

**ORDINANCE NO: 04- 11**

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY, FLORIDA, PURSUANT TO SECTION 163.360, FLORIDA STATUTES, APPROVING A COMMUNITY REDEVELOPMENT PLAN TO ADDRESS TRANSPORTATION BLIGHT FOR THE HARDEN/PARKWAY COMMUNITY REDEVELOPMENT AREA, WHICH IS LOCATED WITHIN THE CITY OF LAKELAND AND UNINCORPORATED POLK COUNTY, AS SET FORTH IN THE HARDEN/PARKWAY REDEVELOPMENT PLAN; PROVIDING FOR FINDINGS AND DETERMINATIONS OF THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY FLORIDA; PROVIDING FOR ADOPTION OF THE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the Board of County Commissioners of Polk County, Florida has adopted Resolution No. 04-10, finding the existence of a blighted area for transportation blight, as defined in §§163.355 and 163.340(8) Florida Statutes, within the Harden/Parkway Community Redevelopment Area (the "Area"), and finding the necessity for rehabilitation, conservation or redevelopment, or a combination thereof, of the Area is necessary in the interest of public health, safety, morals or welfare of the residents of the County and the City of Lakeland; and

WHEREAS, the Board of County Commissioners of Polk County, Florida created the Harden/Parkway Community Redevelopment Agency (the "Agency") by Resolution 04-10; and

WHEREAS, the Agency has submitted the Harden/Parkway Redevelopment Plan (the "Plan") to the Planning Commission, pursuant to §163.360(4), Florida Statutes, for the Planning Commission's review and written recommendations as to the Plan's conformity with the Polk County Comprehensive Plan; and

**WHEREAS**, the Planning Commission submitted written recommendations, finding the Plan in compliance with the Polk County Comprehensive Plan; and

**WHEREAS**, the Agency has considered the Planning Commission's recommendations and pursuant to F §163.360(5), Florida Statutes, has submitted the Plan and the Agency's written recommendations to the Board of County Commissioners of Polk County, Florida and to the appropriate taxing authorities, recommending approval of the Plan; and

**WHEREAS**, after a public hearing for which notice was properly given and due consideration as required by §163.360(6), Florida Statutes, the Board of County Commissioners of Polk County, Florida has considered the Plan for the Area.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK COUNTY, FLORIDA:**

**SECTION ONE-FINDINGS AND DETERMINATIONS:**

Upon review of the Plan (attached hereto as Exhibit "A") and upon consideration of all of the testimony and documentation presented at the public hearing in this matter, the Board of County Commissioners of Polk County, Florida makes the following findings and determinations:

- 1) Implementation of the Plan will not displace any families from the Area.
- 2) The Plan conforms to the general plan of the County as a whole and specifically conforms to the Polk County Comprehensive Plan.
- 3) The Plan gives due consideration to the utilization of community policing innovations, and to the provisions of adequate park and recreational areas

and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Plan. The purpose of the Harden/Parkway Community Redevelopment Area is to address transportation blight.

- 4) The Plan will afford maximum opportunity, consistent with the sound needs of the county as a whole, for the rehabilitation or redevelopment of the Area by private enterprise.
- 5) The Area is not a coastal tourist area.
- 6) The Area does not contain an area of open land to be acquired by the County or the City of Lakeland.
- 7) The Plan is in compliance with §163.360, Florida Statutes.

#### **SECTION TWO-ADOPTION OF THE PLAN:**

The Board of County Commissioners of Polk County, Florida approves and adopts the Harden/Parkway Redevelopment Plan.

#### **SECTION THREE-SEVERABILITY:**

If any portion or section of this ordinance is held or declared to be unconstitutional, inoperative or void, such holding shall not affect the remaining sections or portions of this ordinance. If this ordinance or any provision hereof shall be held to be inapplicable to any person, property, or circumstance, such holding shall not affect its applicability to any other person, property, or circumstance.

**SECTION FOUR-EFFECTIVE DATE:**

Pursuant to §163.360(9), Florida Statutes, this ordinance shall take effect immediately upon its passage.

**ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF POLK  
COUNTY, FLORIDA this 3<sup>rd</sup> day of March, 2004.**

**HARDEN/PARKWAY REDEVELOPMENT PLAN**

***Polk County Florida***

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# INTRODUCTION

## Overview

The Harden/Parkway Community Redevelopment Agency ("CRA") that has been created by the Polk County Board of County Commissioners contains lands located within the City of Lakeland, Florida and unincorporated areas of Polk County (the "Harden/Parkway Redevelopment Area"). The County and City have established an Interlocal Agreement to cooperate in creating this single purpose CRA for the specific purpose of eliminating blight on the area's transportation system which currently has adverse impacts upon both County and City governments and the citizenry. Polk County has the statutory authority to establish a redevelopment area that is within a municipality located within Polk County and is supported by the City of Lakeland in utilizing this approach.

This Redevelopment Plan establishes a redevelopment program to deal with transportation blight in a developing area. It will draw upon tax increment financing to fund and construct specific projects (the "Transportation Improvements") that will relieve transportation blight identified in the South Lakeland Area Blight Analysis, dated August 15, 2003, (the "Blight Study") prepared for the previously adopted Resolution of the Polk County Board of County Commissioners finding the existence of a blighted area within the Harden/Parkway Redevelopment Area and finding the necessity for community redevelopment for the Harden/Parkway Redevelopment Area ("CRA Resolution").

The redevelopment program also focuses on initiating private investment to create a mix of uses in the northwest and southeast quadrants of the Polk Parkway and Harden Boulevard interchange to serve the needs of the County, City and surrounding properties to avoid economic disuse of the Harden/Parkway Redevelopment Area.

In 1987, the City of Lakeland approved the Oakbridge Development of Regional Impact ("DRI") as a mixed-use planned development in south Lakeland in the vicinity of the intersection of Harden Boulevard and the Polk Parkway. The original Oakbridge DRI Development Order (Development Order) previously allowed for the development of 1,000,000 square feet for a regional mall, approximately 130,400 additional square feet of commercial uses, 223,150 square feet of office uses, and 54 hotel rooms on the area of the Oakbridge DRI located at the northwest quadrant of the intersection of Harden Boulevard and the Polk Parkway. On October 6, 2003, the City of Lakeland approved an amended Development Order, which addressed the CRA as a mechanism to facilitate some of the required road improvements. The Core Redevelopment Area is within the Oakbridge DRI.

Based upon economic research, the redevelopment area is ideally suited to accommodate a mixed use lifestyle retail center and will also include residential, office hotel and entertainment components. It will serve as a commercial district and related employment opportunity for the larger residential component of the surrounding Oakbridge community and the entire South Lakeland Area of both incorporated and unincorporated Polk County. Although this economic potential is significant, without redevelopment initiatives to address transportation blight and economic disuse, this economic potential is not likely to be realized.

The private sector development anticipated within the Harden/Parkway Redevelopment Area will occur primarily within the NW and SE quadrants of the interchange, as follows (the Core Redevelopment Area):

NW Quadrant: This quadrant will contain two (2) separate development projects to be built in phases:

- 1) A Mixed Use, Commercial Center: The Drummond Company, the property owner and developer of the Oakbridge DRI, has proposed, in a joint venture effort under the name of Casto-Oakbridge Ventures, Ltd. (the "Developer"), to develop this area. Located on approximately 70 acres the project is expected to commence in 2004 with an initial large scale first phase and includes:
  - i) An approximately 647,000 square foot lifestyle commercial retail center anticipated to include but not necessarily limited to a multiplex cinema anchor tenant, a department store, restaurants, office uses, small motel major retail shops and including out-parcel development, and
  - ii) An approximately 120 room hotel
- 2) An estimated 260 unit Residential Project: The Drummond Company has proposed to develop an estimated 260 unit residential project located on approximately 24 acres to the north of the Commercial Center. The project is to be constructed in phases estimated to commence in 2006 and estimated to be complete no later than 2015.

SE Quadrant: This quadrant is expected to contain three (3) separate development projects as follows:

1. An approximately 9,000 square feet Restaurant: estimated to start in 2005.
2. An approximately 90 room Hotel: estimated to start construction in 2006.
3. An approximately 70,000 square feet Office project: estimated to start in 2007.

The above totals are based on the DRI Development Order and may change through any amendments to the Development Order or as final plans are approved by the City of Lakeland.

### **Multi-Jurisdictional Issues**

On January 21, 2004, Polk County, a charter county, entered into an Interlocal Agreement with the City of Lakeland. This Interlocal Agreement provided that the County would establish the Harden/Parkway CRA.

The geographic area of the Harden/Parkway CRA approved by Polk County includes land located in two quadrants of the interchange currently owned by the Drummond Company and road rights-of-ways that lead to the proposed Transportation Improvements, as well as other parcels where rights-of-way is expected to be needed. The Interlocal Agreement provides that the purpose of the County's CRA will be to address transportation blight to facilitate the rehabilitation, conservation or redevelopment, or a combination thereof, of the Harden/Parkway Redevelopment Area.



On November 19, 2003, the Lakeland Area Mass Transit District ("LAMTD") adopted a resolution concurring that the Harden/Parkway Redevelopment Area is blighted. This resolution was necessary to allow the County to establish the Harden/Parkway CRA, utilizing transportation blight as the sole criteria for the blight determination

On December 1, 2003, the City of Lakeland adopted a resolution that the Harden/Parkway Redevelopment Area is blighted, and supporting the establishment of the Harden/Parkway CRA. This resolution supports the County in establishing the Harden/Parkway CRA, utilizing transportation blight as the sole criteria for the blight determination.

Because of the multi-jurisdictional nature of this CRA, the Polk County Board of Commissioners established a CRA that consists of the members of the County Commission and two staff representatives from the City of Lakeland.

### **Purpose**

This Harden/Parkway Redevelopment Plan contains and shall be known as the "**Plan.**"

The purpose of the Plan is to provide the program framework for responding to the needs of the general public of Polk County and the City of Lakeland as identified in the Blight Study and more specifically for the following:

- The relieving of transportation blight conditions,
- The avoidance of economic disuse of potentially viable properties, and
- Providing the manner for funding the necessary Transportation Improvements.

This Plan was prepared for submittal to the authority of the Harden/Parkway Community Redevelopment Agency, the local planning agency, and the Polk County Board of County Commissioners. The Plan complies with the statutory requirements of the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes, as amended (the "Community Redevelopment Act").

Specific undertakings and activities pursuant to this Plan may be periodically updated, subject to the terms of the Interlocal Agreement.

### **Transportation Blighted Conditions**

Pursuant to Section 163.340(8)(a), Florida Statutes, the Harden/Parkway Redevelopment Area constitutes a blighted area due a preponderance of defective or inadequate street layout, parking facilities, roadways, bridges or public transportation facilities (transit and pedestrian). A detailed study of the blighted conditions is set forth in the Blight Study which was incorporated by reference into the CRA Resolution.

## **Economic Disuse Conditions**

In addition to the determination of transportation blight, the CRA Resolution indicates that conditions of economic disuse would be created by transportation blight. The findings of the CRA Resolution were based upon the results of the Blight Study. The analysis concluded that the lack of a well-functioning and fully accessible transportation system will cause extraordinary hardship on local governments and communities in the area.

The residents of the surrounding communities will be unable to access goods, services, employment and health care services provided by the development served by the transportation system. This will, in turn, adversely affect business in the Harden/Parkway Redevelopment Area, both in terms of recruiting and retaining employees, and in maintaining a profitable flow of customers. Developers may be reluctant to maximize the economic potential of properties because of deficiencies in the transportation system. This will result in "economic disuse," and properties that should be providing sound tax revenue will in fact produce much less.

## **Relationship to the County's Existing Redevelopment Plans**

The Harden/Parkway CRA and Plan will not be dependant upon or part of any other redevelopment plan. This area will have separate needs, opportunities, and constraints. The capital improvements program shall address different needs and will be separately funded. Under no circumstances will funds generated by the other community redevelopment areas be used to benefit the Harden/Parkway CRA, or vice versa.

## **REQUIRED CONTENTS PURSUANT TO SECTION 163.362, FLORIDA STATUTES**

### **1. Legal description of the Boundaries and the Location Rationale**

The Harden/Parkway Redevelopment Area contains approximately 423.49 acres and the Core Redevelopment Area contains approximately 150.04 acres. The legal descriptions are set forth in Appendix A and are indicated on the Harden/Parkway Redevelopment Area Map in Appendix B.

The Blight Analysis referenced in the CRA Resolution provided the basis for determining the location and boundary of the Harden/Parkway Redevelopment Area. The analysis supported the CRA Resolution's conclusions that the area contains transportation blight conditions and conditions of economic disuse.

### **2. Show by diagram and in general terms**

**The approximate amount of open space to be provided and the street layout.**

Development within the Harden/Parkway Redevelopment Area is only anticipated within the Core Redevelopment Area at this time. Development within any portion of the

Harden/Parkway Redevelopment Area will be required to be consistent by the appropriate local jurisdiction's Comprehensive Plan and Land Development Regulations. The specific amount of acres of open space to be provided will be determined by the regulations of the appropriate jurisdiction, however there is some open space planned for the Core Redevelopment Area described below. The Core Redevelopment Area is within the DRI that has an approved Development Order by the City of Lakeland and is expected to be processed with a Planned Development District for the following areas:

- The Northwest Quadrant:
  - The Commercial Center: Open space will include a piazza, plazas, wetlands and water retention areas.
  - Residential Project: Open space will include recreation and environmental areas
- The Southwest Quadrant
  - Open space will include plazas, wooded areas, wetlands and water retention areas.

The street layouts for the Core Redevelopment Area will be provided in accordance with City Land Development Regulations and the DRI Development Order. The street layout of parcels outside of the Core Redevelopment Area will be provided in accordance with the appropriate jurisdictions regulations.

**Limitations on the type, size, height, number of proposed buildings.**

The type, size, height, number and proposed use of buildings must conform to the land development regulations of the jurisdiction in which they are located. A Planned Unit Development District is expected to be adopted for each area of Core Redevelopment Area and will determine the final development standards. : The following numbers are approximate numbers for the Core Redevelopment Area and shall be finally determined by the DRI Development Order and the City's appropriate regulations:

- Northwest Quadrant Mixed Use, Commercial Center - Basic Requirements:

	Approximate Maximum s.f./rms/acres	Approximate Maximum Height	Approximate # of Proposed Bld.s
○ Land use types			
▪ Office 2 <sup>nd</sup> Floor	50,000 s.f.	65 ft	1
▪ *Commercial	474,000 s.f.	65 ft	12
▪ Hotel	120 rooms	80 ft	1
* Commercial includes, but is not limited to, theaters, retail, office, restaurants, and other similar and associated uses.			

- Northwest Quadrant Residential Area - Basic Requirements:

	Approximate Maximum Units	Approximate Maximum Height	Approximate # of Proposed Blds
○ Land use types			
▪ Multi-Family	260	80 ft	Multiple phases

on one site

• Southeast Quadrant Mixed Use Area - Basic Requirements:

o Land use types	Approximate Maximum s.f./rms/acres	Approximate Maximum Height	Approximate # of Proposed Bld.s
▪ Office	70,000 s.f.	3 floors	1
▪ Hotel	90 rms	60 ft	1
▪ * Commercial	79,000 s.f.	60 ft	2
* Commercial includes, but is not limited to, theaters, retail, office, restaurants, and other similar and other associated uses.			

There are some parcels outside of the Core Redevelopment Area that are within the CRA. Specific development is not anticipated for these parcels at this time. However, if these parcels develop the following table lists the approximate Floor Area Ratio (FAR) and approximate height limits that would be used to determine size of development. These totals may be amended by the appropriate jurisdiction through planned developments or variance type requests.

City of Lakeland	Approximate FAR	Approximate Height
Regional Activity Center	0.35	44 ft
Linear Commercial Corridor	0.50	36 ft
Residential Medium	0.35	36 ft

Polk County	Approximate FAR	Approximate Height
Residential Medium	0.25	50
Residential Low	0.25	50
Linear Commercial Corridor	0.35	35
Commercial Enclave	0.35	35

**The approximate number of dwelling units.**

No dwelling units presently exist within the Core Redevelopment Area. Approximately 260 dwelling units are proposed in the Core Redevelopment Area. Any other dwelling units outside of the Core Redevelopment Area will be approved according to the appropriate jurisdiction's regulations.

**Such property as intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.**

The Plan requirements for public parks, recreation areas, streets, public utilities and other public improvements shall be determined by the City of Lakeland Comprehensive Plan and Land Development Regulations and the Planned Unit Development Zoning District requirements or the County's Comprehensive Plan and Land Development Code established for each area of development and may include: design standards that will create buffers; interconnected pathways; view corridors; and gathering spaces.

3. **If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon a) the residents of the redevelopment area and the surrounding areas in terms of relocation, b) traffic circulation, c) environmental quality, d) availability of community facilities and services, e) effect on school population, and other matters affecting the physical and social quality of the neighborhood.**

No housing, low moderate or otherwise, presently exists within the Harden/Parkway Redevelopment Area, and no low or moderate income housing is proposed. Further, the purpose of the Plan is to address transportation blight and to design and construct the Transportation Improvements. Thus, there is no requirement for a Neighborhood Impact element.

