Marion County
Planning & Zoning Commission
Meeting Agenda

Monday, November 24, 2025 **5:30 PM** **McPherson Governmental Campus Auditorium**

Hearing Assistance Devices are available for use during the Public Hearing. Please ask any staff member to assist you.

Pledge of Allegiance and Invocation

Call to Order

Acknowledgement of Proof of Publication and Mailing and Posting of Notice

Proof of Publication

Explanation of Procedure for Hearing Requests

1. Consider the Following Requests on Consent

1.1. 251201SU - Dan Ausley, On Behalf of the Property Owner 4 C Family Trust LLC, Special Use Permit to Allow for a New 185' Monopole Telecommunication Tower and Associated Ground Equipment, in a Community Business (B-2) Zone, 20.0 Acre Parcel, Parcel Account Number 16066-002-01, No Address Assigned

1.2. 251203SU - Scott Adams & Dianne Lapum, Special Use Permit to Allow Indoor Simunition Training Within an Enclosed Metal Structure, in a General Agriculture (A-1) Zone, 6.51 Acre Parcel, Parcel Account Number 03823-000-00, Site Address 4243 NE 175th Street Road, Citra, FL 32113

1.3. 251204SU - Trailhead Asset Group, LLC, Special Use Permit to Allow for a Community Residential Group Home for Up to Eight (8) Adult Residents, in a Single-Family Dwelling (R-1) Zone, 0.46 Acre Parcel, Parcel Account Number 1304-043-018, Site Address 5543 NW 56th Street, Ocala, FL 34482

1.4. 251205SU - Trailhead Asset Group, LLC, Special Use Permit to Allow for a Community Residential Group Home for Up to Eight (8) Adult Residents, in a Single-Family Dwelling (R-1) Zone, 0.25 Acre Parcel, Parcel Account Number 1304-045-005, Site Address 5489 NW 56th Terrace, Ocala, FL 34482

2. Consider the Following Individual Requests

2.1. 251207ZC - Solarium Properties, LLC, Zoning Change from Expired Planned Unit Development (PUD-000901Z) to Regional Business (B-4) Zone, For All Permitted Uses, 20.90 Acre Parcel, Parcel Account Number 36943-000-00, No Address Assigned (CASE WITHDRAWN)

2.2. 25-S14 - Pecan Hollow Farms LLC, Land Use Change from Low Residential (LR), Commercial (COM), and Medium Residential (MR) to Rural Land (RL), 10.40 Acre Parcel, Parcel Account Number 14113-001-00, Site Address 9945 NE Jacksonville Road, Anthony, FL 32617 (REQUEST TO BE CONTINUED)

2.3. 251208ZC - Pecan Hollow Farms LLC, Zoning Change from General Agriculture (A-1), Community Business (B-2), and Single-Family Dwelling (R-1) to General Agriculture (A-1) Zone, For All Permitted Uses, on an Approximate 6.74 Acre Portion of an Approximate 10.40 Acre Parcel, Parcel Account Number 14113-001-00, Site Address 9945 NE Jacksonville Road, Anthony, FL 32617 (REQUEST TO BE CONTINUED)

2.4. 251202SU - Lisa Silvestri-Casey, On Behalf of Geraldine Silvestri, Special Use Permit to Allow for a Home Occupation for Pet Grooming of Up to Sixty Domestic Animals, in a General Agriculture (A-1) Zone, 2.80 Acre Parcel, Parcel Account Number 35626-005-04, Site Address 8328 SW 52nd Court, Ocala, FL 34476

2.5. 251206SU - JRB Property Management LLC, Special Use Permit to Allow for the On-Site Sale and Consumption of Alcoholic Beverages Within 1,000 Feet of A Church, School, or Public Park, in a Regional Business (B-4) Zone, 0.21 Acre Parcel, Parcel Account Number 4879-004-043, Site Address 13490 E Highway 25, Ocklawaha, FL 32179

2.6. 25-S15 - Linda Capozzoli, Small Scale Land Use Change, from Low Residential (LR) to Medium Residential (MR), 19.75 Acres, Parcel Account Number 35460-039-00, Site Addresses 7317 and 7325 SW 80th Street, Ocala, FL 34476

2.7. 251209ZP - Linda Capozzoli, Zoning Change from General Agriculture (A-1) to Planned Unit Development (PUD) Zone, For A Maximum of 72 Detached Single-Family Residential Dwelling Units, 19.75 Acre Parcel, Parcel Account Number 35460-039-00, Site Addresses 7317 and 7325 SW 80th Street, Ocala, FL 34476

3. Other Business

4. Review Minutes of Previous Meeting

4.1. October 27, 2025

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21313 **Agenda Date:** 11/24/2025 **Agenda No.:**

SUBJECT:
Proof of Publication

DESCRIPTION/BACKGROUND:
Proof of Publication for the November 24, 2025, Planning and Zoning Meeting.

LOCALiQ
The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Kimberly Lamb
Marion County Growth Services
2710 E Silver Springs BLVD
Ocala FL 34470-7006

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the Star Banner, published in Marion County, Florida; that the attached copy of advertisement, being a Govt Public Notices, was published on the publicly accessible website of Marion County, Florida, or in a newspaper by print in the issues of, on:

OCA Ocala Star-Banner 11/10/2025
OCA ocala.com 11/10/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 11/10/2025

Legal Clerk

Notary, State of WI, County of Brown

3.7.27

My commission expires

Publication Cost:	$463.04	
Tax Amount:	$0.00	
Payment Cost:	$463.04	
Order No:	11816338	# of Copies:
Customer No:	533584	1
PO #:		

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KAITLYN FELTY
Notary Public
State of Wisconsin

NOTICE OF PUBLIC HEARING BY MARION COUNTY PLANNING AND ZONING COMMISSION TO CONSIDER REQUESTS FOR ZONING CHANGES

NOTICE IS HEREBY GIVEN THAT THE MARION COUNTY PLANNING AND ZONING COMMISSION WILL HOLD A PUBLIC HEARING ON THE **24TH DAY OF NOVEMBER 2025, AT 5:30 P.M.** AT THE MCPHERSON GOVERNMENTAL CAMPUS AUDITORIUM, *601 SE 25TH AVENUE, OCALA, FLORIDA*, TO CONSIDER THE FOLLOWING COMPREHENSIVE PLAN AMENDMENT, REZONING AND/OR SPECIAL USE PERMIT APPLICATIONS. THE ACTION OF THE PLANNING AND ZONING COMMISSION IS SOLELY ADVISORY TO THE BOARD OF COUNTY COMMISSIONERS.

ALL INTERESTED PARTIES MAY APPEAR AT THE PUBLIC HEARING AND BE HEARD WITH RESPECT TO THE APPLICATIONS. COMPLETE DESCRIPTIONS OF THE APPLICATIONS MAY BE REVIEWED AT THE GROWTH SERVICES DEPARTMENT PLANNING AND ZONING DIVISION OFFICE, 2710 E. SILVER SPRINGS BLVD., OCALA, FLORIDA.

1. **251201SU –** 4 C Family Trust LLC, requests a **Special Use Permit**, Articles 2 and 4, of the Marion County Land Development Code, to allow for a new telecommunication tower (tower structure not to exceed 200'), in a Community Business (B-2) zone, on an approximate 20.0 Acre Parcel, on Parcel Account Number 16066-002-01, No Address Assigned

2. **251202SU –** Geraldine Silvestri & Lisa Silvestri-Casey, request a **Special Use Permit**, Articles 2 and 4, of the Marion County Land Development Code, to allow for a home occupation for pet grooming, in a General Agriculture (A-1) zone, on an approximate 2.80 Acre Parcel, on Parcel Account Number 35626-005-04, Site Address 8328 SW 52nd Court, Ocala, FL 34476

3. **251203SU** – Scott Adams & Dianne Lapum, request a **Special Use Permit**, Articles 2 and 4, of the Marion County Land Development Code, to allow indoor simunition training within an enclosed metal structure, in a General Agriculture (A-1) zone, on an approximate 6.51 Acre Parcel, on Parcel Account Number 03823-000-00, Site Address 4243 NE 175th Street Road, Citra, FL 32113

4. **251204SU** – Trailhead Asset Group, LLC, requests a **Special Use Permit**, Articles 2 and 4, of the Marion County Land Development Code, to allow a group home for up to eight (8) adult residents, in a Single-Family Dwelling (R-1) zone, on an approximate 0.46 Acre Parcel, on Parcel Account Number 1304-043-018, Site Address 5543 NW 56th Street, Ocala, FL 34482

5. **251205SU –** Trailhead Asset Group, LLC, requests a **Special Use Permit**, Articles 2 and 4, of the Marion County Land Development Code, to allow a group home for up to eight (8) adult residents, in a Single-Family Dwelling (R-1) zone, on an approximate 0.25 Acre Parcel, on Parcel Account Number 1304-045-005, Site Address 5489 NW 56th Terrace, Ocala, FL 34482

6. **251206SU** – JRB Property Management LLC, requests a **Special Use Permit**, Articles 2 and 4, of the Marion County Land Development Code, to allow the on-site sale and consumption of alcoholic beverages within 1,000 feet of a church, school, or public park, in a Regional Business (B-4) zone, on an approximate 0.21 Acre Parcel, on Parcel Account Number 4879-004-043, Site Address 13490 E Highway 25, Ocklawaha, FL 32179

7. **251207ZC –** Solarium Properties, LLC, requests a **Zoning Change**, Articles 2 and 3, of the Marion County Land Development Code, from expired Planned Unit Development (PUD-000901Z) to Regional Business (B-4) zone, for all permitted uses, on an approximate 20.90 Acre Parcel, on Parcel Account Number 36943-000-00, No Address Assigned

8. **25-S14** – Pecan Hollow Farms LLC, requests a **Land Use Change**, Articles 2 and 3, of the Marion County Land Development Code, from Low Residential (LR), Commercial (COM), and Medium Residential (MR) to Rural Land (RL), on an approximate 10.40 Acre Parcel, on Parcel Account Number 14113-001-00, Site Address 9945 NE Jacksonville Road, Anthony, FL 32617

9. **251208ZC –** Pecan Hollow Farms LLC, requests a **Zoning Change**, Articles 2 and 4, of the Marion County Land Development Code, from General Agriculture (A-1), Community Business (B-2), and Single-Family Dwelling (R-1) to General Agriculture (A-1) zone, for all permitted uses, on an approxi-

mate 6.74 acre portion of an approximate 10.40 Acre Parcel, on Parcel Account Number 14113-001-00, Site Address 9945 NE Jacksonville Road, Anthony, FL 32617

10. **25-S15** – Linda Capozzoli, requests a **Land Use Change**, Articles 2 and 3, of the Marion County Land Development Code, from Low Residential (LR) to Medium Residential (MR) zone on an approximate 19.62 Acre Parcel, on Parcel Account Number 35460-039-00, Site Addresses 7317 and 7325 SW 80th Street, Ocala, FL 34476

11. **251209ZP** – Linda Capozzoli, requests a **Zoning Change**, Articles 2 and 4, of the Marion County Land Development Code, from General Agriculture (A-1) to Planned Unit Development (PUD) zone, for a maximum of 72 Detached Single-Family Residential Dwelling Units, on an approximate 19.62 Acre Parcel, on Parcel Account Number 35460-039-00, Site Addresses 7317 and 7325 SW 80th Street, Ocala, FL 34476

IF REASONABLE ACCOMMODATIONS OF A DISABILITY ARE NEEDED FOR YOU TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE ADA COORDINATOR/HR DIRECTOR AT (352) 438-2345 AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF THE HEARING, SO APPROPRIATE ARRANGEMENTS CAN BE MADE.

BE ADVISED THAT IF ANY PERSON OR PERSONS WISH TO APPEAL A DECISION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, BASED ON RECOMMENDATIONS MADE BY THE MARION COUNTY PLANNING AND ZONING COMMISSION AT THE ABOVE ADVERTISED MEETING, A RECORD OF THE PROCEEDINGS WILL BE NEEDED BY SUCH PERSON OR PERSONS, AND A VERBATIM RECORD MAY BE NEEDED.

FOR MORE INFORMATION:
HTTPS://WWW.MARIONFL.ORG/LEGALNOTICES

PLEASE BE GOVERNED ACCORDINGLY.

DATED THIS 4TH DAY OF NOVEMBER 2025.

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA

D. WINDBERG, DEPUTY CLERK

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21314 **Agenda Date:** 11/24/2025 **Agenda No.:** 1.1.

SUBJECT:
251201SU - Dan Ausley, On Behalf of the Property Owner 4 C Family Trust LLC, Special Use Permit to Allow for a New 185' Monopole Telecommunication Tower and Associated Ground Equipment, in a Community Business (B-2) Zone, 20.0 Acre Parcel, Parcel Account Number 16066-002-01, No Address Assigned

DESCRIPTION/BACKGROUND:
The subject property is a 20.0 acre parcel that is currently zoned General Agriculture (A-1). The subject parcel lies within the Primary Springs Protection Zone and is adjacent to the Silver Meadows subdivision as well as State conservation lands. The applicant proposes to use approximately 10,000 square feet in order to erect a 185' monopole communications tower.

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

PLANNING & ZONING SECTION
STAFF REPORT

P&ZC Date: 11/24/2025	**BCC Date: 12/15/2025**
Case Number:	251201SU
CDP-AR:	33433
Type of Case:	**Special Use Permit** for a new 185' monopole cell tower and ground equipment.
Owner	4C Family Trust, LLC (Thomas Conrad)
Applicant	'verticalbridge' c/o Dan Ausley
Street Address	No Site Address
Parcel Number	16066-002-01
Property Size	±20.00-acres (Leased space for cell tower, 10,000 sq. ft.)
Future Land Use	Commercial (COM)
Zoning Classification	Community Business (B-2)
Overlay Zone/Scenic Area	Primary Springs Protection Overlay Zone (PSPOZ)
Staff Recommendation	**Approval with Conditions**
P&ZC Recommendation	**TBD**
Project Planner	Kenneth Odom, Transportation Planner
Related Case(s)	None

I. ITEM SUMMARY

Dan Ausley, on behalf 'verticalbridge', has filed an application for a special use permit to allow for a new 185' monopole cell tower and associated ground equipment (see Attachment A), on property owned by The 4C Land Trust, LLC. Figure 1 is an aerial photograph showing the location of the subject property. The Property Identification Number associated with the property is 16606-002-01, the site currently has no address, and the legal description is displayed on the deed included as part of the application. The subject property is located within the Silver Springs Primary Protection Overlay Zone (SSPPOZ) and is also within the Urban Growth Boundary (UGB).

Figure 1
Aerial Photograph of Subject Property

II. STAFF SUMMARY RECOMMENDATION

Staff recommends **APPROVAL WITH CONDITIONS** due to the request being consistent with the Marion County Comprehensive Plan, compatible with the surrounding area, and will not adversely affect the public interest specified in Section VI.B. of this Staff Report. The recommended conditions are being imposed to address compliance with the requirements in LDC Sections 2.8.2.D and 2.8.3.B.

III. NOTICE OF PUBLIC HEARING

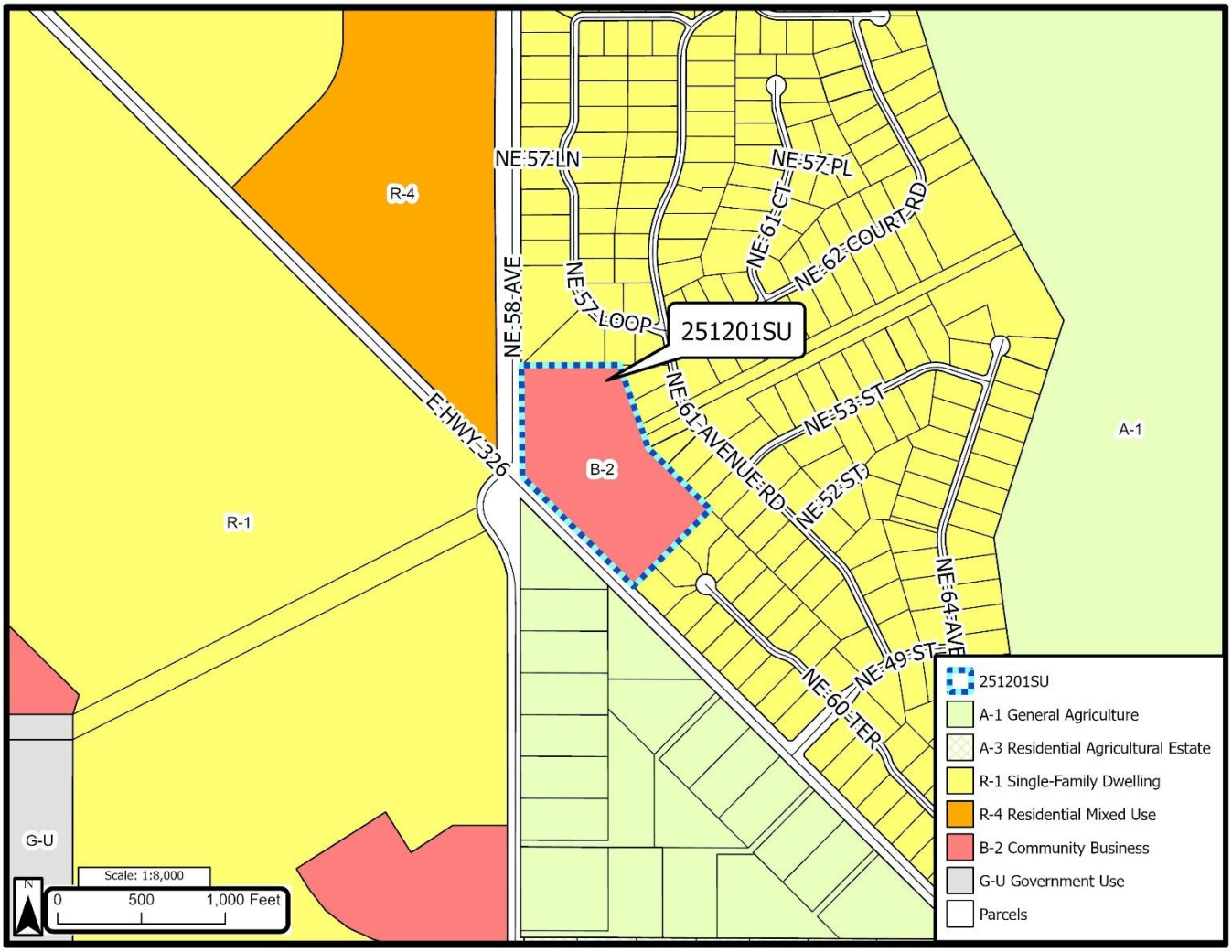
The Growth Services Director has interpreted the requirements of Land Development Code (LDC) Sections 2.7.3.C and 2.7.3.B to apply to SUP applications. LDC Section 2.7.3.C requires notice of public hearing be mailed to all property owners within 300 feet of the subject property, and notice was mailed to (34) property owners on October 10, 2024. As of the date of the initial distribution of this staff report, no letters of opposition or support have been received. Consistent with LDC Section 2.7.3.B., public notice was posted on the subject property on November 12th, 2025 and consistent with LDC Section 2.8.3.E. due public notice was published in the Ocala Star-Banner on October 13, 2025. Evidence of the above-described public notices are on file with the Growth Services Department and is incorporated herein by reference.

IV. BACKGROUND/CHARACTER OF THE AREA

A. *Existing site conditions*. Figure 2 provides zoning classification information, while Figure 3 shows the FLUMS designation for the area. Table 1 outlines the existing uses of the surrounding area, while Figure 4 illustrates those uses in relation to the subject property. As illustrated, the subject property is currently listed as Agricultural Acreage, specifically Silviculture, by the MCPA's office. The surrounding area is a mix of vacant and improved residential uses and conservation lands. The Silver Meadows subdivision lies to the north and east, Silver Springs Farms to the south, and Florida conservation lands to the west. The site is listed as a Timber Class IV use by the Marion County Property Appraiser, but the site has been harvested and is only lightly wooded at this time.

B. *Zoning district map*. Figure 2 shows the subject property designated as Community Business (B-2), with all other surrounding properties being of residential uses in A-1, R-1, or R-4.

Figure 2
Zoning Classification



C. *FLUMS designation*. Figure 3 is the FLUMS and shows the subject property as Commercial (COM). This land use designation is intended to provide for mixed-use development focused on retail, office, and community business opportunities to meet the daily needs of the surrounding residential areas, and allows for mixed residential development as a primary use or commercial uses with or without residential uses. The density range shall be up to eight (8) dwelling units per one (1) gross acre and a maximum Floor Area Ratio of 1.0, as further defined in the LDC. This land use designation is allowed in the Urban Area and allows for campgrounds and recreational vehicle parks (RVP).

