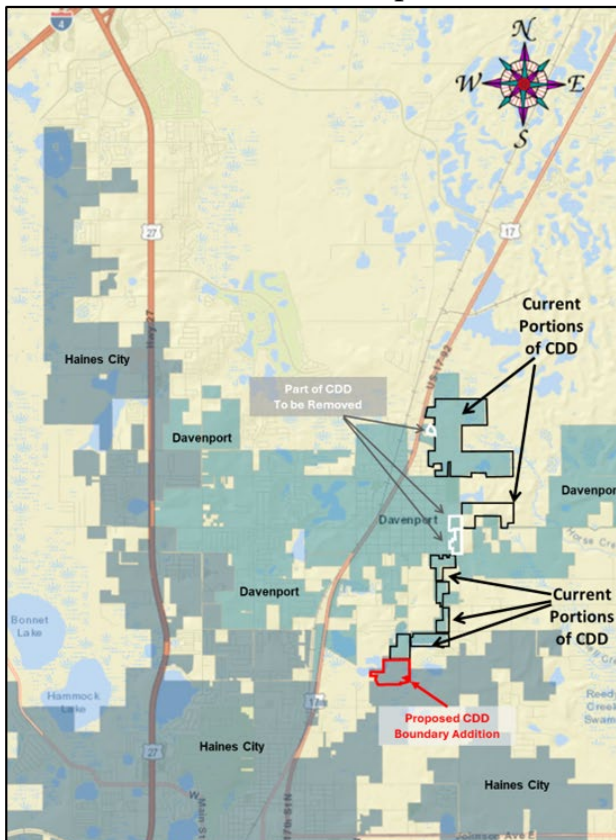


POLK COUNTY DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

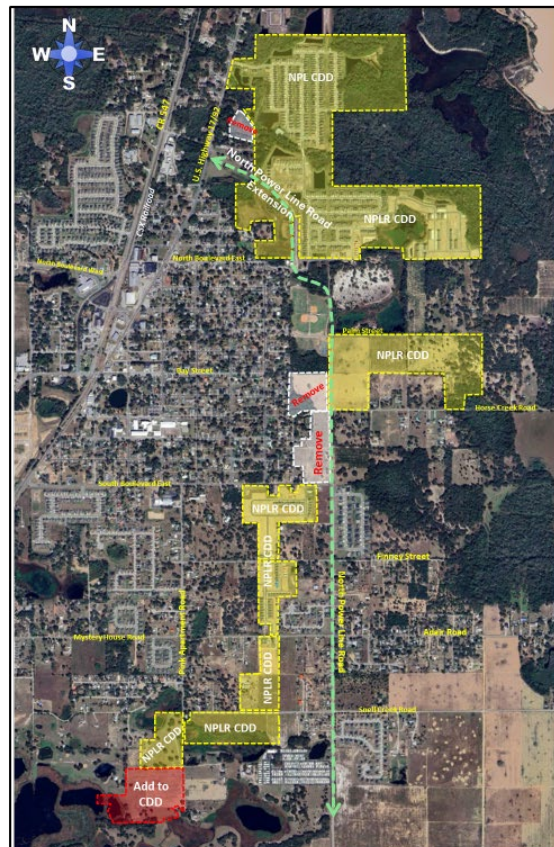
DRC Date: February 20, 2025	Level of Review: 4
PC Date: N/A	Type: Community Development District
BoCC Date: May 6, 2025	Case Numbers: LDCDD-2025-1
Applicant: Roy Van Wyk, Esq. Counsel for the District	Case Name: N. Power Line Road CDD 4 th Expansion
	Case Planner: Erik Peterson, AICP

Request:	The request is to adopt an ordinance expanding an existing Community Development District (CDD) and describing the external boundaries of the district; describing the functions and powers of the district; designating the initial members of the district's Board of Supervisors; providing a severability clause; and providing an effective date. This revised plan adds 45 residential lots and adds 43.35 acres and removes approximately 26.526 acres to the CDD for a total of 1,913 lots and 446.85 acres.
Location:	The additional land is located east of U.S. Highway 17/92, south of Mystery House Road, north of Baker Dairy Road near Power Line Road, within city limits of Haines City, in Section 15, Township 27, Range 27.
Property Owner:	Multiple (See Exhibit 8)
Parcel Size:	Increase from ±429.26 acres to ±446.85 acres
Development Area:	Urban Growth Area (UGA), Suburban Development Area (SDA)
Land Use Designation:	RMX and RSX, North Ridge Selected Area Plan
Nearest Municipality:	Davenport and Haines City (abutting and including)
DRC Recommendation:	Approval

Location Map



2024 Aerial Photo



Summary:

The applicant is proposing another expansion to their Community Development District (CDD) approved by the Board through the adoption of Ordinance 18-036 on June 5, 2018 (case# CDD 18-03). The original CDD encompassed approximately 190.56 acres of which ± 68.33 acres were located in the City of Davenport and the remainder ± 122.24 were in the unincorporated area and included 514 future properties. On June 16, 2020, the Board added an additional ± 5.39 acres of land and a new access point into the CDD boundary as well as an increase in future properties from 514 to 567. On December 2, 2020, the CDD boundary was expanded to 271.46 acres and the unit count was increased to 878. This modification includes an additional ± 157.8 acres (± 60.88 in city, ± 96.92 unincorporated) and an additional 990 future properties. This modification will remove approximately 26.21 acres and add 43.35 acres and 45 more units. This will bring the total size of the district to approximately ± 446.85 acres and 1,913 total properties. Today, the CDD has over 1,000 developed and occupied parcels. All but ± 47 acres of the CDD are located in the city of Davenport. Staff find this expansion is consistent with 190.005 F.S. and the Comprehensive Plans of Polk County, Haines City, and the City of Davenport.

Haines City approved a resolution on March 25, 2025, consenting to the amendment within the city's jurisdiction. The City of Davenport approved a resolution consenting to the parts of the amendment in their jurisdiction on April 7, 2025. Davenport is the primary water and wastewater utility provider to the district. Their service area extends to Snell Creek Road. Therefore, Davenport will likely serve the property addition within Haines City since Snell Creek Road is the primary access point for the property.

A CDD is a local, special-purpose government framework authorized by the Florida Statutes as an alternative to municipal incorporation for managing and financing infrastructure required to support development of a community. Polk County staff have analyzed this request for consistency with both the Comprehensive Plan and Land Development Code. The results of this analysis are included in this report. The County Surveyor has confirmed that the legal description submitted for amendment to Ordinance 18-036 as amended by Ordinances 20-028, 20-046, 22-01, and 22-08, are true and accurate.

The applicant estimates the proposed CDD will accommodate a development of 1,913 lots or dwelling units. The gross density will average out within the district to be just over four dwelling units per acre. There are and will continue to be a mix of densities and intensities throughout the project with varying lot sizes and possibly some attached units because the many properties within it are bifurcated by collector roads. The Future Land Use Map districts in both the County and cities support the development intensity proposed (see Exhibits 4&5). There have also been a lot of infrastructure investments to the area that provide better conditions for development such as roadway and intersection improvements, water line upgrades, and wastewater extension for the properties.

The County Engineer's Office has reviewed the applicant's probable cost estimates for the infrastructure but cannot confirm the accuracy of the cost estimates. Cost per unit has increased since the original plan because this one includes funding for the North Powerline Road extension as well as some other potential necessary offsite improvements. The original petition's cost per unit was \$27,660. The cost estimate with the first amendment was \$25,620 per unit. The second amendment came to \$24,723 per unit and the third reached \$30,435. This amendment will increase the cost per unit to approximately \$31,684 per unit. For a breakdown of the cost estimates, see Exhibit 5. The number of potential units is more than double that of the current CDD which will spread these costs over more properties.

Many of the properties within the original and past amended portions of the CDD were approved in the city of Davenport and are either built, begun construction, or are undergoing plan review. The properties proposed in this expansion of the district have not received full development approval and conceptual plans have not been provided as of this date. However, the potential densities permissible on the land included are in line with the property count proposed in the petition.

The Board of County Commissioners is required pursuant to Section 190.005, F.S., to consider each of the following items when approving or expanding a CDD. By granting approval of the request, the Board finds in the **affirmative for items (1), (3), (4), and (6)**, and must find in the negative for items **(2), and (5) for the CDD**.

Statutory Requirements for Board Findings of Fact

1. Whether all statements contained within the petition have been found to be true and correct.

Yes, staff finds that all statements made by the applicant within the submitted petition are correct provided with the information known at this time. The Engineer's Cost Estimate cannot be completely validated by staff because there are not enough specific details known about the conceptual development plan proposed for the properties at this time. However, with over 1,000 units constructed and occupied, the applicant should have enough data to know what the most realistic cost estimates will be for the remaining portions. With a total of 1,913 units, the estimated cost of debt service that the CDD may fund over its buildout timeframe is \$60,611,293, according to the applicant. This equates to roughly \$31,684 per unit and distributes estimated infrastructure costs over more future properties than the previously approved CDD. The added lands are in areas where there are some environmental limitations such as wetlands, floodplains, and marginal soils; however, there is an ample number of upland acres to be developed. A comparison of original, amended, and proposed Engineer's Cost Estimates is provided in Exhibit 6 of this report.

