with the surrounding land uses and growth patterns within this area.

Findings of Fact

- *LDPD-2026-2 is a request for a Planned Development (PD) for 400 single-family units on approximately 151 acres. Minimum lot sizes will be 6,000 sq. ft. The proposed density is 2.65 dwelling units per acre (DU/AC).*
- *The setbacks for the proposed development, as depicted on the site plan, will be as follows:*
 - *Primary Structure*
 - *Urban Collector: 35'*
 - *Front: 15'*

- **Side: Reduced from 10' to 5'**
 - Rear: 15'
 - Corner Side: 15'
 - Garage: 25'
- Accessory Structure
 - Side: 5'
 - Rear: 10'
- *The subject property is located within the Residential Low-1 (RL-1) Land Use designation. Per Table 2.1 in the LDC, Planned Developments are "C3" conditional uses in RL-1 district 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.*
- *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 2.65 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 land use district is characterized by areas of low density with smaller lots with a minimum of 40,000 square feet (RL-1), 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 31.71 acres of open space, which equates to approximately 20.9% open space.*
- *Per Section 720, Table 7.13 Land Use Class Numbers, Single-family is a Class two (2). Pursuant to Table 7.12.a Buffer Matrix, a Class two (2) proposed use abutting an existing Class two (2) use does not require a landscaping buffer.*
- *The submitted site plan shows proposed 25-foot Type “C” landscape buffers along roadway frontages as well as the entire boundary of the subject property.*
- *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 January 6, 2026, a Planned Development to the east of the subject site, known as Highlands Club, was approved 3-2 by the Board of County Commissioners. The request consists of 747 single-family detached homes on 50’, and 130’ wide lots on approximately 300.1 acres (LDPD-2025-9).*
- *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 Valleyview Elementary, R Bruce Wagner Elementary, Lakeland Highlands Middle, Bartow Middle, George Jenkins Senior High and Bartow Senior High. Most of the site is zoned for Valleyview Elementary, Lakeland Highlands Middle, and George Jenkins Senior High.*
- *The site has approximately 1,335 feet of direct frontage along Crews Lake Road and proposing one access point off Crews Lake Drive.*
- *The portion of McCall Road south of Crews Lake Drive was recorded as a County-maintained right-of-way under Map Book 13, Pages 14-17, and later vacated under O.R. Book 11144, Page 2073.*
- *The property has direct ingress/egress to Crews Lake Drive (Road No. 942102), an Urban Collector roadway. Road number 942102 has 46' of ROW and a pavement width of 22'. 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 Southwest Utility Service Area (SWUSA). A 12-inch potable water main is located along the western right-of-way of McCall Road. A 8-inch wastewater line is within the frontage of the subject site on the southern right-of-way along Crews Lake Drive. A 12-inch reclaimed water line is about directly across the street on the north side of Crews Lake Drive and McCall Road.*
- *Fire and EMS response to this project is from Polk County Fire Rescue Station #28, located at 4104 Clubhouse Road in Lakeland, approximately 2.8 miles away.*
- *Sheriff's response to the site is served by the Southwest District (SW), located at 4120 US 98 South in Lakeland.*
- *The following are the closest County park to the subject property*
 - ***Highland City Senior Field***, which is approximately ± 1.90 miles pedestrian travel directly northeast. Highland City Senior Field includes the following amenities:
 - *Baseball fields*
 - *Picnic Tables*
 - *Restrooms*
 - ***Banana Lake Park***, which is approximately ± 2.40 miles pedestrian travel directly north. Banana Lake Park includes the following amenities:
 - *Bank/pier fishing*
 - *Boat launching site*
 - *Picnic Area*
 - *Playground*
 - *Restrooms*
 - *Walking path/trails*
 - ***Highland City Park***, which is approximately ± 2.50 miles pedestrian travel directly northeast. Highland City Park includes the following amenities:
 - *Baseball fields*

- *Playgrounds*
- *Restrooms*
- *According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the property is comprised of seven (7) different soil types. The three (3) most prevalent are Fort Meade sand (49.0%), Tavares fine sand (28.5%), and Pomello sand (12.2%).*
- *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 no surface water features on the subject property. The closest surface water feature to the subject site is Crews Lake at approximately 697 feet to the east in a closed basin within the larger Saddle-Creek Drainage Basin.*
- *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 160 feet to 215 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-2026-2**.

Planning Commission: at an advertised public hearing on May 6, 2026, the Planning Commission voted 7:0 for **APPROVAL of LDPD-2026-2**.

CONDITIONS OF APPROVAL:

1. This Planned Development (PD) approval shall be for 400-lot single-family detached units, as depicted on the site plan, on ±151 acres. [PLG]
2. Approval of this request shall include the following setbacks as shown on the site plan [PLG]:
 - *Primary Structure*
 - *Urban Collector: 35'*
 - *Front: 15'*
 - ***Side: Reduced from 10' to 5'***
 - *Rear: 15'*
 - *Corner Side: 15'*
 - *Garage: 25'*
 - *Accessory Structure*
 - *Side: 5'*
 - *Rear: 10'*
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-2026-2, 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 construct sidewalks along the entire frontage of Crews Lake Drive as well as both sides of all internal roadways. Street lighting provided shall consist of fully shielded fixtures to prevent offsite glare. [PLG]
7. No residential lots shall be approved wholly or partially within wetlands or the wetland buffers. [PLG]
8. 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]

9. Proposed residential development on the site shall be conditioned upon a twenty-five (25') foot wide buffer area on the boundary of the site, after right of way dedications along Crews Lake Drive, as generally shown on the site plan for LDPD-2026-2.
 - a. The landscape buffer area buffer shall include the plantings of a Type "C" Landscape Buffer as outlined in Section 720 of the Land Development Code, and
 - b. Include a minimum six-foot (6') earthen berm with a six-foot (6') high solid fence on top of the berm along the property boundary adjacent to residential development on Crews Wood Lane. The berm shall not be required where stormwater management facilities are located adjacent to properties on Crews Wood Lane. [Applicant]
10. The rear lot lines for proposed lots with rear lot lines adjacent to residential development on Crews Wood Lane shall be a minimum of 64' from the property. Any additional open space created by these additional setbacks may count toward open space requirements within the Planned Development and shall be prohibited for use as recreation or amenity areas. [Applicant]
11. During Level 2 review, the developer shall coordinate with the Polk County School Board to identify a potential bus pull off area, with a covered shelter, along the project's frontage on Crews Lake Drive, as generally shown on the site plan for LDPD-2026-2. [Applicant]
12. The model park shall be located on the west side of the project primary access road and proximate to proposed amenity center, as generally shown on the site plan for LDPD-2026-2. [Applicant]

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

Table 1

Northwest: Residential Low-3 (RL-3) Various single-family homes on ± 4.84 acres	North: Residential Low-3 (RL-3) Fox Tree East & West Subdivision Total Units: 47 single-family homes Total Acreage: 18.36 acres Density: 2.56 du/ac ±10,720 sq. ft. - 18,408 sq. ft.	Northeast: Residential Low-3 (RL-3) Equestrian Facility ±58.59 acres
West: RL-1 Trey mont Subdivision (PD-04-14) 190 single-family homes ±10,000 sq. ft. – ±21,000 sq. ft. lots Trey mont Density: 2.65 du/ac ±71.66 acres	Subject Property: Residential Low-1 (RL-1) Vacant, pasture, Proposed Project Proposed Density: 2.65 du/ac ±151 acres	East: Residential Low-1 & 2 (RL-1 & RL-2) Crews Lake Woods Subdivision 8 SFR, 2 unplatted SFR & Highlands Club PD (LDPD-2025-9) 747 single-family homes Highlands Club Density: 2.48 du/ac Crews Lake Woods Density: 0.72 du/ac ± 300.1 acres
Southwest: Phosphate Mining (PM) Former phosphate mining ±367.92 acres	South: Phosphate Mining (PM) Former phosphate mining ±367.92 acres	Southeast: Phosphate Mining (PM) Former phosphate mining ±367.92 acres

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

Table 1 indicates that the subject property is surrounded primarily by low-density residential uses, along with some non-residential land to the south. To the north and northwest, the area is designated Residential Low-3 (RL-3) and consists of established single-family neighborhoods, including the Fox Tree East and West subdivisions, which contain 47 homes on approximately 18.36 acres at a density of about 2.56 dwelling units per acre, as well as additional scattered single-family homes. To the west, the Trey mont subdivision, designated RL-1, includes 190 single-family homes on roughly 71.66 acres with lot sizes ranging from about 10,000 to 21,000 square feet. To the east, a mix of RL-1 and RL-2 designations includes the Crews Lake Woods subdivision, limited unplatted residential lots, and the larger Highlands Club planned development with 747 single-family homes on approximately 300.1 acres. The northeast is characterized by an equestrian facility on about 58.59 acres under RL-3. In contrast, the lands to the south, southeast, and southwest are designated for Phosphate Mining (PM) and consist of former mining areas totaling approximately 367.92 acres.