Figure 3
Future Land Use Map Series

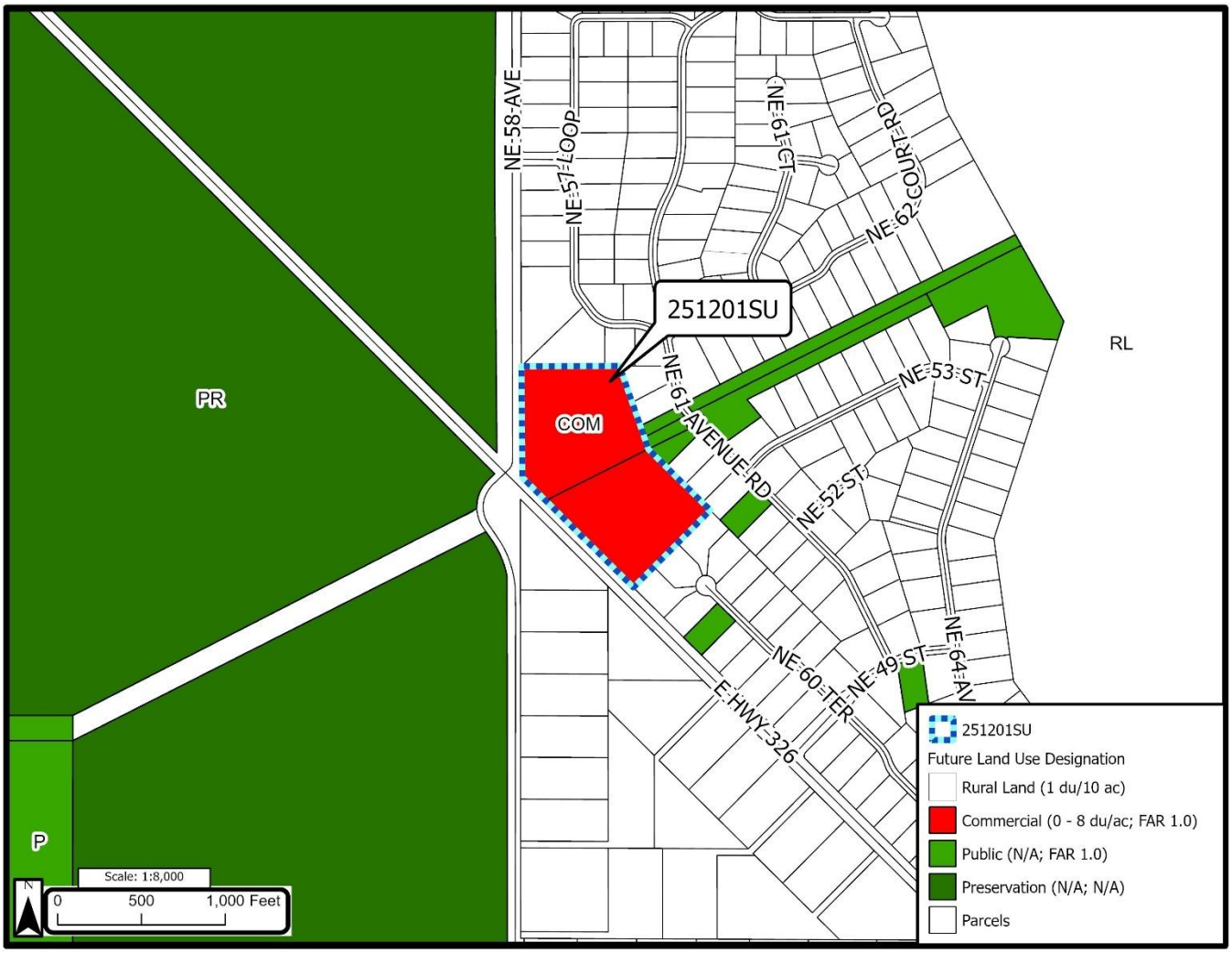


TABLE 1. ADJACENT PROPERTY CHARACTERISTICS

Direction	FLUMS	Zoning	Existing Use
Site	Commercial (COM)	Community Business (B-2)	Timber Class IV
North	Rural Land (RL)	Single-Family Dwelling (R-1)	Improved Residential
South	Rural Land (RL)	Single-Family Dwelling (R-1)	Improved Residential
East	Rural Land (RL) & Public (P)	General Agriculture (A-1)	Improved & Vacant Residential
West	Preservation (PR)	General Agriculture (A-1)	State Property

Figure 4
MCPA Property Uses

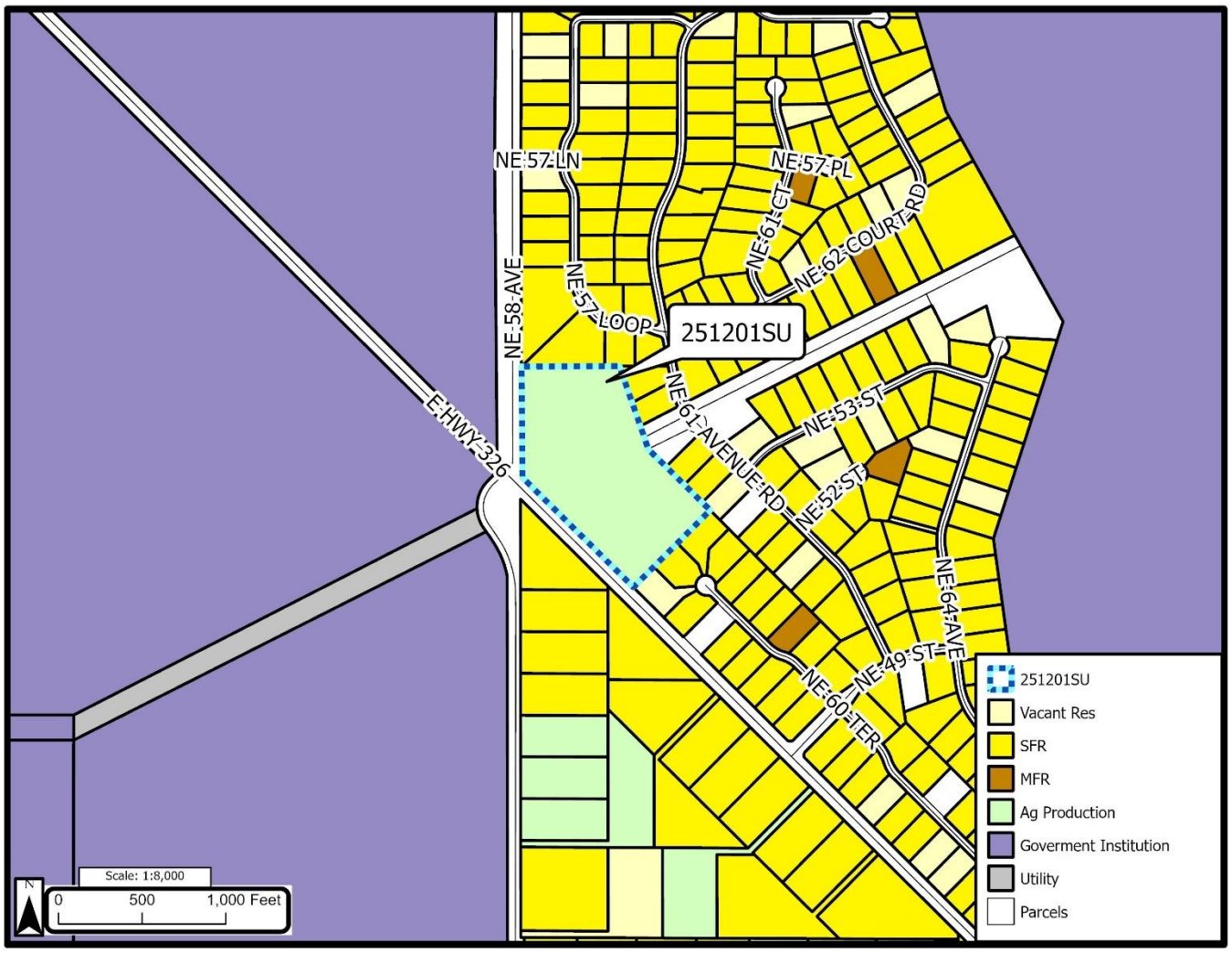


Figure 5
Conceptual Plan

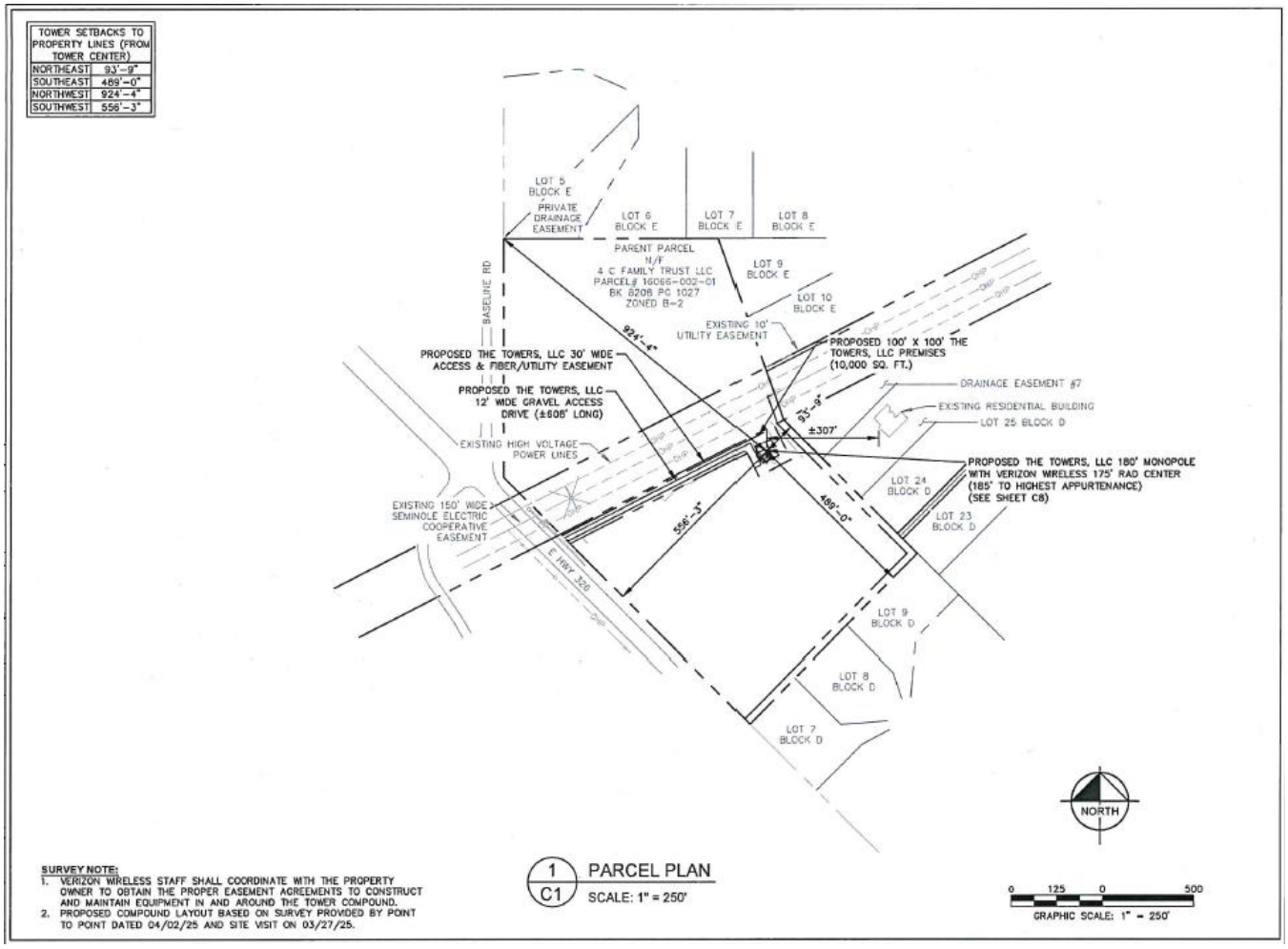
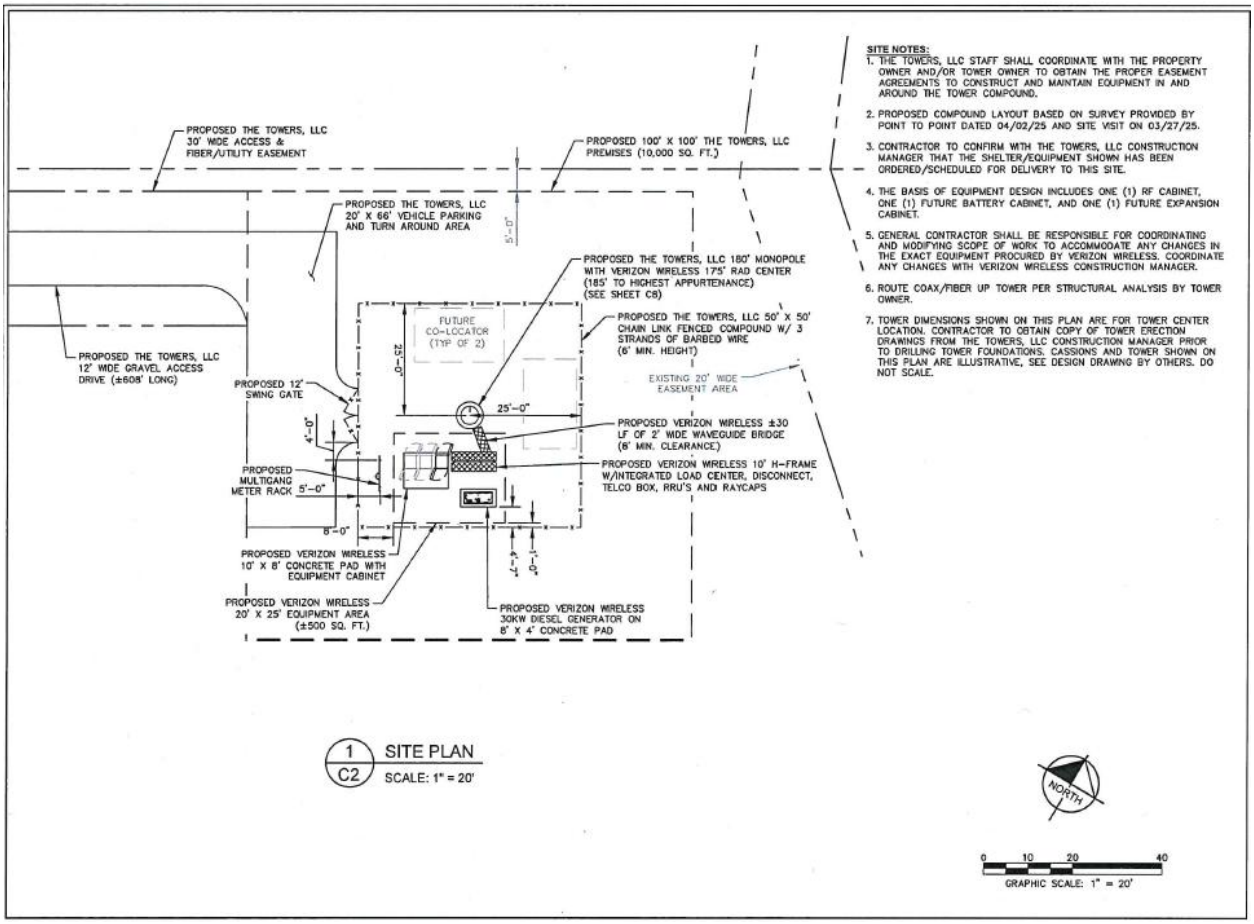


Figure 5A



V. ANALYSIS

LDC Section 2.8.2.D provides that in making a recommendation to the Board, the Planning and Zoning Commission shall make a written finding that the SUP addresses nine (9) specific requirements. LDC Section 2.8.3.B requires consistency with the Comprehensive Plan. Staff's analysis of compliance with these ten (10) requirements is addressed below.

A. *Provision for **ingress and egress** to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe*.

Analysis: Access to the proposed tower compound will be via a 30-foot recorded access easement extending from the public right-of-way along the south side of the existing power line. The access drive will be improved with a stabilized surface and a turning radius sufficient to accommodate emergency vehicles, including fire apparatus, in accordance with Marion County Fire Rescue standards. The easement will be maintained year-round to ensure reliable access for maintenance personnel and emergency responders. No pedestrian traffic is expected beyond

authorized personnel. A driveway apron on the property that meets OCE's standards of development shall be required. Staff concludes that the application **is consistent** with provisions for ingress and egress.

- A driveway apron onto the property that meets OCE's standards of development shall be required.

B. *Provision for **off-street parking and loading areas**, where required, with particular attention to the items in (1) above and the economic, noise, glare, or odor effects of the SUP on adjoining properties and properties generally in the surrounding area*.

A stabilized parking and turnaround area will be provided at the western edge of the fenced compound, sufficient to accommodate a maintenance vehicle or service truck. Because the site is unmanned, traffic is limited to periodic maintenance visits. All construction activity will occur during daylight hours and comply with Marion County's noise control regulations. After construction, the facility will generate no noise, glare, or odor. The tower is below FAA lighting thresholds, and no exterior lighting is proposed other than that required by applicable codes.

C. *Provisions for **refuse and service area**, with particular reference to the items in (1) and (2) above*.

Analysis: This facility is an unmanned site and will not generate solid waste. Routine maintenance does not require on-site storage of refuse or hazardous materials. Any temporary construction debris will be removed upon project completion. The application is **consistent** with this provision.

D. *Provision for **utilities**, with reference to locations, availability, and compatibility*.

Analysis: Electric service, provided by Ocala Electric, and telecommunications backhaul will be extended underground from the right-of-way to the compound, within dedicated utility easements. No overhead utilities are proposed. The utility route avoids environmentally sensitive areas and will be designed to meet county requirements for separation from existing utilities and drainage features. Staff concludes the application **is consistent** with the provision of utilities.

E. *Provision for **screening and buffering** of dissimilar uses and of adjacent properties where necessary*.

Analysis: The compound will be enclosed by an 8-foot chain-link fence with barbed wire for security. Landscaping will be installed in accordance with the Marion County Land Development Code

buffering requirements, using native or drought-tolerant species to provide visual screening of ground equipment. The monopole will be finished in a galvanized or

neutral color to minimize visual contrast with the sky. The following condition is also imposed.

- A planted buffer around the control fenced perimeter of the control building shall be installed. This buffer shall be a minimum of four feet wide, and around the outside perimeter of the fence around the tower compound shall be established. The area shall be planted with a hedge of native or ornamental evergreen shrubs at least 30 inches in height at planting and capable of growing to at least 40 inches in height within the first growing season.
  This buffer shall also adhere to all additional requirements as established in Marion County Land Development Code *Sec. 4.3.25 Telecommunication Towers and Antennas E.(1)(c)(4) Landscapes and Buffers.*

- This buffer shall also adhere to all additional requirements as established in Marion County Land Development Code Sec. 4.3.25 Telecommunication Towers and Antennas E.(1)(c)(4) Landscapes and Buffers

F. *Provision for **signs**, if any, **and exterior lighting** with consideration given to glare, traffic safety, economic effects, and compatibility and harmony with properties in the surrounding area*.

Analysis: Only regulatory signage as required by Marion County, the FAA, and the FCC will be posted at the compound gate. No advertising signage is proposed. No exterior lighting is planned except for code-required security lighting, which will be motion-activated and downward-directed to avoid light spillover to adjacent properties. It is concluded that the application is **consistent** with the signs and exterior lighting requirements of this section.

- A photometric plan shall be provided during the Development Review Phase if additional lighting is proposed to be added to the site.

G. *Provision for **required yards and other green space***.

Analysis: The facility is designed to meet or exceed all required setbacks for the B-2 district. The monopole is engineered with an intentional break-point design such that, in the highly unlikely event of a structural failure, the monopole will collapse within the leased compound area. This ensures the "fall zone" remains entirely contained on site and does not encroach on adjacent properties. Green space around the compound will remain vegetated, and the surrounding property will otherwise be undisturbed.

H. *Provision for general **compatibility** with adjacent properties and other properties in the surrounding area*.

Analysis: Compatibility is defined in Chapter 163.3164(9) of the Florida Statutes, under the Community Planning Act, as "*a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

Figure 1 is an aerial photograph displaying existing and surrounding properties. Figure 4 displays the same properties based on their use code per the Marion County Property Appraiser. The lot is larger than those surrounding it and includes both the necessary fall radius and heavy vegetation to screen the site from neighboring properties. If approved, a minor site plan review will be required through the Development Review Committee (DRC) to further ensure compatibility is being met by the proposed development. To assist in mitigating any sort of incompatibility, staff recommends the following conditions

- This communications tower site shall be developed consistent with the proposed conceptual plan.

- The Special Use Permit runs with the 4C Family Trust, LLC, and not the property.

Additionally, Table 2 below shows the required separations as provided in LDC Sec. 4.3.25. Separations from the cell tower relative to the surrounding area are all being met.

TABLE 2. CELL TOWER SEPARATIONS

Separation Type	North	South	East	West
Required (Property Lines)	185'	185'	185'	185'
Required (Residences)	276'	276'	276'	276'
Provided	505'	489'	307'	556'

I. *Provision for meeting any **special requirements** required by the site analysis for the particular use involved*.

Analysis: Staff notes that, unlike a variance, which runs with the land and is recorded in the public records, a special use permit is not recorded. As a result, a subsequent owner will not have notice of the requirements. The subject property will require a site plan review before additional development commences. The site plan will ensure that the development is consistent with the Land Development Code. Staff concludes that no special requirements are needed beyond the conditions provided in this report.

J. *Consistency with the Comprehensive Plan*.

1. Policy 2.1.5: **Permitted & Special Uses** – The county shall identify permitted and special uses for each land use designation and zoning classification, as further defined in the Comprehensive Plan, Zoning, and LDC.

Analysis: LDC Section 4.3.25(D) allows for Special Use Permits for telecommunication towers. Within section 4.3.25(C), towers exceeding 150' in height must apply for a special use permit. Thus, the application is **consistent** with FLUE Policy 2.1.5.

Based on the above findings, staff concludes the SUP is consistent with LDC Sections 2.8.2.D and 2.8.3.B, even with the provided conditions to attempt to address the ten (10) requirements imposed.

VI. ALTERNATIVE RECOMMENDATIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, and make a recommendation to the Commission to adopt a proposed Ordinance to **DENY** the special use permit.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, amend the findings and conclusions contained herein so as to support the approval of the Ordinance with amended conditions, and make a recommendation to the Commission to adopt a proposed Ordinance to **APPROVE WITH AMENDED CONDITIONS** the special use permit.

C. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, and make a recommendation to the Commission to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

A. Staff recommends the Board enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, and make a recommendation to adopt a proposed Ordinance to **APPROVE AS CONDITIONED** the special use permit based on compatibility in the area, compliance with the Comprehensive Plan, and a lack of adverse impacts to the surrounding area.

B. To address compliance with LDC Sections 2.8.2.D and 2.8.3.B, the following conditions are imposed in the event that the Board chooses to agree with staff recommendation and approve the special use with conditions:

1. A driveway apron onto the property that meets OCE's standards of development shall be required.
2. A planted buffer around the control fenced perimeter of the control building shall be installed. This buffer shall be a minimum of four feet wide, and around the outside perimeter of the fence around a tower compound shall be established. The area shall be planted with a hedge of native or ornamental evergreen shrubs at least 30 inches in height at planting and capable of growing to at least 40 inches in height within the first growing season.
3. This buffer shall also adhere to all additional requirements as established in Marion County Land Development Code Sec. 4.3.25 Telecommunication Towers and Antennas E.(1)(c)(4) Landscapes and Buffers
4. A photometric plan shall be provided during the Development Review Phase if additional lighting is proposed to be added to the site.
5. This communications tower site shall be developed consistent with the proposed conceptual plan.
6. The Special Use Permit runs with the 4C Family Trust, LLC, and not the property.

VIII. PLANNING AND ZONING COMMISSION RECOMMENDATION

To be determined.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined.

X. LIST OF ATTACHMENTS

A. SUP application.
B. Site Photos.
.

Marion County
Board of County Commissioners
Growth Services • Zoning
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2675
Fax: 352-438-2676

APPLICATION COMPLETE
DATE COMPLETED 9/24/25
INTIALS EM

TENTATIVE MEETING DATES
P&Z PH 11/24/25
BCC/P&Z PH 12/15 or 12/16/25

SPECIAL USE PERMIT APPLICATION PACKAGE FOR TELECOMMUNICATION ANTENNA OR TOWER SITE

Application No.: _____

The undersigned hereby requests a Special Use Permit in accordance with Marion County Land Development Code, Section 4.3.25.for the following described property zoned B-2, for the purpose of:

New Telecommunication Tower

Legal description: (please attach a copy of the deed and location map)

Parcel account number(s): 16066-002-01

Property dimensions: see attached **Total acreage:** 20.00

Directions: Please see attached copy of the deed and location map

The property owner must sign this application unless he has attached written authorization naming an agent to act on his/her behalf.

4 C Family Trust, LLC Thomas C. Conrad	Dan Ausley
Property owner name (please print)	**Applicant or agent name (please print)**
P.O. Box 4368	1003 Washington Street
Mailing address	**Mailing address**
Ocala, Florida 34478-4368	Tallahassee, Florida 32303
City, state, zip code	**City, state, zip code**
352-427-5405	850-566-6761
Phone number (please include area code)	**Phone number (please include area code)**
Signature	**Signature**

Please note: the special use permit will not become effective until 14 days after a final decision is made by the Marion County Board of County Commissioners. The owner, applicant or agent is encouraged to attend the public hearing where this application will be discussed. If no representative is present and the board requires additional information, the request may be postponed or denied. Notice of said hearing will be mailed to the above-listed address(es). All information given by the applicant or agent must be correct and legible to be processed. The filing fee is $2,000.00 and is non-refundable. For more information, please contact the Planning & Zoning Division at 352-438-2675.

