

SLB Equipment Cozart Road
Small Scale Future Land Use Map Amendment
Demonstration of Need

Demonstration of Need

The applicant requests an amendment of the existing land use from Business Park Center - 1 (BPC-1) to Industrial (IND).

The purpose of the Industrial district is to provide areas for bulk materials storage, warehousing and business park development. Some retail uses are also permitted to support the businesses and activities within the Industrial land use.

Future developments would be cultivated with the utmost care for surrounding land uses, making sure that impacts to public facilities, services and environmental resources are minimal to none. The applicant does not foresee any conflicts but instead, intends to use development to benefit the encompassing area.

Analysis of Economic Issues

Please see attached Demographic Snapshot Comparison Report.

Urban Sprawl Analysis

1. Could the proposed amendment promote substantial amounts of low-density, low-intensity, or single-use development in excess of demonstrated need?

The request for new Industrial (IND) will not create substantial amounts of low-intensity/density or single-use development. There are various land use options in the surrounding areas and Industrial (IND) will add another option to this diverse area.

2. Will passage of the proposed amendment allow a significant amount of urban development to occur in rural areas?

No, the property is already in an urban setting and will not conflict with rural areas.

3. Does the proposed amendment create or encourage urban development in radial, strip, isolated, or ribbon patterns emanating from existing urban development?

The site is surrounded by rural/vacant land. Due to these existing conditions, the proposed amendment should not create or encourage urban development growth in unusual patterns.

4. Does the proposed amendment fail to adequately protect adjacent agricultural areas?

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There are no agricultural areas immediately adjacent to the project.

5. Could the proposed amendment fail to maximize the existing public facilities and services?

Public facilities are available and a non-residential land use blends well with adjacent property under Industrial (IND) land use.

6. Could the proposed amendment fail to minimize the need for future public facilities and services?

No, the request is consistent with the development pattern along this section of the Hwy 37 area.

7. Will the proposed amendment allow development patterns that will disproportionately increase the cost of providing public facilities and services?

Public facilities are available, and the Industrial (IND) land use will not disproportionately increase the cost of public facilities and services.

8. Does the proposed amendment fail to provide clear separation between urban and rural uses?

The request for Industrial (IND) is compatible with the other future land uses within the immediate area.

9. Will the proposed amendment discourage infill development or redevelopment of existing neighborhoods?

No, the amendment will allow the continued pattern of development within the surrounding area.

10. Does the proposed amendment fail to encourage an attractive and functional mixture of land uses?

The proposed Industrial (IND) will add to the already diverse mix of attractive and functional land uses.

Could the proposed amendment result in poor accessibility among linked or related land uses?

No, any development in this area will comply with the current land development which promotes connectivity and access management.



We anticipate the construction of approximately 11 acres of new impervious area. The remaining portions of the site will remain as open space and natural landscape buffers.

VICINITY MAP

SECTION 13, TOWNSHIP 30 S, RANGE 23 E



N.T.S.



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Construction Managers**

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2701 COZART ROAD
MULBERRY, FL 33860**

LOCATION MAP



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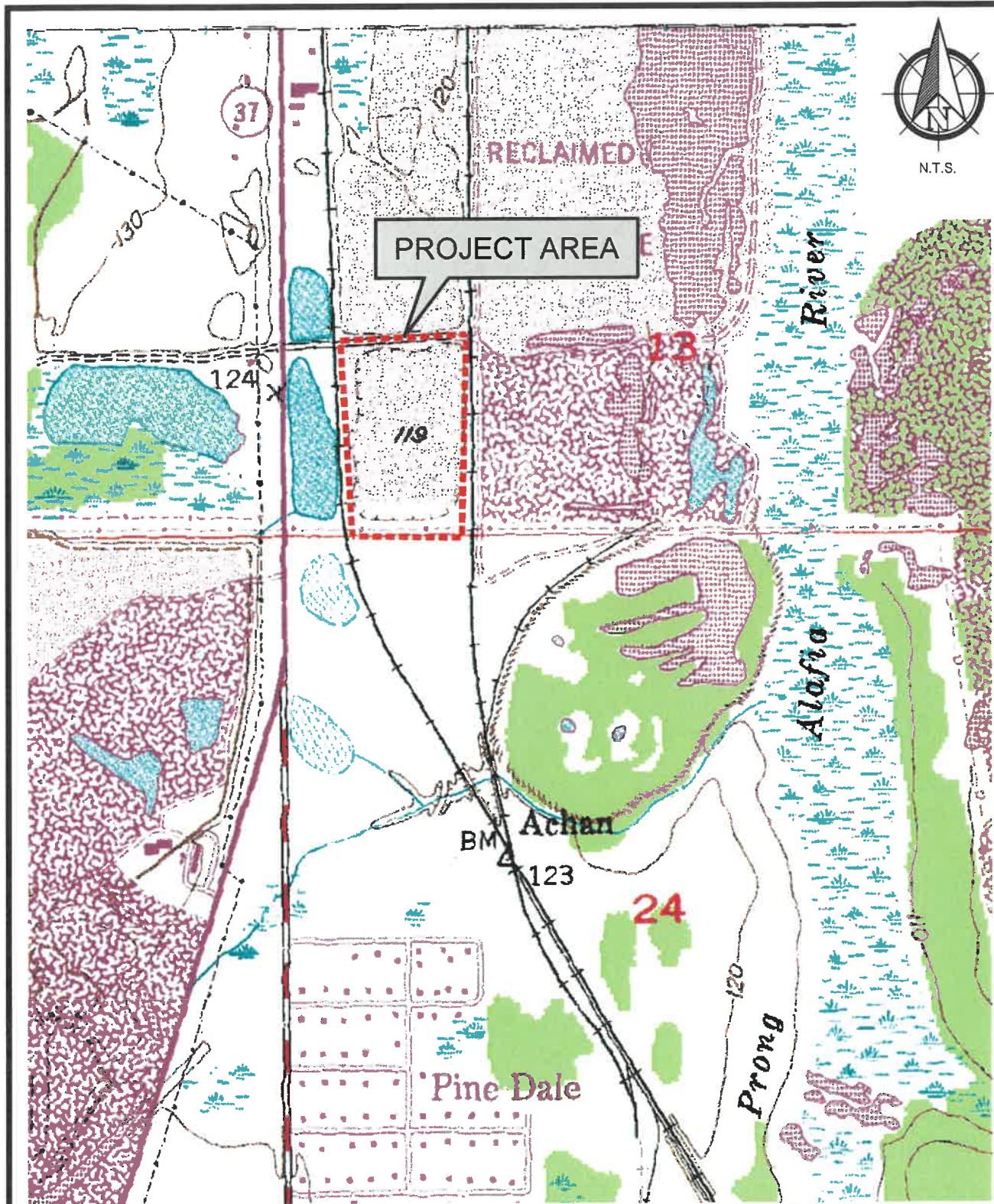
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AERIAL



