

**POLK COUNTY
DEVELOPMENT REVIEW COMMITTEE
STAFF REPORT**

DRC Date:	April 2, 2026	Level of Review:	Level 3 Review
PC Date:	August 5, 2026 (Cont.)	Type:	Planned Development (PD)
BoCC Date:	N/A	Case Number:	LDPD-2026-4
Applicant:	Logan Opsahl Lowndes Law	Case Name:	Berkley Crossings PD
		Case Planner:	Ian Nance

Request:	The applicant is requesting a Planned Development approval for a combined 170 single-family and multi-family units. The purpose of this request is to allow 30-foot-wide single-family detached lots, up to six (6) attached dwelling units, and reduced setbacks.
Location:	The subject property is east of the Polk Parkway, west of Berkley Road, south of Berkley Knights Drive, north of Pace Road and northwest of the City of Auburndale in Section 17, Township 27, Range 25.
Property Owner:	Harold R. & Catherine R. Botts, Perrin Clifton & Wayne S. Herder
Parcel Size (Number):	±17.62 acres (252717-000000-012020, 252717-000000-012040, 252717-000000-012050)
Land Use District:	Residential Low-1 (RL-1)
Development Area/Overlays:	Transit Supportive Development Area (TSDA)
Nearest Municipality/County:	City of Auburndale
DRC Recommendation:	Conditional Approval
Planning Commission Vote:	Pending

Location



Site Plan



Summary of Analysis:

**** This case was continued from the 7/8/26 Planning Commission hearing. For this hearing, the applicant has proposed the following changes from what was presented in July.*

- Increased the requested reduced side setbacks for single-family detached units from 2.5 feet to five (5) feet for standard lots. Zero lot line designed single-family detached units will have one setback reduced to zero feet with the other side setback at 10 feet. With this change, all residential structures will be separated by a minimum of 10 feet.*
- In addition to providing two parking spaces per unit (excluding the garage), the applicant added additional guest parking on the south end of the project adjacent to the amenity area. The revised plan now provides 30 guest parking spaces, exceeding the LDC requirement of one (1) guest parking space per seven (7) units.*
- Revised the plan to provide a 20-foot landscaping buffer with a fence along the northern property line, exceeding the 5-foot minimum LDC requirement.*

The city of Auburndale also supplied a letter further detailing requirements for utility connections. This has been updated in the utility section of this report.”

The applicant is requesting a Planned Development (PD) pursuant to Land Development Code (LDC) Section 303 to permit a residential neighborhood consisting of 170 dwelling units on 17 developable acres (10 DU/AC) with amenities, pedestrian connection to the Auburndale TECO Trail, and other open spaces for use by the residents. There will be a mix of housing types, including attached townhomes (multi-family) with four to six units per structure and single-family detached dwelling units on 30-foot-wide lots. This PD is required for multi-family development in RL; more than four attached units within a townhome structure; reduced lot sizes; reduced lot widths; and reduced setbacks.

This site is located within multiple Comprehensive Plan overlays which promote high density development when supported by available transit opportunities and other locational criteria. The site is in the Transit Center of the Transit Supportive Development Area (TSDA) and Residential Low-1 (RL-1) Future Land Use district. Through PD approval in an RL district in the TSDA, up to twelve dwellings per upland acre are possible depending on design and location. The development plan is graded on a point system. The applicant proposes 170 units on approximately 17 acres of uplands. Based on the locational eligibility scoring criteria and the location within a Transit Center, this development may be able to achieve this density (10 DU/AC). Lot widths for single-family detached units will be reduced from 50 to 30 feet, and lot sizes will be reduced from 5,000 to 2,580 sq. ft. Two designs are proposed for the single-family lots. One will require reduced side setbacks to five feet on each side of the home. The other is a zero-lot line design where the setback on one side is reduced to zero feet with 10 feet set for the other side. The minimum rear setback will be 10 feet.

The site plan includes stormwater ponds that will both treat stormwater from the proposed development as well as provide compensating storage for any impacts to the flood plain (+/- 1.63 acres). Additional wetland areas (+/- 0.58 acres) will be preserved in their natural condition with 25-foot-wide upland buffers. Utilities are provided by the City of Auburndale and are available including a reclaim and sewer line along the Auburndale TECO trail, and water lines near Berkley Elementary. The City has reserved capacity for this development (See Exhibit 8). As part of the conditions and per the request of the City, the development will have at least a 10' dedicated utility

easement agreement in place with Auburndale. There is ample roadway network capacity on the closest affected roadways. There is a sidewalk network on surrounding roadways. Public safety services are at urban levels, and all zoned schools have available capacity to serve the development. There are recreation facilities within a short driving distance.

Staff recommends approval of this request. This site is within the TSDA development area for which this level of residential development has been planned and expected. The request is consistent with the LDC and Comprehensive Plan and compatible with the surrounding land uses.

Findings of Fact

- *The applicant is requesting a Planned Development to construct a combined 170 single-family and multi-family units on approximately 17.62 acres. The request includes 30-foot-wide lots, four-to-six-unit townhomes, and a minimum single-family lot size of 2,850 square feet.*
- *The setbacks for single-family detached units, as depicted on the site plan, will be as follows:*
 - *Primary Structure*
 - *Front: 15'*
 - *Side: Reduced from 10' to 5'*
 - *For zero-lot line designs from 10' to 0' on one side.*
 - *Rear: Reduced from 15' to 10'*
 - *Corner Side: Reduced from 15' to 10'*
 - *Garage: 25'*
 - *Accessory Structure*
 - *Side: 5'*
 - *Rear: Reduced from 10' to 5'*
- *The setbacks for townhomes, as depicted on the site plan, will be as follows:*
 - *Primary Structure*
 - *Front: 15'*
 - *Side: Reduced from 10' to 5'*
 - *Rear: Reduced from 15' to 10'*
 - *Garage: 25'*
 - *Accessory Structure*
 - *Side: 5'*
 - *Rear: Reduced from 10' to 5'*
- *The subject property contains areas of Residential Low-1 (RL-1) Land Use designation. Per Table 2.1 in the LDC, Planned Developments are “C3” conditional uses in the RL-1 district which require a Level 3 Review as described in Section 906 of the LDC.*
- *The subject site is 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. RL-1 districts require setbacks of fifteen (15) feet from the right-of-way from local roads; a side setback of ten (10) feet; rear setback of fifteen (15) feet; and a maximum structure height of 50 feet. Accessory structure setbacks are five (5) feet from the side and ten (10) feet from the rear property line.*
- *Per POLICY 2.104-A7 of the Comprehensive Plan, the Residential-Low maximum density within the Transit Supportive Development Area and Transit Center allows up to twelve (12) dwelling units per acre. The requested PD has a proposed density of 10 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.”*
- *According to LDC Section 303, “Planned Developments may be established in appropriate locations, with respect to intended function; in conformance with the goals, objectives, and policies of the Comprehensive Plan; compatible with the surrounding land uses and future land use districts; where they will not adversely impact facilities and services of the County; where they will not set a precedent for the introduction of an inappropriate use into an area; and so as not to encourage non-residential strip development along streets.”*
- *POLICY 2.105-A5 of the Comprehensive Plan states “Development within the Transit Supportive Areas shall conform with the following criteria:*
 - 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.”