A previous case, PD 05-05, a request for a 158-lot single-family subdivision with a minimum lot size of 9,000 square-feet on 60 ± acres, received a 4/3 vote of approval by the Planning Commission on March 8, 2005. The proposed gross density was 2.63 dwelling units per acre. The case was then

denied by the Board of County Commissioners on May 18, 2005 by a 5/0 vote. The Board of County Commissioners based its decision upon the following findings of facts and conclusions of law

Compatibility:

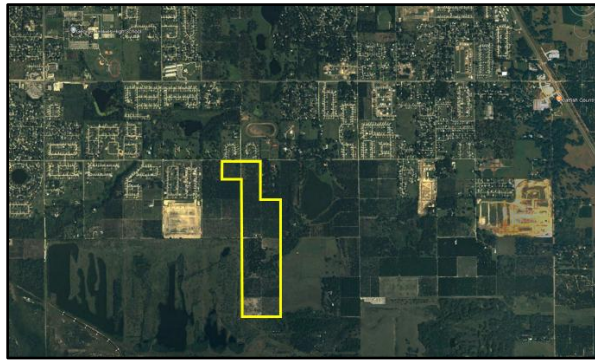
During the course of the de novo hearing, several citizens provided fact-based testimony as to the compatibility of the proposed project based upon the surrounding lot sizes and home sizes.

Schools:

There was testimony that the four schools that service the area (Valleyview Elementary, Lakeland Highlands Middle School, and George Jenkins High School would be directly and adversely impacted by the Planned Development as each of the aforementioned schools exceeded their respective enrollment capacities.

Transportation:

The overall transportation network was deemed inadequate. The area in question required an additional north/south road and east/west road. Further, the “S” curve on Crews Lake Drive was substandard and that vehicle traffic was causing widespread congestion.



2005 Aerial Photo



2025 Aerial Photo

Since the denial of PD 05-05 in May, 2005, the surrounding area has seen exponential growth over the last 20 years. Based on aerial data dating back to November of 2005, six (6) months after the denial of PD 05-05 and current aerial data as of April, 2025, you can see the increase in development with the anticipated infrastructure to support development. Key developments that have been built out since the previous denial consists of:

- Treymont Phase I & II
- Hartford Estates Phase II
- Highlands Creek Phase II
- Touchstone
- Wind Meadows

This growth includes multiple residential and community projects. The expansion reflects planned development supported by increasing infrastructure and investment, indicating the area is well-positioned for continued growth.

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:

Policy 2.102.A2 of the Comprehensive Plan states, “*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.”*

The proposed development demonstrates compatibility with adjacent land uses by accomplishing all three provisions by organizing lot sizes and transitions in a deliberate manner. Single-family residences abutting single-family residences are compatible. The development proposed a similar intensity to what is existing today, while including additional buffering techniques.

Buffer:

The proposed development satisfies provision (a) of Policy 2.102.A2 by incorporating deliberate buffering techniques to mitigate potential incompatibilities between adjacent land uses. Along the project perimeter, where the new lots abut existing 80-foot-wide lots (Treyont subdivision), a 25-foot-wide Type “C” landscape buffer is provided. This buffer creates a physical and visual separation that softens transitions in lot size and development character. By introducing this landscaped edge condition, the plan reduces direct visual and spatial conflicts, ensuring that differing residential patterns can coexist without abrupt or jarring interfaces.

It is important to note that a landscape buffer of any width and planting material is not a requirement of the Land Development Code (LDC) for this type of development. Pursuant to Section 720.H1, “*the Buffer Matrix, Table 7.12 outlines the requirements for buffers which is based on the intensity of the proposed development or use, and the uses which are developed or intended on all adjacent properties*”. The letters A, B, C on Table 7.12 refer to specific types of buffers which are

illustrated in Figure 7.3. "N" means no buffer is required by this Code. The proposed use and abutting uses are both single-family residential (Class 2), which does not require a landscape buffer. However, the applicant has provided a 25-foot-wide Type "C" landscape buffer as part of the conditions of approval. The buffer conditioned by the applicant exceeds the County's most intense landscape buffer requirements by including an additional five (5) feet of buffer width along the entire property boundary.

In addition to the 25-foot-wide buffer along the entire property boundary, the applicant is proposing additional buffering techniques to mitigate potential incompatibility where the proposed development abuts the Crews Lake Woods subdivision. The Crews Lake Woods subdivision was approved for 10 single family lots with lot widths ranging from 175 feet to 317 feet depending on the orientation. According to Property Appraiser, the smallest lot size in the Crews Lake Woods subdivision is one (1) acre. Based on the site plan, the proposed development will implement the largest lots (64-foot-wide lots, approximately 8,320 square feet) abutting the Crews Lake Woods subdivision, in addition to a 6-foot-tall berm and 6-foot-tall, screened fence/wall measured from the average existing grade. The closest point, measured from property boundaries, is 64 feet and is conditioned by staff to have no proposed lot be closer than 64 feet to the Crews Lake Wood subdivision. This does not include any primary or accessory building setbacks. The space between lots is part of the developments open space calculations, where they provide 20.9% meeting the 20% minimum for residential Planned Developments with lots less than 80 feet wide.

Intensity and Scale:

Provision (b) is addressed through control of intensity and scale across the development. The data shows that densities remain generally consistent with surrounding communities, ranging roughly between 2.40 and 2.90 dwelling units per acre, aligning closely with nearby subdivisions. The proposed development is proposing 400 single-family detached units on approximately 151 acres of upland. This equates to a proposed density of 2.65 dwelling units per acre, which is slightly less than the abutting Treymont subdivision to the west. Additionally, while the project introduces a mix of lot widths (50', 60', and 64'), these are balanced against surrounding developments by arranging the smaller lot sizes internal to the site and the two larger lot sizes on the periphery. This approach to density and lot sizing ensures that the proposed development does not introduce excessive intensity but instead remains compatible by maintaining a comparable scale and gradually moderating differences.

Surrounding Intensities

Development	Unit #	Acres	Density	Lot Width
Pulte Crews Lake	400	± 151 acres	2.63 du/ac	50', 60', 64'
Highland Club	747	± 300.13 acres	2.48 du/ac	50', 130'
Treymont	190	± 71.66 acres	2.65 du/ac	80'
Hartford Estates	166	± 57.23 acres	2.90 du/ac	80'
Highlands Creek	190	± 79.25 acres	2.40 du/ac	80'
Highland Hills South	51	± 18.63 acres	2.74 du/ac	85'
Crews Lake Woods	10	± 13.92 acres	0.72 du/ac	175'
Fox Tree West	24	± 9.19 acres	2.61 du/ac	80'
Fox Tree East	23	± 9.17 acres	2.51 du/ac	80'

Transition:

Provision (c) is accomplished through a transition strategy that organizes lot sizes and development patterns in a logical progression. Smaller and medium-width lots are concentrated within the

interior of the site, while larger lots and buffering elements are placed along the edges adjoining existing neighborhoods. This gradation in lot size, combined with the inclusion of internal roadways, open spaces, and landscaped areas, creates a seamless transition between varying land use intensities. The result is a cohesive development pattern that avoids abrupt changes, promotes visual continuity, and reflects techniques consistent with the policy's intent.

Overall, the site design reflects a coordinated approach to land use planning, where lot size variation is integrated with buffering and placement techniques. These measures collectively reduce potential incompatibilities, enhance neighborhood continuity, and align the development with established planning principles for scale, intensity, and adjacency.

B. Infrastructure:

Comprehensive Plan Policy 2.102-A1 emphasizes the importance of encouraging compact and contiguous development patterns that reduce energy consumption, preserve natural resources, and limit the cost of extending public services. It also seeks to discourage leapfrog development by promoting growth in areas already supported by existing infrastructure and nearby communities.

The proposed project aligns with these objectives by utilizing existing public investments and developing in an area that has experienced steady residential growth over the past several decades. The Lakeland Highlands area is largely built out with single-family neighborhoods, and the subject property represents one of the remaining sizable parcels designated for residential use. As such, the development functions as infill within an established growth area rather than extending development outward. Broader growth patterns also suggest continued expansion toward the south, gradually connecting with the City of Bartow.

Based on the Land Development Code (Table 3.3 – Location Eligibility Score for Residential Low), the site achieved a score of 17 points, which would allow a density of up to 4 dwelling units per acre. However, the proposed density is significantly lower at 2.65 dwelling units per acre, requiring 10 points. This demonstrates that the project is well within allowable limits and maintains a moderate intensity consistent with surrounding development. The surrounding infrastructure provides ample opportunity to obtain the 10 points required for the proposed density.

The site is well-served by existing infrastructure and transportation networks. It has frontage along Crews Lake Drive, a County-maintained Urban Collector Roadway, and is conveniently located near County Road 540A and US 98. Sidewalk infrastructure is already present along Crews Lake Drive to the west of the site and continues north along Lakeland Highlands Road, providing connectivity to the nearest activity center. A public transit stop is located slightly less than two (2) miles to the east. The developer will extend sidewalks along Crews Lake Drive to enhance pedestrian connectivity. Utilities are readily available, including water, wastewater, and reclaimed water systems, with sufficient capacity confirmed by the Southwest Florida Water Reclamation Utility Authority (SWRUSA), which also has planned system upgrades. Emergency services are provided. Additionally, the site is within reach of multiple school service areas and is located near community and regional parks within appropriate travel distances.