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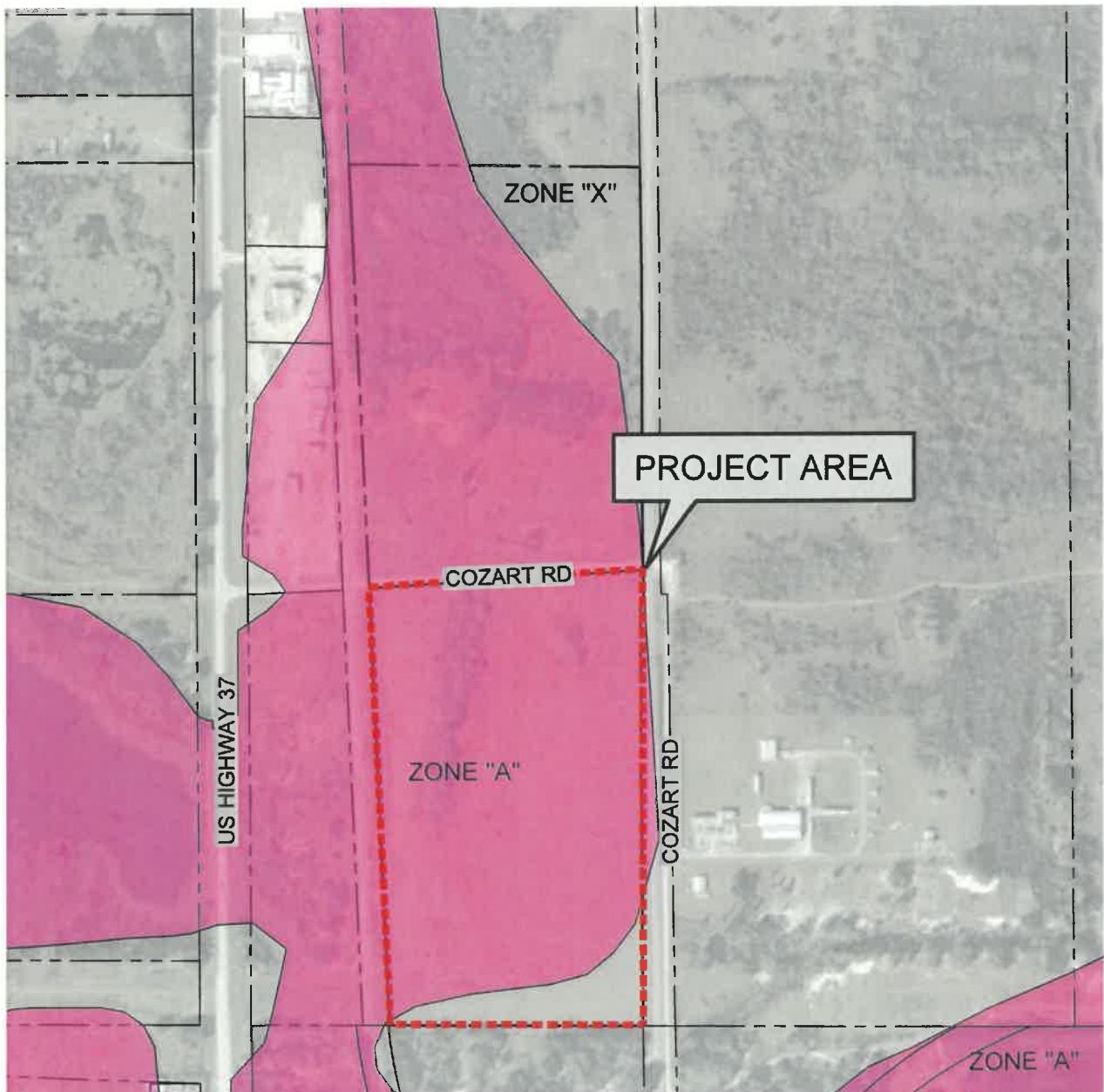
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QUAD

 - Fema Zone "A"

Fema Panel Number = 675 of 1025
Map Number = 12105C0675 G



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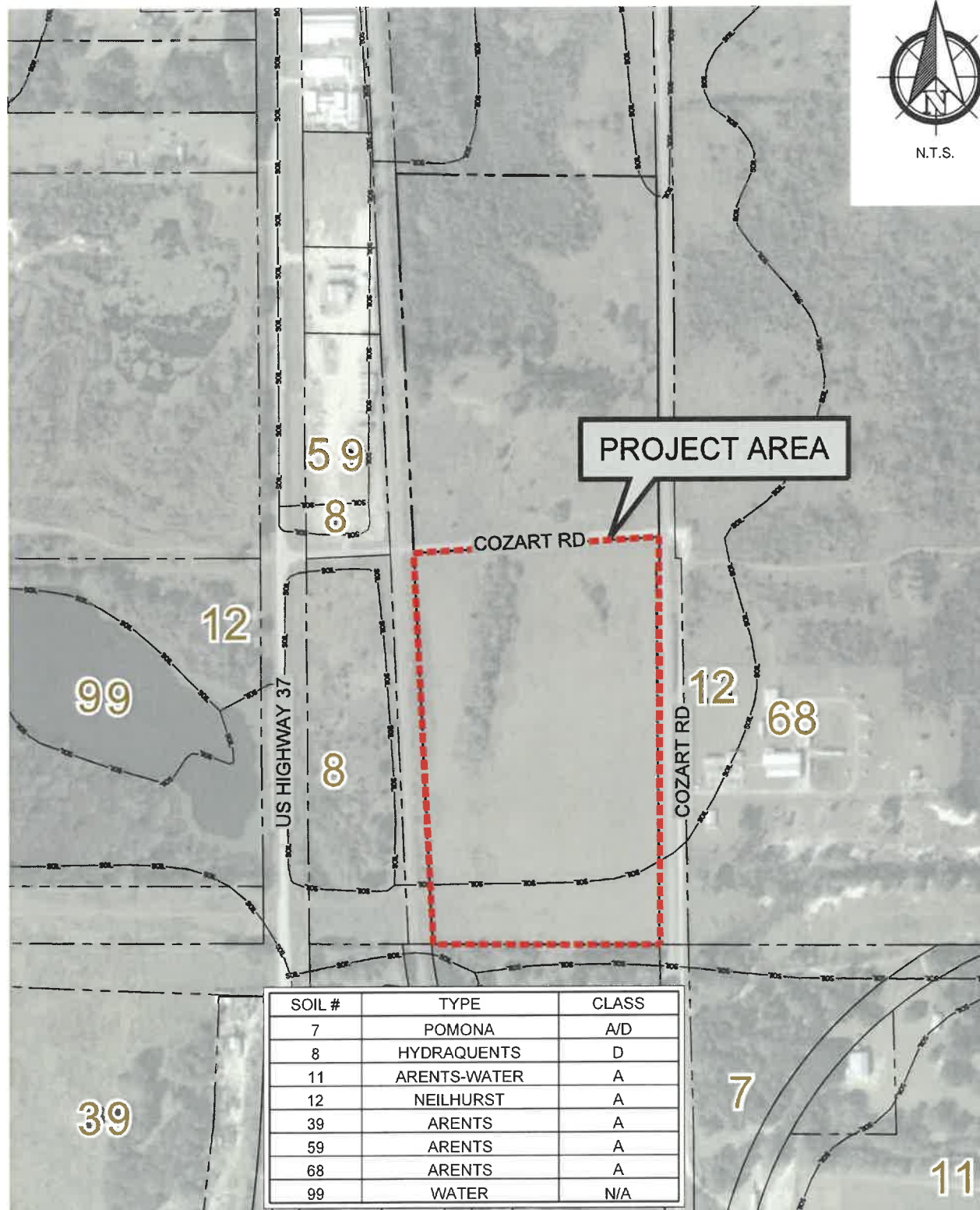
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FEMA



N.T.S.



SOIL #	TYPE	CLASS
7	POMONA	A/D
8	HYDRAQUENTS	D
11	ARENTS-WATER	A
12	NEILHURST	A
39	ARENTS	A
59	ARENTS	A
68	ARENTS	A
99	WATER	N/A

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SOILS MAP

An Impact Assessment Statement is required for all Level 3 and Level 4 Reviews, with the exception of text amendment requests. The purpose of an Impact Assessment Statement is to provide information on the effects a proposed development or land use action will have on the existing neighborhood and general area; on the transportation facilities; on the environment and natural resources of the County; on the public facilities for water, sewer, solid waste disposal, fire, police, public education, parks, recreation, and other utilities; and any other aspect with an identified impact of the development and deemed appropriate for concern. A sufficient Impact Assessment Statement must address all of the following:

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

A. Land and Neighborhood Characteristics

Assess the compatibility of the requested land use with adjacent properties and evaluate the suitability of the site for development. At a minimum, address the following specific questions in your response:

1. How and why is the location suitable for the proposed uses?

The current land use of the property is BPC-1. The site is bound on the east and west by Industrial (IND). It is bound with Phosphate Mining (PM) on the south side and BPC-1 on the North. City of Mulberry water and is available to the north of the site. Access to Cozart Road provides paved access to the site.

2. What are, if any, the incompatibility and special efforts needed to minimize the differences in the proposed use with adjacent uses?

There are no incompatibility or special efforts needed as the site has been previously approved for commercial uses. The proposed uses will be buffered from surroundings with landscape buffers as required by the land development code.

3. How will the request influence future development of the area?

The area surrounding this property falls within many different land use categories including BPC-1, BPC-2 and PM. Adding IND will continue to add diverse development options to the growing area.

B. Access to Roads and Highways

Assess the impact of the proposed development on the existing, planned and programmed road system. At a minimum, address the following specific questions in your response:

1. What is the number of vehicle trips to be generated daily and at the PM peak hour based on the latest Institute of Traffic Engineers (ITE)? Please provide a detailed¹ methodology and calculations.

ITE Code	Use	Trip Rate	Size	Units	Trips per Day	Peak Rate	Maximum PEAK
151	Truck Parking/Storage	18.86(x)-4.09	3.39*	units	60	4	4
						Total	<u>4</u>

**RV/Boat Storage (ITE LUC 151 Mini-Warehouse) by units is calculated per 100 units*

4 Peak Hour Trips

2. What modifications to the present transportation system will be required as a result of the proposed development?

The proposed development will have direct access to Cozart Road. Any regional improvements will be addressed at Level II Construction Plan Review.

