

HARDEN/PARKWAY REDEVELOPMENT PLAN

Polk County Florida

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INTRODUCTION

Overview

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

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

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

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

Based upon economic research, the redevelopment area is ideally suited to accommodate a mixed use lifestyle retail center and will also include residential, office hotel and entertainment components. It will serve as a commercial district and related employment opportunity for the larger residential component of the surrounding

Oakbridge community and the entire South Lakeland Area of both incorporated and unincorporated Polk County. Although this economic potential is significant, without redevelopment initiatives to address transportation blight and economic disuse, this economic potential is not likely to be realized.

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

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

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

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

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

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

Multi-Jurisdictional Issues

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

The geographic area of the Harden/Parkway CRA approved by Polk County includes land located in two quadrants of the interchange currently owned by the Drummond

Company and road rights-of-ways that lead to the proposed Transportation Improvements, as well as other parcels where rights-of-way is expected to be needed. The Interlocal Agreement provides that the purpose of the County's CRA will be to address transportation blight to facilitate the rehabilitation, conservation or redevelopment, or a combination thereof, of the Harden/Parkway Redevelopment Area.

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

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

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

Purpose

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

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

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

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

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

Transportation Blighted Conditions

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

Economic Disuse Conditions

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

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

Relationship to the County’s Existing Redevelopment Plans

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

REQUIRED CONTENTS PURSUANT TO SECTION 163.362, FLORIDA STATUTES

Legal description of the Boundaries and the Location Rationale

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

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

Show by diagram and in general terms

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

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

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

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

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

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

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

	Approximate Maximum	Approximate Maximum	Approximate # of
Land use types	s.f./rms/acres	Height	Proposed Bldgs.
Office 2nd Floor	50,000 s.f.	65 ft	1
*Commercial	474,000 s.f.	65 ft	1
Hotel	120 rooms	80 ft	12

* Commercial includes, but is not limited to, theaters, retail, office, restaurants, and other similar and associated uses.

- Northwest Quadrant Residential Area - Basic Requirements:

Land use types	Approximate Maximum Units	Approximate Maximum Height	Approximate # of Proposed Bldgs. Multiple Phases on one site
Multi-Family	260	80 ft.	

- Southeast Quadrant Mixed Use Area - Basic Requirements:

Land use types	Approximate Maximum s.f./rms/acres	Approximate Maximum Height	Approximate # of Proposed Bldgs.
Office	70,000 s.f.	3 floors	1
Hotel	90 rms	60 ft	1
* Commercial	79,000 s.f.	60 ft	2

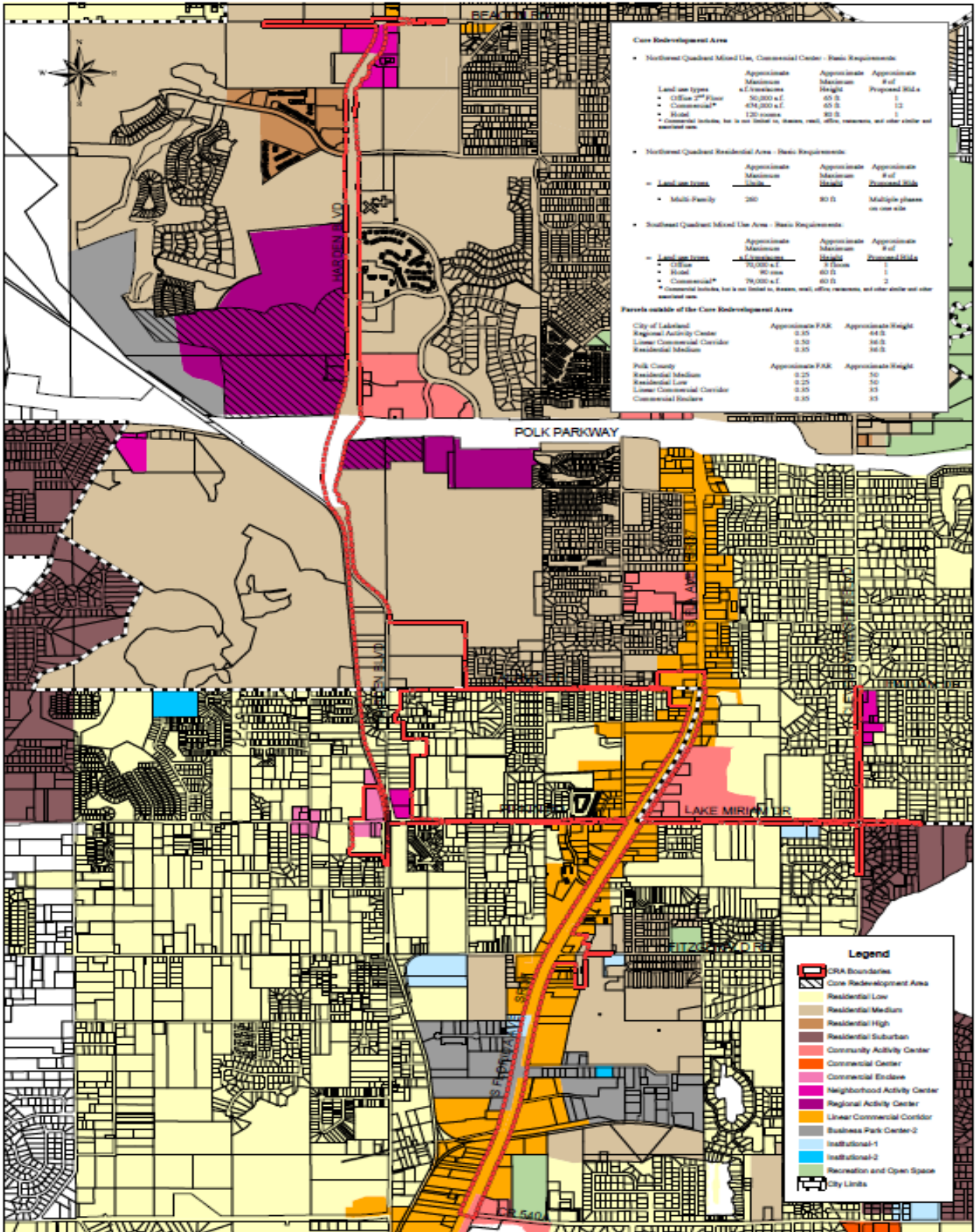
* Commercial includes, but is not limited to, theaters, retail, office, restaurants, and other similar and other associated uses.