****

FOR OFFICE USE ONLY

RECEIVED BY: EM DATE: 9/22/25 ZONING MAP NO.: 230

Rev. 04/2017

email: dan@rbuservicesgroup.com

AR 33433

1. Provision for Ingress and Egress

Access to the proposed tower compound will be via a 30-foot recorded access easement extending from the public right-of-way along the south side of the existing power line. The access drive will be improved with a stabilized surface and turning radius sufficient to accommodate emergency vehicles, including fire apparatus, in accordance with Marion County Fire Rescue standards. The easement will be maintained year-round to ensure reliable access for maintenance personnel and emergency responders. No pedestrian traffic is expected beyond authorized personnel.

2. Off-Street Parking and Loading Areas

A stabilized parking and turnaround area will be provided at the edge of the fenced compound, sufficient to accommodate a maintenance vehicle or service truck. Because the site is unmanned, traffic is limited to periodic maintenance visits. All construction activity will occur during daylight hours and comply with Marion County's noise control regulations. After construction, the facility will generate no noise, glare, or odor. The tower is below FAA lighting thresholds and no exterior lighting is proposed other than that required by applicable codes.

3. Refuse and Service Areas

This facility is an unmanned site and will not generate solid waste. Routine maintenance does not require on-site storage of refuse or hazardous materials. Any temporary construction debris will be removed upon project completion.

4. Utilities

Electric service and telecommunications backhaul will be extended underground from the right-of-way to the compound, within dedicated utility easements. No overhead utilities are proposed. The utility route avoids environmentally sensitive areas and will be designed to meet county requirements for separation from existing utilities and drainage features.

5. Screening and Buffering

The compound will be enclosed by an 8-foot chain-link fence with barbed wire for security. Landscaping will be installed in accordance with Marion County Land Development Code

buffering requirements, using native or drought-tolerant species to provide visual screening of ground equipment. The monopole will be finished in a galvanized or neutral color to minimize visual contrast with the sky.

---

6. Signs and Exterior Lighting

Only regulatory signage as required by Marion County, the FAA, and the FCC will be posted at the compound gate. No advertising signage is proposed. No exterior lighting is planned except for code-required security lighting, which will be motion-activated and downward-directed to avoid light spillover to adjacent properties.

---

7. Yards and Green Space

The facility is designed to meet or exceed all required setbacks for the B-2 district. The monopole is engineered with an intentional break-point design such that, in the highly unlikely event of a structural failure, the monopole will collapse within the leased compound area. This ensures the "fall zone" remains entirely contained on site and does not encroach on adjacent properties. Green space around the compound will remain vegetated, and the surrounding property will otherwise be undisturbed.

---

8. General Compatibility with Surrounding Properties

The proposed tower is located on a commercially zoned parcel (B-2), consistent with Marion County's Comprehensive Plan and Land Development Code allowances for telecommunication facilities. The compound is positioned to minimize visual and physical impacts to surrounding properties and rights-of-way. The facility will not generate traffic, noise, odor, or light beyond minimal and incidental levels, ensuring compatibility with adjacent commercial and agricultural uses.

---

9. Compliance with Special Requirements

The proposed monopole has been designed in accordance with Marion County's telecommunication tower regulations, including structural engineering, wind-load compliance, and fall-zone containment. The site has been evaluated for co-location opportunities, and no existing structures within the search area meet the carrier's technical requirements for coverage. The project will comply with all applicable FCC and FAA requirements, including RF emissions standards and FAA clearance processes. Any comments or conditions identified through staff review will be addressed prior to permit issuance.

verticalbridge

750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON FL, 33487
TEL: (561) 948-6367

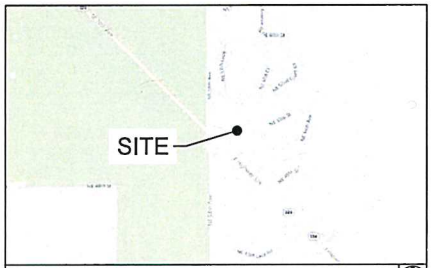
US-FL-6065 - INDIAN LAKE ST FOREST

SITE ADDRESS (E-911 TBD)

E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY
LATITUDE: 29° 14' 29.95" N
LONGITUDE: 82° 03' 04.89" W
TAX/PIN #: 16066-002-01
ZONING: B-2

MARION COUNTY SHERIFF'S OFFICE
8311 N UN HWY 441
OCALA, FL 34475
PHONE: (352) 438-5920
ATTN.: CUSTOMER SERVICE

MARION COUNTY FIRE RESCUE STATION 1
3199 NE 70TH ST
OCALA, FL 34479
PHONE: (352) 291-8000
ATTN.: CUSTOMER SERVICE



VICINITY MAP

DRIVING DIRECTIONS

JURISDICTION:
MARION COUNTY

STATE:
FLORIDA

TOWER TYPE:
MONOPOLE TOWER

TOWER HEIGHT:
180' (185' TO HIGHEST APPURTENANCE)

NUMBER OF CARRIERS:
0 EXISTING, 1 PROPOSED

USE:
PROPOSED TELECOMMUNICATIONS TOWER AND UNMANNED EQUIPMENT

FLOOD INFO
SITE IS LOCATED WITHIN FEMA FLOOD MAP AREA 12083C0535E DATED 04/19/2017 WITHIN FLOOD ZONE X.

PROJECT SUMMARY

DEVELOPER
THE TOWERS, LLC
750 PARK OF COMMERCE DRIVE
BOCA RATON, FL 33487
PHONE: (561) 246-5541
ATTN: ANDRELLA BARNES

POWER COMPANY
SECO ENERGY
PHONE: (342) 237-4107
ATTN.: CUSTOMER SERVICE

PROPERTY OWNER
4 C FAMILY TRUST LLC
NE 58TH AVE & E HWY 326
SILVER SPRINGS, FL 34488
PHONE: N/A
ATTN.: N/A

CONSULTANT
KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: (470) 443-3776
ATTN.: BAILEY LIVELY

CONTACTS

SHEET NO.	SHEET TITLE
T1	COVER SHEET
--	SITE SURVEY (SHEET 1 OF 3)
--	SITE SURVEY (SHEET 2 OF 3)
--	SITE SURVEY (SHEET 3 OF 3)
N1	GENERAL NOTES
C0	AERIAL PARCEL PLAN
C1	PARCEL PLAN
C2	SITE PLAN
C3	EQUIPMENT PAD LAYOUT
C4	CONCRETE PAD FOUNDATION DETAILS
C5	FENCE, GATE, AND COMPOUND DETAILS
C6	SITE SIGNAGE DETAILS
C7	WAVEGUIDE BRIDGE DETAILS
C8	ANTENNA AND TOWER ELEVATION DETAILS

SHEET INDEX

MARION COUNTY ZONING & DEVELOPMENT
2710 E SILVER SPRINGS BLVD
OCALA, FL 34470
PHONE: (352) 438-2675
ATTN.: CUSTOMER SERVICE

PERMIT INFORMATION

verticalbridge
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON FL, 33487
TEL: (561) 948-6367

PROJECT INFORMATION:

SITE NAME:
US-FL-6065 - INDIAN LAKE ST FOREST
SITE No.: 0
PROJECT #: 17322428
E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY

PLANS PREPARED BY:

Kimley»Horn
201 NORTH FRANKLIN STREET, SUITE 1400
TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM

REV:	DATE:	ISSUED FOR:	BY:
8			
7			
6			
5			
4			
3			
2			
1	07/31/25	ZONING	BNL
0	08/01/25	ZONING	BNL

LICENSER:

ANDREW LAMAR PITTS
LICENSE
No. 98601
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

KHA PROJECT NUMBER:
013291025

DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
T1

ATTACHMENT A

A4

K:\ATL_Wireless\Vertical Bridge\US-FL-6065 Indian Lake St Forest\CAD\ZD\ECar-C0.dwg ----- 08/01/25 8:30 AM by: Bailey.Lively

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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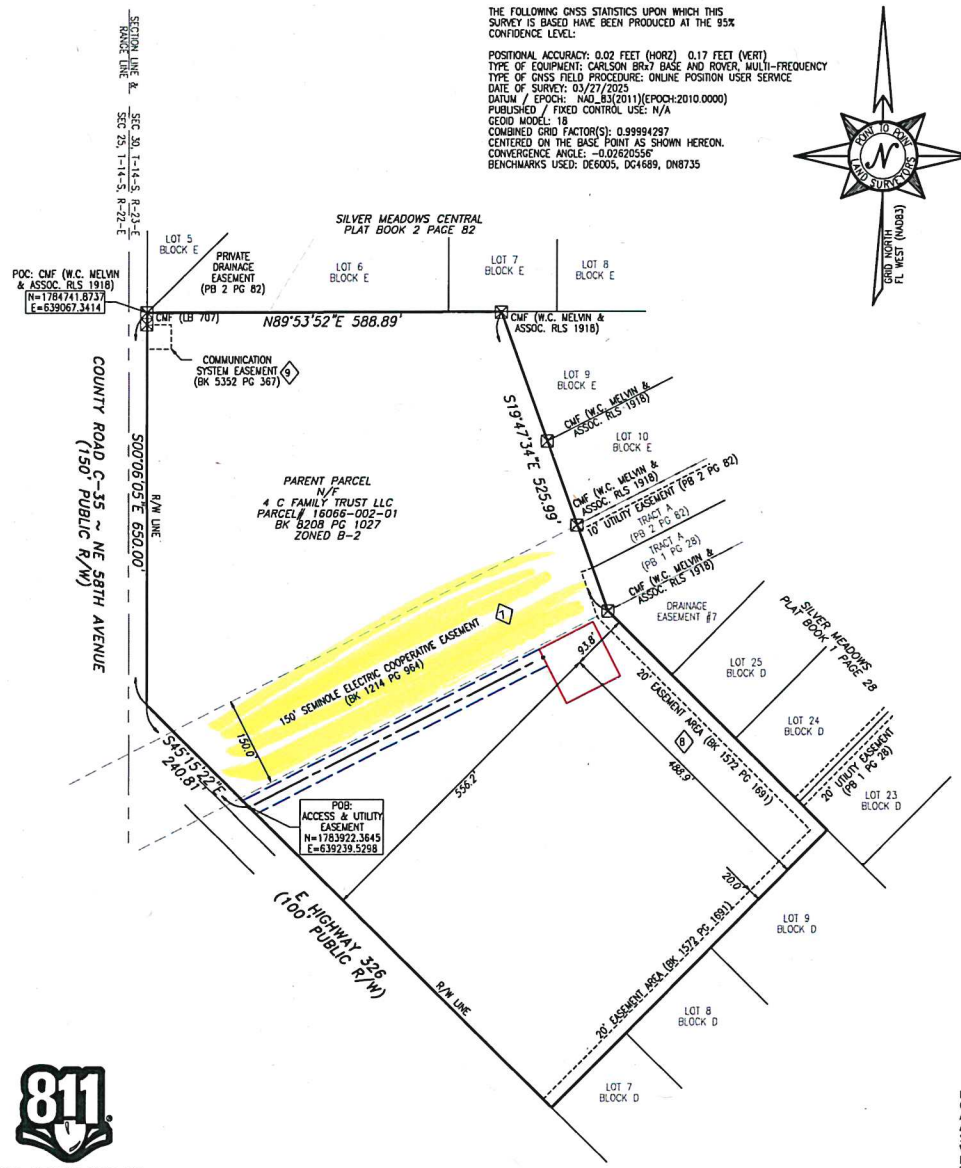
A5

ATTACHMENT A

GNSS NOTES

THE FOLLOWING GNSS STATISTICS UPON WHICH THIS SURVEY IS BASED HAVE BEEN PRODUCED AT THE 95% CONFIDENCE LEVEL:

POSITIONAL ACCURACY: 0.02 FEET (HORZ) 0.17 FEET (VERT)
TYPE OF EQUIPMENT: CARLSON BRx7 BASE AND ROVER, MULTI-FREQUENCY
TYPE OF GNSS FIELD PROCEDURE: ONLINE POSITION USER SERVICE
DATE OF SURVEY: 03/27/2025
DATUM / EPOCH: NAD_83(2011)(EPOCH:2010.0000)
PUBLISHED / FIXED CONTROL USE: N/A
GEOID MODEL: 18
COMBINED GRID FACTOR(S): 0.99994297
CENTERED ON THE BASE POINT AS SHOWN HEREON.
CONVERGENCE ANGLE: -0.02620556°
BENCHMARKS USED: DE6005, DG4689, DN8735



LEGEND

POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
INV	INVERT
EP	EDGE OF PAVEMENT
OU	OVERHEAD UTILITY
RCP	REINFORCED CONCRETE PIPE
TR	TRANSFORMER
HH	HANDHOLE
CP	CONCRETE PAD
BFO	BURIED FIBER OPTIC
N/T	NOW OR FORMERLY
R/W	RIGHT-OF-WAY
F	FIBER OPTIC MARKER
	CONCRETE MONUMENT FOUND
T	TELCO PEDESTAL
	UTILITY POLE
	GUY WIRE ANCHOR
G	GAS LINE MARKER
	BENCHMARK

811 CALL BEFORE YOU DIG

VICINITY MAP

NOT TO SCALE

GENERAL NOTES

* THIS SPECIFIC PURPOSE SURVEY IS FOR THE LEASED PREMISES AND EASEMENTS ONLY. THIS SPECIFIC PURPOSE SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE TOWERS, LLC AND EXCLUSIVELY FOR THE TRANSFERRAL OF THE LEASED PREMISES AND THE RIGHTS OF EASEMENT SHOWN HEREON AND SHALL NOT BE USED AS AN EXHIBIT OR EVIDENCE IN THE FEE SIMPLE TRANSFERRAL OF THE PARENT PARCEL NOR ANY PORTION OR PORTIONS THEREOF. BOUNDARY INFORMATION SHOWN HEREON HAS BEEN COMPILED FROM TAX MAPS AND DEED DESCRIPTIONS ONLY. NO BOUNDARY SURVEY OF THE PARENT PARCEL WAS PERFORMED.

THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY.

EQUIPMENT USED FOR ANGULAR & LINEAR MEASUREMENTS: GEOMAX ZOOM ROBOTIC AND CARLSON BRx7 BASE AND ROVER [DATE OF LAST FIELD VISIT: 03/27/2025]. SEE GNSS NOTES FOR GNSS EQUIPMENT.

THE 1' CONTOURS AND SPOT ELEVATIONS SHOWN ON THIS SPECIFIC PURPOSE SURVEY ARE ADJUSTED TO NAVD 88 DATUM (COMPUTED USING GEOID18) AND HAVE A VERTICAL ACCURACY OF ± 0.5'. CONTOURS OUTSIDE THE IMMEDIATE SITE AREA ARE APPROXIMATE.

BEARINGS SHOWN ON THIS SPECIFIC PURPOSE SURVEY ARE BASED ON GRID NORTH (NAD 83) FLORIDA WEST ZONE.

PER THE FEMA FLOODPLAIN MAPS, THE SITE IS LOCATED IN AN AREA DESIGNATED AS ZONE X (AREA OF MINIMAL FLOOD HAZARD). COMMUNITY PANEL NO.: 12083C0535E DATED: 4/19/2017

NO WETLAND AREAS HAVE BEEN INVESTIGATED BY THIS SPECIFIC PURPOSE SURVEY.

ALL ZONING INFORMATION SHOULD BE VERIFIED WITH THE PROPER ZONING OFFICIALS.

ANY UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM ABOVE GROUND FIELD SURVEY INFORMATION. THE SURVEYOR MAKES NO GUARANTEES THAT ANY UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT ANY UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED ANY UNDERGROUND UTILITIES.

ADDITIONS OR DELETIONS TO THIS SURVEY MAP BY OTHER THAN THE SIGNING PARTY IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY.

ORIGINAL SURVEY IS KEPT ON FILE IN THE SURVEYOR'S OFFICE.

THERE WERE NO VISIBLE ENCROACHMENTS AFFECTING THE LEASE AREA OR ANY OF THE EASEMENTS, AT THE TIME THE SURVEY WAS COMPLETED.

THE LEASE AREA AND ALL EASEMENTS LIE ENTIRELY WITHIN THE PARENT PARCEL.

THE ACCESS AND UTILITY EASEMENTS GO TO A CONFIRMED PUBLIC RIGHT-OF-WAY.

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY TO: VERTICAL BRIDGE REIT, LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS SUBSIDIARIES, AND THEIR RESPECTIVE SUCCESSORS AND/OR ASSIGNS; TORONTO DOMINION (TEXAS) LLC, AS ADMINISTRATIVE AGENT, FOR ITSELF AND ON BEHALF OF THE LENDERS PARTIES FROM TIME TO TIME TO THAT CERTAIN SECOND AMENDED AND RESTATED LOAN AGREEMENT DATED JUNE 17, 2016 WITH VERTICAL BRIDGE HOLDCO, LLC, AS BORROWER, AND VERTICAL BRIDGE HOLDCO PARENT, LLC, AS PARENT, AS MAY BE AMENDED, RESTATED, MODIFIED OR RENEWED, THEIR SUCCESSORS AND ASSIGNS AS THEIR INTERESTS MAY APPEAR; AND TOWER TITLE, LLC.

G. DARRELL TAYLOR LICENSE NUMBER 6904 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY DARRELL TAYLOR USING DIGITAL SIGNATURE AND DATE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

I HEREBY CERTIFY THAT THIS MAP IS CORRECT AND WAS DRAWN UNDER MY DIRECT SUPERVISION. ANY VISIBLE ENCROACHMENTS ARE SHOWN HEREON.

DATE: 04/02/2025

G. DARRELL TAYLOR, FLORIDA PROFESSIONAL SURVEYOR & MAPPER #LS6904

THIS MAP IS NOT A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS. THIS MAP IS ONLY INTENDED FOR THE PARTIES AND PURPOSES SHOWN. THIS MAP IS NOT FOR RECORDATION.

* SPECIFIC PURPOSE SURVEY PREPARED BY:

POINT TO POINT LAND SURVEYORS P2P

Business License Number: LB8148
100 Governors Trace, Ste. 103
Peachtree City, GA 30269
(direct) 678.565.4440 (fax) 678.565.4497 (w) p2pls.com

SPECIFIC PURPOSE SURVEY PREPARED FOR:

verticalbridge
THE TOWERS, LLC
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON, FL 33487

INDIAN LAKE ST FOREST
US-FL-6065

W 1/2 OF THE SW 1/4 OF SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA

PARENT PARCEL

OWNER: 4 C FAMILY TRUST LLC, A FLORIDA LIMITED LIABILITY COMPANY

SITE ADDRESS: NE 58TH AVE & E HWY 326, SILVER SPRINGS, FL 34488

PARCEL ID: 16066-002-01

AREA: 20.00 ACRES (PER TAX ASSESSOR)

ZONED: B-2 (COMMUNITY BUSINESS)

REFERENCE: BOOK 8208 PAGE 1027

100 0 200 400
GRAPHIC SCALE IN FEET
SCALE: 1" = 200' (11x17)

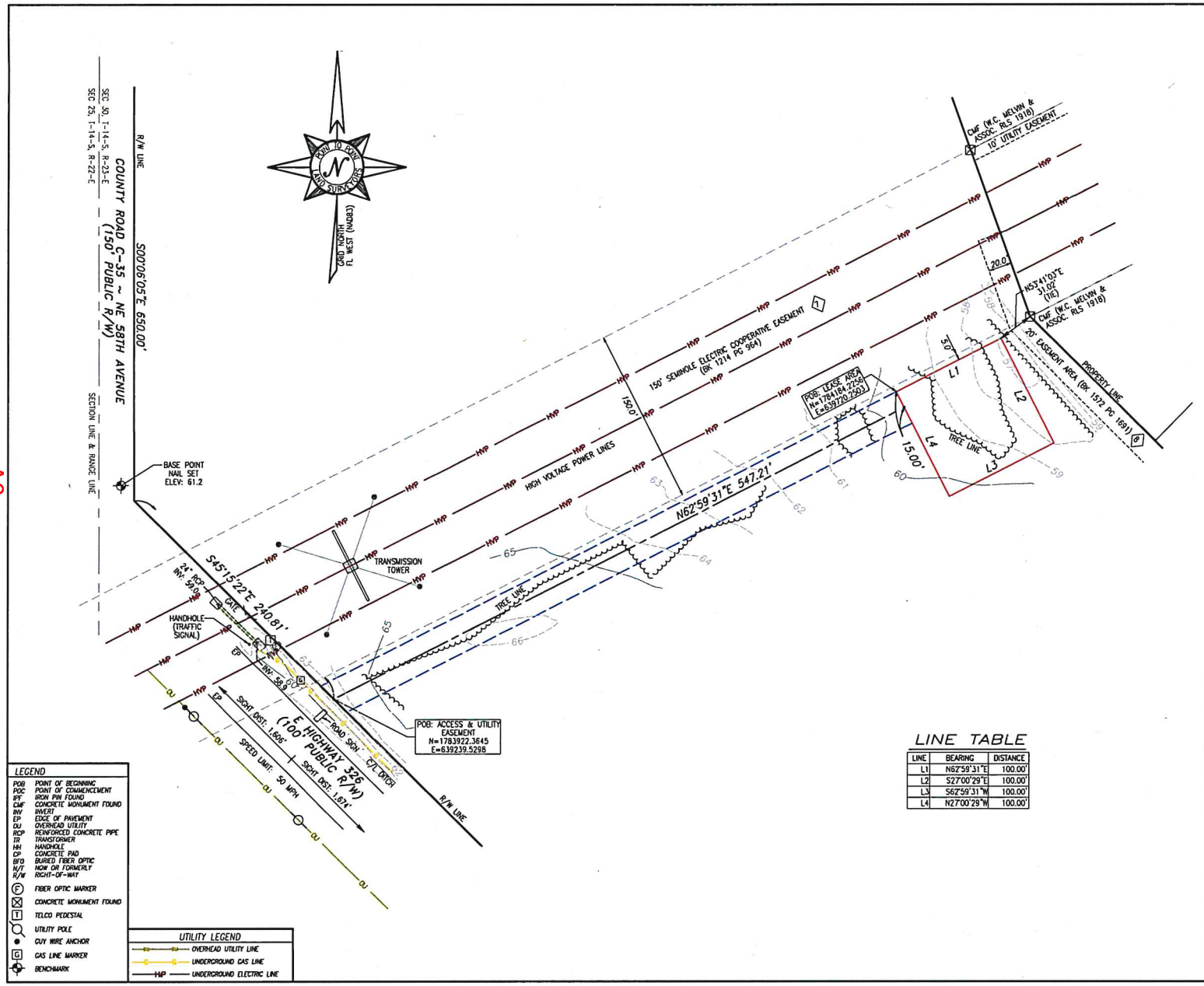
NO.	DATE	REVISION

DRAWN BY: NRW
CHECKED BY: JKL
APPROVED: D. MILLER
DATE: APRIL 2, 2025
P2P JOB #: 250388FL

SHEET: 7 OF 3

SURVEY NOT VALID WITHOUT ALL SHEETS

E:\Point to Point Dropbox\P2P Current Jobs\2025\250388FL - Indian Lake St Forest\250388FL.pro



LINE TABLE

LINE	BEARING	DISTANCE
L1	N62°59'31"E	100.00'
L2	S27°00'29"E	100.00'
L3	S62°59'31"W	100.00'
L4	N27°00'29"W	100.00'

STATE OF FLORIDA
G. DARRELL TAYLOR
License Number 6904
Professional Surveyor and Mapper

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY DARRELL TAYLOR USING DIGITAL SIGNATURE AND DATE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

I HEREBY CERTIFY THAT THIS MAP IS CORRECT AND WAS DRAWN UNDER MY DIRECT SUPERVISION. ANY VISIBLE ENCROACHMENTS ARE SHOWN HEREON.

