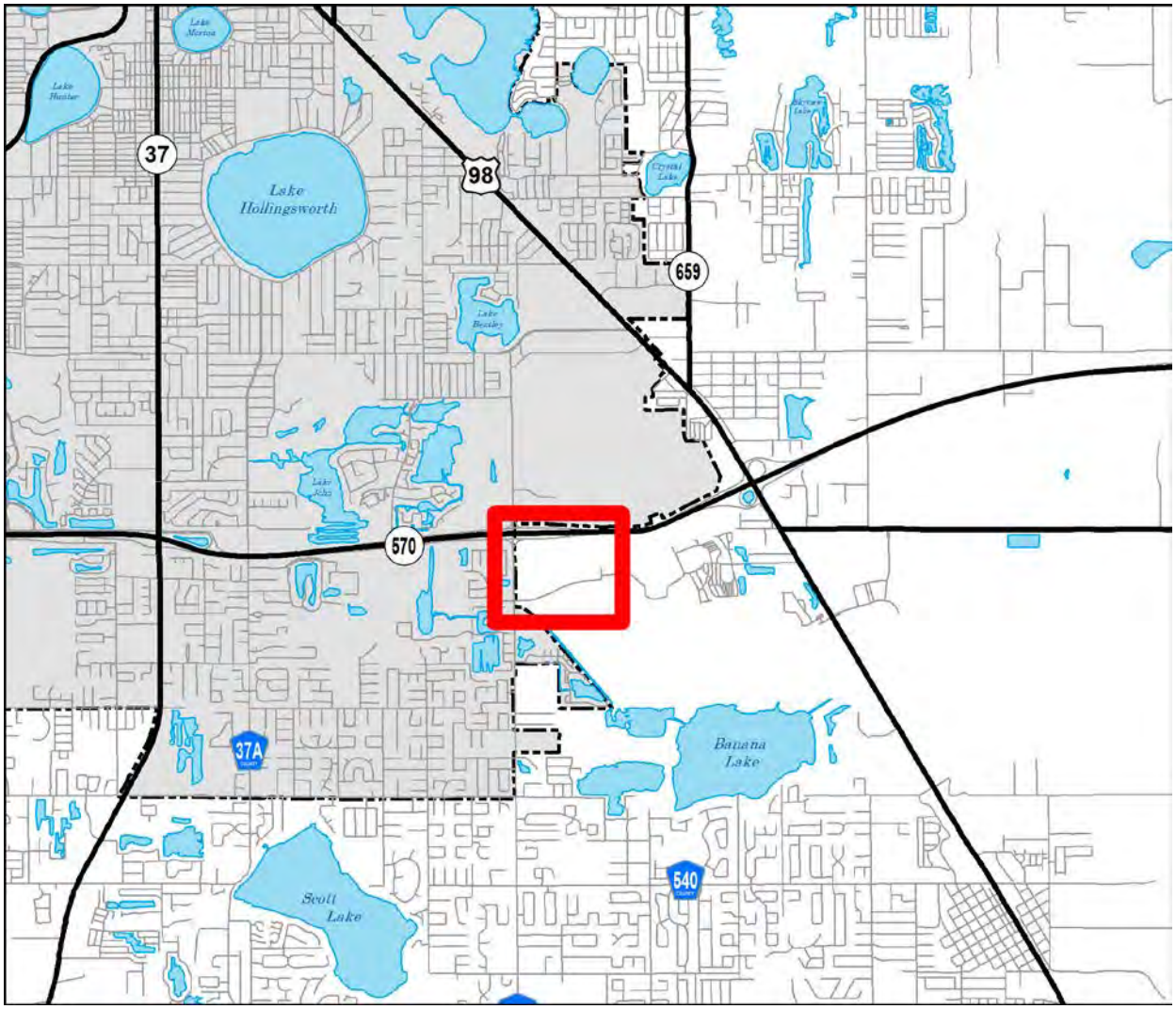
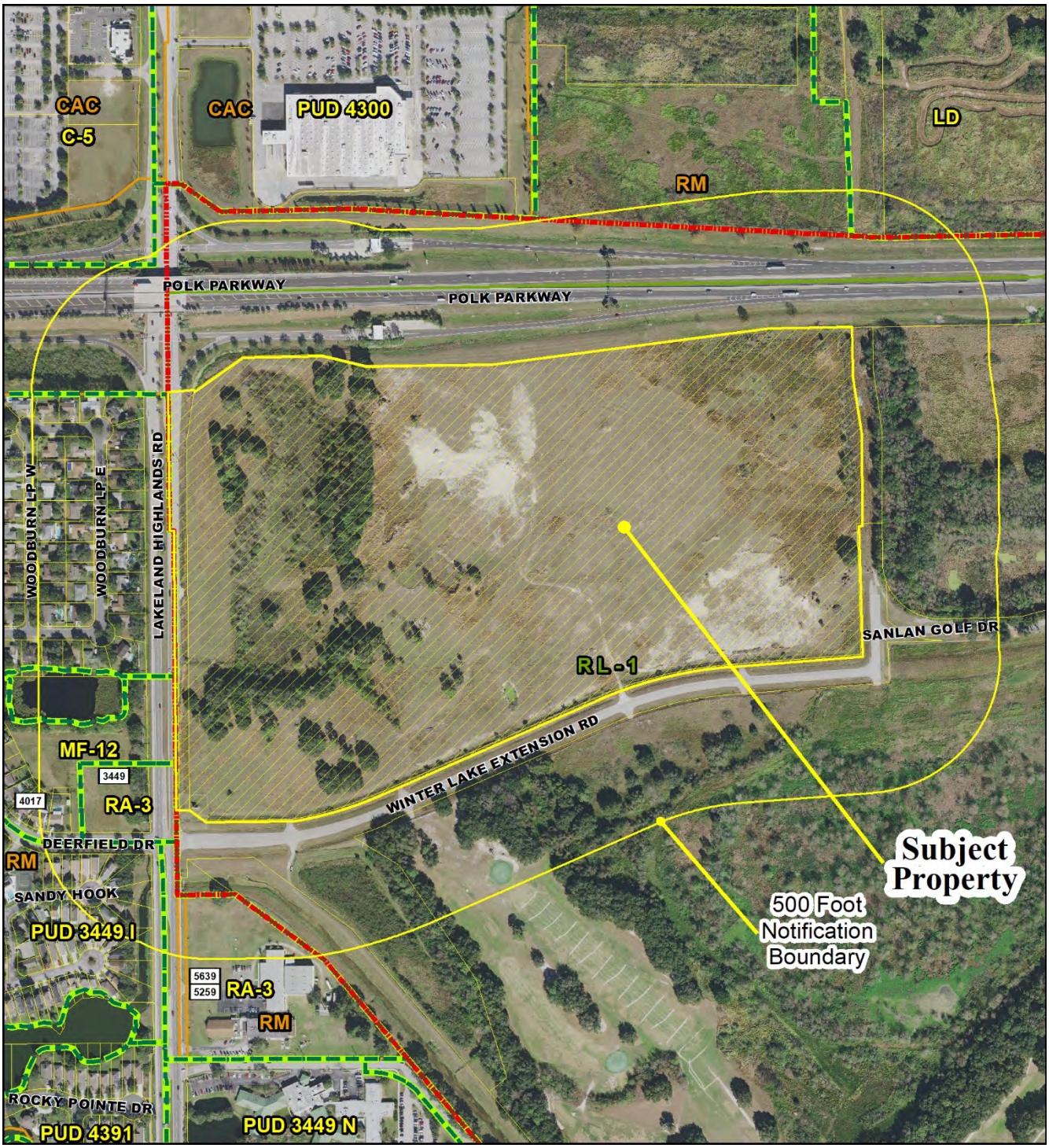
Community & Economic Development
Staff Recommendation

Date:	March 17, 2020	Reviewer:	Matthew Lyons
Project No:	ANX20-001 LUL20-001	Location:	South of SR 570, east of Lakeland Highlands Road, north of Winter Lake Extension Road
Owner:	E. Edward Holloway and Mary Ann Holloway		
Applicant:	Kathy Hattaway, Poulos & Bennett, LLC		
Current Zoning:	N/A	Future Land Use:	County RL-1 (Residential Low-1)
Context District:	N/A		
P&Z Hearing:	February 18, 2020	P&Z Final Decision:	March 17, 2020
Request:	Annexation and the application of Office Center (OC) future land use on approximately 79.6 acres located south of State Road 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road.		

1.0 Location Maps




CAC
C-5
CAC
PUD 4300
LD
RM
POLK PARKWAY
POLK PARKWAY
WOODBURN LP W
WOODBURN LP E
LAKELAND HIGHLANDS RD
SANLAN GOLF DR
RL-1
WINTER LAKE EXTENSION RD
MF-12
3449
4017
RA-3
DEERFIELD DR
RM
SANDY HOOK
PUD 3449 I
5639
5259
RA-3
RM
ROCKY POINTE DR
PUD 4391
PUD 3449 N
Subject Property
500 Foot Notification Boundary

2.0 Background

2.1 Summary

Kathy Hattaway, Poulos & Bennett, LLC requests City annexation and the application of Office Center (OC) future land use on approximately 79.6 acres located south of State Road 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road. A legal description is included as Attachment "A" and a map depicting the requested land use is included as Attachment "B."

2.3 Project Background

The subject property is presently located in unincorporated Polk County with a County future land use designation of RL-1 (Residential Low-1). The applicant requests annexation of the subject property and OC future land use to allow for the future development of the property as a hospital campus. Immediate plans include the development of a 30,000 sq. ft. free-standing emergency room with a helipad and 60,000 sq. ft. of office uses. Long-term plans, to be built-out over 20 years, include a 730,000 sq. ft. hospital with up to 360 beds, a 20,000 sq. ft. ambulatory surgical center, 180,000 sq. ft. of additional medical office uses, a 150-room hotel and 20,000 sq. ft. of retail uses. Concurrent with this request, the applicant is requesting the application of PUD (Planned Unit Development) zoning along with a City-initiated request to apply Suburban Special Purpose (SSP) context sub-district designation to the property.

2.3 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	SR 570 (Polk Parkway) right-of-way	N/A	N/A	N/A
South	Church, private school, recreation	City RM, County L/R	RA-3, N/A	SNH, N/A
East	Vacant land	County RL-1	N/A	N/A
West	Single-family residential, vacant land	RM	RA-3, MF-12	SNH

2.4 Attachments

Attachment A: Legal Description

Attachment B: Base Map of Subject Property

Attachment C: Future Land Use Map

Attachment D: Wetland Map

3.0 Planning Issues

3.1 Transportation and Concurrency

a. Level of Service

The subject property is located within the Urban Development Area (UDA) as defined in the Lakeland Comprehensive Plan, with an adopted level-of-service (LOS) E standard for roadway segments and intersections. The subject property is also located immediately adjacent to the Central City Transit Supportive Area (CCTSA) within which an LOS E standard has been adopted and roadway segment levels-of-service can be averaged across multiple corridors with common traffic patterns.

According to the latest Roadway Network Database published by the Polk Transportation Planning Organization (dated November 15, 2017), the adjacent segment of CR 37B (Lakeland Highlands Road) between Lake Miriam Drive and State Road 570 (Polk Parkway) has an Annual Average Daily Traffic Volume of 22,100 vehicles, with a two-hour average P.M. peak hour volume of 772 vehicles in the northbound direction and 803 vehicles in the southbound direction. The segment operates at an acceptable level-of-service (LOS B). The adjacent segment of Lakeland Highlands Road between the Polk Parkway and Edgewood Drive has an Annual Average Daily Traffic Volume of 22,800 vehicles, a two-hour average of 828 northbound trips and 796 southbound trips during the P.M. Peak Period. This segment is also operating at an acceptable level-of-service, LOS B.