- *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.”*
- *The property has direct ingress/egress to Berkley Road (Road No. 009321), a Principal Arterial roadway maintained by the Florida Department of Transportation. The four lane divided highway has about 110’ of ROW. The nearest roadway tracked for concurrency with the Polk County Transportation Organization’s Roadway Network Database is the Berkley Road segment from SR 559A to C. Fred Jones Boulevard (Link #. 6905 N/S), This roadway is an Urban Collector roadway and has a Level-of-Service (LOS) of “C.”*
- *According to the Transportation Planning Organization, there is adequate capacity on Berkley Road and other roads such as Pace Road, C. Fred Jones Boulevard, and the Polk Parkway within the area transportation network to support the development at this time. A Major Traffic Study is required per Section 703.C of the Land Development Code.*
- *The subject property lies within the City of Auburndale’s utility service area. According to correspondence there is a 16’’ reclaim line and a sewer line owned by the City along the Auburndale TECO Trail. There is a wastewater lift station and a 12-inch potable waterline in the Berkley Road right-of-way to the north in front of Berkley Elementary (±500 feet).*
- *The site is currently zoned for Lena Vista Elementary, Jere L. Stambaugh Middle School, and Auburndale High School. The property is not zoned for the closest elementary school. Berkley Elementary is within ¼ mile of the lots proposed within the site, but it is a charter school.*
- *The Polk County Sheriff’s Office response will be provided from the North Central District (NC), located at 3635 Avenue G Northwest in Winter Haven.*
- *Fire and EMS response to this project is from Polk County Fire Rescue Station 7, located at 200 Commonwealth Avenue in Polk City. The travel distance is about 3.2 miles with an average response time of 7-9 minutes.*
- *There are sidewalks along the frontage of Berkley Road and Pace Road.*
- *The closest public park facilities are the Lake Tennessee Boat Ramp, Auburndale TECO Trail, and the Lake Myrtle Recreation Complex.*
- *The closest surface water is Lake Tennessee to the east.*
- *According to the Florida Natural Areas Inventory Biodiversity Matrix, the site is not located within a one-mile radius of protected animal and plant species sighting.*
- *There are no known historical or archeological resources onsite, according to the Secretary of State’s Department of Historical Resources Florida Master Site File.*

- *Type “A” flood zones exist onsite (+/- 1.63 acres), primarily in conjunction with the wetlands (+/- 0.58 acres).*
- *According to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey, the property is comprised of Tavares sand (1%) and Smyrna and Myakka sands (99%).*
- *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.*
- *This request has been reviewed for consistency with SECTION 2.102 GROWTH MANAGEMENT and SECTION 2.104 TRANSIT SUPPORTIVE DEVELOPMENT (TSDA) of the Comprehensive Plan.*

Development Review Committee Recommendation: Based on the information provided by the applicant, the findings of fact, a recent site visit, and the analysis conducted within this staff report, the Development Review Committee (DRC) finds that with the proposed conditions the request **IS COMPATIBLE** with the surrounding land uses and general character of the area and **IS CONSISTENT** with the Polk County Comprehensive Plan and Land Development Code. Therefore, the DRC recommends **APPROVAL of LDPD-2026-4.**

CONDITIONS OF APPROVAL

1. This approval shall be a Planned Development (PD) for a residential neighborhood consisting of 170 dwelling units, including detached single-family and townhome units. Approval of this Planned Development is for the following: [PLG]
 - Approval of townhomes (multi-family) in RL-1 with more than four units per structure to a maximum of six units per structure.
 - Reducing side and rear setbacks for single-family detached units from ten (10) to five (5) feet and fifteen (15) to ten (10) feet, respectively.
 - For zero-lot line designs, one side setback shall be reduced to zero feet with the other side set to a minimum of 10 feet.
 - Reducing side and rear setbacks for townhome units from ten (10) to five (5) feet and fifteen (15) to ten (10) feet, respectively.
 - Reducing the minimum lot size for single-family detached units from 6,000 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 PD will be required to dedicate a 10' wide utility easement in agreement with the City of Auburndale. [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. Pedestrian connection(s) shall be required onto the Auburndale TECO Trail. [PLG]
6. A solid masonry wall shall be installed along the entire roadway frontage of Berkley Road where there are no wetland impacts. [PLG]
7. The site plan included herein together with the conditions of approval shall be considered the "Binding Site Plan." Any modifications to LDPD-2026-4, 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]
8. 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. The easements shall extend at least five feet perpendicular to the zero-lot line dwelling unit. [PLG]
9. The applicant shall provide a 20-foot-wide Type "C" landscaping buffer with a minimum six-foot opaque fence along the northern property line. [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

Northwest: City of Auburndale; Business Park Center-1X (BPC-1X) Auburndale TECO Trail; “Tract A” open space for Sunridge Acres ±5.55 acres	North: Residential Low-2 (RL-2) Single-family residence ±3.82 acres	Northeast: Institutional-1 (INST-1) Berkley Elementary ±12.93 acres
West: City of Auburndale; Business Park Center-1X (BPC-1X) Auburndale TECO Trail; TECO Site ±12.73 acres	Subject Property: Residential Low-1 (RL-1) Two single-family and one mobile home ±17.62	East: Residential Low-1 (RL-1) Single-family & mobile homes ±2.00 - ±4.63 acres
Southwest: City of Auburndale Innovation District RAC Mixed Use R&D & Multifamily ±142 acres	South: Residential Low-1 (RL-1) ±16,000 sq. ft. Greenhouse ±3.24 acres	Southeast: Residential Low-1 (RL-1) LDPD-2021-30 65-lot single-family (2.36 du/ac) ±26.73 upland acres