DATE: 04/02/2025

G. DARRELL TAYLOR, FLORIDA PROFESSIONAL SURVEYOR & MAPPER #LS6904

THIS MAP IS NOT A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS. THIS MAP IS ONLY INTENDED FOR THE PARTIES AND PURPOSES SHOWN. THIS MAP IS NOT FOR RECORDATION.

* SPECIFIC PURPOSE SURVEY PREPARED BY:

POINT TO POINT LAND SURVEYORS P2P

Business License Number: LB8148
100 Governors Trace, Ste. 103
Peachtree City, GA 30269
(direct) 678.565.4440 (fax) 678.565.4497 (w) p2pls.com

SPECIFIC PURPOSE SURVEY PREPARED FOR:

verticalbridge
THE TOWERS, LLC
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON, FL 33487

INDIAN LAKE ST FOREST
US-FL-6065

W 1/2 OF THE SW 1/4 OF SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA

SITE INFORMATION

LEASE AREA = 10,000 SQUARE FEET (0.2296 ACRES)

AT CENTER LEASE AREA:
LATITUDE: 29°14'29.95" (NAD 83) (29.241653')
LONGITUDE: -82°03'04.89" (NAD 83) (-82.051358')
ELEVATION = 58.7' A.M.S.L.

VERTICAL DATUM: NAVD 1988 (COMPUTED USING GEOID18)
HORIZONTAL DATUM: NAD83

BEARINGS ARE BASED ON FLORIDA GRID NORTH (WEST ZONE)

XX 0 XX XXX
GRAPHIC SCALE IN FEET
SCALE: 1" = XX' (11x17)

NO.	DATE	REVISION

DRAWN BY: NRW
CHECKED BY: JKL
APPROVED: D. MILLER
DATE: APRIL 2, 2025
P2P JOB #: 250388FL

SHEET: 2 OF 3

SURVEY NOT VALID WITHOUT ALL SHEETS

E:\Point to Point Dropbox\P2P Current Jobs\2025\250388FL - Indian Lake S. Forest\CAD\250388FL.dwg

A6

ATTACHMENT A

PARENT PARCEL

(AS PROVIDED IN COMMITMENT NO. VTB-200460-C)

ALL THAT CERTAIN LAND SITUATE IN MARION COUNTY, FLORIDA, VIZ:

A PARCEL OF LAND SITUATE IN SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA. COMMENCE AT THE NW CORNER OF THE SW 1/4 OF SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA, THENCE N. 89°53'10" E. ALONG THE NORTH BOUNDARY OF SAID SW 1/4 A DISTANCE OF 30.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD C-35 (BASELINE ROAD), THENCE S. 00°06'05" E. ALONG SAID EAST RIGHT OF WAY LINE 573.50 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°06'05" E. ALONG SAID EAST RIGHT OF WAY LINE 650.00 FEET TO THE NORTHEASTERLY RIGHT OF WAY LINE OF COUNTY ROAD C-326, THENCE S 45°15'22" E. ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE 950.00 FEET, THENCE N. 44°44'38" E. 650.00 FEET, THENCE N. 45°15'22" W. 515.95 FEET TO THE SOUTHERLY BOUNDARY OF A SEMINOLE ELECTRIC COOPERATIVE, INC. POWER LINE EASEMENT, THENCE N. 19°47'34" W. 525.99 FEET, THENCE S. 89°53'55" W. 588.89 FEET TO THE POINT OF BEGINNING.

PARCEL ID: 16066-002-01

THIS BEING THE SAME PROPERTY CONVEYED TO 4 C FAMILY TRUST LLC, A FLORIDA LIMITED LIABILITY COMPANY, IN A DEED FROM WAYNE M. LAMPERT, AS SUCCESSOR TRUSTEE UNDER TRUST AGREEMENT DATED MAY 1, 1989, DATED 12/11/2023 AND RECORDED 12/11/2023, IN BOOK 8208 PAGE 1027 AS INSTRUMENT NO, 2023157653.

TITLE EXCEPTIONS

THIS SURVEY WAS COMPLETED WITH THE AID OF TITLE WORK PREPARED BY TOWER AGENCY, LLC, COMMITMENT DATE OF 2ND DAY OF OCTOBER, 2024, BEING COMMITMENT NO. VTB-200460-C, FOR THE PARENT PARCEL, TO DETERMINE THE IMPACTS OF EXISTING TITLE EXCEPTIONS.

EXCEPTIONS 1 – 6 ARE STANDARD AND NOT THE TYPE TO BE DEPICTED

7. RIGHT-OF-WAY EASEMENT BETWEEN CONTAINER CORPORATION OF AMERICA; AND SEMINOLE ELECTRIC COOPERATIVE, INC., DATED MARCH 7, 1984 AND RECORDED APRIL 17, 1984 IN (BOOK) 1214 (PAGE) 0964 (INSTRUMENT) 84-019704, IN MARION COUNTY, FLORIDA.

[THIS ITEM IS APPLICABLE TO THE PARENT PARCEL, BUT NOT THE LEASE AREA OR THE ACCESS & UTILITY EASEMENT, AND IS PLOTTED HEREON].

8. EASEMENT AGREEMENT BETWEEN STEVEN H. GRAY; AND KENNETH KARP, DATED APRIL 11, 1989 AND RECORDED APRIL 19, 1989 IN (BOOK) 1572 (PAGE) 1691 (INSTRUMENT) 89-23964, IN MARION COUNTY, FLORIDA.

[THIS ITEM IS APPLICABLE TO THE PARENT PARCEL, BUT NOT THE LEASE AREA OR THE ACCESS & UTILITY EASEMENT, AND IS PLOTTED HEREON].

9. COMMUNICATION SYSTEM EASEMENT BETWEEN LARRY M. WOOD, SUCCESSOR TRUSTEE UNDER TRUST AGREEMENT DATED MAY 1, 1989; AND EMBARQ FLORIDA, INC., D/B/A CENTURYLINK, DATED APRIL 1, 2010 AND RECORDED APRIL 30, 2010 IN (BOOK) 05352 (PAGE) 0367 (INSTRUMENT) 2010039173, IN MARION COUNTY, FLORIDA.

[THIS ITEM IS APPLICABLE TO THE PARENT PARCEL, BUT NOT THE LEASE AREA OR THE ACCESS & UTILITY EASEMENT, AND IS PLOTTED HEREON].

30' ACCESS & UTILITY EASEMENT

TOGETHER WITH A 30-FOOT WIDE ACCESS AND UTILITY EASEMENT (MEASURING 15 FEET EACH SIDE OF CENTERLINE) LYING AND BEING IN THE WEST ½ OF THE SOUTHWEST ¼ OF SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA, BEING A PORTION OF THE LANDS OF 4 C FAMILY TRUST LLC, AS RECORDED IN BOOK 8208, PAGE 1027, MARION COUNTY RECORDS, BEING DESCRIBED BY THE FOLLOWING CENTERLINE DATA:

TO FIND THE POINT OF BEGINNING, COMMENCE AT A CONCRETE MONUMENT FOUND (W.C. MELVIN & ASSOC. RLS1918) ON THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD C-35 (ALSO KNOWN AS NE 58TH AVENUE AND HAVING A 150-FOOT RIGHT-OF-WAY), MARKING THE NORTHWEST CORNER OF SAID LANDS AND HAVING A FLORIDA GRID NORTH, NAD83, WEST ZONE VALUE OF N=1784741.8737, E=639067.3414; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD C-35, SOUTH 00°06'05" EAST, 650.00 FEET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF E HIGHWAY 326 (HAVING A 100-FOOT RIGHT-OF-WAY); THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD C-35 AND RUNNING ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF E HIGHWAY 326, SOUTH 45°15'22" EAST, 240.81 FEET TO A POINT HAVING A FLORIDA GRID NORTH, NAD83, WEST ZONE VALUE OF N=1783922.3645, E=639239.5298 AND THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF E HIGHWAY 326 AND RUNNING, NORTH 62°59'31" EAST, 547.21 FEET TO THE ENDING AT A POINT ON THE SOUTHWEST LINE OF THE LEASE AREA.

BEARINGS BASED ON FLORIDA GRID NORTH, NAD83, WEST ZONE.

LEASE AREA

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE WEST ½ OF THE SOUTHWEST ¼ OF SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA, BEING A PORTION OF THE LANDS OF 4 C FAMILY TRUST LLC, AS RECORDED IN BOOK 8208, PAGE 1027, MARION COUNTY RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

TO FIND THE POINT OF BEGINNING, COMMENCE AT A CONCRETE MONUMENT FOUND (W.C. MELVIN & ASSOC. RLS1918) ON THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD C-35 (ALSO KNOWN AS NE 58TH AVENUE AND HAVING A 150-FOOT RIGHT-OF-WAY), MARKING THE NORTHWEST CORNER OF SAID LANDS AND HAVING A FLORIDA GRID NORTH, NAD83, WEST ZONE VALUE OF N=1784741.8737, E=639067.3414; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD C-35, SOUTH 00°06'05" EAST, 650.00 FEET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF E HIGHWAY 326 (HAVING A 100-FOOT RIGHT-OF-WAY); THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD C-35 AND RUNNING ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF E HIGHWAY 326, SOUTH 45°15'22" EAST, 240.81 FEET TO A POINT HAVING A FLORIDA GRID NORTH, NAD83, WEST ZONE VALUE OF N=1783922.3645, E=639239.5298; THENCE LEAVING SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF E HIGHWAY 326 AND RUNNING, NORTH 62°59'31" EAST, 547.21 FEET TO A POINT ON THE SOUTHWEST LINE OF THE LEASE AREA; THENCE ALONG SAID LEASE AREA, NORTH 27°00'29" WEST, 15.00 FEET TO A POINT HAVING A FLORIDA GRID NORTH, NAD83, WEST ZONE VALUE OF N=1784184.2256, E=639720.2503 AND THE TRUE POINT OF BEGINNING; THENCE RUNNING, NORTH 62°59'31" EAST, 100.00 FEET TO A POINT; THENCE, SOUTH 27°00'29" EAST, 100.00 FEET TO A POINT; THENCE, SOUTH 62°59'31" WEST, 100.00 FEET TO A POINT; THENCE, NORTH 27°00'29" WEST, 100.00 FEET TO A POINT AND THE POINT OF BEGINNING.

BEARINGS BASED ON FLORIDA GRID NORTH, NAD83, WEST ZONE.

SAID TRACT CONTAINS 0.2296 ACRES (10,000 SQUARE FEET), MORE OR LESS.

STATE OF FLORIDA
G. DARRELL TAYLOR
License Number 6904
Professional Surveyor and Mapper

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY DARRELL TAYLOR USING DIGITAL SIGNATURE AND DATE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

I HEREBY CERTIFY THAT THIS MAP IS CORRECT AND WAS DRAWN UNDER MY DIRECT SUPERVISION. ANY VISIBLE ENCROACHMENTS ARE SHOWN HEREON.

DATE: 04/02/2025

G. DARRELL TAYLOR, FLORIDA PROFESSIONAL SURVEYOR & MAPPER #LS6904

THIS MAP IS NOT A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS. THIS MAP IS ONLY INTENDED FOR THE PARTIES AND PURPOSES SHOWN. THIS MAP IS NOT FOR RECORDATION.

* SPECIFIC PURPOSE SURVEY PREPARED BY:

POINT TO POINT P2P LAND SURVEYORS

Business License Number: LB8148
100 Governors Trace, Ste. 103
Peachtree City, GA 30269
(direct) 678.565.4440 (fax) 678.565.4497 (w) p2pls.com

SPECIFIC PURPOSE SURVEY PREPARED FOR:

verticalbridge
THE TOWERS, LLC
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON, FL 33487

INDIAN LAKE ST FOREST
US-FL-6065

W 1/2 OF THE SW 1/4 OF SECTION 30, TOWNSHIP 14 SOUTH, RANGE 23 EAST, MARION COUNTY, FLORIDA

LEGAL DESCRIPTION & TITLE REVIEW SHEET

NO.	DATE	REVISION

DRAWN BY: NRW
CHECKED BY: JKL
APPROVED: D. MILLER
DATE: APRIL 2, 2025
P2P JOB #: 250388FL

SHEET: 3 OF 3

SURVEY NOT VALID WITHOUT ALL SHEETS

C:\Point to Point Dropbox\P2P Current Jobs\2025\250388fl-Indian Lake St Forest\250388fl.prj

A7

ATTACHMENT A

1.00 GENERAL NOTES

1.01 ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE DRAWINGS AND SPECIFICATIONS. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE STATE, LOCAL AND NATIONAL CODES, ORDINANCES AND OR REGULATIONS APPLICABLE TO THIS PROJECT.

1.02 THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES AND SHALL CHECK ALL DIMENSIONS. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE PROJECT MANAGER AND/OR ENGINEER AND BE RESOLVED BEFORE PROCEEDING WITH WORK. WHERE THERE IS A CONFLICT BETWEEN DRAWING AND VERIZON SPECIFICATIONS, THE VERIZON PROJECT ENGINEER SHOULD BE CONTACTED FOR CLARIFICATION.

1.03 ALL INFORMATION SHOWN ON THE DRAWINGS RELATIVE TO EXISTING CONDITIONS IS GIVEN AS THE BEST PRESENT KNOWLEDGE, BUT WITHOUT GUARANTEE OF ACCURACY. WHERE ACTUAL CONDITIONS CONFLICT WITH THE DRAWINGS, THEY SHALL BE REPORTED TO THE PROJECT MANAGER AND/OR ENGINEER SO THAT PROPER REVISIONS MAY BE MADE. MODIFICATION OF DETAILS OF CONSTRUCTION SHALL NOT BE MADE WITHOUT WRITTEN APPROVAL OF THE PROJECT MANAGER AND/OR ENGINEER.

1.04 CONTRACTOR SHALL REVIEW AND BE FAMILIAR WITH SITE CONDITIONS AS SHOWN ON THE ATTACHED SITE PLAN AND/OR SURVEY DRAWINGS.

1.05 WAVEGUIDE BRIDGE AND EQUIPMENT CABINETS ARE SHOWN FOR REFERENCE ONLY. REFER TO SEPARATE DRAWINGS FOR SPECIFIC INFORMATION.

1.06 ALL FINISHED GRADES SHALL SLOPE MINIMUM 1/4 IN./FT. AWAY FROM EQUIPMENT IN ALL DIRECTIONS. CONTRACTOR SHALL SLOPE SWALES AS REQUIRED ALONG EXISTING TERRAIN TO DRAIN AWAY FROM COMPOUND AND ACCESS DRIVE.

1.07 THE PROPOSED TOWER AND TOWER FOUNDATIONS WERE DESIGNED BY OTHERS. TOWER INFORMATION PROVIDED ON THESE PLANS ARE PROVIDED FOR REFERENCE PURPOSES ONLY. NOTIFY ENGINEER OR PROJECT MANAGER OF ANY CONFLICTS OR DISCREPANCIES. CONTRACTOR TO OBTAIN COPY OF TOWER DESIGN DRAWINGS, IF AVAILABLE, FROM VERIZON PROJECT MANAGER TO CONFIRM COAX ROUTING AND ANTENNA MOUNT INFORMATION.

1.08 THE CONTRACTOR SHALL PROVIDE ADEQUATE EXCAVATION SLOPING, SHORING, BRACING, AND GUYS IN ACCORDANCE WITH ALL NATIONAL, STATE, AND LOCAL SAFETY ORDINANCES.

1.09 UPON COMPLETION OF CONSTRUCTION, CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO THE EXISTING ACCESS ROAD AND COMPOUND GRAVEL AREAS. ANY NEW FILL MATERIALS SHALL BE COMPACTED.

1.10 THE CONTRACTOR IS HEREBY NOTIFIED THAT PRIOR TO COMMENCING CONSTRUCTION, HE IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED AND SHALL REQUEST A VERIFICATION AT THE CONSTRUCTION SITE OF THE LOCATIONS OF THEIR UNDERGROUND UTILITIES AND WHERE THEY MAY POSSIBLY CONFLICT WITH THE PLACEMENT OF IMPROVEMENTS AS SHOWN ON THESE PLANS. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT WILL BE REQUIRED TO NOTIFY "SUNSHINE 811" 48 HOURS IN ADVANCE OF PERFORMING ANY WORK BY CALLING THE TOLL FREE NUMBER (800) 432-4770 (OR 811). ANY UTILITIES DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR, AT NO EXPENSE TO THE OWNER.

1.11 CONTRACTOR TO PROVIDE DUMPSTER AND PORTABLE TOILET FACILITY DURING CONSTRUCTION.

1.12 CONTRACTOR TO PROVIDE STYMIE LOCK OR EQUIVALENT AS APPROVED BY VERIZON PROJECT MANAGER.

1.13 CONTRACTOR TO PROVIDE ANY NECESSARY SIGNAGE PER VERIZON PROJECT MANAGER'S INSTRUCTIONS. SEE DETAIL ON SHEET C11.

2.00 EQUIPMENT FOUNDATION NOTES

2.01 FOUNDATIONS ARE DESIGNED FOR A PRESUMPTIVE ALLOWABLE SOIL BEARING CAPACITY OF 2,000 PSF. CONTRACTOR SHALL VERIFY SOIL CONDITIONS AND BEARING CAPACITY PRIOR TO CONSTRUCTION.

2.02 EXCAVATE A MINIMUM 18" BELOW PROPOSED EQUIPMENT FOUNDATIONS OF EXPANSIVE, ORGANIC, UNCONSOLIDATED OR OTHERWISE UNACCEPTABLE MATERIAL AND REPLACE WITH WELL-COMPACTED MATERIAL ACCEPTABLE TO VERIZON.

2.03 CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, PROTECTING, AND RELOCATING AS REQUIRED ALL SERVICE AND UTILITY LINES IN VICINITY OF THE WORK SITE. ALL EXCAVATIONS NEAR THESE LINES TO BE CARRIED OUT WITH EXTREME CAUTION. COORDINATE ALL RELOCATIONS WITH THE PROPERTY OWNER.

2.04 CONTRACTOR TO CUT/FILL EXISTING COMPOUND SUBSOIL TO PROVIDE AN AREA AS LEVEL AS POSSIBLE FOR THE EQUIPMENT FOUNDATIONS. ALL FILL AREAS ARE TO BE FILLED WITH SUITABLE MATERIALS. FILL MATERIALS ARE TO BE PLACED, COMPACTED, AND TESTED IN MAXIMUM LAYERS OF 8". COMPACTION OF ALL FILL MATERIAL SHALL ACHIEVE 95 PERCENT OF MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH ASTM D 698. ALL TESTS MUST MEET THE MINIMUM SPECIFIED SOIL BEARING CAPACITY. COMPACTION TESTING IS BY THE GEOTECHNICAL TESTING COMPANY DESIGNATED FOR THE PROJECT. SCHEDULING AND COORDINATION IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. REPORTS OF ALL TESTING ARE TO BE PROMPTLY DELIVERED OR FAXED TO THE VERIZON WIRELESS PROJECT MANAGER.

2.05 CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS AND SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST REVISION TO ACI-318 BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE.

2.06 CONCRETE SHALL HAVE A SLUMP BETWEEN 3" AND 6".

2.07 FIBERS FOR CONCRETE SHALL BE FIBERMESH 650, 100 PERCENT VIRGIN POLYPROPYLENE FIBRILLATED FIBERS, e3 PATENTED TECHNOLOGY PATENTED TECHNOLOGY, CONTAINING NO REPROCESSED OLEFIN MATERIALS. THE FIBERS SHALL CONFORM TO ASTM C1116 TYPE III AND MANUFACTURED SPECIFICALLY FOR THE SECONDARY REINFORCEMENT OF CONCRETE.

2.08 THE FIBERS SHALL BE MANUFACTURED IN AN ISO 9001:2008 CERTIFIED MANUFACTURING FACILITY. UNLESS OTHERWISE STATED, FIBERMESH 650 MACRO-SYNTHETIC FIBERS SHALL BE ADDED TO THE CONCRETE AT THE BATCHING PLANT AT THE RECOMMENDED APPLICATION RATE OF 3 LBS/YD³ AND MIXED FOR A SUFFICIENT TIME (MINIMUM 5 MINUTES AT FULL MIXING SPEED) TO ENSURE UNIFORM DISTRIBUTION OF THE FIBERS THROUGHOUT THE CONCRETE. FIBROUS CONCRETE REINFORCEMENT SHALL BE MANUFACTURED BY FIBERMESH, 4019 INDUSTRY DRIVE, CHATTANOOGA, TN 37416 USA, TEL: 800 621-1273, WEBSITE: WWW.FIBERMESH.COM

2.09 AT THE REQUEST OF THE VERIZON WIRELESS PROJECT MANAGER, TEST CYLINDERS SHALL BE MOLDED AND LABORATORY CURED IN ACCORDANCE WITH ASTM C31. THREE CYLINDERS SHALL BE TAKEN FOR EACH DAY'S CONCRETE PLACEMENT. CYLINDERS SHALL BE TESTED IN ACCORDANCE WITH THE LATEST REVISION TO ASTM C39.

2.10 CHAMFER ALL EXPOSED EXTERNAL CORNERS OF CONCRETE WITH ¾" x 45° CHAMFER, UNLESS OTHERWISE NOTED.

2.11 CONCRETE FORMWORK IS TO BE STRIPPED WITHIN 48 HOURS. VIBRATION OF THE CONCRETE MUST ASSURE THAT HONEYCOMBING WILL BE AT A MINIMUM. MECHANICAL VIBRATION OF ALL CONCRETE IS REQUIRED UNLESS OTHERWISE DIRECTED BY VERIZON WIRELESS' PROJECT MANAGER. ABOVE GRADE CONCRETE IS TO BE RUBBED AND PATCHED TO ASSURE SMOOTH FINISH AT TIME OF FORMS REMOVAL. CONTRACTOR SHALL PROVIDE A BROOM FINISH ON THE TOP SURFACE OF THE EQUIPMENT FOUNDATION UNLESS OTHERWISE DIRECTED BY VERIZON WIRELESS' PROJECT MANAGER.

