

## MEMORANDUM

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May 13, 2014

**TO:** Honorable Mayor and City Commission

**VIA:** Kenneth Fields, City Manager

**FROM:** Margaret Swanson, Director of Planning and Development  
Kathy Bangley, Assistant Director of Planning and Development

**RE:** Leoma's Landing – Preliminary Subdivision and Planned Development Project  
Chalet Suzanne Road – Public Hearing

**SYNOPSIS:** Proposed is a 281-lot single-family development on 94 acres on the north side of Chalet Suzanne Rd., west of Dinner Lake Shores. The application, by Mike Lawson of Metro Development Group, is for a preliminary subdivision plat and Planned Development Project (PDP) plan. Requested are waivers to allow reduced lot sizes and building setbacks and increased lot coverage. The plan is a major revision of a residential PDP approved in 2005.

### RECOMMENDATION

The Planning and Zoning Board held public hearings on the proposed plan (entitled “Leoma’s Landing” JSK Consulting, and dated March 14, 2014\*) on March 25 and April 22, 2014. The Board voted to recommend approval with revisions and conditions. (See attachment.) A finding was made that, with the proposed revisions and conditions, the plan would be superior to a standard subdivision.

\*Note that the plan submitted to City Commission is dated May 14, 2014.

A public hearing is required. Public notice requirements have been met.

### BACKGROUND

#### *Summary of request*

Approval is requested for a 281-lot single-family PDP/subdivision on 94.1 acres located on the north side of Chalet Suzanne Rd. and south side of C. F. Kinney Rd. The property is west of Dinner Lake Shores and east of Fire Station #2 and the old railroad right-of-way.

The development is proposed as a family development, not a retirement community. All streets are to be public.

Waivers of zoning requirements are requested under the PDP regulations to allow reduced lot sizes, reduced side and front building setbacks, and increased lot coverage. A finding is also

requested that the requirement for visitor parking will be satisfied by construction of 2-car garages on every lot.

Staff estimates that the requested waivers will allow about 70 lots more than would be possible with strict adherence to lot dimensional requirements. A standard subdivision plan has never been proposed on the property for comparison.

### ***PDP Approval Process***

The proposed plan is a major revision of a residential PDP, requiring a recommendation by the Planning & Zoning Board and approval by City Commission. A PDP is a special exception use permit, allowed in all zoning districts. Waivers of dimensional requirements can be granted with certain limitations and conditions.

Section 23-224 of the zoning regulations sets forth the PDP approval process and sec. 23-441 through 443 set forth standards and guidelines for residential PDPs.

The PDP process is “intended to promote high quality site design” and “allows flexibility in project layout and relief from standard subdivision grids in order to preserve natural features of the land, maximize common open space and landscaping, and create vital neighborhoods.” Flexibility in layout is particularly beneficial for Leoma’s Landing because of the property’s irregular shape and large areas of wetlands. A PDP can be approved only if the proposed development has a “superior project layout, provides enhanced open space and preservation of natural features, does not subvert the intent of this chapter, and does not compromise public safety.” (Sec. 23-442 zoning regulations)

Following approval of the preliminary plans by City Commission, a site development application (engineering plans) can be submitted, and upon approval (administrative) and receipt of all outside agency permits, construction of site improvements can be commenced. Phased construction can be approved under the site development permit. A subdivision plat is brought to City Commission for endorsement once the site improvements and infrastructure is complete for the phase to be platted and public improvements have been found to meet city standards.

### ***Approved Plan***

A preliminary PDP/subdivision plan was approved in November 2005 for a total of 395 units including 139 single-family lots (65 feet in width) and 265 townhouses. (See attached plan.) The site development approval process was started, but was put on hold in response to the economic slump.

The revised plan proposed by Metro Development differs from the approved plan as follows:

- eliminates the townhouses and proposes single-family lots throughout
- average single-family lot size drops from 8,211 to 7,117 square feet
- minimum lot size drops from 7,800 to 5,911 square feet
- density drops from 4 to 3 units/acre (maximum allowed is 6 units/acre)
- views and road frontage of common open space has been reduced significantly
- has many lots fronting on collector street, whereas prior plan has few

- northernmost roadway is directly adjacent and parallel to the proposed C. F. Kinney Rd. extension whereas prior plan locates lots along the northern boundary.

### ***Land characteristics***

The irregularly shaped property is former cattle range, mostly open land with a scattering of pine and oak trees. Topography is gentle, with elevations ranging from 120 ft. to 130 ft. except in the southeast corner where the land reaches a high of 138 ft. There are two pockets of wetland to be preserved, about 15 acres in total, and on the east side, there is about 300 feet of shoreline on Dinner Lake. An area of regulatory flood plain (FEMA zone AE) in the north portion of the site will be eliminated through land alteration.

### ***Proposed layout and amenities***

This section describes the proposed development in detail and notes the Planning Board recommendations in bold.

### ***Entrances and site circulation***

Leoma's Landing's main entrance will be from Chalet Suzanne Rd., directly across from the Carlsberg Estates' entrance. Turn lanes to both developments are required by the County. A privacy wall, sidewalk, and landscaped buffer are proposed along the Chalet Suzanne Rd. frontage. An existing bus stop on Leoma's frontage will be retained, but may be need to be relocated to meet safety standards.

A secondary entrance, required for any development with 50 lots or more, is proposed from C. F. Kinney Rd., a local County road which runs west from the Scenic Highway, turns north at the Leoma's Landing property, and connects to Waverly Rd. The East Polk Road Study in 2008 found that more east-west connectors are needed in the Lake Wales area and proposed the extension of C. F. Kinney Rd. westward to US 27 at Starr Lake Blvd. (north side of Home Depot.). Dedication of half of the right-of-way along the northern boundary of Leoma's Landing is proposed for the extension and additional width along the paved section. **(A correction is needed on the proposed plan to show the right-of-way as agreed to and approved on the prior plan.)**

Interior roadways include a "spine" road from the Chalet Suzanne Rd. boulevard entrance to the C. F. Kinney entrance. As required for a development of this size, the road will meet requirements for a minor collector road (66 feet of right-of-way) and will have sidewalks on both sides of the road. The road will look similar to streets in the "Olmsted" neighborhood with a 14-ft. wide grassy strip between the roadway and the sidewalk.

All other roads in the development will meet local road standards (50 ft. of right-of-way) and will have sidewalks on both sides of the street. There will be a 6-foot grass strip between the road and sidewalk on local roads. **The Planning Board recommends street trees with root barriers on all streets.**

The northernmost street in the development ends in a cul-de-sac near the second entrance at C. F. Kinney Rd. The edge of this roadway is directly adjacent and parallel to C. F. Kinney Rd. and its proposed extension. Trees are shown in the middle of the future right-of-way. The prior plan

avoids this issue by showing lots back up to the northern property boundary. **The Planning Board recommends revision of the roadway layout to its former configuration and elimination of cul-de-sacs.**

A pedestrian trail is proposed to meander through the development along wetlands, retention ponds, along Dinner Lake and along the Chalet Suzanne frontage. The exterior sidewalk will connect to the sidewalk along Dinner Lake Shores' frontage, but there is no sidewalk to the west of Leoma's property.