4. **Identify specifically any public funded capital projects to be undertaken within the Community Redevelopment area.**

There are currently no fully funded capital projects, by either the Capital Improvements Plan of the City or the County, to be undertaken within the Harden/Parkway Redevelopment Area.

The following major projects are located within the Harden/Parkway Redevelopment Area that will require all or partial CRA funding. The estimated cost for the improvements and the proposed timing for the implementation of each improvement are set forth below in the Redevelopment Actions section.

- **Roads**
  - Construction of dedicated dual-left turn lanes on westbound Beacon Road at Harden Boulevard.
  - Construction of dedicated left turn lane on east bound Beacon Road at Harden Boulevard.
  - Construction of dedicated eastbound, westbound, and northbound right-turn lanes at the intersection of CR 37A and Lake Miriam Drive.

- Construction of a dedicated eastbound left-turn lane at the intersection of SR 37 and Alamo Drive.
  - Construction of a dedicated westbound left-turn lane at Fitzgerald Road and SR 37.
  - Construction of a dedicated northbound right-turn lane at Hallam Drive and CR 37A.
  - Construction of realignment of the Harden Boulevard and Pipkin Road intersection.
  - Construction of a south bound lane on Harden Boulevard from Alamo Drive to Pipkin Road.
  - Sidewalks
    - Sidewalk on the west side of SR 37 from Alamo Drive to Pipkin.
    - Sidewalk on one side of SR 37 from Lake Miriam Drive to CR 540A.
    - Sidewalk on W. Pipkin Road/Lake Miriam Drive from Harden Boulevard to CR 37A.
    - Sidewalk on Harden Boulevard, both sides, from from the Polk Parkway North Frontage Road north to where the sidewalk system begins.
  - Transit Related
    - New transit routes in the south Lakeland area with a headway of not less than 30 minutes will require:
      - Two (2) new buses.
      - Fifteen (15) new bus shelters
- 5. Contain adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan.**

The CRA will cause the work of redevelopment to be carried out in accordance with the Plan. The redevelopment process has been established consistent with Chapter 163, Part III, Florida Statutes. It is the intent of the Polk County Board of County Commissioners to comply with those requirements as established in Chapter 163, Part III, of the Florida Statutes. Further, Polk County and the City of Lakeland have entered into an Interlocal Agreement to coordinate their efforts with respect to the redevelopment process and to assure the implementation of this Plan.

- 6. Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this plan.**

The Plan conforms to the approved Oakbridge DRI, Lakeland Comprehensive Plan and Land Development Regulations and Polk County Comprehensive Plan and the Polk County Land Development Code, where applicable. The provisions of the Plan will be satisfied on an individual basis as each project is implemented through final design and construction.

- 7. Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Community Redevelopment Area.**

There is no relocation proposed because no persons will be displaced.

8. **Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is to remedy a shortage of housing affordable to residents of low and moderate income, including the elderly or if the plan is not intended to remedy such shortage, the reason therefore.**

No residential uses existed in the Core Redevelopment Area prior to the adoption of the Redevelopment Plan.

9. **Contain a detailed statement of the projected cost of redevelopment, including the amount to be expended on publicly funded capital projects by the Community Redevelopment Agency and any indebtedness of the Community Redevelopment Agency, the County or the Municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.**

The Plan has been designed based on the tax increment and CRA cash flow analysis ("Tax Increment Financing Analysis and CRA Cash Flow Analysis") contained in Appendix C that projects a probable increase in property values by approximately 2025 to generate incremental property tax receipts on approximately \$180,000,000.00, and identifies the potential tax increment indebtedness of the CRA under the proposed phased bonding/borrowing scenarios.

Additionally, a detailed list containing the cost estimates of each of the Transportation Improvements is contained in Appendix D.

10. **Provide a time certain for completing all redevelopment if financed by increment revenues. Such time certain shall occur no later than 40 years after the fiscal year in which the plan is approved or adopted.**

It is anticipated that the Transportation Improvement projects will be completed within the timeframes set forth in Appendix C (Tax Increment Analysis and CRA Cash Flow Analysis) and D (Harden/Parkway CRA Capital Improvements Program) below, and in no event more than 40 years after adoption of, or amendment to, the Plan.

## **REDEVELOPMENT GOALS AND OBJECTIVES:**

### **Goals**

Goal 1: To stimulate and attract major private investment in a high quality mixture of uses that will avoid economic disuse of the Harden/Parkway Redevelopment Area and provide employment and new commercial opportunities for the residents of Polk County and the City of Lakeland through public/private investment in transportation facilities that will relieve blight.

## **Strategic Objectives**

### **Land Use (#1 through #3 being referred to as the "Development Projects")**

Objective # 1: To stimulate development of a 70 acre mixed-use, commercial retail lifestyle center to be located in the northwest quadrant of the interchange of the Polk County Parkway and Harden Boulevard (the "Interchange") within the DRI and in accordance with the following land uses:

- To contain up to approximately 647,000 s.f. of building space for the mix of uses and containing an estimated 120 room hotel.
- Designed based on new urbanist principles to provide internal pedestrian connectivity and reduce external road trips.
- Estimated to be complete by the year 2005.

Objective # 2: To stimulate development of an approximately 24 acre residential project to be located in the northwest quadrant of the Interchange, within the area designated Regional Activity Center (RAC) land use, as follows:

- To contain up to approximately 260 units located in close proximity to the commercial retail lifestyle center.
- Designed to have pedestrian connectivity to the commercial lifestyle center.
- To be constructed in phases and estimated to be complete by the year 2015.

Objective # 3: To stimulate development of an approximately 18.25 acre parcel located in the southeast quadrant of the Interchange, within an area designated for Regional Activity Center land (RAC) use, as follows:

- An approximately 90 room hotel estimated to start construction in 2006.
- An approximately 9,000 square feet restaurant estimated to start in 2005.
- An approximately 70,000 square feet office project estimated to start in 2007.

Objective # 4: To control development activities within the three Development Projects above through the application of the following:

- The City's Comprehensive Plan,
- The DRI, and
- The City's Land Development Regulations including required Planned Unit Development provisions.

### **Transportation**

To utilize tax increment financing from the successful implementation of the land use objectives above and to fund the design and construction of the Transportation Improvements that will relieve transportation blight and in turn, yield a high multiple of investment by private capital.



To provide alternatives to the use of automobiles by providing multi-modal non-automotive connectivity between the Harden/Parkway Redevelopment Area and the remainder of the City and County.

### **Economic Disuse**

To provide the County and City with approximately 1,150 permanent jobs and provide annual ad valorem tax revenue of approximately \$1,900,000.00 by the estimated year of 2025.

### **Environment**

To require that all development projects comply with County, City, State and Federal regulations designed to protect environmental resources or mitigate any potential environmental impacts.

## **REDEVELOPMENT STRATEGY**

The Plan is designed to use a combination of resources to relieve transportation blight located both within the Harden/Parkway Redevelopment Area and in surrounding areas. The CRA will cooperate with the County, City and other public agencies having jurisdiction over the Transportation Improvements and other needed transportation improvements.

The adoption of the Plan provides for the implementation of capital improvements to stimulate development that is not likely to occur otherwise.

### **Primary Strategies**

The adoption of the Plan by the CRA incorporates the Transportation Improvements as funded capital improvements. This shall establish the basis for issuance of certification of concurrency for the Development Projects.

The CRA shall be responsible for funding, designing, engineering, permitting and constructing the Transportation Improvements in accordance with this Plan, and including coordination with the public agencies having jurisdiction over the transportation facilities to be improved. Further, the CRA shall be responsible for the administration of the community redevelopment activities and all costs associated therewith.

The CRA may exercise all powers conferred upon the CRA under the law, including but not limited to the power of eminent domain for obtaining necessary right-of-way and land for the Transportation Improvements. In the event that the CRA exercises the eminent domain powers, the City or County may cooperate by adopting any necessary resolution or taking other necessary action to facilitate the efforts of the CRA to exercise its eminent domain powers.

The CRA shall fund the proposed Transportation Improvements from the tax increment created within the Harden/Parkway Redevelopment Area. If approved by the CRA, the developer of the DRI may prepay the required transportation impact fees to the City for the Development Projects and the City of Lakeland may loan said impact fees to the CRA to be utilized to fund the initial stages of the Transportation Improvements

## **REDEVELOPMENT ACTIONS**

### **Transportation Improvements.**

The CRA will implement the Transportation Improvements in accordance with the projected improvement dates set forth in this Plan.

The Transportation Improvements for roadways, bus transit and pedestrians, estimated by hard and soft costs for the projects, but not including financing costs, to be included in Phase I (approximately the first five (5) year CIP from the estimated years of 2004 through 2009) and in Phase II (approximately the second five year (5) CIP from the estimated years of 2010 through 2015) are set forth in the attached Appendix D (Harden/Parkway CRA Capital Improvements Program).

## **THE FINANCIAL PLAN**

The proposed improvements of the Harden/Parkway Redevelopment Area will require a financial investment on the part of the CRA. As provided for by the Community Redevelopment Act, the principal source of funding for the CRA will be the mechanism of tax increment financing. In addition, the CRA will work with other City, County, State and Federal funding sources, as available and appropriate, to carry out provisions of this Plan.

### **Potential Changes in the Core Redevelopment Area Taxable Base**

A trust fund account shall be established for and tax increment collected from the Harden/Parkway Redevelopment Area. The Transportation Improvements, primarily supported by tax increment financing, will serve as the key catalyst for economic development of the Harden/Parkway Redevelopment Area that is projected to have a taxable value of approximately \$180,000,000 million by the estimated year of 2025. This represents a significant increase over the current base of approximately \$9,157,003.00. Refer to Appendix D (Harden/Parkway CRA Capital Improvements Program) for a detailed list of the Transportation Improvement projects.

## **Funding Sources**

Following is a general description of the major funding sources and programs that the CRA may use in financing redevelopment programs.

### **Tax Increment Financing**

The principle source of revenue for use by the redevelopment agency for public expenditure associated with public or private projects will be tax increment financing collected from the Harden/Parkway Redevelopment Area. A Redevelopment Trust Fund for the Harden/Parkway Redevelopment Area shall be established by the CRA. For each taxing year following creation of the CRA, ad valorem taxes generated by the assessed taxable real property value in excess of the area's base year total will be deposited into the Redevelopment Trust Fund, which will be in an account dedicated to the CRA and the Harden/Parkway Redevelopment Area. The methodology for determining the amount of tax increment to be contributed each year shall be governed by Section 163.387, Florida Statutes, as may be amended.

All funds deposited into the Redevelopment Trust Fund from the Harden/Parkway Redevelopment Area shall be available to the CRA for any lawful purpose as defined in Chapter 163, Florida Statutes, in fulfillment of the provisions of the Plan and any amendments thereto.

### **Advances and Loans**

The CRA shall have the power to borrow money and accept advances from any source, public or private, including the County for any lawful purpose in furtherance of the CRA and the Plan, in the CRA's sole discretion. Tax increment revenues or any other funds deposited in the Redevelopment Trust Fund which are not otherwise obligated shall be available for repayment of such loans or advances.

Furthermore, the CRA may enter into a contract with the City, County or other public or private corporation under which the CRA agrees to reimburse the City, County or other public or private corporation for all or part of the cost of any eligible Transportation Improvement by periodic payments over a period of years.

The obligation of the CRA under any such contract shall constitute an indebtedness of the CRA as authorized in accordance with the provisions of Section 163.387(3), Florida Statutes.

### **Tax Increment Revenue Bonds**

When authorized by the appropriate resolution or ordinance of the Polk County Board of County Commissioners, the County or the CRA shall have the power to issue negotiable redevelopment revenue bonds to finance the undertaking of any CRA eligible project activity, including the payment of principal and interest upon any loans and advances previously incurred and for the refunding and retirement of bonds or other obligations previously issued. The security of such bonds may be based upon anticipated tax increment revenues of the private components of

Development Projects, general tax increment improvements in the Harden/Parkway Redevelopment Area, and other such revenues as may be available.

### **Bond Anticipation Notes**

The Polk County Board of County Commissioners or CRA may also issue bond anticipation notes and may renew the same from time to time, but the maximum maturity of any such note, including renewals thereof shall not exceed five (5) years from the date issued of the original note. Such notes may be paid from tax increment revenues, the proceeds of sale of revenue bonds in anticipation of which they were issued, or any other funds in the Redevelopment Trust Fund not otherwise obligated.

### **Redevelopment Trust Fund Earned Interest**

Any interest earned from savings institutions from deposits of Redevelopment Trust Fund funds shall become part of the CRA funds available to the CRA for use in financing eligible redevelopment projects.

### **Sale or Lease of Acquired Property**

All monies received from the sale of real property acquired by the CRA, if any, shall be deposited into the Trust Fund.

### **Federal and State Grants**

The CRA may seek to utilize Federal or State grant programs as are applicable, appropriate and available for any eligible transportation project to relieve blight or any other approved use within the Harden/Parkway Redevelopment Area.

### **Proposed CRA Capital Improvements Program (CIP) Cost**

The estimated CRA Transportation Improvement costs are listed in Appendix D (Harden/Parkway CRA Capital Improvements Program). The analysis addressing the estimated design and construction costs for the Transportation Improvements, the estimated bonding/borrowing costs, the estimate average annual debt service and the estimated sum of debt service costs by phases is contained in Appendix C (Tax Increment Analysis and CRA Cash Flow Analysis).

## **THE MANAGEMENT PLAN**

### **Private Sector Involvement**

The CRA is authorized to enter into development agreements with owners of property in the Harden/Parkway Redevelopment Area, in the CRA's sole discretion and shall be in accordance with all applicable laws.

## **CRA Development Agreement Procedures**

The CRA is authorized to enter into development agreements with a developer or developers to specify the terms, conditions and schedules controlling private development that will provide the tax increment necessary to fund or assist in funding the Transportation Improvements. The decision to enter into said development agreements is within the CRA's sole discretion and shall be in accordance with all applicable laws.

## **Community Redevelopment Agency Powers and Responsibilities**

The Community Redevelopment Act sets forth the powers, responsibilities and duties of a community redevelopment agency. The CRA shall have all powers available to it under the Redevelopment Act, as may be amended, to carry out this CRA Plan.

## **Consistency with other Plans and Regulations**

All development activities carried out within the Harden/Parkway Redevelopment Area shall be developed in conformance with the applicable provisions of the City of Lakeland and Polk County Comprehensive Plans, as the same may be amended from time to time. Projects located in the Harden/Parkway Redevelopment Area shall be developed in conformance with the development regulations that apply to the jurisdiction within which the specific project is located.

## **Relationship to the Oakbridge DRI**

The area from which a majority of the tax increment is projected to be generated is located within the Core Redevelopment Area. Some of the Transportation Improvements that have been deemed necessary to address blight within the Harden/Parkway Redevelopment Area are also identified as transportation requirements of the DRI. The Blight Study for the Harden/Parkway Redevelopment Area further identified the need for constructing these facilities in order to relieve transportation blight. The CRA CIP provides a basis for transportation concurrency determinations by the City for purposes of development within the DRI.

## **Severability**

If any provision, section, subsection, portion, clause or phase of the Plan is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portion or portions of the Plan.

## **Project Close Out**

Following the completion of the proposed Phase I and II Transportation Improvements and the maturity, payment or defeasance of all financial obligations of the CRA, the CRA responsibility for the Harden/Parkway Redevelopment Area shall cease, and the CRA shall sunset as provided in the enacting resolution adopted by the Polk County Board of County Commissioners.

## **Definitions**

**Blighted Area:** The area in which exist a predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities, which are identified in the Blight Study.

**City of Lakeland Resolution:** A resolution concurring with the finding of transportation blight within the Harden/Parkway Redevelopment Area

**CRA Resolution:** The Resolution adopted by the Polk County Board of County Commissioners of Polk County, Florida on January 21, 2004, finding the existence of a blighted area in the Harden/Parkway Redevelopment Area, all in accordance with Section 163.355, Florida Statutes.

**Harden/Parkway Redevelopment Area:** The geographic location and size of the CRA as adopted in the enacting resolution for the CRA.

**Community Redevelopment Agency (CRA):** The Harden/Parkway Community Redevelopment Agency created pursuant to Chapter 163, Part III of Florida Statutes.

**Community Redevelopment Act:** Chapter 163, Part III, Florida Statutes, commonly referred to as the "Community Redevelopment Act of 1969."

**Comprehensive Plans:** The Polk County and City of Lakeland Comprehensive Plans as provided for in Part II, Chapter 163, Florida Statutes, the Local Government Comprehensive Planning and Land Development Regulation Act.

**CRA Funds:** Those funds available to the Community Redevelopment Agency (CRA), including the proceeds from bonds, notes or other obligations secured by tax increment revenues (as that term is defined in Section 163.340 (22), Florida Statutes) deposited in the trust fund, but not including any special assessments levied or imposed by the County or any other public agency or moneys from private entities within the Redevelopment Area.