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

The proposed development is more intense than development in the immediate area, since it includes blocks of four and six attached units. Along the western boundary of the subject site is the Auburndale TECO multiuse trail. To the north, south and east are single-family and mobile homes on 2-acres or larger. These residences have been in the area since the 1960s. To the southeast, a Planned Development, “Berkley Park Subdivision,” received approval for 65-single-family residences on 50-foot-wide lots in 2021 (LDPD-2021-30). Since then, “Berkley Accelerated Middle School, Inc.” purchased the 29-acre property in January 2025 through a Warranty Deed (O.R. Bk 13413, PGs 461-463). Along Pace Road, southwest of the subject site, is the City of Auburndale’s approximately 142-acre “Innovation District” with a City Future Land Use of “Regional Activity Center (RAC)” and “Industrial Planned Unit Development” zoning. The site will accommodate a Research & Development center with a mixture of high-density residential and light industrial uses. Some proposals and already under construction are a 464,000 sq. ft. “e-commerce and logistics” building, two research and development buildings, and 10 mixed-use commercial outparcels.

Compatibility with the Surrounding Land Uses and Infrastructure:

The request is compatible with the surrounding area. The proposed development is more intense than the other nearby existing residential developments. The increase in development intensity will provide a greater variety of housing styles in the area. There is supporting infrastructure provided and planned to serve this level of development. There are also employment opportunities in this area of the County.

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.”

A. Land Uses:

The applicant is requesting a Planned Development pursuant to LDC Section 303 to permit a residential neighborhood of 170 dwelling units on approximately 17 upland acres (10 DU/AC) with an amenity center, parks, and other open spaces for use by the residents. There will be a mix of housing types, including attached townhomes with four to six units (multi-family) per structure and single-family detached dwelling units on 30-foot-wide lots.

Townhomes are considered multi-family development and require a Level 3 Review in RL-1, per LDC Table 2.1. The townhomes will consist of structures comprised of greater than four dwelling units attached and shall be designed to resemble single-family homes. The minimum “lot” size for the townhomes is 1,710 sq. ft.

As this request pertains to lot dimensions, the reason for this PD is to reduce lot widths below 50 feet; reduce lot sizes; and reduce setbacks. The single-family homes will have a minimum lot size of 2,850 sq. ft. The applicant states the 30-foot-wide lots provide a “cottage-type” product which allows minimal outdoor landscape maintenance compared to a regular larger residential lot. Two designs are proposed for the single-family lots. One will require reduced side setbacks to five feet on each side of the home. The other is a zero-lot line design where the setback on one side is reduced to zero with 10 feet set for the other side. The minimum rear setback will be 10 feet.

Single-family homes are located to the north, west, and east. Across the road to the southeast, LDPD-2021-30 was approved for 65 single-family units with 50-foot-wide lots and reduced setbacks, at a density of 2.36 DU/AC. To the north and south of the site, single-family homes on properties exceeding an acre border the subject site. The use of open space tracts, landscaping and increased setbacks to the north will provide buffering between these uses to provide for more separation. The applicant shall provide a 20-foot-wide Type “C” landscaping buffer with a minimum six-foot opaque fence along the northern property line.

LDC Section 303 requires residential PDs to devote at least 20 percent of the gross developable project area to Open Space. From the required Open Space acreage, all units shall provide a minimum 500 sq. ft. of park-and-recreation space per unit. In no case shall any individual recreation area be less than 10,000 square feet in area and shall be no farther than one-quarter of a mile walking distance from at least one recreation amenity.

The proposed site plan shows approximately 6.40 acres (36%) dedicated to Open Space. This will come in the form of the requisite recreation space; contoured and landscaped stormwater ponds; wetland buffers; and compatibility buffers. This is in addition to the 0.58-acre wetland preservation to the southeast. Regarding the open space designated within the gas easement, the applicant previously coordinated with the gas utility while evaluating a reclaimed water connection crossing and reviewed the applicable easement documents. Based on that review, the property owner retains the right to use and enjoy the surface of the easement area, provided no permanent structures are placed within it.

For recreation, the LDC requires one amenity point per unit (170 pts.). The Amenity Plan shows this is being exceeded through a combination of passive recreation, tot lots, and dog parks (total 175 pts.), and planned to be connected by internal sidewalks and pedestrian walkways. Stormwater ponds are to be designed as curvilinear in shape, with canopy and understory tree plantings requirements of the Type “C” buffer as required in LDC Section 303 (Exhibit 5). Amenities tend to change during the Level 2 Review process as the needs of the homebuilders evolve. Those planned adjacent to residential units will be landscaped in accordance with LDC standards.

In addition to needing two parking spaces per unit, exclusive of the garage and tandem parking arrangements, LDC Section 303 also requires additional parking for PDs with upland densities above five dwelling units per acre or lot widths less than 45 feet. This parking can be provided in the development through evenly distributed clustered parking lots or parallel parking on private roads or drive aisles. The site plan offers 30 additional parking spaces, accounting for the varying lot sizes and LDC requirements. This exceeds the 25 extra spots required by the LDC.

In summary, the application meets the PD standards prescribed by the LDC. The site plan maintains ample Open Space and provides recreational opportunity for future residents. A minimum of one (1) canopy tree shall be planted on each single-family residential lot in accordance with LDC Section 720.M. Tree placement is to be determined by the home builder.

B. Timing & Infrastructure:

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.”

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 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").

Given the proximity to schools, Innovation District along Pace Road, as well as the site’s location within the TSDA Transit Center in Policy 2,104-A7, the minimum density at this location is 6 DU/AC with a maximum of 12 DU/AC with the appropriate locational score. Still, the overall density of the project area is 10 DU/AC.

This is a highly accessible area of the County, close to I-4 and the Polk Parkway with access to a state highway, which contributes to its greater demand for higher urban intensities. There is a comprehensive sidewalk network. However, there is not yet a mass transit line serving the area but that is anticipated to change with denser residential development in the future. Public safety facilities and schools have adequate capacity to serve the development. There is a charter school within walking distance. There are abundant recreation facilities, but not all are within walking distance.

Nearest Elementary, Middle, and High School

The subject site is currently zoned for Lena Vista Elementary, JL Stambaugh Middle, and Tenoroc Senior High. While Berkley Elementary and Berkley Accelerated Middle are located within 1,000 feet of the development, the site is not zoned for them because they are charter or private schools. The annual estimated demand in Table 2, to follow, is calculated by adding the rates for multi-family units (122) with the proposed number of single-family units (48) for each level of education.