3. What is the total number of parking spaces required pursuant to Section 708 of the Land Development Code?

Parking will be provided in accordance with Table 7.10, Section 708 of the Polk County Land Development Code.

4. What are the proposed methods of access to existing public roads (e.g., direct frontage, intersecting streets, and frontage roads)?

Access to the site will be by Cozart Road to HWY 37 S.

C. Sewage

Determine the impact caused by sewage generated from the proposed development. At a minimum, address the following specific questions in your response:

1. What is the amount of sewage in gallons per day (GPD) expected to be generated by the proposed development? (*Response may be based on Section 703.F of the LDC*)

N/A – Septic will be used.

2. If on-site treatment is proposed, what are the proposed method, level of treatment, and the method of effluent disposal for the proposed sewage?

N/A

3. If offsite treatment, who is the service provider?

N/A

4. Where is the nearest sewer line (in feet) to the proposed development (*Sanitary sewer shall be considered available if a gravity line, force main, manhole, or lift station is located within an easement or right-of- way under certain conditions listed in Section 702E.3 of the Land Development Code*)

N/A

5. What is the provider's general capacity at the time of application?

N/A

6. What is the anticipated date of connection?

N/A

7. What improvements to the providers system are necessary to support the proposed request (*e.g., lift stations, line extensions/expansions, interconnects, etc.*)?

N/A

D. Water Supply

Determine the amount of water to be used, how it will be distributed, and the impact on the surrounding area. At a minimum, address the following specific questions in your response:

1. What is the proposed source of water supply and/or who is the service provider?

N/A – Onsite well will be used.

2. What is the estimated volume of consumption in gallons per day (GPD)?
(Response may be based on Section 703 of the LDC)

N/A

3. Where is the nearest potable water connection and re-claimed water connection, including the distance and size of the line?

N/A

4. Who is the service provider?

N/A

5. What is the anticipated date of connection?

N/A

6. What is the provider's general capacity at the time of application?

N/A

7. Is there an existing well on the property(ies)?

One will be installed.

E. Surface Water Management and Drainage

Determine the impact of drainage on the groundwater and surface water quality and quantity caused by the proposed development. At a minimum, address the following specific questions in your response:

1. Discuss the surface water features, including drainage patterns, basin characteristics, and flood hazards, (describe the drainage of the site and any flooding issues);

Soil types range across the site. The basic draining pattern runs from the south to the north. There are no known flood hazards on site. A FEMA LOMA has been granted removing the property from the 100 Year Floodplain.

2. What alterations to the site's natural drainage features, including wetlands, would be necessary to develop the project?

No significant alternations are anticipated to the site's natural drainage features. The proposed development will be designed in accordance with the Southwest Florida Water Management District and Polk County requirements. On-site retention ponds will be designed as to not make any significant alterations to the site's natural drainage features.

F. Environmental Analysis

Provide an analysis of the character of the subject property and surrounding properties, and further assess the site's suitability for the proposed land use classification based on soils, topography, and the presence of wetlands, floodplain, aquifer recharge areas, scrub or other threatened habitat, and historic resources, including, but not limited to:

1. Discuss the environmental sensitivity of the property and adjacent property in basic terms by identifying any significant features of the site and the surrounding properties.

There are no known environmental issues associated with this site. The site is bounded on the north by a paved road.

2. What are the wetland and floodplain conditions? Discuss the changes to these features which would result from development of the site.

There are isolated wetlands associated with this site. These areas will be utilized in the stormwater management system.

3. Discuss location of potable water supplies, private wells, public well fields (*discuss the location, address potential impacts*), and.

There are no known public potable water supplies within the area.

4. Discuss the location of Airport Buffer Zones (if any) (*discuss the location and address, potential impacts*).

None.

5. Provide an analysis of soil types and percentage of coverage on site and what effect it will have on development.

60% - Neilhurst

40% - Arents

The site predominately consists of Neilhurst and Arents soils. These soils are well suited for development.

Infrastructure Impact Information

What is the nearest location (travel distance), provider, capacity or general response time, and estimated demand of the provision for the following services:

1. Parks and Recreation;

N/A

2. Educational Facilities (e.g., preschool, elementary, middle school, high school);

N/A

3. Health Care (e.g., emergency, hospital);

Bartow Regional Medical Center is located within 11.8 miles from the project.

4. Fire Protection;

Fire Protection is provided by the Polk County Fire Station 15. The Station is located approximately 3.7 miles from the project.

5. Police Protection and Security;

Police Protection and Security is provided by the Mulberry Police Department that is approximately 2.2 miles from the project.

6. Emergency Medical Services (EMS);

EMS is provided by the Polk County Fire Station 15. The Station is located approximately 3.7 miles from the project.

7. Solid Waste (collection and waste generation); and

Solid waste services are provided by Polk County Contract Services.

8. How may this request contribute to neighborhood needs?

The project will help meet industrial development demands within the surrounding community.

G. Maps – Please see attached.

Maps shall be used to give the public agencies a clear graphic illustration and visual understanding of the proposed development and the potential positive and negative impacts resulting from the development. Maps shall be of sufficient type, size, and scale to facilitate complete understanding of the elements of the proposed development. Scale shall be clearly indicated on each map and the dates of preparation and revisions shall be included. The project boundaries shall be overlaid on all maps. The following **maps shall 8 1/2" x 11"** and accompany Impact Assessment Statements:

- Map A: A location map (center the site on the map) showing the relationship of the development to cities, highways, and natural features;
- Map B: Map depicting the site boundary (properties included in the request)
- Map C: A site plan consistent with **Site Plan Standards**² (multiple sheets may be used). In addition to the required number of copies please **include an 8½" x 11" copy**. Applications for district changes alone are not required but are encouraged to submit a Development Plan; and

NOTE: *Applications for text amendments are not required to submit a complete Impact Assessment Statement, however, all relevant information requested must be addressed. Use this form and the "Demonstration of Need" form as a guide for assessing the impact of a text amendment.*

² See *Site Plan Standards* checklist form (GM LDD 11).

Legal Description:

THAT PART OF THE WEST 3/4 OF SECTION 13, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY, FLORIDA, LYING EAST OF SEABOARD COASTLINE RAILROAD MAIN LINE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 13 AND RUN THENCE N88°44'47"W A DISTANCE OF 1324.25 FEET ALONG THE NORTH BOUNDARY OF SECTION 13 TO THE NORTH 1/4 CORNER OF SECTION 13; THENCE N88°45'20"W A DISTANCE OF 1401.10 FEET ALONG THE NORTH BOUNDARY OF SAID SECTION 13; THENCE S01°02'23"E A DISTANCE OF 928.93 FEET ALONG THE WEST RIGHT-OF-WAY OF CSX RAILROAD SPUR LINE; THENCE N88°57'37"E A DISTANCE OF 20.00 FEET; THENCE S01°02'23"E A DISTANCE OF 1566.45 FEET ALONG CSX SPUR LINE; THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 178.81 FEET, WITH A RADIUS OF 49804.07 FEET, WITH A CHORD BEARING OF S00°56'13"E, WITH A CHORD LENGTH OF 178.81 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY OF THE CSX SPUR LINE ALONG SAID CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 900.37 FEET, WITH A RADIUS OF 49804.07 FEET, WITH A CHORD BEARING OF S00°18'58"E, WITH A CHORD LENGTH OF 900.36 FEET, THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY OF CSX SPUR LINE WITH A REVERSE CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 401.13 FEET, WITH A RADIUS OF 20938.72 FEET, WITH A CHORD BEARING OF S00°25'37"E, WITH A CHORD LENGTH OF 401.13 FEET; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY OF THE CSX SPUR LINE S00°58'33"E A DISTANCE OF 42.57 FEET; THENCE N89°05'05"W A DISTANCE OF 11.48 FEET; THENCE CONTINUE ALONG SAID CSX RAILROAD SPUR LINE S00°01'01"W A DISTANCE OF 1343.81 FEET; THENCE N88°57'44"W A DISTANCE OF 777.30 FEET ALONG THE SOUTH BOUNDARY OF SAID SECTION 13 TO THE EAST RIGHT-OF-WAY OF THE CSX MAIN LINE; THENCE CONTINUE ALONG SAID EAST RIGHT-OF-WAY OF THE CSX RAILROAD MAIN LINE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 103.02 FEET, WITH A RADIUS OF 1507.58 FEET, WITH A CHORD BEARING OF 04°28'13"W, WITH A CHORD LENGTH OF 103.00 FEET; THENCE CONTINUE ALONG SAID EAST RIGHT-OF-WAY OF THE CSX RAILROAD MAIN LINE N02°30'46"W A DISTANCE OF 2585.84 FEET; THENCE DEPARTING SAID EAST RIGHT-OF-WAY, RUN S89°12'27"E A DISTANCE OF 901.86 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PART DESCRIBED IN CORRECTIVE WARRANTY DEED RECORDED IN O.R. BOOK 13105, PAGE 1617, PUBLIC RECORDS OF POLK COUNTY, FLORIDA