Nearest Elementary, Middle, and High School

The site is zoned for Valleyview Elementary, Lakeland Highlands Middle, and George Jenkins Senior High. Adjacent schools for the site are R Bruce Wagner Elementary, Bartow Middle, and Bartow 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 percentage of Florida Inventory of School Houses (FISH) capacity.



Valleyview Elementary

A non-binding school concurrency determination for the proposed project was filed earlier this year in February. Based on the determination, there is available capacity at the zoned elementary, middle, and high schools. The determination also provided information regarding the adjacent schools, where there is available capacity. It is important to note that this determination is non-binding. No seats are being reserved for the proposed project. At the time the project is undergoing site plan approval, the development will need to apply for a binding letter to receive school concurrency. See Table 2 below for concurrency analysis.

If approved, the horizontal construction is expected to begin in the fourth quarter of 2026 and be completed by the third quarter of 2027 with an estimated full occupancy date by the end of 2028. By the time buildout should occur and the subdivision is platted, elementary and middle school zones may also be adjusted by the School Board.

Table 2

Name of School	Current Enrollment	Concurrency Capacity	*Students Generated by Project	% Capacity 2024-2025 School Year	Average Driving Distance
Valleyview Elementary (Zoned)	762	933	59	83%	± 1 mile
R Bruce Wagner Elementary (Adjacent)	866	1,038	59	86%	± 8.2 miles
Lakeland Highlands Middle (Zoned)	1,087	1,481	34	84%	± 4.9 miles
Bartow Middle (Adjacent)	1,062	1,477	34	79%	± 8.2 miles
George Jenkins Senior High (Zoned)	2,464	2,790	48	89%	± 2.2 miles
Bartow Senior High (Adjacent)	2,233	3,399	48	66%	± 7.7 miles

Source: Polk County School Board, GIS, Google Maps

* Pulte Crews Lake Non-binding School Concurrency Determination

As previously stated, 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 2.8 miles with an average response time of 8-10 minutes. Sheriff's response to the site is served by the Southwest Command District, located at 4120 US 98 South next to Polk State College. 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.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Southwest District Command (4120 US 98 S, Lakeland)	±4.5 miles	P1: 10:22 P2: 25:37
Fire/EMS	Station #28 (4104 Clubhouse Road, Lakeland)	±2.8 miles	10-12 minutes

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

**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. The nearest available water lines to serve the proposed development is a 12-inch potable water-main on the west side of McCall Road approximately 40 linear feet north of the property and a 12-inch reclaim water-main on the north side of Crews Lake Drive also approximately 40 linear feet north of the property. Public system improvements associated with the subdivision include a sanitary sewer network, one (1) public lift station, and approximately 2,600 linear feet of 6-inch sanitary force-main along McCall Road from the site entrance to the intersection of E County Road 540A and McCall Road. Force main along McCall Road and lift station will be upsized with a developers agreement by another project to 12-inches to provide sewer transmission capacity for potential future 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 if maximum densities are permitted if the PD were to acquire all locational criteria points allow up to five (5) units per acre in the ±145.28-acre upland UGA portion and up to seven (7) units per acre in the ± 5.72-acre TSDA portion. Based on Polk County concurrency

calculations, proposal is estimated to generate 144,000 GPD of potable water and 108,000 GPD of wastewater.

Table 4

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted	Maximum Permitted with PD Bonus Points	Proposed Plan
151 ± upland acres RL-1			
Permitted Intensity	151 single-family dwelling units	766 single-family dwelling units	400 single-family dwelling units
Potable Water Consumption (GPD)	54,360 GPD	275,760 GPD	144,000 GPD
Wastewater Generation (GPD)	40,770 GPD	206,820 GPD	108,000 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:

According to PCU summary, 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 GPD). 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 of connections for the next 20 years.

C. Planned Improvements:

Potable water and wastewater services are within the right-of-way on Yarborough Lane. These include a 10-inch potable water main, 12-inch gravity line and 12-inch force main extend approximately 0.70 miles south. There is also a public 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 40 linear feet to the north of the site along Crews Lake Drive.

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), Lakeland Highlands Drive (Road No. 942005), and CR 540A (Road No. 931302), which are County-maintained Collector roadways monitored for concurrency by Polk County Transportation Planning Organization (TPO). One access point onto Crews Lake Drive has been identified on the site plan. Improvements such as additional sidewalks will be required along the project's roadway frontage as well as 25 feet of ROW dedication along Crews Lake Drive. Due to the estimated Average Annual Daily Trips (AADT), the PD will require a major traffic study to be assessed during Level 2.

A. Estimated Demand:

The proposed development is expected to generate 3,124 AADT and 400 PM Peak hour trips. Table 5, to follow, shows the traffic that is projected for the proposed 400 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
151 ± upland acres RL-1			
Permitted Intensity	151 single-family dwelling units	766 single-family dwelling units	400 single-family dwelling units
Average Annual Daily Trips (AADT)	1,180	5,983	3,124
PM Peak Hour Trips	151	766	400

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 252 trips (63%) are expected to enter the development while approximately 148 trips (37%) are expected to exit the site during the busiest driving periods.

McCall Road, formally Tillary Road, was a County-maintained Right-of-way pursuant to Map Book 13, Pages, 14-17. The roadway extends south of Crews Lake Drive onto the subject property and was identified within the Treymont Phase I Plat according to Plat Book 182, Pages 28-30 as Tract “F2” for future development. Tracts “F1” and “F2” shown on the plat are reserved by Highlands Enhancement, INC., its successors and assigns for future development under its own Parcel ID No. 242922287530000760. The roadway extending south of Crews Lake Drive was later vacated in February of 2020 under O.R. 11144, Page 2073. For the purposes of this application, the portion identified as Tract “F2” in the Treymont Phase 1 plat, under its own Parcel ID No. 242922287530000760 has not been included in the request. This Tract will ultimately act as a natural buffer from the Treymont subdivision, not being accounted for as Planned Development (PD) open space requirements, density calculations, and upland calculations.

There is one proposed access point to the site along Crews Lake Drive. The access point is proposed where the southern portion of McCall Road was originally map creating driveway alignment with the northern portion of McCall Road. Because of this alignment, a significant proportion of the traffic generated from this development will travel north on McCall Road to reach CR 540A as it is the fastest route of travel. The nearest commercial district to the subject site is the Neighborhood Activity Center (NAC) land use district located northwest of the subject site at the corner of Lakeland Highlands Road and CR 540A. The district is just under 2 miles from the subject site.

B. Available Capacity:

One access point onto Crews Lake Drive (Road No. 942102) has been identified on the site plan. Table 6, to follow, shows that there is traffic capacity available to support development in this area based on generalized data. Based on new Polk County Transportation Planning Organization,

Concurrency Roadway Network Database 2026, Link # 8082 has the capacity to support 790 peak hour trips and available capacity for an additional 482 trips eastbound and 495 trips westbound before this link's Level of Service (LOS) is degraded. New road links were added to the 2026 Roadway Database offering a more precise way of measuring each road segment. The following links provided in Table 6 offer available capacity, and where some links do not, there are other alternative routes. Until a traffic study is complete at the time of Level 2 Review, there is no immediate way to gauge the exact impact the development will have on each road link.

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 as well as the new 2026 Roadway Network Database adding 12 additional roadway links and adjusting one (1) to provide clear and precise data to specific road links affected by future development. All impacted roads have available PM Peak Hour capacity.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
8082E	Crews Lake Drive From: Lakeland Highlands Road To: Crews Lake Road	C	482	D
8082W	Crews Lake Drive From: Lakeland Highlands Road To: Crews Lake Road	C	495	D
8501N	Crews Lake Road From: Crews Lake Drive To: CR 540A	C	606	D
8501S	Crews Lake Road From: Crews Lake Drive To: CR 540A	C	614	D
8500N	Lakeland Highlands Road From: Crews Lake Drive To: CR 540A	C	170	D
8500S	Lakeland Highlands Road From: Crews Lake Drive To: CR 540A	C	195	D
4038N	CR 37B (Lakeland Highlands Road) From: CR 540A To: Lake Miriam Drive	C	812	D
4038S	CR 37B (Lakeland Highlands Road) From: CR 540A To: Lake Miriam Drive	C	772	D
8502N	Yarborough Lane From: Crews Lake Drive To: CR 540A	C	694	D
8502S	Yarborough Lane From: Crews Lake Drive To: CR 540A	C	697	D
8098N	Yarborough Lane From: CR 540A To: CR 540 (Clubhouse Road)	C	633	E
8098S	Yarborough Lane From: CR 540A To: CR 540 (Clubhouse Road)	C	626	E
4040E	CR 540 (Clubhouse Road) From: CR 37B (Lakeland Highlands Road) To: US 98	C	249	D
4040W	CR 540 (Clubhouse Road) From: US 98 To: CR 37B (Lakeland Highlands Road)	C	271	D
4162W	CR 540A (Central barn Road) From: CR 37B (Lakeland Highlands Road) To: US 98	C	786	D
4162E	CR 540A (Central Barn Road) From: CR 37B (Lakeland Highlands Road) To: US 98	C	744	D
5405N	US 98 From: Lyle Parkway To: CR 540A	C	564	D
5405S	US 98 From: Lyle Parkway To: CR 540A	C	661	D
5406N	US 98 From: CR 540A To: SR 540 (Winter Lake Road)	C	484	D
5406S	US 98 From: CR 540A To: SR 540 (Winter Lake Road)	C	381	D