As in most CDDs, the probable cost estimate includes items such as storm water management facilities, utilities (water, sewer, and street lighting), roads, entry features, parks, and amenities. This one also has an allocation for the Powerline Road Extension and other offsite roadway improvements. With the number of initial phases of the CDD built (over 50%), many of these estimated costs are becoming more accurate. This and inflation in the costs of construction explain the continual rise in average cost per unit.

2. Whether the establishment of the district is inconsistent with any applicable element or portion of the state comprehensive plan or of the effective local government comprehensive plan.

*No, the expansion and contraction of the district's properties **are consistent** with the State, Polk County, city of Davenport, and Haines City's Comprehensive Plans. An analysis in accordance with Section 2.102 of the Polk County Comprehensive Plan is included in this report. Staff have researched the city of Davenport and Haines City's Comprehensive Plans and found that the development parameters of the Residential Low (RL), Low Density Residential (LDR), and Residential Medium (RM) districts in the city are very similar to that in the Polk County Comprehensive Plan.*

3. Whether the area of land within the proposed district is of sufficient size, is sufficiently compact, and is sufficiently contiguous to be developable as one functional interrelated community.

Yes, the amendment to the district is of sufficient size (contraction of ± 26.21 acres and addition of ± 45.35 acres to reach total to ± 446.85 acres), is sufficiently compact, and is contiguous enough to be developed as one functional interrelated community. Most are contiguous properties with the exception of intervening rights-of-way (see Exhibit 2). A thorough analysis of the area and the proposed number of future properties (units) are included in this report.

4. Whether the district is the best alternative available for delivering community development services and facilities to the area that will be served by the district.

Yes, the proposed CDD is one alternative available for delivering its needed community development services and facilities without the potential burden to taxpayers outside of the CDD. Another alternative available is for the developer to pay for all infrastructure improvements up front. However, the CDD has several advantages that the alternatives do not; the CDD is similar to a corporation and if it possibly becomes bankrupt in the future, another developer can purchase the rights to the CDD and complete the development without significant costs to the County. This occurred once in an active CDD within the County. Through the implementation of the CDD the development continues to be a successful project today even though the original development company is no longer in operation. Another is that a CDD is eligible for tax free municipal bond funding that results in lower capital funding rates. This reduces the capital outlay that the developer would otherwise need to seek on the corporate funding market at higher rates. These savings can be shared with the buyer.

5. Whether the community development services and facilities of the district will be incompatible with the capacity and uses of existing local and regional community development services and facilities.

No, the proposed CDD will fund infrastructure improvements that ensure compatibility with capacity and uses of existing local and regional community development services and facilities in the area. This CDD will be a perpetual entity and funding source for operation and maintenance of the CDD infrastructure. Staff have given a preliminary review for concurrency with existing infrastructure and have found adequate capacities available to serve the remaining number of future properties (units) within the CDD for public safety, water, wastewater, transportation, drainage, educational facilities, and recreational facilities. There is also a portion of the Engineer's Cost Estimate, that identifies supporting the construction of the North Powerline Road extension.

6. Whether the area that will be served by the district is amenable to separate special-district government.

Yes, a private CDD Board is responsible for managing the financial and infrastructure needs of the District. The current Board members were established through the adoption of the original CDD ordinance. As their term sunsets, homeowners within the district are eligible to be elected to the CDD board through voting administered by the Supervisor of Elections. The members of the CDD are listed in Exhibit 7. Two of the members are current residents of the district now.

The Land Development Division, based on the staff report, finds that the proposed Petition **IS** consistent with Section 190.005, F.S.

The analysis to follow has been developed to address the Policies 2.102-A1 through 2.102-A15 of the Comprehensive Plan.

Surrounding Land Use Designations and Current Land Use Activity

The table to follow identifies the neighboring land use districts and notable development within close proximity to the expansion area. Previous reports have analyzed surrounding uses on the existing CDD boundary.

Table 1: Surrounding Uses

Northwest: Residential Suburban (RSX)	North: Residential Medium (RM) within the City of Davenport and within the CDD	Northeast: Residential Suburban (RSX) Leisure/Recreation (LRX) Davenport RV Park
West: Residential Suburban (RSX)	Expansion Properties: ±43.35 additional acres Low Density Residential (LDR-NR) in Haines City Wetlands, floodplains, former citrus grove, and small waterbodies	East: Residential Suburban (RSX) Leisure/Recreation (LRX) Davenport RV Park
Southwest: Residential Suburban (RSX) Low Density Residential (LDR-NR) in Haines City	South: Low Density Residential (LDR-NR) in Haines City	Southeast: Low Density Residential (LDR-NR) in Haines City

Source: Site Visit and Polk County GIS Data Viewer, City of Davenport (January - December 2021)

The CDD extends from the far north side of Davenport to Haines City. Most of the properties in the CDD either front or are near Powerline Road. Over 1,000 units of the estimated 1,913 total units have been developed. This expansion as well as the parcels being removed amount to a minor change in the overall size of the development. The properties included in the expansion are vacant lands, wetlands, floodplains, some former citrus groves, and small waterbodies. Most of the abutting development is single-family on acreage lots and a mobile home park.

Compatibility with the Surrounding Land Use

The request is compatible with all of the surrounding land uses. With recent water and wastewater line extensions, the request will be compatible with infrastructure. With the North Powerline Road Extension, the roadway network is adequate to support the future development within the expanded portions. There are nearby recreation facilities, public safety services are at an urban level, and the expansion properties are in adequate proximity to retail goods and services. There are few environmental limitations with the expanded properties. The infrastructure weaknesses are roadway and school capacity. However, there are new roadway facilities and schools planned to ease this limitation. The North Powerline Road extension, proportionately funded through the CDD, will connect the expansion as well as the existing parts of the CDD to U.S. Highway 17/92 which will avoid sending traffic through historic sections of the city (see Exhibit 2).

A. Land Uses:

The request is compatible with all of the surrounding land uses because it is single-family next to nearby single-family. The resulting densities will be slightly higher than nearby existing residential development because they will be enabled by the new extensions of centralized sanitary sewer

services. Most existing residential properties nearby are 10,000 square feet and up. The development within the CDD is on lots of 6,000 square feet or less based on the approvals in the existing properties within the CDD.

B. Infrastructure:

There is adequate infrastructure and services in the area to meet the needs of the proposed CDD expansion. While there are some long-term elements that could be a concern such as roadway, wastewater, and school capacity, they should not limit the approval of the remaining undeveloped portions CDD including this additional 45 acres. Over 1,000 units have been developed and occupied within the CDD.

The site is located within an area that has a significant amount of urban infrastructure and services with ample capacity to serve it. The cities and County have invested in a lot of infrastructure upgrades in this area over the past twenty years. Davenport provides water and wastewater service to the CDD. The wastewater plant was recently expanded, and new lines have been extended into the areas near the CDD properties. Davenport is a member of the PRWC which ensures that adequate water capacity will be available as growth of the city continues into the future. School capacity will always be a struggle for the Polk County School Board to maintain in this rapidly growing area. Even with the new schools that have come online in the last few years, there is still the need for more schools to serve the growth in this area.

Nearest and Zoned Elementary, Middle, and High School

The properties included within the proposed CDD are zoned for Davenport Elementary or Eastside Elementary, Boone Middle School, and Ridge Community High School. However, only one of the zoned schools has adequate capacity. The Polk County School Board opened a new high school on County Road 547 in 2022 to address overcrowding. But that capacity has been consumed. The School Board is actively planning for new schools in the area. The student generation estimates for the CDD are in Table 2 and they assume typical residential habitation for single-family units. Also, over 1,000 units have been developed according to the 2025 CDD Budget.

Table 2

Name of School	Annual Estimated Demand for 1,913 Single-family units	% Capacity 2024-2025 School Year	Average driving distance from subject site
Davenport Elementary	375 students	98%	<2 miles driving distance
Eastside Elementary		84%	
Shelley Boone Middle School	180 students	112%	±5 miles driving distance
Ridge Community High School	253 students	111%	±2¼ miles driving distance

Source: Polk County School Board, Polk County Impact Fee Study, GIS

The School Board is actively planning for additional schools in the area with revenue available from collected school impact fees. At current rates, this development will generate \$21,280,212 in school impact fees.

Nearest Sheriff, Fire, and EMS Station

Public safety services are at urban levels in this area. Fire response to this project is from Davenport Fire Rescue Station # 1, located at 112 Palmetto Street West within the city limits of Davenport. The travel distance is 1.25 miles. Ambulance/EMS response to this project is from Polk County Fire Rescue Station 61 located at 901 Ledwith Avenue to the south in Haines City. The nearest Sheriff's substation is the Northeast Command Center on Dunson Road, 9.25 miles to the north. Average response times for these services are listed on Table 3.