Owner's Authorization for
Permitting Applications

Project: Cozart Road
0 Cozart Road Mulberry, FL 33860
County: Polk
Parcel: 23-30-13-000000-043030

Owner: Yavascular Troy Holding LLC
2701 Cozart Roda
Mulberry, FL 33860
Phone:
E-mail Address:

Agent: JSK Consulting
Matthew Johnson, P.E.
Lanieve Imig, Project Development Specialist
5904 Hillside Heights Drive
Lakeland, Florida 33812

I hereby designate and authorize the agent listed above to act on my behalf, or on behalf of the above referenced entity I represent, for the permitting applications for the above referenced project permit approvals and/or proprietary authorization indicated above; and to furnish, on request, supplemental information in support of the application(s).

Emrah Yavasca
Typed/Printed Name of Owner

Yavascular Troy Holding LLC
Corporate Title, if applicable

[Signature]
Signature of Owner

March 20, 2025
Date

STATE OF Florida
COUNTY OF Polk

OWNER'S NOTARIZATION

The foregoing instrument was acknowledged before me this 20th day of March 2025 by Emrah Yavasca, who is personally known to me or produced a driver's license by means of physical presence or online notarization as identification and who did not take an oath.



[Signature]
Notary Public
Notarial Seal and Commission
Expiration Date

INSTR # 2024104805
BK 13105 Pgs 1619-1620 PG(s)2
05/06/2024 01:59:44 PM
STACY M. BUTTERFIELD,
CLERK OF COURT POLK COUNTY
RECORDING FEES 18.50
DEED DOC 0.70

Prepared by:
Hillsborough Title, Inc.
Tammy Wooten
352 E. Bloomingdale Ave.
Brandon, FL 33511
File No.: BRI23-123215
This Deed is prepared pursuant to the issuance of Title Insurance

GENERAL WARRANTY DEED

Made this May 2nd, 2024, A.D. by David Sumner and Cathy Sumner, husband and wife, whose post office address is: P.O. Box 215, Mulberry, FL 33860, hereinafter called the grantor, to Yavascalar Troy Holding, LLC, a Florida limited liability company, whose address is: 2701 Cozart Rd, Mulberry, FL 33860, hereinafter called the grantee:

(Whenever used herein the term "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth, that the grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in Polk County, Florida, viz:

That part of the West 3/2 of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line being more particularly described as follows: Commence at the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of said Section 13 and run thence North 88 degrees 44 minutes 47 seconds West a distance of 1324.25 feet along the North boundary of Section 13 to the North 1/4 corner of Section 13; thence North 88 degrees 45 minutes 20 seconds West a distance of 1401.10 feet along the North boundary of said Section 13; thence South 01 degrees 02 minutes 23 seconds East a distance of 928.93 feet along the West right of way of CSX Railroad Spur Line; thence North 88 degrees 57 minutes 37 seconds East a distance of 20.00 feet; thence South 01 degrees 02 minutes 23 seconds East a distance of 1566.45 feet along CSX Spur Line; thence with a curve turning to the right with an arc length of 178.81 feet, with a radius of 49804.07 feet, with a chord bearing of South 00 degrees 56 minutes 13 seconds East, with a chord length of 178.81 feet to the Point of Beginning; thence continue along said West right of way of the CSX Spur Line along said curve turning to the right with an arc length of 900.37 feet, with a radius of 49804.07 feet, with a chord bearing of South 00 degrees 18 minutes 58 seconds East, with a chord length of 900.36 feet, thence continue along said West right of way of CSX Spur Line with a reverse curve turning to the left with an arc length of 401.13 feet, with a radius of 20938.72 feet, with a chord bearing of South 00 degrees 25 minutes 37 seconds East, with a chord length of 401.13 feet; thence continue along said West right of way of the CSX Spur Line South 00 degrees 58 minutes 33 seconds East a distance of 42.57 feet; thence North 89 degrees 05 minutes 05 seconds West a distance of 11.48 feet; thence continue along said CSX Railroad Spur Line South 00 degrees 01 minutes 01 seconds West a distance of 1343.81 feet; thence North 88 degrees 57 minutes 44 seconds West a distance of 777.30 feet along the South boundary of said Section 13 to the East right of way of the CSX Main Line; thence continue along said East right of way of the CSX Railroad Main Line with a curve turning to the right with an arc length of 103.02 feet, with a radius of 1507.58 feet, with a chord bearing of North 04 degrees 28 minutes 13 seconds West, with a chord length of 103.00 feet; thence continue along said East right of way of the CSX Railroad Main Line North 02 degrees 30 minutes 46 seconds West a distance of 2585.84 feet; thence departing said East right of way, run South 89 degrees 12 minutes 27 seconds East a distance of 901.86 feet to the Point of Beginning. Together with an easement for ingress and egress, access and passage of vehicles and equipment over and upon the South 50 feet of that part of the Northwest 1/4 of the Northwest 1/4, lying West of Atlantic Coast Line Railroad Company Main Line right of way; and over and upon the South 50 feet of that part of the Northwest 1/4 of the Southwest 1/4, lying West of said railroad right of way, all in Section 13, Township 30 South, Range 23 East, Polk County, Florida.

LESS AND EXCEPT:

That part of the West 3/2 of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line being more particularly described as follows: Commence at the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of said Section 13 and run thence North 88 degrees 44 minutes 47 seconds West a distance of 1324.25 feet along the North boundary of Section 13 to the North 1/4 corner of Section 13; thence North 88 degrees 45 minutes 20 seconds West a distance of 1401.10 feet along the North boundary of said Section 13; thence South 01 degrees 02 minutes 23 seconds East a distance of 928.93 feet along the West right of way of CSX Railroad Spur Line; thence North 88 degrees 57 minutes 37 seconds East a distance of 20.00 feet; thence South 01 degrees 02 minutes 23 seconds East a distance of 1566.45 feet along CSX Spur Line; thence with a curve turning to the right with an arc length of 178.81 feet, with a radius of 49804.07 feet, with a chord bearing of South 00 degrees 56 minutes 13 seconds East, with a chord length of 178.81 feet to the Point of Beginning; thence continue along said West right of way of the CSX Spur Line along said curve turning to the right with an arc length of 900.37 feet, with a radius of 49804.07 feet, with a chord bearing of South 00 degrees 18 minutes 58 seconds East, with a chord length of 900.36 feet, thence continue along said West right of way of CSX Spur Line with a reverse curve turning to the left with an arc length of 343.39 feet, with a radius of 20938.72 feet, with a chord bearing of South 00 degrees 13 minutes 10 seconds East, with a chord length of 343.39 feet; thence departing West right of way of CSX Railroad Spur Line; South 86 degrees 13 minutes 47 seconds West a distance of 853.00 feet thence along East right of way of the CSX Railroad Main Line North 02 degrees 30 minutes 46 seconds West a distance of 1313.00 feet; thence departing said East right of way, run South 89 degrees 12 minutes 27 seconds East a distance of 901.86 feet to the Point of Beginning. Together with an easement for ingress and egress, access and passage of vehicles and equipment over and upon the South 50 feet of that part of the Northwest 1/4 of the Northwest 1/4, lying West of Atlantic Coast Line Railroad Company Main Line right of way; and over and upon the South 50 feet of that part of the Northwest 1/4 of the Southwest 1/4, lying West of said railroad right of way, all in Section 13, Township 30 South, Range 23 East, Polk County, Florida.

Prepared by:
Hillsborough Title, Inc.
Tammy Wooten
352 E. Bloomingdale Ave.
Brandon, FL 33511
incidental to the issuance of a title insurance policy
File No.: BRI23-123215

Subject to all reservations, covenants, conditions, restrictions and easements of record and to all applicable zoning ordinances and/or restrictions imposed by governmental authorities, if any.