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

Roadway Network Database at a Glance:

The Roadway Network Database (RND) contains over 26 fields of transportation data for nearly 1,400 miles of state, county and city roads in Polk County. Much of the transportation data contained in the updated RND is based on traffic counts taken recently by the TPO and Florida Department of Transportation (FDOT) and is used to calculate the level of service and determine

how much capacity is available on a given road based on the road's level-of-service (LOS) standard. Also included are several safety and multi-modal indicators that help us track some of the TPO's performance measures and targets. This includes a calculation of crash rates, as well as if there is a presence of transit services, sidewalks and bicycle facilities for each road segment. The traffic study represents conditions at a specific point in time. As buildout progresses, the Roadway Network Database will be updated to reflect the additional trips generated by this development. At the time of Level 2 review for the proposed project, the applicant will be required to confirm that traffic concurrency standards are met, including identifying and addressing any affected roadway segments or links through necessary improvements.

C. Roadway Conditions:

Crews Lake Drive is classified as an Urban Collector with a planned capacity of 6,700 average daily trips (AADT). The existing right-of-way is approximately 46 feet wide, with a pavement width of 22 feet. In accordance with LDC Section 705, developments must provide additional right-of-way along County roads. For this project, that requirement equates to dedicating enough ROW to ensure that 40 feet of right-of-way from the centerline along the site's frontage on this two-lane collector roadway. Crews Lake Drive has a posted speed limit of 35 miles per hour.

D. Sidewalk Network:

Pursuant to Section 707 of the LDC, "sidewalks are considered an urban service and vital to the promotion of pedestrian well being and the minimization of pedestrian deaths in the County. Sidewalks are also an essential element of public and charter school infrastructure." Given the proximity to Valleyview Elementary, the project will be required to incorporate new sidewalks along Crews Lake Drive. There are existing sidewalks connections along the south side of Crews Lake Drive extending west to Lakeland Highlands Road. Lakeland Highlands Road also provides sidewalk connectivity on the east side to CR 540A. This connectivity allows pedestrian traffic to reach the nearby retail shops and elementary school.

E. Planned Improvements:

The County has not identified any planned improvements for this area in the current CIP.

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 1.97 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 subject property is surrounded by a multitude of County Parks. The closest park to the subject site is Highland City Senior Field, which is approximately 1.10 miles directly north, and consists

of a baseball and softball field and picnic tables. Highland City Park and Banana Lake are two other parks within a 2-mile radius of the subject site both eligible to constitute as one (1) locational scoring point. There are no environmental lands abutting the site, the closest environmental site is the Lakeland Highlands scrub about 1.25 miles to the west. There are no conservation easements on the property.

A. Location:

Farther north, Highland City Park is located at 3930 Ball Park Road, roughly 2.50 miles from the site by pedestrian travel. This park supports recreational softball leagues and includes two (2) little league fields, a pony field, and a standard softball field. It also features a playground with a covered area to provide shade for children. Banana Lake Park, situated along Banana Lake in Lakeland, offers covered picnic shelters, a short walking trail, a boat ramp, a fishing pier, and a playground. Both parks are located within a 2-mile radius of the subject property, making either park eligible to count for one (1) locational scoring point. Pursuant to Section 303 Table 3.3, “points are awarded for one type of each park” meaning only one (1) point from either park can be awarded for community park if Highland City Senior Field was not the closest park.

B. Services:

According to Polk County Parks and Recreation, Highland City Park contains two (2) little league fields and offers a playground with a covered area. Banana Lake Park offers covered picnic shelters, a short walking trail, a boat ramp, a fishing pier, and a playground.

C. Multi-use Trails:

The Fort Fraser Trail is identified as a multi-use trail within the TPO 2035 Multimodal Plan. The planned route runs parallel to and along the east side of US 98 north of Bartow. The trail is asphalt-paved and designed for use by walkers, joggers, and cyclists, and it also provides access to Circle B-Bar Reserve.

D. Environmental Lands:

The closest environmentally sensitive land to the subject property is the Lakeland Highlands Scrub, located approximately 1.25 miles to the west. This 551-acre conservation area was acquired through joint funding from the Polk County Environmental Lands Program and the Florida Communities Trust Preservation 2000 Program to protect significant natural resources that had remained largely undisturbed by previous landowners. The site preserves the largest remaining contiguous portion of the historic Lakeland Ridge and supports a small population of red-tailed hawks and palm warblers. Two trails, the 2.2-mile Tortoise Trail and the 0.6-mile Shady Oak Trail provide access through open dry prairie, pine flatwoods, oak hammock, and basin swamp habitats. The area contains several federally listed plant and animal species, including pygmy fringe tree, nodding pinweed, hairy jointweed, sand skink, eastern indigo snake, and the Florida scrub-jay.

Lake Hancock conservation area is located approximately 0.00 miles to the east of the subject site and is protected under a conservation easement held by the Southwest Florida Water Management District (SWFWMD).

E. Planned Improvements:

The County Community Investment Program (CIP) has no planned improvements to the County parks near the subject site.

Environmental Conditions

The subject property has no significant environmental constraints that would preclude development, though it contains wetlands, floodplain areas, and a range of soil types that require standard mitigation and design considerations. The site lies within a closed drainage basin near Crews Lake, requiring stormwater systems capable of handling the 100-year, 24-hour storm event without offsite discharge. Wetlands are primarily located along the southern portion of the site and will be minimally impacted, with any disturbances mitigated in accordance with applicable regulations. Soils on site are generally well-drained but include some limitations for septic systems; however, planned centralized utilities reduce concern. No nearby protected species habitats are directly impacted, though standard wildlife surveys and buffers (including for a known bald eagle nest) will be required. No archaeological resources are known on site, and an existing private well will be properly abandoned. Overall, environmental conditions allow for development with typical regulatory compliance and mitigation measures.

A. Surface Water:

The property is in a closed portion of the Peace River - Saddle Creek drainage basin. It is in the open basin, but not connected due to topography. The basin spans 146.2 square miles and contains 79 named lakes/ponds and 7 named rivers/streams/canals. The closest surface waterbody to the subject site is Crews Lake, approximately 680 feet to the east. Per LDC Section 740, new stormwater 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.

Stormwater originating from certain areas of the project site is presently included within Environmental Resource Permit (ERP) No. 1432 and No. 31479, which apply to the nearby Crews Lake Woods and Treymont developments. Under the proposed development scenario, however, the Crews Lake Subdivision will not contribute runoff to these adjacent permitted systems.

Within the neighboring Treymont development, Ponds 3, 4, and 7 are fitted with emergency overflow features that direct excess flows toward the project site during storm events exceeding the 100-year, 24-hour storm threshold. The associated control structures for these ponds are designed with weir elevations set at the peak water surface elevation corresponding to that storm event.

As part of the proposed design, the Crews Lake Subdivision will include a stormwater collection system located along the rear lot lines on the eastern portion of the site, where the sites elevation is at its lowest. This system is intended to intercept and convey runoff from the Treymont development during storm events that surpass the 100-year, 24-hour design criteria.

The portion of the subject site that is associated with wetlands, which extends across the southern half, acts as a drainage channel serving to collect overland flow before ultimately discharging into Crews Lake.

B. Wetlands/Floodplains:

A segment of the property is situated within a mapped Zone “A” floodplain. To address potential floodplain impacts associated with development, stormwater management facilities such as retention and detention ponds will be incorporated and designed in compliance with the standards of the Southwest Florida Water Management District (SWFWMD) and Polk County land development regulations.

The wetlands onsite 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. Any impacts will be subject to appropriate permitting and will be offset through mitigation measures in accordance with applicable local, state, and federal requirements. No lots are located within the wetlands.