**Development Order:** The Development of Regional Impact (DRI) Development Order adopted and subsequently amended by the Lakeland City Commission.

**Interlocal Agreement:** Polk County and the City of Lakeland have entered into an Interlocal Agreement whereby Polk County established a CRA within the City of Lakeland and the unincorporated areas of the County for the purposed of addressing transportation blight.

**Lakeland Area Mass Transit District Resolution:** A resolution concurring with the finding of transportation blight within the Harden/Parkway Redevelopment Area.

**Plan:** The Harden/Parkway Redevelopment Plan, as required by Sections 163.36 and 163.362, Florida Statutes.

**Transportation Improvements:** The collective transportation improvements undertaken on behalf of the CRA and the cost of which are paid entirely from CRA Funds, as such projects are set forth and described in Appendix D (Harden/Parkway CRA Capital Improvements Program) and Appendix C (Tax Increment Analysis and CRA Cash Flow Analysis).

## **LIST OF APPENDICES**

**Appendix A**  
**Harden/Parkway Redevelopment Area Legal Description**

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**Appendix D**  
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**Appendix A**  
**Harden/Parkway Redevelopment Area Legal Description**

Proposed Harden Parkway CRA

DESCRIPTION: (PROPOSED HARDEN/PARKWAY CRA)

The following properties that lie in Section 26, Township 28 South, Range 23 East

232826000000021060

COMM NE COR OF SE1/4 RUN W 50 FT M/L TO W- R/W CENTRAL AVE FOR POB RUN S 100 FT W 1964.31 FT M/L N 100 FT E TO POB LESS R/W FOR HARDEN BLVD

AND;

The following properties that lie in Section 1, Township 29 South, Range 23 East

232901000000044020

S 210 FT OF W 315 FT OF SW1/4 OF SW1/4 LESS W 30 FT FOR RD R/W & LESS RD R/W AS DESC IN OR 5005 PG 562 & LESS MAINT R/W FOR ALAMO DR

AND;

232901000000044010

SW1/4 OF SW1/4 LESS 1 AC FOR RD & LESS S 210 FT OF W 315 FT & LESS W 30 FT FOR RD R/W & LESS N 20 ACRES & LESS E 60 FT OF S 20 ACR

AND;

232901000000044030

N 20 ACRES OF SW1/4 OF SW1/4 LESS W 30 FT FOR RD & E 60 FT OF S 20 ACRES LESS RD R/W ALONG S BNDRY

AND;

232901000000022070

S1/4 OF SE1/4 OF SE1/4 LESS S 15 FT FOR RD & LESS W 581.55 FT & LESS R/W FOR SR-37 & LESS COMM AT SE COR OF SE1/4 OF SEC RUN W 133.42 FT RUN N 15 FT TO N R/W LN ALAMO RD FOR POB RUN W 165 FT RUN N 152 FT RUN E 228.30 FT TO PT ON W R/W LN SR 37 RUN SWLY ALONG CURVE OF R/W 144.97 FT RUN S 76 DEG 09'22"W 21.88 FT RUN N 85 DEG 10'57"W 30 FT RUN S 04 DEG 51'46"W 4.81 FT TO POB

AND;

232901000000022200

COMM AT SE COR OF SE1/4 OF SEC RUN W 133.42 FT RUN N 15 FT TO N R/W LN ALAMO RD FOR POB RUN W 165 FT RUN N 152 FT RUN E 228.30 FT TO PT ON W R/W LN SR 37 RUN SWLY ALONG CURVE OF R/W 144.97 FT RUN S 76 DEG 09'22"W 21.88 FT RUN N 85 DEG 10'57"W 30 FT RUN S 04 DEG 51'46"W 4.81 FT TO POB

AND;

Proposed Harden Parkway CRA

The following properties that lie in Section 2, Township 29 South, Range 23 East

232902000000022050

BEG SE COR SEC FOR POB CONT W 477.44 FT TO E LINE SCL RR R/W N 04 DEG 11 MIN W ALONG R/W 160.45 FT FOR POB CONT N 04 DEG 11 MIN W 280.21 FT E 479.86 FT TO W-LINE HARDEN BLVD S-ALONG R/W 279.43 FT W 459.28 FT TO POB & BEG SE COR E1/2 OF SE1/4 RUN W 30 FT TO W-LINE HARDEN BLVD FOR POB CONT W 447.44 FT TO E-R/W SCLRR N 04 DEG 11 MIN W ALONG R/W 160.45 FT E 459.28 FT S 160 FT TO POB BEING TRACTS H & I OF UNRE ALAMO

AND;

232902000000022060

BEG SE COR SE1/4 RUN W 477.44 FT TO E R/W SCL RR N 04 DEG 11 MIN W ALONG R/W 440.66 FT FOR POB CONT N 04 DEG 11 MIN W ALONG R/W 200.56 FT E 494.66 FT TO W R/W HARDEN BLVD S 200 FT W 479.86 FT TO BEG

AND;

232902000000022040

BEG SE COR OF E1/2 OF SE1/4 RUN W 477.44 FT TO E R/W SCL RR N 04 DEG 11 MIN W 641.22 FT TO POB CONT N 04 DEG 11 MIN W 200.56 FT E 509.46 FT TO W R/W CENTRAL AVE EXT S 200 FT W 494.66 FT TO POB BEING TRACT F-1 OF UNRE ALAMO

AND;

232902000000022020

BEG SE COR OF E1/2 OF SE1/4 RUN W 477.44 FT TO E R/W LINE SCL RR RUN N 04 DEG 11 MIN 00 SEC W ALONG R/W LINE 841.78 FT TO POB CONT N 04 DEG 11 MIN 00 SEC W 122.33 FT E 518.46 FT TO W R/W LINE CENTRAL AVE EXT S 122.01 FT W 509.46 FT TO POB BEING LOT E-1 OF UNRE ALAMO

AND;

232902000000022010

BEG SE COR OF E1/2 OF SE1/4 RUN W 477.44 FT TO E R/W LINE SCL RR RUN N 04 DEG 11 MIN 00 SEC W ALONG R/W LINE 964.11 FT TO POB CONT N 04 DEG 11 MIN 00 SEC W 122.33 FT E 527.46 FT TO W R/W LINE CENTRAL AVE EXT S 122.01 FT W 518.46 FT TO POB BEING LOT D-1 OF UNRE ALAMO

AND;

232902000000021020

BEG SE COR OF E1/2 OF SE1/4 RUN W 477.44 FT TO E R/W SCL RR N 04 DEG 11 MIN W 1086.44 FT TO POB CONT N 04 DEG 11 MIN W 454.62 FT E 545.06 FT TO W R/W LINE CENTRAL AVE EXT SELY 77.08 FT S 131.95 FT E 10 FT S 244.76 FT W 531.11 FT TO POB

AND;

232902000000021040

BEG SE COR E1/2 OF SE1/4 RUN W 477.44 FT TO E R/W SCL RR N 04 DEG 11' W 1541.07 FT FOR POB CONT N 04 DEG 11' W 100.27 FT E 527.78 FT TO W R/W CENTRAL AVE EXT

Proposed Harden Parkway CRA

SELY ALONG CURVE & R/W 103.17 FT W 545.06 FT TO POB BEING TRACT B OF UNRE ALAMO

AND;

232902000000021030

BEG SE COR OF E1/2 OF SE1/4 RUN W 477.44 FT TO E R/W LINE SCL RR RUN N 04 DEG 11 MIN W 2665.03 FT TO N-LINE E1/2 OF SE1/4 FOR POB E 14.16 FT TO W R/W CENTRAL AVE EXT S 03 DEG 45 MINE 158.28 FT TO BEG OF CURVE SELY 444.81 FT S 24 DEG 32 MIN 20 SEC E 378.45 FT SELY 241.39 FT W 527.78 FT TO E R/W LINE SCL RR N 04 DEG 11 MIN W 1023.74 FT TO POB BEING TRACT A OF UNRE ALAMO

AND;

The following properties that lie in Section 11, Township 29 South, Range 23 East

232911000000021020

2 AC SQ IN NE COR OF NE1/4 OF NE1/4 SE1/4 LESS W 75 FT LESS MAINT ROAD R/W & LESS ADD R/W FOR PIPKIN RD & OLD SR 37

232911000000021060

W 75 FT OF 2 ACRE SQUARE IN NE COR OF NE1/4 OF NE1/4 OF SE1/4 LESS MAINT R/W & LESS ADD R/W

AND;

232911000000021010

NE1/4 OF NE1/4 OF SE1/4 LESS 2 AC SQ IN NE COR & LESS MAINT R/W & LESS ADD R/W FOR PIPKIN RD & OLD SR 37

AND;

232911000000012020

BEG SE COR OF NE1/4 RUN W 400 FT N 700 FT E 260 FT TO RR SE ALONG RR TO SEC LINE S TO BEG LESS MAINT R/W & LESS ADD R/W

AND;

232911000000012150

SE1/4 OF NE1/4 E OF RR LESS N 430 FT & LESS RD R/W

AND;

232911000000012110

E 141 FT OF S 74.5 FT OF N 430 FT OF SE1/4 OF NE1/4 LYING E OF RR LESS RD R/W

AND;

232911000000012010

S 120 FT OF N 430 FT OF SE1/4 OF NE1/4 E OF RR LESS E 141 FT OF S 74.5 FT OF N 430 FT

AND;

Proposed Harden Parkway CRA

232911000000012100

BEG NE COR OF SE1/4 OF NE1/4 RUN S 210 FT FOR BEG RUN S 100 FT W TO RW NWLY  
ALONG RW TO PT W OF BEG E TO BEG

AND;

232911000000012090

BEG 150 FT S OF NE COR OF SE1/4 OF NE1/4 RUN S 60 FT W TO RR NWLY ALONG RR  
TO PT W OF BEG E TO BEG

AND;

232911000000012080

BEG NE COR OF SE1/4 OF NE1/4 RUN S 150 FT W 238.56 FT TO E-LINE WINSTON &  
BONE VALLEY RAILWAY RW N 18 DEG 38 MIN 12 SEC W 157.96 FT ALONG E-LINE OF  
RW E 289 FT TO POB

AND;

232911000000011270

S 100 FT OF S1/2 OF NE1/4 OF NE1/4 LYING E OF SCLRR RW LESS RD RW

AND;

232911000000011120

COMM SE COR S1/2 OF NE1/4 OF NE1/4 RUN N 100 FT FOR POB RUN W 341.72 FT TO W  
RW RR NWLY ALONG CURVE ON RW 369.02 FT S 66 DEG 09 MIN 06 SEC E 262.6 FT S  
155.11 FT E 182 FT S 100 FT TO POB LESS RD RW ON E SIDE

AND;

232911000000011150

COMM SE COR OF NE1/4 OF NE1/4 RUN N 200 FT FOR POB RUN W 182 FT N 155.11 FT S  
78 DEG 36 MIN 13 SEC E 198.99 FT S 75 FT TO POB LESS RD RW ALONG E-SIDE

AND;

232911000000011020

S1/2 OF NE1/4 OF NE1/4 E OF RR LESS E 168 FT OF N 207 FT & LESS BEG SE COR RUN  
N 275 FT NWLY 425 FT SELY 475 FT E 275 TO POB

AND;

232911000000011200

S 82 FT OF N 207 FT OF E 168 FT OF S1/2 OF NE1/4 OF NE1/4

AND;

232911000000011040

N 125 FT OF E 168 FT OF S1/2 OF NE1/4 OF NE1/4

AND;

Proposed Harden Parkway CRA

232911000000011260

BEG NE COR NE1/4 OF NE1/4 RUN S 556.65 FT TO POB CONT S 101.4 FT, W 168 FT, N 101.4 FT, E 168 FT TO POB LESS E 20 FT FOR R/W

AND;

232911000000011280

COMM NE COR OF NE1/4 OF NE1/4 RUN S 436.65 FT FOR POB CONT S 120 FT W 65 FT N 24 DEG 53 MIN 54 SEC W 58.63 FT N 67 FT E 90 FT TO POB LESS R/W HARDEN BLVD

AND;

232911000000011170

COMM NE COR OF NE1/4 OF NE1/4 RUN S 306.65 FT FOR POB CONT S 80 FT W 106.88 FT N 80 FT E 106.88 FT TO POB LESS MAINT R/W FOR HARDEN BL

AND;

232911139760000100

CLARA DALE PB 69 PG 36 LOT 10

AND;

232911139760000010

CLARA DALE PB 69 PG 36 LOT 1

AND;

The following properties that lie in Section 12, Township 29 South, Range 23 East

232912000000033350

S 2.95 FT OF N 330 FT OF W 223 FT OF NW1/4 OF NW1/4 OF NW1/4 LESS R/W FOR ALAMO DR

AND;

232912000000034160

S 319 FT OF W 6 AC OF SW1/4 OF SW1/4 OF NW1/4 LESS R/W FOR PIPKIN DAIRY RD HARDEN BLVD AND RAILROAD

AND;

232912000000034030

W 6 AC OF SW1/4 OF SW1/4 OF NW1/4 LESS S 319 FT THEREOF & LESS R/W FOR HARDEN BLVD

AND;

232912000000034040

BEG SW COR OF NW1/4 OF SW1/4 OF NW1/4 RUN N 114PT375 FT E 417PT5 FT S 114PT375 FT W 417PT5 FT TO BEG LESS RD R/W

AND;

232912000000034050  
BEG 114PT375 FT N OF SW COR OF NW1/4 OF SW1/4 OF NW1/4 RUN E 417PT5 FT N  
104PT375 W 417PT5 FT S 104PT375 TO BEG LESS RD R/W

AND;

232912000000034060  
BEG 218.75 FT N OF SW COR OF NW1/4 OF SW1/4 OF NW1/4 RUN E 417.5 FT N 94.375 FT  
W 417.5 FT S TO BEG

AND;

232912000000034090  
BEG NW COR OF NW1/4 OF SW1/4 OF NW1/4 RUN S 230 FT FOR POB RUN E 417 FT S  
116.93 FT W 417 FT N 116.93 FT TO POB

AND;

232912000000033020  
S1/2 OF SW1/4 OF NW1/4 OF NW1/4 LESS N 325 FT OF W 350 FT & W 417 FT OF N 229.82  
FT OF NW1/4 OF SW1/4 OF NW1/4

AND;

232912000000033220  
S 110 FT OF N 325 FT OF W 350 FT OF S1/2 OF SW1/4 OF NW1/4 OF NW1/4

AND;

232912000000033060  
S 110 FT OF N 215 FT OF N 325 FT OF W 350 FT OF S1/2 OF SW1/4 OF NW1/4 OF NW1/4

AND;

232912000000033200  
N 105 FT OF W 350 FT OF S1/2 OF SW1/4 OF NW1/4 OF NW1/4

AND;

232912000000033240  
N1/2 OF S1/2 OF NW1/4 OF NW1/4 LYING S OF WINNIE LANE LESS LOTS 6 THRU 9 OF  
UNRE LEE PARSONS SUB & LESS ALAMO DR

232912000000033030  
N1/2 OF N1/2 OF S1/2 OF NW1/4 OF NW1/4 LESS E 1059.20 FT & LESS S 25 FT FOR  
WINNIE LN & LESS R/W FOR HARDEN BLVD

AND;

Proposed Harden Parkway CRA

232912000000033070

BEG AT NW COR OF SEC S 557PT05 FT TO POB E 224PT43 FT S 100 FT W 224PT43 FT N  
100 FT TO POB LESS RD R/W & LESS E 110 FT THEREOF

AND;

232912000000033090

BEG NW COR RUN S 417PT05 FT TO POB RUN E 169PT43 FT S 100 FT W 169PT43 FT N  
100 FT TO POB LESS ALAMO DR

AND;

232912000000033100

BEG NW COR RUN S 327PT05 FT TO POB CONT S 90 FT E 223 FT N 90 FT W 223 FT TO  
POB LESS R/W FOR ALAMO DRIVE & LESS N 2.95 FT

232912000000033010

N 330 FT OF W 223 FT OF NW1/4 OF NW1/4 LESS S 2.95 FT & LESS MAINT R/W FOR  
ALAMO DR & LESS W 20 FT FOR HARDEN BLVD AS DESC IN OR 1582 PG 1229 & LESS  
ADDL R/W FOR ALAMO DR AS DESC IN OR 1582 PG 1229 & LESS ADDL R/W FOR  
HARDEN BLVD & ALAMO DR AS DESC IN OR OR 4944 PG 1579

AND;

232912140100000011

RESUB OF BLKS 1 & 2 OF AVON VILLA PB 44 PG 50 LOT 1 LESS E 34.1 FT & LOTS 2 & 3 &  
N 77 FT LOT 4 LESS E 34.1 FT

AND;

232912140100000012

RESUB OF BLKS 1 & 2 OF AVON VILLA PB 44 PG 50 S 5 FT OF LOT 4 LESS E 35 FT & E 35  
FT OF LOT 4 & ALL OF LOTS 5 6 & 13

AND;

2329121401000000150

RESUB OF BLKS 1 & 2 OF AVON VILLA PB 44 PG 50 LOT 15

AND;