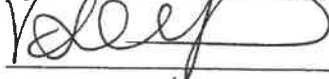
Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.


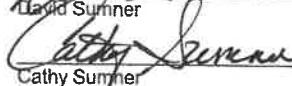
To Have and to Hold, the same in fee simple forever.

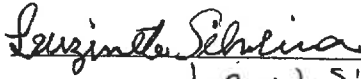
And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever, and that said land is free of all encumbrances except taxes accruing subsequent to the current year.

In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

Signed and Sealed in Our Presence:

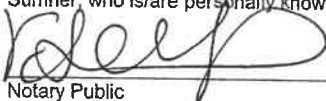

Witness Printed Name: Denise Silva Schmitt
Address: 5218 White Egret Lane
Lakeland FL 33811


David Sumner

Cathy Sumner


Witness Printed Name: Luzinete Silveira
Address: 5218 White Egret Lane
Lakeland FL 33811

State of Florida
County of Polk

The foregoing instrument was executed and acknowledged before me this 2nd of May, 2024, by means of ☒ Physical Presence or ☐ Online Notarization, by David Sumner and Cathy Sumner, who is/are personally known to me or who has produced a valid driver's license as identification.


Notary Public

My Commission Expires: 6-11-2027

(SEAL)



EASEMENT AGREEMENT

This Easement Agreement is entered into on this 19th day of February, 2025 by and between Yavascular Troy Holding, LLC, a Florida limited liability company, of 2701 Cozart Road, Mulberry, FL 33860 ("Troy") Ultra Mag, LLC, a Florida limited liability company, of P. O. Box 6165; Lakeland, Florida 33807 ("Mag") and David Sumner and Cathy Sumner ("Sumner") of P. O. Box 215; Mulberry, Florida 33860.

Background. An Easement exists over the following described property:

The South 50 feet of that part of the NW ¼ of the SW ¼ lying west of railroad right of way along with the South 50 feet of the NW ¼ of the SW ¼ of east said right of way in Section 13, Township 30 South Range 23 East, Polk County, Florida. This easement was created by reservation in that certain Deed attached hereto recorded in Official Records Book 867, page 270, public records of Polk County, Florida, a copy of which is attached hereto as Exhibit A.

This Easement is adjacent to, and provides access to State Road 37 South, a public right of way in Polk County, Florida. However, only Troy and Sumner own property adjacent to the Easement, and therefore, Mag needs additional access. Troy is the owner of the real property described on Exhibit B ("Troy Land"), Sumner is the owner of the real property described on Exhibit C and Mag is owner of the real property described on Exhibit D ("Mag Land"). The Troy Land and the Mag Land are adjacent and contiguous, and the Troy Land and the Sumner Land are separated only by a railroad. The Sumner Land lies adjacent to and north of the easement described on Exhibit A and the vacated Cozart Road. Troy and Mag currently meander into and along the Sumner Land for ingress and egress where the Sumner Land adjoins the easement described on Exhibit A and the vacated Cozart Road.

NOW THEREFOR, in consideration of the sum of Ten Dollars and other good and valuable considerations, the receipt of which is acknowledged by all parties, it is agreed as follows:

1. Troy hereby grants to Mag, an ingress, egress and utility easement over the real property described on Exhibit E ("Easement Property") which is part of the Troy Land. The combined Easement locations referenced above are reflected on the sketch attached hereto as Exhibit F.
2. Sumner hereby grants to Troy and Mag, an ingress egress and utility easement over those lands of Sumner which are adjacent to the easement described on Exhibit A and the vacated Cozart Road which are presently being utilized by the parties for ingress and egress and as further shown in attached composite Exhibit F (the Additional Easement Property).
3. The Easement Property and the Additional Easement Property shall be appurtenant to land of the grantees named in the easements and shall run with the land.

4. Any party shall have the right, but not the obligation, to maintain any Easement Area.

5. The right to maintain the Easement Property shall include, but not be limited to, the right to repair and improve the Easement Property as any party deems necessary or appropriate, and, notwithstanding the foregoing, no party shall have any duty or obligation to perform any repair or maintenance to the Easement Property.

5. This Agreement shall be binding upon and inure to the benefit of the Parties hereto, their guests, and invitees and their respective heirs and assigns.

(Signatures on Following Pages)

Ultra Mag, LLC, a Florida limited liability company

Meghan West

Witness Name: Meghan West

Witness Address: P.O. Box 6165 LKJ
FL 33807

(Seal)
Robert F. Harper, IV, its Manager

Robert White
Witness Name:

Witness Address: P.O. Box 215 Mnbury 33860

State of Florida

County of Polk

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 14 day of Feb, 2025 by Robert F. Harper, as Manager of Ultra Mag, LLC, a Florida limited liability company, who ☒ is personally known or ☐ has produced a driver's license as identification.

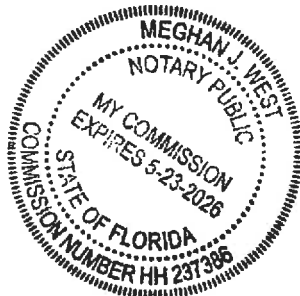
[Notary Seal]

Meghan West
Notary Public

Printed Name: Meghan West

My Commission

Expires: _____



Meghan West
Witness Name: Meghan J West David Sumner (Seal)
Witness Address: P.O. Box 6165 Ukiah FL 33807

Robert White
Witness Name: Robert White
Witness Address: P.O. 215 Mulberry 33860

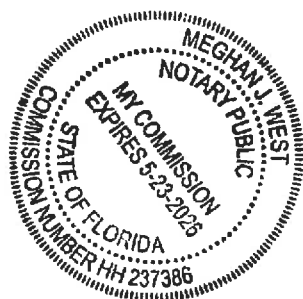
Meghan West
Witness Name: Meghan J. West Cathy Sumner (Seal)
Witness Address: P.O. Box 6165 Ukiah FL 33807

Robert White
Witness Name: Robert White
Witness Address: P.O. 215 Mulberry 33860

State of Florida
County of Polk

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 19 day of Feb, 2025 by David Sumner and Cathy Sumner, who ☒ are personally known or ☐ have produced a driver's license as identification.

[Notary Seal]



Meghan West
Notary Public
Printed Name: Meghan J. West
My Commission
Expires: _____

IN WITNESS WHEREOF, this Easement Agreement is executed on this 19 day of Feb, 2025.

Yavascular Troy Holding, a Florida limited liability company

Meghan West
Witness Name: Meghan West
Witness Address: P.O. BOX 6165 FL 33807

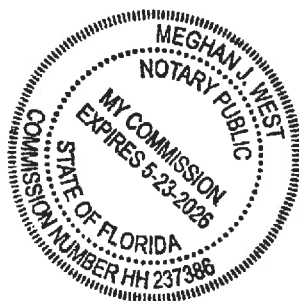
Todd Hossler (Seal)
Todd Hossler, its Manager

Robert White
Witness Name: Robert White
Witness Address: PO 215 Mableton 33860

State of Florida
County of Polk

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 19 day of Feb, 2025 by Todd Hossler, as Manager of Yavascular Troy Holding, LLC, a Florida limited liability company, who ☒ is personally known or ☐ has produced a driver's license as identification.

[Notary Seal]



Meghan West
Notary Public

Printed Name: _____

My Commission
Expires: _____

Exhibit "A"

189974

DEED

OFF REC 867 PAGE 270

The Grantor, SOCONY MOBIL OIL COMPANY, INC., a corporation existing under the laws of the State of New York, having a principal office at 150 East 42nd Street, New York, New York, in consideration of ten dollars and other valuable considerations received from the Grantees, hereby grants and conveys to the Grantees, BERNARD W. KIRKLAND and WILLIE MAE KIRKLAND, his wife, as tenants by the entirety, whose post office address is Route 4, Box 194, Lakeland, Florida, the real property described below:

920
925
That part of the west one-quarter (W-1/4) lying west of the Atlantic Coast Line Railroad Company main line right-of-way, in and of Section 13, Township 30 South, Range 23 East, Polk County, Florida, SUBJECT TO right-of-way for State Road 37 along the west side thereof.

The Grantor reserves unto itself, its successors and assigns, an easement for ingress, egress, access, and passage of vehicles and equipment over and upon the south 50 feet of that part of the NW-1/4 of NW-1/4 lying west of said railroad right-of-way and over and upon the south 50 feet of that part of the NW-1/4 of SW-1/4 lying west of said railroad right-of-way, all in and of said Section 13.