On behalf of the applicant, Kimley-Horn and Associates prepared and submitted the "Orlando Health Lakeland Campus" Traffic Impact Analysis (TIA) in December 2019 for the full proposed development program. This TIA estimates the amount of traffic that could be generated within the existing Polk County zoning allowances, compared with short-term Phase A and long-term Phase B buildout scenarios that are the subject of a parallel PUD (Planned Unit Development) zoning action. The current County RL-1 (single-family zoning, one dwelling unit per acre) is expected to accommodate 80 homes, generating 846 Daily, 62 AM Peak and 82 PM Peak Trips. The proposed Phase A short-term development program is estimated to generate an additional 2,120 Daily, 114 AM Peak and 172 PM Peak external trips compared to those allowed under the existing County zoning category. The long-term Phase B development program, with an estimated Year 2040 buildout year, is expected to generate an additional 12,616 Daily, 809 AM Peak and 1,122 PM Peak external trips relative to the current County zoning category. This increased trip generation will trigger off-site operational and multi-modal concurrency mitigation measures that will be addressed in the PUD zoning ordinance through a parallel action to the requested land use change.

b. Access, Right-of-Way, and Internal Circulation

The subject property borders CR 37B (Lakeland Highlands Road) and the Winter Lake Road Extension, both operated by Polk County. The northern property boundary abuts State Road 570 (Polk Parkway), a limited-access tolled expressway operated by the Florida Turnpike Enterprise. The Lakeland Highlands Road/Polk Parkway interchange is located at the northwest corner of the subject property, with a limited-access driveway prohibition extending south of the interchange along a portion of the property's western boundary. The western approach to the Lakeland Highlands/Winter Lake Road Extension intersection is Deerfield Drive, a local street operated by the City of Lakeland. Northward from the Polk Parkway interchange, Lakeland Highlands Road is an urban collector road operated by the City of Lakeland.

Significant investments in roadway infrastructure have been made in the vicinity of the property, beginning with the completion of the Polk Parkway in 1999, the four-laning of Lakeland Highlands Road north of the Polk Parkway in the early 2000s, and Polk County's four-laning of Lakeland Highlands Road between the Polk Parkway and County Road 540A within the past decade.

Driveway connections to Lakeland Highlands Road and the Winter Lake Road Extension shall be permitted through Polk County. Any proposed traffic signal at the Lakeland Highlands Road/Winter Lake Road-Deerfield Drive intersection shall likewise be approved by Polk County.

As part of the proposed development program on the subject property, an interconnected network of streets, travel ways and sidewalks will be required to meet the City's Comprehensive Plan and Land Development Code requirements.

c. Pedestrian and Bicycle Concerns

Sidewalks currently exist on both sides of Lakeland Highlands Road south of the Winter Lake Road-Deerfield Drive intersection and north of the Lakeland Marketplace/Meadowland Park Boulevard intersection north of the Polk Parkway. A sidewalk only exists on the east side of Lakeland Highlands Road north of the Polk Parkway, which transitions to the west side of the road between the interchange and Winter Lake Road-Deerfield Drive. The City has programmed funding within its Capital Improvement Program to eliminate the sidewalk gap on the west side of Lakeland Highlands Road, along the Lakeland Marketplace frontage north of the interchange. Sidewalks do not currently exist on the Winter Lake Road Extension or Deerfield Drive.

Bicycle lanes exist on Lakeland Highlands Road south of the Winter Lake Road-Deerfield Drive intersection and north of the Lakeland Marketplace-Meadowland Park Boulevard intersection. It is possible that the existing bike lane gaps within the Polk Parkway interchange area can be addressed with future resurfacing projects implemented by the City and Polk County. A multi-use trail corridor along the northern boundary of the subject property is included in the Citywide Pathways Vision Plan as included in the Comprehensive Plan. In order to connect the City's Lake-to-Lake Bikeway Network with the Fort Fraser Trail, Polk County is working with the current property owner (Mr. Ed Holloway) to dedicate a 40-foot wide corridor along the northern boundary of the subject property and adjacent Sanlan Golf Course property to support a new alignment of the Fort Fraser Trail Extension between US 98 and Lakeland Highlands Road. The Polk Transportation Planning Organization is working with the Florida Department of Transportation to allocate funding that has been programmed in its Five-Year Work Program for the Fort Fraser Trail Extension to this new alignment. The City will utilize its Lakeland Highlands Road sidewalk funding for a further extension of the Fort Fraser Trail along and north of the Lakeland Marketplace shopping center.

d. Mass Transit

The subject property is located within the boundaries of the Lakeland Area Mass Transit District (LAMTD), within which a half-mill property tax is levied for transit services in the Lakeland area. LAMTD (doing business as the "Citrus Connection") does not currently serve the subject property with fixed-route bus service. The closest bus routes are the Orange Line on Edgewood Drive and the Silver Express Route to Bartow on US 98, distances of 1.26 miles and 1.95 miles, respectively.

e. Potable Water, Wastewater, & Solid Waste

The subject property is located within the service area of the City's Glendale Wastewater Treatment Plant. At the time of site plan review, a concurrency review will be required to verify capacity and address any improvements necessary to support the actual site development proposal.

f. Parks and Recreation

Non-residential uses, such as the proposed Office Center land use designation, do not generate a significant demand for parks and other recreational areas.

g. Stormwater Management (Drainage)

There are three drainage ditches located within the subject property. The first ditch, located near the western boundary, runs east-west from a wetland area and drains to a north-south ditch located on the east side of Lakeland Highlands Road, outside of the project boundaries. At the time of the site inspection the ditch was dry, but it was readily apparent that the area floods periodically. The second ditch, located along the southern boundary, is larger and runs east-west flowing into an underdrain at the northeast corner of Lakeland Highlands Road and Sanlan Golf Drive. The third ditch, which appears to be isolated, runs north-south along the eastern side of the subject property.

Soils in the uplands portion of the site consist primary of Neilhurst sand with a slope from 1 – 5%. This type of soil, found in broad uplands and low knolls, is classified as excessively drained with the high water table typically located at a depth around 80 inches. Low lying areas, such as a wetland area to the west and the northeast corner of the site, consists of clayey haplaquents (colloidal clays) that were a by-product of phosphate mining when the nearby area was mined many decades ago. These types of soils are approximately 88 percent clay, 8 percent silt and 4 percent sand. They are classified as very poorly drained, with the high water table typically located at a depth around 24 inches. Lastly, a small portion of the site located adjacent to the eastern the boundary consists of Arent soils. A highly variable, mixed soil type resulting from earth-moving activities during phosphate mining, Arent soils range from two to 20 feet in thickness with the high water table located within 60 inches of the surface for two to six months most years.

Any drainage improvements associated with approved development within the City must be consistent with the Infrastructure Element and all applicable goals, objectives and policies of the adopted Comprehensive Plan. Specifically, stormwater systems must comply with objectives 4.2 and 4.3 of the Infrastructure Element and their associated policies regarding stormwater management level of service standards, standards for flood protection and issues of water quality. Permits from the Water Management District regarding the applicant's proposed stormwater management system will be required prior to commencement of any construction activities.

h. Fire, Emergency Medical (EMS) & Law Enforcement

While these services are not subject to a concurrency determination, they are important considerations for any development. City police service is available, but there are no local sub-stations within proximity to the subject property. Five to eight-minute response times are ideal for fire and emergency medical services (EMS). The closest City fire station (Station No. 5) is located approximately one mile to the north at the southwest corner of Lakeland Highlands Road and Glendale Street, which is estimated to be approximately a 2 – 3 minute drive from the

site. While Polk County provides EMS to municipal and county residents, City fire services offer Advanced Life Support capabilities from virtually all stations to provide first response to incidents. The closest EMS station (Polk County Station 35) is located about 1.5 miles to the east at 3205 Winter Lake Road and is estimated to be approximately a five minute drive from the entrance of the site.

3.2 Comprehensive Plan Compliance

a. Future Land Use Element of the Lakeland Comprehensive Plan

The proposed amendment is compatible with surrounding future land uses described in Table 2.3 above. While development immediately to the west, across Lakeland Highlands Road, is residential in character, the subject property is located in the southeast quadrant of the interchange of Lakeland Highlands Road and SR 570 (Polk Parkway). The subject property is proposed to be zoned as a PUD (Planned Unit Development) and special conditions pertaining to building heights and setbacks will be adopted to ensure impacts are minimized on adjacent residential districts.

b. Other Applicable Elements of the Lakeland Comprehensive Plan

The proposed amendment is consistent with location, site area, typical square footage, and employment radius outlined in the Office Center general characteristics description of the Comprehensive Plan. In addition, Table II-8 indicates OC as an allowable use within the Urban Development Area (UDA) portion of the City. The request is also consistent the goals, objectives, and policies of applicable elements of the adopted Plan, including but not limited to the following objectives and policies of the Future Land Use Element: Objective 1A, Policies 1A3, 1B2, 1J, 1K, and 1L; Objective 3, Policy 3A; Objective 4, Policy 4F and 4L; and Objective 6, Policy 6A**.**

c. Consistency with Future Land Use Elements of the Other Jurisdictions

The proposed amendment is adjacent to properties located in unincorporated Polk County which are designated Residential Low-1 (RL-1) and Leisure Recreation (LR). These properties are presently vacant and currently used for either grazing or for public recreations purposes.

3.3 Other Planning Issues

I. Environmental

a. Wetlands and Floodplains:

The subject property contains one large wetland, approximately 8.17 acres in area, located along the western side of the subject property. According to the applicant's land use application, the wetland is primarily covered in nuisance and exotic species. Canopy vegetation includes Carolina willow, Chinese tallow, scattered occurrences of red maple, laurel oaks and bald cypress. Other vegetation includes Caesar's weed, cogon grass, soft rush, rattlebox, elephant's ear, Brazilian pepper, bulrush, blackberry, primrose willow and pockets of water spangles and Japanese climbing fern. While the applicant has no immediate plans for development in this area, they are requesting the application of OC land use consistent with the remainder of the property due to the low quality of the wetlands. Any future development of this area will be subject to approval by SWFWMD and require of major modification of the PUD zoning.

Two portions of the property are located within the 100-year flood zone (Flood Zone A). The first area, adjacent to Lakeland Highlands Road, consists of the 8.17 wetland area and an approximately 5-acre tract proposed for future commercial development at the northeast corner of Lakeland Highlands Road and Winter Lake Extension Road. The second area is located in the northeast corner of the site and is only identified as a future development area in the proposed PUD development plan.

Any development within the 100-year flood zone will be subject to permitting approval by FDEP, SWFWMD or other regulatory agencies. All approved development shall be consistent with the City of Lakeland Comprehensive Plan and the Lakeland Land Development Code, including Article 6, Natural Resource Protection Standards.

b. Listed Species:

The following species were observed on the subject property, either directly or through indirect evidences such as tracks, bird calls, etc.

BIRDS

Cardinal (*Cardinalis cardinalis*)
Eastern meadowlark (*Sturnella magna*)
Northern mockingbird (*Mimus polyglottos*)

REPTILES

Gopher Tortoise (*Gopherus polyphemus*)

MAMMALS

Cattle (*Bos Taurus*)

The only projected species of wildlife documented on or near the subject property was the gopher tortoise. The Florida Wildlife Commission (FWC) will require that a 100% survey for gopher tortoises be conducted no more than 90 days prior to development of the subject property. Any gopher tortoises that are found will need to be relocated through a conservation permit to an approved recipient site. No plant species listed by either the Florida Department of Agriculture or USFWS were observed on the site during the survey.

II. Development of Regional Impact Issues

The site is not located within a DRI and proposed development does not constitute a DRI pursuant to Section 380.06, Florida Statutes.

III. Green Swamp Area of Critical State Concern Issues

The project site is not located within the Green Swamp Area of Critical State Concern.

4.0 Recommendation

4.1. Community and Economic Development Staff

The Community and Economic Development Staff reviewed this request and recommends approval of annexation and the application of an Office Center (OC) future land use designation to allow for the future development of the site for the proposed hospital, medical office uses, hotel and supporting commercial uses.

4.2 Comments from Other Agencies

There were no reported objections or concerns provided by other agencies for this project.