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

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

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

Harden/Parkway CRA Land Use Map



CIS PROJECT NO. 9673.55
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The approximate number of dwelling units.

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

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

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

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

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

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

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

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

- Roads
 - Construction of dedicated dual-left turn lanes on westbound Beacon Road at Harden Boulevard.

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

Contain adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan.

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

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

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

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

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

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

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

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

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

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

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

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

REDEVELOPMENT GOALS AND OBJECTIVE

Goals

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

Strategic Objectives

Land Use (#1 through #3 being referred to as the “Development Projects”)

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

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

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

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

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

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

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

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

Transportation

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

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

Economic Disuse

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

Environment

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

REDEVELOPMENT STRATEGY

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

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

Primary Strategies

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

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

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

resolution or taking other necessary action to facilitate the efforts of the CRA to exercise its eminent domain powers.

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

REDEVELOPMENT ACTIONS

Transportation Improvements.

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

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

THE FINANCIAL PLAN

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

Potential Changes in the Core Redevelopment Area Taxable Base

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

Funding Sources

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

Tax Increment Financing

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

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

Advances and Loans

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

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

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

Tax Increment Revenue Bonds

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

Bond Anticipation Notes

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

Redevelopment Trust Fund Earned Interest

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

Sale or Lease of Acquired Property

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

Federal and State Grants

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

Proposed CRA Capital Improvement Program (CIP) Cost

The estimated CRA Transportation Improvement costs are listed in Appendix D (Harden/Parkway CRA Capital Improvements Program). The analysis addressing the estimated design and construction costs for the Transportation Improvements, the

estimated bonding/borrowing costs, the estimate average annual debt service and the estimated sum of debt service costs by phases is contained in Appendix C (Tax Increment Analysis and CRA Cash Flow Analysis).

THE MANAGEMENT PLAN

Private Sector Involvement

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

CRA Development Agreement Procedures

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

Community Redevelopment Agency Powers and Responsibilities

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

Consistency with other Plans and Regulations

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

Relationship to the Oakbridge DRI

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

Severability

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

Project Close Out

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

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

LIST OF APPENDICES

Appendix A

Harden/Parkway Redevelopment Area Legal Description

Appendix B

Harden/Parkway Redevelopment Map

Appendix C

Tax Increment Analysis and CRA Cash Flow Analysis

Appendix D

Harden/Parkway CRA Capital Improvements Program

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

This is not available online. Please call county staff for a copy of the legal description