2329121401000000140

RESUB OF BLKS 1 & 2 OF AVON VILLA PB 44 PG 50 LOT 14

AND;

232912000000024010

BEG SE COR OF SW1/4 OF SW1/4 OF SE1/4 RUN N 25 FT W 256 FT TO POB RUN NELY  
150 FT W 192.96 FT TO E R/W ST RD 37 NELY ALONG R/W 277.88 FT SELY 148.42 FT  
NELY 5.65 FT E 99.65 FT SWLY 10 FT E TO C/L CLOSED ST SWLY TO N-LINE RD W TO  
POB

AND;



232912000000024120

BEG 25 FT N & 256 FT W OF SE COR OF SW1/4 OF SW1/4 OF SE1/4 FOR POB RUN NELY 150 FT W 190 FT TO E R/W LINE ST RD 37 SWLY ALONG R/W 150 FT E 190 FT TO POB LESS ADDN R/W ON 37

AND;

232912000000024070

BEG SE COR OF SW1/4 OF SW1/4 OF SE1/4 RUN N 24 DEG 50 MIN E 199PT31 FT W 98PT18 FT S 25 DEG 56 MIN W APPROX 200 FT E TO BEG & BEG 25 FT N OF SW COR OF SE1/4 OF SW1/4 OF SE1/4 RUN N 24 DEG 50 MIN E 99PT31 FT N 26 DEG 15 MIN E 100 FT S 17 DEG 41 MIN W 190PT2 FT W 25 FT TO BEG & W 28PT35 FT LYING W OF ABOVE BEING TRACTS 3 & 4 OF UNRE G.L.WARINGS SUNNY GLEN

AND;

The following properties that lie in Section 13, Township 29 South, Range 23 East

232913000000013010

BEG 20 FT S & 160 FT W OF NE COR OF NW1/4 OF NW1/4 OF NE1/4 RUN S 160 FT W 374.98 FT TO R/W OF RD 37 NELY ALONG RD TO PT 20 FT S OF CENTER LINE OF MEDULLA SCOTT LAKE HY E TO BEG

AND;

232913140800001011

FAIRVIEW HTS SUB PB 34 PG 2 BLK A LOTS 1 & 2 LESS S 125 FT OF N 354 FT OF E 75 FT OF LOT 1

AND;

232913140800001012

FAIRVIEW HTS SUB PB 34 PG 2 BLK A LOT 1 S 125 FT OF N 354 FT OF E 75 FT

AND:

THE INCREMENT DISTRICT AS SHOWN ON THE EXHIBITS FOLLOWING THE KEY SHEET. THESE EXHIBITS HAVE REFERENCE NUMBERS ASL 5673.55-B, ASL 5673.55-A1, ASL 5673.55-A AND TOTAL 131.79 ACRES, 10.14 ACRES, AND 18.11 ACRES RESPECTIVELY

and are further noted as follows:

The following property that lies in Section 35, Township 28 South, Range 23 East  
EXHIBIT REFERENCE NUMBER ASL 5673.55-B

The following property that lies in Section 1, Township 29 South, Range 23 East  
EXHIBIT REFERENCE NUMBER ASL 5673.55-A

The following property that lies in Section 2, Township 29 South, Range 23 East  
EXHIBIT REFERENCE NUMBER ASL 5673.55-A1

AND:

The following roadway rights of way that lie in various sections

THAT PORTION OF THE RIGHT-OF-WAY FOR HARDEN BOULEVARD BEING SOUTH OF THE NORTHERLY RIGHT-OF-WAY LINE OF BEACON AVENUE, SOUTH TO THE SOUTHERLY RIGHT-OF-WAY LINE OF WEST DOSSEY ROAD BEING IN SECTIONS 25, 26 AND 35 TOWNSHIP 28 SOUTH, RANGE 23 EAST AND IN SECTIONS 1, 2, 11 AND 12, TOWNSHIP 29 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA.

AND:

THAT PORTION OF THE RIGHT-OF-WAY FOR BEACON ROAD BEING EAST OF THE WESTERLY RIGHT-OF-WAY LINE OF HARDEN BOULEVARD, EAST TO A POINT APPROXIMATELY 1000 FEET EAST OF THE INTERSECTION OF HARDEN BOULEVARD AND BEACON ROAD, BEING IN SECTION 25, TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA.

AND:

THAT PORTION OF THE RIGHT-OF-WAY FOR ALAMO DRIVE BEING EAST OF THE WESTERLY RIGHT-OF-WAY LINE OF HARDEN BOULEVARD; EAST TO THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD 37 (SOUTH FLORIDA AVENUE), BEING IN SECTIONS 1 AND 12, TOWNSHIP 29 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA.

AND:

THAT PORTION OF THE RIGHT-OF-WAY FOR PIPKIN ROAD EXTENDING FROM A POINT 650 FEET WEST OF THE WESTERLY RIGHT-OF-WAY LINE OF HARDEN BOULEVARD; EAST TO THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD 37 (SOUTH FLORIDA AVENUE), BEING IN SECTION 1, TOWNSHIP 29 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA.

AND:

THAT PORTION OF THE RIGHT-OF-WAY FOR LAKE MIRIAM DRIVE BEING EAST OF THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROAD 37 (SOUTH FLORIDA AVENUE); EAST TO A POINT APPROXIMATELY 1000 FEET EAST OF THE INTERSECTION OF LAKE MIRIAM DRIVE AND CLEVELAND HEIGHTS BOULEVARD, BEING IN SECTION 12, TOWNSHIP 29 SOUTH, RANGE 23 EAST, AND IN SECTION 7, TOWNSHIP 29 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA.

AND:

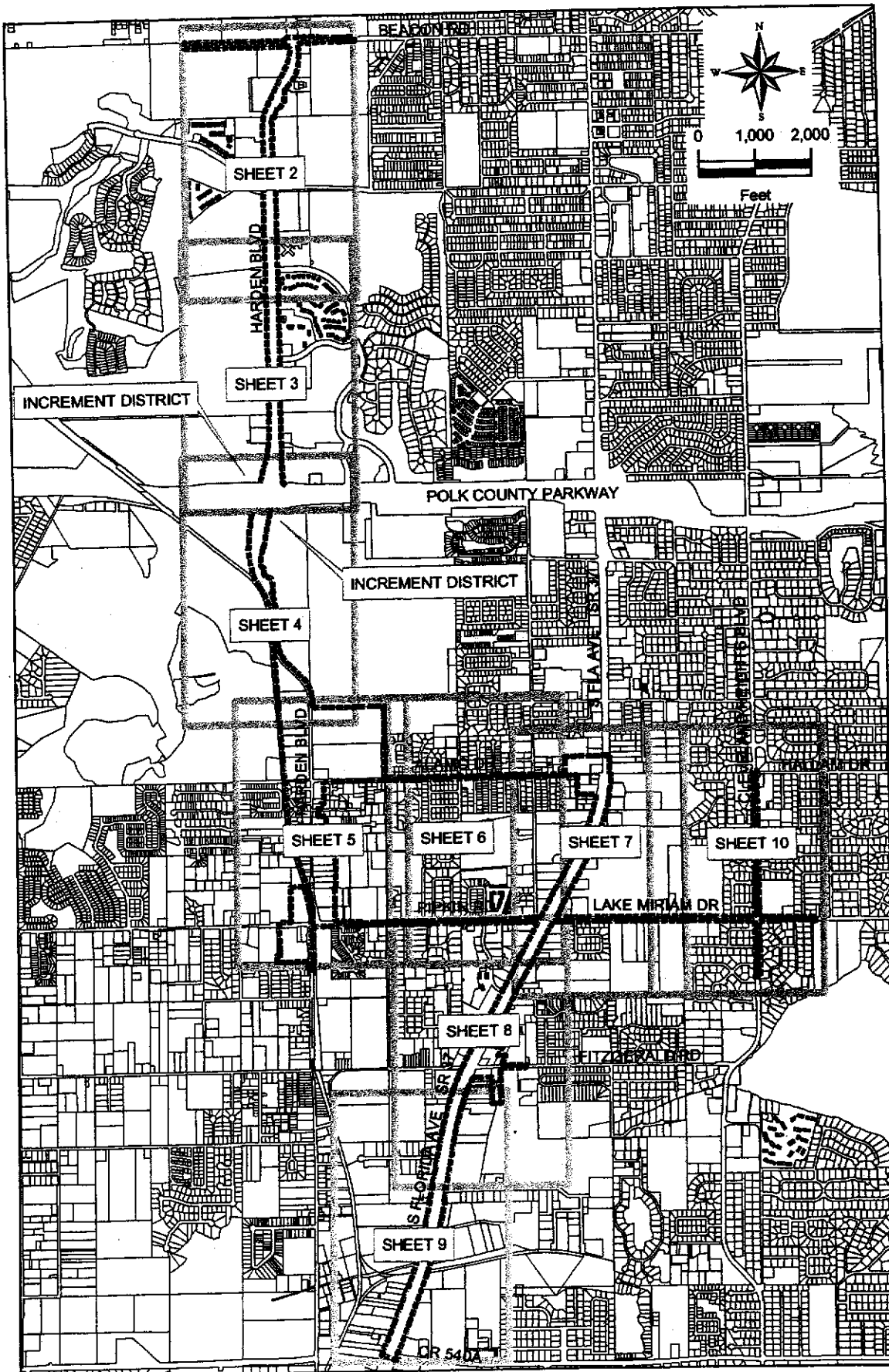
THAT PORTION OF THE RIGHT-OF-WAY FOR CLEVELAND HEIGHTS BOULEVARD FROM THE NORTHERLY RIGHT-OF-WAY LINE OF HALLAM DRIVE, SOUTH TO A POINT APPROXIMATELY 1000 FEET SOUTH OF THE INTERSECTION OF LAKE MIRIAM DRIVE AND CLEVELAND HEIGHTS BOULEVARD, BEING IN SECTION 7, TOWNSHIP 29 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA.

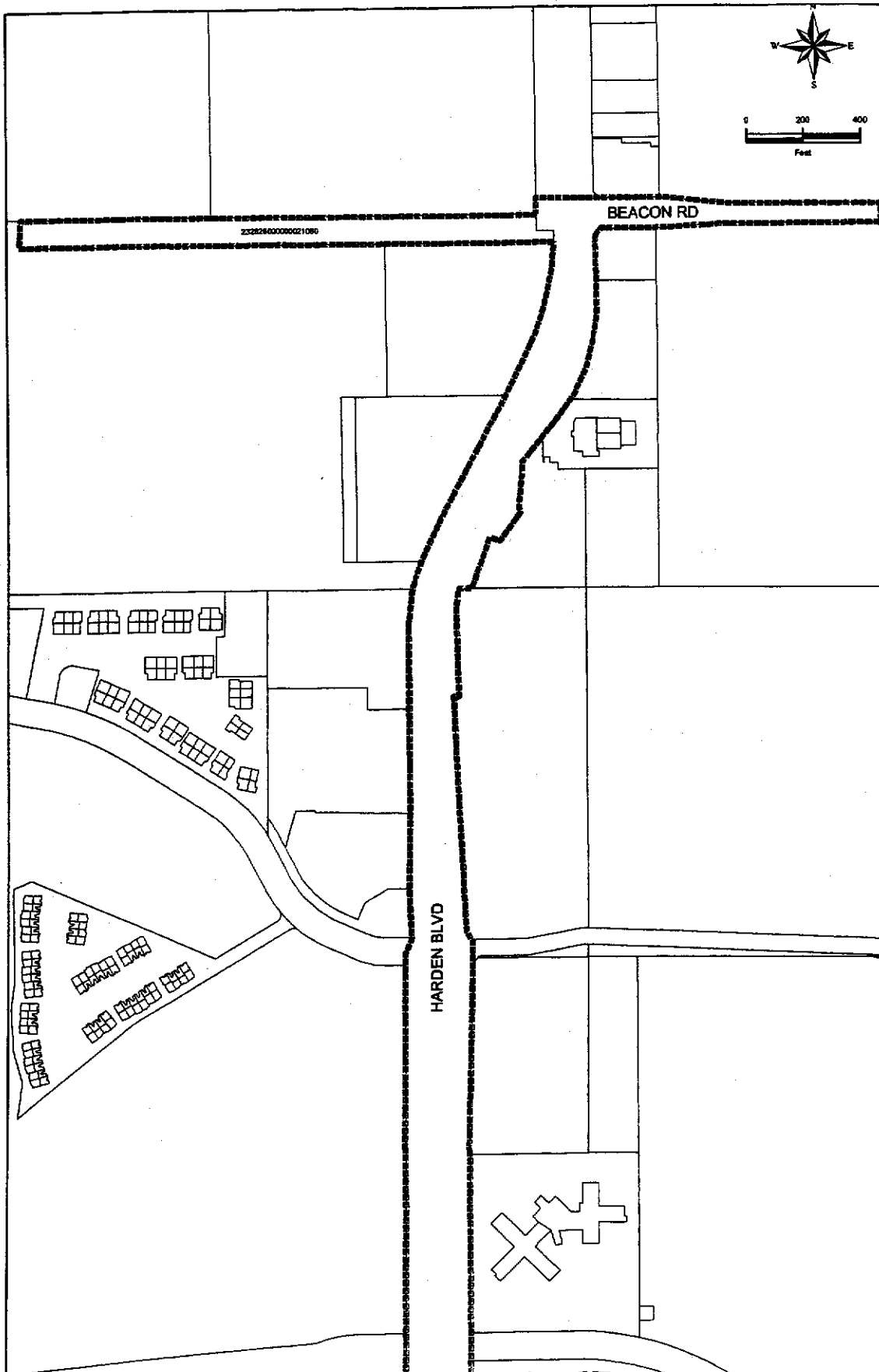
AND:

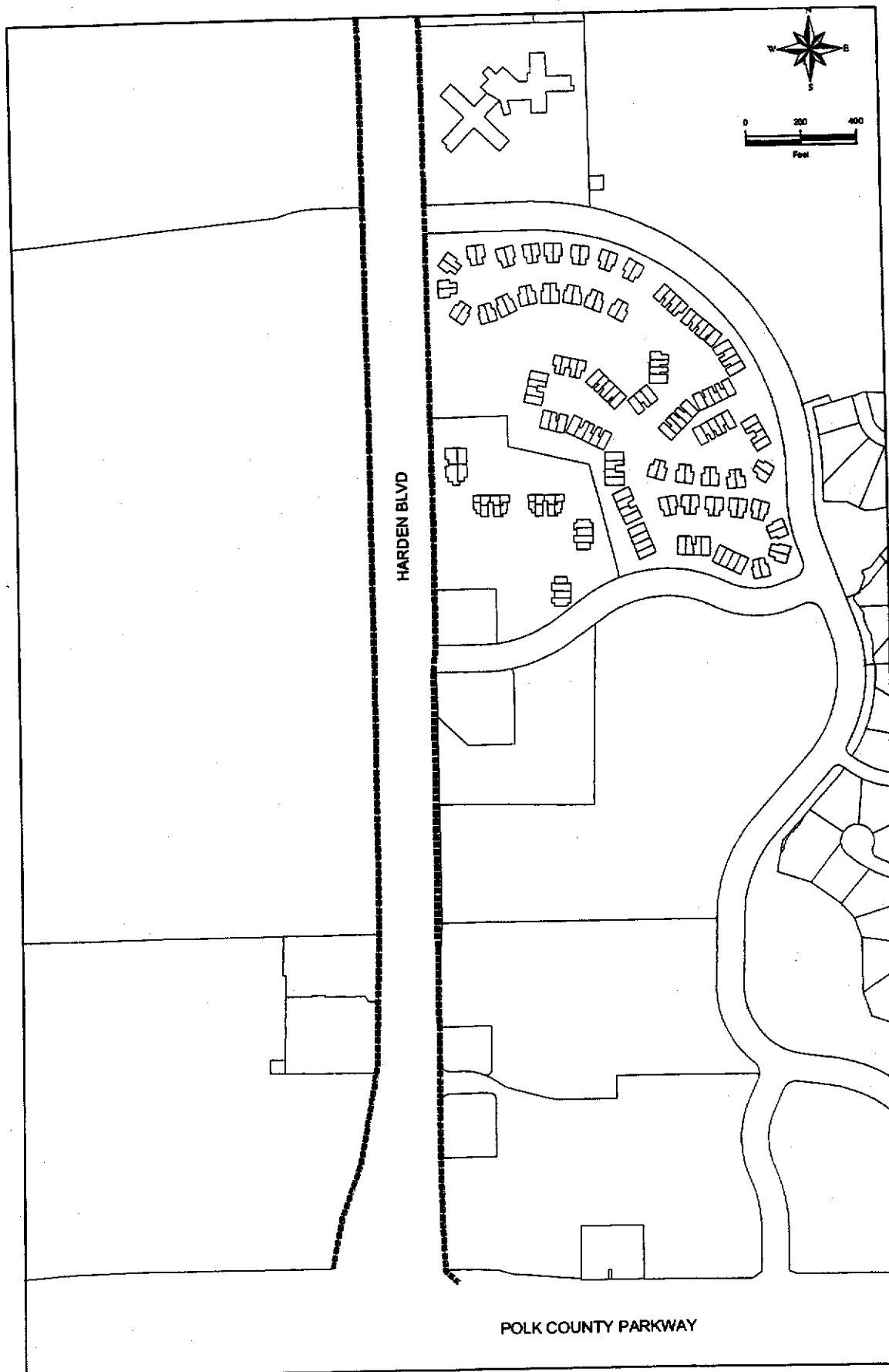
THAT PORTION OF THE RIGHT-OF-WAY FOR STATE ROAD 37 (SOUTH FLORIDA AVENUE) FROM THE EASTERLY EXTENSION OF THE NORTH LINE OF PARCEL IDENTIFICATION NUMBER 232901-000000-022070, SOUTH TO THE SOUTHERLY RIGHT-