4.3 Conclusions & Recommendation

The proposed request for 79.6 acres of Office Center (OC) future land use is compatible with surrounding land uses and consistent with the relevant policies of the Comprehensive Plan. The Community and Economic Development Department has reviewed the proposed Future Land Use Map amendment and consulted with City service providers to determine that appropriate capacity exists to support the proposed development, and therefore finds the request consistent with the Lakeland Comprehensive Plan: 2010 - 2020. It is recommended that the future land use map amendment, as described above in Attachments “A,” “B,” “C,” and “D,” be approved. Non-exempt amendments, once adopted, have a 30-day appeal period, and a 45-day review period by the State Department of Economic Opportunity prior to going into effect.

ATTACHMENT “A”

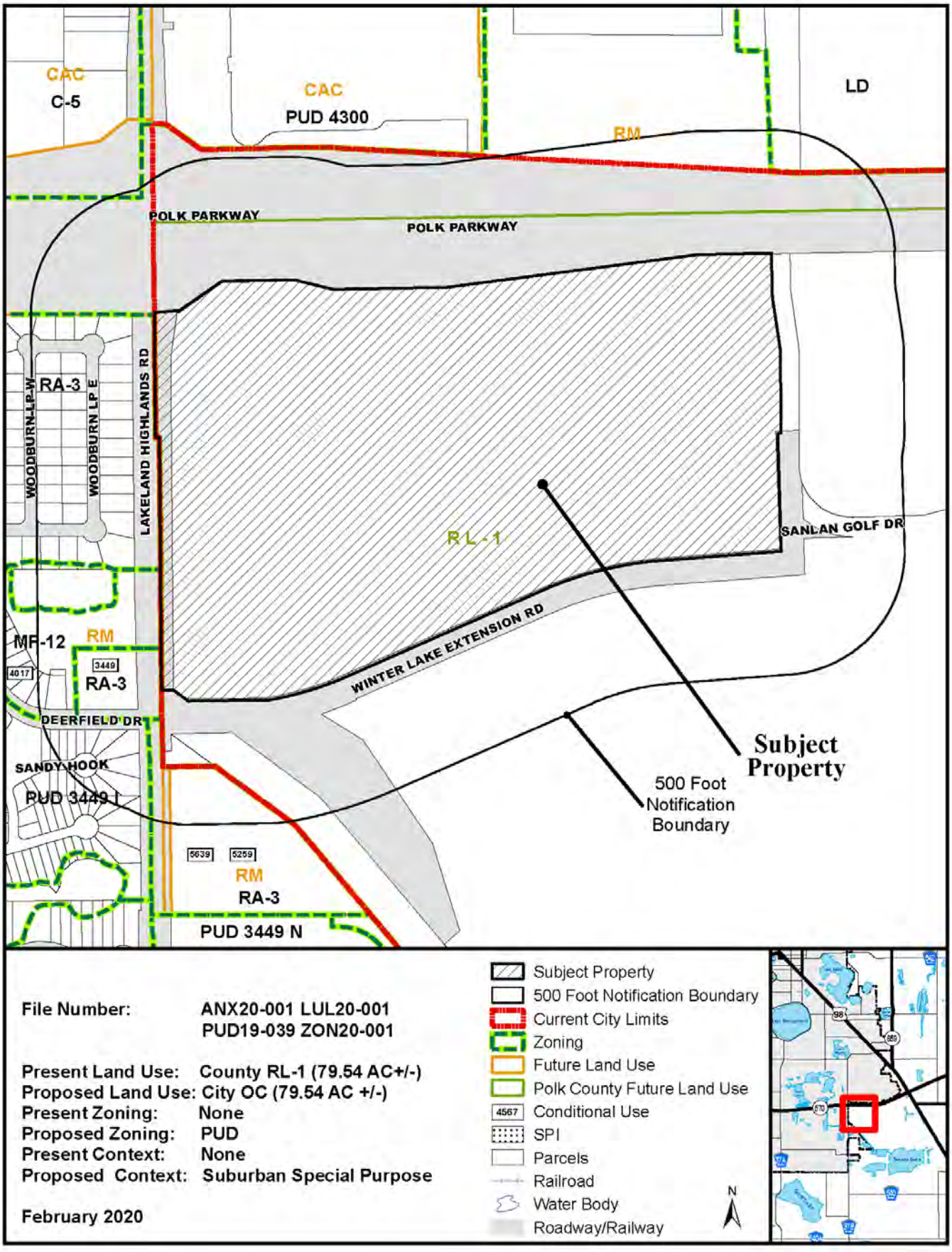
Legal Description:

That Part of Section 4, Township 29 South, Range 24 East, Polk County, Florida, being described as follows:

Commence at the Southwest comer of the Northwest ¼ of said Section 4, thence N 00 degrees 28 minutes 22 seconds E along the West line of said Northwest ¼, a distance of 428.82 feet, thence N 89 degrees 31 minutes 38 seconds E a distance of 43.33 feet to the East Right of Way line of Lakeland Highlands Road (C.R. 37-B), thence continue N 89 degrees 31 minutes 38 seconds E, along the Right of Way line of Lakeland Highlands Road (C.R. 37-B) as described in Official Record Book 6512, Page 997, of the Pubic Records of said Polk County, Florida, a distance of 37.35 feet, thence N 00 degrees 28 minutes 22 seconds W still along said Right of Way line, a distance of 67.90 feet to the intersection of the Southwesterly Right of Way line of the Stahl Canal as recorded in Official Record Book 121, Page 251, of the aforesaid public records, thence N 03 degrees 59 minutes 59 seconds E, still along said Right of Way line of Lakeland Highlands Road (C.R. 37-B), a distance of 177.55 feet to the POINT OF BEGINNING, thence N 00 degrees 28 minutes 22 seconds W a distance of 1,183.20 feet to the Limited Access Right of Way line of the Polk Parkway (S.R. 570), thence North and East along said Limited Access Right of Way line the following (8) calls, (1) thence continue N 00 degrees 28 minutes 22 seconds W a distance of 153.76 feet, (2) thence N 08 degrees 18 minutes 36 seconds E a distance of 196.62 feet, (3) thence N 55 degrees 02 minutes 12 seconds E a distance of 218.92 feet, (4) thence N 88 degrees 58 minutes 31 seconds E distance of 292.78 feet, (5) thence S 76 degrees 21 minutes 21 seconds E distance of 161.91 feet, (6) thence N 88 degrees 58 minutes 31 seconds E distance of 460.42 feet, (7) thence N 82 degrees 31 minutes 48 seconds E distance of 1,024.47 feet, (8) thence N 88 degrees 58 minutes 31 seconds E a distance of 301.19 feet, thence departing the said Limited Access Right of Way line S 01 degrees 14 minutes 53 seconds E a distance of 166.41 feet to the Point of Curvature of a curve concaved to the Easterly having a Radius of 140.01 feet, a Central Angle of 07 degrees 10 minutes 31 seconds, a Chord Bearing of S 04 degrees 50 minutes 08 seconds E and a Chord Distance of 17.52 feet, thence along said curve a distance of 17.53 feet to the Point of Tangency, thence S 08 degrees 25 minutes 24 seconds E a distance of 214.43 feet, to the Point of Curvature of a curve concaved to the Westerly having a Radius of 60.00 feet, a Central Angle of 08 degrees 02 minutes 02 seconds, a Chord Bearing of S 04 degrees 24 minutes 23 seconds E and a Chord Distance of 8.41 feet, thence along said curve a distance of 8.41 feet to the Point of Tangency, thence S 00 degrees 23 minutes 24 seconds E distance of 325.47 feet to that Right of Way taken for Winter Lake Road as described in Official Record Book 3822, Page 1824 and Official Record Book 6512, Page 997, of the Public Records of Polk County, Florida, thence South and West along said Right of Way line the following (8) calls, (1) thence S 88 degrees 13 minutes 31 seconds W a distance of 13.70 feet (2) thence S 01 degrees 46 minutes 29 seconds E distance of 478.71 feet, (3) thence S 85 degrees 39 minutes 35 seconds W a distance of 483.34 feet to the Point of Curvature of a curve concaved to the Southerly having a Radius of 1,487.39 feet, a Central Angle of 19 degrees 21 minutes 45 seconds, a Chord Bearing of S 75 degrees 58 minutes 42 seconds W and a Chord Distance of 500.26 feet, thence along said curve a distance of 502.65 feet to the Point of Tangency, thence S 66 degrees 17 minutes 50 seconds W a distance of 866.16 feet to the Point of Curvature of a curve concave to the Northerly having a Radius of 1,377.39 feet, a Central Angle of 14 degrees 00 minutes 52 seconds, a Chord Bearing of S 73 degrees 18 minutes 16 seconds W and a Chord Distance of 336.07 feet, thence along said curve a distance of 336.91 feet to the Point of Tangency, thence S 89 degrees 19 minutes 22 seconds W a distance of 322.20 feet, thence N 53 degrees 39 minutes 35 seconds W a distance of 74.68 feet to the POINT OF BEGINNING.

LESS right of way for Lakeland Highlands Road and right of way for Polk County Parkway.

ATTACHMENT "B"



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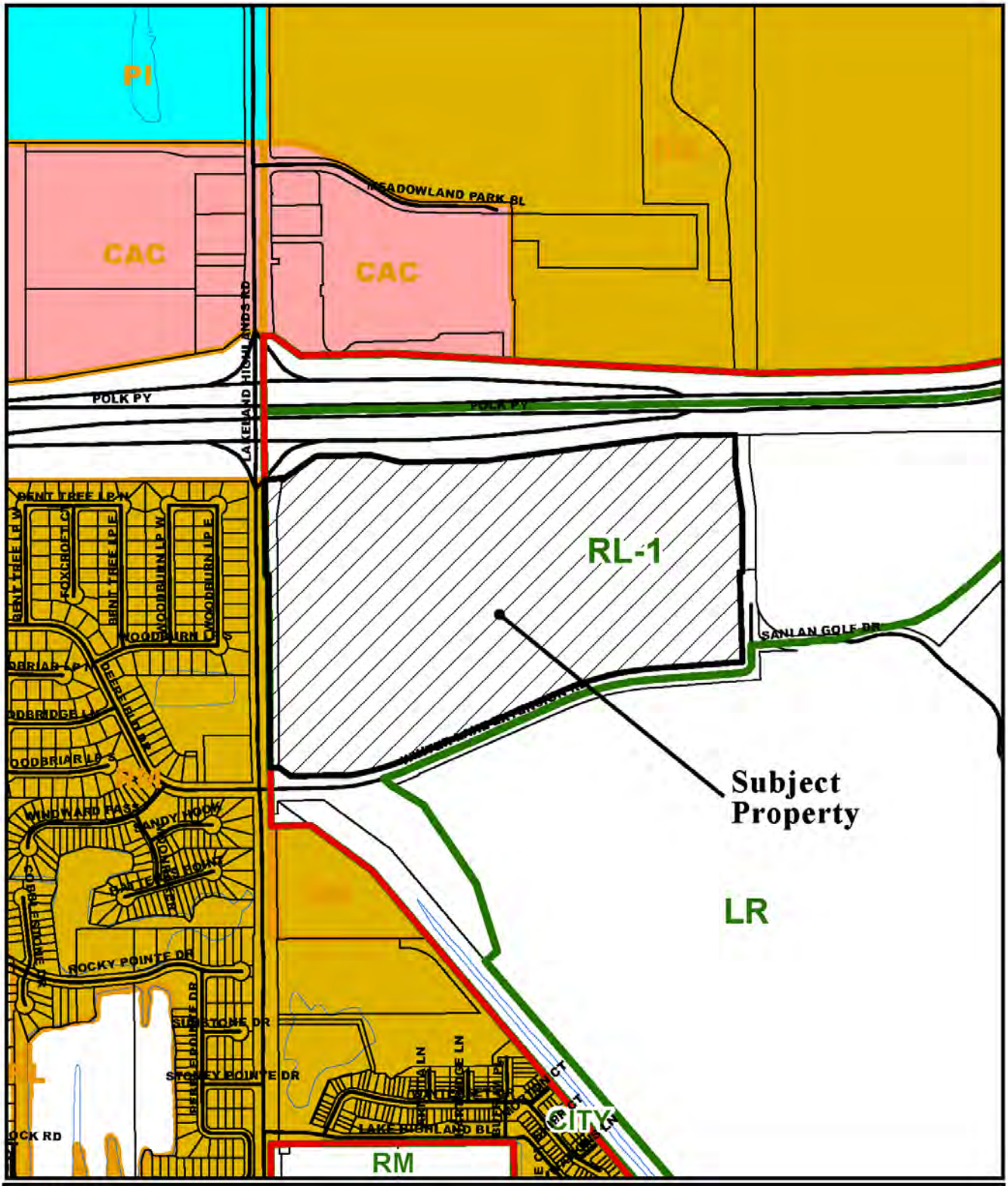