All streets are to be public. Street lights will be provided as required. **The Planning Board recommends "dark sky" type street lighting.**

#### *Natural features and open space*

Wetlands are to be preserved. Flood plain located in the northern portion of the site will be eliminated through filling. Retention areas will be "wet" retention areas or ponds providing open water views. There are some trees on the site proposed for preservation, but there are no outstanding specimens deserving special treatment. A stand of large oaks in the southwest corner was heavily damaged in the 2004-2005 hurricanes.

Open space, including wetlands, retention ponds, and 300 feet of Dinner Lake shoreline, will be accessible via the pedestrian trail. Views of open space from roadways are very limited, particularly in comparison with the approved plan. **The Planning Board recommends revisions to the plan so that 50% of the open space areas are along roadways and 50% along the backs of lots.**

#### *Parks and common areas*

The requirement is met to offset reductions in lot sizes with common open space in excess of the minimum acreage required for parks and open space. However, distribution of park acreage is uneven, with 64% of the parks being in the northern neighborhood where lots are largest. The northern neighborhood has twice the proportion of park acreage to lots while the other neighborhoods have half of the share. **The Planning Board recommends adjustments in lot and park boundaries to more evenly distribute park acreage.**

Park facilities and improvements are not shown on the plan and will be provided during the site development review process. The prior plan proposed a club house and pool on the shore of Dinner Lake. **The Planning Board is concerned that the parks are too small to provide an open play area for children and recommend that a park include such an area with minimum dimensions of 100 x 100 ft.**

The boulevard entrance and front buffer area will be landscaped. Trees are also required in all park and common open space areas

#### *Waivers and zoning requirements*

The Future Land Use Map classification of the property is MDR-Medium Density Residential allowing residential development with a density cap of 6 units/acre. Proposed density is just under 3 units per acre.

The property is zoned R-3 Multi-family (84 acres) and R-1C Single-family (10 acres – southeast corner). The following table compares the requested lot widths and areas to the zoning requirements.

Number of Lots	Lot Width at Building Line		Lot Size	
	<i>Proposed</i>	<i>Required</i>	<i>Proposed</i>	<i>Required</i>
82	45	75	5911	7500
62	55	75	7240	7500
43	55	65	7514	8000
94	65	75	7905	7500

**The Planning Board found that 45-foot wide lots are too narrow and recommends that the minimum lot width be increased to 55 feet. They also recommend a minimum lot size of 6,050 (55' x 110').**

Waivers of building setbacks are also requested. A side setback of 7.5 feet instead of the required 10 feet is proposed. A front yard setback of 15 feet for the house in lieu of the required 25 feet is proposed, but the garage setback of 25 feet will remain in force, ensuring the minimum driveway length of 25 feet. **The Planning Board supports the waiver of side setback to 7.5 feet and the front setback to 15 feet, provided the garage setback remains at 25 feet.**

The maximum lot coverage (building footprints and any paved surfaces) allowed for single-family development regardless of the zoning district is 40%. Requested is an increase in the allowance to 65%. The prior plan was approved at 60%. **The Planning Board recommends a maximum of 50% lot coverage.** For comparison, Lake Ashton is running at about 53% average coverage and Carlsberg at 40%. Dinner Lake Shores is 30-35%.

## OTHER REQUIREMENTS

### *Visitor parking*

A minimum (no waiver) requirement for a residential PDP with reduced lot sizes is that visitor parking is provided in a ratio of 1 space per 10 lots. The code also requires the same ratio of spaces for parking at recreation areas. The applicant proposes to meet the recreational parking requirement and shows 28 parking spaces on the plan. However, he proposes to substitute 2-car garages on each lot for visitor parking. Some Planning Board members noted that they live in retirement developments without visitor parking and there are frequent problems with guests having no place to park. In a family development, the parking shortage might be more acute. At the Planning Board hearing, the applicant said that he is willing to provide 10 additional spaces. **The Planning Board recommends that the full 28 spaces be provided unless the applicant presents a study as evidence that they are not needed.**

### *Setback from exterior property lines*

The PDP regulations require a minimum setback of 35 feet from project property lines which cannot be waived under a PDP approval. Staff advised the Board that the setback was intended to apply to multi-family and cluster type developments and should be re-evaluated for single-family

lots. Passage of an ordinance is required to amend the setback. There is ample time to amend the ordinance because the setbacks apply at the time the building permit is issued. In response to the concerns of residents of Dinner Lake Shores, the applicant will commit to limiting the houses along the eastern boundary of the project to one story if the following setbacks are allowed along the rear property lines:

For lots 61 through 78 rear setback of 25 feet (abutting Dinner Lake Shores)

For Lots 81 through 90 rear setback of 24 feet (abutting Dinner Lake Shores)

For lots 1 through 7 rear setback of 19 feet (at C. F. Kinney Rd. entrance)

The Board agreed that an amendment to the code should be made to reduce the setback and the consensus was that the setbacks along the eastern property line (Dinner Lake Shores) as proposed by the developer were acceptable. **The Planning Board recommends an amendment to the zoning regulations to reduce the setbacks required from project property lines for single-family dwellings and supports the setbacks proposed by the developer along the eastern property line, provided the houses are limited to one story.**

Note that the building envelopes shown on the lots are not correct in a number of cases. In the area zoned R-1C (southeast corner) for instance, the rear-yard setback is shown as 15 feet, not 20 feet as required. (The rear yard setback in R-3 for single-family dwellings is 15 feet shown correctly.) There are also several lots with their long sides running along the outside project property lines. **Staff recommends that the building envelopes be corrected to reflect required setbacks or those approved by City Commission, as appropriate.**

## **OPTIONS**

Following the public hearing, the City Commission can approve the application with or without conditions, approve with modified conditions, deny with specific reasons with reference to the land development regulations. The Commission could also table the application for further discussion or revisions.

## **ATTACHMENTS**

- “PDP Modification Plans for Leoma’s Landing,” JSK Consulting, dated May 14, 2014.
- RECOMMENDATION OF PLANNING AND ZONING BOARD, Leoma’s Landing PDP and Subdivision – April 22, 2014
- Approved plan 12-05-05

**RECOMMENDATION OF PLANNING AND ZONING BOARD  
Leoma's Landing PDP and Subdivision – April 22, 2014**

At its regular meeting April 22, 2014, the Planning and Zoning Board voted to recommend approval of the proposed Planned Development Project (PDP) and Subdivision Plan for Leoma's Landing (JSK Consulting for Metro Development Group, dated March 14, 2014) with conditions of approval as listed below. A finding was made that with the recommended revisions, the plan will meet the requirement for a PDP to be superior to a standard subdivision layout.