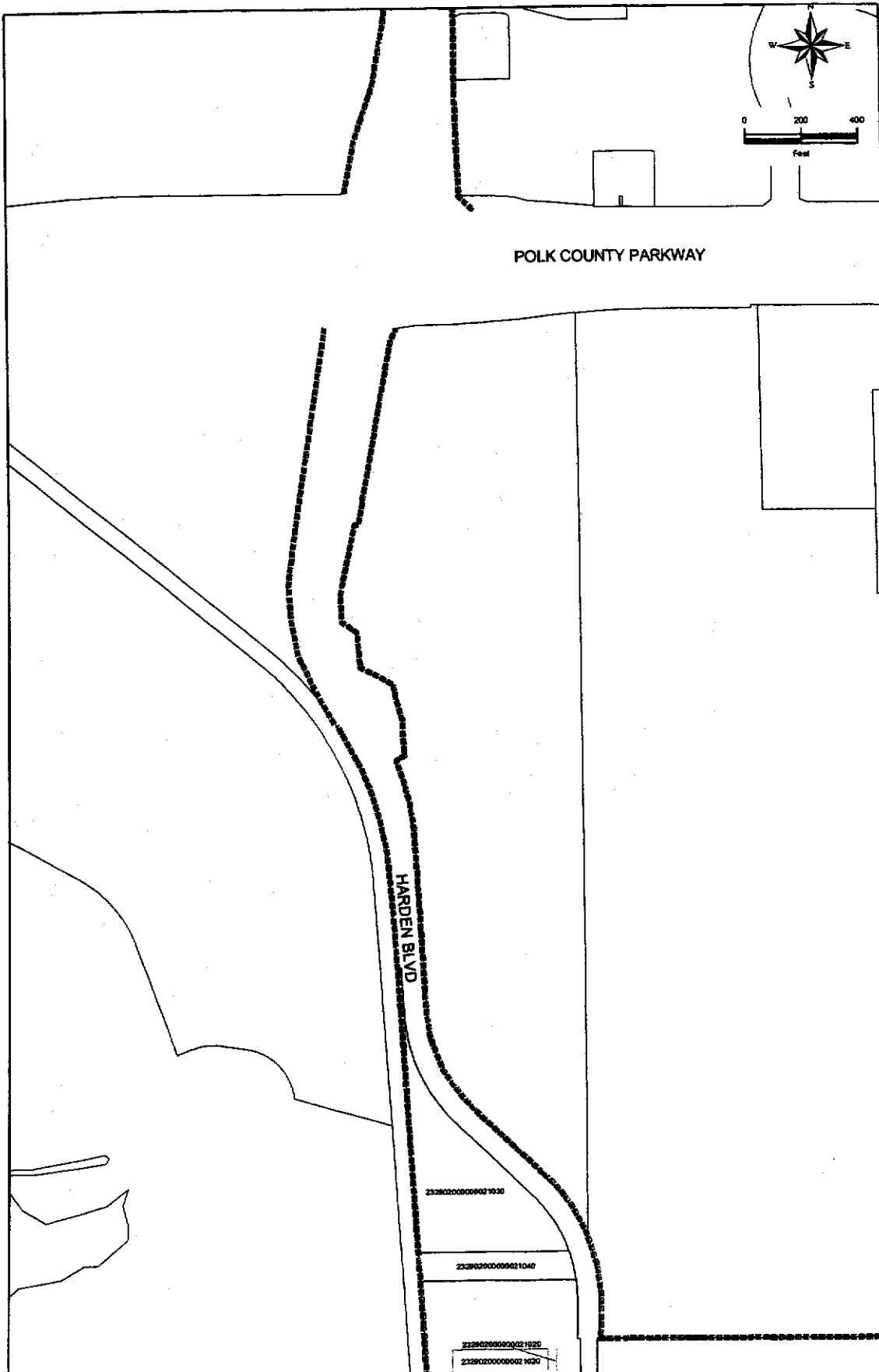
Proposed Harden Parkway CRA

OF-WAY LINE OF COUNTY ROAD 540A (CENTRAL BARN ROAD), BEING IN SECTIONS 1, 12, 13, AND 24, TOWNSHIP 28 SOUTH, RANGE 23 EAST AND IN SECTION 6, TOWNSHIP 28 SOUTH, RANGE 24 EAST, POLK COUNTY, FLORIDA.