This conveyance is subject to (a) existing rights-of-way, if any, for roads and railroads; (b) lien for taxes, if any, which are not yet due and payable; and (c) electric power line easement over the south 160 feet of the property as set forth in instrument granted by Virginia-Carolina Chemical Corporation to Tampa Electric Company, dated September 23, 1954, Deed Book 988, page 81, Polk County, Florida.

The Grantor covenants that the property is free of all encumbrances, that lawful seisin of and good right to convey



867 PAGE 271

the property are vested in the Grantor, and that the Grantor hereby warrants the title to the property and will defend the same against the lawful claims of all persons whomsoever.

Dated this 16th day of September, 1964.

Signed, sealed, and delivered in the presence of:

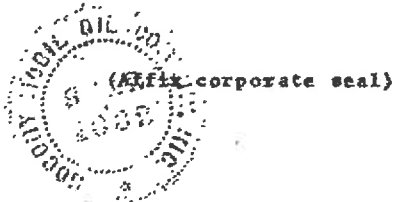
SOCONY MOBIL OIL COMPANY, INC.

H. F. K...
Wm. L. Bell
Two witnesses

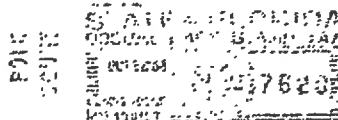
By J. D. F... VICE-PRESIDENT

Attest:

Paul C. F...
ASST. SECRETARY



STATE OF NEW YORK
COUNTY OF NEW YORK



I hereby certify that on this day before me, the undersigned notary public authorized in the state and county named above to administer oaths and take acknowledgments, personally appeared

J. D. F... and Eleanor C. Dickson

as

VICE-PRESIDENT and Assistant Secretary

respectively, of SOCONY MOBIL OIL COMPANY, INC., a corporation existing under the laws of the State of New York, known to me to be the persons described in and who executed the foregoing instrument as such officers, and they acknowledged before me that they executed the same in behalf of said corporation, and that they were duly authorized by said corporation to do so. Witness my hand and official seal in the state and county named above this

16th day of September, 1964.

Elizabeth Conway
Notary Public, State of New York

My commission expires:



ELIZABETH CONWAY
Notary Public, State of New York
No. 41-5793000
Qualified in Queens County
Cert. filed in New York County
Term Expires March 30, 1966

- 2 -

189974

FILED, RECORDED AND
RECORD VERIFIED
D H SLOAN JR CLK CLK CI
POLK COUNTY, FLA
By ...

Exhibit "B"

PARCEL 2:

That part of the West ¼ of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line being more particularly described as follows:

Commence at the Northwest corner of the Northeast ¼ of the Northeast ¼ of said Section 13 and run thence N88°44'47"W a distance of 1324.28 feet along the North boundary of Section 13 to the North ¼ corner of Section 13; thence N88°45'20"W a distance of 1401.10 feet along the North boundary of said Section 13; thence S01°02'23"E a distance of 928.93 feet along the West right-of-way of CSX Railroad Spur Line; thence N88°57'37"E a distance of 20.00 feet; thence S01°02'23"E a distance of 1566.45 feet along CSX Spur Line; thence with a curve turning to the right with an arc length of 178.81 feet, with a radius of 49804.07 feet, with a chord bearing of S00°58'13"E, with a chord length of 178.81 feet to the Point of Beginning; thence continue along said West right-of-way of the CSX Spur Line along said curve turning to the right with an arc length of 800.37 feet, with a radius of 49804.07 feet, with a chord bearing of S00°18'58"E, with a chord length of 800.36 feet, thence continue along said West right-of-way of CSX Spur Line with a reverse curve turning to the left with an arc length of 401.13 feet, with a radius of 20838.72 feet, with a chord bearing of S00°25'37"E, with a chord length of 401.13 feet; thence continue along said West right-of-way of the CSX Spur Line S00°58'33"E a distance of 42.57 feet; thence N89°05'05"W a distance of 11.48 feet; thence continue along said CSX Railroad Spur Line S00°01'01"W a distance of 1343.81 feet; thence N88°57'44"W a distance of 777.30 feet along the South boundary of said Section 13 to the East right-of-way of the CSX Main Line; thence continue along said East right-of-way of the CSX Railroad Main Line with a curve turning to the right with an arc length of 103.02 feet, with a radius of 1507.58 feet, with a chord bearing of 04°28'13"W, with a chord length of 103.00 feet; thence continue along said East right-of-way of the CSX Railroad Main Line N02°30'46"W a distance of 2585.84 feet; thence departing said East right-of-way, run S89°12'27"E a distance of 901.86 feet to the Point of Beginning.

PARCEL 3:

That part of the West ¼ of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line being more particularly described as follows:

Commence at the Northwest corner of the Northeast ¼ of the Northeast ¼ of said Section 13 and run thence N88°44'47"W a distance of 1324.48 feet along the North boundary of said Section 13 to the Point of Beginning; thence S00°38'18"E a distance of 5366.22 feet along the North South center of said Section 13 to the South boundary of said Section 13; thence N88°57'43"W a distance of 1218.42 feet along the South boundary of said Section 13; thence N00°58'33"W a distance of 1344.82 feet along the East boundary of the CSX Railroad Spur Line; thence N89°05'05"W a distance of 20.01 feet; thence continue along said CSX Railroad Spur Line N00°58'33"W a distance of 44.56 feet; thence continue along said CSX Railroad Spur Line with a curve turning to the right with an arc length of 389.94 feet, with a radius of 20878.20 feet, with a chord bearing of 00°25'37"W, with a chord length of 389.93 feet; thence continue along said CSX Railroad Spur Line with a reverse curve turning to the left with an arc length of 1080.44 feet, with a radius of 49804.07 feet, with a chord bearing of 00°25'08"W, with a chord length of 1080.42 feet; thence continue along said CSX Railroad Spur Line N01°02'23"W a distance of 1566.45 feet; thence N88°57'37"E a distance of 20.00 feet; thence continue along said CSX Railroad Spur Line, N01°02'23"W a distance of 924.94 feet to the North boundary of said Section 13; thence S88°45'20"E a distance of 1301.80 feet along the North boundary of said Section 13 to the Point of Beginning.

TOGETHER WITH an easement for ingress and egress, access and passage of vehicles and equipment over and upon the South 50 feet of that part of the NW ¼ of the NW ¼, lying West of Atlantic Coast Line Railroad Company Main Line right-of-way; AND over and upon the South 50 feet of that part of the NW ¼ of the SW ¼, lying West of said railroad right-of-way, all in Section 13, Township 30 South, Range 23 East, Polk County, Florida.

Parcel Identification Number: 23-30-13-000000-013010

Legal Description

Rev. 1/27/16

Stacy M. Butterfield POLK

BUT SUBJECT TO an easement (for the benefit of both Parcels 1 and 4, listed below) on, across, over, under and through the Property, for the purposes of constructing and operating roadways (for among other things, automobile, truck, bicycle and pedestrian traffic); constructing, installing, operating, maintaining, upgrading, improving, relocating and/or removing water lines, wastewater lines, water retention areas, pumps, lift stations and any other utilities and utility lines (including but not limited to electricity, telephone, internet, cable television and fiber optic lines), along with all associated appurtenances; and for the right of ingress and egress to and from both Parcels listed below to State Road 37:

PARCEL 1:

That part of the West ¼ of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line, being more particularly described as follows:

Commence at the Northwest corner of the Northeast ¼ of the Northeast ¼ of said Section 13 and run thence N88°44'47"W a distance of 1324.25 feet along the North boundary of Section 13 to the North ¼ corner of Section 13; thence N88°45'20"W a distance of 1401.10 feet along the North boundary of said Section 13 to the Point of Beginning; thence S01°02'23"E a distance of 928.93 feet along the West right-of-way of CSX Railroad Spur Line; thence N88°57'37"E a distance of 20.00 feet; thence S01°02'23"E a distance of 1566.45 feet along CSX Spur Line; thence with a curve turning to the right with an arc length of 178.81 feet, with a radius of 49804.07 feet, with a chord bearing of S00°56'13"E, with a chord length of 178.81 feet; thence N88°12'27"W a distance of 901.86 feet to the East right-of-way line of the CSX Railroad Main Line; thence N02°30'46"W a distance of 1632.19 along the said East right-of-way of the CSX Railroad Main Line; thence departing said CSX Railroad run S88°48'03"E a distance of 415.00; thence N02°32'09" W a distance of 1051.66 feet to the North boundary of said Section 13; thence S88°45'20"E a distance of 536.87 feet along the North boundary of said Section 13 to the Point of Beginning.