2.12 TOPS OF CONCRETE FOUNDATION MUST BE WITHIN 0.02' OF ELEVATION REQUIRED.

2.13 TOP OF FOUNDATION FINISH TO BE LEVEL ±⅛" IN 10'.

2.14 TOP OF FOUNDATION TO HAVE MEDIUM BROOM FINISH.

2.15 CONTRACTOR SHALL REFER TO DRAWINGS OF OTHER TRADES AND VENDOR DRAWINGS FOR EMBEDDED ITEMS AND RECESSES NOT SHOWN ON THE STRUCTURAL DRAWINGS. CONTRACTOR SHALL VERIFY PLACEMENT OF EQUIPMENT AND LOCATION OF CONDUIT FOR MANUFACTURER'S AND VENDORS SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL OPENINGS AND SLEEVES FOR PROPER DISTRIBUTION OF ALL UTILITIES.

verticalbridge
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON FL, 33487
TEL: (561) 948-6367

PROJECT INFORMATION:

SITE NAME:
US-FL-6065 - INDIAN LAKE ST FOREST
SITE No.: 0
PROJECT #: 17322428
E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY

PLANS PREPARED BY:

Kimley»Horn
201 NORTH FRANKLIN STREET, SUITE 1400
TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM

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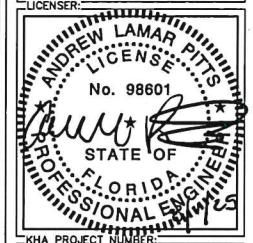

KHA PROJECT NUMBER: 013291025

DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE: GENERAL NOTES

SHEET NUMBER: N1

A8

ATTACHMENT A

K:\ATL_Wireless\Vertical Bridge\US-FL-6065 Indian Lake St Forest\CAD\ZD\EGar-GB.dwg ----- 08/01/25 8:30 AM by: BaileyLaney

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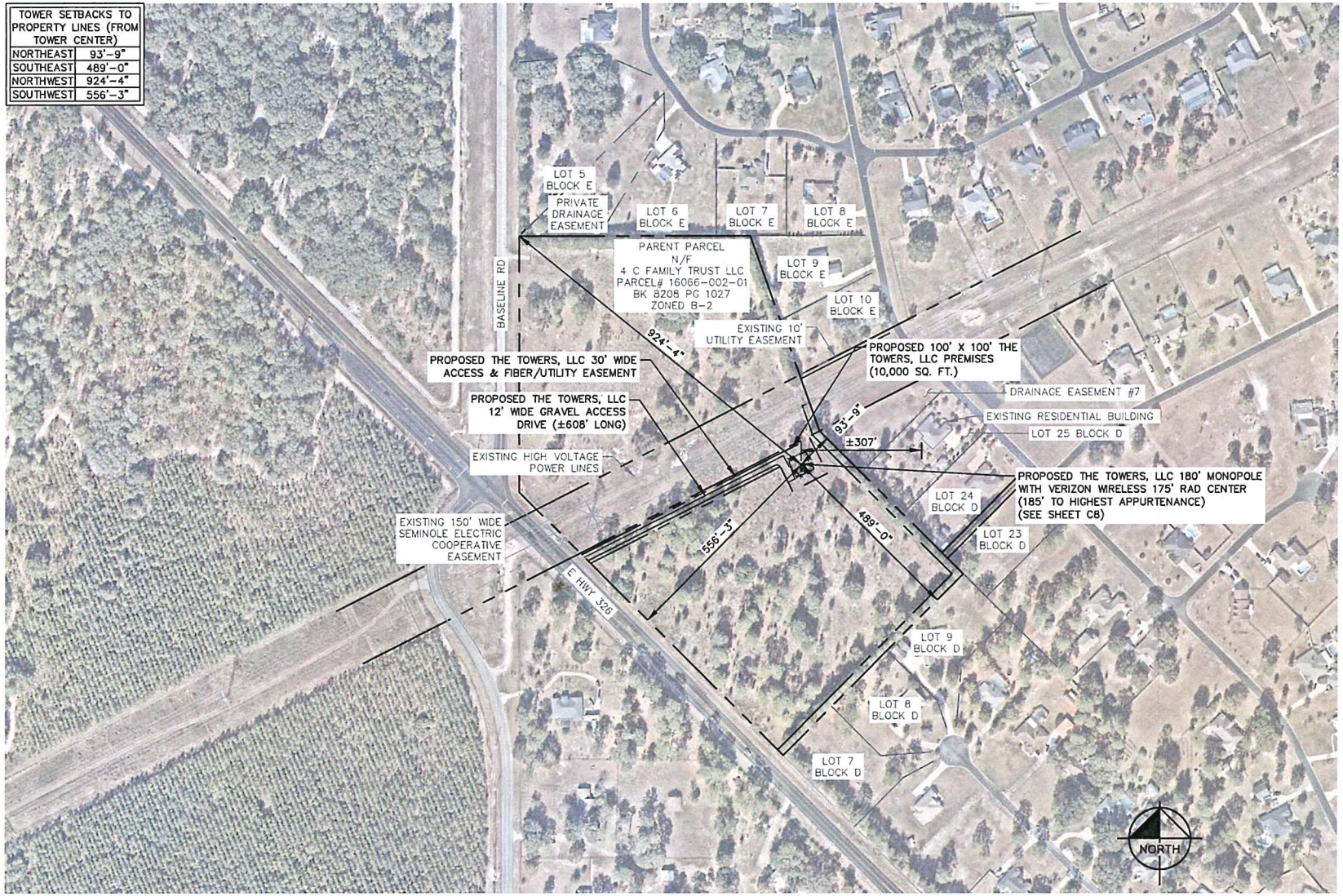
TOWER SETBACKS TO PROPERTY LINES (FROM TOWER CENTER)	
NORTHEAST	93'-9"
SOUTHEAST	489'-0"
NORTHWEST	924'-4"
SOUTHWEST	556'-3"



SURVEY NOTE:

1. VERIZON WIRELESS STAFF SHALL COORDINATE WITH THE PROPERTY OWNER TO OBTAIN THE PROPER EASEMENT AGREEMENTS TO CONSTRUCT AND MAINTAIN EQUIPMENT IN AND AROUND THE TOWER COMPOUND.
2. PROPOSED COMPOUND LAYOUT BASED ON SURVEY PROVIDED BY POINT TO POINT DATED 04/02/25 AND SITE VISIT ON 03/27/25.

1 / C0 AERIAL PARCEL PLAN

SCALE: 1" = 250'

0 125 250 500

GRAPHIC SCALE: 1" = 250'

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verticalbridge
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON FL, 33487
TEL: (561) 948-6367

PROJECT INFORMATION:

SITE NAME:
US-FL-6065 - INDIAN LAKE ST FOREST
SITE No.: 0
PROJECT #: 17322428
E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY

PLANS PREPARED BY:

Kimley»Horn
201 NORTH FRANKLIN STREET, SUITE 1400
TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM

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0	08/01/25	ZONING	BNL

LICENSER:

ANDREW LAMAR PITTS
LICENSE
No. 98601
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

KHA PROJECT NUMBER:
013291025

DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE:
AERIAL PARCEL PLAN

SHEET NUMBER:
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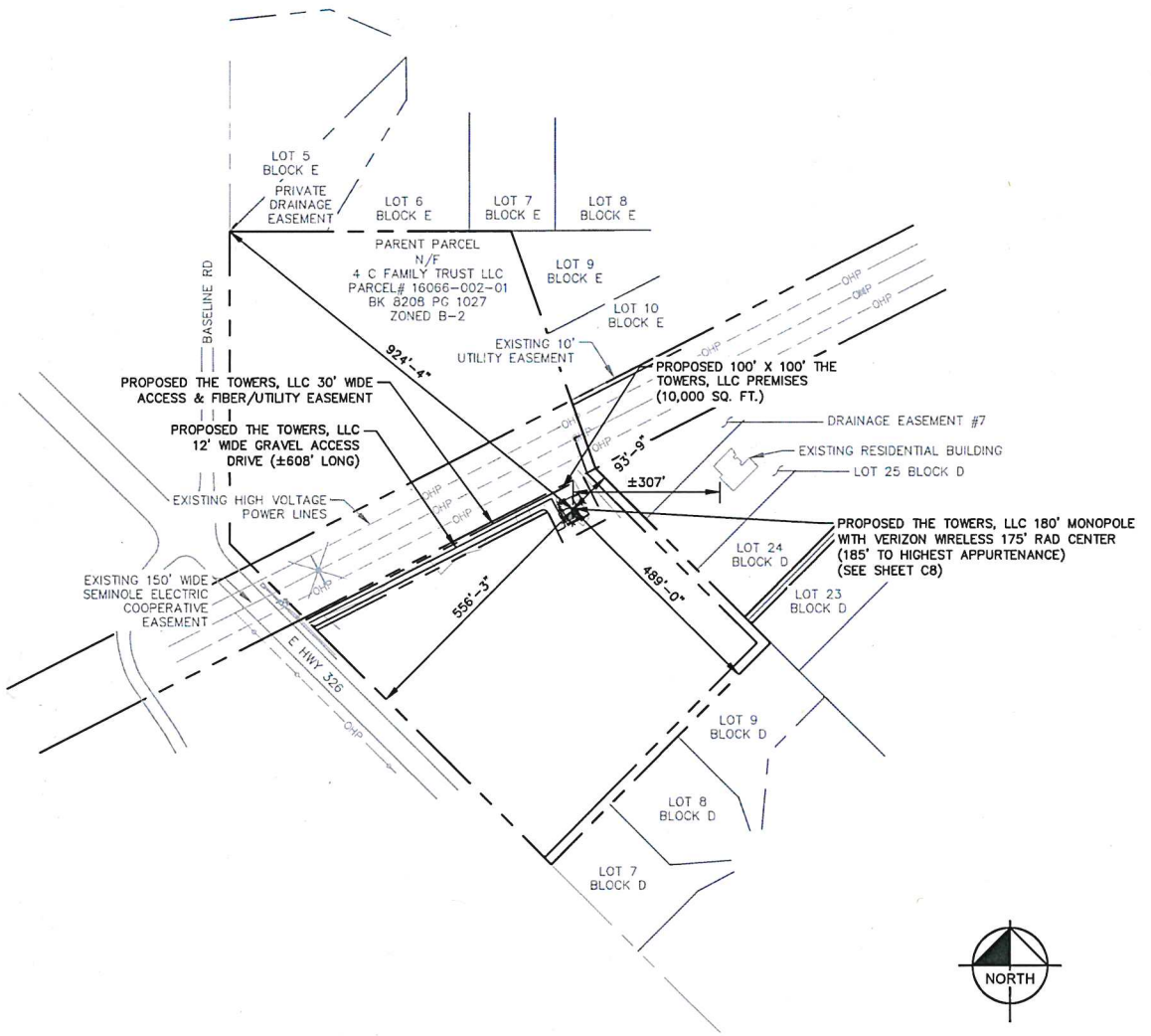
A9

ATTACHMENT A

TOWER SETBACKS TO PROPERTY LINES (FROM TOWER CENTER)	
NORTHEAST	93'-9"
SOUTHEAST	489'-0"
NORTHWEST	924'-4"
SOUTHWEST	556'-3"



1 / C1 PARCEL PLAN

SCALE: 1" = 250'

0 125 0 500

GRAPHIC SCALE: 1" = 250'

SURVEY NOTE:

1. VERIZON WIRELESS STAFF SHALL COORDINATE WITH THE PROPERTY OWNER TO OBTAIN THE PROPER EASEMENT AGREEMENTS TO CONSTRUCT AND MAINTAIN EQUIPMENT IN AND AROUND THE TOWER COMPOUND.
2. PROPOSED COMPOUND LAYOUT BASED ON SURVEY PROVIDED BY POINT TO POINT DATED 04/02/25 AND SITE VISIT ON 03/27/25.

verticalbridge
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON FL 33487
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LICENSER:

ANDREW LAMAR PITTS
LICENSE
No. 98601
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

KHA PROJECT NUMBER:
013291025

DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE:
PARCEL PLAN

SHEET NUMBER:
C1

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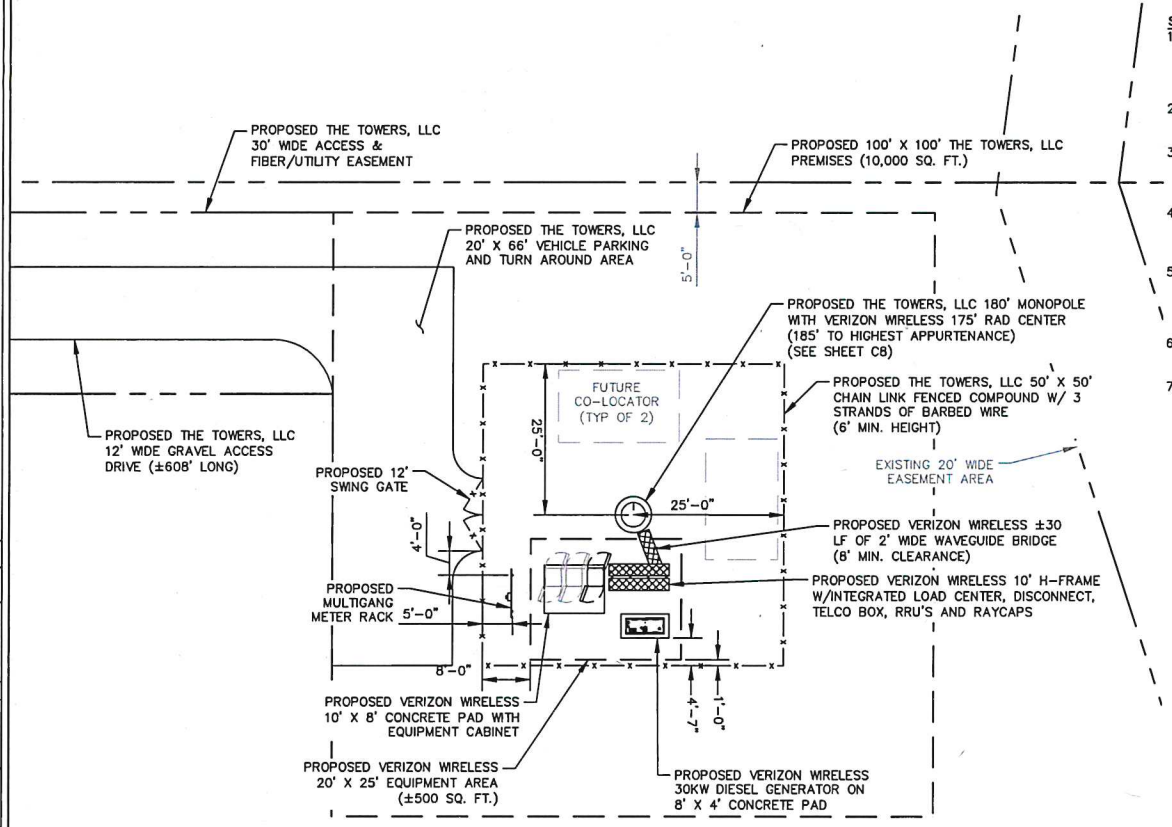
A10

ATTACHMENT A



1 / C2 SITE PLAN

SCALE: 1" = 20'

SITE NOTES:

1. THE TOWERS, LLC STAFF SHALL COORDINATE WITH THE PROPERTY OWNER AND/OR TOWER OWNER TO OBTAIN THE PROPER EASEMENT AGREEMENTS TO CONSTRUCT AND MAINTAIN EQUIPMENT IN AND AROUND THE TOWER COMPOUND.
2. PROPOSED COMPOUND LAYOUT BASED ON SURVEY PROVIDED BY POINT TO POINT DATED 04/02/25 AND SITE VISIT ON 03/27/25.
3. CONTRACTOR TO CONFIRM WITH THE TOWERS, LLC CONSTRUCTION MANAGER THAT THE SHELTER/EQUIPMENT SHOWN HAS BEEN ORDERED/SCHEDULED FOR DELIVERY TO THIS SITE.
4. THE BASIS OF EQUIPMENT DESIGN INCLUDES ONE (1) RF CABINET, ONE (1) FUTURE BATTERY CABINET, AND ONE (1) FUTURE EXPANSION CABINET.
5. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND MODIFYING SCOPE OF WORK TO ACCOMMODATE ANY CHANGES IN THE EXACT EQUIPMENT PROCURED BY VERIZON WIRELESS. COORDINATE ANY CHANGES WITH VERIZON WIRELESS CONSTRUCTION MANAGER.
6. ROUTE COAX/FIBER UP TOWER PER STRUCTURAL ANALYSIS BY TOWER OWNER.
7. TOWER DIMENSIONS SHOWN ON THIS PLAN ARE FOR TOWER CENTER LOCATION. CONTRACTOR TO OBTAIN COPY OF TOWER ERECTION DRAWINGS FROM THE TOWERS, LLC CONSTRUCTION MANAGER PRIOR TO DRILLING TOWER FOUNDATIONS. CASSIONS AND TOWER SHOWN ON THIS PLAN ARE ILLUSTRATIVE, SEE DESIGN DRAWING BY OTHERS. DO NOT SCALE.

GRAPHIC SCALE: 1" = 20'

verticalbridge
750 PARK OF COMMERCE DRIVE, SUITE 200
BOCA RATON FL, 33487
TEL: (561) 948-6367

PROJECT INFORMATION:

SITE NAME:
US-FL-6065 - INDIAN LAKE ST FOREST
SITE No.: 0
PROJECT #: 17322428
E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY

PLANS PREPARED BY:

Kimley»Horn
201 NORTH FRANKLIN STREET, SUITE 1400
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REV:	DATE:	ISSUED FOR:	BY:
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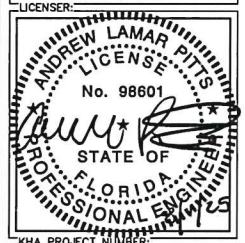

KHA PROJECT NUMBER: 013291025

DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE: SITE PLAN

SHEET NUMBER: C2

A11

ATTACHMENT A

K:\ATL_Wireless\Vertical Bridge\US-FL-6065 Indian Lake St Forest\CAD\ZD\ECar-CB.dwg ----- 08/01/25 8:38 AM by: BailleyLively

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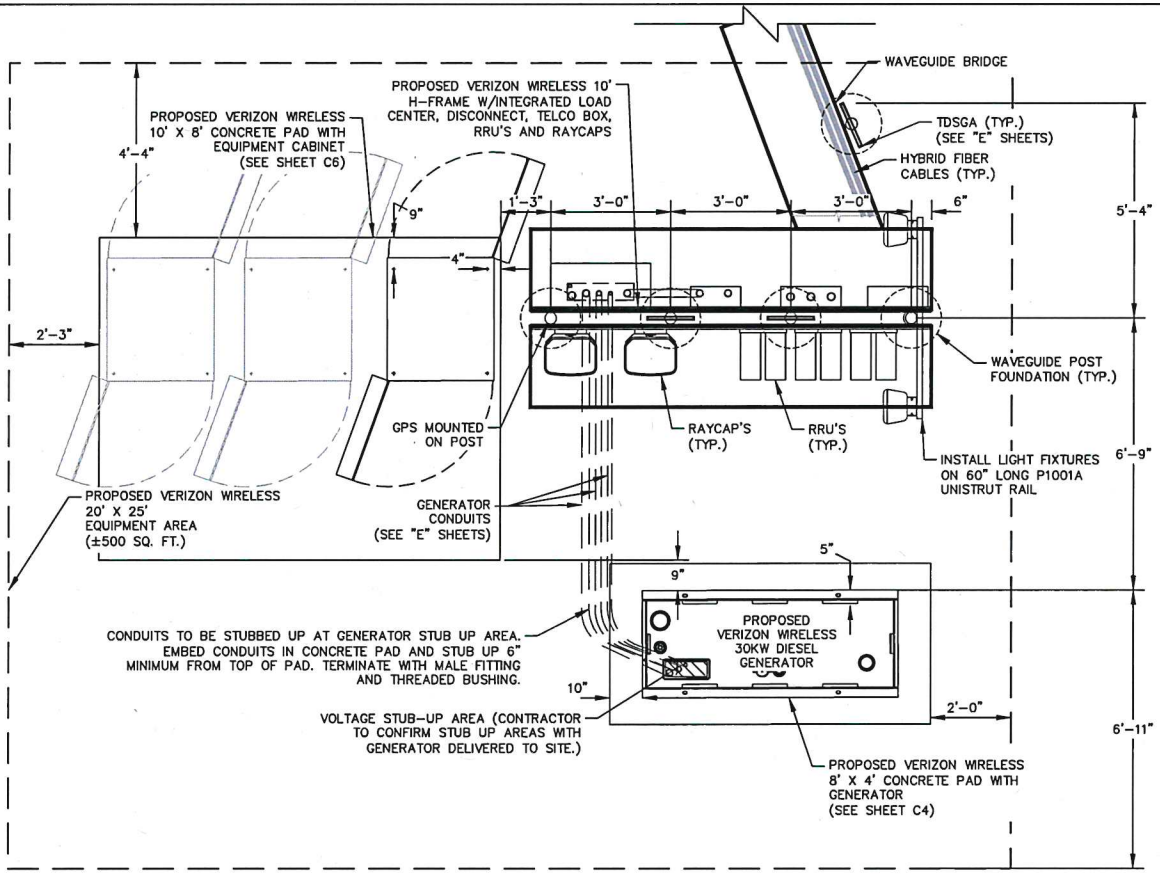

1 / C3 EQUIPMENT PAD LAYOUT

SCALE: 1" = 3'

EQUIPMENT PAD/ROUTING NOTES:

1. REFER TO THE SITE PLAN FOR EQUIPMENT PAD LOCATION AND ORIENTATION.
2. RUN 2" FLEX TELCO CONDUIT FROM BOTTOM OF TELCO BOX TO SIDE OF RF CABINET WITH CHASE NIPPLE THROUGH FACTORY KNOCKOUT.
3. RUN (2) 2" FLEX POWER CONDUIT AND (1) 1" ALARM CONDUIT FROM BOTTOM OF ILC TO SIDE OF RF CABINET WITH CHASE NIPPLES THROUGH FACTORY KNOCKOUTS.
4. RUN 2" FLEX FIBER CONDUIT FROM BOTTOM OF OVP TO SIDE OF RF CABINET WITH CHASE NIPPLE THROUGH FACTORY KNOCKOUT.
5. RUN (1) 1½" FLEX POWER CONDUIT FOR EVERY (6) RRU CIRCUITS FROM BOTTOM OF OVP TO SIDE OF RF CABINET WITH CHASE NIPPLE THROUGH FACTORY KNOCKOUT.
6. SUPPORT FLEX CONDUIT ON HORIZONTAL H-FRAME RAILS OR ON VERTICAL SITE STRUT SNT10 RAILS ADDED TO H-FRAME FOR CONDUIT/CABLE MANAGEMENT.
7. RUN HYBRID CABLE FOR TOWER MOUNTED RRU'S OVERHEAD ON TRAPEZE SUSPENDED FROM WAVE GUIDE BRIDGE. SWEEP DOWN ONTO H-FRAME RAILS, THEN LOOP UNDER OVP AND CONNECT TO BOTTOM OF OVP. ATTACH GROUND KITS TO HYBRID CABLE BEFORE LOOPING UNDER OVP, AND BOND TO TDSGA GROUND BAR AT BASE OF H-FRAME.
8. RUN COAX CABLE FOR GROUND MOUNTED RRU'S (IF USED) OVERHEAD ON TRAPEZE SUSPENDED FROM WAVE GUIDE BRIDGE. TERMINATE COAX ON ICE BRIDGE AND TRANSITION TO JUMPERS JUST BEFORE REACHING H-FRAME. ATTACH GROUND KITS TO COAX CABLE ON TOWER SIDE OF LAST ICE BRIDGE POST AND BOND TO TDSGA GROUND BAR NEAR TOP OF POST.
9. GPS ANTENNA TO BE MOUNTED TO STANDARD HEIGHT POST WITH EXTENDED MOUNTING PIPE, USING COMMSCOPE GPS-U MOUNTING KIT. MOUNT AS NEAR AS PRACTICAL TO RBA84 CABINET.
10. BOLT CABINETS AND GENERATOR TO SLAB USING FASTENERS SPECIFIED BY EQUIPMENT MANUFACTURER IN FACTORY PROVIDED MOUNTING HOLES.