Appendix B
Harden/Parkway Redevelopment Map

Proposed CRA Road/Sidewalk Improvements

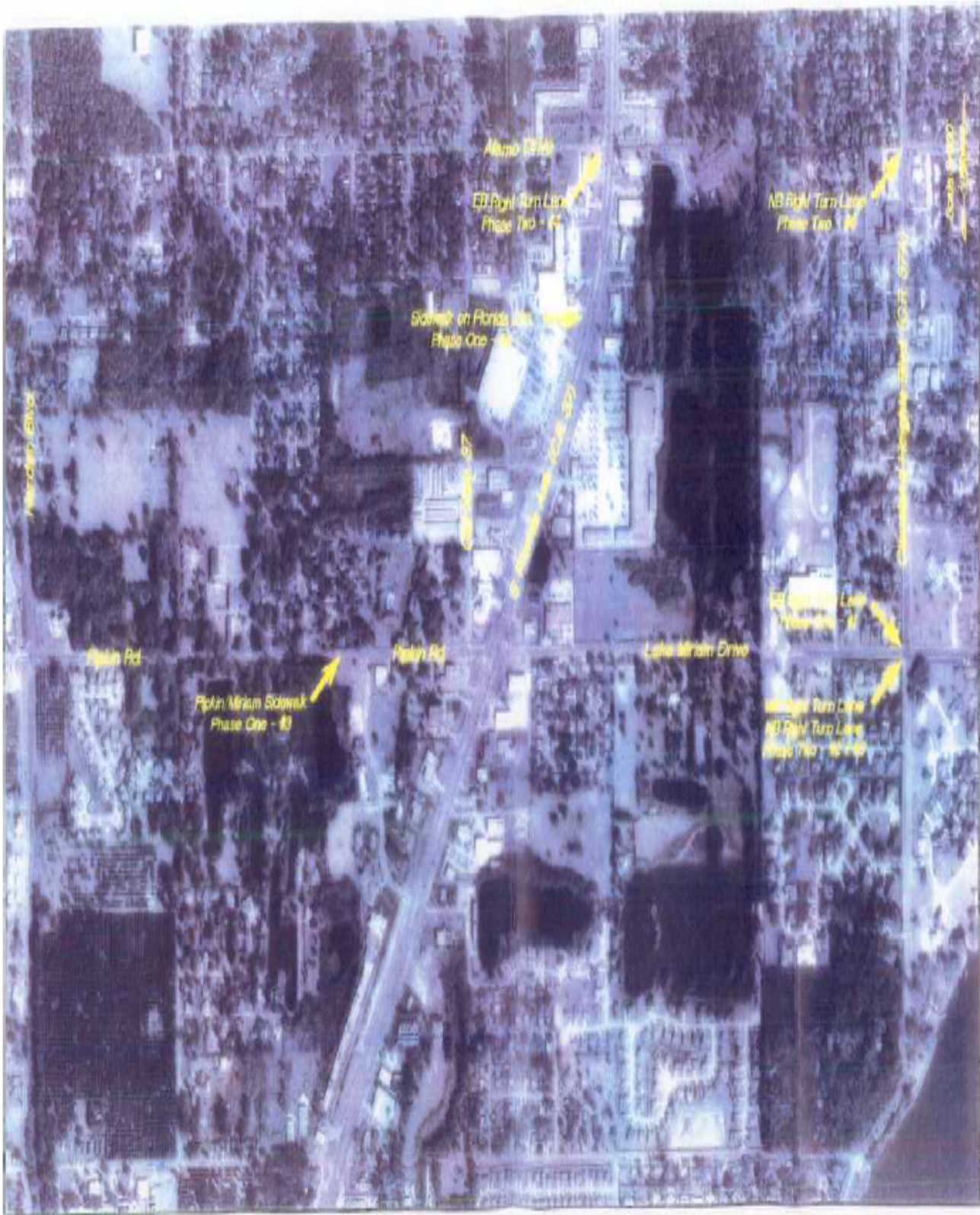
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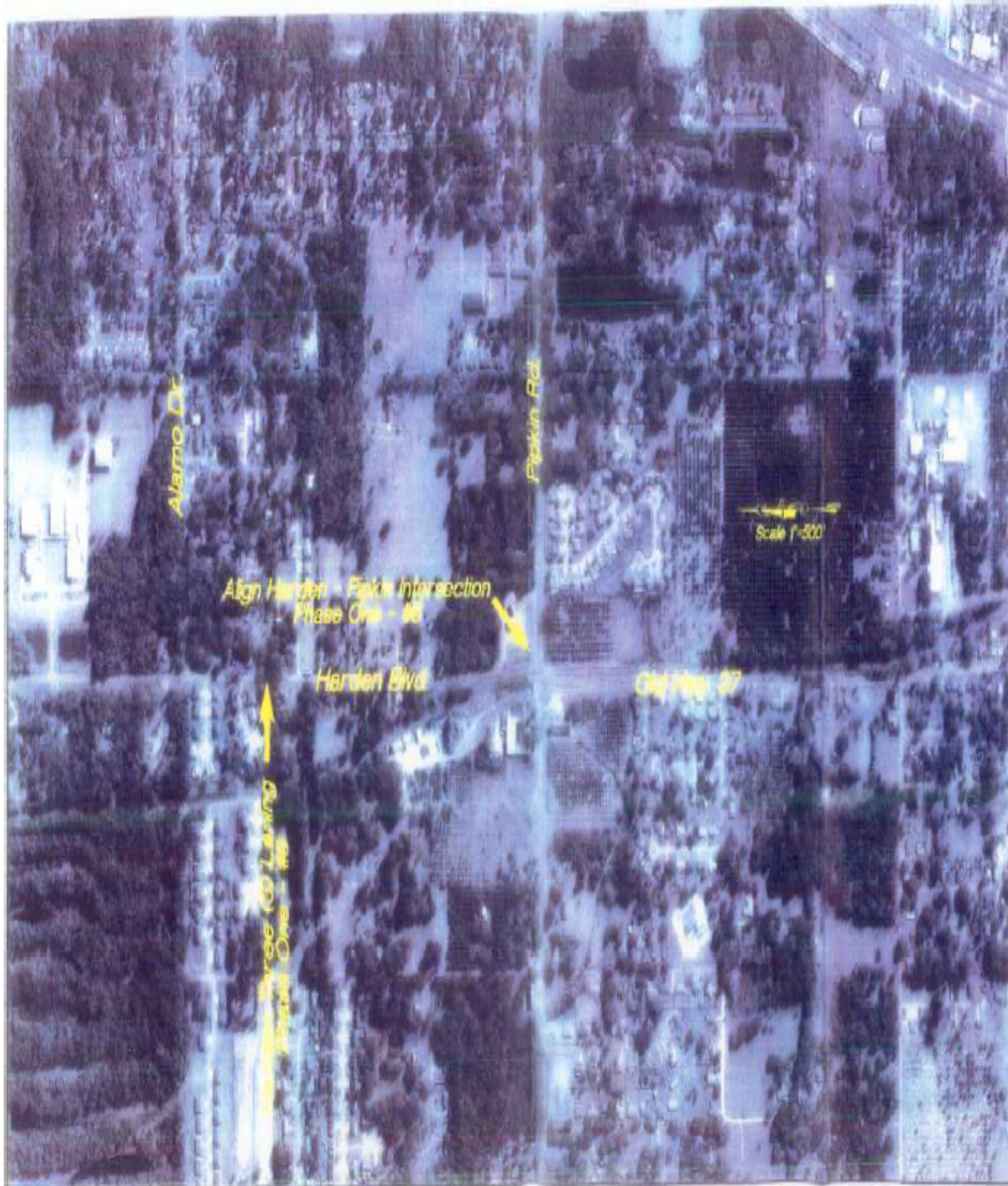
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chastain
 skillman
 architects
 3000 Peachtree Road, Suite 200
 Atlanta, Georgia 30328
 Phone: 404.525.8800