Table 3

	Station Name and Location	Distance	Response Time*
Sheriff	Northeast District Command (1100 Dunson Road)	±9¼ miles	7 minutes
Fire	Davenport Station #1 (112 Palmetto Street West, Davenport)	±1¼ miles	4 minutes
EMS	Station 30 (901 Ledwith Avenue, Haines City)	±5 miles	8 minutes

Source: Polk County Sheriff's Office and Public Safety

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

The County has another Fire Rescue facility to the north on 17/92. This station responds to calls north of Power Line Road and U.S. Highway 17.

Water and Wastewater Demand and Capacity:

Water and wastewater services will be provided by the City of Davenport. Water and wastewater services were closer to the southern properties than the northern CDD boundary. Wastewater connections have been extended from South Boulevard and on Palm Street. The city has added capacity for both water and wastewater services. But the growth of the city has been so rapid over the past three years. At the current rate of growth, their potable water and wastewater treatment plants will need expansions in the near future to serve proposed developments such as these.

Table 4

Subject Property 429.26 +/- acres (105.8 RMX) (197.41 City RM) (116.24 City RL) (9.81 RSX)	Estimated Impact Analysis (Residential/Commercial)	
	<i>Existing Land Use</i> <i>The land use generation rates based on the use permitted by right without further Board of County Commissioners or Planning Commission approvals</i>	<i>Proposed CDD</i> <i>The land use generation rates based on the past development approvals within the area of the proposed CDD</i>
Permitted Intensity	RMX = 6 du/acre min. = 634 SF units City RM = 5 du/acre min. = 987 SF units City RL = 3 du/acre min. = 348 SF units RSX = 1 du/5 acre = 4 SF unit Total = 1,974 single-family dwellings RMX = 15 du/acre max. = 1,587 MF units City RM = 10 du/acre max. = 1,974 MF units City RL = 5 du/acre max. = 581 SF units RSX = 3 du/acre max. = 38 SF units Total = 4,180 single or multi-family dwellings	1,913 Single Family Lots
Potable Water Consumption	709,200 GPD min. 1,244,466 GPD max.	688,680 GPD
Wastewater Generation	531,900 GPD min. 805,680 GPD max.	516,510 GPD
<i>Source: Polk County Concurrency Manual; Assumptions: Single-family residential has a water consumption rate of 360 GPD per unit and a wastewater generation rate of 270 GPD per unit. Density Table 4.21 in LDC</i>		

The estimated volume of potable water in gallons per day (GPD) is 360 GPD per dwelling unit for single-family dwellings and 198 GPD for multifamily and townhome development. Multifamily development also uses less wastewater at 180 GPD versus 270 for single family dwellings. To develop the properties currently designated RSX will require Planning Commission approval to get above one dwelling per five acres and will require BoCC approval to extend the sewer line if the homes are to be connected to central sewer. However, as in the case of other RSX properties that were added to the CDD, the city will annex them and change their Future Land Use Map designations.

B. Available Capacity:

The applicant states that capacity is available for both potable and wastewater services from the city of Davenport. The water lines have been extended from west of U.S. Highway 17/92 and south and west of the northern properties and are provided by the city of Davenport. According to the Southwest Florida Water Management District in 2021, the city water system was permitted for a potable water capacity of 1,001,700 gallons per day. Davenport is a member of the Polk Regional Water Cooperative.

The city has one treatment plant located near the intersection of North Boulevard and Kingham Road. The plant was recently expanded from 525,000 gallons per day to 1,500,000 gallons per day of treatment. At full buildout this project will likely consume between one third and one fifth of the plant's total capacity.

C. Planned Improvements:

In the Engineer's cost estimate, there is \$8,312,360 estimated for offsite improvements. A master sanitary sewer lift station was included as one of the items in the earlier estimates for offsite improvements. To serve this project as well as others permitted and developing in the area, the city will need to expand the plant's capacity in the near future.

Roadways/ Transportation Network

Over one third of the CDD is built. This modification results in a 2.4% increase in the total number of units. The area is experiencing a few constrained roadways during the peak hour. Future planned improvements will help to alleviate some of them. This minor expansion will not have any significant impact on the area transportation facilities.

A. Estimated Demand:

A Major Traffic Study has been conducted for the earlier phases that are currently building out. Additional properties may not need to submit a major study because their unit counts per access points will be lower or they may modify the existing study. Individual properties that develop at 96 single-family units or less do not generate enough traffic to warrant a Major Traffic Study. This is not too much of a concern because, based on generalized data, there is more than adequate capacity to accommodate the estimated traffic impacts of the proposed development. Key to successfully developing this CDD without overburdening the roadway infrastructure is the connection of Powerline Road to U.S. Highway 17/92 on the north (*a.k.a. the North Powerline Road Extension*). Partial funding for the connection is included in the Engineer's Cost Estimate of the petition (see Exhibit 5).

Table 5

Subject Property 429.26 +/- acres (105.8 RMX) (197.41 City RM) (116.24 City RL) (9.81 RSX)	Estimated Impact Analysis (Residential/Commercial)	
	Existing Land Use <i>The land use generation rates based on the use permitted by right without and with Board of County Commissioners, City Council or Planning Commission approvals</i>	Proposed CDD <i>The land use generation rates based on the past development approvals within the area of the proposed CDD</i>
Permitted Intensity	RMX = 6 du/acre min. = 634 SF units City RM = 5 du/acre min. = 987 SF units City RL = 3 du/acre min. = 348 SF units RSX = 1 du/5 acre = 4 SF unit Total = 1,974 single-family dwellings RMX = 15 du/acre max. = 1,587 MF units City RM = 10 du/acre max. = 1,974 MF units City RL = 5 du/acre max. = 581 SF units RSX = 3 du/acre max. = 38 SF units Total = 4,180 single or multi-family dwellings	1,913 Single Family Lots
Average Annual Daily Trips (AADT)	15,386 AADT min. 25,455 AADT max.	14,941 AADT
PM Peak Hour Trips	1,970 PM Peak Hour Trips min. 2,463 PM Peak Hour Trips max.	1,913 PM Peak Hour Trips
Source: Institute of Transportation Engineers Manual/ Polk County TPO Staff; Assumptions: Single-family dwelling units generate 7.81 AADT per unit and 1.01 PM Peak hour Trips per unit, Multifamily generate 5.81 AADT and 0.52 at peak.		

The North Power Line Road Extension will divert most of the development traffic directly on U.S. Highway 17/92 or to the south to Johnson Avenue (CR 580). The expansion brings another 45 single-family units, this will place another 45 vehicles on the road during the PM Peak hour that typically occurs between 4:30 PM and 6:30 PM. During the peak hour (5-6 pm) 67% of the traffic associated with the proposed expansion will be entering the properties and the residual will be exiting. The additional properties will add only 15 more trips to area roadways during the peak hour, and have multiple routes to enter and exit through the City of Davenport to U.S. 17/92. The CDD properties appear to be building and densities below when both Polk County and Davenport have planned for the area.

B. Available Capacity:

U.S. Highway 17/92 south of the northern most project entrance has lost a lot of capacity over the last four years and is nearing limits of its level of service standard. From the existing CDD boundary northward there is still capacity. One purpose behind the North Powerline Road extension is to draw some of the Haines City and Poinciana traffic east of the City of Davenport from the more strained link on US 17/92 to the next link to the north that has more capacity. It will also divert much of the traffic associated with this expansion from going through local city streets and neighborhoods.

Table 6

Link #	Road Name	Current Level of Service (LOS)	Available PM Peak Hour Capacity	Minimum LOS Standard
8097N	Powerline Road/South Boulevard From: CR 580 (E. Johnson Ave) To: U.S. 17/92	C	539	E
8097S	Powerline Road/South Boulevard From: U.S. 17/92 To: CR 580 (E. Johnson Ave)	C	528	E
5021N	U.S. 17/92 From: CR 547 To: Osceola County line	C	99	D
5021S	U.S. 17/92 From: Osceola County line To: CR 547	C	129	D
5022N	U.S. 17/92 (17 th Street) From: CR 580 (E. Johnson Ave) To: CR 547	C	113	D
5022S	U.S. 17/92 (17 th Street) From: CR 547 To: CR 580 (E. Johnson Ave)	C	143	D
4059E	CR 580 (E. Johnson Ave) From: U.S. 17/92 To: Power Line Road	C	496	E
4059W	CR 580 (E. Johnson Ave) From: Power Line Road To: U.S. 17/92	C	480	E
4201E	CR 580 (E. Johnson Ave) From: Power Line Road To: Rhododendron Ave.	C	109	E
4201W	CR 580 (E. Johnson Ave) From: Rhododendron Ave. To: Power Line Road	C	88	E

Source: Polk County Transportation Planning Organization, Concurrency Roadway Network Database January 17, 2025

The expansion area is on the south end of the CDD where it will directly impact Powerline Road/South Boulevard which currently has the most capacity of the affected links. From there the trips will be less on the affected links.