Table 2

School	Annual Estimated Demand	% Capacity 2024-2025 School Year	Average driving distance from subject site
Lena Vista Elementary	34 students	79%	±4.5 miles driving distance
Berkley Elementary	<i>Not zoned</i>	87%	±0.1 miles driving distance
JL Stambaugh Middle	10 students	85%	±6.7 miles driving distance
Berkley Accelerated Middle	<i>Not zoned</i>	<i>Private</i>	±0.3 miles driving distance
Tenoroc Senior High	16 students	62%	±7.5 miles driving distance

Source: Polk County School Board, GIS, Google Maps

When analyzing these numbers, it is important to consider how this project will develop. One, it will take multiple years and engineered phasing plans before full buildout when the impact on schools is fully realized. School Board staff will need to review, evaluate, and analyze the adjacent zoned schools for available capacity with the Level 2 Review application, and the applicant must apply for a binding letter of concurrency at that time. It would be more convenient for future residents to be able to utilize Berkley Elementary and Berkley Middle since they are within walking distance.

Nearest Sheriff, Fire, and EMS Station

Both fire and EMS response to this project is from Polk County Fire Rescue Station 7, located at 200 Commonwealth Avenue in Polk City. The travel distance is about 3.2 miles with an average response time of 7-9 minutes. The nearest fire hydrant is located approximately 400 feet to the northeast off Berkley Road in front of Berkley Elementary. Fire hydrants will be required within the subdivision as one is required within 500 feet of every residence.

Sheriff's response to the site is served by the North Central District, located at 3635 Avenue G Northwest in Winter Haven. The response times for NC were: P1 – 11:32 minutes; P2 – 28:28 minutes. Priority 1 Calls are considered to be true emergencies, in-progress burglary, robbery, injuries, etc. Priority 2 Calls refer to events that have already occurred, such as a burglary that occurred while the homeowner was on vacation and had just been discovered. Sheriff's response times are not as much a function of the distance to the nearest Sheriff's substation but more a function of the overall number of patrol officers within the County.

Table 3

	Name of Station	Distance	Response Time*
Sheriff	Polk County Sheriff's North Central District Command 3635 Avenue G Northwest, Winter Haven	±9.7 miles	P1: 11:32 P2: 28:28
Fire/EMS	Polk County Fire Rescue Station 7 200 Commonwealth Avenue, Polk City	±3.2 miles	7-9 minutes

Source: Polk County Sheriff's Office and Public Safety

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

Water and Wastewater Demand and Capacity:

Water, wastewater, and reclaimed water services are provided by the city of Auburndale. Development in the TSDA is required to connect to available centralized water and sewer. The project received a formal letter from City Utilities on November 12, 2025, indicating that capacity for 246 units is reserved for this proposed development (Exhibit 10). There is a 16-inch reclaim

line and a sewer line owned by the city along the Auburndale TECO Trail. There is a wastewater lift station and a 12-inch potable waterline in the Berkley Road right-of-way to the north in front of Berkley Elementary (± 500 feet). The development will be required to connect to these services.

A. Estimated Demand and Service Provider:

The proposed development is for 170 dwellings, 48 of which are proposed single-family units while the remaining are multi-family units. Single-family detached dwelling units utilize 360 gallons per day (GPD) of potable water and generate 270 GPD of wastewater whereas multi-family is estimated at 198 GPD for water and 180 GPD for wastewater, on average. Base density without Planning Commission approval in the RL-1 district is one (1) dwelling unit per acre. In the TSDA Transit Center, a development may be approved for up to twelve (12) dwelling units per acre on uplands assuming other development standards could be met. Table 4, to follow, compares generalized estimates of the anticipated water and wastewater demands. Since maximum RL-1 densities favor multi-family developments, this use will be utilized for comparison purposes.

Table 4

± 17 upland acres (RL-1) 0.58 $\pm$ acres wetland	Demand as Currently Permitted RL-1 (1 DU/Acre)	Maximum Permitted RL-1 (12 DU/Acre)	Proposed Plan (10 DU/Acre)
Permitted Intensity	17 single-family dwelling units**	204 multi-family units*	122 MF units 48 SF units
Potable Water Consumption (GPD)	6,120 GPD	40,392 GPD	41,436 GPD
Wastewater Generation (GPD)	4,590 GPD	55,080 GPD	34,920 GPD

Source: Polk County Concurrence Manual & Polk County Utilities

**Multi-family generates an estimated 198 GPD potable water demand and 180 GPD wastewater*

***Single-family residential generates an estimated 360 GPD for potable water demand and 270 GPD for wastewater generation*

The applicant is proposing ten (10) dwelling units per acre, the maximum given the PD locational eligibility score, with the inclusion of 48 single-family units. Utility demands are generally lower in multi-family developments rather than detached single-family subdivisions, as shown in the table above. Unit types could change at the time of Level 2 Review, with some multi-family converting into single-family, a decrease in intensity.

B. Available Capacity:

Based on correspondence from the City, a letter from their Public Utilities dated November 12, 2025, has reserved capacity for 246 units. Based on information gathered from the City's website and the Southwest Florida Water Management District press releases, the City operates seven (7) deep water wells that have a permitted capacity of over eight (8) million gallons per day (MGD).

The City of Auburndale has two wastewater treatment facilities. The Allred Facility, located on Recker Highway, has a capacity of 1.4 million gallons per day (MGD) and the treated effluent is discharged as reuse water to the Calpine Power Plant and Lake Myrtle Sports complex. Their regional wastewater treatment facility is located on Spring Road, west of Berkley Road.

According to a letter from the city of Auburndale dated 7/22/26, the city provided the following comments regarding utility connections and improvements:

- *All development on this site would be contingent on the City of Auburndale's "Northern force main project," phases one and two, to be completely installed and operational. These terms would need to be defined in a developer's agreement*

between the developer and the City before capacities can be committed to the proposed development. Phase one of this project is substantially completed already with final closeout expected within the next thirty days.