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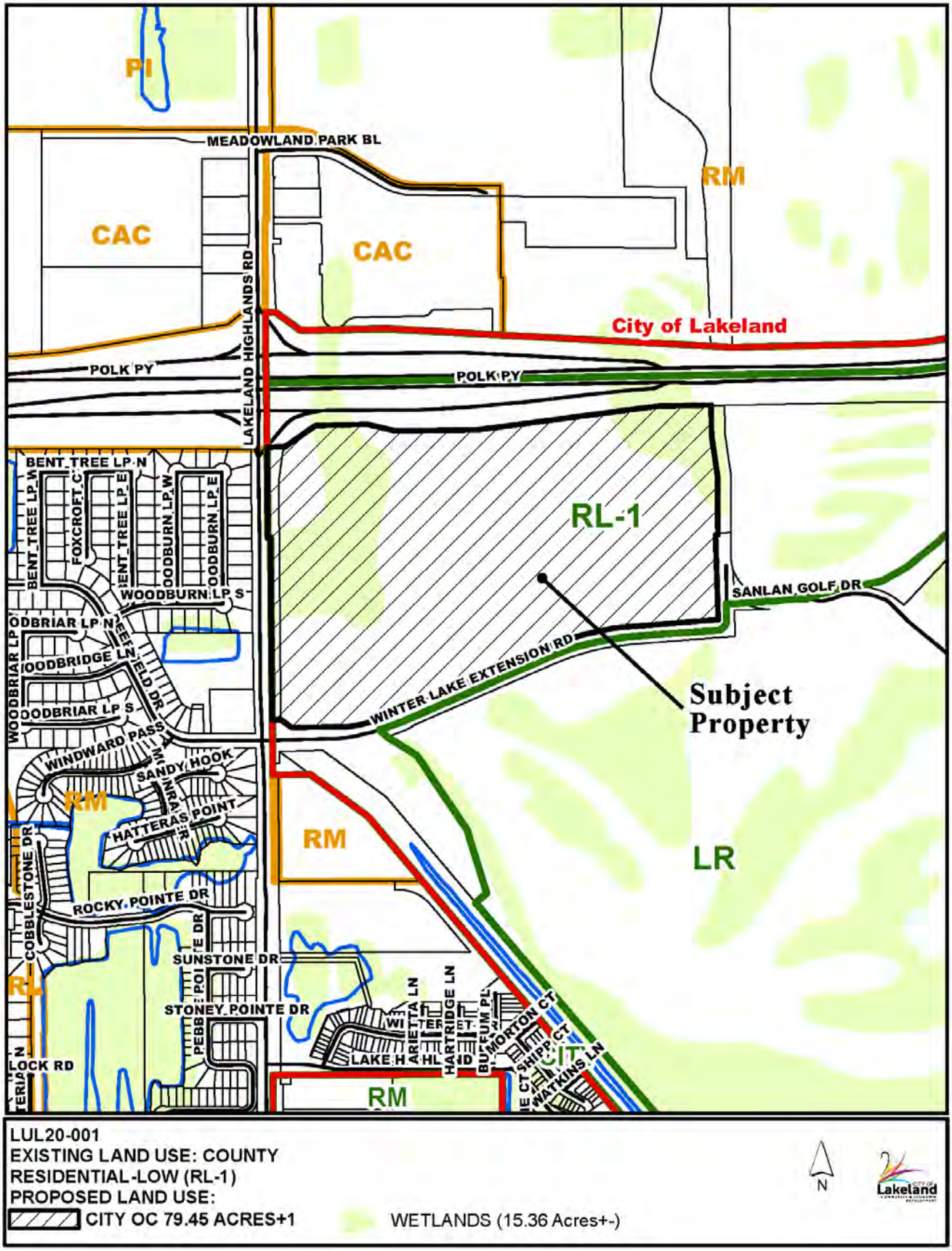
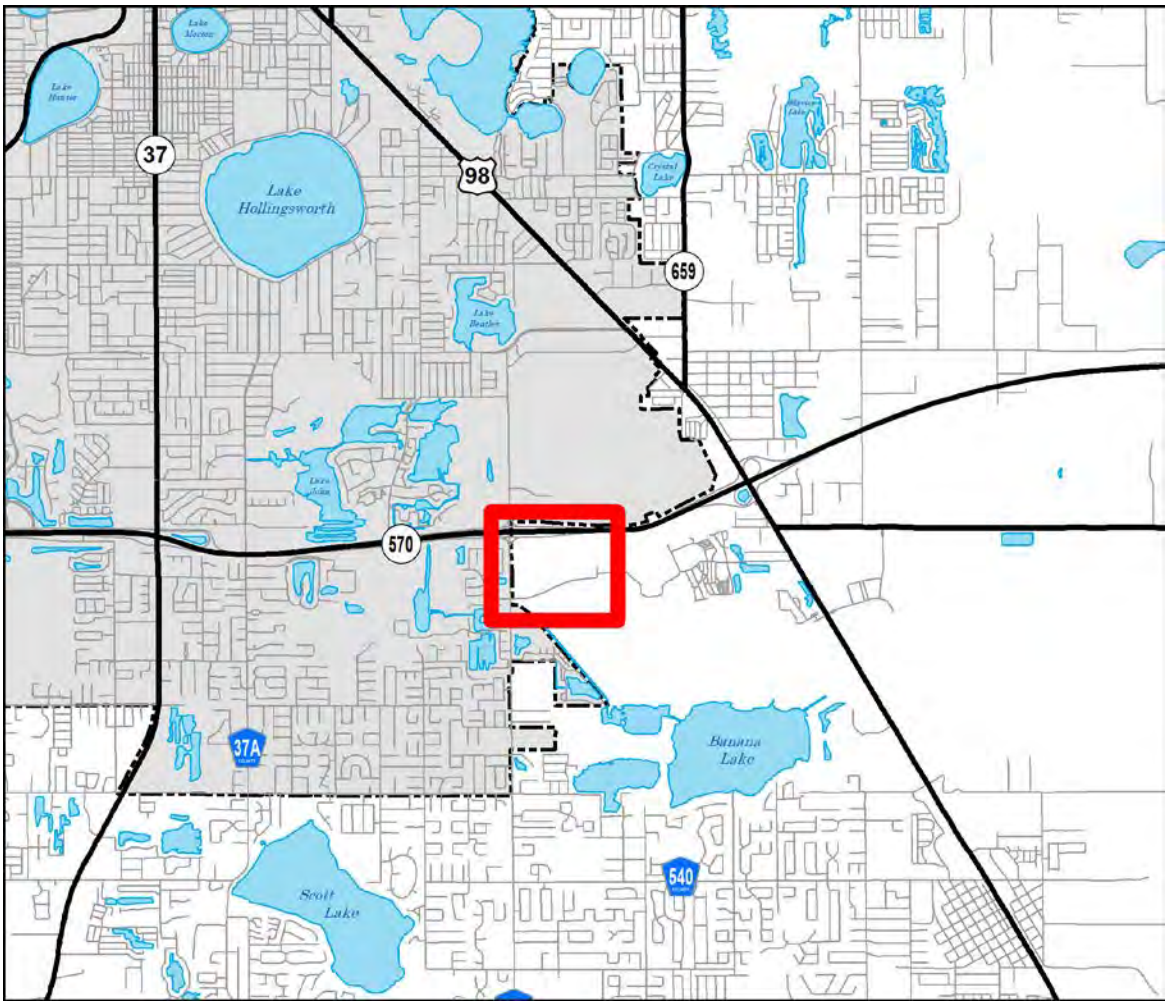
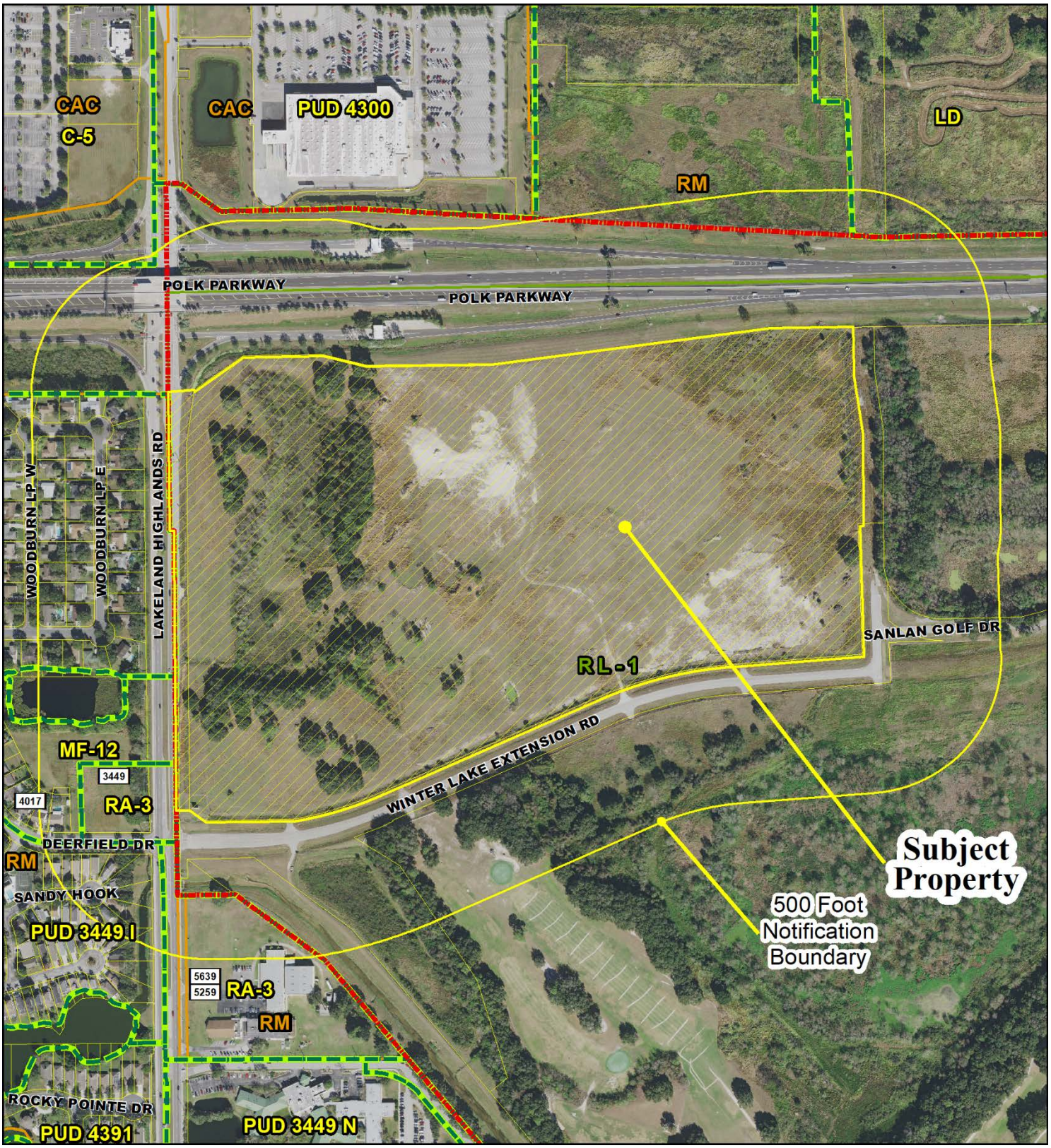


Community & Economic Development
Staff Recommendation

Date:	March 17, 2020	Reviewer:	Phillip Scearce
Project No:	PUD19-039, ZON20-001	Location:	South of SR 570, east of Lakeland Highlands Road, north of Winter Lake Extension Road
Owner:	E. Edward Holloway and Mary Ann Holloway		
Applicant:	Kathy Hattaway, Poulos & Bennett, LLC		
Current Zoning:	N/A	Future Land Use:	County RL-1
Context District:	N/A		
P&Z Hearing:	February 18, 2020	P&Z Final Decision:	March 17, 2020
Request:	Application of PUD (Planned Unit Development) zoning concurrent with a City-initiated request to apply Suburban Special Purpose (SSP) context district designation, to allow a 30,000 sq. ft. free-standing emergency room, a 20,000 sq. ft. ambulatory surgical center, 240,000 sq. ft. of medical office uses, a 150 room hotel, 20,000 sq. ft. of retail uses, and a 730,000 sq. ft. hospital with up to 360 beds, on approximately 79.6 acres located south of SR 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road.		