C. Roadway Conditions:

Palm Street, Palmetto Street/Horseshoe Creek Road, Mystery House, and South Boulevard will bear the brunt of the traffic connecting to the expansion area if there is no North Powerline Road Extension. Table 7 to follow provides information on these roadways.

Table 7

Road Name	Classification	Right-of-way Width (feet)	Pavement Width (feet)	Condition
Palm Street	Local Residential	60	20	Fair
Palmetto Street	City Local Residential	60	20	n/a
Horseshoe Creek	Rural Minor Collector	60	18-20	Excellent
South Boulevard East	City Collector	60	20	Good
Power Line Road	Urban Collector	55	24	Very Good
Mystery House Road	Rural Minor Collector	30-95	20	Very Good
Snell Creek Road	Local Residential	30-50	20	Good
Pink Apartment Road	Rural Minor Collector	40-60	20-24	Very Good

U.S. Highway 17/92 is in very good pavement condition. U.S. Highway 17/92 has been planned for widening in the future. The north portion of the CDD has more than 600 units completed or under construction and its main entrance is on U.S. Highway 17/92. This addition to the CDD is on the south end and will come through portions of the existing CDD to access Pink Apartment Road or Snell Creek Road.

D. Sidewalk Network:

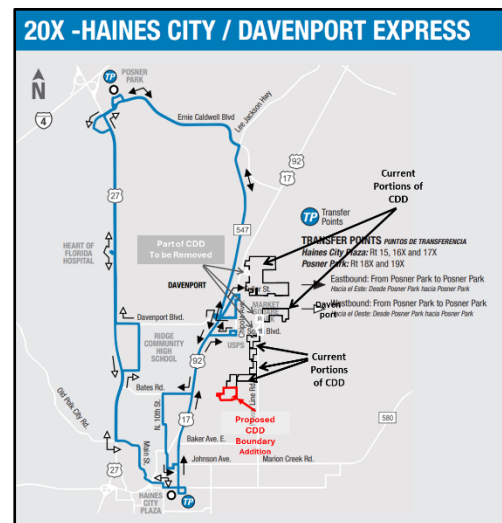
Sidewalks are planned throughout the CDD. There are no sidewalks on U.S. 17/92, Horseshoe Creek, Mystery House, or North Power Line Roads except where new development fronts the roadway. There are sidewalks on Palm Street, Palmetto, and most of South Boulevard East and Pink Apartment Road. Sidewalks will be included in all the phases of the CDD and along their frontage of existing roads.

E. Planned Improvements:

The North Power Line Road is the closest planned improvement in the area and vital to the success of the CDD, existing and proposed expansion areas. The development has dedicated some of this right-of-way to the County and is contributing funding towards the construction. This is shown in the Engineer's Cost Estimate found in Exhibit 5 of this report and Composite Exhibit 9 of the petition. The CDD plan is to contribute at least \$10,000,000 to the roadway extension and associated drainage infrastructure and utility relocation.

F. Mass Transit:

The nearest transit stop to the closest CDD boundary is at Market Square Park in the City of Davenport. It is between $\frac{3}{4}$ and one mile away from the nearest entrance to the CDD. The route is 20X on the Citrus Connection System's East County Routes. It's called the Haines City/Davenport Express. It connects to transfer points at Haines City Plaza and the Ridge Community High School and Posner Park Shopping Plaza. Headways are 50 minutes. It also connects transfer points on five other routes, three of them go to Osceola County connecting to the Sun Rail (light rail) station in Poinciana and with the Lynx Bus System that serves greater Orlando. This area has a growing population and there is a significant amount of the populace that does not have access to a vehicle. Some estimates have placed the ratio at above 50%. With so many people unable to access a vehicle, an efficient mass transit system is needed to ensure adequate mobility for the entire public.



Recreation Facilities

There are no County parks within the immediate vicinity of the proposed development. However, there are public parks within the City of Davenport. The closest park is Adair Field located at 207 North Boulevard East that separates the north end of the CDD from the south end. It has one softball field and covered tables. Another is Jamestown Park located at 101 Murphy Street, which has a playground, pavilion with picnic tables and basketball court. The closest County Park is in

Loughman, over six miles to the north. It has similar facilities to Adair and Jamestown parks. The Engineer's Cost Estimate in Exhibit 5 has \$2,973,695 dedicated to "parks and amenities."

Environmental Conditions

Most of the properties included in the expansion are unsuited for development. Just as in the existing CDD boundary, there are wetland and floodplain areas to avoid. Because most of these properties will be located in the city of Davenport at the time of development, County staff will only review access and drainage outfall into the County's system.

A. Surface Water:

Horse Creek separates the northern portion of the CDD boundary from the frontage on U.S. Highway 17 to the power line easement on the east side. Drainage from that portion flows into Horse Creek and reaches eastward towards the Reedy Creek floodway that flows into Lake Marion and Lake Hatchineha and from there to the Kissimmee River. The addition is in the Lake Marion Basin which is open and connected to the Kissimmee Chain of Lakes.

B. Wetlands/Floodplains:

The majority of wetland areas are located in the northeastern end of the existing CDD boundary. Although the cities allow more modification and development of the wetlands than is allowed in the unincorporated areas, much of the wetlands are not feasibly altered. Impacts to wetlands are always properly mitigated through the Water Management district's process. Upland buffers and retention ponds are designed to filter and improve the quality of runoff before discharge into the wetlands. Horse Creek runs through the center of the district's north half and has a wide floodplain associated with it and a narrow portion as well. The proposed expansion has wetlands, floodplains, and some waterbodies. The addition is less than 40% uplands. As with the first phases of the CDD, the wetlands are avoidable and not planned or necessary for development to achieve buildout.

C. Soils:

According to the Polk County Soil Survey, the existing CDD boundary is comprised of well drained Candler Sand. This addition has a significant amount of undevelopable wetland soils. Out of the 43.35 acres, less than 18 will be useable.

Table 8

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
Existing CDD Boundary			
Candler Sand	Slight	Slight	60%
Adamsville Fine Sand	Severe: wetness, poor filter	Moderate: wetness	10%
Smyrna And Myakka Fine Sands	Severe: wetness, poor filter	Severe: wetness	5%
Immokalee Sand	Severe: wetness	Severe: wetness	4%
Placid Fine Sand	Severe: flooding, wetness, poor filter	Severe: flooding, wetness	3%
Eau Gallie Fine Sand	Severe: wetness	Severe: wetness	2%
Underthorents/Excavated	n/a	n/a	6%
Pomello	Severe: wetness, poor filter	Moderate: wetness	2%
Samsula Muck	Severe: ponding, poor filter	Severe: ponding, low strength	4%
Bassinger Muck	Severe: wetness, poor filter	Severe: wetness	4%

Table 8

Soil Name	Septic Tank Absorption Field Limitations	Limitations to Dwellings w/o Basements	% of Site (approximate)
<i>Proposed Expansion</i>			
Samsula Muck	Severe: ponding, poor filter	Severe: ponding, low strength	60%
Narcoossee Sand	Severe: wetness, poor filter	Severe: wetness	30%
Candler Sand	Slight	Slight	5%
Tavares Fine Sand	Moderate: wetness	Slight	5%

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

D. Protected Species:

According to the Polk County Endangered Habitat Map (Source: Florida Natural Areas Inventory Website), no portion of the CDD is located within a one-mile radius of an endangered animal species sighting. A Class I environmental study along with a species site walkover is likely to be required in the expansion areas because access to federal mortgage programs requires it. Sandy grove soils are notorious for containing Sand Skink and Gopher Tortoise habitat. Both are listed species. The Gopher Tortoise is a “Keystone Species” because it provides and supports the habitation of other listed species such as the Eastern Indigo snake.

E. Archeological Resources:

There are no known historical or archeological resources onsite, according to the State’s Bureau of Historic Preservation.

F. Wells (Public/Private)

The closest public well system is in the City of Davenport almost ± 0.5 mile to the south and west of the nearest CDD boundaries.

G. Airports:

According to the Polk County 2030 Comprehensive Map Series Airport Impact Districts Map, the subject property is not located within any Airport Buffer Zones. Winter Haven Airport is the closest public use airport. It is over 12 miles from the site. This location is far from an airport flight path or protection zone.

Economic Factors:

Community Development Districts (CDDs) have become popular methods to fund development infrastructure in high growth housing markets. Upfront infrastructure costs can be financed through bonds (long term and tax exempt) that will receive payments from additional assessments levied on the future properties by the district through the County’s property tax collection process. The applicant for the district is required to gain the authorization of all the owners of property to be included in the district and a good faith estimate of the costs that will be incurred by individuals and entities required to comply with the special district. Without a CDD, a developer would need to find other sources to fund the development infrastructure and amenities such as an organized group of investors or a lending institution. These other funding alternatives require higher costs.