- Phase II of the Northern force main project remains in the design phase until what time easements are secured from both this development and a parcel to the South. However, this development will not be able to be served by the City of Auburndale's utilities unless the easement is provided.*
- The 10-foot utility easement, needed to serve the subject site, needs to be along the northern property line and near the Teco Trail, to the east of the Gulfstream Gas easement. This location is needed for connection for this development and future development to the south. A visual depiction of the utility location has been provided as Attachment "A" to this letter.*
- The City of Auburndale Utility Capacity Letter, provided on November 12, 2025, regarded capacities at the respective treatment facilities. The ability to discharge into the sanitary collections system is dictated by the projects and easement acquisitions previously referred to.*

C. Planned Improvements:

There are \$3.5 million expansion and improvement projects included in the City's Fiscal Years between the 2022-2029 capital improvement plan (CIP) with funding allotted for Fiscal Year 2028-2029. This development is not depending upon any capital improvements to develop.

Roadways/ Transportation Network

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:

Single Family Detached Housing generates 7.81 Average Annual Daily Trips (AADT) and 1.00 PM Peak Hour trips per unit. Multi-family units generate 6.21 AADT and 0.52 PM Peak Hour Trips, according to methodology employed by TPO. Table 5, to follow, provides a comparison of the estimated and potential demand.

Table 5

Subject Property	Estimated Impact Analysis		
	Demand as Currently Permitted RL-1 (1 DU/Acre)	Maximum Permitted with PD Bonus Points	Proposed Plan (10 DU/Acre)
±17 upland acres (RL-1) 0.58 ± acres wetland			
Permitted Intensity	17 SF units	204 MF units	122 MF units 48 SF units
Average Annual Daily Trips (AADT)	133	1,267	1,133
PM Peak Hour Trips	17	106	111

Source: Polk County Concurrency Manual

A Major Traffic Study will be required during the Level 2 Review process because the proposal will exceed 750 AADT. Under typical modeling, most of those trips will travel south towards Auburndale because that is the closest location of daily shopping needs. There will likely be a higher number of vehicles returning to the development during the peak hour from the north because of the proximity to employment centers via I-4. I-4 traffic can also reach the site from the south via the Polk Parkway and its Pace Road connection.

B. Available Capacity:

There is currently capacity to serve the proposed development, as proposed by the site plan. Table 6, to follow, displays the generalized capacity on the adjacent transportation links.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
6905N	Berkley Road (SR 655) From: Pace Road To: SR 559A (C. Fred Jones Blvd)	C	1,331	E
6905S	Berkley Road (SR 655) From: SR 559A (C. Fred Jones Blvd) To: Pace Road	C	1,350	E
8119N	Berkley Road (SR 655) From: CR 546 (Old Dixie Hwy) To: Pace Road	C	1,116	D
8119S	Berkley Road (SR 655) From: Pace Road To: CR 546 (Old Dixie Hwy)	C	1,089	D
4071N	Berkley Road (SR 655) From: SR 559A To: SR 33 (Commonwealth)	C	590	E
4071S	Berkley Road (SR 655) From: SR 33 (Commonwealth) To: SR 559A	C	598	E
6908E	Pace Road From: SR 570 (Polk Pkwy) To: Berkley Road (SR 655)	C	1,818	E
6908W	Pace Road From: SR 570 (Polk Pkwy) To: Berkley Road (SR 655)	C	1,825	E
8094E	SR 559A (C. Fred Jones Blvd) From: Berkley Road (SR 655) To: SR 559	C	1,271	D
8094W	SR 559A (C. Fred Jones Blvd) From: SR 559 To: Berkley Road (SR 655)	C	1,249	D
6804N	CR 559 From: Gapway Road To: I-4	C	927	D
6804S	CR 559 From: I-4 Rd. To: Gapway Road	C	530	D

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database April 13, 2026

During the Peak PM hours, the project is anticipated to generate approximately 111 trips. The primary impact will be to SR 655 (Links 6905 N/S). These are trips that will be entering the roadways during a two-hour span during the evening when traffic is generally considered the most

intense. Of the Peak PM Trips calculated in Table 5, approximately 37% will enter the roadway system during peak hours, with half (+/- 21) projected to travel north and half south.

C. Roadway Conditions:

The property has access to Berkley Road, a principal arterial roadway maintained by the FDOT. It has a right-of-way width of approximately 110 feet. Berkley Road and Pace Road were widened from two to four-lanes divided in 2008 and completed by 2010. C. Fred Jones Boulevard was widened from two to four lanes divided in 2015. The Polk Parkway was widened in 2021 to four lanes between I-4 and U.S. Highway 92. Pace Road (Road No. 751702) is the only County maintained roadway in the immediate network serving this proposed development and it is in fair condition. Berkley Road becomes a County-maintained facility north of C. Fred Jones Boulevard to its terminus at State Road 33 in Polk City (Road No. 750807). The applicant has stated the roads within the development will remain private.

D. Sidewalk Network

This area has a near complete sidewalk network as well as a connection to a bicycle/pedestrian trail that connects to another county. Sidewalks are provided on both sides of Berkley Road and the site plan shows internal sidewalks. One of the more significant attractors to this location is the bicycle and pedestrian network. It connects to major recreational facilities, schools, a university campus, commerce and employment.

E. Planned Improvements:

Per LDC Section 705, a minimum Type VI intersection (right-in deceleration turn lane and left-in center turn lane) is required on County roadways for new development serving more than 999 AADT or 199 parking spaces. However, this is a state facility. Therefore, the FDOT may require a northbound deceleration lane into the development.

Intersection improvements, including a right turn lane, are proposed at CR 5599 and Lundy Road according to the 2026-2030 CIP Budget (Project #5400257). The project is in preliminary stages with planned improvements near the end of 2027.

F. Mass Transit

The nearest mass transit route is the Citrus Connection Lakeland to Winter Haven Route (Purple Line) with the closest stop “Stop # 1716” over 6 miles away at the intersection of Berkley Road (SR 655) and Old Dixie Highway (CR 546). Even though there is a complete sidewalk connection to it, this is not a walkable distance.

Park Facilities and Environmental Lands:

The County’s residential development standards require functional open space to be designed within a development that includes recreational amenities for the residents. Sidewalks are required on both sides of all residential streets connecting the residents to the open space and recreational amenities. The closest public park facilities are the Lake Tennessee Boat Ramp and the Lake Myrtle Recreation Complex which is regional recreation facility. Lake Myrtle Recreation Complex, less than three miles to the south, and is owned and managed by the City of Auburndale

with cooperative funding from Polk County. The closest County-maintained recreation facility is in Polk City, five miles driving distance.