1.0 Location Maps




CAC
C-5
CAC
PUD 4300
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POLK PARKWAY
POLK PARKWAY
WOODBURN LP W
WOODBURN LP E
LAKELAND HIGHLANDS RD
SANLAN GOLF DR
RL-1
WINTER LAKE EXTENSION RD
MF-12
3449
4017
RA-3
DEERFIELD DR
RM
SANDY HOOK
PUD 3449 I
5639
5259
RA-3
RM
ROCKY POINTE DR
PUD 4391
PUD 3449 N
Subject Property
500 Foot Notification Boundary

2.0 Background

2.1 Summary

Kathy Hattaway, of Poulos and Bennett, on behalf of the applicant, Orlando Health, requests PUD (Planned Unit Development) zoning concurrent with a City-initiated request to apply Suburban Special Purpose (SSP) context sub-district designation. The proposed PUD zoning is for a 30,000 sq. ft. free-standing emergency room, a 20,000 sq. ft. ambulatory surgical center, 240,000 sq. ft. of medical office uses, a 150-room hotel, 20,000 sq. ft. of retail uses, and a 730,000 sq. ft. hospital with up to 360 beds, on approximately 79.6 acres located south of SR 570 (Polk Parkway), east of Lakeland Highlands Road, and north of Winter Lake Extension Road. A map of the subject property is included as Attachment "B."

2.2 Subject Property

The subject property is currently located within unincorporated Polk County and has a County land use designation of Residential Low-1 (RL-1) which allows residential densities of up to one dwelling unit per acre (1 DU/AC). Concurrent with this zoning request, the applicant is seeking voluntary annexation and a large-scale land use amendment to apply a Future Land Use designation of Office Center (OC) to the subject property. The subject property is currently undeveloped and utilized for cattle grazing.

2.3 Project Background

This request, if approved, will allow for the future development of a new hospital with ancillary medical office, hotel, and supporting retail uses. Immediate development plans include the development of a 30,000 sq. ft. free-standing emergency room with a helipad and 60,000 sq. ft. of medical office uses. Long-term plans, to be built-out over 20 years, include a 730,000 sq. ft. hospital with up to 360 beds, a 20,000 sq. ft. ambulatory surgical center, 180,000 sq. ft. of additional medical office uses, a 150-room hotel and 20,000 sq. ft. of retail commercial uses. The proposed PUD is delineated by five distinct development tracts as shown in Attachment "C" and described below.

2.4 Existing Uses of Adjacent Properties

Boundary	Existing Land Use	FLUM	Zoning	Context
North	SR 570 (Polk Parkway) right-of-way	N/A	N/A	N/A
South	Church, private school, recreation	City RM, County L/R	RA-3, N/A	SNH, N/A
East	Vacant land	County RL-1	N/A	N/A
West	Single-family residential, vacant land	RM	RA-3, MF-12	SNH

2.5 Attachments

Attachment A: Legal Description

Attachment B: Base Map of Subject Property

Attachment C: Tract Development Plan

Attachment D: Comprehensive Sign Plan

Attachment E: Sign Exhibit

3.0 Discussion

The subject 79.6-acre parcel sits adjacent to the City limits at the southeast corner of Lakeland Highlands Road and SR 570 – Polk Parkway. To the west, across Lakeland Highlands Road, existing uses consist primarily of low density, single-family homes within the Meadows and Waterview subdivisions that were developed during the 1980's and 1990's. To the south, across Winter Lake Extension Road, uses consist of a church with a private school and an assisted living facility. North of the subject property, across the Polk Parkway, is a large-scale Commercial Activity Center (CAC) with restaurants and retail including Sam's Club, Lowes, Bealls, Wendy's, and Mellow Mushroom. With the construction of the Polk Parkway in the late 90's/early 2000's, a major interchange was established at Lakeland Highlands Road.

The proposed PUD is divided into five (5) distinct development tracts with the following uses:

Tract A – Hospital Center - Includes Phase I ambulatory surgical center medical offices and Helipad at a proposed maximum height of 120 feet.

Tract B – Medical Support Office Uses at a proposed maximum height of 90 feet.

Tract C – Hospital Support Zone – Uses permitted in Tracts A and B plus ancillary maintenance uses, including but not limited to parking garage, power supply, laundry, food service, and storage at a proposed maximum height of 90 feet.

Tract D – Support Commercial Uses –Hotel and support commercial uses including fast casual dining with drive-through (not high turnover fast food such as McDonalds, Burger King, or Chick-fil-A) at a proposed maximum height of 36 feet for commercial uses and 60 feet for a hotel. All other development standards in accordance with the C-1/Urban Corridor Standards.

Tract E – Conservation / Future Medical Campus – No development proposed at this time; any future development will require a major modification to the PUD. Proposed maximum height of 60 feet.

The subject property is a logical location for the proposed hospital and medical office uses due to its large acreage and access/proximity to the Polk Parkway. The proposed Office Center (OC) Future Land Use designation represents an appropriate transition (step down) from the large-scale commercial uses located north of the Polk Parkway. The arrangement of the development tracts is intended to minimize visual and noise impacts on the adjacent residential area to west. More intense uses such as the hospital and emergency room, will be located in Tract A which is approximately 700 feet from Lakeland Highlands Road. Adjacent to Lakeland Highlands Road, uses in Tract D are limited to those allowed within the (C-1) (Pedestrian Commercial) district, with the exception of a provision for one fast-casual type restaurant with no more than one drive-through lane.

To the north, within Tract E, there are no immediate or long-term plans as the tract predominantly contains low quality wetlands. As such, no entitlements are being granted for this area as part of this request. However, subject to SWFWMD and DEP permitting and approval, future development of this area may be considered through a major modification to the PUD.

At the February 18, 2020 Planning and Zoning Board meeting, several residents from the neighboring Meadows and Waterview subdivisions voiced concerns primarily related to increased traffic, noise, and building heights. Secondary concerns were related to the project's proximity to nearby schools and whether there was a need for additional healthcare facilities in Lakeland.

Concerns about traffic were related to the un-signalized intersection of Lakeland Highland Road at Deerfield Drive/Winter Lake Extension Road. Although the intensity of the proposed medical campus appears to have a dramatic impact to surrounding uses and roadway network, staff concludes that the size of the site (79.6-acres) and the applicant's long-term (2040 buildout) phasing of development is sufficient to capture and adequately mitigate impacts. Specific transportation mitigation measures, including the signalization of the intersection at Lakeland Highlands Road/Winter Lake Extension Road, are discussed in further detail below.

To address concerns about building height, staff supports a maximum height of 120 feet, but only within Tract A which is located in the middle of the development site adjacent to the Polk Parkway, where the proposed hospital will be located. Within Tracts B and C, the area located south and east of Tract A and intended for medical office uses and other medical support uses, the recommended maximum building height is 90 feet. Adjacent to Lakeland Highlands Road, the recommended maximum building height in Tract D for restaurant and retail uses is 36 feet, with the exception a hotel which is recommended at a maximum height of 60 feet. Tract E, the wetland area to north identified as a potential future expansion area for healthcare uses, has a recommended maximum height of 60 feet.

3.1 Transportation

Background

The subject property is located within the Urban Development Area (UDA) as defined in the Lakeland Comprehensive Plan, with an adopted level-of-service (LOS) E standard for roadway segments and intersections. The subject property is also located immediately adjacent to the Central City Transit Supportive Area (CCTSA) within which a LOS E standard has been adopted and roadway segment levels-of-service can be averaged across multiple corridors with common traffic patterns. The designated CCTSA includes all of what is typically considered to be "Central Lakeland," between the Polk Parkway (south), Interstate 4 (north), State Road 659 (Combee Road) and Longfellow Boulevard (east), and the Wabash Avenue corridor (west). Concurrency determinations within the UDA and CCTSA are intended to recognize the presence of bicycle, pedestrian, and transit infrastructure, to qualify as the minimum amount of multi-modal infrastructure and service that must be available in order for the more lenient roadway levels-of-service to be utilized.

The subject property borders CR 37B (Lakeland Highlands Road) and the Winter Lake Road Extension, both operated by Polk County. Lakeland Highlands Road is a designated Type II roadway in the Comprehensive Plan, representing a typical urban arterial or collector roadway with bicycle, pedestrian, and transit accommodations. The northern property boundary abuts State Road 570 (Polk Parkway), a limited-access tolled expressway operated by the Florida Turnpike Enterprise. The Lakeland Highlands Road/Polk Parkway interchange is located at the northwest corner of the subject property, with a limited-access driveway prohibition extending south of the interchange along a portion the property's western boundary. The western approach to the

Lakeland Highlands/Winter Lake Road Extension intersection is Deerfield Drive, a local street operated by the City of Lakeland. Northward from the Polk Parkway interchange, Lakeland Highlands Road is an urban collector road operated by the City of Lakeland.

Significant investments in roadway infrastructure have been made in the vicinity of the subject property, beginning with the completion of the Polk Parkway in 1999, the City's widening of Lakeland Highlands Road north of the Polk Parkway to four lanes in the early 2000s, and Polk County's widening of Lakeland Highlands Road to four lanes, from the Polk Parkway south to County Road 540A within the past decade.

Driveway connections to Lakeland Highlands Road and the Winter Lake Road Extension shall be permitted through Polk County. Any proposed traffic signal at the Lakeland Highlands Road/Winter Lake Road-Deerfield Drive intersection shall likewise be approved by Polk County. As part of the proposed development program on the subject property, an interconnected network of streets, travel ways, and sidewalks will be required to meet the City's Comprehensive Plan and Land Development Code requirements.

Transportation Analysis and Concurrency

For concurrency determination purposes, traffic impact analyses must evaluate existing and future traffic conditions on a roadway network impact area on which a development is determined to be "significant." This is defined as conditions in which project traffic consumes five percent or more of a roadway segment's directional capacity during the P.M. Peak Period, generally defined as between 4 p.m. and 6 p.m. on a typical weekday. For large developments or those with unique traffic characteristics, A.M. Peak Period (7 a.m. – 9 a.m. on weekdays) or other specific operational analyses may also be required to quantify their impacts and required mitigation measures to offset their impacts.

On behalf of the applicant, Kimley-Horn and Associates prepared and submitted the "Orlando Health Lakeland Campus" Traffic Impact Analysis (TIA) in December 2019 for the full proposed development program. This TIA estimates the amount of traffic that could be generated within the existing Polk County zoning allowances, compared with short-term Phase A and long-term Phase B buildout scenarios. The current County RL-1 (single-family zoning, one dwelling unit per acre) is expected to accommodate 80 homes, generating 846 Daily, 62 AM Peak and 82 PM Peak Trips. The proposed Phase A short-term development program is estimated to generate an additional 2,120 Daily, 114 AM Peak and 172 PM Peak external trips compared to those allowed under the existing County zoning category. The long-term Phase B development program, with an estimated Year 2040 buildout year, is expected to generate an additional 12,616 Daily, 809 AM Peak and 1,122 PM Peak external trips relative to the current County zoning category.