Based on the number of residential lots proposed within the district (1,913) and the Engineer’s Cost Estimate (\$60,611,293) provided (See Exhibit 6), the per unit cost will potentially be \$31,684

per unit. The table below provides an estimated per unit cost of other CDDs approved by the Board. When spread over a 20-year bonding period, the CDD debt will be in the range of \$2,100 per unit. There will also be an additional cost for CDD maintenance. The CDD fees could be approximately \$2,700, which is slightly higher than most other CDDs in the County. The table to follow provides an estimated per unit cost of other CDDs approved by the Board.

Table 9

Case#	District Name	units	Total Cost	per unit cost
CDD 06-01	Poinciana West	1,650	\$31,907,200	\$19,338
CDD 15-01	Champions Reserve	221	\$7,350,000	\$33,258
CDD 16-03	Highland Meadows II	415	\$8,200,000	\$19,760
CDD 18-03 LDCDD-2020-2 LDCDD-2020-3 LDCDD-2021-8	North Powerline Road	1,868	\$56,851,293	\$29,954
LDCDD-2018-1	Highland Meadows West CDD	395	\$8,242,498	\$22,583
LDCDD-2019-2	Forest Lake CDD	571	\$12,290,000	\$21,524
LDCDD-2019-3	Saddle Creek Preserve CDD	425	\$12,825,000	\$30,177
LDCDD-2019-4	Astoria CDD original	687	\$12,764,000	\$18,580
LDCDD-2020-1	Sand Mine Road original	615	\$17,971,119	\$29,221
LDCDD-2021-1	Westside Haines City	2,745	\$68,625,000	\$25,000
LDCDD-2021-2	Astoria Expansion	1,013	\$25,920,000	\$25,587
LDCDD-2021-4	Hammock Reserve	1,029	\$23,868,500	\$25,196
LDCDD-2021-6	Lake Deer	597	\$17,324,082	\$29,019
LDCDD-2021-7	Fox Branch Ranch	641	\$18,478,762	\$28,828
LDCDD-2021-9	Belle Haven	353	\$13,145,000	\$37,238
LDCDD-2022-1	Yarborough Lane	562	\$22,825,000	\$40,614
LDCDD-2022-3	Schaller Preserve	415	\$16,058,446	\$38,695
LDCDD-2022-4	Hartford Terrace	517	\$24,420,000	\$47,234
LDCDD-2022-5	Sand Mine Road expansion	789	\$21,663,830	\$27,457
LDCDD-2022-6	Astoria CDD 2 nd expansion	1,413	\$36,920,000	\$26,129
LDCDD-2024-2	Groves at Lake Marion	423	\$16,420,222	\$38,819
LDCDD-2024-3	Cypress Creek Reserve	885	\$22,972,400	\$25,958
LDCDD-2024-6	Grenelefe CDD	1,946	\$38,775,000	\$19,926
LDCDD-2024-7	Winslow's Point CDD	533	\$26,620,000	\$49,944

The per unit costs will be amortized and assessed on each property over a period adequate to pay off the debt and provide maintenance and administrative costs in the future. There are currently 68 CDDs approved in the County and over half of them are actively assessing properties. There are 27 CDDs in effect in the unincorporated County and 34 entirely within city limits. There are currently 1,999 CDDs in Florida, according to Florida Commerce as of December 14, 2024.

Consistency with the Comprehensive Plan and LDC:

The request is consistent with the Land Development Code (LDC), Comprehensive Plan, and the North Ridge SAP. It is the plan's intention that residential densities be higher in the Residential Medium-X district in the North Ridge Selected Area Plan. The proposed density is closer aligned with the RSX districts included in this expansion. There is an emphasis on higher densities and intensities throughout the North Ridge Plan. However, market factors and infrastructure are not adequate to support higher development densities in this area. Therefore, the plan has a caveat in POLICY 2.131-Q7 that relaxes the minimum density requirements outside the more intense urbanized nodes.

The density proposed in the engineer's cost estimate (1,913 du/446.85 ac. = 4.28 du/ac) is compatible with the other developed neighborhoods of the city to the south. The LDC defines compatibility as *"A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."* Similar densities are always considered compatible. The request is consistent with the Comprehensive Plan and the Land Development Code and is consistent with policies relating to compatibility, location, distribution, timing, and Urban Growth Area development criteria as explained in Table 10.

Table 10

Comprehensive Plan Policy	Consistency Analysis
POLICY 2.102-A2: COMPATIBILITY - Land shall be developed so that adjacent uses are compatible with each other, pursuant to the requirements of other Policies in this Future Land Use Element, so that one or more of the following provisions are accomplished: a. there have been provisions made which buffer incompatible uses from dissimilar uses; b. incompatible uses are made to be more compatible to each other through limiting the intensity and scale of the more intense use; c. uses are transitioned through a gradual scaling of different land use activities through the use of innovative development techniques such as a Planned Unit Development.	The request is consistent with the Land Development Code (LDC), Comprehensive Plan, the North Ridge Selected Area Plan (SAP), and the TCCO district. It is the plan's intention that residential densities be higher in the Residential Medium-X District in the North Ridge SAP and the TCCO corridor. It is also the part of the plan for densities to be lower in the RSX district unless there is infrastructure available and most of the surrounding areas are developed at greater than one dwelling unit per acre. Since the original approval in 2018, most of the CDD has been annexed into the cities of Davenport or Haines City.
POLICY 2.102-A1: DEVELOPMENT LOCATION – Polk County shall promote contiguous and compact growth patterns through the development process to minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, and prevent development patterns where tracts of land are by-passed in favor of development more distant from services and existing Communities.	The development will provide contiguous and compact development patterns that will help minimize the cost of providing services to these single-family homes.
POLICY 2.102-A3: DISTRIBUTION - Development shall be distributed throughout the County consistently with this Future Land Use Element so that the public utility, other community services, and public transit and transportation systems can be efficiently utilized; and compact, high-density and intensity development is located where urban services can be made available.	Both the North Ridge Selected Area Plan (SAP) and the TCCO district encourage higher development densities. The Suburban Development Area (SDA) directs higher densities to only certain areas. Most of the developed portions of the CDD have annexed into the city of Davenport. This additional acreage is within Haines City.
POLICY 2.102-A4: TIMING - The development of land shall be timed and staged in conjunction with the cost-effective and efficient provision of supporting community services which, at a minimum, shall require compliance with the Plan's Level of Service requirements and the County's concurrency management system.	There is some existing infrastructure in place to accommodate such development; therefore, reducing the financial burden of the County. This reduces the impact on the environment as no new services and infrastructure must be built. Through the funding provided by the bonds that will be repaid through the CDD, necessary offsite improvements will be made to completely support the development.
POLICY 2.105-A1 d. DESCRIPTION - be those areas where the availability of infrastructure and other community facilities and services, including, but not limited to mass transit and other transportation alternatives, utilities, public safety, recreational and educational services, promotes and supports the location of higher density and intensity compact, mixed use development in close proximity to the development in the adjacent TSDAs.	Water and sewer services are available and there are plans for sufficient capacity from the City of Davenport or Haines City depending on service area. There is available school capacity to accommodate most of this development. Where the capacity is lacking, the School Board has plans to build new schools and thus provide capacity for this growing area of the County. Furthermore, adequate public safety services are available to serve the site.

Comments from other Agencies: The Polk County Land Development Engineering and the County Surveyor contributed to the drafting of this report.

Exhibits:

Exhibit 1	Location Map
Exhibit 2	2021 Aerial Photo
Exhibit 3	Future Land Use Map
Exhibit 4	City of Davenport Future Land Use Map
Exhibit 5	Haines City Future Land Use Map
Exhibit 6	Engineer's Cost Estimates (original, amended, and proposed)
Exhibit 7	North Powerline Road CDD Board Members
Exhibit 8	Properties within the District

Under Separate Document:

Draft Ordinance amending the North Powerline Road Community Development District pursuant to Section 190.046(1)(C), Florida Statutes.