NORTH

0 1.5 3 6

GRAPHIC SCALE: 1" = 3'

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TEL: (561) 948-6367

PROJECT INFORMATION:
SITE NAME:
US-FL-6065 - INDIAN LAKE ST FOREST
SITE No.: 0
PROJECT #: 17322428
E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY

PLANS PREPARED BY:
Kimley»Horn
201 NORTH FRANKLIN STREET, SUITE 1400
TAMPA, FL 33602
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KHA PROJECT NUMBER: 013291025

DRAWN BY: JAR | CHECKED BY: BNL

SHEET TITLE: EQUIPMENT PAD LAYOUT

SHEET NUMBER: C3

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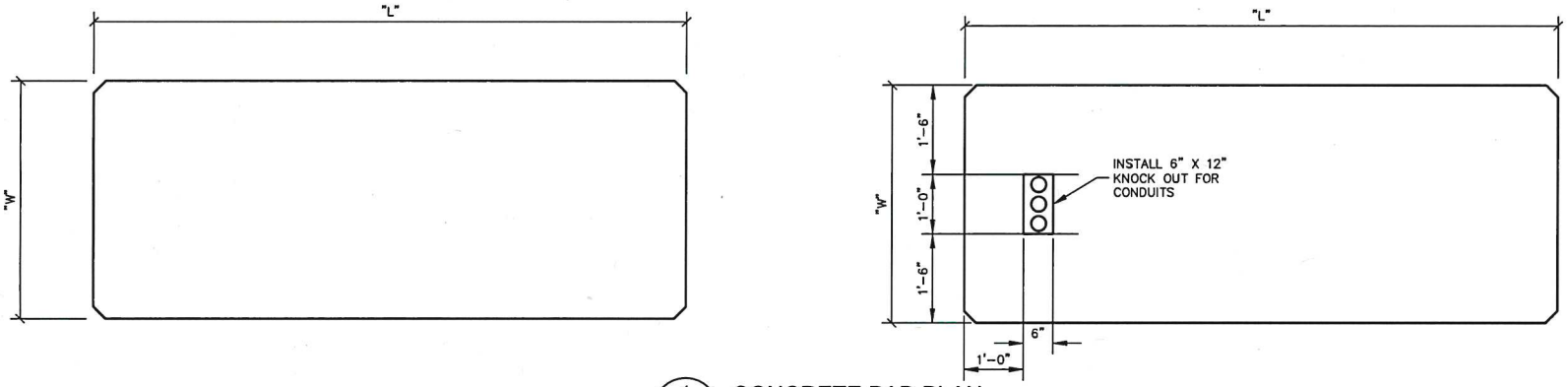
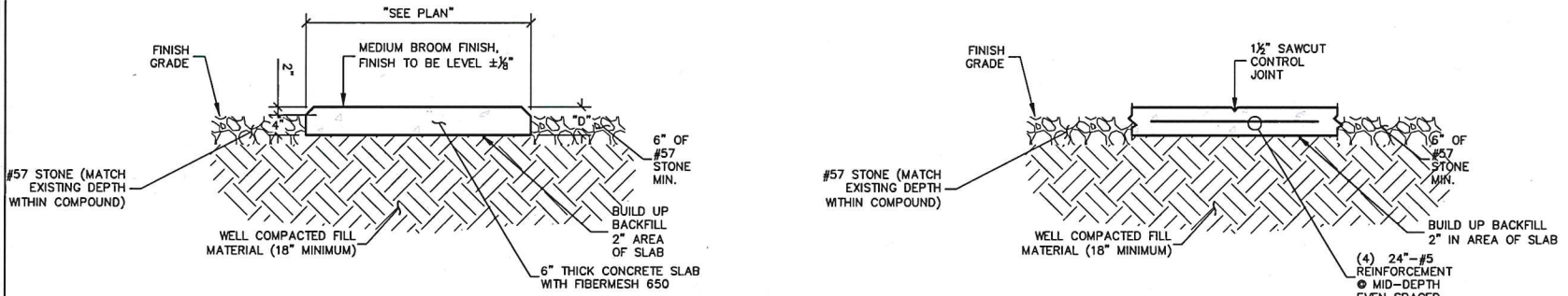
A12

ATTACHMENT A

CONCRETE PAD SCHEDULE				
PAD TYPE	"L"	"W"	"D"	REINFORCEMENT
EQUIPMENT PAD	10'-0"	8'-0"	6"	SEE DETAIL 2/C6
GENERATOR PAD	8'-0"	4'-0"	6"	SEE DETAIL 2/C6



1/C4 CONCRETE PAD PLAN
NOT TO SCALE



2/C4 CONCRETE PAD FOUNDATION SECTION
NOT TO SCALE

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ATTACHMENT A

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SHEET TITLE:
CONCRETE PAD FOUNDATION DETAILS

SHEET NUMBER:
C4

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A13

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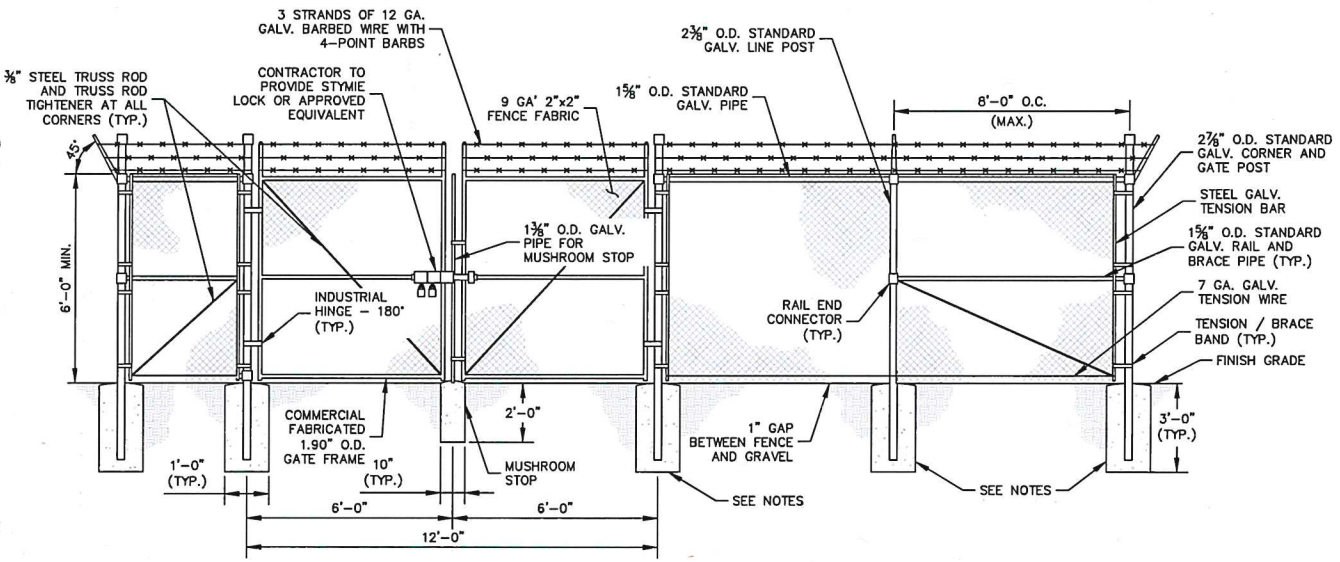
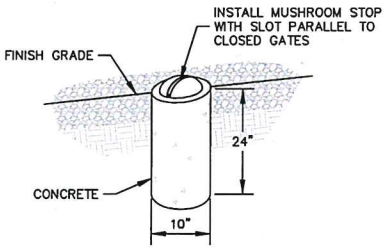
FENCE NOTES:

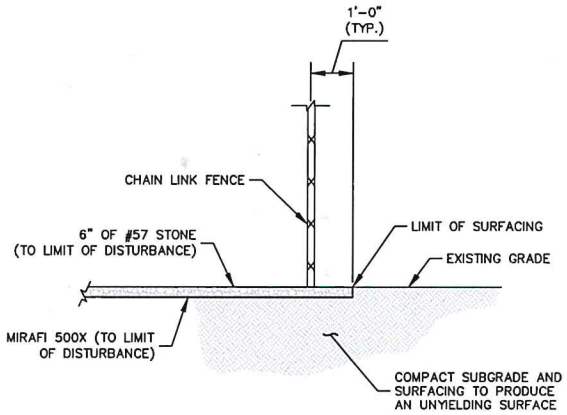
1. USE 3,000–PSI CONCRETE, FULLY CONSOLIDATED AROUND THE POST.
2. WHERE THE POST IS SET IN ROCK OR CONCRETE, CORE A HOLE 12" DEEP AND 1" LARGER IN DIAMETER THAN THE POST. SET THE POST AND GROUT IN PLACE USING NON–SHRINK GROUT.
3. ALL POSTS MUST BE PLUMB AND ALIGNED WITH ONE ANOTHER IN BOTH HORIZONTAL AND VERTICAL PLANES.
4. CORNERS AND GATEPOSTS FOR CHAIN LINK FENCES SHALL EXTEND ABOVE THE TOP STRAND OF BARBED WIRE TO PROVIDE TENSIONING FOR THE BARBED WIRE.
5. PROVIDE MIDRAILS AND BRACING AT ALL CORNER POSTS WHERE THE FENCE CHANGES DIRECTION BY MORE THAN 30 DEGREES.
6. THE GRADE OF THE SITE AND INSTALLATION OF THE FENCE SHALL PROVIDE FOR NO MORE THAN A 1" GAP BETWEEN THE BOTTOM OF THE FENCE MATERIAL AND FINISH GRADE.
7. CONTRACTOR SHALL PROVIDE HOLD OPEN DEVICES FOR ALL GATES AT THE SPECIFIED OPEN POSITIONS, DRIVEN PIPE TYPE RECEIVERS ARE NOT AUTHORIZED.
8. CONTRACTOR SHALL ALSO PROVIDE A MUSHROOM TYPE RECEIVER AT THE CLOSE POSITION.



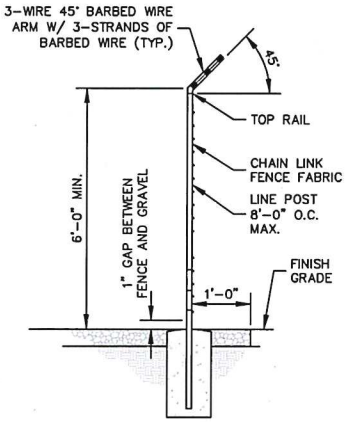
1 / C5 CHAIN LINK FENCE AND GATE ELEVATION
NOT TO SCALE



2 / C5 MUSHROOM STOP
NOT TO SCALE



3 / C5 SITE COMPOUND SURFACE DETAIL
NOT TO SCALE



4 / C5 SECTION AT FENCE
NOT TO SCALE

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SITE No.: 0
PROJECT #: 17322428
E HWY 326
SILVER SPRINGS, FL 34488
MARION COUNTY

PLANS PREPARED BY:

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KHA PROJECT NUMBER:
013291025

DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE:
FENCE, GATE, AND COMPOUND DETAILS

SHEET NUMBER:
C5

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A14

ATTACHMENT A

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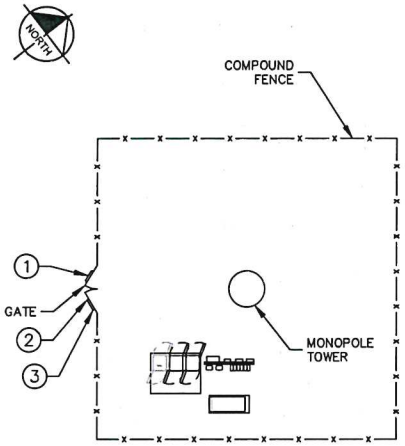
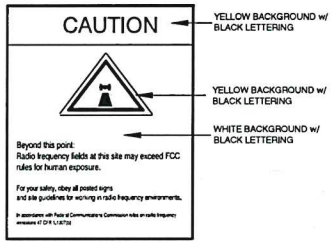


NOTE: SEE TYPICAL SIGNS AND SPECIFICATIONS DETAIL ON THIS SHEET FOR SIGN DESIGNATIONS.

1 C6 SIGN PLACEMENT PLAN VIEW
NOT TO SCALE

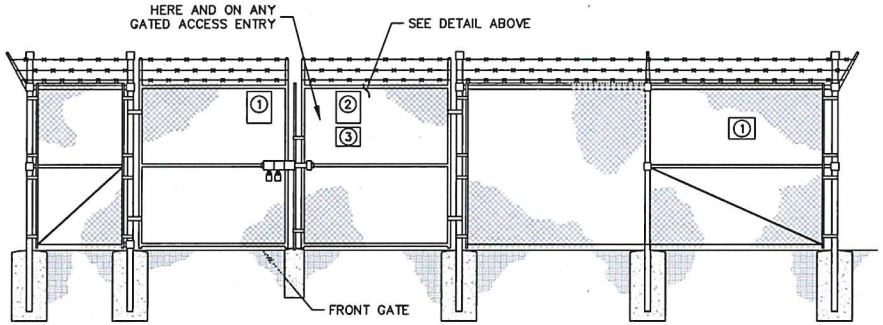
① VERTICAL BRIDGE - SITE ID SIGN



② RF EXPOSURE CAUTION SIGN

③ NOTICE-RFE SIGN
12" HIGH X 18" WIDE
(OPERATIONS PROVIDED)

2 C6 TYPICAL SIGNS AND SPECIFICATIONS
NOT TO SCALE



3 C6 SIGN PLACEMENT FRONT GATE VIEW
NOT TO SCALE

SIGNAGE NOTES:

1. SIGNS SHALL BE FABRICATED FROM CORROSION RESISTANT PRESSED METAL, AND PAINTED WITH LONG LASTING UV RESISTANT COATINGS.
2. SIGNS (EXCEPT WHERE NOTED OTHERWISE) SHALL BE MOUNTED TO THE TOWER, GATE, AND FENCE USING A MINIMUM OF 9 GAUGE ALUMINUM WIRE, HOG RINGS (AS UTILIZED IN FENCE INSTALLATIONS) OR BRACKETS WHERE NECESSARY. BRACKETS SHALL BE OF SIMILAR METAL AS THE STRUCTURE TO AVOID GALVANIC CORROSION.
3. ADDITIONAL SITE # AND EMERGENCY CONTACT SIGNS SHALL BE MOUNTED AT EACH ACCESS ROAD GATE LEADING TO THE COMPOUND AS WELL AS THE COMPOUND GATE ITSELF.
4. CARRIER SITE # AND EMERGENCY CONTACT SIGNS SHALL BE MOUNTED ON THE EQUIPMENT CABINET W/ PERMANENT SET ADHESIVE. TWO SIDED TAPE SHALL BE UTILIZED AT EACH CORNER ON THE BACKSIDE TO AID PLACEMENT UNTIL ADHESIVE SETS.

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SITE No.: 0
PROJECT #: 17322428
E HWY 326
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MARION COUNTY

PLANS PREPARED BY:
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DRAWN BY:	CHECKED BY:
JAR	BNL

SHEET TITLE:
SITE SIGNAGE DETAILS

SHEET NUMBER:
C6

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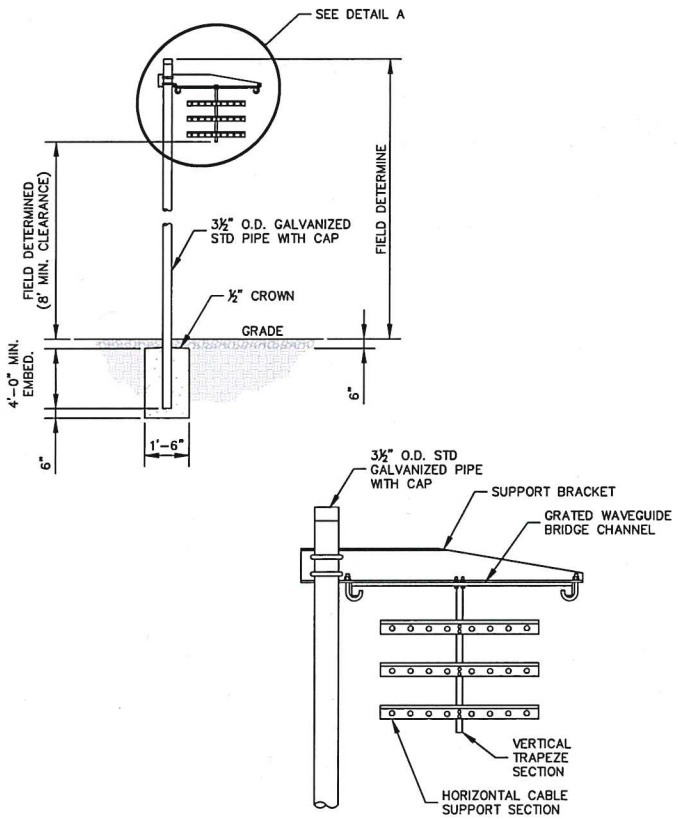
A15

ATTACHMENT A



DETAIL A

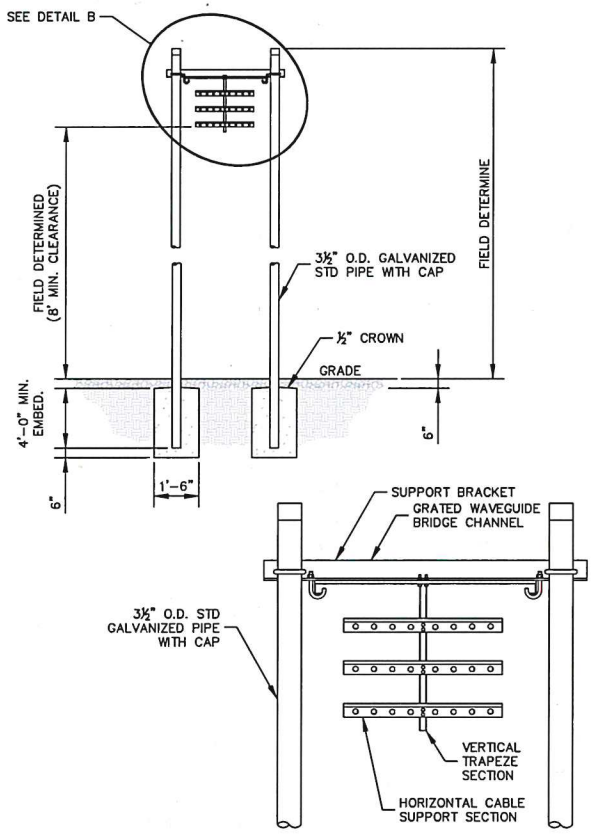
ANDREW 1 POST WAVEGUIDE BRIDGE KIT (PART #: WB-K210-B15, OR APPROVED EQUIVALENT)

NOTE:

1. ALL MATERIALS FURNISHED BY CONTRACTOR UNLESS OTHERWISE NOTED.

1 / C7 WAVEGUIDE BRIDGE DETAIL

NOT TO SCALE



DETAIL B

ANDREW 2 POST WAVEGUIDE BRIDGE KIT (PART #: WB-K410-B15, OR APPROVED EQUIVALENT)

NOTE:

1. ALL MATERIALS FURNISHED BY CONTRACTOR UNLESS OTHERWISE NOTED.

2 / C7 WAVEGUIDE BRIDGE DETAIL (ALT DESIGN - 2 PIPE COLUMNS)

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JAR	BNL

SHEET TITLE:
WAVEGUIDE BRIDGE DETAILS

SHEET NUMBER:
C7

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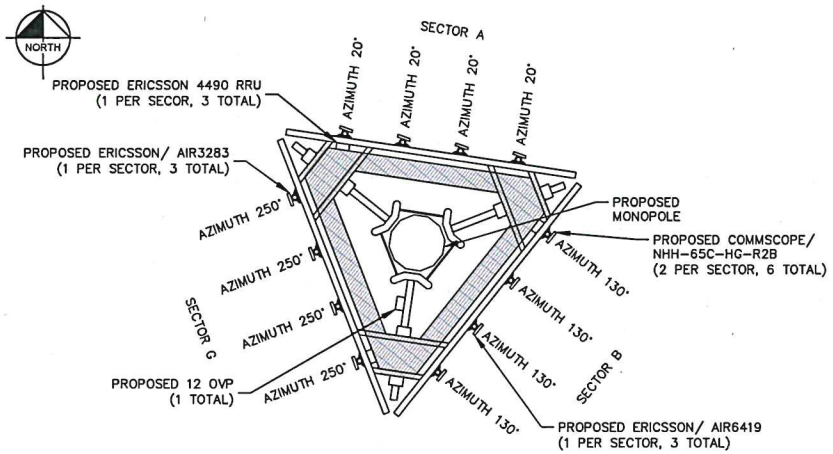
A16

ATTACHMENT A



1 C8 ANTENNA ORIENTATION PLAN

(NOT TO SCALE, FOR ILLUSTRATIVE PURPOSES ONLY, SEE STRUCTURAL ANALYSIS BY OTHERS TO CONFIRM ANTENNA MOUNT TYPE)

NOTE:
MOUNT MODEL TO BE SPECIFIED BY MOUNT MANUFACTURE AND SHALL BE SPECIFIED IN ACCORDANCE WITH NSTD_445 FOR THE PROPOSED RF LOADING

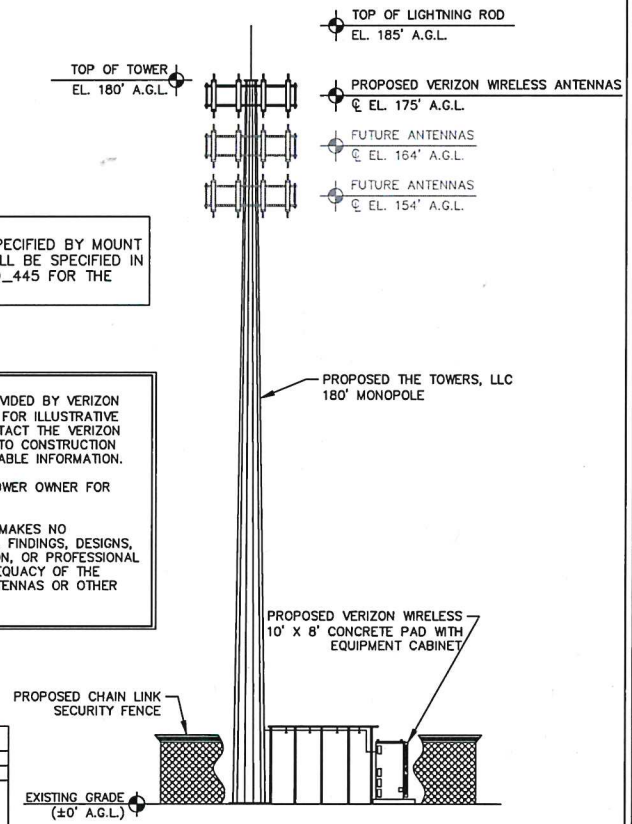
NOTES:
1. ALL INFORMATION ON THIS PAGE IS PROVIDED BY VERIZON WIRELESS AND/OR OTHERS AND IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL CONTACT THE VERIZON WIRELESS CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION FOR ALL DETAILED ANTENNA, AND COAX CABLE INFORMATION.

2. REFER TO STRUCTURAL ANALYSIS BY TOWER OWNER FOR ANALYSIS OF PROPOSED TOWER.

3. IT IS UNDERSTOOD THAT KIMLEY-HORN MAKES NO WARRANTY, EITHER EXPRESSED OR IMPLIED, FINDINGS, DESIGNS, RECOMMENDATIONS, SPECIFICATIONS, OPINION, OR PROFESSIONAL ADVICE RELATING TO THE STRUCTURAL ADEQUACY OF THE PROPOSED TOWER OR ATTACHMENT OF ANTENNAS OR OTHER APPURTENANCES.

*ELECTRICAL TILT: CONTRACTOR TO REFERENCE THE PROVIDED RFDS FOR ELECTRICAL TILT DATA.