According to the latest Roadway Network Database published by the Polk Transportation Planning Organization (dated November 15, 2017), the adjacent segment of CR 37B (Lakeland Highlands Road) between Lake Miriam Drive and State Road 570 (Polk Parkway) has an Annual Average Daily Traffic Volume of 22,100 vehicles, with a two-hour average P.M. peak hour volume of 772 vehicles in the northbound direction and 803 vehicles in the southbound direction. The segment operates at an acceptable level-of-service (LOS B). The adjacent segment of Lakeland Highlands Road between the Polk Parkway and Edgewood Drive has an Annual Average Daily Traffic Volume of 22,800 vehicles, a two-hour average of 828 northbound trips and 796 southbound trips during the P.M. Peak Period. This segment is also operating at an acceptable level-of-service, LOS B. Since the project site directly accesses Lakeland Highlands Road, the segment between Lake Miriam Drive and the Polk Parkway is a significantly-impacted roadway segment by default.

Deficiencies identified in the TIA include the need to extend the northbound left-turn lane on Lakeland Highlands Road/Polk Parkway interchange and the need to signalize the Lakeland Highlands Road/Winter Lake Road Extension-Deerfield Drive intersection. The public has also conveyed concerns regarding these two specific locations to City and County staff.

Because of its scope and higher number of trips generated, the long-term development program has a much larger significant impact area, extending south to include Lake Miriam Drive and north to include Edgewood Drive. US 98 (Bartow Road) from Edgewood Drive to Lake Parker Avenue fall just below the five percent significance threshold at 4.99%. Both Lake Miriam Drive and Edgewood Drive are two-lane collector roads that operate at an acceptable level-of-service according to the TPO's Roadway Network Database; however, public feedback and analyses from other development activity document level-of-service failures at the Lake Miriam Drive/Florida Avenue, Edgewood Drive/Florida Avenue and Edgewood Drive/Cleveland Heights Boulevard intersections. Both Lake Miriam Drive and Edgewood Drive are designated "Constrained Corridors" in the Comprehensive Plan, where four-lane widening projects are not determined to be desirable or feasible due to significant neighborhood and community impacts.

Both corridors are lined with residential and institutional uses, including parks and schools serving the neighborhoods and surrounding area. The Orlando Health Lakeland Campus TIA estimates both roadway segments will operate at failing levels-of-service by 2040, with and without implementation of the development program. Of particular concern is the estimated 171 additional westbound P.M. Peak Hour trips on Edgewood Drive between Lakeland Highlands Road and Florida Avenue. On closer inspection of the project traffic distribution plot from the regional travel model, most of the expected trips on Edgewood Drive are using New Jersey Road to access/divert from US 98 (Bartow Road) between Grove Park and Lakeland High School. One reason for this diversion is likely the projected congestion on US 98 (Bartow Road) and the time savings the model anticipates by assigning project traffic to New Jersey Road.

The TPO's "Momentum 2040" long-range transportation plan shows that US 98 (Bartow Road) between Edgewood Drive and Lake Parker Avenue is a "severely congested" arterial corridor, operating at LOS E or below. Due to the presence of the CSX rail line along the east side of US 98 (Bartow Road) in this area, the Comprehensive Plan designates this section as a "Design Exception Corridor" that requires the long-term implementation of bus rapid transit service on a dedicated busway. The US 98 corridor is also planned to accommodate a future extension of the Fort Fraser Trail into Downtown Lakeland. A long-term widening of US 98 (Bartow Road) to six-lanes is partially-funded in the TPO's long-range transportation plan and the Florida Department of Transportation (FDOT) has commenced the design of this project, with right-of-way funding programmed through FY 2024 of its Five-Year Program. The railroad right-of-way is in close proximity to the current edge-of-pavement, which has caused FDOT, the TPO and City to re-evaluate the long-term vision for this corridor.

At this time, it is likely that US 98 (Bartow Road) will be widened to six lanes from Edgewood Drive to a location north of Commerce Point Drive, with turn lane and other operational improvements being made throughout the rest of the corridor to address acute operational and congestion issues that are occurring near Grove Park Plaza and Lakeland High School. The construction phase of any capacity improvement option for US 98 (Bartow Road) remains unfunded in the FDOT Five-Year Work Program, but remains a high-priority of the TPO and City.

Bicycle, Pedestrian and Mass Transit Network

The Comprehensive Plan defines the multi-modal services and infrastructure that are expected within the Central City Transit Supportive Area and Urban Development Area. Policy 4A.1 lists

transportation concurrency mitigation options that are implemented through Section 10.4.2 (Transportation Demand Management Mitigation) of the Land Development Code.

Bicycle lanes exist on Lakeland Highlands Road south of Winter Lake Road-Deerfield Drive intersection and north of the Lakeland Marketplace-Meadowland Park Boulevard intersection. It is possible that the existing bike lane gaps within the Polk Parkway interchange area can be addressed with future resurfacing projects implemented by the City and Polk County. A multi-use trail corridor along the northern boundary of the subject property is included in the Citywide Pathways Vision Plan as included in the Comprehensive Plan. In order to connect the City's Lake-to-Lake Bikeway Network with the Fort Fraser Trail, Polk County is working with the current property owner (Mr. Edward Holloway) to dedicate a 40-foot wide corridor along the northern boundary of the subject property and adjacent Sanlan Golf Course property to support a new alignment of the Fort Fraser Trail Extension between US 98 and Lakeland Highlands Road.

This new alternative alignment for the Fort Fraser Trail Extension has become critical in its implementation due to the active rail line and associated right-of-way constraints along the east side of US 98 (Bartow Road), the long-standing preferred trail extension alignment. The Polk Transportation Planning Organization is working with the FDOT to allocate $2 million that has been programmed in FY 2024 of its Five-Year Work Program for the Fort Fraser Trail Extension to this new alignment and has worked with the City to define a larger alternative alignment of the trail extension that utilizes the Three Parks Trail, Lake Hollingsworth Trail and Lake Parker Trail. The City will utilize $202,000 that has been programmed to eliminate the Lakeland Highlands Road gap along the Lakeland Marketplace shopping center frontage for the alternative Fort Fraser Trail Extension in furtherance of its connection to Three Parks Trail.

The subject property is located within the boundaries of the Lakeland Area Mass Transit District (LAMTD), within which a half-mill property tax is levied for transit services in the Lakeland area. LAMTD (doing business as the "Citrus Connection") does not currently serve the subject property with fixed-route bus service. The closest bus routes are the Orange Line on Edgewood Drive and the Silver Express Route to Bartow on US 98, distances of 1.26 miles and 1.95 miles, respectively. In discussions with LAMTD staff, there are no current plans to serve the Lakeland Highlands Road corridor; however, there is a benefit to serving a large activity center such as the proposed medical campus when employees and visitors warrant such an investment and re-alignment of existing route structure. As has been done with recent large developments including Oakbridge/Lakeside Village (mixed use), Lakeland Park Center (retail), Riverstone (residential), there will be a need to include appropriate transit provisions and infrastructure in the campus design and to develop an acceptable funding package for the operation of long-term transit service to the new campus. Appropriate transit access and maintenance agreements must also be executed as has been recently executed between LAMTD and Publix Super Markets for an existing stop and future superstop at Lake Miriam Square Plaza (Lake Miriam Drive at Florida Avenue).

3.2 Comprehensive Plan Compliance

The proposed PUD zoning is consistent with the requested Office Center (OC) future land use, compatible with surrounding land uses, and consistent with the relevant policies of the Comprehensive Plan.

The Community and Economic Development Department has reviewed this request for compliance with Lakeland Comprehensive Plan: 2010-2020 and it is our opinion that the request as conditioned is consistent with the Comprehensive Plan. With the recommended conditions, all roadway levels of service are acceptable and other essential services are presently available to provide service the proposed use. A final concurrency determination will be made at time of site plan approval.

4.0 Recommendation

4.1 Community and Economic Development Staff

The Community and Economic Development Department reviewed this request and recommends approval of the proposed PUD zoning as well as application of the Suburban Special Purpose (SSP) Context district. Letters of notification were sent to 63 property owners within 500 feet of the subject property. Staff received three calls and one e-mail in opposition. At the public, one person spoke in favor of the request, while six were opposed based on the objections noted previously.

4.2 The Planning & Zoning Board

It is recommended that the request for a major modification of PUD zoning, as described above and in Attachments "A," "B," "C," "D," and "E" be approved, subject to the following conditions:

A. Lakeland Health and Wellness Campus:

1. Acreage: 79.6 ±

2. Maximum Floor Area Ratio (FAR): 1.50

3. Permitted Uses: Hospitals, medical facilities, hotels and supporting retail uses as listed below per Tract:

Tract A. Hospital Center

Medical Uses:

Hospital
Free Standing Emergency Room
Office Uses, Medical
Office Uses, Non-Medical
Helicopter pad
Pharmacies, as an Accessory Use
Ambulatory Surgery Center
Assisted Living Facilities
Nursing Homes
Rehabilitation Facilities
Other Healthcare and Wellness Uses

Commercial Uses:

Hotels

Tract B. Medical Support Office Uses

Office Uses, Medical
Office Uses, Non-Medical
Pharmacies, as an Accessory Use
Assisted Living Facilities
Nursing Homes
Rehabilitation Facilities
Other Healthcare and Wellness Uses

Commercial Uses:

Hotels

Tract C. Hospital Support Uses

Those uses permitted in Tract A, plus the following:

Structured Parking
Central Energy Plant
Any Other Ancillary Uses Associated with Hospital Operations

Tract D. Supporting Retail Uses:

Those uses permitted by right within C-1 commercial districts, plus the following uses:

No more than One (1) very high turn-over restaurant with drive-through facilities. The very-high turnover restaurant with a drive-through shall be limited to a fast-casual type restaurant with no more than one (1) drive-through lane and service hours limited to the time period between 6:00 AM and 10:00 PM. Quick service type restaurants (including but not limited to McDonald's; Burger King; KFC, Chick-fil-A, etc.) shall not be permitted.

Tract E Future Medical Campus / Conservation

Any future development within Tract F shall be subject to a Major Modification to the PUD.

4. Maximum Intensity of Use:

Hospital	360 beds/730,000 sq. ft.
Free Standing Emergency Room	30,000 sq. ft.
Medical Office Uses:	240,000 sq. ft.
Ambulatory Surgical Center	20,000 sq. ft.
Hotel	150 rooms
Supporting Retail Uses	20,000 sq. ft.

5. Development Standards:

   a. Tracts A, C, D, and E: In accordance with the Suburban Special Purpose (SSP) context sub-district, except as follows.

      (1) Minimum perimeter setback from project boundaries: 50 feet

      (2) Maximum Building Height

Tract A:	120 feet
Tract B and C:	90 feet
Tract E:	60 feet

   b. Tract D: In accordance with the C-1/Urban Corridor (UCO) context sub-district, except as follows:

Maximum Building Height for Hotels:	60 feet
Maximum Height for All Other Buildings:	36 feet

6. Tract Development Plan: The project shall be developed in substantial accordance with the tract development plan included as Attachment "C." Legal descriptions for each development tract shall be submitted at the time of site plan review.

7. Signage shall be in accordance with Article 4 of the Land Development Code except as otherwise provided for in the comprehensive sign plan included as Attachments "D" and "E."

8. Transportation

a. Prior to the first site plan submittal for Phase A, the developer shall execute a Development Agreement through which specific transportation mitigation requirements are addressed. This agreement shall be executed by the City Commission and recorded with the Polk County Clerk of Courts.

b. Access Management: The property shall be limited to the following access points that must be permitted through Polk County:

(1) One driveway on CR 37B/Lakeland Highlands Road that accommodates right-in/right-out/left-in operations. This driveway shall be constructed prior to the first Certificate of Occupancy in Phase B and must be designed with a bicycle "keyhole" lane between the northbound through- and right-turn lane.

(2) Two full-movement driveways on Winter Lake Road Extension, approximately 800 feet and 1,700 feet east of Lakeland Highlands Road.