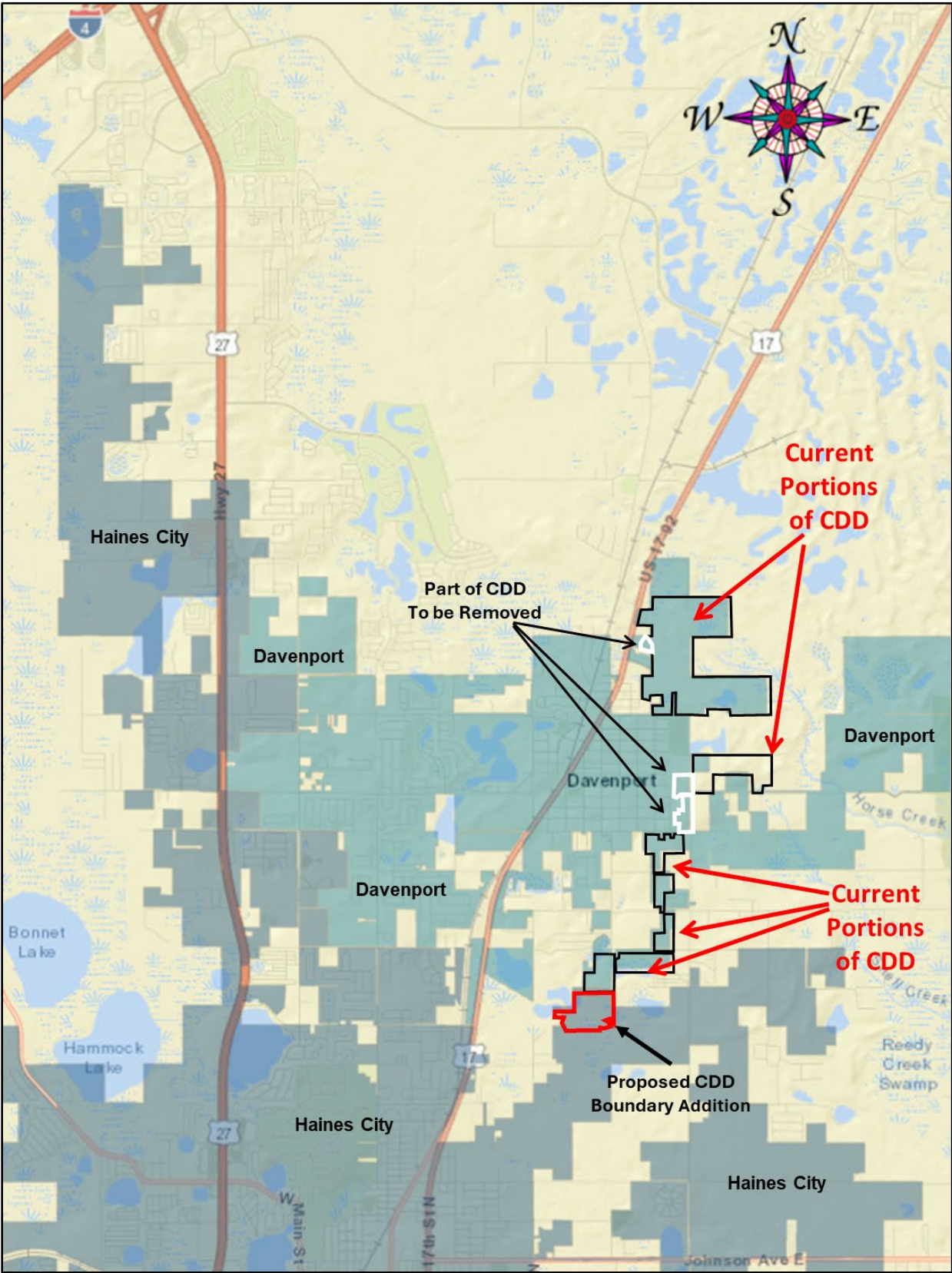
North Powerline Road Community Development District Summary of Proposed District Facilities

<u>District Infrastructure</u>	<u>Construction</u>	<u>Ownership</u>	<u>Capital Financing*</u>	<u>Operation and Maintenance</u>
Entry Feature & Signage	District	District	District Bonds	District
Stormwater Facilities	District	District	District Bonds	District
Lift Stations/Water/Sewer	District	City of Davenport	District Bonds	City of Davenport
Street Lighting/Conduit	District	Duke/District**	District Bonds	Duke/District***
Road Construction	District	District	District Bonds	District
Parks and Amenities	District	District	District Bonds	District
Offsite Improvements	District	FDOT	District Bonds	FDOT

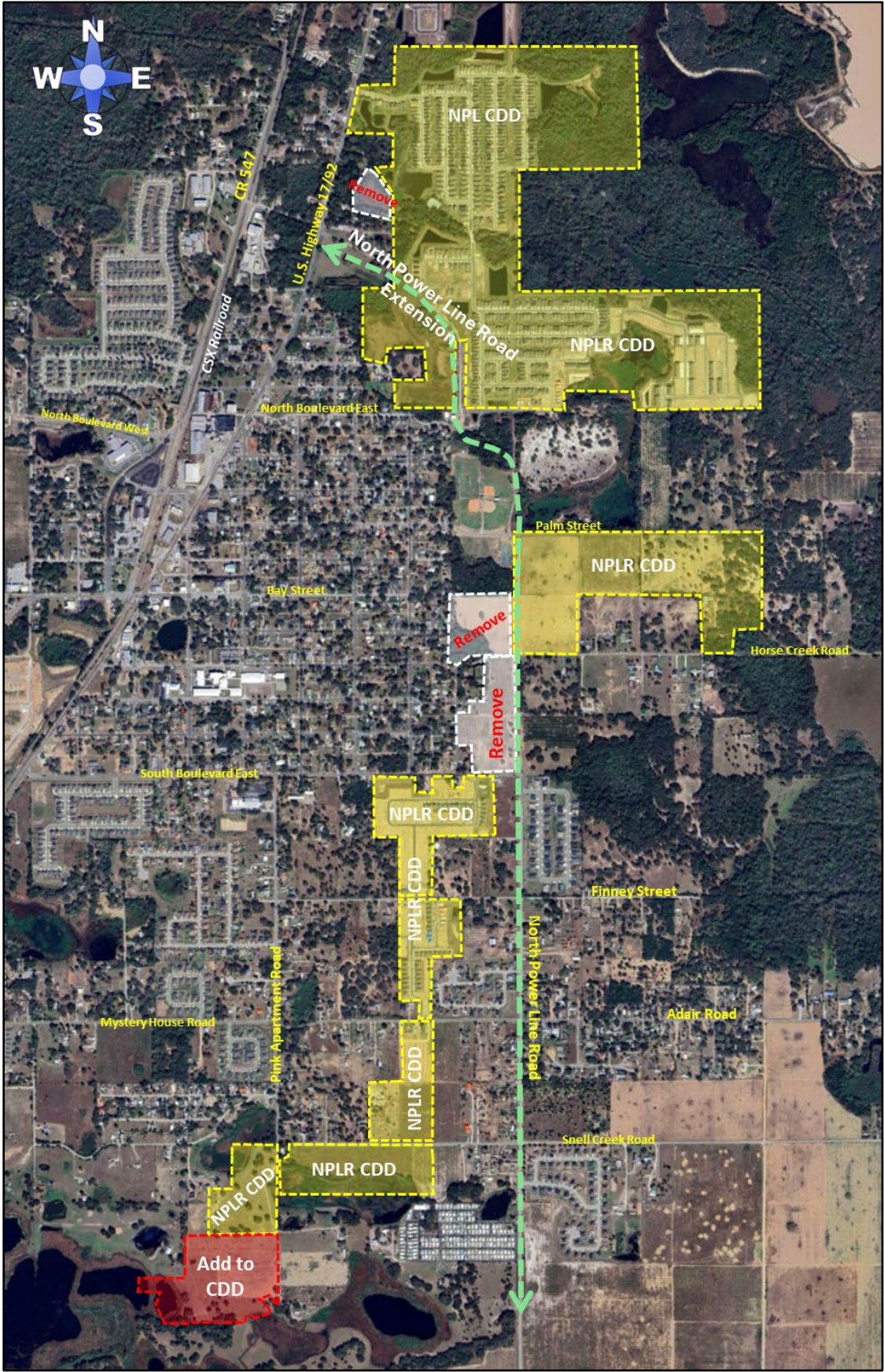
*Costs not funded by bonds will be funded by the developer