Recommended conditions of approval:

**1. WAIVERS**

The following waivers are recommended:

- a. Minimum lot area shall be 6,050 square feet (reduction of requirement of 7,500 sq. ft. in R-3 and 8,000 sq. ft. in R1-C).
- b. Minimum lot width at the building line shall be 55 feet (reduction of requirement of 75 ft. in R-3 and 65 ft. in R1-C).
- c. Maximum lot coverage shall be 50% (increase from requirement of a maximum of 40% coverage for single-family dwellings).
- d. Minimum side yard setback shall be 7.5 feet (reduction from requirement of 10 feet in both R-3 and R-1C).
- e. Minimum front yard setback shall be 15 feet, provided that the front setback of the garage is 25 feet to accommodate the required 25-foot residential driveway length).
- f. The minor collector road (Greenway Blvd.) shall be permitted to terminate at a local road (C. F. Kinney Rd.) to meet the requirement for a secondary entrance to a subdivision with over 50 lots.

**2. PLAN REVISIONS**

A revised plan shall be submitted for staff verification prior to application for a site development permit. The plan shall show the following revisions:

- a. Eliminate the cul-de-sacs and the northernmost roadway parallel and adjacent to C. F. Kinney Rd.
- b. Revise the roadway layout to be similar to that on the approved plan in order to define smaller neighborhoods in the middle section of the development and increase the roadway frontage along the open space so that 50% of the open space fronts on a street (rather than being behind residential lots).
- c. Add 28 visitor parking spaces as required.
- d. Revise building envelopes on lots to reflect the correct (required) or approved setbacks, as appropriate and renumber lots consecutively with no duplication of numbers. (Staff recommendation)
- e. Adjust neighborhood parks to distribute the park acreage more evenly among the neighborhoods they serve and to provide an open play area of at least 100 ft. by 100 ft. in a park.

- f. Adjust the location of the buffer wall running between the two sections of Park E (in the neighborhood west of the entrance) to allow the installation of a sidewalk within a 15-ft. landscaped buffer between the street and the wall.

3. **RIGHT-OF-WAY DEDICATION – C. F. KINNEY ROAD**

Property shall be dedicated along the entire northern property line to provide the southern half of the required right-of-way (30 feet of 60 feet) for C. F. Kinney Rd. as it currently exists and for the proposed extension of C. F. Kinney Rd. to the west as shown on the East Polk Road Study, completed by Polk County in 2008.

4. **BUS STOP**

The bus stop now located near the proposed entrance shall be relocated with the approval of Polk County Transit and a parcel or easement shall be granted if required by the County for future construction of a bus shelter.

5. **AIRPORT NOTIFICATION**

The final plat shall include a notification to future lot owners that Chalet Suzanne's airport is located close to the development.

6. **STREET TREES AND STREET LIGHTING**

Street trees with root barriers shall be provided throughout the development and street lights shall have "dark sky" type fixtures.

7. **ANTI-MONOTONY STANDARDS**

The design guidelines (including anti-monotony standards and a ban on accessory structures) submitted by the developer March 26, 2014 shall be enforced by the homeowners' association.

8. **SETBACK FROM PROJECT PROPERTY LINES**

In addition, the Planning Board recommends that sec. 23-443.1.e. of the zoning regulations be amended to reduce the required setback (now 35 feet) from project property lines for single-family dwellings in PDPs. The Board further recommends that the setbacks from project property lines as proposed by the developer for lots along the eastern property line of Leoma's Landing be accommodated in the amendment, provided the houses are limited to one story:

For lots 61 through 78 rear setback of 25 feet (abutting Dinner Lake Shores)

For lots 81 through 90 rear setback of 24 feet (abutting Dinner Lake Shores)

For lots 1 through 7 rear setback of 19 feet (at C. F. Kinney Rd. entrance)

Approved Plan – City Commission 12-05-05

Prepared by David C. Carter Engineering



# PDP MODIFICATION PLANS FOR LEOMA'S LANDING

INDEX OF SHEETS	
SHEET	SHEET TITLE
C090	COVER
C100	OVERALL PRELIMINARY SITE PLAN
C101-C103	PRELIMINARY SITE PLAN (60 SCALE)
C104	CURVE TABLE

### SITE DATA

EXISTING TREE CLUSTER TO REMAIN

ACTIVE PEDESTRIAN TRAIL

PROPOSED TREE

### OVERALL PROJECT

TOTAL SITE - 94.1 ± AC  
281 UNITS - 3.0 DU/AC

### LOT COUNT

45' LOTS = 82  
55' LOTS = 105  
65' LOTS = 94

TOTAL LOTS = 281

### LAND USE INFORMATION

ZONING - R-3, R1-C  
FUTURE LAND USE - MDR

### UTILITY SERVICE INFORMATION

WATER SERVICE SHALL BE PROVIDED BY THE CITY OF LAKE WALES SANITARY SEWER WILL BE PROVIDED BY CITY OF LAKE WALES

### F.E.M.A. INFORMATION

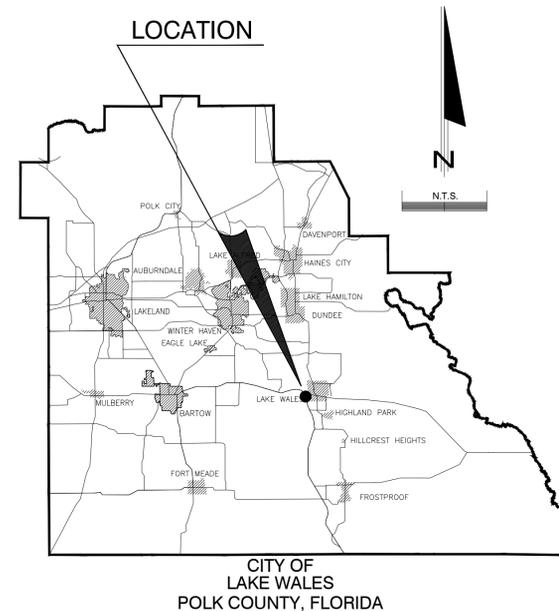
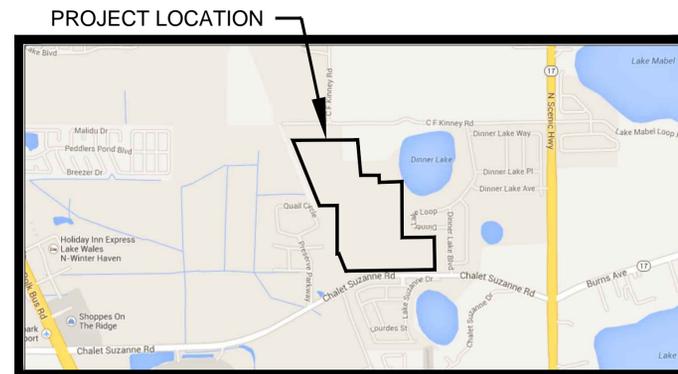
SITE IS COMPRISED OF ZONES X AND AE PER INSURANCE RATE MAP POLK COUNTY FLORIDA PANEL No. 12105C 0555 G NOV 19, 2003

### SOILS INFORMATION

SITE IS COMPOSED OF:

- # 3 - CANDIER - A
- # 7 - POMONA - B/D
- # 14 - SPARR - C
- # 15 - TAVARES - A
- # 19 - FLORIDANA - D
- # 31 - ADAMSVILLE - C
- # 74 - NARCOOSSEE - C

PER USDA SOIL CONSERVATION SERVICE  
POLK COUNTY



## VICINITY MAP

SECTION 15, TWP 29 S  
RANGE 27 E

#### NOTES:

1. ALL INDEX REFERENCES IN THIS SET OF PLANS REFER TO F.D.O.T. "ROADWAY AND TRAFFIC DESIGN STANDARDS" LATEST EDITION, UNLESS OTHERWISE STATED.
2. GOVERNING SPECIFICATIONS STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, AND SUPPLEMENTS THERETO IF NOTED FOR THIS PROJECT.
3. ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.
4. UNDERGROUND UTILITIES: THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THIS DATA IS ESSENTIALLY CORRECT. HOWEVER, THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY WHEN THE POTENTIAL EXISTS FOR INVOLVEMENT AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE EFFECTIVE DECEMBER 1, 1993 THERE IS A STATEWIDE CALL 1 - (800)-432-4770 48 HOURS PRIOR TO COMMENCING WORK. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ANY CONFLICTS OCCUR SO THAT DESIGN MAY BE ADJUSTED.
5. CONSTRUCTION MATERIALS QUALITY AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CITY OF LAKE WALES, POLK COUNTY, AND FDOT SPECIFICATIONS AND STANDARDS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. NO CLEARING OF THIS SITE SHALL TAKE PLACE UNTIL FINAL APPROVAL OF THE SITE PLAN.
7. CONTRACTOR MUST SUBMIT & RECEIVE A R-O-W USE PERMIT PRIOR TO ALL WORK WITHIN R-O-W IF REQUIRED.

**SHOP DRAWINGS TO BE SUBMITTED TO:**

Matthew K. Johnson, P.E.  
JSK Consulting  
464 West Pipkin Road, Suite 2  
Lakeland, FL 33813

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**SURVEYOR**

Pickett & Associates, Inc.  
475 South First Avenue  
Bartow, FL 33830  
Tel: (863) 533-9096  
Fax: (863) 534-1484

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**Owner**

Leoma's Landing LLC  
2502 North Rocky Point Dr, Suite # 1050  
Tampa, FL 33607

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**APPLICANT**

Mike Lawson  
2502 North Rocky Point Dr. Suite # 1050  
Tampa, FL 33607

**LEGAL DESCRIPTION:**

**Tract 1:**

Begin at the Northeast corner of the Northwest ¼ of Section 15, Township 29 South, Range 27 East, Polk County, Florida; thence West along the North line of said Section 15, 2213.82 feet to the East right of way line of Atlantic Coast Line Railroad; thence South 21'25" East along said right of way line 1428.20 feet to the South line of the Northwest ¼ of the Northwest ¼; thence South 89'50" East along the South line of the Northwest ¼ of the Northwest ¼, 361.76 feet to the Southeast corner of the Northwest ¼ of the Northwest ¼; thence South 0'38" West along the West line of the Southeast ¼ of the Northwest ¼, 896.25 feet to the East right of way line of the Atlantic Coast Line Railroad; thence South 21'25" East along said East right of way line 561.45 feet; thence North 87'45" East 440.00 feet; thence North 1'10" West 687.00 feet; thence North 25'10" West 433.82 feet; thence North 9'26" East 224.20 feet; thence North 34'01" East 317.48 feet; thence North 27'32" East 252.00 feet; thence North 88'32" East 430.00 feet; thence North 12'25" East 622.34 feet; thence North 0'27" East 260.00 feet to the point of beginning.

AND

Commencing at a point 93 feet South of the South boundary of the Southeast ¼ of the Northwest ¼, Section 15, Township 29 South, Range 27 East, Polk County, Florida, measured along the Easterly boundary of the Atlantic Coast Line Railroad, to the point of beginning; thence South 21'25" East along the Easterly boundary of the Atlantic Coast Line Railroad 104.7 feet; thence in an Easterly direction along the North boundary of State Road 17-A, 115 feet; thence 90° to the right in a Southerly direction 10 feet; thence 90° to the left in an Easterly direction along the North boundary of State Road 17-A, 132 feet, point being 40 feet from the centerline of State Road 17-A; thence South 87'45" West 259.5 feet to the point of beginning.

LESS AND EXCEPT THE FOLLOWING:

Begin at the Northeast corner of the Northwest ¼ of Section 15, Township 29 South, Range 27 East, Polk County, Florida, and run West along the North line of said Northwest ¼ a distance of 796.95 feet; thence South 04'24" East 730.85 feet; thence South 89'05" East 633.48 feet; thence North 12'25" East 490.28 feet; thence North 0'27" East 260.00 feet to the point of beginning.

ALSO LESS AND EXCEPT THE FOLLOWING:

Commence at the Northeast corner of the Northwest ¼ of Section 15, Township 29 South, Range 27 East, Polk County, Florida, and run West along the North line of said Northwest ¼, 796.95 feet to the point of beginning; thence continue South 00'27'00" West 126.27 feet; thence South 04'24'00" East 729.24 feet; thence South 89'05'00" East 100.14 feet; thence North 04'24'00" West 730.85 feet to the point of beginning.

ALSO LESS AND EXCEPT THAT PART LYING WITHIN THE FOLLOWING:

Commence at the Northeast corner of the Northwest ¼ of Section 15, Township 29 South, Range 27 East, Polk County, Florida, and assuming the North line of said Northwest ¼ to be on a bearing of East, run thence South 00'27'00" West 736.23 feet to the point of beginning; thence continue South 00'27'00" West 126.27 feet; thence South 88'32'00" West 459.11 feet; thence North 01'28'00" West 147.49 feet; thence South 89'05'00" East 463.80 feet, returning to the point of beginning.