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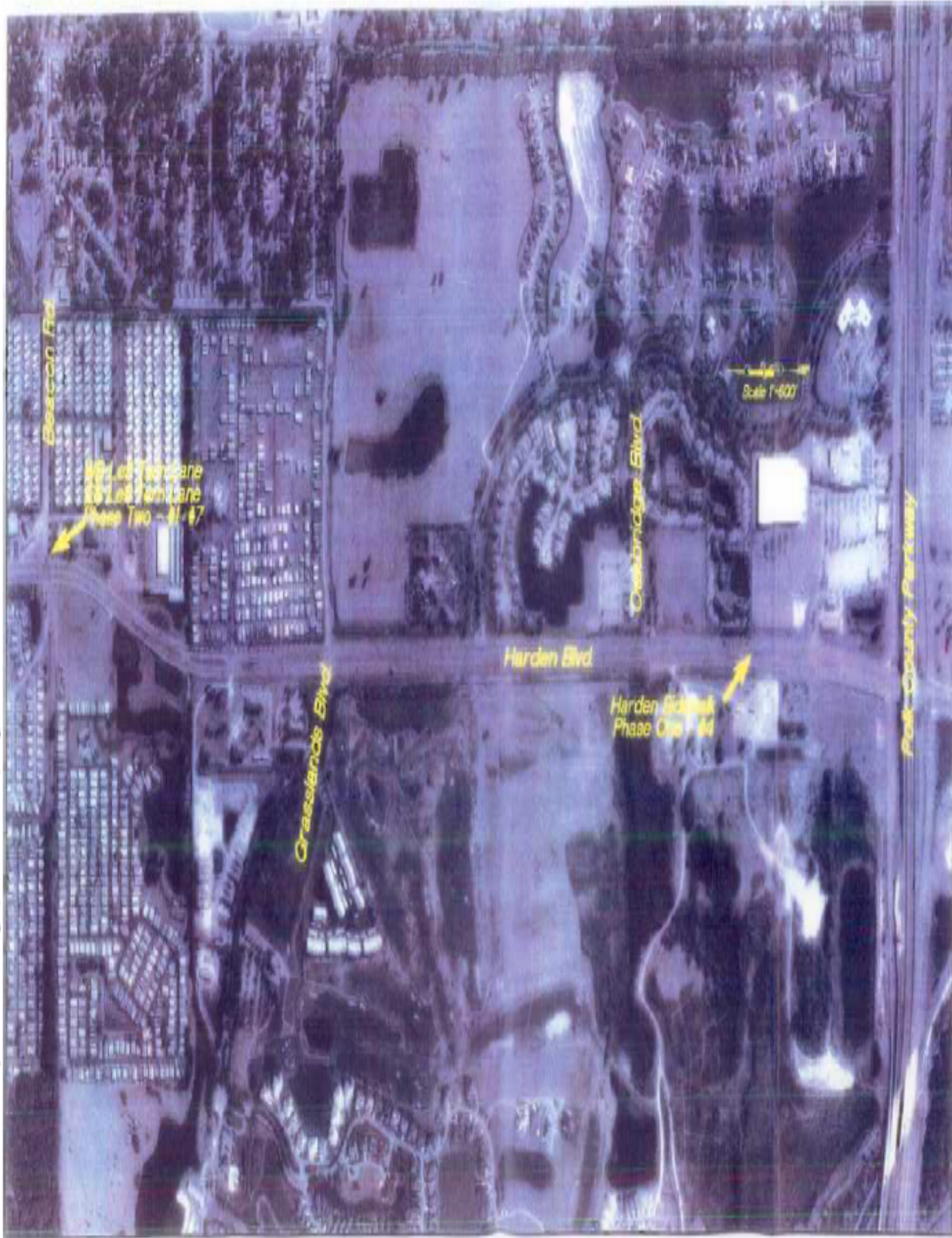
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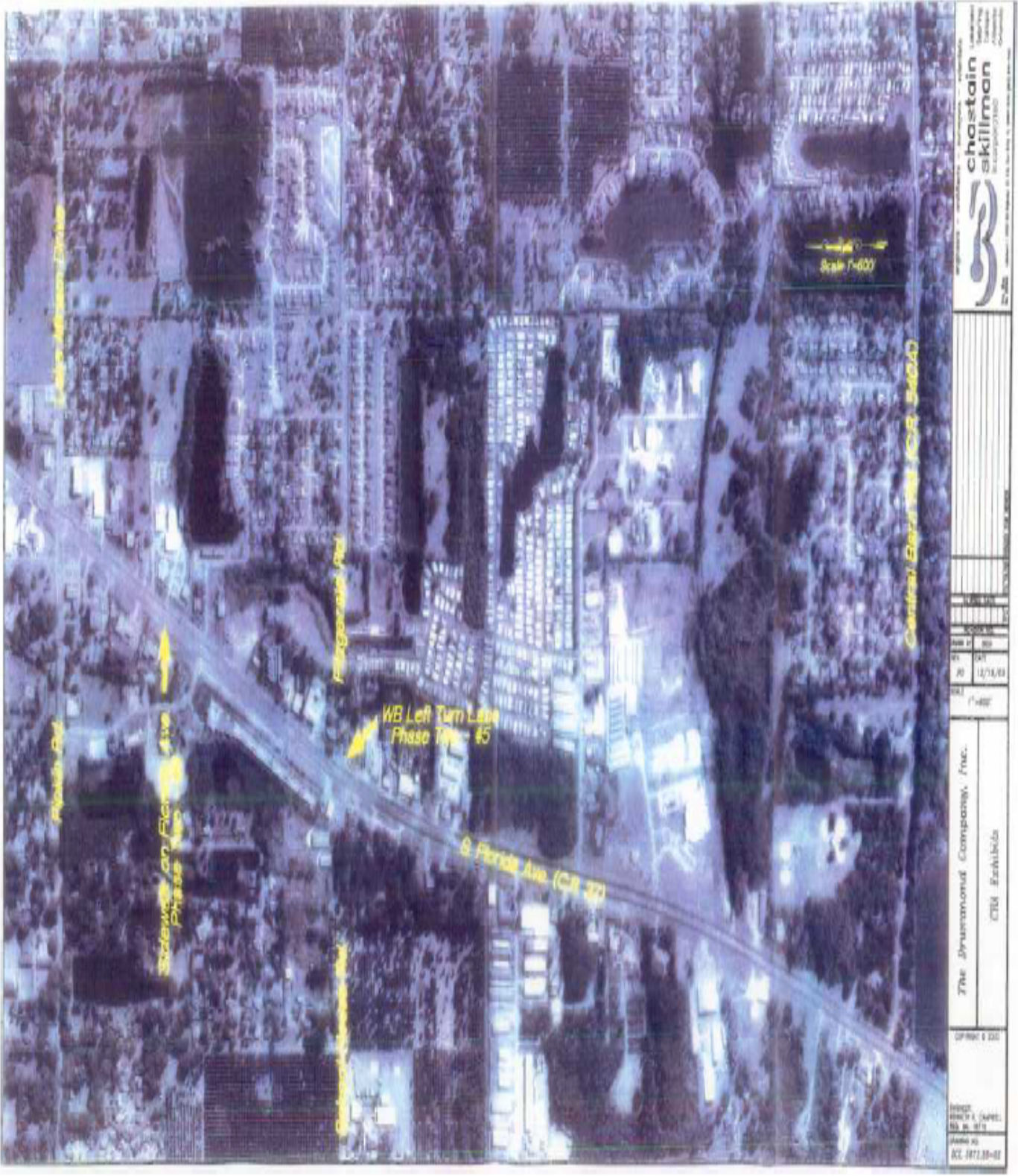
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10000 N. GARDNER RD. SUITE 100 DALLAS, TEXAS 75243 TEL: 972.382.1000 FAX: 972.382.1001	
PROJECT NO. 171004	
SHEET NO. 1/1	
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THE DESIGNER COMPANY, INC.	
CMA ENGINEER	
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chastain skilman INCORPORATED	
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PROJECT NO.	75004
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SCALE	1"=400'
THE PROFESSIONAL COMPANY, INC. CDA Exhibits	
DRAWN BY: JLD	
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DATE: 12/16/03	
PROJECT NO.: 75004-04	