**District will fund undergrounding of electrical conduit

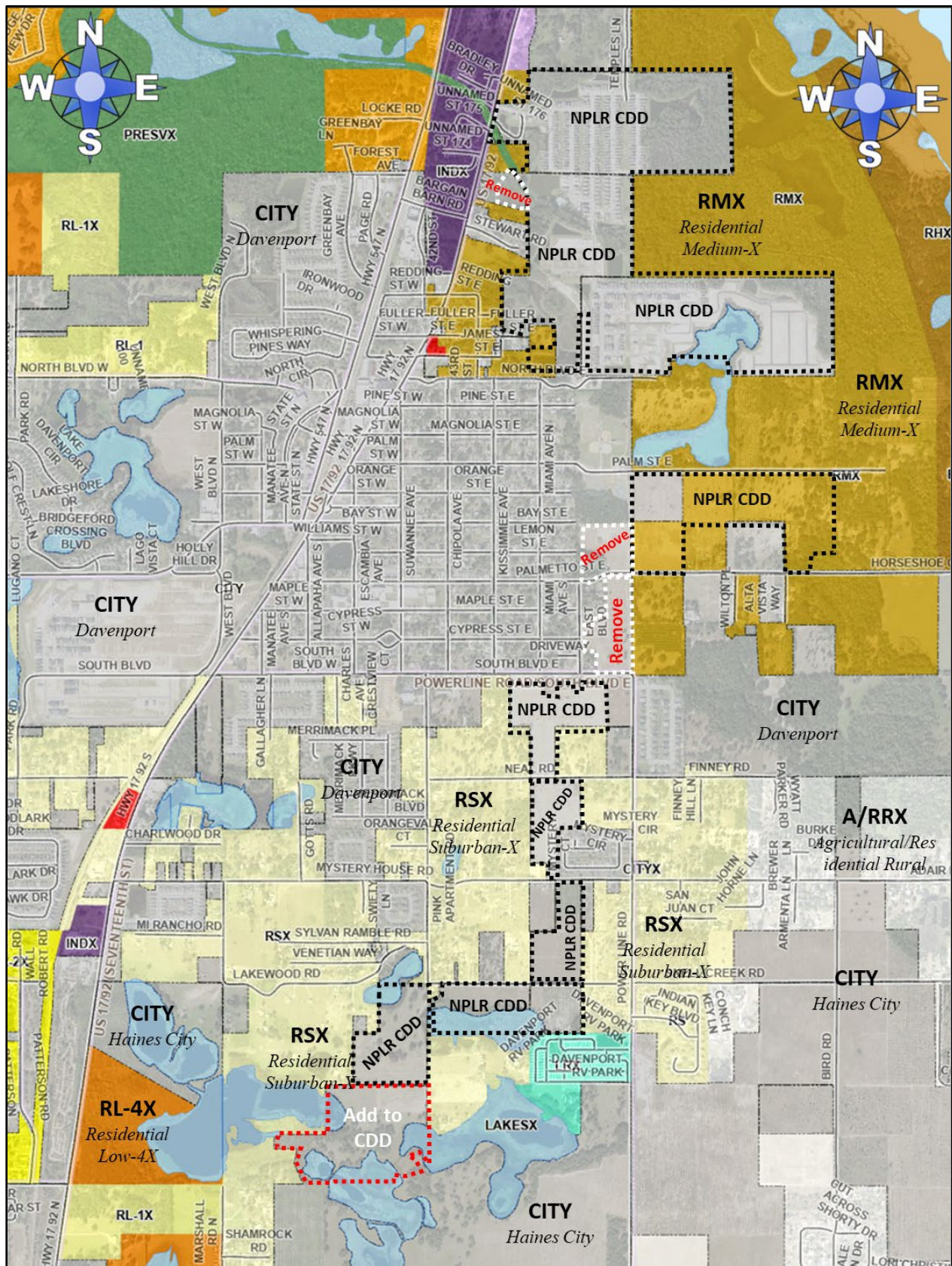
***District will fund street lighting maintenance services



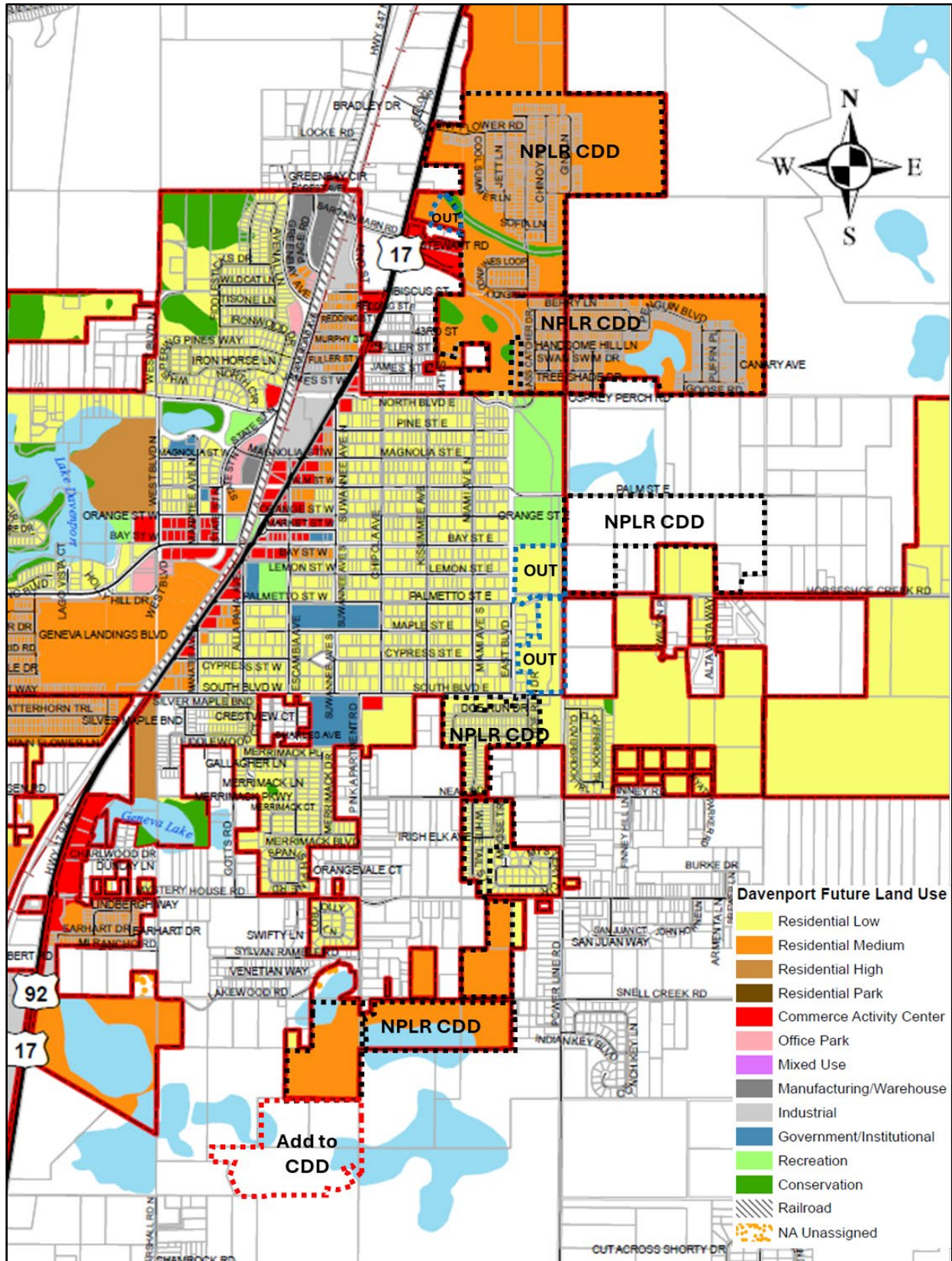
Location Map



2024 Aerial Photo



Future Land Use Map



City of Davenport Future Land Use Map

Adoption Hearing
Level 4/eep 4/21/2025 3:42:45 PM

Engineer's Cost Estimate for Current CDD Boundary

<u>Infrastructure</u>	<u>Phase 1 (295 Lots)</u> <u>2020-2023</u>	<u>Phase 2 (272 Lots)</u> <u>2020-2023</u>	<u>Phase 3 (206 Lots)</u> <u>2021-2023</u>	<u>Phase 4 (307 Lots)</u> <u>2022-2023</u>
Offsite Improvements ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽¹¹⁾	\$1,150,467	\$1,060,770	\$819,867	\$1,297,418
Stormwater Management ⁽¹⁾⁽²⁾⁽³⁾⁽⁵⁾⁽⁶⁾⁽⁷⁾	\$1,936,035	\$1,785,089	\$1,379,692	\$2,183,327
Utilities (Water, Sewer, & Street Lighting) ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽⁹⁾⁽¹¹⁾	\$1,765,823	\$1,628,148	\$1,258,392	\$1,991,374
Roadway ⁽¹⁾⁽⁴⁾⁽⁵⁾⁽⁷⁾	\$878,980	\$1,897,225	\$603,766	\$955,444
Entry Feature ⁽¹⁾⁽⁷⁾⁽⁸⁾⁽⁹⁾⁽¹¹⁾	\$109,348	\$100,823	\$66,803	\$105,713
Parks and Amenities ⁽¹⁾⁽⁷⁾⁽¹¹⁾	\$459,264	\$423,456	\$280,571	\$443,996
Contingency ⁽¹¹⁾	<u>\$692,425</u>	<u>\$638,440</u>	<u>\$440,909</u>	<u>\$697,728</u>
TOTAL	\$6,992,342	\$7,533,951	\$4,850,000	\$7,675,000