PARCEL 4:

That part of the West ¼ of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line being more particularly described as follows:

Begin at the Northwest corner of the Northeast ¼ of the Northeast ¼ of said Section 13 and run thence S00°32'37"E a distance of 5318.56 feet along the 40 acre line; thence S88°37'31"W a distance of 1314.98 feet along the South boundary of said Section 13; thence N00°38'18"W a distance of 5356.22 feet along the North South centerline of said Section to the North boundary of said Section 13; thence S88°44'47"E a distance of 1324.46 feet along the North boundary of said Section 13 to the Point of Beginning.

Legal Description

Rev. 1/27/16

Stacy M. Butterfield POLK

Exhibit "C"

That part of the West 3/2 of Section 13, Township 30 South, Range 23 East, Polk County, Florida, lying East of Seaboard Coastline Railroad Main Line being more particularly described as follows: Commence at the Northwest corner of the Northeast 1/4 of the Northeast 1/4 of said Section 13 and run thence North 88 degrees 44 minutes 47 seconds West a distance of 1324.25 feet along the North boundary of Section 13 to the North 1/4 corner of Section 13; thence North 88 degrees 45 minutes 20 seconds West a distance of 1401.10 feet along the North boundary of said Section 13; thence South 01 degrees 02 minutes 23 seconds East a distance of 928.93 feet along the West right of way of CSX Railroad Spur Line; thence North 88 degrees 57 minutes 37 seconds East a distance of 20.00 feet; thence South 01 degrees 02 minutes 23 seconds East a distance of 1588.45 feet along CSX Spur Line; thence with a curve turning to the right with an arc length of 176.81 feet, with a radius of 48804.07 feet, with a chord bearing of South 00 degrees 58 minutes 13 seconds East, with a chord length of 178.81 feet to the Point of Beginning; thence continue along said West right of way of the CSX Spur Line along said curve turning to the right with an arc length of 900.37 feet, with a radius of 48804.07 feet, with a chord bearing of South 00 degrees 18 minutes 58 seconds East, with a chord length of 900.35 feet, thence continue along said West right of way of CSX Spur Line with a reverse curve turning to the left with an arc length of 343.39 feet, with a radius of 20838.72 feet, with a chord bearing of South 09 degrees 13 minutes 10 seconds East, with a chord length of 343.39 feet; thence departing West right of way of CSX Railroad Spur Line; South 89 degrees 13 minutes 47 seconds West a distance of 668.00 feet thence along East right of way of the CSX Railroad Main Line North 02 degrees 30 minutes 46 seconds West a distance of 1313.00 feet; thence departing said East right of way, run South 89 degrees 12 minutes 27 seconds East a distance of 901.88 feet to the Point of Beginning. Together with an easement for ingress and egress, access and passage of vehicles and equipment over and upon the South 60 feet of that part of the Northwest 1/4 of the Northwest 1/4, lying West of Atlantic Coast Line Railroad Company Main Line right of way; and over and upon the South 60 feet of that part of the Northwest 1/4 of the Southwest 1/4, lying West of said railroad right of way, all in Section 13, Township 30 South, Range 23 East, Polk County, Florida.

Parcel ID No.: 23-30-13-000000-043030

Exhibit "D"

Parcel 1:

Section 24, Township 30 South, Range 23 East, Polk County, Florida; Commence at the Northwest corner of said Section 24, thence run South 89 degrees 07'26", East along the North line of said NW ¼, a distance of 1396.29 feet to the Easterly right-of-way of the CFX Transportation Railroad, thence run South 00 degrees 59'43" East along said right-of-way a distance of 600 feet to the Point of Beginning, continue along said right-of-way a distance of 2030.79 feet, thence South 85 degrees 55'15" East a distance of 2091.85 feet; thence North 00 degrees West a distance of 2825.69 feet; thence South 89 degrees 26'51" West a distance of 651.83 feet; thence South 29 degrees 21'36" East a distance of 134.12 feet; thence South 10 degrees 47'06" East a distance of 190.26 feet; thence South 16 degrees 09'24" West a distance of 273.99 feet; South 00 degrees 19'36" East 346.04 feet; thence South 32 degrees 23'52" West a distance of 204.25 feet; thence South 77 degrees 19'16.7" West a distance of 410.30 feet; thence South 00 degrees 53'08.3" East a distance of 410.43 feet; thence South 04 degrees 34'41.6" East a distance of 171.95 feet; thence South 56 degrees 30'54.6" West a distance of 225.47 feet; thence South 82 degrees 41'02.9" West a distance of 338.97 feet; thence North 80 degrees 52'35.7" West a distance of 777.09 feet; thence North 12 degrees 08'33.0" West along the Easterly right-of-way line of CFX Transportation Railroad, a distance of 523.83 feet; thence North 13 degrees 19'57.3" East a distance of 764.96 feet; thence North 85 degrees 07'26" West a distance of 265.49 feet to the Point of Beginning. LESS that part of NE ¼ of NW ¼, lying Westerly of Ridgewood Spur.

Parcel 2:

Commencing at the Northwest corner of Section 24, Township 30 South, Range 23 East, Polk County, Florida, thence South 89 degrees 07'26" East along the North boundary a distance of 2677.18 feet to the Northeast corner of the NW ¼ of said Section 24, to Point of Beginning; thence continue along said boundary North 89 degrees 26'51" East a distance of 644.46 feet, thence South 29 degrees 21'36.0" East 134.12 feet, thence South 10 degrees 47'06.0" East 190.26 feet, thence South 16 degrees 09'24.0" West 273.99 feet, thence South 80 degrees 13'36.0" East 346.04 feet, thence South 32 degrees 23'52.0" West 204.25 feet, thence South 77 degrees 19'16.7" West 410.30 feet, thence South 00 degrees 53'08.3" East 410.43 feet, thence South 04 degrees 34'41.6" East 171.95 feet, thence South 56 degrees 30'54.6" West 225.47 feet, thence South 82 degrees 41'02.9" West 338.97 feet, thence North 80 degrees 52'35.7" West 777.09 feet, to the Easterly right-of-way of CFX Transportation Railroad thence North 12 degrees 08'33.0" West along said right-of-way a distance of 526.83 feet, to the right-of-way for the Ridgewood Branch or Spur (now unused, abandoned, and removed) granted to Charlotte Harbor and Northern Railway Company, by instrument dated October 2, 1914, recorded in Deed Book 146, Page 454, Polk County, Florida, and by instrument dated October 27, 1915, recorded in Deed Book 151, Page 80, Polk County, Florida, continue Northeasterly along said right-of-way to Point of Beginning. LESS that part of NE ¼ of NW ¼ previously conveyed by O.R. Book 2253, Page 3, lying South of Ridgewood Spur right-of-way.

TOGETHER WITH an easement for ingress and egress, access and passage of vehicles and equipment over and upon the South 50 feet of that part of the NW ¼ of SW ¼ lying West of Atlantic Coast Line Railroad right-of-way, along with the South 50 feet of the NW ¼ of SW ¼ lying East of said right-of-way, and the West 50 feet of the SE ¼ of SW ¼ lying immediately East of said right-of-way, and the South 50 feet of the SE ¼ of SW ¼ lying immediately North of the TBCO Power Line easement, and the West 50 feet of the South 210 feet of SW ¼ of SE ¼, all in Section 13, Township 30 South, Range 23 East, Polk County, Florida.

• SEE LEGAL DESCRIPTION ATTACHED HERETO AND MADE A PART HEREOF.

COMMENCE AT THE NW CORNER OF SECTION 24, TOWNSHIP 30 SOUTH, RANGE 23 EAST, POLK COUNTY FLORIDA, RUN THENCE SOUTH 89°07'26" EAST ALONG THE NORTH BOUNDARY OF SAID SECTION 24, 2106.29 FEET, THENCE SOUTH 00°59'42" EAST, 127.54 FEET TO THE POINT OF BEGINNING. SAID POINT BEING ON THE SOUTHEASTERLY RIGHT-OF-WAY OF THE RIDGEWOOD BRANCH OR SPUR (NOT IN USE) AS RECORDED IN DEED BOOK 181, PAGE 80 OF THE PUBLIC RECORDS OF POLK COUNTY FLORIDA, SAID POINT ALSO BEING ON A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1273.57 FEET, THENCE CONTINUE SOUTH 00°59'42" EAST 432.46 FEET, THENCE NORTH 89°07'26" WEST 372.44 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY OF SAID RAILROAD SPUR, THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 25°28'03", AN ARC DISTANCE OF 566.09 FEET TO A CHORD DISTANCE OF 564.44 FEET, A CHORD BEARING OF NORTH 40°32'05" EAST TO A POINT OF BEGINNING.