A. Location:

Polk City Park is located at 5130 Duey Road, Polk City. Its current hours of operations are from 5 a.m. to 10 p.m.

B. Services:

Polk City Park has four lighted baseball & softball fields, multi-purpose fields, a basketball court, picnic pavilion, and a playground. Lake Myrtle Sports Complex has nine competition baseball fields, featuring electronic score boards, oversized dugouts, home and visitor bullpens and batting cages and 11 lighted soccer fields among other amenities.

C. Multi-use Trails:

The Auburndale TECO Trail is directly west and adjacent to the subject site. As part of the conditions and incorporated into the site plan, pedestrian connection from the development to the trail will be required. This greenway provides a linear walking and bicycle path and connects Auburndale to State Road 50 between Brooksville and Clermont in Lake County.

D. Environmental Lands:

The closest Environmental lands area is the Tenoroc Fish Management Area managed by the Florida Wildlife Commission (FWC). Access is off Combee Road over 13 ½ miles driving distance.

The site is not within the Florida Wildlife Corridor. No conservation easements are located adjacent to the site.

E. Planned Improvements:

Further recreation improvements to the Lake Myrtle Sports Complex include a multi-year project in collaboration with the City of Auburndale for additional restrooms, fencing around the soccer stadium, new walking trails and improved lighting. Parks and Natural Resources have been pursuing the acquisition of land near Lake Mattie for a potential boat dock. Since 2023, the City of Auburndale has been renovating Lake Ariana Park which includes a new 30,000 sq. ft. civic center, boat dock, picnic pavilions, beach volleyball courts, and playground.

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:

The site is in the Lake Juliana drainage basin with Lake Tennessee as the closest surface water, approximately ½ mile from the property. The stormwater management system will be designed to the Southwest Florida Water Management District (SWFWMD) regulations, which meet the applicable state water quality standards, and the Comprehensive Plan and LDC. The applicant/developer will consult with SWFWMD on the need for a water use permit for the dewatering activities proposed for the construction of project lakes, utilities, and/or road or building foundations.

B. Wetlands/Floodplains:

Wetlands and flood zones are found onsite on the eastern and southeastern portions of the site. Approximately 1.63 acres of the site are within an AE flood zone with a known base flood elevation (BFE) of 156.90 feet above mean sea level. This is associated with the Lake Juliana floodplain. The site is between 156 and 161 feet above sea level.

For this site plan, impacts to wetlands are being avoided to the greatest extent possible, and 25-foot-wide upland buffers are located around these areas, in accordance with LDC Section 620. A flood study and topographic survey will be required for submittal of their engineered plans (Level 2 Review).

C. Soils:

Most of the site where development is proposed is comprised of Smyrna and Myakka Fine Sands, according to the U.S. Department of Agriculture, Soil Conservation Service, Polk County Survey. Smyrna and Myakka Fine Sands have severe limitations to all forms of development. Future development of the remainder of the site will be connected to public water and wastewater services provided through the City of Auburndale.

Table 7

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Smyrna and Myakka Fine Sands	Severe: wetness, poor filter	Severe: wetness	99%
Tavares fine sand	Moderate	Slight	1%

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

D. Protected Species:

According to Polk County Endangered Habitat Maps, the PD is not located within a one-mile radius of an endangered species sighting. (Source: Florida Natural Areas Inventory, 2002, 2006 & 2011). No bald eagle nests are within one mile of the site per the Audubon EagleWatch Inventory Viewer.

E. Archeological Resources:

The property has no recorded archaeological or cultural resources, according to the Florida Department of State's Division of Historical Resources.

F. Wells (Public/Private):

The property is not located within a Wellfield Protection District. The homes to the north and south are on individual potable well systems.

G. Airports:

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

Economic Factors:

This is an area that is seeing much higher development growth potential than in the past. The Polk Parkway interchange at Pace Road and the widening of Berkley Road has brought the urban development pressures from the cities closer to this area. The extension of urban services such as public water and wastewater enables more intense urban densities. The economic catalysts such as Florida Polytechnic University and the FDOT Suntrax facility (“America’s new center for transportation innovation in Florida”) have brought other employment opportunities to the area. These factors attract home buyers as well. Berkley Road and Old Berkely Road have seen a significant amount of residential development in the past 10 years.

The applicant is seeking to develop this site in way that gets the highest potential while maintaining compatibility with neighboring development and environmental limitations. Housing needs are on the rise in central Florida, and Polk County is seeing higher than average population growth. There is a high potential that this development is the right type of housing product in the right location. It is in close proximity to land use categories that will provide much support and almost every needed form of infrastructure is available. Residential development in this location will provided the market support for needed commercial to be located nearby.

Consistency with the Comprehensive Plan and Land Development Code:

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

Table 8

Comprehensive Plan Policy	Consistency Analysis
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 single-family development is compatible with neighboring properties because of right-of-way separation and like uses. There is adequate infrastructure to support the units if built to a proper infrastructure design. The connection to public wastewater enables higher density and smaller lot sizes. The smaller lots provide some slight variation in the housing products available in the area and aid in avoidance of environmentally sensitive lands. Necessary landscaping and transition buffers will be employed at the time of the Level 2 Review.

Comprehensive Plan Policy	Consistency Analysis
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 planned for more intense urban development. There is water and wastewater services available. Transportation facilities are excellent. This is a highly accessible area of the County, which contributes to its greater demand for higher urban intensities. There is a comprehensive sidewalk network. Public safety facilities and schools have adequate capacity to serve the development. There is a charter school within walking distance. There are abundant recreation facilities, but not all are within walking distance.
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 proposed development is consistent with services available in the Transit Supportive Development Area (TSDA) because there are urban services such as water and sewer available. Mass transit is not yet available but will be if higher residential densities develop in the area.
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. The only service weaknesses are transit which needs more intense development to occur.
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).	This site will have access to adequate public facilities. Capacity is available for all services. Emergency services are functioning at an acceptable level.