Pursuant to Policy 2.123-C2: Development Criteria of the Polk County Comprehensive Plan, *“wetland impacts where unavoidable and where properly mitigated, as determined by agencies having jurisdiction, shall be permitted for:*

1. *Resource-Based Recreational Uses as defined by this Plan that are compatible with wetland functions;*
2. *access to the site;*
3. *necessary internal traffic circulation, where other alternatives do not exist, or for purposes of public safety;*
4. *utility transmission and collection lines;*
5. *pre-treated storm-water management;*
6. *mining that meets state and federal regulations; or*
7. *expansion of an existing use or a new use where upon consultation with the appropriate regulatory agency (prior to permitting) it is determined that the proposed mitigation implements all or part of an agency or jurisdiction's plan and provides greater long term ecological value than the impact.”*

Pursuant to Section 620.B.3 of the Land Development Code (LDC), “an undisturbed vegetative buffer adjacent to surface waters with an average width of 25 feet and a minimum width of 15 feet...measured perpendicularly from the OHWL or the jurisdictional wetland line, whichever is greater” is proposed along the identified wetland. Impacts to the wetland are proposed to provide access to the southernmost portion of the subject site.

C. Soils:

The property contains a variety of soil types across the site. The majority consists of well-draining soils, including Fort Meade sand, Tavares fine sand, and Pomello fine sand, as documented in the U.S. Department of Agriculture Soil Conservation Service. These soils generally present minimal constraints for typical site development. However, certain limitations—ranging from moderate to severe—are identified for septic drainfield performance due to seasonal wetness and limited natural filtration capacity. In areas where numerous septic systems are concentrated, these conditions may increase the potential for groundwater quality impacts. Because the proposed

development will utilize centralized potable water and sanitary sewer infrastructure, these soil-related constraints are not expected to pose a concern.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	<i>Acres Of Site (approximate)</i>	<i>% Of Site (approximate)</i>
Tavares fine sand	Moderate: wetness	Slight	43.4	28.5%
Candler sand	Slight	Slight	12.7	8.3%
Fort Meade sand	Slight	Severe: flooding, wetness, shrink-swell	74.6	49.0%
Arents	Not rated	Not rated	0.5	0.4%
Pomello fine sand	Severe: wetness, poor filter	Moderate: wetness	18.5	12.2%
Adamsville fine sand	Severe: wetness, poor filter	Moderate: wetness	2.3	1.5%
Basinger mucky fine sand	Severe: ponding, poor filter	Severe: ponding	0.1	0.1%
Totals for area of interest			152.2	100%

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

D. Protected Species:

Based on the Polk County Endangered Habitat Maps, The PD is not situated within a one-mile radius of any recorded endangered species sightings (Source: Florida Natural Areas Inventory). The nearest environmentally sensitive area to the subject property is the Lakeland Highlands Scrub, located approximately 1.25 miles to the west. This 551-acre conservation area was acquired through joint funding by the Polk County Environmental Lands Program and the Florida Communities Trust Preservation 2000 Program to preserve valuable natural resources that had remained largely undisturbed by prior landowners. An unmonitored Bald Eagle nest is located over 800 feet east of the property, according to the Audubon EagleWatch Inventory Viewer (Nest ID # PO168a). Staff recommends that prior to any site clearing or grubbing activities, the applicant retain a qualified professional to perform a site survey/walkover to confirm that no threatened or endangered plant or animal species are present. Should any such species be identified, the applicant must take appropriate measures to protect them or mitigate any impacts in accordance with applicable federal, state, and local regulations.

E. Archeological Resources:

No known archeological or historical sites are present on the proposed development site, according to the Florida Master Site File maintained by the Secretary of State's Department of Historical Resources.

F. Wells (Public/Private):

A private well exists on the property and was previously used when portions of the site supported agricultural activities. This well will be properly abandoned in compliance with the requirements of the Southwest Florida Water Management District (SWFWMD).

G. Airports:

The site is not located within the buffer zone of any municipal airport. The nearest aviation facilities are the Bartow Medical Centers helistop, approximately 5.6 miles to the southeast, and Bartow Executive Airport, located about 10.9 miles to the east. The property is not within the flight path or height restriction zones associated with Bartow Airport and all structures will meet the 50-foot max structure height requirement within the Residential Low-1 (RL-1) land use district pursuant to Section 205, Table 2.2 Density and Dimensional Regulations for Standard Districts.

Economic Factors:

The proposed Planned Development (PD) includes vacant parcels located along the south side of Crews Lake Drive and is intended to accommodate current and future housing needs within Polk County. The provision of diverse housing types will support a cohesive residential community within a suburban setting characterized by established site-built subdivisions. The Lakeland Highlands area has experienced sustained growth in recent decades, with increasing property values reflecting continued market demand.

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.

The proposed development represents an efficient use of existing public infrastructure, including roadway, water, and wastewater systems. Public water and wastewater services are available to serve the site. Transit services operate within the surrounding area, providing connectivity to nearby commercial and recreational uses. A traffic study will be conducted during the Level 2 Review process to evaluate potential impacts and identify any required improvements. Public safety services are currently provided at urban service levels, with facilities located in close proximity to the site

The proposed 400 lot single-family development is consistent with the Comprehensive Plan; specifically, POLICY 2.120-C1, where residential development is permitted in the RL-1 future land use district 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
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.	The proposed 400 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. The site plan provides adequate scaling of these intensities by incorporating significant buffers, appropriate lot sizing, and green spaces between uses.
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.	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.
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.	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.
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.	The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it.
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).	The subject property is located within an area of the County that has adequate public safety services as identified in the staff report.

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

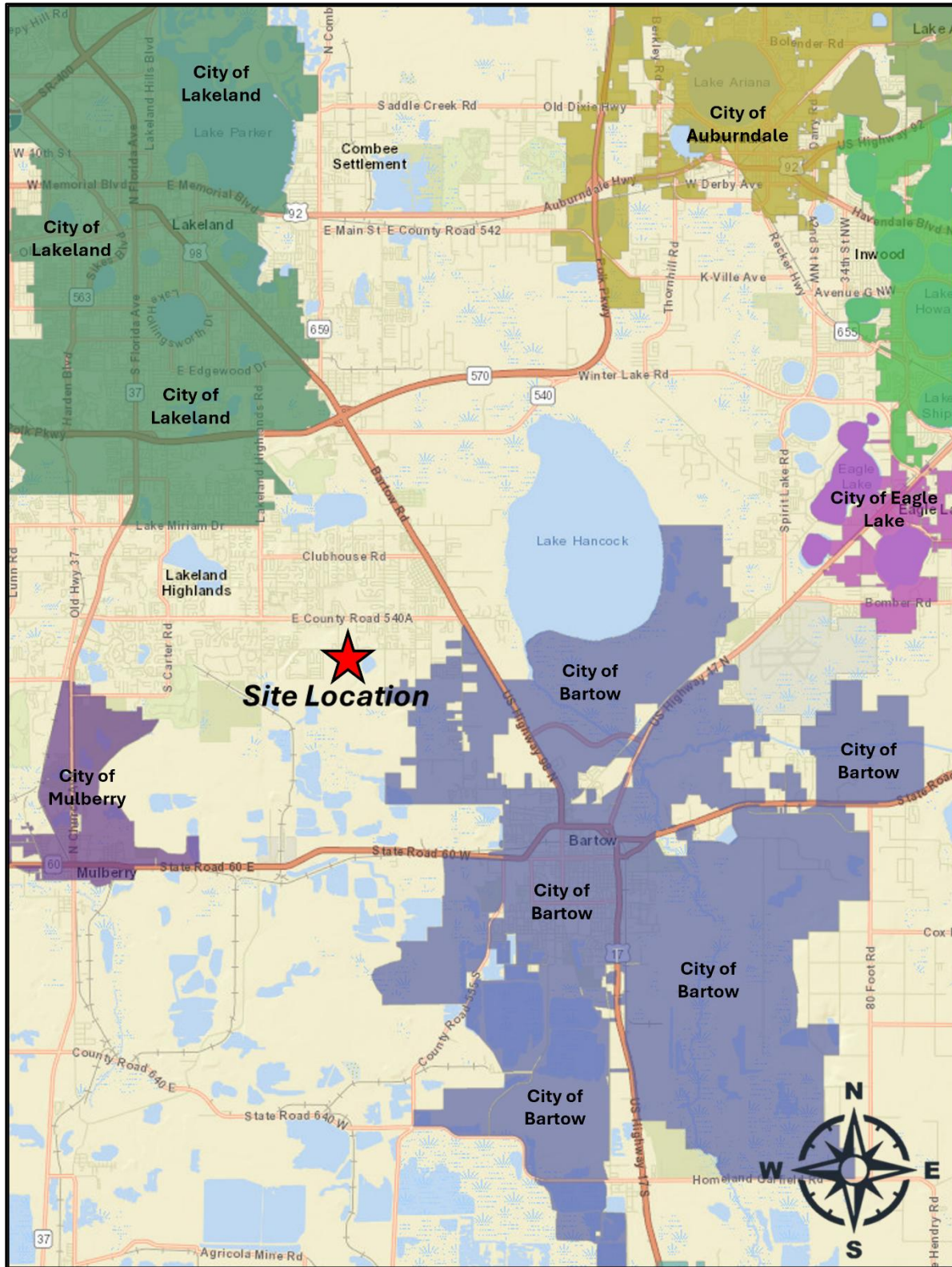
Table 9

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 11-14 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>