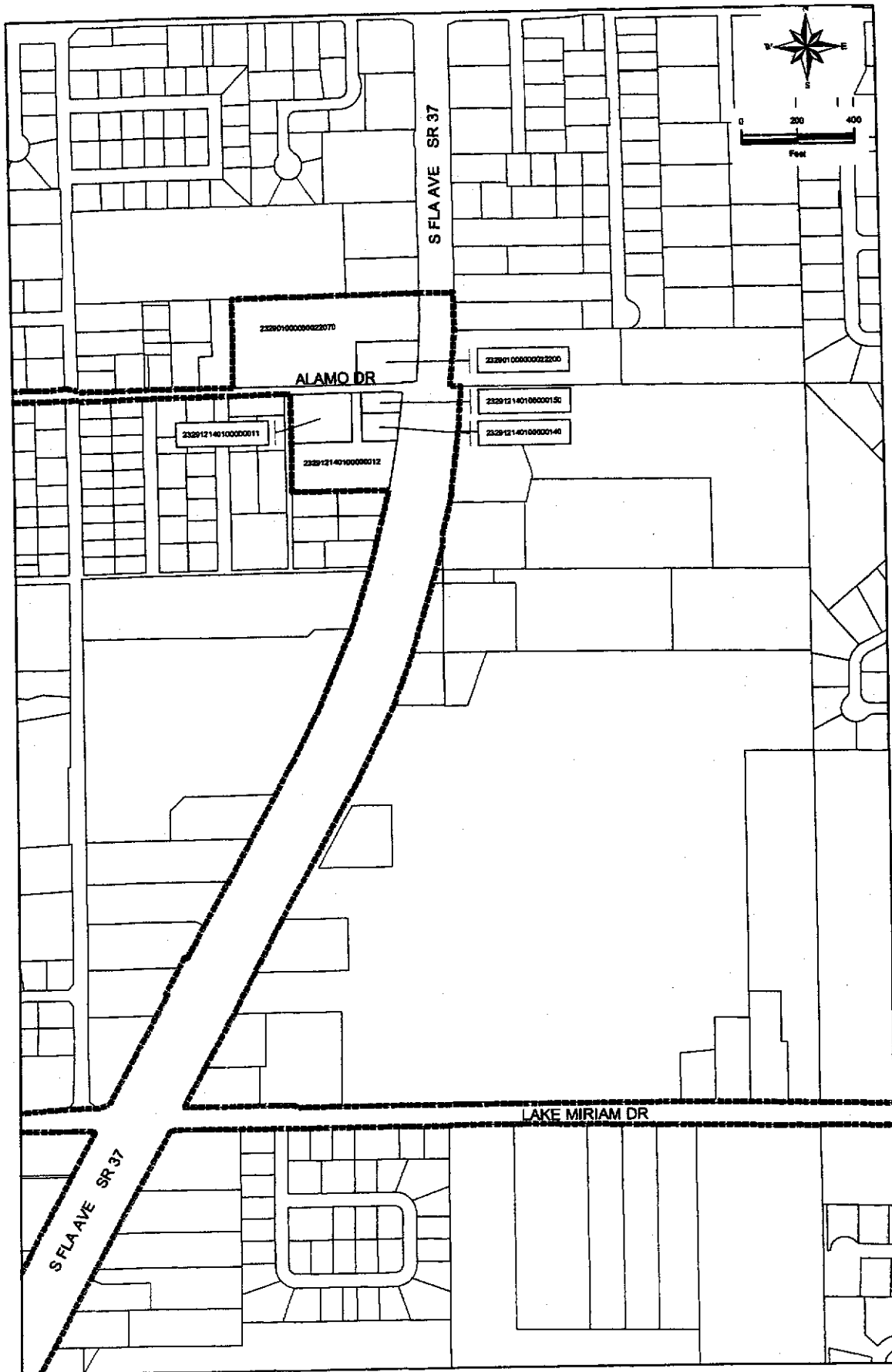


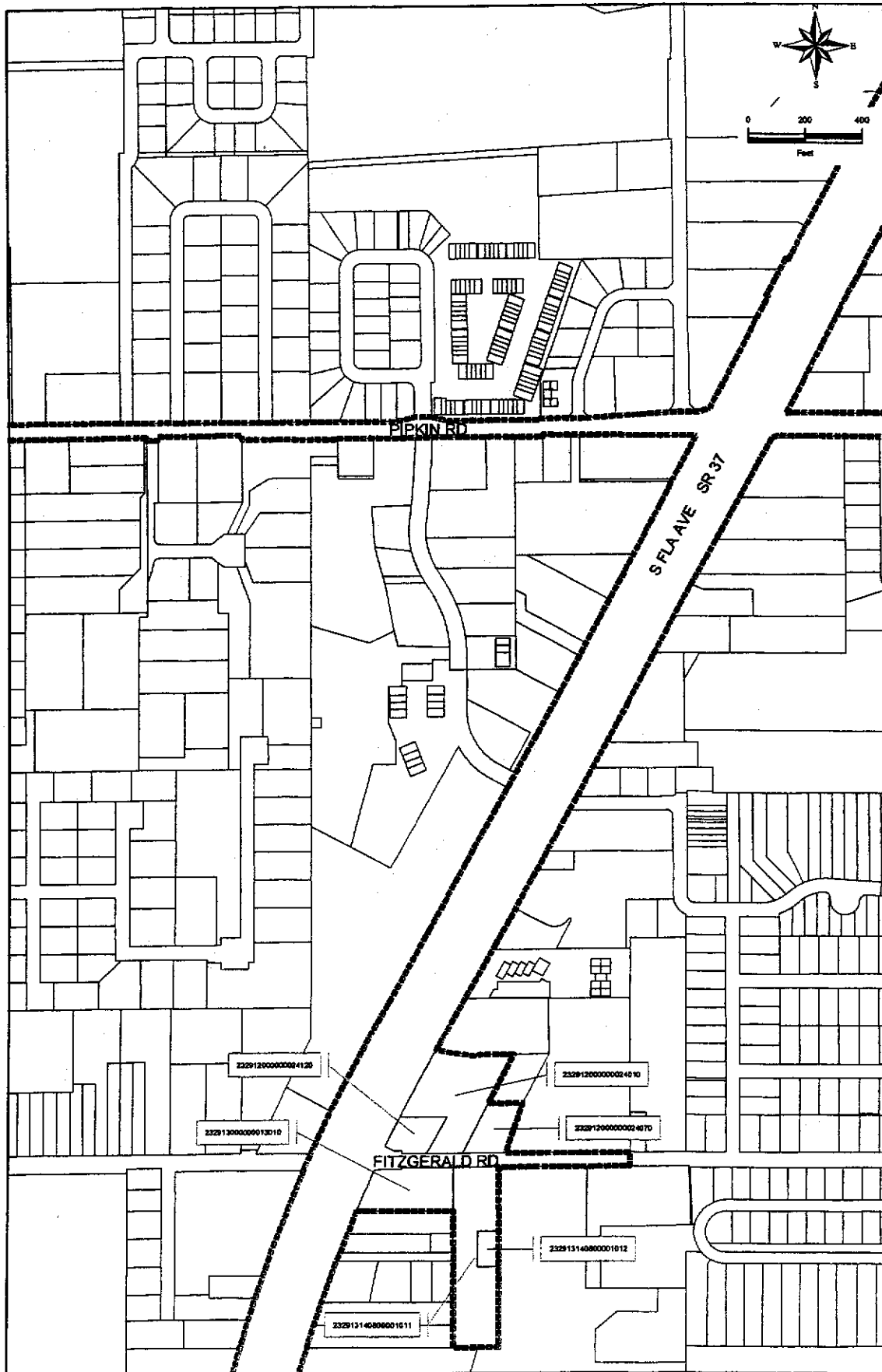


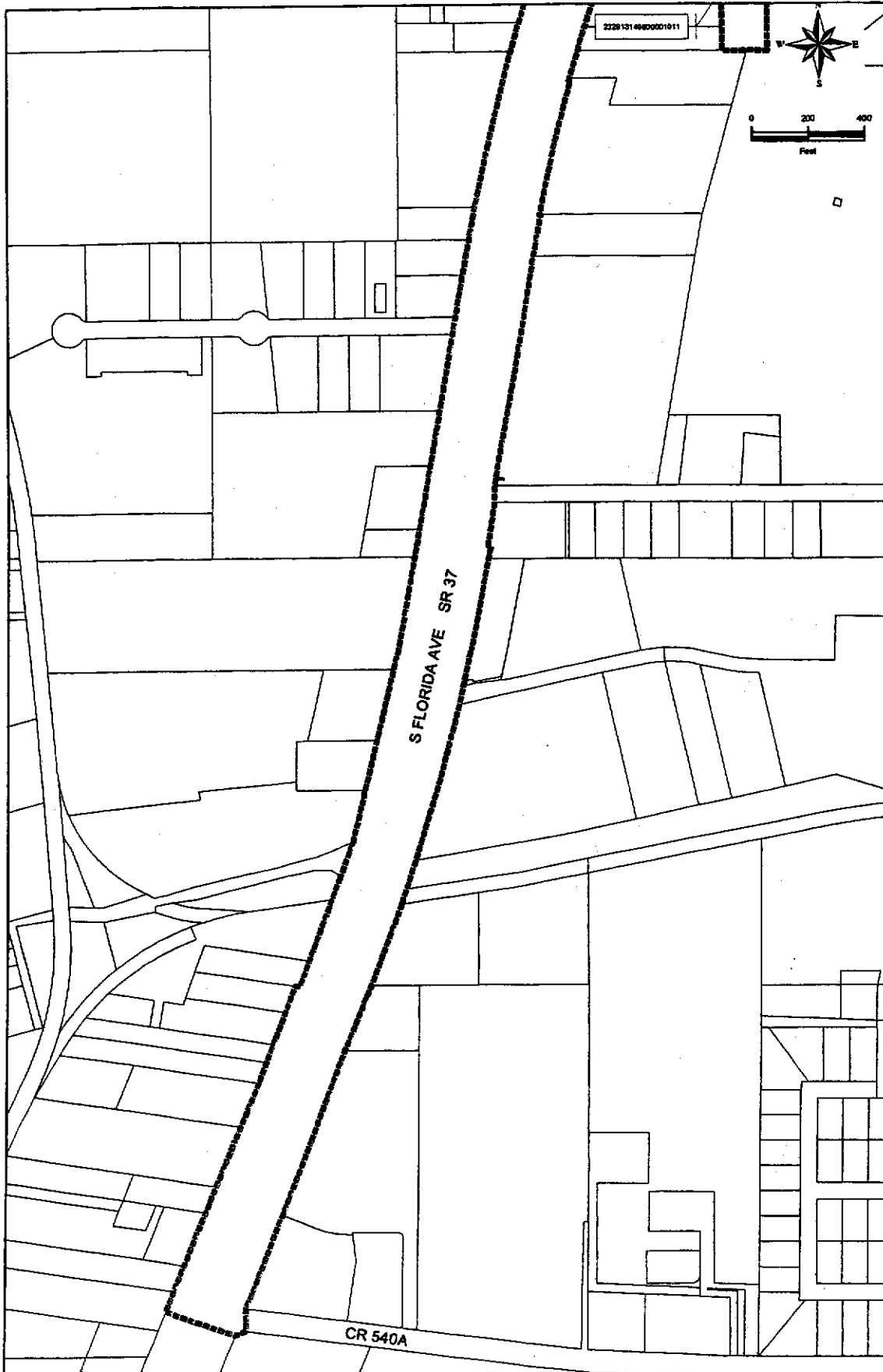


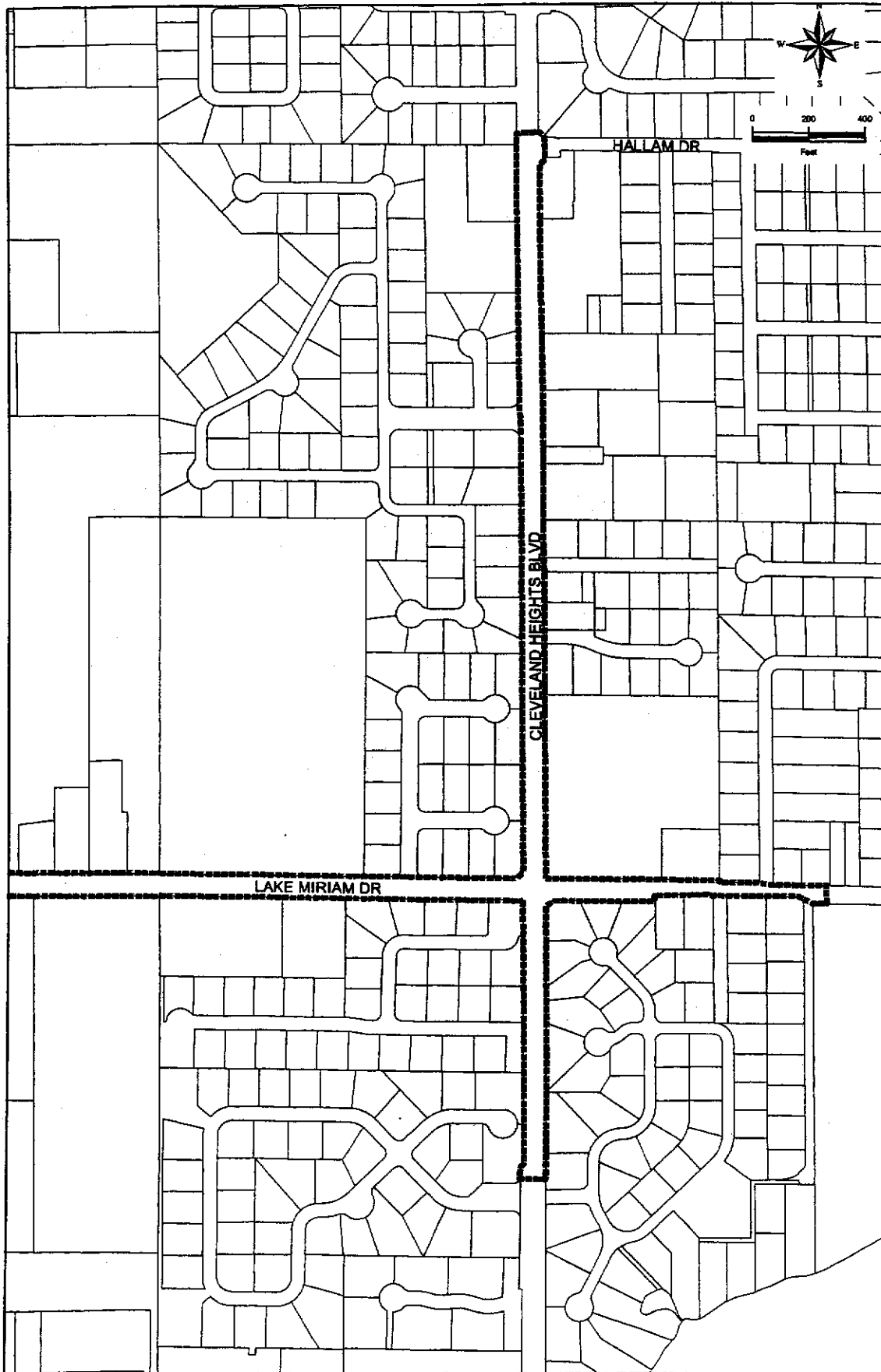














**DESCRIPTION: (NEW PARCEL)**

A parcel of land being a portion of the Southeast 1/4 and the Southwest 1/4 of Section 35, Township 28 South, Range 23 East, Polk County, Florida, being described as follows:

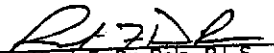
Commence at the Southeast corner of said Section 35; thence South 88°36'22" West, along the south line of said Section 35, a distance of 834.81 feet to the westerly right-of-way line of Harden Boulevard as recorded in Official Records Book 2528, Page 1074, Public Records of Polk County, Florida; thence along said westerly right-of-way line for the next five (5) courses; thence (1) North 09°28'37" East, 116.30 feet to the Point of Beginning; thence continue (2) North 09°28'37" East, 176.95 feet; thence (3) North 18°00'28" East, 202.24 feet; thence (4) North 09°28'37" East, 149.83 feet to the point of curvature of a curve to the left having a radius of 4463.66 feet, a central angle of 02°31'35", a chord bearing of North 08°12'50" East, and a chord distance of 196.79 feet; thence (5) Northerly along the arc of said curve 196.80 feet; thence South 89°34'29" West, leaving said westerly right-of-way line, 382.23 feet; thence North 00°25'31" West, 50.00 feet; thence North 89°34'29" East, 50.00 feet; thence North 00°25'31" West, 307.46 feet; thence South 89°34'29" West, 10.25 feet; thence North 00°25'31" West, 145.00 feet; thence North 89°34'29" East, 348.25 feet to said westerly right-of-way line of Harden Boulevard; thence North 00°25'31" West, along said westerly right-of-way line, 172.51 feet; thence North 01°44'33" West, along said westerly right-of-way line, 894.01 feet; thence South 88°15'27" West, leaving said westerly right-of-way line, 675.00 feet to a point on a non-tangent curve to the left having a radius of 1212.05 feet, a central angle of 22°09'36", a chord bearing of North 79°20'50" West, and a chord distance of 485.86 feet; thence westerly along the arc of said curve, 468.78 feet to a point on a non-tangent curve to the right having a radius of 2270.83 feet, a central angle of 07°05'51", a chord bearing of North 86°38'26" West, and a chord distance of 281.11 feet; thence westerly along the arc of said curve, 281.29 feet to a point on a non-tangent curve to the right having a radius of 363.42 feet, a central angle of 20°02'39", a chord bearing of North 73°18'28" West, and a chord distance of 126.49 feet; thence westerly along the arc of said curve, 127.16 feet to a point on a non-tangent curve to the left having a radius of 224.12 feet, a central angle of 65°30'55", a chord bearing of South 79°57'37" West, and a chord distance of 242.54 feet; thence westerly along the arc of said curve, 256.27 feet; thence South 47°20'35" West, 198.49 feet; thence South 88°15'27" West, 239.10 feet to a point on the southerly line of GRASSLANDS ONE, as recorded in Plat Book 90, Pages 7 through 9, Public Records of Polk County, Florida said point being on the arc of a non-tangent curve to the left having a radius of 1008.44 feet, a central angle of 07°07'52", a chord bearing of South 19°43'22" West, and a chord distance of 125.51 feet; thence southerly along the arc of said curve and said southerly line, 125.51 feet to the Point of Reverse Curvature of a curve to the right having a radius of 50.00 feet, a central angle of 77°40'32", a chord bearing of South 54°59'41" West, and a chord distance of 62.71 feet; thence southwesterly along the arc of said curve and said southerly line, 67.78 feet to the Point of Tangency; thence North 86°10'03" West, along said southerly line, 70.49 feet to the Point of Curvature of a curve to the left having a radius of 1664.73 feet, a central angle of 08°08'56", a chord bearing of South 89°45'29" West, and a chord distance of 236.56 feet; thence westerly along the arc of said curve, 236.78 feet to a point on the easterly line of TURNBERRY, as recorded in Plat Book 110, Pages 40 and 41, Public Records of Polk County, Florida; thence along the easterly, southerly and westerly lines of said TURNBERRY for the following four (4) courses: (1) thence South 10°27'26" East, 73.08 feet; (2) thence South 82°28'15" West, 483.38 feet to the Point of Curvature of a curve to the right having a radius of 970.00 feet, a central angle of 12°08'15", a chord bearing of South 88°30'24" West, and a chord distance of 205.10 feet; (3) thence westerly along the arc of said curve, 205.48 feet; (4) thence North 05°32'05" West, 127.27 feet to a point on the aforesaid southerly line of GRASSLANDS ONE, said point being on the arc of a curve to the left having a radius of 1005.54 feet, a central angle of 20°31'19", a chord bearing of South 87°51'46" West, and a chord distance of 358.24 feet; thence westerly along the arc of said curve and said southerly line, 360.16 feet to a point on a non-tangent curve to the right having a radius of 1450.96 feet, a central angle of 17°27'03", a chord bearing of South 13°51'55" East, and a chord distance of 440.22 feet; thence southerly along the arc of said curve, 441.92 feet to the Point of Reverse Curvature of a curve to the left having a radius of 1104.11 feet, a central angle of 11°09'18", a chord bearing of South 10°43'03" East, and a chord distance of 214.62 feet; thence southerly along the arc of said curve, 214.96 feet; thence North 88°51'39" East, 882.15 feet; thence South 60°36'51" East, 467.30 feet; thence South 00°45'46" East, 1240.52 feet to a point on the northerly right-of-way line of State Road 570 (Polk County Parkway) as shown on Florida Department of Transportation right-of-way map section 97160-2308, said point being on the arc of a curve to the left having a radius of 2881.99 feet, a central angle of 10°25'48", a chord bearing of South 88°19'52" East, and a chord distance of 523.91 feet; thence along said northerly right-of-way line for the following five (5) courses: (1) thence easterly along the arc of said curve 524.63 feet; (2) thence North 86°27'14" East, 291.17 feet; (3) thence North 83°39'14" East, 245.66 feet to a point on a non-tangent curve to the right having a radius of 5765.27 feet, a central angle of 02°16'54", a chord bearing of North 87°35'42" East, and a chord distance of 229.58 feet; (4) thence easterly along the arc of said curve, 229.59 feet to the Point of Tangency; (5) thence North 88°44'09" East, 743.17 feet to the Point of Beginning. Said parcel containing 131.79 acres, more or less.

**CERTIFICATION:**

I hereby certify that this drawing correctly depicts the description shown hereon as prepared under my direction and this drawing was made in accordance with minimum technical standards adopted by the State of Florida Department of Business and Professional Regulation, Board of Professional Surveyors and Mappers, Chapter 61G17-6 of the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

**DATE:**

July 8, 2003

  
Robert F. Du Bois, P.L.S.  
Florida Registration #5293  
CHASTAIN-SKILLMAN, INC.  
Certificate Number LB 262  
4705 Old Highway 37  
Lakeland, Florida 33813  
(863) 646-1402

This is not a survey.

Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.

SHEET 1 OF 2

REVISION #1 - 07-14-03 - REVISED LEGAL AND SKETCH - L.S.S.

PREPARED BY:

CHASTAIN-SKILLMAN, INC. - 4705 OLD HIGHWAY 37  
LAKELAND, FLORIDA 33813 - (863) 646-1402 - LB #262

DRAWN BY: L. Seibert

FIELD BOOK: - PAGE: -

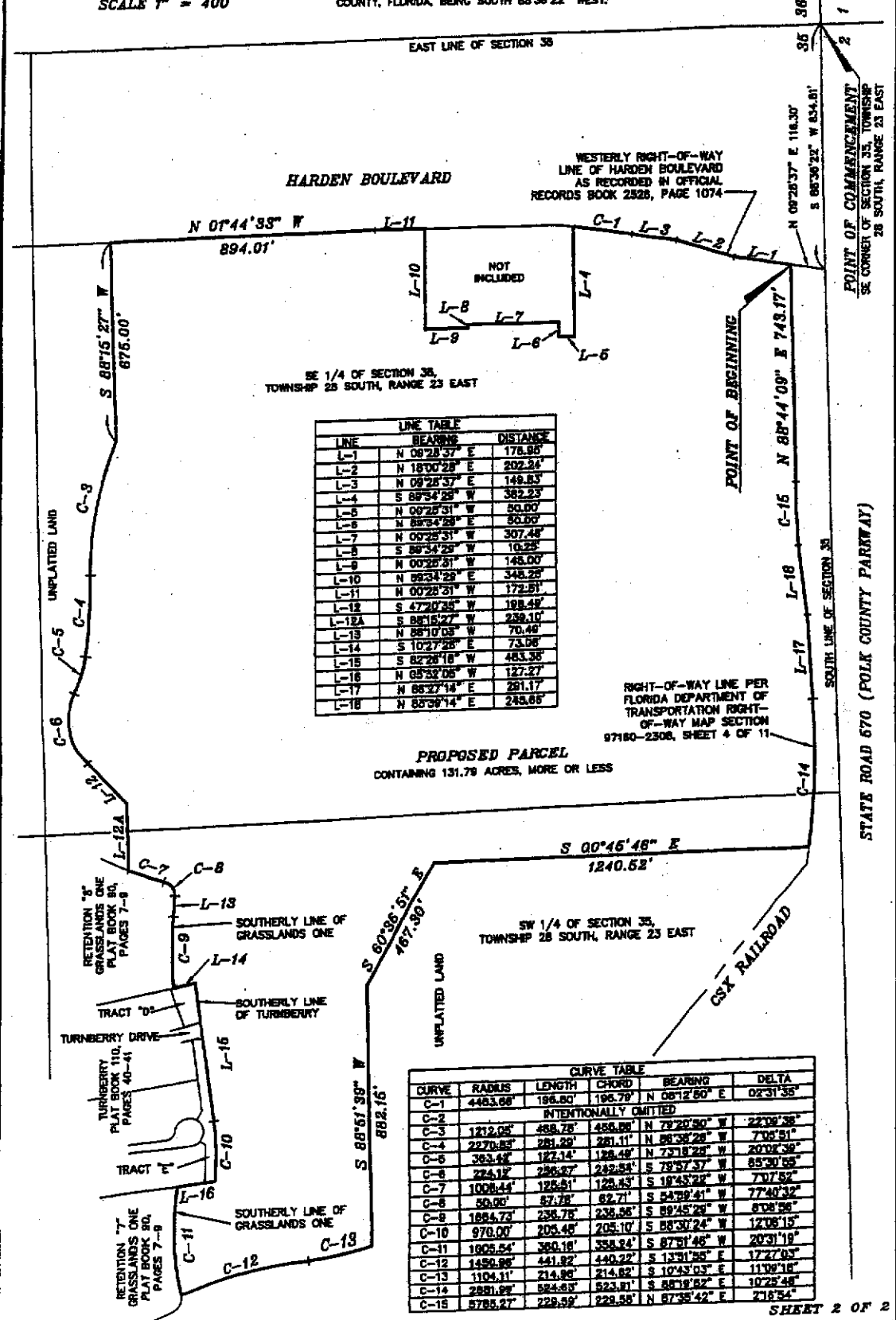
DATE: -

ASL 5679.55-B

DESCRIPTION SKETCH  
SCALE 1" = 400'

THIS IS NOT A BOUNDARY SURVEY

BEARINGS BASED ON THE SOUTH LINE OF SECTION 35,  
TOWNSHIP 28 SOUTH, RANGE 23 EAST, POLK COUNTY,  
FLORIDA AS SHOWN ON THE PLAT OF GRASSLANDS ONE,  
PLAT BOOK 80, PAGES 7-8, PUBLIC RECORDS OF POLK  
COUNTY, FLORIDA, BEING SOUTH 88°35'22" WEST.



LINE	BEARING	DISTANCE
L-1	N 09°28'37" E	178.85
L-2	N 18°00'28" E	202.24
L-3	N 09°28'37" E	148.83
L-4	S 89°54'28" W	382.23
L-5	N 09°28'31" W	80.00
L-6	N 88°34'28" E	80.00
L-7	N 09°28'31" W	307.48
L-8	S 89°54'28" W	10.25
L-9	N 09°28'31" W	148.00
L-10	N 88°34'28" E	348.25
L-11	N 09°28'31" W	172.81
L-12	S 47°20'28" W	198.48
L-12A	S 88°15'27" W	238.10
L-13	N 88°10'08" W	70.46
L-14	S 10°27'28" E	73.08
L-15	S 82°26'18" W	483.38
L-16	N 05°32'05" W	127.27
L-17	N 88°27'14" E	281.17
L-18	N 88°38'14" E	248.65

PROPOSED PARCEL  
CONTAINING 131.79 ACRES, MORE OR LESS

CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C-1	4483.68	198.80	198.79	N 08°12'50" E	02°31'35"
C-2				INTENTIONALLY OMITTED	
C-3	1212.05	458.75	458.88	N 78°20'30" W	22°19'38"
C-4	2270.85	281.29	281.11	N 88°38'28" W	7°05'31"
C-5	382.45	127.14	128.48	N 73°18'28" W	20°02'38"
C-6	224.12	236.27	232.54	S 78°37'37" W	85°30'55"
C-7	1008.44	125.51	125.43	S 19°43'28" W	7°07'52"
C-8	50.00	87.78	82.71	S 54°29'41" W	77°40'32"
C-9	1884.73	238.75	238.58	S 89°45'28" W	8°08'38"
C-10	970.00	203.45	205.10	S 88°30'24" W	12°18'15"
C-11	1005.54	380.18	358.24	S 87°01'46" W	20°31'19"
C-12	1450.85	441.92	440.22	S 12°31'55" E	17°27'03"
C-13	1104.11	214.88	214.82	S 10°43'03" E	11°08'18"
C-14	2881.89	524.83	523.81	S 88°18'52" E	10°25'48"
C-15	5785.27	228.59	228.55	N 87°35'42" E	2°18'54"



LINE TABLE		
LINE	BEARING	DISTANCE
L-1	N 18°35'51" E	52.18'
L-2	N 81°34'02" E	77.63'

**POINT OF COMMENCEMENT**  
NE CORNER OF SECTION 2, TOWNSHIP  
28 SOUTH, RANGE 23 EAST

NORTH LINE OF THE NW 1/4 OF SECTION 1

S 01°51'30" E 310.25'

N 88°48'33" E  
100.95'

**NORTH LINE OF THE NE 1/4 OF SECTION 2**

**STATE ROAD 520 (POLK COUNTY PARKWAY)**

**SOUTH FRONTAGE ROAD**



5

BEARINGS BASED ON THE NORTH LINE OF SECTION 1,  
TOWNSHIP 29 SOUTH, RANGE 23 EAST, POLK COUNTY,  
FLORIDA, BEING NORTH 88°48'33" EAST, PER FLORIDA  
DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP,  
SECTION NUMBER 97160-2308.