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 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>

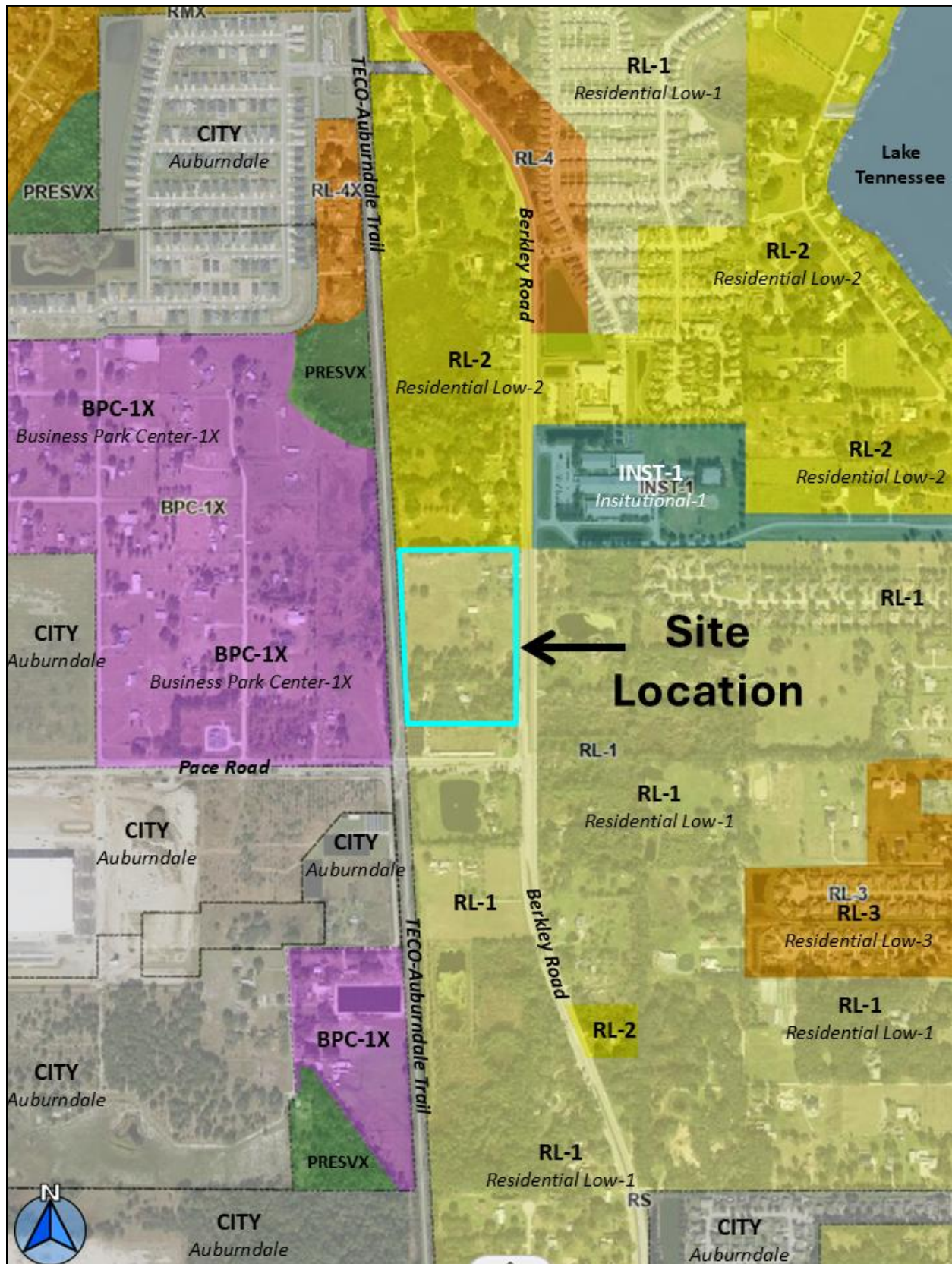
Comments from other Agencies: None.

Exhibits:

Exhibit 1	Location Map
Exhibit 2	Future Land Use Map
Exhibit 3	Aerial Image (Context)
Exhibit 4	Aerial Image with Site Plan Overlay
Exhibit 5	Site Plan
Exhibit 6	Amenity Plan
Exhibit 7	Typical Lots & Site Plan Notes
Exhibit 8	City of Auburndale – Utility Letter