<u>Infrastructure</u>	<u>Phase 5 (532 Lots)</u> <u>2022-2023</u>	<u>Phase 6 (256 Lots)</u> <u>2022-2023</u>	<u>Powerline Road Extension</u>	<u>Total (1868 Lots)</u>
Offsite Improvements ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽¹¹⁾	\$2,248,295	\$1,098,791	\$0	\$7,675,609
Stormwater Management ⁽¹⁾⁽²⁾⁽³⁾⁽⁵⁾⁽⁶⁾⁽⁷⁾	\$3,783,485	\$1,849,071	\$1,500,000	\$14,416,699
Utilities (Water, Sewer, & Street Lighting) ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽⁹⁾⁽¹¹⁾	\$3,450,849	\$1,686,505	\$500,000	\$12,281,092
Roadway ⁽¹⁾⁽⁴⁾⁽⁵⁾⁽⁷⁾	\$1,655,688	\$809,171	\$7,900,000	\$14,700,274
Entry Feature ⁽¹⁾⁽⁷⁾⁽⁸⁾⁽⁹⁾⁽¹¹⁾	\$183,191	\$89,529	\$0	\$655,407
Parks and Amenities ⁽¹⁾⁽⁷⁾⁽¹¹⁾	\$769,400	\$376,023	\$0	\$2,752,710
Contingency ⁽¹¹⁾	<u>\$1,209,092</u>	<u>\$590,910</u>	<u>\$100,000</u>	\$4,369,504
TOTAL	\$13,300,000	\$6,500,000	\$10,000,000	\$56,851,293

Engineer's Cost Estimate for Proposed CDD Boundary

<u>Infrastructure</u>	<u>Phase 1 (295 Lots)</u> <u>2020-2023</u>	<u>Phase 2 (272 Lots)</u> <u>2020-2023</u>	<u>Phase 3 (162 Lots)</u> <u>2021-2023</u>	<u>Phase 4 (308 Lots)</u> <u>2022-2023</u>
Offsite Improvements ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽¹¹⁾	\$1,150,467	\$1,060,770	\$819,867	\$1,297,418
Stormwater Management ⁽¹⁾⁽²⁾⁽³⁾⁽⁵⁾⁽⁶⁾⁽⁷⁾	\$1,936,035	\$1,785,089	\$1,379,692	\$2,183,327
Utilities (Water, Sewer, & Street Lighting) ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽⁹⁾⁽¹¹⁾	\$1,765,823	\$1,628,148	\$1,258,392	\$1,991,374
Roadway ⁽¹⁾⁽⁴⁾⁽⁵⁾⁽⁷⁾	\$878,980	\$1,897,225	\$603,766	\$955,444
Entry Feature ⁽¹⁾⁽⁷⁾⁽⁸⁾⁽⁹⁾⁽¹¹⁾	\$109,348	\$100,823	\$66,803	\$105,713
Parks and Amenities ⁽¹⁾⁽⁷⁾⁽¹¹⁾	\$459,264	\$423,456	\$280,571	\$443,996
Contingency ⁽¹¹⁾	<u>\$692,425</u>	<u>\$638,440</u>	<u>\$440,909</u>	<u>\$697,728</u>
TOTAL	\$6,992,342	\$7,533,951	\$4,850,000	\$7,675,000

<u>Infrastructure</u>	<u>Phase 5 (532 Lots)</u> <u>2025-2026</u>	<u>Phase 6 (344 Lots)</u> <u>2025-2026</u>	<u>Powerline Road Extension</u>	<u>Total (1913 Lots)</u>
Offsite Improvements ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽¹¹⁾	\$2,248,295	\$1,744,542	\$0	\$8,321,360
Stormwater Management ⁽¹⁾⁽²⁾⁽³⁾⁽⁵⁾⁽⁶⁾⁽⁷⁾	\$3,783,485	\$2,935,757	\$1,500,000	\$15,503,384
Utilities (Water, Sewer, & Street Lighting) ⁽¹⁾⁽⁵⁾⁽⁷⁾⁽⁹⁾⁽¹¹⁾	\$3,450,849	\$2,677,652	\$500,000	\$13,272,238
Roadway ⁽¹⁾⁽⁴⁾⁽⁵⁾⁽⁷⁾	\$1,655,688	\$1,284,714	\$7,900,000	\$15,175,818
Entry Feature ⁽¹⁾⁽⁷⁾⁽⁸⁾⁽⁹⁾⁽¹¹⁾	\$183,191	\$142,145	\$0	\$708,022
Parks and Amenities ⁽¹⁾⁽⁷⁾⁽¹¹⁾	\$769,400	\$597,008	\$0	\$2,973,695
Contingency ⁽¹¹⁾	<u>\$1,209,092</u>	<u>\$938,183</u>	<u>\$100,000</u>	\$4,716,777
TOTAL	\$13,300,000	\$10,320,000	\$10,000,000	\$60,671,293

North Powerline Road Community Development Board of Supervisors

Seat 1 (Assistant Secretary)

Lindsey Roden
346 East Central Avenue
Winter Haven, FL 33880

Seat 2 (Assistant Secretary)

Jessica Spencer
346 East Central Avenue
Winter Haven, FL 33880

Seat 3 (Chairperson)

Bobbie Henley
346 East Central Avenue
Winter Haven, FL 33880

Seat 4 (Vice Chairperson)

Alexis Diaz
466 Cool Summer Lane
Davenport, FL 33837

Seat 5 (Assistant Secretary)

Mauricio Gatica
1030 Berry Lane
Davenport, FL 33837

Exhibit 8**Original CDD Properties**

Parcel#	Ownership	Jurisdiction	Acreage
272634-000000-022030	platted and under development	Davenport	21.25
272634-000000-022020	platted and under development	Davenport	19.99
272635-000000-044010	platted and under development	Davenport	40.04
272703-713500-010031	platted and under development	Davenport	6.47
272703-000000-011000	platted and under development	Davenport	40.69
272703-713500-010200	platted and under development	Davenport	10.06
272703-713500-010294	CH DEV LLC	Davenport	1.10
272703-713500-010282	CH DEV LLC	Davenport	2.47
272703-713500-010220	CH DEV LLC	Davenport	9.90
272703-713500-010231	CH DEV LLC	Davenport	18.26
272702-713000-030172	CH DEV LLC	Davenport	20.13
272634-000000-024120	platted and under development (2nd Expansion)	Davenport	5.39
272702-713000-040170	LOEWY WATTERS INVESTORS LLC	Polk County	9.44
272702-713000-040310	NORTHEAST POLK LAND INVESTMENTS LLC	Polk County	9.45
272703-713500-020070	NORTHEAST POLK LAND INVESTMENTS LLC	Davenport	9.66
272710-730000-010901	GLK REAL ESTATE LLC	Davenport	5.48
272710-730000-011202	GLK REAL ESTATE LLC	Davenport	7.41
272710-730000-012000	NORTHEAST POLK LAND INVESTMENTS LLC	Davenport	13.23
272710-730000-012200	CASSIDY PROPERTY INVESTMENTS LLC	Davenport	9.67
272710-730000-020500	CASSIDY PROPERTY INVESTMENTS LLC	Davenport	9.59
272710-733500-006011	CASSIDY PROPERTY INVESTMENTS LLC	Davenport	0.32
272703-713500-010232	JACKSTONE DEVELOPMENT LLC	Davenport	1.44
			271.46

3rd Expansion Properties

Parcel#	Ownership	Jurisdiction	Acreage
272702-713000-040190	Kenneth Flanagan & Cynthia Uehling	Polk County	9.66
272702-713000-040210	Gerald Smith	Polk County	9.63
272702-713000-040230	Gerald Smith	Polk County	9.45
272702-713000-040251	Gerald Smith	Polk County	4.71
272702-713000-040260	Gerald Smith	Polk County	3.00
272710-730000-021201	CH DEV LLC	Davenport	3.94
272710-730000-022200	Cassidy Property Investments LLC	Davenport	4.95
272710-730000-022700	JMBI Real Estate LLC	Davenport	9.90
272715-739500-010011	GAMA Investors LLC	Davenport	19.13
272715-739500-010050	GAMA Investors LLC	Polk County	9.81
272715-740000-000010	Cassidy Property Investments LLC	Davenport	22.42
272702-713000-030191	Barnhill, Blanton, and Johnson	Polk County	19.76
272702-713000-030211	Terry Williams	Polk County	30.90
272710-730000-010904	GLK Real Estate LLC	Davenport	0.54
			157.80

Total= 429.26

4th Modification Expansion Properties

Parcel#	Ownership	Jurisdiction	Acreage
272715-739500-030210	ALMATT LLC	Haines City	9.99
272715-739500-030230	BERRY REAL ESTATE LLC	Haines City	9.65
272715-739500-040501	CASSIDY HOLDINGS LLC (partial)	Haines City	23.71

43.35**4th Modification Contraction Properties**

Parcel#	Ownership	Jurisdiction	Acreage
272710-730000-010901	GLK REAL ESTATE LLC	Davenport	5.48
272710-730000-011202	GLK REAL ESTATE LLC	Davenport	7.41
272710-730000-010904	GLK Real Estate LLC	Davenport	0.54
272703-713500-020070	NORTHEAST POLK LAND INVESTMENTS LLC	Davenport	9.66
272634-710501-002980	CH DEV LLC	Davenport	3.12

26.21**New Total= 446.40**