and

**Tract 2:**

**LEGAL DESCRIPTION:**

A PORTION OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 29 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER (CENTER OF SECTION) OF SAID SECTION 15. SAID POINT ALSO LOCATED ON THE NORTH RIGHT-OF-WAY OF STATE ROAD S-17-A; THENCE NORTH 00'13'20" EAST AND ALONG THE NORTH-SOUTH QUARTER SECTION LINE OF SAID SECTION, 666.35 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION; SAID POINT LOCATED ON THE NORTH-SOUTH QUARTER SECTION LINE OF SAID SECTION; THENCE NORTH 00'13'20" EAST ALONG SAID LINE 834.00 FEET TO A POINT LOCATED ON THE EXISTING SHORELINE OF DINNER LAKE. THENCE IN A NORTHWESTERLY DIRECTION MEANDERING ALONG SAID LINE, 320 FEET MORE OR LESS, SAID LINE HAVING A CONTROL BEARING OF NORTH 20'57'52" WEST, FOR 315.56 FEET; THENCE SOUTH 88'18'20" WEST, 445.00 FEET; THENCE SOUTH 27'18'20" WEST, 252.00 FEET; THENCE SOUTH 33'47'20" WEST, 317.48 FEET; THENCE SOUTH 09'12'20" WEST, 224.20 FEET; THENCE SOUTH 25'23'40" EAST, 433.82 FEET; THENCE SOUTH 01'23'40" EAST, 701.13 FEET TO A POINT LOCATED ON THE NORTH RIGHT-OF-WAY LINE OF STATE ROAD S-17-A. SAID POINT ALSO LYING ON AN ARC OF CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 858.51 FEET AND A CENTRAL ANGLE OF 12'52'33"; THENCE IN A NORTHEASTERLY DIRECTION ALONG SAID RIGHT-OF-WAY AND SAID CURVE, 192.93 FEET, SAID ARC SUBTENDED BY A CHORD WHICH BEARS NORTH 84'10'41" EAST, FOR 192.53 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID POINT ALSO LOCATED ON THE EAST-WEST QUARTER SECTION LINE; THENCE NORTH 89'56'12" EAST AND ALONG SAID EAST-WEST QUARTER SECTION LINE AND STILL ALONG SAID RIGHT-OF-WAY, 485.28 FEET TO THE POINT OF BEGINNING.

DESIGNED BY:	MIKJ	DATE:	May 14, 2014
DRAFTED BY:	1	JOB NO.:	1220.01
CHECKED BY:	MIKJ	DESCRIPTION:	
NO.	1	NO.	1
2		2	
3		3	
4		4	
5		5	
6		6	



Civil Engineers, Land Planners  
Construction Managers

464 West Pipkin Road, Suite # 2  
Lakeland, FL 33813  
Phone: (863) 616-9131 Fax: (863) 616-9103  
Certificate of Authorization No. 28032  
www.jskconsulting.com

CREATING • IMPLEMENTING • SOLVING

**LEOMA'S LANDING PDP MODIFICATION**

COVER

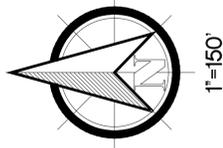
NOT VALID WITHOUT ORIGINAL  
SIGNATURE AND PAGES SEAL

**NOT FOR  
CONSTRUCTION**

DATE \_\_\_\_\_

SHEET NUMBER  
**C090**





### OPEN SPACE CALCULATIONS

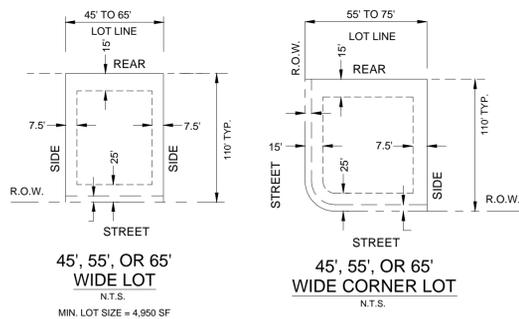
ITEM :	PROVIDED (Ac.)
*ACTIVE RECREATION TRAIL	3.5
STORMWATER MANAGEMENT	15.0
WETLANDS AND SURFACE WATERS	11.2
*NEIGHBORHOOD PARKS	5.0
MISC GREEN SPACES	18.3

**\*\*TOTAL OPEN SPACE 53 Ac.**

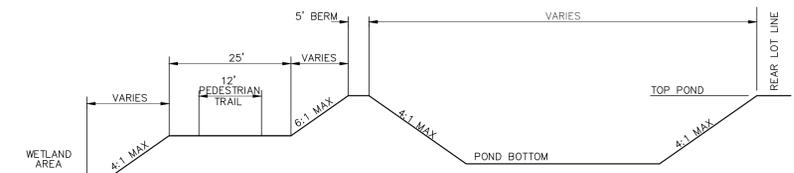
\*DENOTES ACTIVE RECREATION/PARKS MEETING 23-310  
**\*\* TOTAL OPEN SPACE IS 56% OF PROJECT AREA**

### RECREATION & PARKS

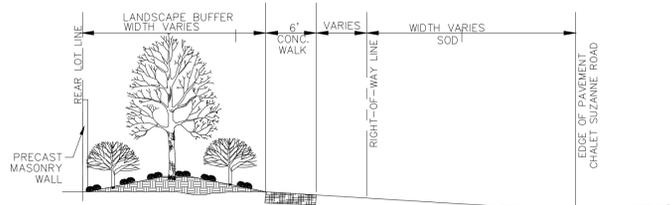
ITEM :	STANDARDS	PROVIDED
SINGLE FAMILY AREA	1.75 Acres/400 Units	
NEIGHBORHOOD PARKS	=1.2 Acres (Min)	
COMPENSATORY OPEN SPACE	3.90 Acres	
<b>TOTAL PARKS</b>	<b>5.1 Ac.</b>	<b>8.5 Ac.</b>



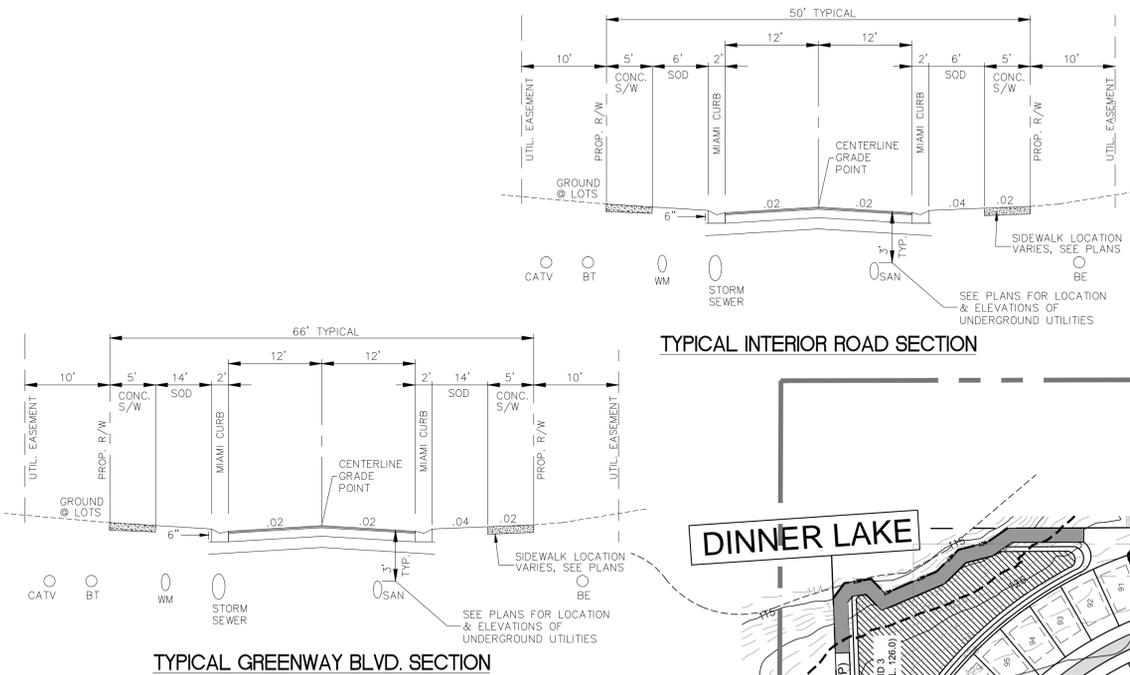
TYPICAL SINGLE FAMILY LOTS



TYPICAL POND SECTION AT WETLAND



TYPICAL LANDSCAPE BUFFER SECTION



TYPICAL GREENWAY BLVD. SECTION



### LOT COUNT

- 45' LOTS = 82
- 55' LOTS = 105
- 65' LOTS = 94
- TOTAL LOTS = 281**

### PARK AREAS

- A = 1.8 AC.
- B = 0.4 AC.
- C = 0.5 AC.
- D = 0.4 AC.
- E = 0.5 AC.
- F = 0.4 AC.
- G = 1.0 AC.