DESCRIPTION SKETCH  
SCALE 1" = 200'

S 01°59'19" E 644.68'  
EAST LINE OF THE NE 1/4 OF SECTION 2

NE 1/4 OF SECTION 2,  
TOWNSHIP 20 SOUTH RANGE 23 EAST

**PROPOSED PARCEL  
CONTAINING 10.14 ACRES  
MORE OR LESS**

2 88°00' 41" W 773.34'

EASTERLY RIGHT-OF-WAY  
LINE OF HARDEN BOULEVARD  
- PER FLORIDA DEPARTMENT  
OF TRANSPORTATION RIGHT-  
OF-WAY MAP SECTION  
NUMBER 97160-2308

N 09°28'01" E 568.48  
HARDEN BOULEVARD

Robert F. Du Bois, P.L.S.  
Florida Registration #5283  
CHASTAIN-SKILLMAN, INC.  
Certificate Number LB 262  
4705 Old Highway 37  
Lakeland, Florida 33813  
(863) 646-1402

Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.

CHASTAIN-SKILLMAN, INC. - 4705 OLD HIGHWAY 37  
LAKELAND, FLORIDA 33813 - (863) 646-1402 - LB #262

ASL 6673.55-A1

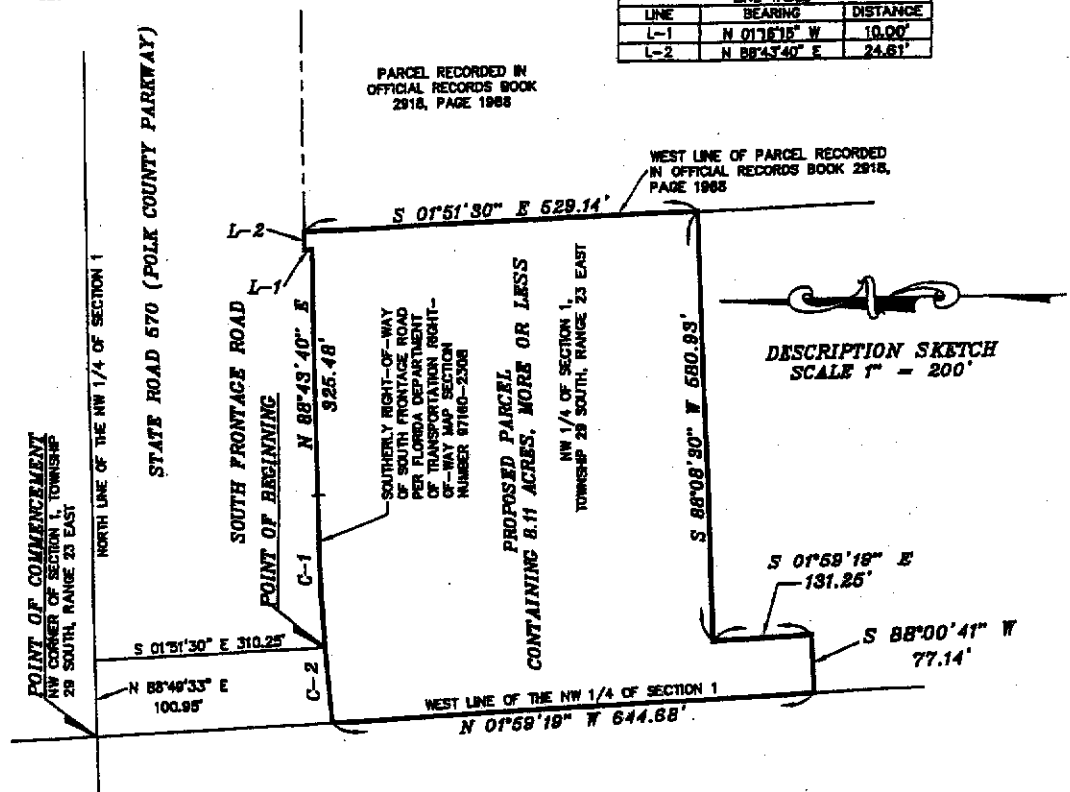
# SURVEYOR'S NOTES:

THIS IS NOT A BOUNDARY SURVEY

BEARINGS BASED ON THE NORTH LINE OF SECTION 1,  
TOWNSHIP 29 SOUTH, RANGE 23 EAST, POLK COUNTY,  
FLORIDA, BEING NORTH 88°49'33" EAST, PER FLORIDA  
DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP,  
SECTION NUMBER 97180-2308.

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C-1	3784.83	208.89	208.87	N 87°08'47" E	3°09'45"
C-2	3784.83	100.40	100.39	N 84°45'19" E	1°31'11"

LINE TABLE		
LINE	BEARING	DISTANCE
L-1	N 01°51'30" W	10.00'
L-2	N 88°43'40" E	24.61'



## DESCRIPTION: (PROPOSED PARCEL)

A parcel of land being a portion the Northwest 1/4 of Section 1, Township 29 South, Range 23 East, Polk County, Florida, being described as follows:

Commence at the northwest corner of Section 1, Township 29 South, Range 23 East; thence North 88°49'33" East, along the north line of said Northwest 1/4 of Section 1, a distance of 100.95 feet; thence South 01°51'30" East, 310.25 feet to the southerly right-of-way line of South Frontage Road as shown on the Florida Department of Transportation right-of-way map for State Road 570 (Polk County Parkway), Section Number 97180-2308 and the Point of Beginning, said point being on the arc of a non-tangent curve to the right having a radius of 3784.83 feet, a central angle of 03°09'45", a chord bearing of North 87°08'47" East, and a chord distance of 208.87 feet; thence along said southerly right-of-way line for the following four (4) courses: (1) thence easterly along the arc of said curve, 208.90 feet to the Point of Tangency; (2) thence North 88°43'40" East, 325.48 feet; (3) thence North 01°18'15" West, 10.00 feet; (4) thence North 88°43'40" East, 24.61 feet to the westerly line of a parcel described in Official Records Book 2918, Page 1988, Public Records of Polk County, Florida; thence South 01°51'30" East, along said westerly line, 529.14 feet; thence South 88°08'30" West, leaving said west line, 580.93 feet; thence South 01°59'18" East, 131.25 feet; thence South 88°00'41" West, 77.14 feet to the west line of said Northwest 1/4 of Section 1; thence North 01°59'18" West, along said west line, 644.68 feet to a point on the aforesaid southerly right-of-way line of South Frontage Road, said point being on the arc of a curve to the right having a radius of 3784.83 feet, a central angle of 03°09'45", a chord bearing of North 84°45'19" East, and a chord distance of 100.39 feet; thence easterly along the arc of said curve and said southerly right-of-way line, 100.40 feet to the Point of Beginning. Said parcel containing 18.11 acres, more or less.

## CERTIFICATION:

I hereby certify that this drawing correctly depicts the description shown hereon as prepared under my direction and this drawing was made in accordance with minimum technical standards adopted by the State of Florida Department of Business and Professional Regulation, Board of Professional Surveyors and Mappers, Chapter 51G17-8 of the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

## DATE:

July 10, 2003

*Robert F. Du Bois*  
Robert F. Du Bois, P.L.S.  
Florida Registration #5293  
CHASTAIN-SKILLMAN, INC.  
Certificate Number LB 262  
4705 Old Highway 37  
Lakeland, Florida 33813  
(863) 646-1402

This is not a survey.

Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.

PREPARED BY:

CHASTAIN-SKILLMAN, INC. - 4705 OLD HIGHWAY 37  
LAKELAND, FLORIDA 33813 - (863) 646-1402 - LB #262

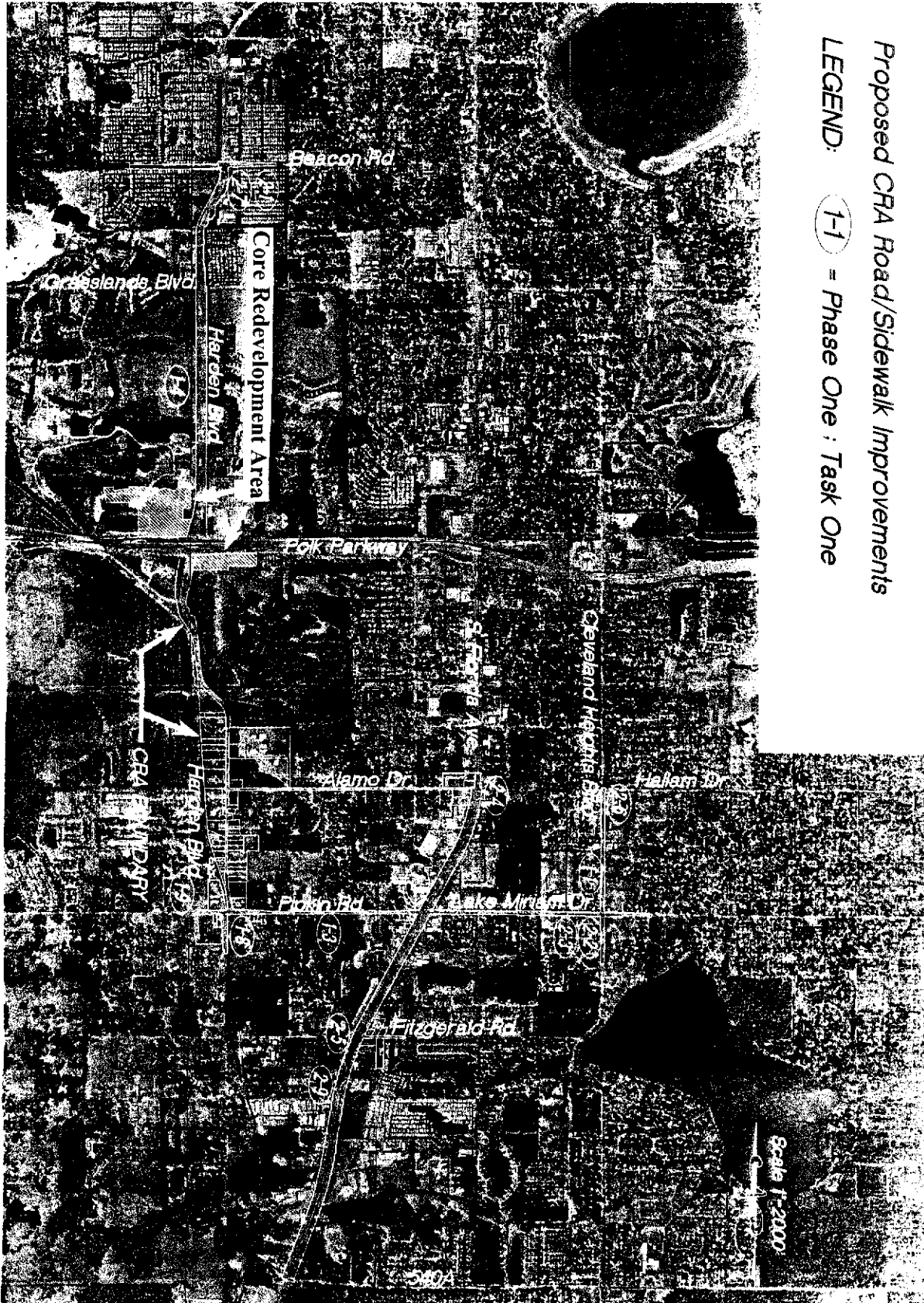
DRAWN BY: L. Seibert

FIELD BOOK: - PAGE: -

DATE:

ASL 5673.55-A

**Appendix B**  
**Harden/Parkway Redevelopment Area Map**



Proposed CRA Road/Sidewalk Improvements  
**LEGEND:** (1-1) = Phase One : Task One

**Appendix C**  
**Tax Increment Analysis and CRA Cash Flow Analysis**  
**(The numbers used in this analysis are estimated)**

**Note: 3% increase in value/year assumed.**

County/City Budget Ended	2004	2005	2006	2007	2008	2009	2010	2011
Tax Roll	2003	2004	2005	2006	2007	2008	2009	2010

## NORTHWEST CHINA DRYLAND DEVELOPMENT AREA

	0	\$1,000,000	\$35,000,000	\$35,000,000	\$35,000,000	\$36,950,000	\$37,431,500
LAKEBIDE VILLAGE	-	-	-	-	-	-	-
Rent	9157003	\$849,101	\$1,148,284	\$1,456,473	\$1,779,937	\$1,779,937	\$2,104,958
Land (Net of Base Year Value)	50	\$557,661	10,625,000	10,625,000	10,625,000	10,625,000	11,272,063
Office	50	50	10,925,000	10,925,000	10,925,000	10,925,000	\$50,500,518
Total Casco	\$9,157,003	\$2,357,061	\$46,474,101	\$46,774,284	\$48,770,087	\$48,770,087	

**VIETNAMESE RESIDENTIAL**

	0	25	50	75	100
VILLAGE RESIDENTIAL					
Number of Units		0	\$175,000	\$180,250	\$191,227
Value/Unit		\$0	\$2,375,000	\$3,024,313	\$24,920,505
Extension		\$2,357,061	\$50,849,101	\$55,766,784	\$61,007,786
SUBTOTAL NW QUADRANT	\$9,157,093	\$274,710			\$75,129,023

**SOUTHEAST QUADRANT DEVELOPMENT AREA**

SOUTHEAST QUADRANT DEVELOPMENT AREA			
	\$0	\$0,000,000	\$0,270,000
Hotel Value			\$9,548,100
	\$0	\$0,000,000	\$0,548,100
Restaurant Value			\$1,908,620
	\$1,800,000	\$1,854,000	\$1,908,620
	\$0	\$0	\$10,000,000
	\$0	\$10,854,000	\$21,179,620
	\$0	\$1,800,000	\$22,489,459
SUBTOTAL SE QUADRANT			\$23,143,543
			\$21,815,000
			\$10,809,000
			\$10,809,000
			\$2,025,916
			\$1,906,809
			\$0,834,543
			\$0,296,373
			\$10,129,270

## TOTAL OF NW AND SW QUADRANTS (NOTE 1)

	\$0,137,003	\$81,703,101	\$5,856,390	\$23,306,104
TOTAL OF NW AND SW QUADRANTS (note 1)	\$0,137,003	\$81,703,101	\$5,856,390	\$23,306,104
Available Capacity After Bond Findings		\$274,710	\$74,944,404	\$29,600,873

## Annual Property Value Taxable Value

	Funding Year	Funding Year
Ad Valorem Property Taxes	7,7270	
County General Fund	2,9950	
City General Fund	0,4890	

**LAMITD**  
**Total Ad Valorem Tax Rates**

Low and Medium Risk Rates			
Incremental Taxable Value at Statutory Percentage	95%	\$73,118,004	\$26,111,000
ESTIMATED AVAILABLE ANNUAL TAX INCREMENT	10.465%	\$819,654	\$315,234
w/ 25% Coverage (Funds Available for Debt Service)	25%	\$814,740	\$306,426

100

Accum cash interm yrs ad valorem	\$1,662,700
Net Bonding Proceeds Available for Construction	\$4,895,294
Total Construction Funds Available	\$2,073,036
Debt Service Reserve - Allowance	\$5,449,609
Debt Service Reserve - Allowance	\$336,428
Debt Service Reserve - Allowance	\$614,740
Debt Service Reserve - Allowance	\$262,993
Debt Service Reserve - Allowance	\$653,620

**Capitalized Interest - Allowance**

Cost Of Issuance - Allowance	\$110,714	\$42,300
Underwriters Fees - Allowance	\$6,512,597	\$2,504,699
<b>Par Amount of Bonds</b>		

## CPA CASHFLOW ANALYSIS

**CRA CASE**  
**COLLECT\***

SOURCES:					
95% Tax Increment	\$2,926	\$44,277	\$657,107	\$819,854	\$882,021
Impact Fee Prepayment Loan	\$275,000	\$1,053,892			
Bond Issuance Net Proceeds 2005					
Bond Issuance Net Proceeds 2009		\$4,803,294			
					\$1,046,355
					\$982,319
					\$1,042,700

**0-4 C-4500 Beacon**

Debt Service Reserve	\$277,926	\$8,548,203	\$657,107	\$819,854	\$802,021
<b>TOTAL SOURCES</b>					

## 1. Introduction

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NET 11/11/10; 3019CEB110ES)

NET ANNUAL SOURCES(US\$)	1979	1980	1981
100,000	184,995	740,917	100,000

### CLIMULATIVE SOURCE8/HUSES)

COMMUNITY DEVELOPMENT

Note: 3% increase in value/year assumed.