Location Map



Future Land Use Map

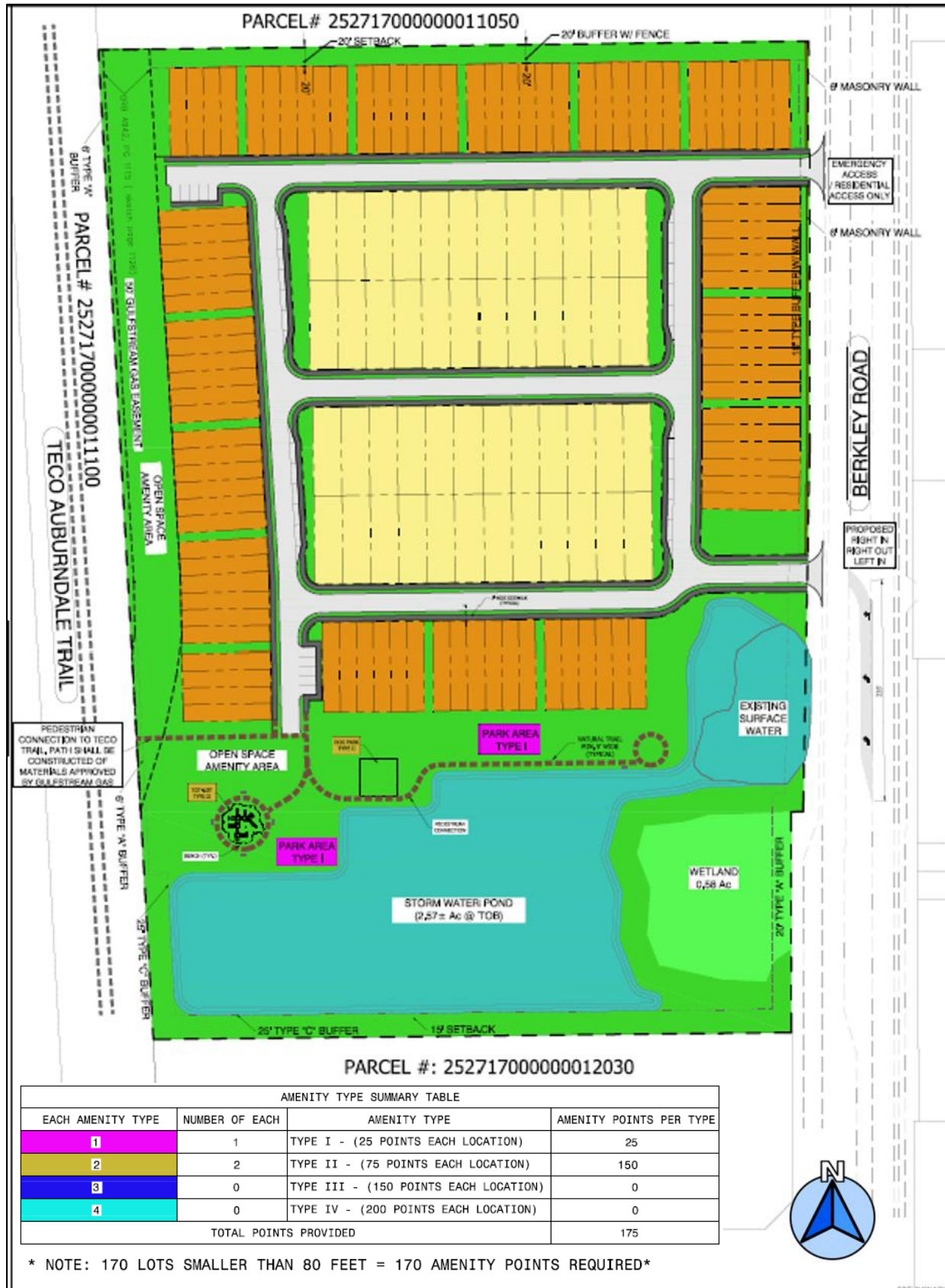


Aerial Image (Context)

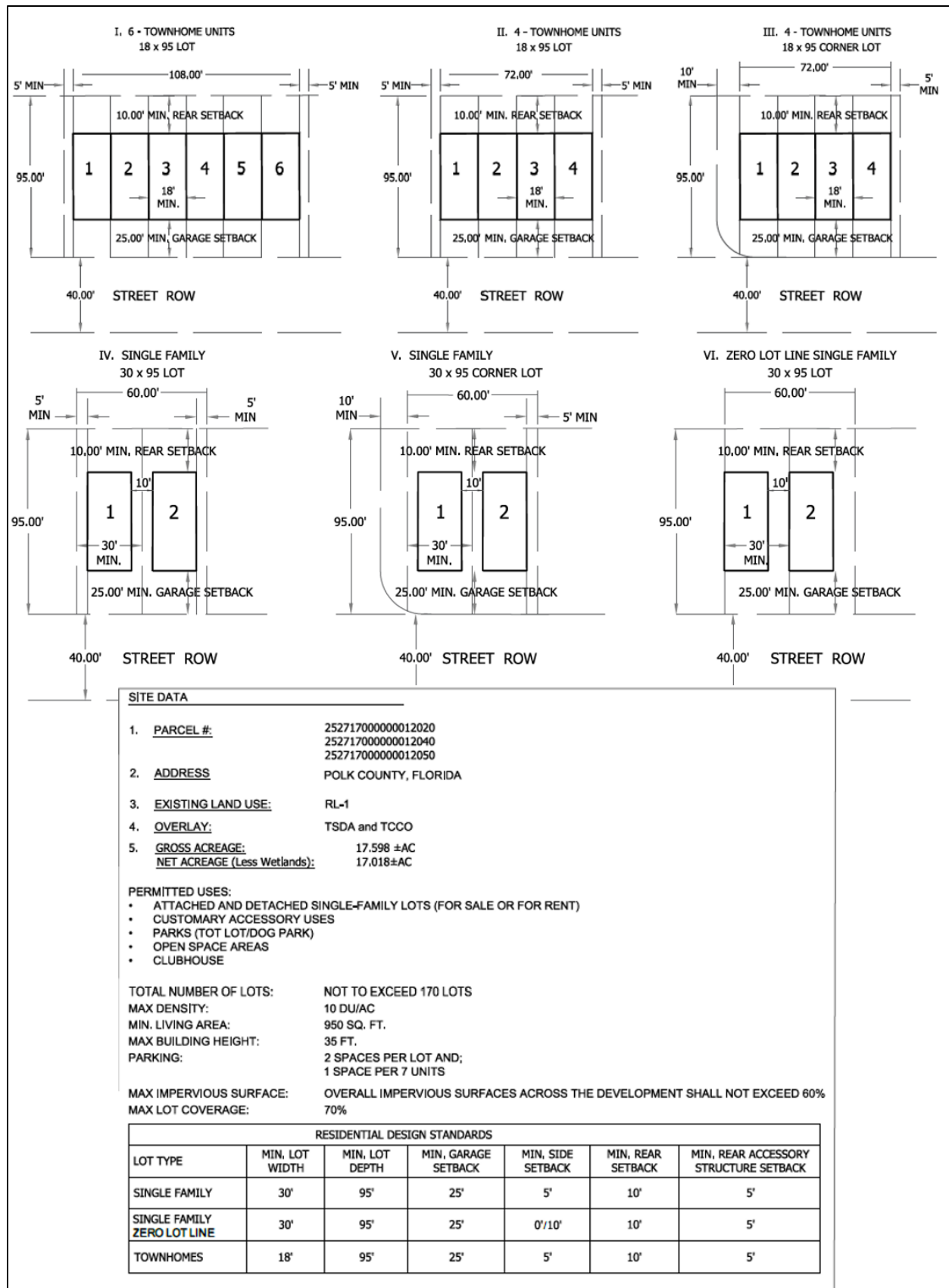


Aerial Image with Site Plan Overlay

DRC Findings/Recommendation
Level 3/IAN 7/28/2026 2:19:50 PM



Amenity Plan



Typical Lots & Site Plan Notes



City of Auburndale
AUBURNDALE, FLORIDA 33823

Brad Thomas
Director of Public Utilities

P.O. Box 186
215 Main Street
(863) 965-5500

November 12, 2025

MAS Development
2875 NE 191st Street, Suite 305
Aventura, FL. 33180
Attn: Nika Zyryanova

Re: Parcel ID's: 252717000000012020, ...050, & ...040

Dear Ms. Zyryanova,

The proposed development on Berkely Road, North of Pace is in the City of Auburndale's utility service area. Water and wastewater capacity is available to provide service to the 246 proposed lots.

Any main extensions or lift-station improvements required by this project will be at the expense of the developer.

The City of Auburndale looks forward to this project, and I can provide further information, please call me at 863-837-5078.

Sincerely,

Brad Thomas
Public Utilities Director
City of Auburndale
P: 863-837-5078
E: Bthomas@Auburndalefl.com

City of Auburndale – Utility Letter