PRELIMINARY LAYOUT  
 Preliminary Layout is Subject to Final  
 Topographic and Boundary Survey, Engineering  
 and Approval by Governmental Agencies

DESIGNED BY:	MIKJ	DATE	May 14, 2014
DRAFTED BY:		JOB NO.	1220.01
CHECKED BY:	MIKJ	DESCRIPTION	
NO.	1	DATE	
	2		
	3		
	4		
	5		
	6		



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**LEOMA'S LANDING PDP MODIFICATION**

PDP - FINAL PLAN

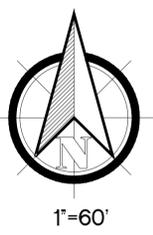
NOT VALID WITHOUT ORIGINAL  
 SIGNATURE AND RAISED SEAL

**NOT FOR CONSTRUCTION**

DATE \_\_\_\_\_

SHEET NUMBER  
**C100**

P:\1220.02 - Leoma's Landing\DWG\ENGINEERING\1220.01 BASE\_KOBY\_3-14-14.dwg  
 May 14, 2014 4:50 pm



Wetland Area

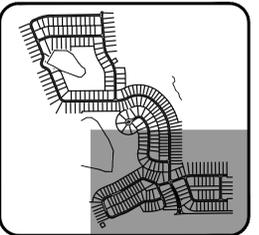
POND 1  
(TOB - EL. 125.0)

GREENWAY BLVD. SECTION

LANDSCAPE BUFFER WITH  
DECORATIVE FENCE

LANDSCAPE BUFFER WITH  
PRECAST WALL

KEY MAP



**LOT COUNT**

45' LOTS	= 82
55' LOTS	= 105
65' LOTS	= 94
<b>TOTAL LOTS</b>	<b>= 281</b>

**PARK AREAS**

A	= 1.8 AC.
B	= 0.4 AC.
C	= 0.5 AC.
D	= 0.4 AC.
E	= 0.5 AC.
F	= 0.4 AC.
G	= 1.0 AC.

LANDSCAPE BUFFER  
WITH PRECAST WALL

PRELIMINARY LAYOUT  
Preliminary Layout is Subject to Final Topographic and  
Boundary Survey, Engineering and Approval by  
Governmental Agencies

DESIGNED BY:	MIKU	DATE:	May 14, 2014
DRAFTED BY:	MIKU	JOB NO.:	1220.01
CHECKED BY:	MIKU	DESCRIPTION:	
NO.	1	2	3
NO.	4	5	6



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LEOMA'S LANDING PDP MODIFICATION

PRELIMINARY SITE PLAN

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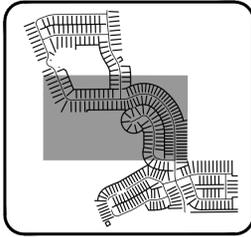
NOT FOR  
CONSTRUCTION

DATE

SHEET NUMBER  
**C101**

P:\1220.02 - Leoma's MetroPark\Drawings\ENGINEERING\1220.01 BASE\_KOBY\_3-14-14.dwg  
May 14, 2014 4:50 pm

KEY MAP



PARK AREAS

- A = 1.8 AC.
- B = 0.4 AC.
- C = 0.5 AC.
- D = 0.4 AC.
- E = 0.5 AC.
- F = 0.4 AC.
- G = 1.0 AC.

LOT COUNT

- 45' LOTS = 82
- 55' LOTS = 105
- 65' LOTS = 94
- TOTAL LOTS = 281

PRELIMINARY LAYOUT

Preliminary Layout is Subject to Final Topographic and Boundary Survey, Engineering and Approval by Governmental Agencies



1"=60'



DESIGNED BY:	MIKJ	DATE:	May 14, 2014
DRAFTED BY:	MIKJ	JOB NO.:	1220.01
CHECKED BY:	MIKJ	DESCRIPTION:	
NO.	1	2	3
NO.	4	5	6



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LEOMA'S LANDING PDP MODIFICATION

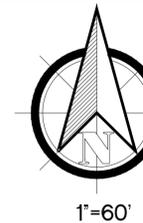
PRELIMINARY SITE PLAN

NOT FOR CONSTRUCTION

DATE \_\_\_\_\_

SHEET NUMBER  
**C102**

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 May 14, 2014 4:51 pm



1"=60'

DESIGNED BY:	MJK	DATE	May 14, 2014
DRAFTED BY:		JOB NO.	1220.01
CHECKED BY:	MJK	DESCRIPTION	
NO.	1	NO.	1
NO.	2	NO.	2
NO.	3	NO.	3
NO.	4	NO.	4
NO.	5	NO.	5
NO.	6	NO.	6



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LEOMA'S LANDING PDP MODIFICATION