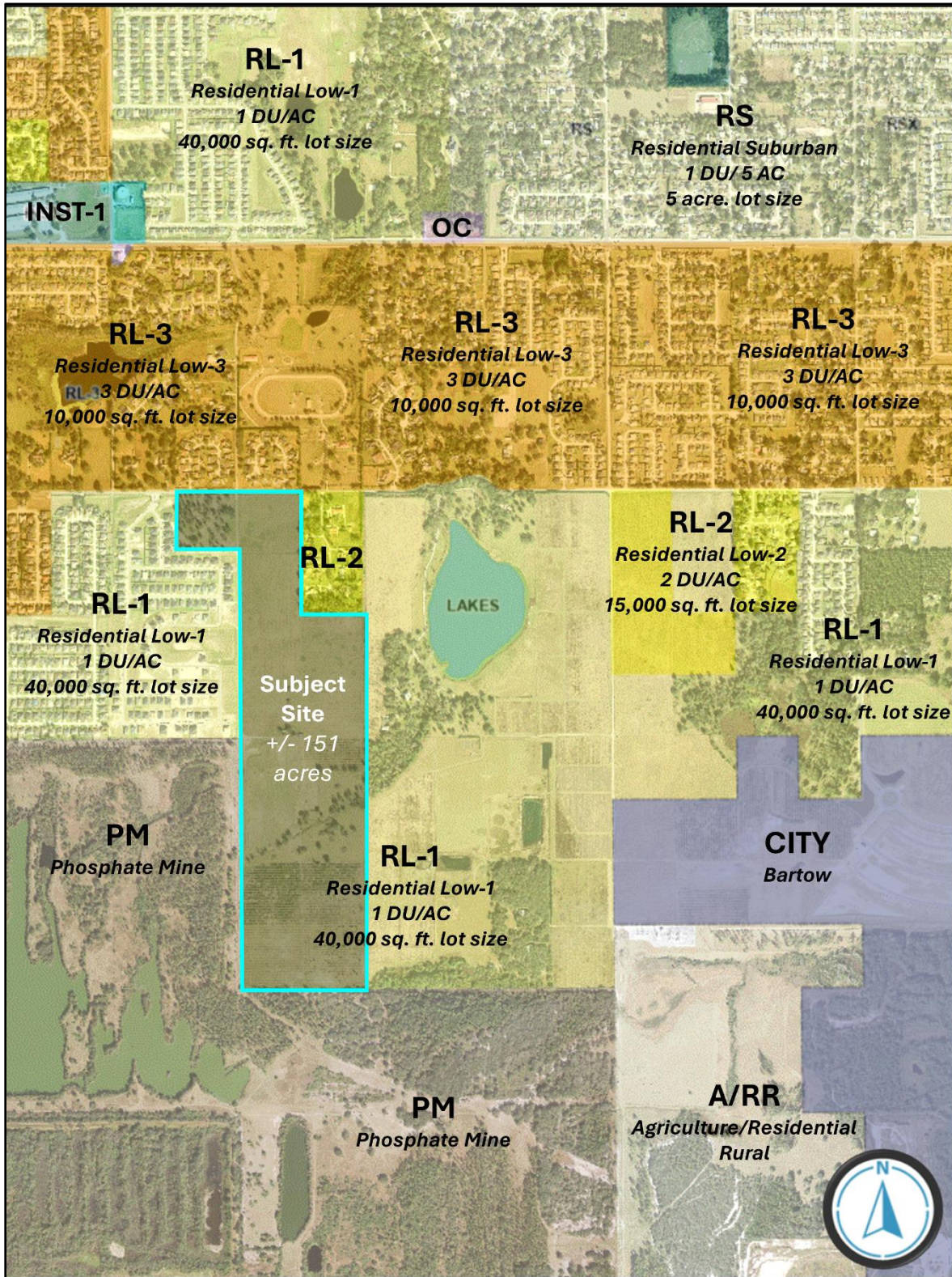
Comments from other Agencies: N/A

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 Landscaping Berm



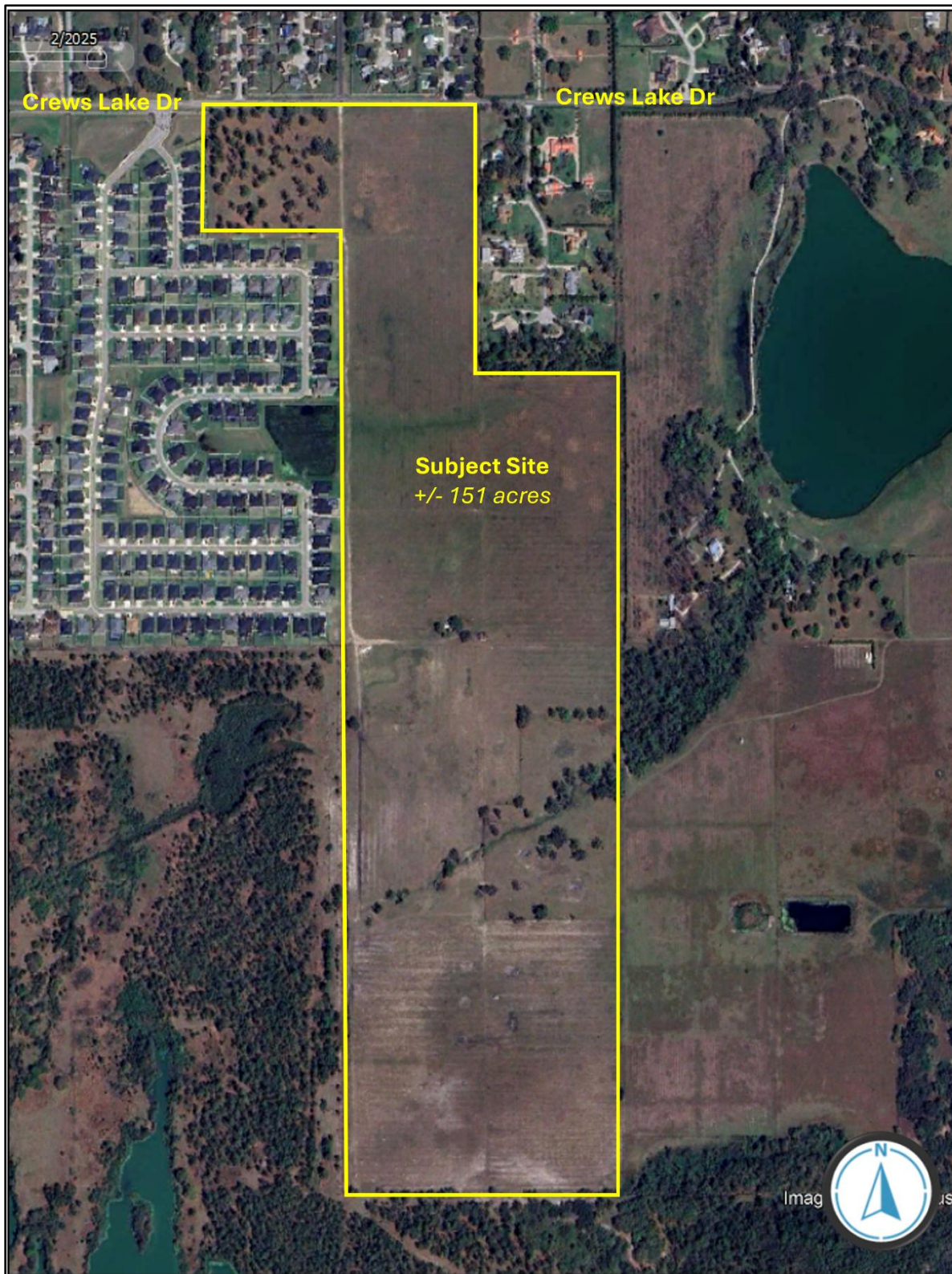
Location Map



Future Land Use Map

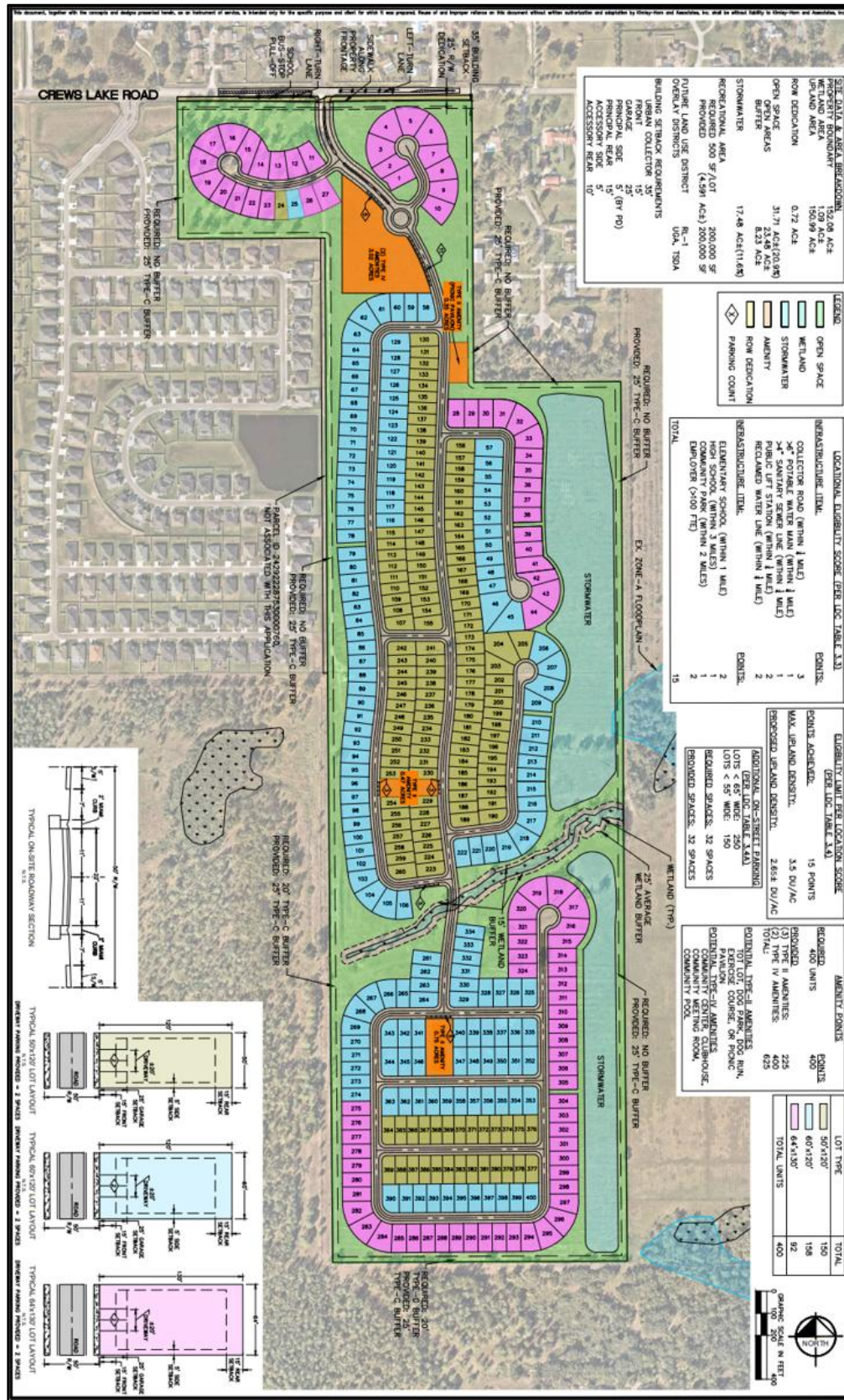


2025 Satellite Photo (Context)

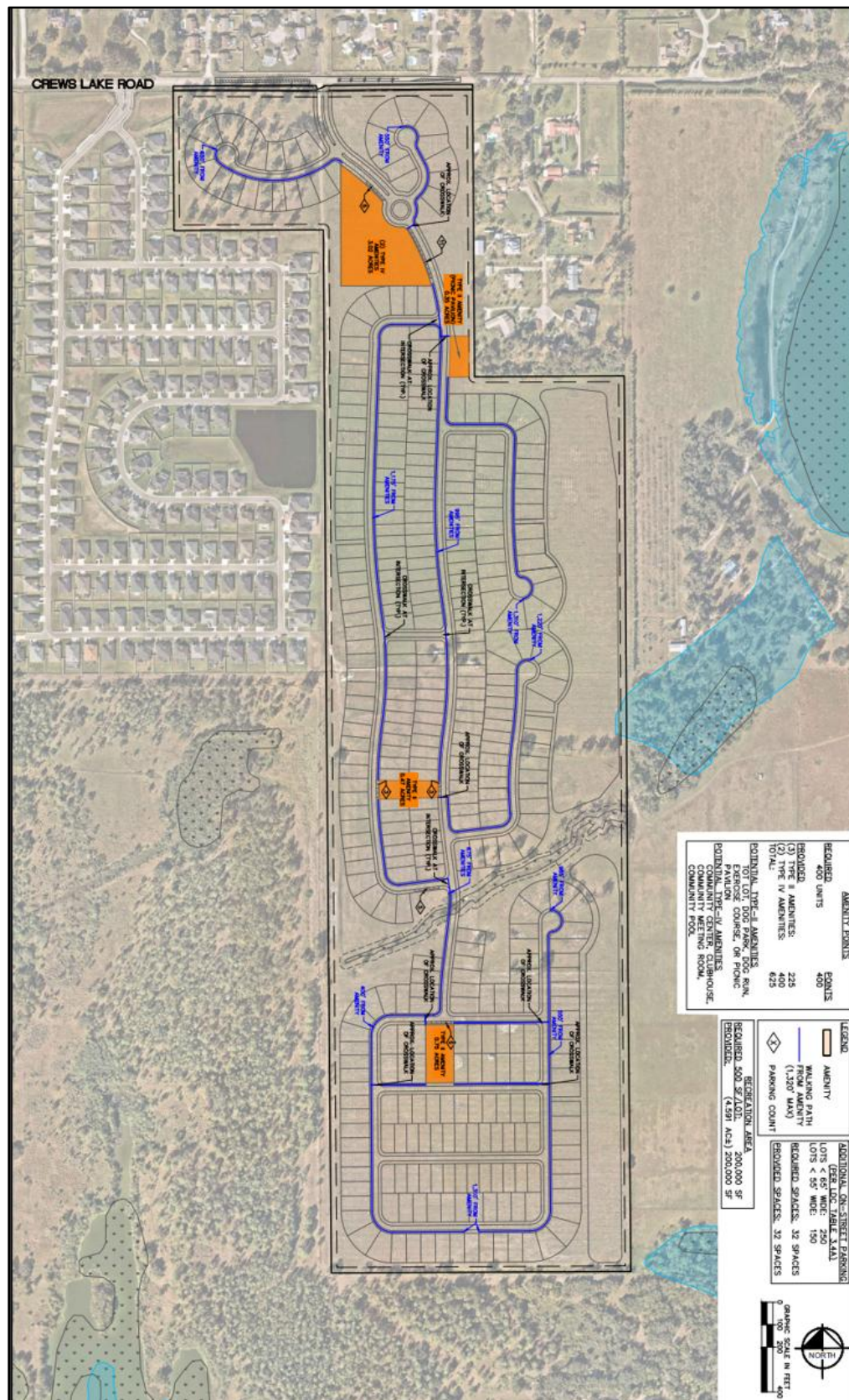


2025 Satellite Photo (Close-up)

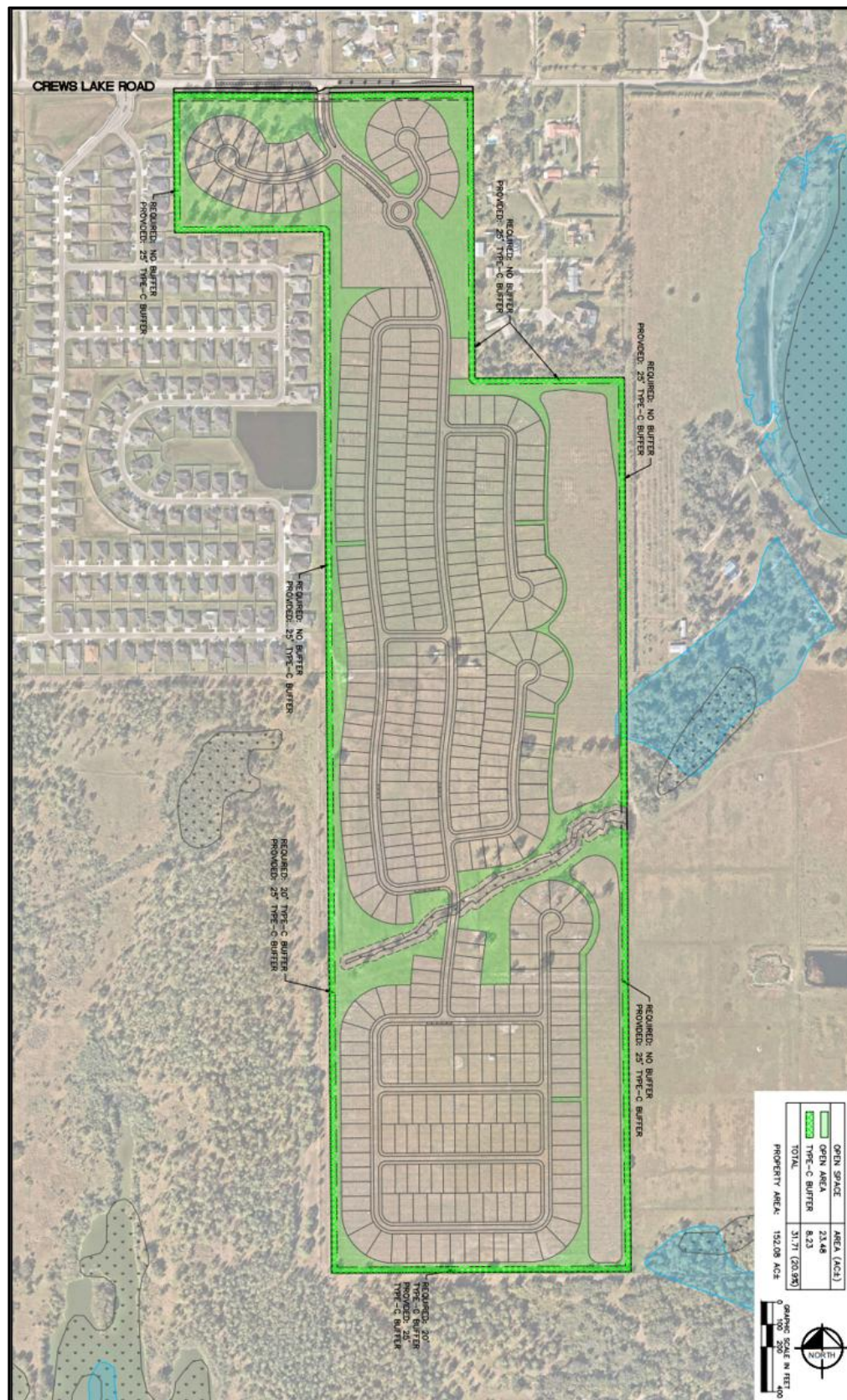