PARCEL NUMBER: 243023-000000-031030

Exhibit "E"

Easement Property

An easement for ingress and egress over and upon the South 50 feet of the West 70 feet lying East of the Railroad right of way in the NE $\frac{1}{4}$ of the of the SW $\frac{1}{4}$ and the West 50 feet of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ lying immediately east of the railroad right of way and the South 50 feet of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ less that portion lying 50 feet immediately East of the Railroad right of way, all in Section 13, Township 23 East, Range 23 East.

RECEIVED Jan. February 14, 1952

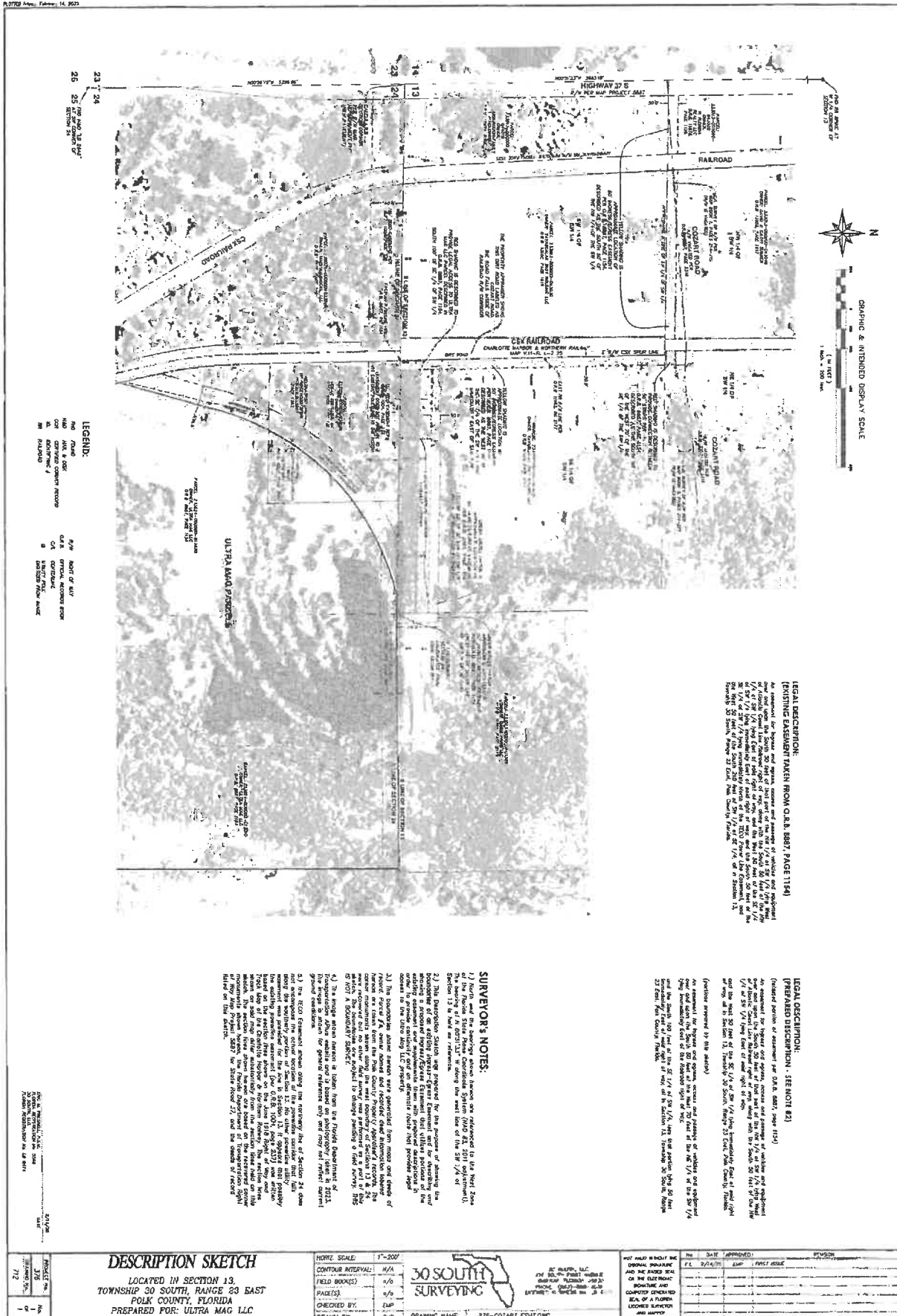


Exhibit F

Exhibit F
Florida 10-1



Panel 1 of 1 Panel 2 of 1 Panel 3 of 1

Ryan Harper





Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP AMENDMENT DETERMINATION DOCUMENT (REMOVAL)

COMMUNITY AND MAP PANEL INFORMATION		LEGAL PROPERTY DESCRIPTION
COMMUNITY	POLK COUNTY, FLORIDA (Unincorporated Areas)	A portion of Section 13, Township 30 South, Range 23 East, as described in the General Warranty Deed recorded as Instrument No. 2024104805, in Book 13105, Pages 1619 and 1620, in the Office of the Clerk of Court, Polk County, Florida
	COMMUNITY NO.: 120261	
AFFECTED MAP PANEL	NUMBER: 12105C0675G	
	DATE: 12/22/2016	
FLOODING SOURCE: LOCAL FLOODING		APPROXIMATE LATITUDE & LONGITUDE OF PROPERTY: 27.867238, -81.970602 SOURCE OF LAT & LONG: LOMA LOGIC DATUM: NAD 83

DETERMINATION								
LOT	BLOCK/ SECTION	SUBDIVISION	STREET	OUTCOME <small>WHAT IS REMOVED FROM THE SFHA</small>	FLOOD ZONE	1% ANNUAL CHANCE FLOOD ELEVATION (NAVD 88)	LOWEST ADJACENT GRADE ELEVATION (NAVD 88)	LOWEST LOT ELEVATION (NAVD 88)
--	--	--	0 Cozart Road	Property	X (unshaded)	--	--	120.3 feet

Special Flood Hazard Area (SFHA) - The SFHA is an area that would be inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood).

ADDITIONAL CONSIDERATIONS (Please refer to the appropriate section on Attachment 1 for the additional considerations listed below.)

ZONE A
 STATE LOCAL CONSIDERATIONS

This document provides the Federal Emergency Management Agency's determination regarding a request for a Letter of Map Amendment for the property described above. Using the information submitted and the effective National Flood Insurance Program (NFIP) map, we have determined that the property(ies) is/are not located in the SFHA, an area inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood). This document amends the effective NFIP map to remove the subject property from the SFHA located on the effective NFIP map; therefore, the Federal mandatory flood insurance requirement does not apply. However, the lender has the option to continue the flood insurance requirement to protect its financial risk on the loan.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426.

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
 Engineering Services Branch
 Federal Insurance and Mitigation Administration



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP AMENDMENT
DETERMINATION DOCUMENT (REMOVAL)**
ATTACHMENT 1 (ADDITIONAL CONSIDERATIONS)

ZONE A (This Additional Consideration applies to the preceding 1 Property.)

The National Flood Insurance Program map affecting this property depicts a Special Flood Hazard Area that was determined using the best flood hazard data available to FEMA, but without performing a detailed engineering analysis. The flood elevation used to make this determination is based on approximate methods and has not been formalized through the standard process for establishing base flood elevations published in the Flood Insurance Study. This flood elevation is subject to change.

STATE AND LOCAL CONSIDERATIONS (This Additional Consideration applies to all properties in the LOMA DETERMINATION DOCUMENT (REMOVAL))

Please note that this document does not override or supersede any State or local procedural or substantive provisions which may apply to floodplain management requirements associated with amendments to State or local floodplain zoning ordinances, maps, or State or local procedures adopted under the National Flood Insurance Program.

This attachment provides additional information regarding this request. If you have any questions about this attachment, please contact the FEMA Mapping and Insurance eXchange (FMIX) toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426.

Patrick "Rick" F. Sacibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration



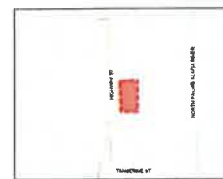
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SLB EQUIPMENT
SLB EQUIPMENT LLC
ACCESS / TRAFFIC
CIRCULATION EXHIBIT
8 COZART ROAD MULBERRY, FL 33660



SHEET NUMBER
C000



VICINITY MAP

N.T.S.
SECTION 30, TOWNSHIP 23 S, RANGE 13 E