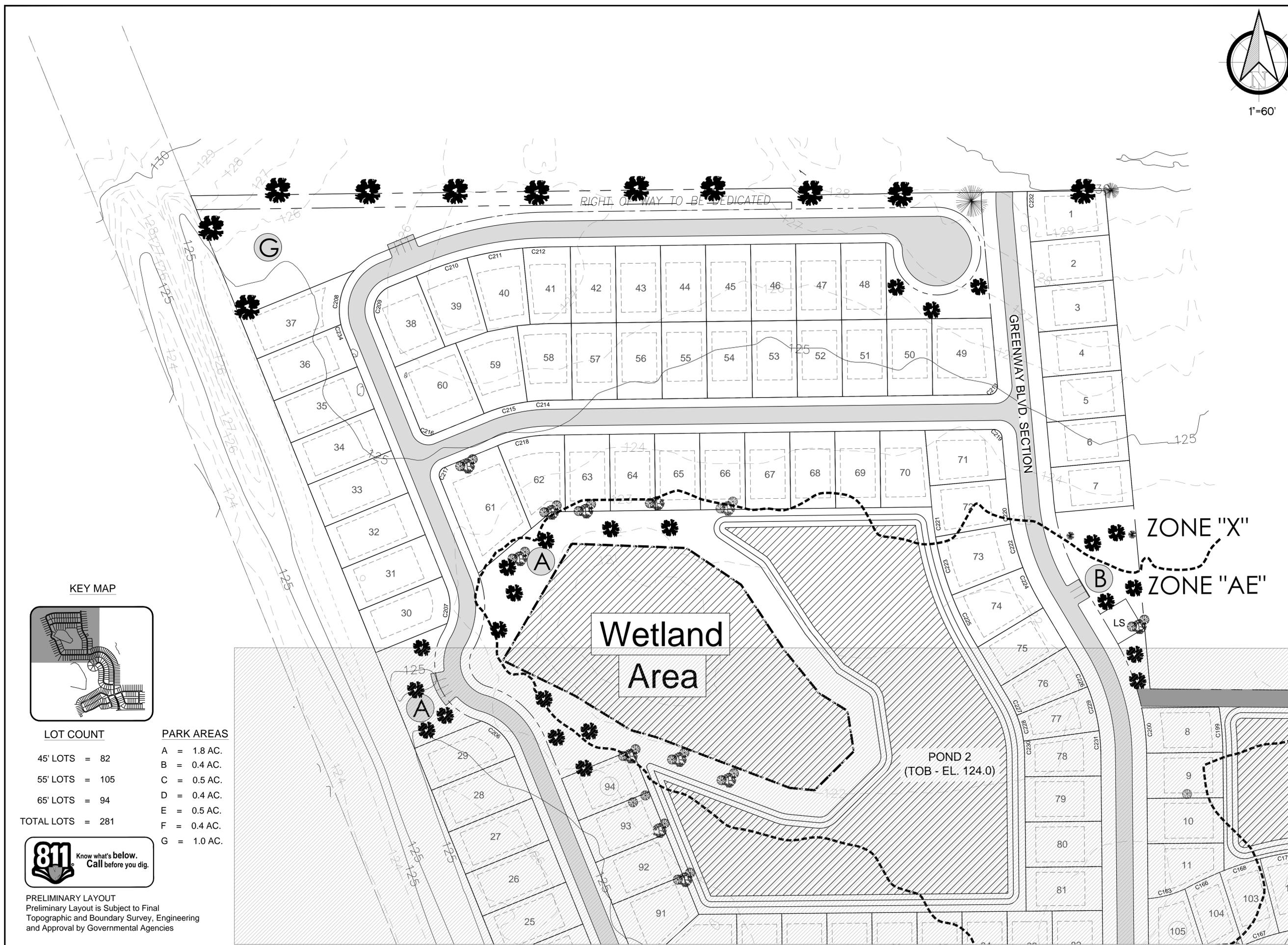
PRELIMINARY SITE PLAN

NOT VALID WITHOUT ORIGINAL  
SIGNATURE AND PROFESSIONAL SEAL

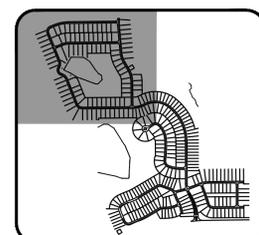
NOT FOR  
CONSTRUCTION

DATE

SHEET NUMBER  
**C103**



KEY MAP



LOT COUNT

- 45' LOTS = 82
- 55' LOTS = 105
- 65' LOTS = 94
- TOTAL LOTS = 281

PARK AREAS

- A = 1.8 AC.
- B = 0.4 AC.
- C = 0.5 AC.
- D = 0.4 AC.
- E = 0.5 AC.
- F = 0.4 AC.
- G = 1.0 AC.



PRELIMINARY LAYOUT  
Preliminary Layout is Subject to Final  
Topographic and Boundary Survey, Engineering  
and Approval by Governmental Agencies

P:\1220.01 - Leoma's MetroUPARWMS\ENGINEERING\1220.01 BASE\_KOBY\_3-14-14.dwg  
May 14, 2014 4:52 pm

Curve Table			
Curve #	Length	Radius	Delta
C1	23.500	15.000	89.7646
C2	23.555	15.000	89.9719
C3	18.849	12.000	89.9954
C4	18.825	12.000	89.8846
C5	37.778	300.000	7.2150
C6	21.509	12.000	102.6979
C7	75.599	796.396	5.4389
C8	48.757	37.000	75.5015
C9	51.816	89.603	33.1330
C10	53.016	230.065	13.2031
C11	14.157	55.000	14.7483
C12	43.580	89.603	27.8670
C13	31.356	87.000	20.6499
C14	56.205	751.058	4.2877
C15	18.850	12.000	90.0000
C16	11.389	7.000	93.2170
C17	50.652	312.648	9.2825
C18	55.637	676.554	4.7118
C19	55.142	676.554	4.6698
C20	50.560	676.554	4.2818
C21	88.532	676.554	7.4976
C22	46.953	409.974	6.5619
C23	20.085	350.000	3.2879
C24	54.554	350.000	8.9306
C25	50.640	345.750	8.3917
C26	23.084	12.000	110.2169
C27	10.298	7.000	84.2918
C28	46.360	365.000	7.2773
C29	31.489	553.402	3.2602
C30	57.090	553.402	5.9107
C31	57.090	553.402	5.9107
C32	57.090	553.402	5.9107
C33	69.225	553.402	7.1671
C34	48.335	386.402	7.1671
C35	68.672	386.402	10.1827
C36	45.020	436.402	5.9107
C37	45.020	436.402	5.9107
C38	45.020	436.402	5.9107
C39	24.832	436.402	3.2602
C40	71.257	482.000	8.4703
C41	19.795	12.000	94.5152
C42	20.037	12.000	95.6715
C43	38.699	350.000	6.3351
C44	44.754	350.000	7.3264
C45	44.754	350.000	7.3264
C46	16.448	350.000	2.6925
C47	19.319	37.000	29.9159

Curve Table			
Curve #	Length	Radius	Delta
C48	21.617	460.000	2.6925
C49	58.820	460.000	7.3264
C50	58.820	460.000	7.3264
C51	50.025	460.000	6.2309
C52	19.849	12.000	94.7714
C53	91.185	306.291	17.0573
C54	42.520	300.000	8.1207
C55	33.940	150.000	12.9640
C56	43.658	150.000	16.6761
C57	45.805	580.000	4.5249
C58	55.363	580.000	5.4691
C59	44.986	1052.583	2.4487
C60	44.953	938.451	2.7445
C61	35.021	938.451	2.1382
C62	61.240	37.000	94.8326
C63	59.998	40.000	85.9406
C64	34.316	1158.451	1.6972
C65	46.108	1158.451	2.2805
C66	45.863	1158.451	2.2683
C67	44.837	366.191	7.0154
C68	26.023	360.000	4.1417
C69	32.805	37.000	50.7992
C70	67.671	70.266	55.1794
C71	103.632	532.000	11.1610
C72	37.118	470.000	4.5249
C73	44.863	470.000	5.4691
C74	50.537	1125.195	2.5734
C75	50.808	1048.502	2.7764
C76	69.543	1048.451	3.8004
C77	17.654	12.000	84.2918
C78	50.459	360.000	8.0307
C79	55.740	543.205	5.8793
C80	56.851	540.286	6.0289
C81	19.122	12.000	91.3023
C82	20.896	500.000	2.3945
C83	20.855	500.000	2.3899
C84	19.713	12.000	94.1220
C85	52.202	320.270	9.3388
C86	20.562	342.894	3.4358
C87	41.687	100.000	23.8852
C88	18.850	12.000	90.0000
C89	16.630	120.000	7.9404
C90	37.439	120.000	17.8756
C91	12.595	12.000	60.1343
C92	9.329	128.910	4.1465
C93	55.482	430.833	7.3784
C94	45.021	430.833	5.9872