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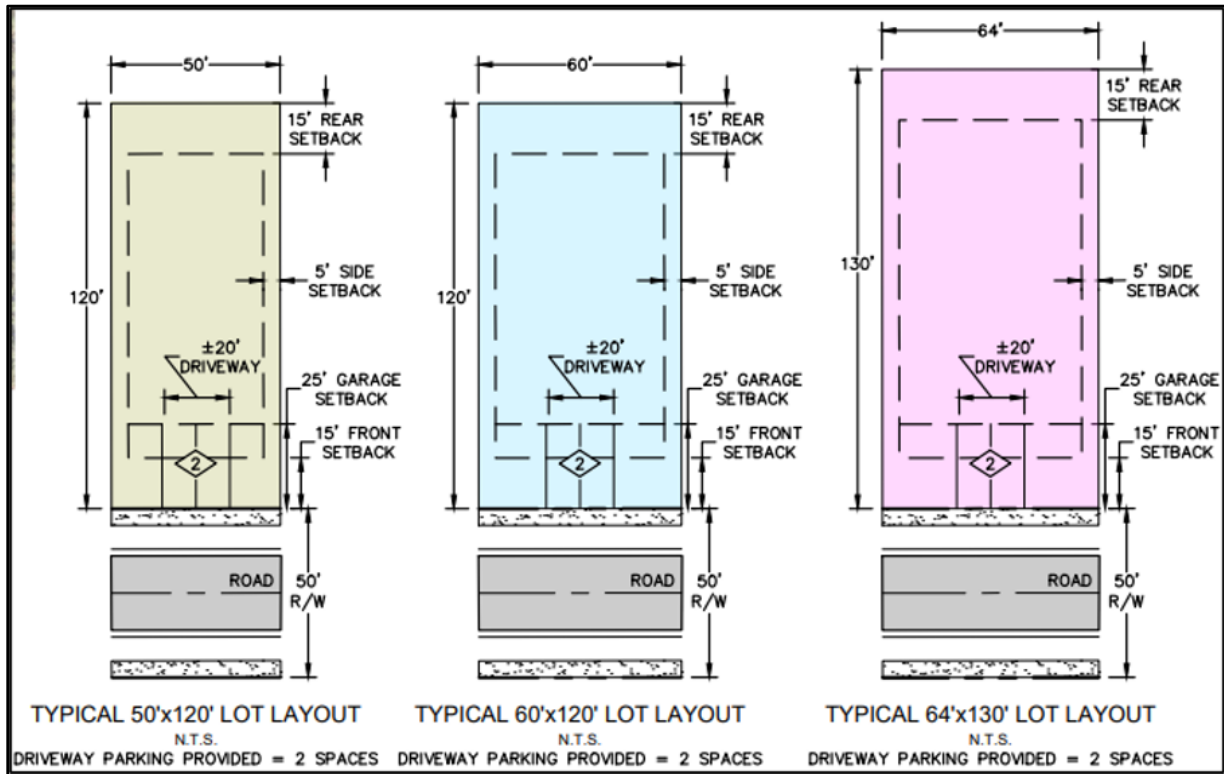


Site Plan



Amenity Plan



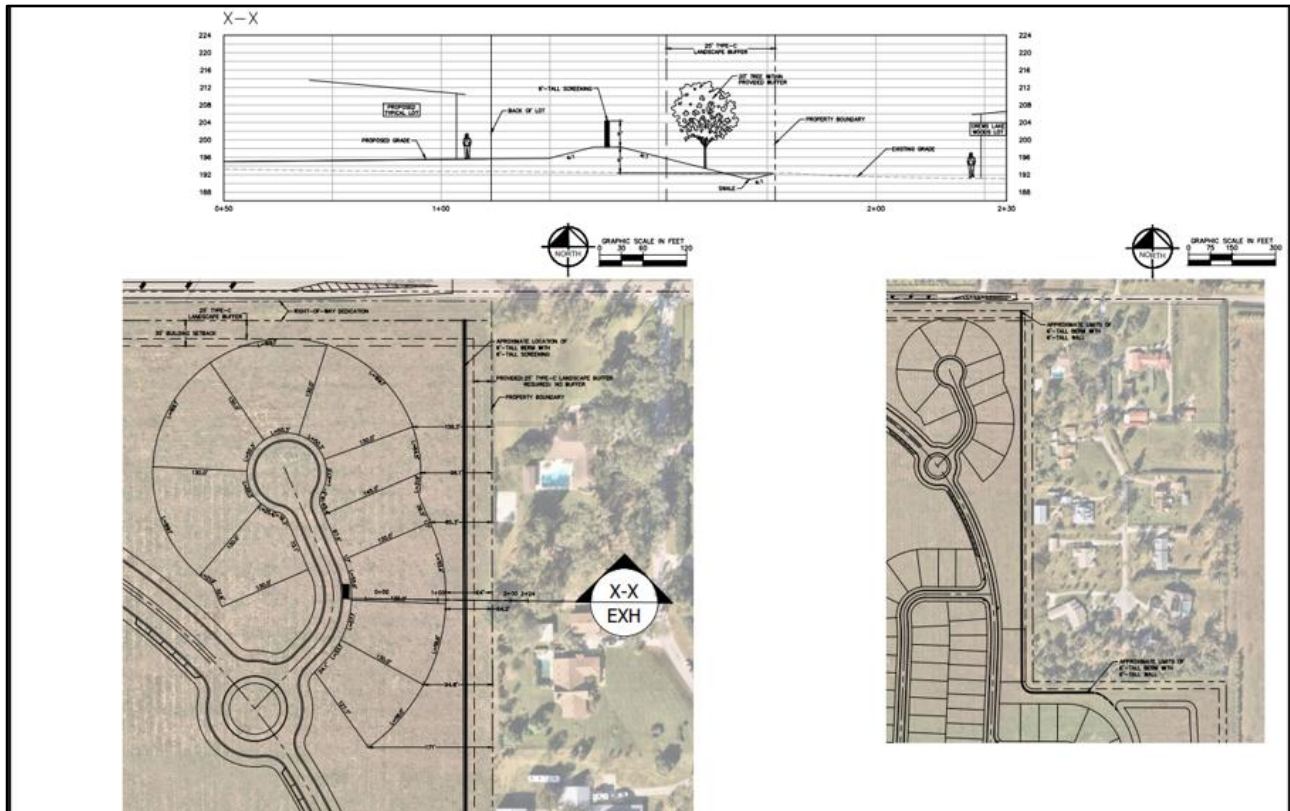


Typical Lots

Pulte Crews Lake Parcel List

PARCEL ID	OWNER	DEED BOOK/PAGE
24-29-22-287500-003900	Rogers Brothers, LLLP	09214 / 1771-1772
24-29-22-000000-041020	Rogers Brothers, LLLP	07862 / 2257-2261
24-29-22-000000-042030	Rogers Brothers, LLLP	07862 / 2257-2261
24-29-27-000000-031010	Rogers Brothers, LLLP	07862 / 2257-2261
24-29-27-290000-000220	Rogers Brothers, LLLP	11959 / 1888-1891
24-29-27-290000-000210	Rogers Brothers, LLLP	11959 / 1888-1891
24-29-27-290000-000270	Rogers Brothers, LLLP	12191 / 0001-0002
24-29-27-290000-000280	Rogers Brothers, LLLP	11959 / 1888-1891
24-29-22-000000-041030	CDR Farms, LLC	07919 / 0392-0397
24-29-22-000000-042020	CDR Farms, LLC	07919 / 0392-0397

List of Parcels



Landscaping Berm