County/City Budget Ended Tax Ref	2012 2011	2013 2012	2014 2013	2015 2014	2016 2015	2017 2016	2018 2017	2019 2018
<b>NORTHWEST QUADRANT DEVELOPMENT AREA</b>								
<b>LAKESIDE VILLAGE</b>								
Retail	38,245,445	39,392,808	40,574,503	41,791,830	43,045,585	44,339,953	45,667,081	47,037,073
Land (Net of Base Year Value)	\$2,442,814	\$2,790,806	\$3,140,243	\$3,516,431	\$3,906,094	\$4,290,364	\$4,683,780	\$5,109,509
Office	11,810,224	11,858,831	12,317,287	12,888,008	13,687,410	14,539,432	15,453,215	16,438,112
Total Costs	\$52,298,484	\$54,142,148	\$58,041,123	\$67,997,067	\$60,011,869	\$62,066,749	\$64,224,062	\$68,425,494
<b>VILLAGE RESIDENTIAL</b>								
Number of Units	150	175	200	225	225			
Value/Unit	\$302,673	\$308,959	\$215,228	\$221,665	\$228,333			
Extension	\$30,400,944	\$53,567,852	\$43,045,585	\$49,878,072	\$51,375,444			
SUBTOTAL NW QUADRANT	\$82,728,428	\$80,710,000	\$99,086,708	\$107,876,139	\$111,387,133	\$52,818,707	\$54,504,208	\$58,139,335
						\$115,003,457	\$110,728,271	\$122,504,029
<b>SOUTHEAST QUADRANT DEVELOPMENT AREA</b>								
<b>Hotel Value</b>	\$10,433,487	\$10,746,471	\$11,068,865	\$11,400,931	\$11,742,959	\$12,085,247	\$12,456,105	\$12,831,848
<b>Restaurant Value</b>	\$2,149,284	\$2,213,773	\$2,280,186	\$2,348,592	\$2,418,049	\$2,491,621	\$2,566,370	\$2,643,391
<b>Office (70,000 SF)</b>	\$11,255,088	\$11,592,741	\$11,840,523	\$12,208,738	\$12,697,701	\$13,047,732	\$13,430,154	\$13,852,338
SUBTOTAL SE QUADRANT	\$23,837,859	\$24,552,984	\$25,289,574	\$26,048,261	\$26,828,709	\$27,634,600	\$28,463,839	\$29,317,547
TOTAL OF NW AND SW QUADRANTS (Note 1)	\$106,567,277	\$115,262,984	\$124,376,282	\$133,924,400	\$138,216,842	\$142,638,057	\$147,191,909	\$151,662,378
Available Capacity After Bond Findings	\$29,600,873	\$8,688,707	\$17,809,005	\$27,357,123	\$31,648,585	\$36,070,780	\$40,824,832	\$45,315,089
<b>Annual Property Value Taxable Value</b>								
Ad Valorem Tax Rates								
County General Fund								
City General Fund								
LAMTD								
Total Ad Valorem Tax Rates								
Incremental Taxable Value at Statutory Percentage								
ESTIMATED AVAILABLE ANNUAL TAX INCREMENT								
w/ 25% Coverage (Funds Available for Debt Service)								
Accum cash interim yrs ad valorem								
Net Bonding Proceeds Available for Construction								
Total Construction Funds Available								
Debt Service Reserve - Allowance								
Capitalized Interest - Allowance								
Cost Of Insurance - Allowance								
Underwriters Fees - Allowance								
Par Amount of Bonds								
<b>CRA CASHFLOW ANALYSIS</b>								
<b>SOURCES:</b>								
95% Tax Increment	\$1,134,888	\$1,227,483	\$1,324,545	\$1,426,228	\$1,471,940	\$1,519,024	\$1,567,520	\$1,617,471
Impact Fee Prepayment Loan								
Bond Insurance Net Proceeds 2005								
Bond Insurance Net Proceeds 2009								
Debt Service Reserve								
<b>TOTAL SOURCES</b>	\$1,134,888	\$1,227,483	\$1,324,545	\$1,426,228	\$1,471,940	\$1,519,024	\$1,567,520	\$1,617,471
<b>USES:</b>								
Debt Service - 2005 Series	\$814,740	\$814,740	\$814,740	\$814,740	\$814,740	\$814,740	\$0	\$0
Debt Service - 2009 Series	\$236,428	\$236,428	\$236,428	\$236,428	\$236,428	\$236,428	\$236,428	\$236,428
2005 Series Prepayments	\$273,423	\$365,718	\$462,451	\$563,807	\$669,181	\$770,205	\$876,168	\$982,168
2009 Series Prepayments								
Design, Permitting & Construction								
Impact Fee Prepayment Loan Repayment								
CRA Administrative Costs - Allowance								
<b>TOTAL USES</b>	\$1,324,589	\$1,427,886	\$1,749,619	\$2,178,076	\$2,753,350	\$3,481,373	\$4,382,726	\$5,442,894
NET ANNUAL SOURCES(USES)	(190,701)	(200,403)	(425,074)	(751,848)	(1,281,410)	(1,962,349)	(2,815,206)	(3,825,423)
CUMULATIVE SOURCES(USES)	(190,701)	(391,104)	(816,178)	(1,568,026)	(2,849,436)	(4,811,785)	(7,626,991)	(11,452,414)

**Appendix D**  
**Harden/Parkway CRA Capital Improvements Program**  
**(Transportation Improvements)**  
**(All costs and years are approximate)**



**Summary of Estimated Transportation Related Improvement Costs**

No.	WORK ACTIVITY	Estimated Cost	Jurisdiction	Proposed Cons Year
<b>Phase One</b>				
1	EB Right Turn lane Lake Miriam Dr at 37A (Cleveland Hts)	\$ 186,011	County	2005
2	Sidewalk on Florida Ave (West side only, Alamo South to Pipkin)	\$ 281,638	FDOT	2006
3	Pipkin/Miriam Sidewalk from Harden to 37A (total of 1.5 miles)	\$ 523,897	County	2006
4	Harden Sidewalk (both sides from the Polk Parkway North (...Frontage Road north to where the sidewalk system begins.)	\$ 484,834	FDOT	2006
5	Bus Shelters-4	\$ 60,000	LAMTD	2005
6	New buses-1 @\$250,000	\$ 250,000	LAMTD	2004
7	Bus Operational Cost \$134,000/yr, 3 at 1/2 cost, + 1 at full cost	\$ 335,000	LAMTD	2005-2008
8	Align Harden-Pipkin Intersection (Extra cost over County budget)	\$ 1,100,000	County	2005-2006
9	Harden 3 Laning from Pipkin Road north to Alamo	\$ 1,722,990	County	2005-2006
<b>Total Phase 1</b>		<b>\$ 4,944,370</b>		
<b>Phase 2</b>				
1	Harden at Beacon Add WB left turn to get WB thru out of dbl left	\$ 172,000	City	2006
2	WB Right Turn lane 37A (Cleveland Hts) at Lake Miriam Dr	\$ 240,417	City	2008
3	NB Right Turn lane 37A (Cleveland Hts) at Lake Miriam Dr	\$ 165,892	County	2005
4	Alamo Drive EB Left Turn Lane on at South Florida Ave.	\$ 374,512	City	2008
5	Fitzgerald Road WB left Turn Lane at South Florida Ave.	\$ 246,775	County	2008
6	37A (Cleveland Hts) at Hallam NB Right Turn lane	\$ 133,591	County	2007
7	Harden at Beacon Add EB left turn (to avoid split phase)	\$ 100,000	City	2007
8A	Full bus route for 2 years	\$ 268,000	LAMTD	2009-2010
8B	Bus Shelters 7 @\$15,000 each	\$ 105,000	LAMTD	2009
9	Fla Ave Sidewalk -- one side only Pipkin south to 540A-1.25 mi	\$ 520,000	FDOT	2009
<b>Total Phase 2</b>		<b>\$ 2,326,187</b>		
<b>Total Phase 1 and 2</b>		<b>\$ 7,270,557</b>		

**A. Phase I**

1. Install East Bound Right Turn Lane Lake Miriam Drive @ 37 A (Cleveland Heights)  
(Funding for County Road Project.)

	<b>Approximate CRA Cost</b>	<b>Approximate Year</b>
Preliminary Design & Final Engineering	\$25,000	2004
Permitting & Construction	<u>\$161,011</u>	2005
Total	\$186,011	

2. Align Harden Blvd - Pipkin Intersection  
(Partial funding for County Road project that is budgeted, but with insufficient funds.)

Engineering	\$100,000	2004
Rights of Way		2005
Permitting & Construction	<u>\$1,000,000</u>	2006
Total	\$1,100,000	

3. Install Sidewalk on West Side of Florida Avenue (Alamo to Pipkin)  
(Funding for FDOT project.)

Engineering	\$25,000	2006
Permitting & Construction	<u>\$256,638</u>	2007
Total	\$281,638	

4. Install Sidewalk on Pipkin/Miriam (Harden Blvd to 37A) for 1.5 Miles  
(Funding for County Project)

Engineering	\$45,000	2006
Permitting & Construction	<u>\$478,897</u>	2006
Total	\$532,897	

5. Install Sidewalks on both sides of Harden Blvd (from the Polk Parkway North Frontage Road  
north to where the sidewalk system begins)  
(Funding for FDOT Project)

Engineering	\$30,000	2006
Permitting & Construction	<u>\$454,834</u>	2006
Total	\$484,834	

6. Install Four (4) Bus Shelters  
(Funding for LAMTD Project)

Permitting & Construction	<u>\$60,000</u>	2005
Total	\$60,000	

7. Bus Route Operations: Three (3) Years @ 50% Cost plus 1 year at full cost  
(Funding for LAMTD Operations)

1 <sup>st</sup> Year	\$67,000	2006
2 <sup>nd</sup> Year	\$67,000	2007
3 <sup>rd</sup> Year	\$67,000	2008
4 <sup>th</sup> Year	<u>\$134,000</u>	2009
Total	\$335,000	

8. Purchase of New Bus  
(Funding for LAMTD Capital Expenditure)

Purchase	<u>\$250,000</u>	2004
Total	\$250,000	

9. Three (3) lane of Harden Blvd from Pipkin to Alamo  
(Funding for County road Project)

Preliminary Design & Final Engineering	\$300,000	2004
Rights of Way	\$600,000	2005
Permitting & Construction	<u>\$822,990</u>	2005
Total	\$1,722,990	

**Total Estimated Cost for Phase I CIP 1 – 9** **\$4,944,370**

**B. Phase II**

1. Install West Bound Left Turn Lane on Harden Blvd @ Beacon (allows for WB through Lane)  
(Funding for City Project)

Preliminary Design & Final Engineering	\$20,000	2006
Permitting & Construction	<u>\$152,000</u>	2006
Total	\$172,000	

2. Install West Bound Right Turn Lane on 37A (Cleveland Heights) @ Lake Miriam Drive.  
(Funding for City Project)

Preliminary Design & Final Engineering	\$25,000	2008
Permitting & Construction	<u>\$215,417</u>	2008
Total	\$240,417	

3. Install North Bound Right Turn Lane on 37A @ Lake Miriam Drive.  
(Funding for County Project)

Preliminary Design & Final Engineering	\$25,000	2005
Permitting & Construction	<u>\$140,892</u>	2005
Total	\$165,892	

4. Install East Bound Left Turn Lane on Alamo Drive @ South Florida Avenue.  
(Funding for City Project)

Preliminary Design & Final Engineering	\$40,000	2008
Rights of Way	\$20,000	2008
Permitting & Construction	<u>\$314,512</u>	2008
Total	\$374,512	

5. Install West Bound Right Turn Lane on Fitzgerald Road @ South Florida Avenue.  
(Funding for County Project)

Preliminary Design & Final Engineering	\$25,000	2008
Permitting & Construction	<u>\$221,775</u>	2008
Total	\$246,775	

6. Install North bound Right Turn Lane on 37A (Cleveland Heights) @ Hallam.  
(Funding for County Project)

Preliminary Design & Final Engineering	\$22,000	2007
Permitting & Construction	<u>\$111,591</u>	2007
Total	\$133,591	

7. Bus Route Operations: Two (2) Years @ 100% Cost.  
(Funding for LAMTD Operations)

1 <sup>st</sup> Year	\$134,000	2009
2 <sup>nd</sup> Year	<u>\$134,000</u>	2010
Total	\$268,000	

8. Install East Bound Left Turn Lane on Harden Blvd @ Beacon.  
(Funding for City Project)

Preliminary Design & Final Engineering	\$15,000	2007
Permitting & Construction	<u>\$85,000</u>	2007
Total	\$100,000	

9. Install Sidewalk on one side of Florida Avenue from Pipkin Road to 540A  
(Funding for FDOT Project)

Preliminary Design & Final Engineering	\$40,000	2009
Permitting & Construction	<u>\$480,000</u>	2009
Total	\$520,000	

Seven (7) Bus Shelters \$105,000

**Total Estimated Cost for Phase II CIP: 1 – 9 \$2,326,187.00**

**Total Estimated Cost for Phase I and II Transportation Improvements: \$7,270,557.00**

STATE OF FLORIDA, )

COUNTY OF POLK. )

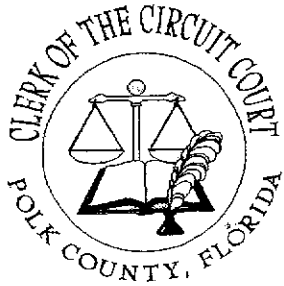
I, Richard M. Weiss, Clerk of the Board of County Commissioners of Polk County, Florida, hereby certify that the foregoing is a true and correct copy of Ordinance No. 04-11, Ordinance creates the Harden/Parkway Community Redevelopment Area Plan, which was adopted by the said Board on March 3, 2004.

WITNESS my hand and official seal of said Board this 5th day of March, 2004.

Richard M. Weiss  
Clerk of Circuit Court

(SEAL)

By Martha H. Crews  
Martha H. Crews  
Deputy Clerk



## Richard M. Weiss

Clerk of the Circuit  
Court and County  
Court

County Recorder

Clerk, Auditor and  
Accountant to the  
Polk County Board  
of County Commissioners

Finance & Accounting to the  
Board of County Commissioners  
330 West Church Street  
P.O. Box 988  
Bartow, FL 33831-0988

Ph. (863) 534-7667  
Fax (863) 534-6037

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Clerk of the Circuit Court is  
to function as a team  
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customers by

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accurate records
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understanding and  
compassionate manner,  
and
- ~ providing services with  
competence,  
professionalism, and  
courtesy

in compliance with laws,  
rules and regulations.

March 5, 2004

Mrs. Liz Cloud  
Program Administrator  
Bureau of Administrative Code  
Florida Department of State  
The Collins Building  
107 W. Gaines Street, Suite L43  
Tallahassee, Florida 32399-0250

Dear Mrs. Cloud:

Enclosed are certified copies of the following ordinances that were adopted by the Polk County Board of County Commissioners in regular session on March 3, 2004:

Ordinance No. 04-09 - Ordinance adopts Land Development Code Amendment LDC-04T-05

Ordinance No. 04-10 - Ordinance adopts Land Development Code Amendment LDC-04D-03

Ordinance No. 04-11 - Ordinance creates Harden/Parkway Community Redevelopment Area Plan

Ordinance No. 04-12 - Ordinance creates Harden/Parkway Community Redevelopment Trust Fund

Please direct the official notification letter as follows, when the ordinance has been filed in your office:

Mrs. Martha H. Crews, Deputy Clerk  
Clerk to the Board  
P. O. Box 988  
Bartow, Florida 33831-0988

With kind regards, we are

Yours very truly,

RICHARD M. WEISS  
CLERK AND AUDITOR

By *Martha H. Crews*  
Martha H. Crews  
Deputy Clerk

mc  
Enclosures

P. S. In the future, we request that your office not fax notice to our office, when the ordinances have been filed with the State. Thank you for your continued assistance.



FLORIDA DEPARTMENT OF STATE  
**Glenda E. Hood**  
Secretary of State  
DIVISION OF LIBRARY AND INFORMATION SERVICES

**RECEIVED**

3/11/04  
Clerk Of The Board

*M. Crews*

March 8, 2004

Mrs. Martha H. Crews  
Deputy Clerk  
Polk County  
Post Office Box 988  
Bartow, Florida 33831-0988

Dear Mrs. Crews:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your letter dated March 5, 2004 and certified copies of Polk County Ordinance Nos. 04-09 through 04-12, which were filed in this office on March 8, 2004.

As requested, a copy of this letter has been faxed to (863)534-5951.

Sincerely,

Liz Cloud  
Program Administrator

LC/mp