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chastain skilman INCORPORATED	
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The Drummond Company, Inc. CIVIL ENGINEERS	
DATE: MARCH 1, 2003 BY: J. W. W.	SCALE: 1"=600'
NO. 1675004-01	DATE: 12/15/03
PROJECT: CIVIL ENGINEERING	
SHEET: 1 OF 1	
DRAWN BY: J. W. W.	
CHECKED BY: J. W. W.	
APPROVED BY: J. W. W.	
DATE: 12/15/03	

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

Note: 3% increase in value/year assumed.

Cañon City Budget Based Tax Rate	2014 200	2015 300	2016 300	2017 300	2018 207	2019 208	2014 200	2011 210
NORTHWEST QUADRANT DEVELOPMENT AREA								
LAKESIDE VILLAGE								
Real	\$	-	\$1,000,000	\$3,000,000	\$5,000,000	\$5,000,000	\$10,000,000	\$11,000,000
Land (Net of Base Year Value)	\$1,000	174,710	\$657,961	\$840,104	\$1,148,264	\$1,456,417	\$1,770,567	\$2,104,020
Office	\$	\$	\$	\$3,000,000	\$5,000,000	\$5,000,000	\$10,000,000	\$11,000,000
Total Costs	\$1,157,000	\$274,710	\$1,057,961	\$843,104	\$6,148,264	\$10,456,417	\$20,770,567	\$23,104,020
VILLAGE RESIDENTIAL								
Number of Units	0	-	0	25	50	25	100	125
Value/Unit				\$33,600	\$188,000	\$188,000	\$178,227	\$168,000
Extension				\$840,000	\$9,400,000	\$4,700,000	\$17,822,700	\$21,000,000
SUBTOTAL NW QUADRANT	\$1,157,000	\$274,710	\$1,057,961	\$927,104	\$16,548,264	\$20,156,417	\$38,592,567	\$44,104,020
SOUTHEAST QUADRANT DEVELOPMENT AREA								
Hotel Value			\$	\$9,000,000	\$9,270,000	\$9,540,000	\$9,810,000	\$10,080,000
Residential Value			\$1,000,000	\$1,054,000	\$1,108,000	\$1,162,000	\$1,216,000	\$1,270,000
Office (10,000 sq)			\$	\$	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
SUBTOTAL SE QUADRANT	\$	\$	\$1,000,000	\$11,054,000	\$20,178,000	\$29,610,000	\$30,026,000	\$31,350,000
TOTAL OF NW AND SE QUADRANTS (Note 1)	\$1,157,000	\$274,710	\$1,107,961	\$938,104	\$36,726,264	\$49,766,417	\$68,618,567	\$75,454,020
Available Capacity After Bond Fundings -	\$1,157,000	\$274,710	\$1,107,961	\$938,104	\$78,888,454	\$5,816,300	\$13,548,450	\$21,300,151

Annual Property Value Taxable Value

Ad Valorem Tax Rates					\$78,888,454		\$20,610,373
Cañon General Fund			7.70%				
City General Fund			2.99%				
LAMTD			0.43%				
Total Ad Valorem Tax Rate			11.12%				
Incremental Taxable Value at Statutory Percentage			6%		\$75,110,954		\$20,120,828
ESTIMATED AVAILABLE ANNUAL TAX INCREMENT			10.64%		\$810,804		\$210,234
+ 20% Coverage (Funds Available for Debt Service)			20%		\$162,160		\$42,046

Account cash flow in year of issuance

Net Bonding Proceeds Available for Construction					\$98,015		\$410,337
Total Construction Funds Available					\$14,803,194		\$1,882,700
Debt Service Reserve - Allowance					\$14,710		\$28,420
Capitalized Interest - Allowance					\$68,870		\$282,900
Cost of Issuance - Allowance					\$302,099		\$302,000
Underwritten Fees - Allowance					\$132,714		\$132,700
Par Amount of Bonds					\$5,512,567		\$2,504,359

CRA CASHFLOW ANALYSIS

SOURCES:

5% Tax Increment		\$2,628	\$44,217	\$937,107	\$170,854	\$682,671	\$952,219	\$1,048,324
Impact Fee Prepayment Loan	\$	218,000	\$	1,685,882				
Bond Issuance Net Proceeds 2013			\$1,893,294				\$1,882,700	
Bond Issuance Net Proceeds 2014								
Debt Service Reserve			\$14,710				\$28,420	
TOTAL SOURCES		\$218,000	\$2,591,381	\$2,634,187	\$170,854	\$682,671	\$2,863,449	\$1,048,324
USES:								
Debt Service - 2015 Series			\$	\$11,740	\$11,740	\$11,740	\$11,740	\$11,740
Debt Service - 2016 Series							\$	\$28,420
2015 Series Prepayments							\$	\$73,660
2014 Series Prepayments								\$
Design, Permitting & Construction	\$	\$	170,800	\$	1,390,882	\$	2,322,240	\$
Impact Fee Prepayment Loan Repayment			\$	1,390,882				
CRA Administrative Costs - Allowance	\$	\$	100,000	\$	50,000	\$	50,000	\$
TOTAL USES		\$170,800	\$2,771,734	\$2,801,622	\$1,441,622	\$1,427,640	\$2,941,740	\$1,048,324
NET ANNUAL SOURCES(USES)		4,200	819,647	832,565	(737,768)	(744,969)	(878,291)	0
CUMULATIVE SOURCES(USES)		4,200	823,847	1,656,412	818,644	71,675	100,000	100,000

Note: 2% increase in whatever amount.

	2012		2013		2014		2015		2016		2017		2018		2019	
	2012	2013	2014	2015	2016	2017	2018	2019	2017	2018	2019	2017	2018	2019	2018	
QUARTERLY Budget Ended Tax Roll																
NORTHWEST QUADRANT DEVELOPMENT AREA																
LAKEBIDE VILLAGE																
Roll	38,246,445	41,202,004	40,376,583	41,781,000	43,046,085	44,514,000	45,607,001	47,037,000								
Land (Net of Base Year Value)	\$2,412,814	\$2,798,889	\$3,149,241	\$3,618,431	\$3,990,694	\$4,200,394	\$4,663,798	\$5,193,200								
Office	\$1,618,228	\$1,859,831	\$2,117,287	\$2,388,688	\$2,682,110	\$2,855,430	\$3,063,215	\$3,278,112								
Total Cash	\$52,283,484	\$55,921,746	\$55,643,153	\$57,787,919	\$59,718,889	\$61,570,824	\$63,333,014	\$65,413,312								
Quadrant Without																
VILLAGE RESIDENTIAL																
Number of Units	150	170	200	220	225											
Value per Dwelling	\$342,873	\$288,829	\$273,228	\$303,565	\$282,218											
Subtotal	\$51,430,950	\$49,100,930	\$54,645,600	\$66,783,300	\$63,500,025											
SUB-TOTAL NW QUADRANT	\$67,719,430	\$73,710,000	\$70,498,758	\$74,875,139	\$77,218,914	\$77,570,133	\$81,633,457	\$81,676,271								
SOUTHEAST QUADRANT DEVELOPMENT AREA																
Roll Value	\$18,433,487	\$19,714,371	\$19,888,000	\$19,494,000	\$19,742,000	\$19,891,241	\$19,435,188	\$19,899,848								
Residential Value	\$2,148,284	\$2,211,373	\$2,280,580	\$2,143,682	\$2,418,049	\$2,431,021	\$2,588,338	\$2,643,381								
Office (70,000 sq)	\$1,220,000	\$1,340,245	\$1,124,000	\$1,238,238	\$1,682,100	\$1,617,232	\$1,539,781	\$1,542,339								
SUB-TOTAL SE QUADRANT	\$21,801,771	\$23,365,989	\$23,292,580	\$22,875,920	\$23,842,149	\$23,920,500	\$23,663,306	\$24,085,568								
TOTAL OF NW AND SE QUADRANTS (Note 1)	\$89,521,201	\$97,075,989	\$93,791,338	\$97,751,059	\$101,061,063	\$101,490,633	\$105,296,763	\$105,761,839								
Available Capacity After Hold Holdings	\$28,880,873	\$30,633,707	\$27,808,000	\$27,357,123	\$27,348,000	\$28,170,700	\$28,634,800	\$28,315,000								

Annual Property Value Taxable value
 All Valorem Tax Rates
 County General Fund
 City General Fund
 LAMCO
 Total All Valorem Tax Rates
 Incremental Taxable Value of Structure Payments
ESTIMATED AVAILABLE ANNUAL TAX INCREMENT
 w/ 20% Coverage (Funds Available for Debt Service)

A cash flow statement at various
 Mt Bonding Proceeds Available for Construction
 Total Construction Funds Available
 Debt Service Reserve - Allowance
 Capitalized Interest - Allowance
 Cost of Insurance - Allowance
 US Lawyers Fees - Allowance
Per Amount of Bonds

CRA CASHFLOW ANALYSIS
SOURCES:

15% Tax Increment	\$1,134,888	\$1,227,493	\$1,324,945	\$1,428,228	\$1,471,940	\$1,519,024	\$1,587,820	\$1,617,471
Issued Fee Prepayment Loan								
Bond Insurance Net Proceeds 2009								
Bond Insurance Net Proceeds 2009								

Debt Service Reserve								
TOTAL SOURCES	\$1,134,888	\$1,227,493	\$1,324,945	\$1,428,228	\$1,471,940	\$1,519,024	\$1,587,820	\$1,617,471

USES:								
Debt Service - 2009 Series	\$814,710	\$814,710	\$814,710	\$814,710	\$814,710	\$814,710	\$0	\$0
Debt Service - 2009 Series	\$ 219,426	\$ 139,426	\$ 138,426	\$ 204,426	\$ 206,426	\$ 206,426	\$ 206,426	\$ -
2009 Series Prepayments	\$ 273,423	\$ 345,785	\$ 482,451	\$ 61,387	\$ 920,181	\$ 170,256	\$ -	\$ -
2009 Series Prepayments						\$ 485,711	\$ 1,250,186	\$ -
Design, Permitting & Construction	\$ -							
Issued Fee Prepayment Loan Repayment								
CRA Administrative Costs - Allowance	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
TOTAL USES	1,317,559	1,210,821	1,347,587	1,486,517	1,471,517	1,601,513	1,671,832	\$2,610

NET ANNUAL SOURCES(USES)	(182,671)	(183,328)	(122,642)	(158,289)	(159,577)	(159,511)	(159,511)	(159,511)
CUMULATIVE SOURCES(USES)	\$0,000	\$0,000	\$0,000	\$180,000	\$160,000	\$188,000	\$163,000	\$1,775,431

Appendix D

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

Harden/Parkway CRA

Summary of Estimated Transportation Related Improvement Costs – Phase One

<u>No.</u>	<u>WORK ACTIVITY</u>	<u>Estimated Cost</u>	<u>Jurisdiction</u>	<u>Proposed Cons Year</u>
Phase One				
1	EB Right Turn lane Lake Miriam Dr. at 37A (Cleveland Heights)	\$186,011	County	2005
2	Sidewalk on Florida Ave (West side only, Alamo South to Pipkin)	\$281,638	FDOT	2006
3	Pipkin/Miriam Sidewalk from Harden to 37A (total of 1.5 miles)	\$523,897	County	2006
4	Harden Sidewalk (both sides from the Polk Parkway North (...Frontage Road north to where the sidewalk system begins.)	\$484,834	FDOT	2006
5	Bus Shelters-4	\$60,000	LAMTD	2005
6	New buses-1 @\$250,000	\$250,000	LAMTD	2004
7	Bus Operational Cost \$134,000/yr., 3 at 1/2 cost, + 1 at full cost	\$335,000	LAMTD	2005-2008
8	Align Harden-Pipkin Intersection (Extra cost over County budget)	\$1,100,000	County	2005-2006
9	Harden 3 Laning from Pipkin Road north to Alamo	<u>\$1,722,990</u>	County	2005-2006
Total Phase One		\$4,944,370	-	-

Summary of Estimated Transportation Related Improvement Costs – Phase Two

Grand Total of Phase One and Phase Two

<u>No.</u>	<u>WORK ACTIVITY</u>	<u>Estimated Cost</u>	<u>Jurisdiction</u>	<u>Proposed Cons Year</u>
Phase Two				
1	Harden at Beacon Add WB left turn to get WB thru out of dbl left	\$ 172,000	City	2006
2	WB Right Turn lane 37A (Cleveland Heights) at Lake Miriam Dr.	\$ 240,417	County	2008
3	NB Right Turn lane 37A (Cleveland Hts) at Lake Miriam Dr	\$165,892	County	2005
4	Alamo Drive EB Left Turn Lane on at South Florida Ave	\$374,512	City	2008
5	Fitzgerald Road WB left Turn Lane at South Florida Ave.	\$246,775	County	2008
6	37A (Cleveland Heights) at Hallam NB Right Turn lane	\$133,591	County	2007
7	Harden at Beacon Add EB left turn (to avoid split phase)	\$100,000	City	2007
8A	Full bus route for 2 years	\$268,000	LAMTD	2009-2010
8B	Bus Shelters 7 @\$15,000 each	\$105,000	LAMTD	2009
9	Fla Ave Sidewalk -- one side only Pipkin south to 540A-1.25 mi	<u>\$520,000</u>	FDOT	2009
Total Phase Two		\$2,326,187	-	-
Total Phase One and Phase Two		\$7,270,557	-	-

A. Phase I

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

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

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

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

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

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

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

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

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

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

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

Engineering	<u>\$60,000</u>	2005
Total	\$60,000	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Preliminary Design & Final Engineering	\$134,000	2009
Permitting & Construction	<u>\$134,000</u>	2010
Total	\$268,000	

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

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

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

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

Seven (7) Bus Shelters \$105,000

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

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