ANTENNA SECTOR	ANTENNA POSITION	AZIMUTH IN DEGREES	MECHANICAL DOWN TILT	ELECT. DOWN TILT	LICENSED FREQUENCY	ANTENNA (QTY) MAKE/MODEL	REMOTE RADIO UNIT (QTY) MAKE/MODEL	RAYCAPS (QTY) MAKE/MODEL	COAX QTY	COAX SIZE	HYBRID QTY	HYBRID SIZE
SECTOR A	A1	20°	0°	*	LTE	(1) COMMSCOPE/ NHH-65C-HG-R2B	(1) ERICSSON/4490	(1) 12 OVP	–	–	2	6X12
	A2	20°	0°	*	LTE	(1) COMMSCOPE/ NHH-65C-HG-R2B	–					
	A3	20°	0°	*	L-Sub6	(1) ERICSSON/AIR6419	–					
	A4	20°	0°	*	LTE	(1) ERICSSON/AIR3283	–					
SECTOR B	B1	130°	0°	*	LTE	(1) COMMSCOPE/ NHH-65C-HG-R2B	(1) ERICSSON/4490					
	B2	130°	0°	*	LTE	(1) COMMSCOPE/ NHH-65C-HG-R2B	–					
	B3	130°	0°	*	L-Sub6	(1) ERICSSON/AIR6419	–					
	B4	130°	0°	*	LTE	(1) ERICSSON/AIR3283	–					
SECTOR G	G1	250°	0°	*	LTE	(1) COMMSCOPE/ NHH-65C-HG-R2B	(1) ERICSSON/4490					
	G2	250°	0°	*	LTE	(1) COMMSCOPE/ NHH-65C-HG-R2B	–					
	G3	250°	0°	*	L-Sub6	(1) ERICSSON/AIR6419	–					
	G4	250°	0°	*	LTE	(1) ERICSSON/AIR3283	–					



2 C8 MONOPOLE TOWER ELEVATION

NOT TO SCALE

NOTES:

1. ALL PROPOSED ATTACHMENTS TO TOWER BASED ON TOWER DESIGN DRAWINGS BY OTHERS (SEE GENERAL NOTE 1.07, SHEET N1).
2. THE TOWER ELEVATION SHOWN IS FOR REFERENCE ONLY.
3. COAX/FIBER CABLE LENGTHS ARE APPROXIMATE. CONTRACTOR TO VERIFY CORRECT LENGTH IN FIELD AT TIME OF CONSTRUCTION.
4. PROPOSED TOWER WILL BE GALVANIZED STEEL-GRAY IN COLOR, AND UNLIT.

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SHEET TITLE:
ANTENNA AND TOWER ELEVATION DETAILS

SHEET NUMBER:
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A17

ATTACHMENT A

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ATTACHMENT A

September 17, 2025

Andrella Barnes
The Towers, LLC
750 Park Of Commerce Drive, Suite 200
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B+T Group
1717 S. Boulder, Suite 300
Tulsa, OK 74119
(918) 587-4630
btwo@btgrp.com

Subject: **Fall Certification Letter**
Arcosa Designation: **Arcosa Project Number:** **B975**
Arcosa Site Name: **Indian Lake St Forest (US-FL-6065)**
Engineering Firm Designation: **B+T Group Project Number:** 25-007075

Site Data: **Indian Lake St Forest (US-FL-6065)**
180' Monopole

To Whom it May Concern:

As Requested by Arcosa Telecom Structures on behalf of The Towers, LLC, B+T Group is pleased to submit this "Fall Certification Letter" for the 180' Monopole to be constructed at the **Indian Lake St Forest (US-FL-6065)** site.

This pole will be designed in accordance with the TIA 222-H standard for Marion County, FL.
The pole will be designed to support antennas and transmission lines for three wireless carriers. The design criteria are more particularly described as follows:

Design Wind Speed: 130mph 3-sec gust (no ice), 30mph 3-sec gust (0.25" ice)
Structure Class: II
Exposure Category: C
Topographic Category: 1

175'—Wireless Carrier 1 (CaAa= 42,000 sq in w/ (18) 1 5/8" transmission lines
164'—Wireless Carrier 2 (CaAa= 30,000 sq in w/ (12) 1 5/8" transmission lines
154'—Wireless Carrier 3 (CaAa= 30,000 sq in w/ (12) 1 5/8" transmission lines

It is our understanding that this Monopole structure will be designed such that, if a failure were to occur due to a significant storm or other event, the pole would fall within a radius of 50' from the base of the structure. Although the pole would not be designed to fail, stronger sections that required by analysis would be provided in the lower sections of the pole, resulting in an increased safety factor in the lower sections. In the highly unlikely event that this pole were to experience operational failure due to catastrophic wind loading, the design would enable the pole to fail through compression buckling. Failure in this manner would result in the upper portion of the pole buckling and folding over the lower portion, resulting in a fall radius of 50' from the base of the pole.
It should be understood that this opinion does not consider unpredictable extreme catastrophic events for which the structure is not designed. However, any damage to surrounding property caused by the pole failing during such an event would be relatively insignificant when compared to the damage caused to the surrounding property by the event itself.

Please contact us should you have any questions concerning the safety and design of the monopole.

Letter prepared by: Clint Coody
Respectfully submitted by: B+T Group, Inc.

Chad E. Tuttle, P.E.

CHAD E. TUTTLE
LICENSE
No. 57199
STATE OF FLORIDA
PROFESSIONAL ENGINEER

A18 9/17/2025

ATTACHMENT A

Privacy Act Statement (5 U.S.C. § 552a(e)(3)): Authority: Information solicited by the Federal Aviation Administration (FAA) Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) is authorized by 49 U.S.C. § 44718 and 47101 Purpose: The FAA OE/AAA is an application used to evaluate all structures that may affect the national airspace system and defend against potential hazards to the safety and efficient use of the navigable airspace. The information collected is used to allow a user access to the OE/AAA and to administer the Aeronautical Study Process. Routine Uses: In accordance with the Privacy Act system of records notice, DOT/ALL 16 Mailing Management System and DOT/FAA 826 Petitions for Exemptions, Other than Medical Exemptions this information may be disclosed to officials within the federal government and the public in general. DOT/ALL 13 - Internet/Intranet Activity and Access Records, this information is routinely used: • To provide information to any person(s) authorized to assist in an approved investigation of improper access or usage of DOT computer systems; • To an actual or potential party or his or her authorized representative for the purpose of negotiation or discussion of such matters as settlement of the case or matter, or informal discovery proceedings; • To contractors, grantees, experts, consultants, detailees, and other non-DOT employees performing or working on a contract, service, grant cooperative agreement, or other assignment from the Federal government, when necessary to accomplish an agency function related to this system of records; and • To other government agencies where required by law.

Disclosure: Submission of the information is voluntary, however, failure to submit requested information will result in FAA's inability to grant you access to the system and may result in an inability of the FAA to process the notice or administer the aeronautical study process for the construction, alteration, activation, or deactivation proposed

Failure to Provide All Requested Information May Delay Processing of your Notice

U.S. Department of Transportation
Federal Aviation Administration

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY

Aeronautical Study Number
2025-ASO-7963-OE

Status: Determined - No Hazard

1. Sponsor

Name:	The Towers, LLC
Attn of:	Julie Hefternan
Address:	750 Park of Commerce Dr
	Suite 200
City:	Boca Raton
State:	FL
Zip:	33487
Country:	US
Phone:	+1-561-406-4015
Fax:	

2. Sponsor's Representative

Name:	Vertical Bridge
Attn of:	Vertical Bridge
Address:	750 Park of Commerce Dr, Suite 200
	200
City:	Boca Raton
State:	FL
Zip:	33487
Country:	US
Phone:	+1-561-406-4015
Fax:	

3. Notice of: New Construction

4. Duration: Permanent (Months:0 Days:0)

5. Work Schedule:

6. Type: Antenna Tower

7. Marking/Lighting: None

8. FCC Antenna Registration Number: *(if applicable)*

9. Latitude: 29° 14' 29.95" N

10. Longitude: 82° 3' 4.89" W

12. Nearest
- State: FL
- County: Marion

13. Nearest Public Use Airport: *(or Military Airport/Heliport)* OCF

14. Distance from Airport to Structure: 60677 ft

15. Direction from Airport to Structure: 65.2

16. Site elevation (SE): 59 ft

17. Structure Height (AGL): 185 ft

18. Overall Height (AMSL): 244 ft

19. Prior ASN *(if applicable)*:

20. Description of Location:
NE 58th Avenue & E Hwy 326

21. Description of Proposal:
New Site Build that passes NCT; Adding C-Band - MB

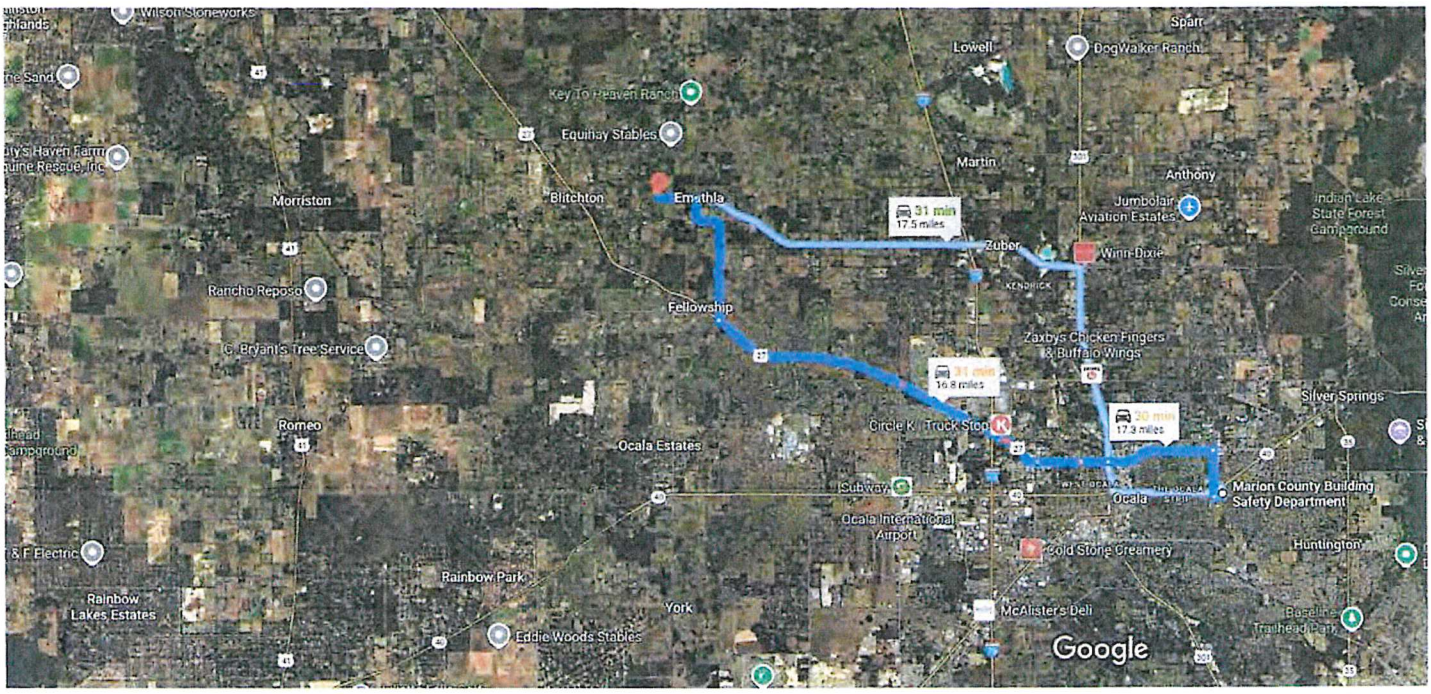
Frequencies:
View Frequencies

Letters:
10/06/2025 - DET

Google Maps

Marion County Building Safety Department, 2710 E Silver Springs Blvd, Ocala, FL 34471 to W Hwy 326, Florida

Drive 17.3 miles, 30 min



Map data ©2025 , Map data ©2025 Google 2 mi

Marion County Building Safety Department
2710 E Silver Springs Blvd, Ocala, FL 34471

Follow NE 25th Ave and Bonnie Heath Blvd to US-27 N/NW 10th St

9 min (3.8 mi)

1. Head southwest toward NE 26 Terrace

348 ft

2. Turn left onto NE 26 Terrace

400 ft

3. Sharp right onto E Fort King St

0.2 mi

4. Turn right onto NE 25th Ave

1.0 mi

5. Turn left onto NE 14th St/Bonnie Heath Blvd
   Continue to follow Bonnie Heath Blvd

2.4 mi

6. Continue onto US-27 N/NW 10th St
   Continue to follow US-27 N

14 min (9.5 mi)

Continue on NW Hwy 225. Drive to W Hwy 326

5 min (4.0 mi)

7. Turn right onto NW Hwy 225

3.2 mi

8. Turn left onto W Hwy 326

0.8 mi

W Hwy 326
Florida

Existing Vertical Bridge Inventory, Marion County, FL

Site No	Site Name	Site Type	Overall Structure Height (AGL)	Overall Structure Height w/o Appurtenances	Ground Elevation (feet)	Latitude	Longitude	Address	City	State	Postal Code	FCC Registration Number
US-FL-3141	CCF-125	Transmission Tower	150	150	75.5	28.983306	-82.211111	954 Marion Oaks Lane	Ocala	FL	34473	
US-FL-3142	Martin Sub	Transmission Tower	150	150	75.1	28.983325	-82.211133	1751 NW 100th st	Ocala	FL	34475	
US-FL-3144	Belleview Sub	Transmission Tower	150	150	76.8	29.059275	-82.023719	7775 E US Highway 25	Belleview	FL	34420	
US-FL-3145	Ocala East	Transmission Tower	150	150	55.4	29.215142	-82.087656	2651 NE 36th Ave	Ocala	FL	34470	
US-FL-5443	Turkey Trak	Monopole	199	194.8	83.7	29.026454	-82.030407	7391 SE 135th Street	Belleview	FL	34491	1315504
US-FL-5481	RS Adams Hammock SR200	SST	266	256	84	29.052069	-82.285506	9977 SW Hwy 200	Dunnellon	FL	34432	1322694
US-FL-5485	RS I-75 S Ocala	SST	240.8	236.8	83.6	29.094352	-82.1845	8849 SW NB I-75	Ocala	FL	34476	1321047
US-FL-6065	Indian Lake St Forest	TWR - IP	185	180	0	29.241653	-82.051358			FL		
US-FL-6105	McIntosh VZ	Monopole	211	211	137	29.4094	-82.2124	17950 North Highway 441	Reddick	FL	32686	1026091
US-FL-6106	Zuber RELO	Guyed Tower	303	301	72	29.2696	-82.1882	7959 NW 40th Terrace	Ocala	FL	34482	1289691
US-FL-6112	Howard Property	SST	259.8	249.9	44	29.278861	-81.64975	8486 NE 305th Avenue	Salt Springs	FL	32134	1282968
US-FL-6130	Ocala 2	Monopole	190	180	73	29.17	-82.168	1847 SW 27 Avenue	Ocala	FL	34471	
US-FL-8022	Ocala - Type1	SST	269	250.3	91	29.1865222	-82.1336028	319 SE Broadway	Ocala	FL	34471	1028852

A21

ATTACHMENT A

Prepared by:
Janet Diiorio
Marion Lake Sumter Title, LLC
1890 SE 15th Avenue, Suite 102
Ocala, Florida 34471

File Number: 2023-747

General Warranty Deed

Made this December 11, 2023, A.D., by **Wayne M. Lampert, as Successor Trustee under Trust Agreement dated May 1, 1989**, whose address is: 401 E Las Olas Blvd. Ste 130-464, Fort Lauderdale, Florida 33301, hereinafter called the Grantor(s), to **4 C Family Trust LLC, a Florida Limited Liability Company**, whose post office address is: P.O. Box 4368, Ocala, Florida 34478, hereinafter called the Grantee(s):

(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 Marion County, Florida, viz:

A parcel of land situate in Section 30, Township 14 South, Range 23 East, Marion County, Florida.
Commence at the NW corner of the SW 1/4 of Section 30, Township 14 South, Range 23 East, Marion County, Florida, thence N. 89°53'10" E. along the North boundary of said SW 1/4 a distance of 30.00 feet to the East right of way line of County Road C-35 (Baseline Road), thence S. 00°06'05" E. along said East right of way line 573.50 feet to the Point of Beginning, thence continue S 00°06'05" E. along said East right of way line 650.00 feet to the Northeasterly right of way line of County Road C-326, thence S 45°15'22" E. along said Northeasterly right of way line 950.00 feet, thence N. 44°44'38" E. 650.00 feet, thence N. 45°15'22" W. 515.95 feet to the Southerly boundary of a Seminole Electric Cooperative, Inc. Power Line Easement, thence N. 19°47'34" W. 525.99 feet, thence S. 89°53'55" W. 588.89 feet to the Point of Beginning.

Said property is not the homestead of the Grantor(s) under the laws and constitution of the State of Florida in that neither Grantor(s) or any members of the household of Grantor(s) reside thereon.

Parcel ID Number: **16066-002-01**

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 December 31, 2023.

GREGORY C HARRELL CLERK & COMPTROLLER MARION CO
CFN# 2023157653 BK 8208 Pgs 1027-1028 12/11/2023 03:29 PM
REC FEE 18.50 INDEX DEED DOC 2,975.00

Prepared by:
Janet Diiorio
Marion Lake Sumter Title, LLC
1890 SE 15th Avenue, Suite 102
Ocala, Florida 34471

File Number: 2023-747

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

Signed, sealed and delivered in our presence:

Witness #1 Signature
Witness Printed Name Brittany Gavaghan

Witness #2 Signature
Witness Printed Name RW FOTCH

Wayne M. Lampert Trustee (Seal)
Wayne M. Lampert, as Successor Trustee under Trust Agreement dated May 1, 1989

State of Florida

County of Marion

The foregoing instrument was acknowledged before me by means of _XX__ physical presence or ___ online notarization, this 11 day of December, 2023, by Wayne M. Lampert, as Successor Trustee under Trust Agreement dated May 1, 1989, who is/are personally known to me or who has produced DL's as identification.

NOTARY PUBLIC
Printed Name: Brittany Gavaghan
My Commission Expires: 01/30/2027
(SEAL)

Notary Public State of Florida
Brittany L Gavaghan
My Commission HH 337567
Expires 1/30/2027

GREGORY C HARRELL MARION COUNTY FL
CFN# 2023157653 OR BK 8208 PG 1028 Pgs 1027-1028 12/11/2023 03:43:29 PM

Detail by Entity Name

Florida Limited Liability Company
4 C FAMILY TRUST LLC

Filing Information

Document Number	L18000085112
FEI/EIN Number	APPLIED FOR
Date Filed	04/04/2018
Effective Date	04/04/2018
State	FL
Status	ACTIVE

Principal Address

4400 SE 73RD ST
OCALA, FL 34480

Changed: 01/18/2023

Mailing Address

PO BOX 4368
OCALA, FL 34478

Registered Agent Name & Address

CONRAD, THOMAS C
4400 SE 73RD ST
OCALA, FL 34480

Address Changed: 01/18/2023

Authorized Person(s) Detail

Name & Address

Title MGR

CONRAD, THOMAS C
PO BOX 4368
OCALA, FL 34478

Title MGR

CONRAD, LORI J.

PO BOX 4368
OCALA, FL 34478

Annual Reports

Report Year	Filed Date
2023	01/18/2023
2024	04/30/2024
2025	05/01/2025

Document Images

05/01/2025 – ANNUAL REPORT	View image in PDF format
04/30/2024 – ANNUAL REPORT	View image in PDF format
01/18/2023 – ANNUAL REPORT	View image in PDF format
03/15/2022 – ANNUAL REPORT	View image in PDF format
08/05/2021 – ANNUAL REPORT	View image in PDF format
07/24/2020 – ANNUAL REPORT	View image in PDF format
07/15/2019 – ANNUAL REPORT	View image in PDF format
04/04/2018 – Florida Limited Liability	View image in PDF format

Florida Department of State, Division of Corporations

(Above 3" Space for Recorder's Use Only)

Prepared By and
Upon Recording Return to:

The Towers, LLC
750 Park of Commerce Drive, Suite 200
Boca Raton, Florida 33487
Attn: Allison Cannella, Esq.

Site Name: Indian Lake St Forest
Site Number: US-FL-6065
Commitment #: VTB-200460-C

MEMORANDUM OF OPTION TO LEASE

This Memorandum of Option to Lease (this "**Memorandum**") evidences an Option and Lease Agreement (the "**Agreement**") between **4 C Family Trust LLC** ("**Landlord**"), whose address is E HWY 326, Ocala, Florida 34476, and **The Towers, LLC**, a Delaware limited liability company, known in Florida as The Towers of Flordia, LLC ("**Tenant**"), whose address is 750 Park of Commerce Drive, Suite 200, Boca Raton, Florida 33487, dated March 10th, 2025 (the "**Effective Date**"), for a portion (the "**Premises**") of the real property (the "**Property**") described in **Exhibit A** attached hereto.

Pursuant to the Agreement, Landlord has granted Tenant an exclusive option to lease the Premises (the "**Option**"). The Option commenced as of the Effective Date and shall continue in effect for a period of two (2) years from the Effective Date and may be renewed by Tenant for an additional two (2) year period.

Landlord ratifies, restates and confirms the Agreement and, upon exercise of the Option, shall lease to Tenant the Premises, subject to the terms and conditions of the Agreement. The Agreement provides for the lease by Landlord to Tenant of the Premises for an initial term of ten (10) years with eight (8) renewal option(s) of an additional five (5) years each, and further provides:

1. Landlord may assign the Agreement only in its entirety and only to a purchaser of the fee interest of the Property;

2. Under certain circumstances, Tenant has a right of first refusal to acquire the Premises or the Property from Landlord;

3. Under certain circumstances, Landlord may subdivide the Property without Tenant's prior written consent; and

GREGORY C HARRELL CLERK & COMPTROLLER MARION CO
CFN# 2025034179 BK 8559 Pgs 1873-1877 03/14/2025 02:54:40 PM
REC FEE 44.00 INDEX

4. The Agreement restricts Landlord's ability to utilize, or allow the utilization of the Property or real property owned by Landlord which is adjacent or contiguous to the Property for the construction, operation and/or maintenance of the Communications Facilities (as defined in the Agreement).

This Memorandum is not intended to amend or modify, and shall not be deemed or construed as amending or modifying, any of the terms, conditions or provisions of the Agreement. In the event of a conflict between the provisions of this Memorandum and the provisions of the Agreement, the provisions of the Agreement shall control. The Agreement shall be binding upon and inure to the benefit of Landlord and Tenant and shall inure to the benefit of their respective heirs, successors, and assigns, subject to the provisions of the Agreement.

THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK, SIGNATURES BEGIN ON NEXT PAGE

GREGORY C HARRELL MARION COUNTY FL A27
CFN# 2025034179 OR BK 8559 PG 1874 Pgs 1873-1877 03/14/2025 02:54:40 PM

IN WITNESS WHEREOF, the parties hereto have executed this MEMORANDUM OF OPTION TO LEASE effective as of the date last signed by a party hereto.