(3) All driveway throat lengths shall, at minimum, comply with the Access Management and Site Circulation Standards in the Land Development Code.

c. Prior to the first Certificate of Occupancy in Phase A, the CR 37B (Lakeland Highlands Road)/Winter Lake Road Extension intersection shall be signalized, subject to approval by Polk County and with appropriate turn lane modifications on both roads to accommodate project traffic through buildout. The developer may share the costs of this signalization with nearby development activity.

d. Prior to the first Certificate of Occupancy in Phase A, the northbound left-turn lane on CR 37B (Lakeland Highlands Road) at SR 570 (Polk Parkway) shall be extended to a 600-foot length as documented to meet the 95th percentile queue demand at this location.

e. Multi-Modal Transportation Mitigation

(1) Prior to the first Certificate of Occupancy in Phase A, the developer shall dedicate a 40-foot wide easement from the subject property's eastern boundary to Lakeland Highlands Road to accommodate the Fort Fraser Trail Extension. Prior to the second site plan submittal in Phase A, the developer shall construct the Fort Fraser Trail Extension within the subject property's boundaries and establish connections into the campus that will allow it to be integrated with the required internal pedestrian network. Construction of this trail segment will satisfy one multi-modal transportation concurrency mitigation requirement for Phase B.

(2) Transit Capital and Services

i. Prior to the first site plan submittal in Phase A, the location and layout of an on-site transit superstop shall be developed for construction when the subject property is served with fixed-route transit service. At a minimum, this facility shall include a bus pullout area to accommodate at least two buses with shelters, bike racks, trash receptacles and underground utility infrastructure to accommodate a separately metered automatic ticketing kiosk in the future. The Lakeland Area Mass Transit

District (LAMTD) shall approve the design and location of this transit facility. The applicant will be required to enter into an easement agreement with LAMTD/local transit operator to access and maintain this transit infrastructure.

ii. Prior to the first Certificate of Occupancy in Phase A, the developer shall register to participate in the Florida Department of Transportation's commuter assistance program.

iii. Prior to the first Certificate of Occupancy for the hospital or medical office component of Phase B, the developer shall purchase a bus (estimated cost is $500,000) to support peak-hour transit service to the subject property. The schedule of down and final payments shall be addressed in the Development Agreement.

iv. Upon delivery of the bus required in Section 8.e.(2).iv, the developer shall provide funding for the operations of the peak-hour transit service to the subject property. This condition will require a five-year funding commitment of $150,000/year. Payments shall be made by the anniversary date of the first payment, or on another schedule requested by LAMTD/local transit provider.

v. The developer shall submit a new Traffic Impact Analysis, with new or updated concurrency mitigation requirements being identified prior to a.) the site plan submittal representing 50% of the total cumulative buildout trip generation estimate for the proposed development program or b.) Year 2030, whichever occurs first.

vi. Funding for transit operations shall be accumulated through a funding agreement in which the developer provides LAMTD/local transit provider with an amount equal to the property tax assessment that would otherwise apply due to the subject property's location within the transit taxing district boundaries.

vii. Any office and/or public/institutional building on the subject property shall comply with the Transportation Demand Management mitigation measures in Section 10.4.2.2.c of the Land Development Code, including showers for employees and dedicated parking spaces for carpool and vanpool participants.

(3) Prior to the submittal of the first site plan in Phase B, a concurrency tracking database shall be developed to quantify cumulative trip generation associated with each site plan submittal and to determine the point at which the project is significant on Edgewood Drive, Lake Miriam Drive and US 98 (Bartow Road) north of Edgewood Drive.

(4) Polk County, as permitting authority for Lakeland Highlands Road and Winter Lake Road Extension, shall be notified of each site plan submittal on the subject property.

f. On-Site Multi-Modal Traffic Circulation

(1) When the Lakeland Highlands Road driveway is constructed, a sidewalk shall be constructed along the site frontage from the Fort Fraser Trail Extension to the Winter Lake Road Extension.

(2) When the first driveway connection is made to the Winter Lake Road Extension, a sidewalk shall be constructed along the property's entire Winter Lake Road Extension frontage.

(3) Prior to the first site plan submittal in Phase A, a pedestrian network plan shall be submitted for City staff review, depicting the proposed phasing and route of each sidewalk between Lakeland Highlands Road and the Winter Lake Road Extension. Each principal building entrance on the subject property shall be connected to the frontage sidewalks with Americans with Disabilities Act (ADA)-compliant routes that separate pedestrians from vehicular traffic with designated crosswalks at locations where these routes cross vehicular travel aisles.

(4) Bicycle parking shall be provided in close proximity of each principal building entrance in compliance with Section 4.11.6 of the Land Development Code. Non-covered bicycle parking devices shall be designed and constructed in accordance with Index 900 of the City Engineering Standard Manual.

(5) Access Management: All driveway connections onto Lakeland Highlands Road and the Winter Lake Road Extension shall comply with Article 4 of the Land Development Code. To provide cross-access between outparcels within the project, each outparcel shall either (a) have a shared driveway access with the adjacent outparcel located at the common boundary line, or (b) have a direct cross-access driveway to the adjacent outparcel with a recorded cross-access easement.

ATTACHMENT “A”

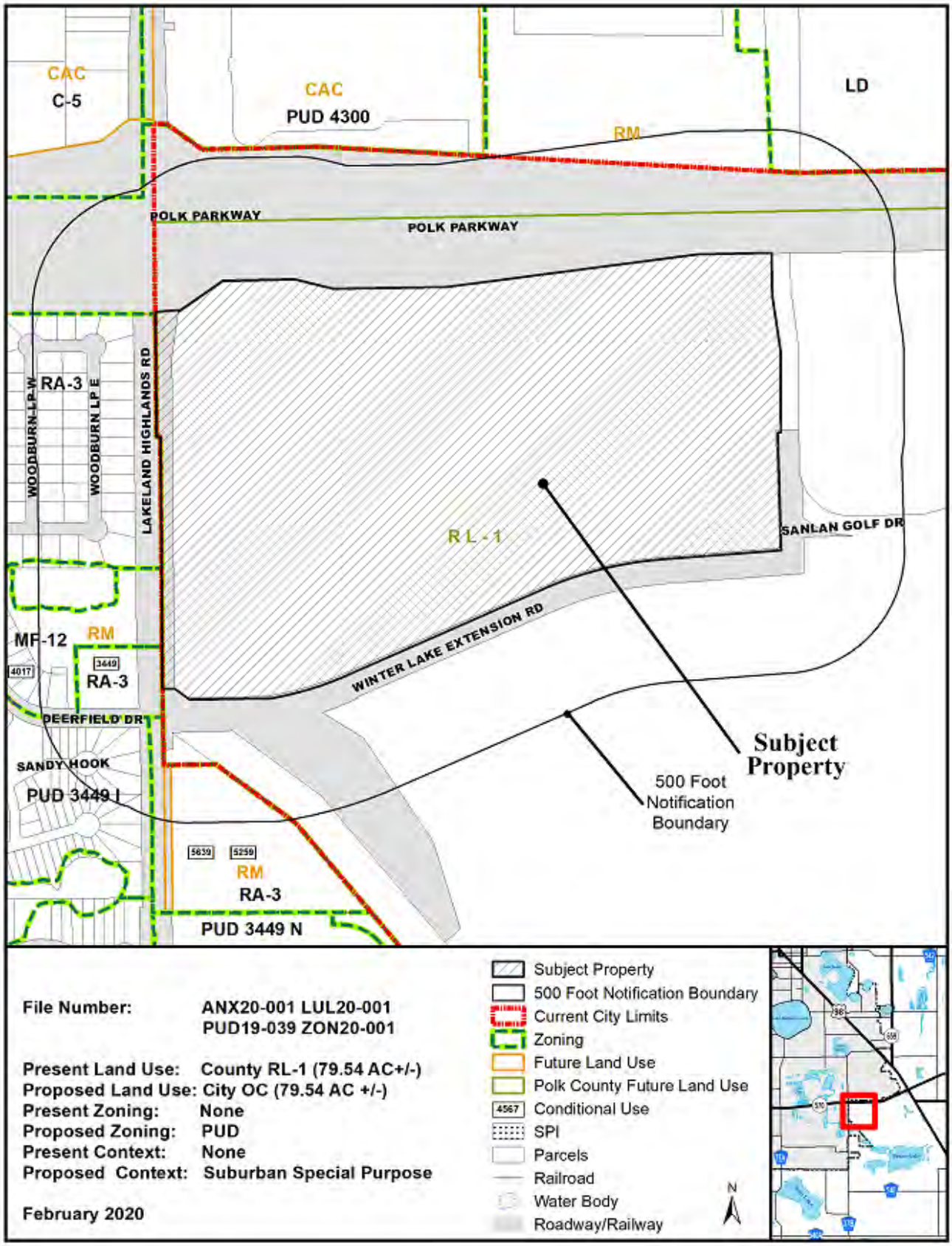
Legal Description:

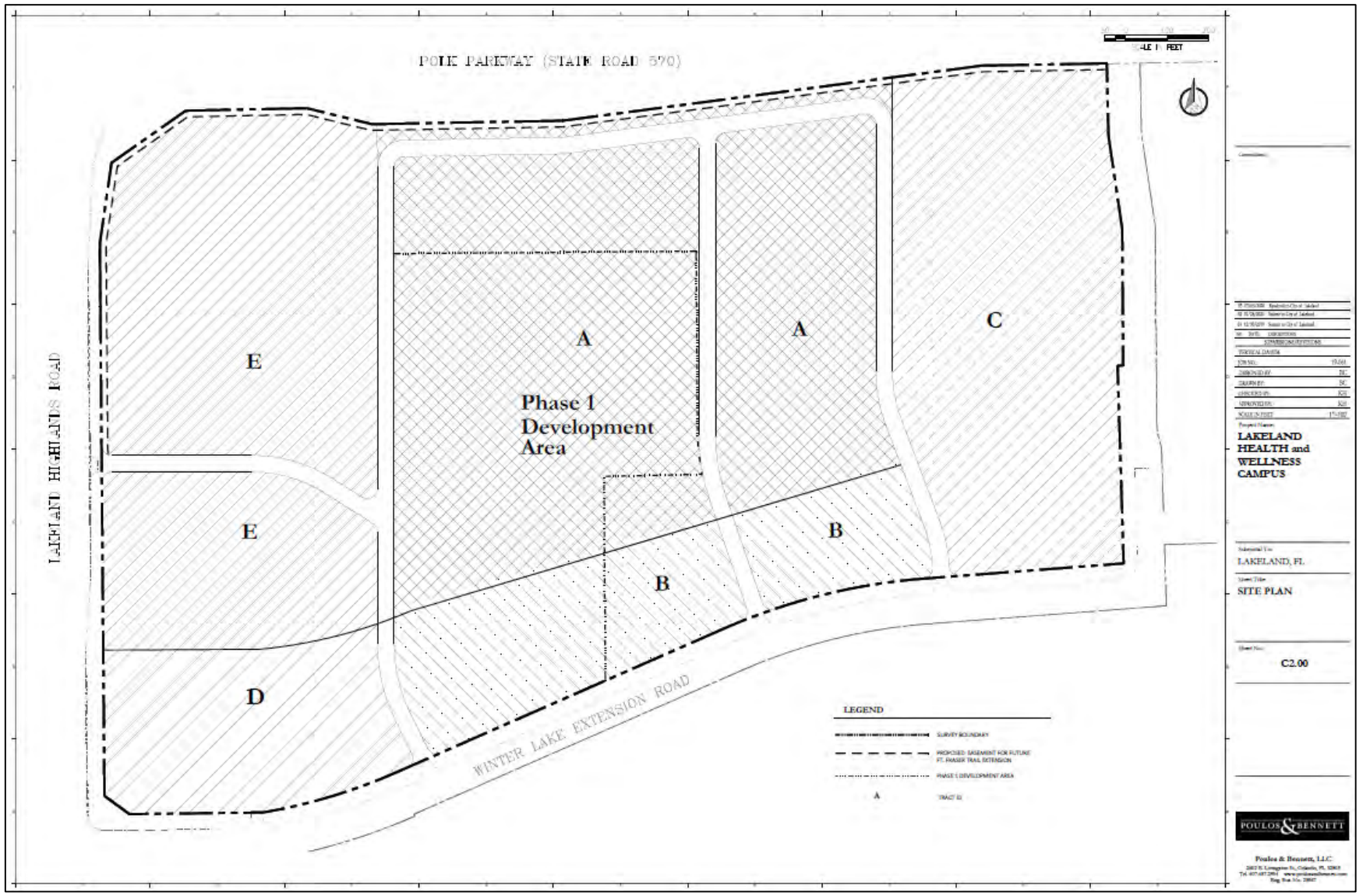
That Part of Section 4, Township 29 South, Range 24 East, Polk County, Florida, being described as follows:

Commence at the Southwest comer of the Northwest ¼ of said Section 4, thence N 00 degrees 28 minutes 22 seconds E along the West line of said Northwest ¼, a distance of 428.82 feet, thence N 89 degrees 31 minutes 38 seconds E a distance of 43.33 feet to the East Right of Way line of Lakeland Highlands Road (C.R. 37-B), thence continue N 89 degrees 31 minutes 38 seconds E, along the Right of Way line of Lakeland Highlands Road (C.R. 37-B) as described in Official Record Book 6512, Page 997, of the Pubic Records of said Polk County, Florida, a distance of 37.35 feet, thence N 00 degrees 28 minutes 22 seconds W still along said Right of Way line, a distance of 67.90 feet to the intersection of the Southwesterly Right of Way line of the Stahl Canal as recorded in Official Record Book 121, Page 251, of the aforesaid public records, thence N 03 degrees 59 minutes 59 seconds E, still along said Right of Way line of Lakeland Highlands Road (C.R. 37-B), a distance of 177.55 feet to the POINT OF BEGINNING, thence N 00 degrees 28 minutes 22 seconds W a distance of 1,183.20 feet to the Limited Access Right of Way line of the Polk Parkway (S.R. 570), thence North and East along said Limited Access Right of Way line the following (8) calls, (1) thence continue N 00 degrees 28 minutes 22 seconds W a distance of 153.76 feet, (2) thence N 08 degrees 18 minutes 36 seconds E a distance of 196.62 feet, (3) thence N 55 degrees 02 minutes 12 seconds E a distance of 218.92 feet, (4) thence N 88 degrees 58 minutes 31 seconds E distance of 292.78 feet, (5) thence S 76 degrees 21 minutes 21 seconds E distance of 161.91 feet, (6) thence N 88 degrees 58 minutes 31 seconds E distance of 460.42 feet, (7) thence N 82 degrees 31 minutes 48 seconds E distance of 1,024.47 feet, (8) thence N 88 degrees 58 minutes 31 seconds E a distance of 301.19 feet, thence departing the said Limited Access Right of Way line S 01 degrees 14 minutes 53 seconds E a distance of 166.41 feet to the Point of Curvature of a curve concaved to the Easterly having a Radius of 140.01 feet, a Central Angle of 07 degrees 10 minutes 31 seconds, a Chord Bearing of S 04 degrees 50 minutes 08 seconds E and a Chord Distance of 17.52 feet, thence along said curve a distance of 17.53 feet to the Point of Tangency, thence S 08 degrees 25 minutes 24 seconds E a distance of 214.43 feet, to the Point of Curvature of a curve concaved to the Westerly having a Radius of 60.00 feet, a Central Angle of 08 degrees 02 minutes 02 seconds, a Chord Bearing of S 04 degrees 24 minutes 23 seconds E and a Chord Distance of 8.41 feet, thence along said curve a distance of 8.41 feet to the Point of Tangency, thence S 00 degrees 23 minutes 24 seconds E distance of 325.47 feet to that Right of Way taken for Winter Lake Road as described in Official Record Book 3822, Page 1824 and Official Record Book 6512, Page 997, of the Public Records of Polk County, Florida, thence South and West along said Right of Way line the following (8) calls, (1) thence S 88 degrees 13 minutes 31 seconds W a distance of 13.70 feet (2) thence S 01 degrees 46 minutes 29 seconds E distance of 478.71 feet, (3) thence S 85 degrees 39 minutes 35 seconds W a distance of 483.34 feet to the Point of Curvature of a curve concaved to the Southerly having a Radius of 1,487.39 feet, a Central Angle of 19 degrees 21 minutes 45 seconds, a Chord Bearing of S 75 degrees 58 minutes 42 seconds W and a Chord Distance of 500.26 feet, thence along said curve a distance of 502.65 feet to the Point of Tangency, thence S 66 degrees 17 minutes 50 seconds W a distance of 866.16 feet to the Point of Curvature of a curve concave to the Northerly having a Radius of 1,377.39 feet, a Central Angle of 14 degrees 00 minutes 52 seconds, a Chord Bearing of S 73 degrees 18 minutes 16 seconds W and a Chord Distance of 336.07 feet, thence along said curve a distance of 336.91 feet to the Point of Tangency, thence S 89 degrees 19 minutes 22 seconds W a distance of 322.20 feet, thence N 53 degrees 39 minutes 35 seconds W a distance of 74.68 feet to the POINT OF BEGINNING.

LESS right of way for Lakeland Highlands Road and right of way for Polk County Parkway.

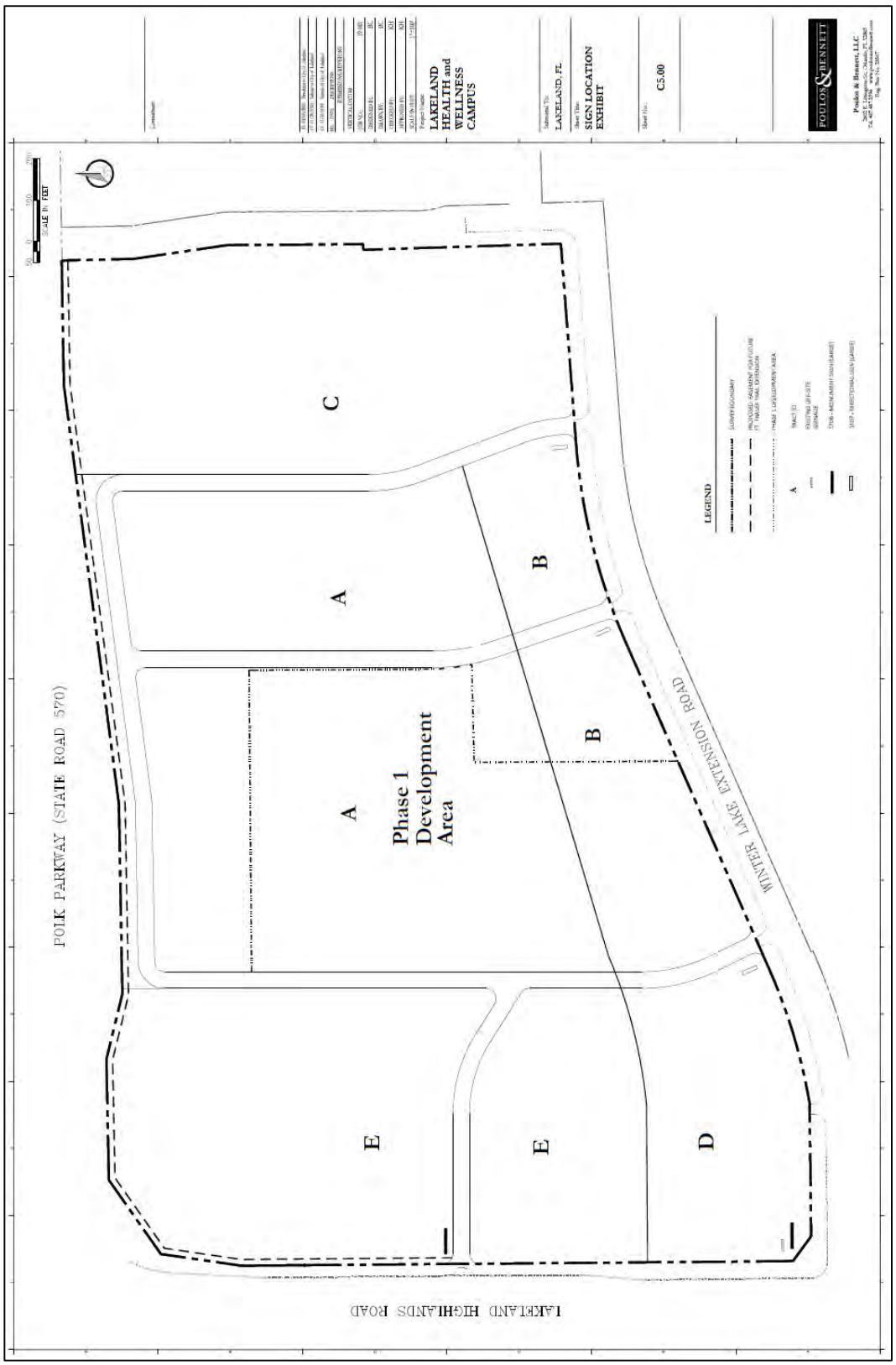
ATTACHMENT “B”





ATTACHMENT "C"

ATTACHMENT “D”



ATTACHMENT "D-1"

SIGN TYPE	SIGN CATEGORY	UNIT SQ. FT.	QUANTITY	EXTENDED SQ. FT	REMARKS
ST01	Building Mount	119.5	3	358.5	Illuminated back lit
ST02	Building Mount	51.6	4	206.4	Illuminated back lit
ST06	Monument Sign	130.2	2	260.4	Illuminated back lit
ST07	Directional Sign	34.4	18	619.2	
ST08	Directional Sign	51.8	10	518	
ST09	Horizontal Ground Sign	53.1	3	159.3	Illuminated back lit
ST10	Horizontal Ground Sign	53.1	4	212.4	
ST11	Horizontal Ground Sign	53.1	1	53.1	
ST12	Monument Sign	55.8	1	55.8	Illuminated
ST14	Vertical Letters	19.7	1	19.7	Illuminated
ST15	Building Mount	30	1	30	Illuminated
ST16	Directional Sign	20.5	2	41	Illuminated
ST17	Building Mount	40	1	40	
		TOTAL SQUARE FOOTAGE		2573.8	

AMBULANCE ONLY

ST17

40 Square Feet x 1 Unit

ST16
DIRECTIONAL LETTERS
(MAIN LAMINA AVICE)

20.5 Square Feet x 1 Unit

EMERGENCY

ST13

20 Square Feet x 1 Unit

EMERGENCY

ST14
VERTICAL LETTERS
(MEDIUM EMERGENCY)

19.7 Square Feet x 1 Unit

ORLANDO HEALTH

ST01 - BUILDING MOUNTED LOGO
(LARGE)

39.8 Square Feet x 3 Units = 119.5 Square Feet

ORLANDO HEALTH

ST02
BUILDING MOUNTED LOGO
(MEDIUM)

17.2 Square Feet x 3 Units = 51.6 Square Feet

ORLANDO HEALTH
LOCATION

ST06
MONUMENT SIGN
(LARGE)

130.2 Square Feet x 1 Unit

ORLANDO HEALTH
EMERGENCY

ST07
DIRECTIONAL SIGN
(LARGE)

34.4 Square Feet x 1 Unit

ST08
DIRECTIONAL SIGN
(SMALL)

12.9 Square Feet x 4 Units = 51.8 Square Feet

ORLANDO HEALTH
EMERGENCY →

ST09
HORIZONTAL GROUND SIGN
(EMERGENCY)

53.1 Square Feet x 1 Unit

ORLANDO HEALTH
MEDICAL PAVILION

ST10
HORIZONTAL GROUND SIGN
(MEDICAL PAVILION)

53.1 Square Feet x 1 Unit

ORLANDO HEALTH
HOSPITAL

ST11
HORIZONTAL GROUND SIGN
(HOSPITAL)

53.1 Square Feet x 1 Unit

ORLANDO HEALTH
HOSPITAL

ST12
MONUMENT SIGN
(MEDIUM)

55.8 Square Feet x 1 Unit

SIGNAGE - ELEVATIONS

NOT TO SCALE

13 DECEMBER 2019

ORLANDO HEALTH®

HKS

Consultant:

Project Name:

LAKELAND HEALTH and WELLNESS CAMPUS

Submitted To:

LAKELAND, FL

Sheet Title:

MASTER SIGN PLAN

Sheet No.:

C 6.00

Date: December 20, 2019

POULOS & BENNETT

Poulos & Bennett, LLC