Curve Table			
Curve #	Length	Radius	Delta
C95	20.818	200.000	5.9638
C96	15.292	200.000	4.3807
C97	32.267	310.000	5.9638
C98	23.702	310.000	4.3807
C99	48.287	1330.129	2.0800
C100	45.002	1239.960	2.0795
C101	45.003	1208.451	2.1337
C102	49.099	1318.451	2.1337
C103	49.099	1318.451	2.1337
C104	45.003	1208.451	2.1337
C105	45.477	90.468	28.8020
C106	98.273	200.248	28.1182
C107	45.482	90.000	28.9550
C108	101.072	200.000	28.9550
C109	21.165	90.000	13.4743
C110	67.871	87.000	44.6978
C111	55.011	605.991	5.2013
C112	55.026	605.992	5.2027
C113	60.551	270.000	12.8494
C114	86.096	270.000	18.2701
C115	78.211	270.000	16.5969
C116	41.611	37.000	64.4366
C117	21.494	628.000	1.9610
C118	34.168	25.000	78.3078
C119	7.078	63.000	6.4371
C120	70.024	63.000	63.6833
C121	56.916	63.000	51.7626
C122	156.293	173.000	51.7626
C123	56.916	63.000	51.7626
C124	156.293	173.000	51.7626
C125	56.916	63.000	51.7626
C126	156.293	173.000	51.7626
C127	46.131	63.000	41.9541
C128	121.748	173.000	40.3215
C129	55.021	578.000	5.4541
C130	58.520	468.000	7.1644
C131	29.273	578.000	2.9018
C132	50.720	697.273	4.1677
C133	55.934	88.811	36.0855
C134	44.241	197.004	12.8669
C135	55.934	88.820	36.0819
C136	44.294	206.076	12.3151
C137	55.320	320.000	9.9051
C138	44.991	461.186	5.5894
C139	56.292	320.000	10.0791
C140	15.259	12.000	72.8561
C141	44.832	461.186	5.5698

Curve Table			
Curve #	Length	Radius	Delta
C142	13.685	450.000	1.7425
C143	23.891	450.000	3.0419
C144	20.262	12.000	96.7435
C145	57.720	539.973	6.1246
C146	56.307	539.992	5.9744
C147	56.307	539.992	5.9744
C148	51.205	539.992	5.4331
C149	67.528	539.980	7.1652
C150	68.486	422.243	9.2932
C151	67.937	275.000	14.1546
C152	70.339	275.000	14.6549
C153	70.127	275.000	14.6109
C154	62.594	294.143	12.1926
C155	45.032	358.000	7.2072
C156	44.765	358.000	7.1644
C157	44.765	358.000	7.1644
C158	28.280	358.000	4.5261
C159	36.970	468.000	4.5261
C160	58.520	468.000	7.1644
C161	20.756	12.000	99.1012
C162	75.955	292.000	14.9038
C163	55.378	154.000	20.6034
C164	23.535	292.000	4.6180
C165	32.953	341.000	5.5368
C166	55.524	542.502	5.8641
C167	54.251	341.000	9.1154
C168	61.333	450.999	7.7918
C169	55.060	341.000	9.2513
C170	72.821	451.016	9.2510
C171	55.060	341.000	9.2513
C172	72.821	453.752	9.1952
C173	55.060	341.000	9.2513
C174	72.822	452.936	9.2118
C175	55.060	341.000	9.2513
C176	72.821	450.883	9.2537
C177	55.059	342.301	9.2161
C178	72.820	449.821	9.2754
C179	55.050	371.286	8.4952
C180	64.577	470.663	7.8613
C181	55.019	604.392	5.2157
C182	70.868	719.178	5.6460
C183	55.019	605.992	5.2020
C184	64.017	715.992	5.1228
C185	55.682	605.992	5.2646
C186	65.789	715.992	5.2646
C187	55.019	605.992	5.2020
C188	65.006	715.992	5.2020

Curve Table			
Curve #	Length	Radius	Delta
C189	55.019	605.992	5.2020
C190	65.006	715.993	5.2020
C191	55.019	605.992	5.2020
C192	65.006	715.993	5.2020
C193	45.803	461.186	5.6904
C194	44.872	461.186	5.5747
C195	44.310	206.076	12.3195
C196	44.433	202.182	12.5918
C197	44.241	197.004	12.8669
C198	31.064	315.756	5.6367
C199	64.967	443.000	8.4025
C200	65.473	333.000	11.2653
C201	18.850	12.000	90.0000
C202	59.702	50.000	68.4139
C203	35.276	100.000	20.2114
C204	52.502	109.467	27.4797
C205	31.525	100.000	18.0624
C206	64.171	75.000	49.0228
C207	54.380	75.000	41.5433
C208	83.939	87.000	55.2796
C209	58.119	37.000	90.0000
C210	59.589	470.000	7.2643
C211	81.444	470.000	9.9285
C212	34.676	470.000	4.2272
C213	19.784	12.000	94.4618
C214	30.645	250.000	7.0233
C215	62.817	250.000	14.3967
C216	18.850	12.000	90.0000
C217	18.850	12.000	90.0000
C218	74.770	200.000	21.4200
C219	17.915	12.000	85.5382
C220	28.524	333.000	4.9078
C221	43.565	458.670	5.4420
C222	64.971	333.000	11.1788
C223	86.891	443.000	11.2381
C224	56.268	333.000	9.6814
C225	83.475	451.737	10.5875
C226	42.137	267.000	9.0423
C227	24.777	157.000	9.0423
C228	38.498	157.000	14.0497
C229	65.472	267.000	14.0497
C230	20.014	157.000	7.3040
C231	34.037	267.000	7.3040
C232	30.032	217.000	7.9296
C233	20.783	87.000	13.6873
C234	13.250	87.000	8.7261

DESIGNED BY:	MIKJ	DATE	May 14, 2014
DRAFTED BY:	..	JOB NO.	1220.01
CHECKED BY:	MIKJ	DESCRIPTION	
NO.	1		
	2		
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	6		



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 Certificate of Authorization No. 26092  
 www.jskconsulting.com

**LEOMA'S LANDING PDP MODIFICATION**

\_\_\_\_\_

**CURVE TABLE**

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**NOT FOR CONSTRUCTION**

DATE \_\_\_\_\_

SHEET NUMBER

**C104**

PRELIMINARY LAYOUT  
 Preliminary Layout is Subject to Final  
 Topographic and Boundary Survey,