WITNESSES:	LANDLORD:
Name: Randell E Alford Address: 1811 E 41st Ln St Ocala, FL 34481 Name: Jay Hawn Address: 3281 SE 41st Pl Ocala, FL	4 C Family Trust LLC a Florida limited liability company By: Print Name: Thomas C. Conrad Title: Mmbr. Date: 28 Feb 25

STATE OF Florida

COUNTY OF Marion

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 28th day of February, 2025, by Thomas C. Conrad as Mmbr. of 4 C Family Trust LLC, a Florida limited liability company.

Signature of Notary Public

Print, Type, or Stamp Commissioned Name of Notary Public

RANDALL EDWARD ALVORD NOTARY PUBLIC MY COMMISSION EXPIRES 7-26-2026 STATE OF FLORIDA COMMISSION NUMBER HH 293131

Personally Known ✓ OR Produced Identification _____

Type of Identification Produced _____

GREGORY C HARRELL MARION COUNTY FL
CFN# 2025034179 OR BK 8559 PG 1875 Pgs 1873-1877 03/14/2025 02:54:40 PM

(Tenant's Signature Page to Memorandum of Option to Lease)

WITNESSES:	TENANT:
* Name: Edward Davis * Name: Christopher Antoun *Address: 750 Park of Commerce Drive, Suite 200 Boca Raton, FL 33487	The Towers, LLC a Delaware limited liability company By: Name: Randy Wilson Title: Vice President Development Date: 3/6/25

Leasing Ops OS

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 10th day of March, 2025, by means of ☒ physical presence or ☐ online notarization by Randy Wilson, the VP Dev of The Towers, LLC, a Delaware limited liability company, on behalf of the company.

Jeanne M Bruning
Signature of Notary Public

Jeanne M Bruning
Print, Type, or Stamp Commissioned Name of Notary Public

Personally Known ✓ OR Produced Identification _____

Type of Identification Produced _____

JEANNE M. BRUNING
MY COMMISSION # HH 489847
EXPIRES: April 20, 2028

VB Site ID: US-FL-6065
VB Site Name: Indian Lake St Forest

EXHIBIT A
(TO MEMORANDUM OF OPTION TO LEASE)

The Property
(may be updated by Tenant upon receipt of final legal description from title)

A parcel of land situate in Section 30, Township 14 South, Range 23 East, Marion County, Florida.
Commence at the NW corner of the SW 1/4 of Section 30, Township 14 South, Range 23 East, Marion County, Florida, thence N. 89°53'10" E. along the North boundary of said SW 1/4 a distance of 30.00 feet to the East right of way line of County Road C-35 (Baseline Road), thence S. 00°06'05" E. along said East right of way line 573.50 feet to the Point of Beginning, thence continue S 00°06'05" E. along said East right of way line 650.00 feet to the Northeasterly right of way line of County Road C-326, thence S 45°15'22" E. along said Northeasterly right of way line 950.00 feet, thence N. 44°44'38" E. 650.00 feet, thence N. 45°15'22" W. 515.95 feet to the Southerly boundary of a Seminole Electric Cooperative, Inc. Power Line Easement, thence N. 19°47'34" W. 525.99 feet, thence S. 89°53'55" W. 588.89 feet to the Point of Beginning.

Parcel ID Number: **16066-002-01**

Access and utilities serving the Premises (as defined in the Agreement) includes all easements of record as well as that portion of the Property designated by Landlord and Tenant for Tenant (and Tenant's guests, agents, customers, subtenants, licensees and assigns) ingress, egress, and utility purposes to and from a public right-of-way.

GREGORY C HARRELL MARION COUNTY FL A30
CFN# 2025034179 OR BK 8559 PG 1877 Pgs 1873-1877 03/14/2025 02:54:40 PM

ATTACHMENT A

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

16066-002-01

Prime Key: 2377160 | MAP IT+ | Current as of 9/23/2025

Property Information

4 C FAMILY TRUST LLC
PO BOX 4368
OCALA FL 34478-4368

Taxes / Assessments:
Map ID: 230
Millage: 9001 - UNINCORPORATED

M.S.T.U.
PC: 56
Acres: 20.00

Current Value

Land Just Value	$385,724
Buildings	$0
Miscellaneous	$0
Total Just Value	$385,724
Total Assessed Value	$19,727
Exemptions	$0
Total Taxable	$19,727

Impact	($365,997)
Land Class Value	$19,727
Total Class Value	$19,727
Ex Codes: 08	

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$385,724	$0	$0	$385,724	$19,727	$0	$19,727
2023	$251,559	$0	$0	$251,559	$90,614	$0	$90,614
2022	$251,559	$0	$0	$251,559	$82,376	$0	$82,376

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
8208/1027	12/2023	07 WARRANTY	4 V-APPRAISERS OPINION	Q	V	$425,000
8151/1603	07/2023	71 DTH CER	0	U	V	$100
1813/1470	03/1992	06 SPECIAL WARRANTY	0	U	V	$100
1572/1694	04/1989	07 WARRANTY	9 UNVERIFIED	U	V	$480,000

Property Description

SEC 30 TWP 14 RGE 23
COM NW COR SW 1/4 E 30 FT TO E R/W CTY RD C-35 S 573.50 FT
FOR POB S 650 FT TO NELY R/W CTY RD C-326 S 45-15-22 E
950 FT N 44-44-38 E 650 FT N 45-15-22 W 515.95 FT TO S R/W
SEMINOLE ELECTRIC POWERLINE EASEMENT N 19-47-34 W 525.99 FT
W 588.89 FT TO POB

Parent Parcel: 16066-002-00

ATTACHMENT A

Land Math - Building, Verify Zoning

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
5671		1,340.0	650.0	B2	805,860.00	SF	.4600	1.00	1.00	1.00	4,699	370,696
9110		.0	.0	B2	65,340.00	SF	.4600	1.00	1.00	0.50	15,028	15,028
Neighborhood 9920											Total Land - Class	$19,727
Mkt: 2 70											Total Land - Just	$385,724

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
						Total Value -	$0

Appraiser Notes

Planning and Building

** Permit Search **

Permit Number	Date Issued	Date Completed	Description

Cost Summary

Buildings R.C.N.	$0	1/1/1800
Total Depreciation	$0	
Bldg - Just Value	$0	
Misc - Just Value	$0	3/11/2011
Land - Just Value	$385,724	5/10/2024
Total Just Value	$385,724	.

Bldg Nbr	RCN	Depreciation	Depreciated

verizon

INDIAN LAKE ST FOREST S

Marion County, FL

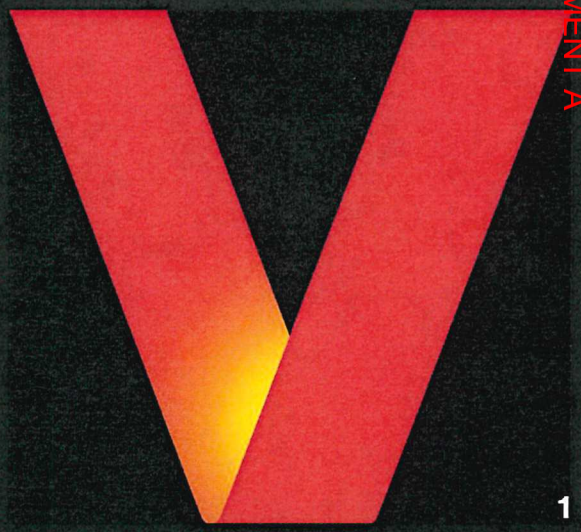
A33

ATTACHMENT A

Prepared by Verizon Wireless RF Engineering

Amit Raut

September 22, 2025



1

Introduction:

There are two main drivers that prompt the need for a new cell site. One is coverage and the other is capacity.

A34

Coverage is the need to expand wireless service into an area that either has no service or bad service. The request for service often comes from customers or emergency personnel. Expansion of service could mean improving the signal levels in a large apartment complex or new residential community. It could also mean providing new service along a newly built highway.

Capacity is the need for more wireless resources. Cell sites have a limited amount of resources to handle voice calls, data connections, and data volume. When these limits are reached, user experience quickly degrades. This could mean customers may no longer be able to make/receive calls nor be able to browse the internet. It could also mean that webpages will be very slow to download.

ATTACHMENT A

Verizon confidential and proprietary. Unauthorized disclosure, reproduction or other use prohibited.

Introduction (continued):

Capacity is the amount of resources a cell site has to handle customer demand. We utilize sophisticated programs that use current usage trends to forecast future capacity needs. Since it takes an average of (1-3) years to complete a cell site project, we have to start the acquisition process several years in advance to ensure the new cell site is in place before the existing cell site hits capacity limits.

Location, Location, Location. A good capacity cell site needs to be in the center of the user population which ensures even traffic distribution around the cell. A typical cell site is configured in a pie shape, with each slice (aka. sector) holding 33% of the resources. Optimal performance is achieve when traffic is evenly distributed across the 3 sectors.

Height. The requested tower height is the minimum height required to allow Verizon Wireless to meet the stated service objectives and provide seamless service to surrounding Verizon Wireless towers. Any reduction in the tower height will result in significantly diminished coverage improvements and capacity relief to the service area.

verizon

A35

ATTACHMENT A

Verizon Wireless First Tier Handoff Sites

FCC Study/ASR#	Tower Owner	Verizon Cell Site Name	Tower Height AGL (ft)	Structure Type	Latitude	Longitude
1239353	SBA	SILVER SPRINGS	250	Guyed Tower	29.263528	-82.0901667
N/A	N/A	SILVER SPRINGS WT	N/A	Water Tank	29.219444	-82.0525
1240649	T-Mobile West	RYAN	143	Tower	29.223106	-82.014908

A36

ATTACHMENT A

Verizon confidential and proprietary. Unauthorized disclosure, reproduction or other use prohibited.

INDIAN LAKE ST FOREST S

This proposed 180ft monopole tower by Verizon, named INDIAN LAKE ST FOREST S, is essential for providing coverage and capacity to SR 326 and Baseline Rd the surrounding residential areas. It bring significant network improvements to the existing and future residents of this area.

No Colocation opportunity within a mile of the search area

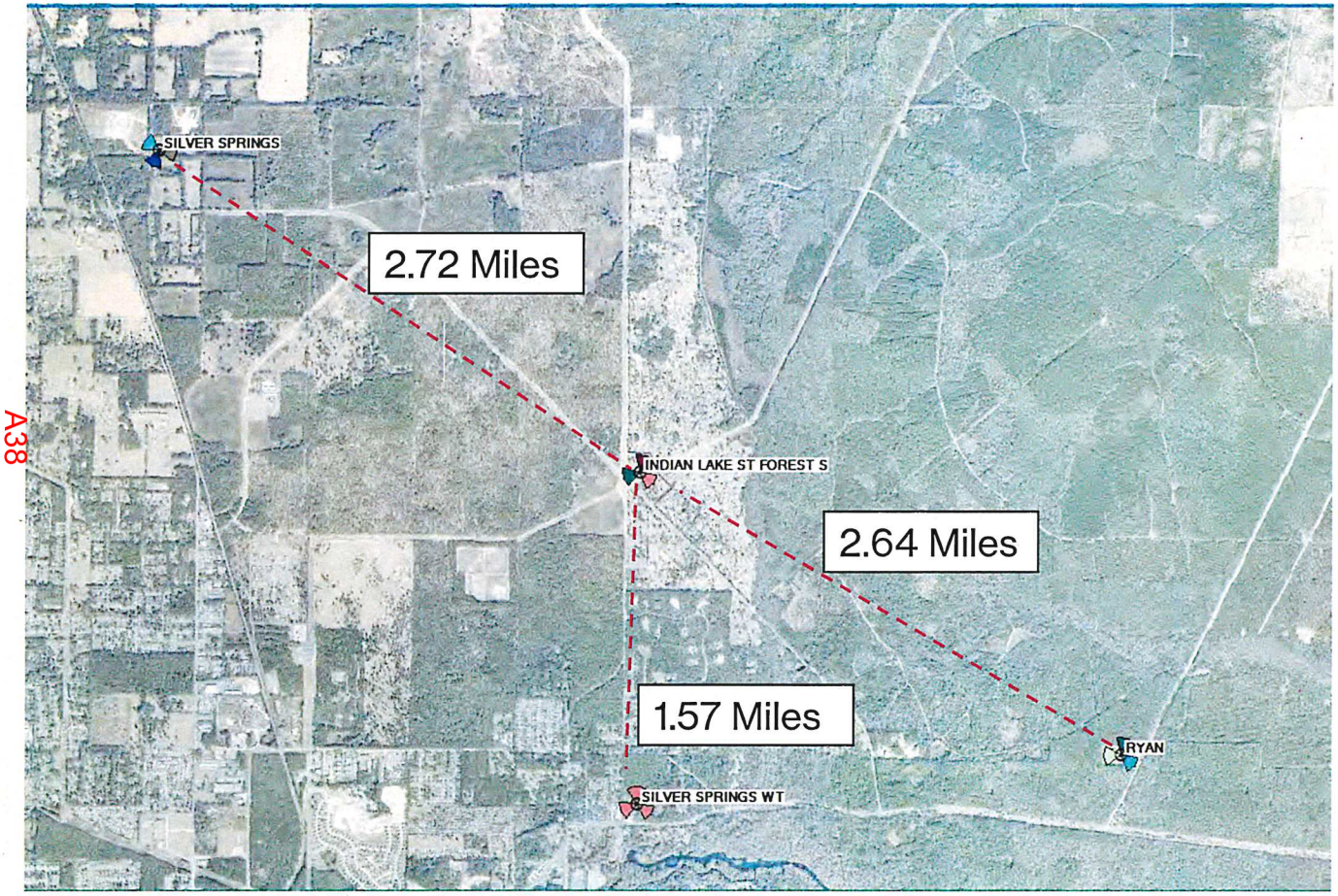
A37

ATTACHMENT A

- Technology Type: 4G LTE (Voice/Data) /5G NR (Voice/Data)
- Antenna Required RAD center: 180'
- Structure type: Monopole
- Site Type: Macro
- Latitude: 29.241931
- Longitude: -82.052583

Verizon confidential and proprietary. Unauthorized disclosure, reproduction or other use prohibited.

Verizon Wireless First Tier Handoff Sites



A38

ATTACHMENT A

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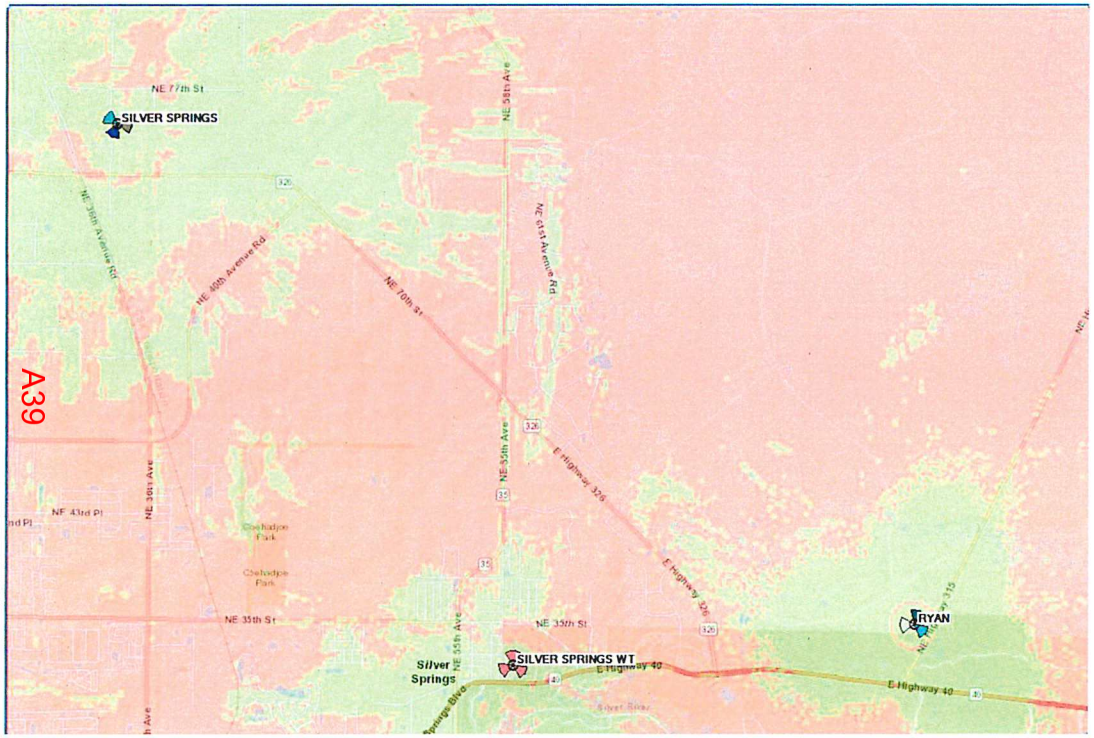
6

Site Coverage Map – Current (2100MHz)



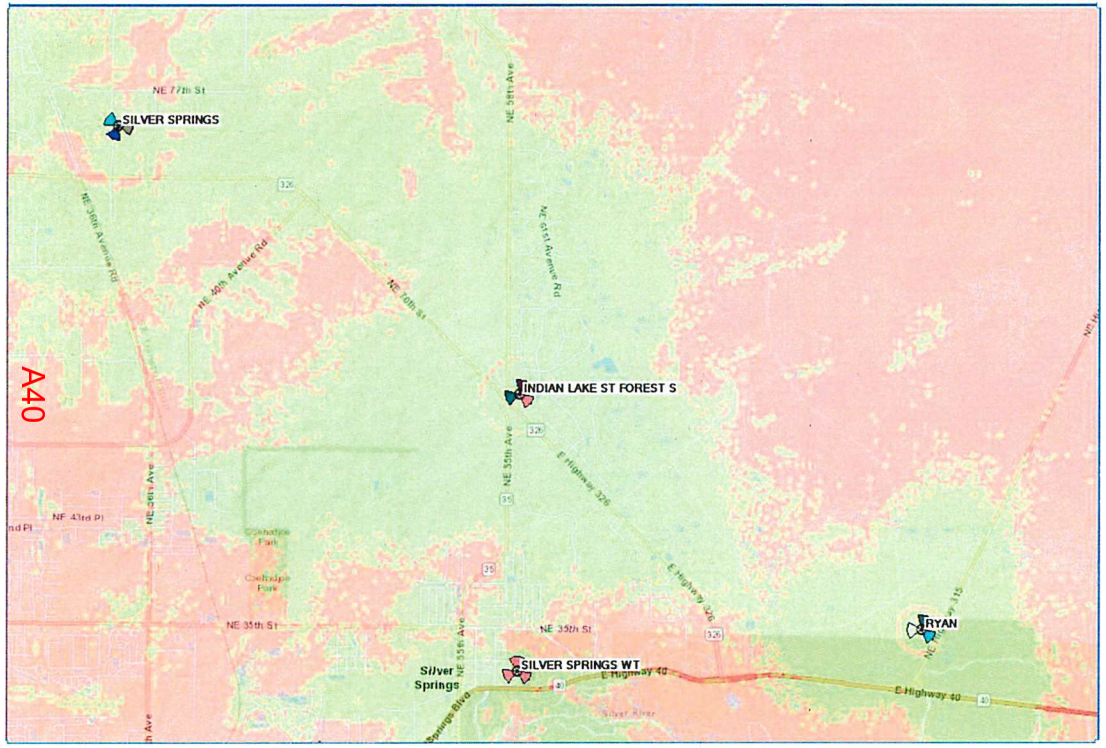
Coverage Thresholds

- Reliable Service
- Unreliable Service

verizon

ATTACHMENT A

Future Coverage with proposed site Rush Lake(2100MHz)



Coverage Thresholds

- Reliable Service
- Unreliable Service

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ATTACHMENT A

Links

FCC RF Safety Program:
http://www.fcc.gov/oet/rfsafety/

FDA "Cell phone facts" :
https://www.fda.gov/radiation-emitting-products/cell-phones/do-cell-phones-pose-health-hazard

A41 World Health Organization:
http://www.who.int/peh-emf/en/

ATTACHMENT A

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Compliance

- Verizon complies with all Federal, state, and local requirements.
- Communication sites are operated at a small percentage of FCC emission requirements
- Facilities are inspected by internal and third party entities at regular intervals to insure proper operation and compliance.
- Communication facilities can be found anywhere from hospitals and schools to single family lots.

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ATTACHMENT A

verizon

Thank You

ZONING
Notice of Public Hearing
Marion County
Application is being made to:
Change zoning from:
to:
Special Use Permit To Allow For
185' Communications Tower.
Variance to
On this property which is owned by:
4C Land Trust LLC
All hearings to be held at:
601 SE 25th Avenue
In the Board of County Commissioners Auditorium
Hearing dates & times:
Zoning Commission: date 11/24/25 time 5:30 PM
Board of Adjustment: date time
Board of County Commissioners: date 12/15/25 time 1:30PM
For further information call 438-2675
It is unlawful to remove this notice until the above described Public Hearing has been held.
ID # 251201-SU
Zoning Director: Chuck Varadin

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21316 **Agenda Date:** 11/24/2025 **Agenda No.:** 1.2.

SUBJECT:
251203SU - Scott Adams & Dianne Lapum, Special Use Permit to Allow Indoor Simunition Training Within an Enclosed Metal Structure, in a General Agriculture (A-1) Zone, 6.51 Acre Parcel, Parcel Account Number 03823-000-00, Site Address 4243 NE 175th Street Road, Citra, FL 32113

DESCRIPTION/BACKGROUND:
Scott Adams and Dianne Lapum have filed a Special Use Permit for indoor simunition training within enclosed metal structure in a 6.51-acre property with a General Agriculture (A-1) zoning classification at 4243 NE 175th Street Road, Citra FL, pursuant to the provisions of Land Development Code (LDC) Division 2.8 - Special Use Permit, and LDC Section 4.2.3. The subject property has a Rural Land (RL) land use designation and is situated outside the Urban Growth Boundary (UGB) and in the County's Secondary Springs Protection Overlay Zone (SSPOZ).

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

PLANNING & ZONING SECTION
STAFF REPORT

P&Z Date: 11/24/2025	**BCC Date: 12/15/2025**
Case Number	251203SU
CDP-AR	33443
Type of Case	**Special Use Permit** for indoor simunition training within an enclosed metal structure
Owner	Scott Adams & Dianne Lapum
Applicant	N/A
Street Address/Site Location	4243 NE 175th Street Road, Citra, FL 32113
Parcel Number(s)	03823-000-00
Property Size	±6.51 AC
Future Land Use	Rural Land (RL)
Existing Zoning Classification	General Agriculture (A-1)
Overlays Zones/Special Areas	Secondary Springs Protection Zone (SSPZ), FEMA Flood Zone X/A
Staff Recommendation	**APPROVAL WITH CONDITIONS**
P&Z Recommendation	**TBD**
Project Planner	Jared Rivera-Cayetano
Related Cases	N/A

I. ITEM SUMMARY

Scott J. Adams and Dianne R. Lapum filed a Special Use Permit (SUP) application for a ±6.51-acre property with a zoning classification of General Agriculture (A-1). The subject property is located at 4243 NE 175th Street Road, Citra, FL. The Parcel Identification Number for the subject property is 03823-000-00. The legal descriptions are provided within the Special Use Permit application (see Attachment A); the subject property is not located within an existing subdivision. The site is located outside the Urban Growth Boundary (UGB) and within the Secondary Springs Protection Zone (SSPZ).

The intention of this Special Use Permit request is to allow indoor simunition training within an enclosed metal structure. Simunition refers to a type of low-impact ammunition, akin to high-speed paintball for short-range training. The applicant proposes the use of low-impact simunition weapons to train members of the public, including law enforcement. Training sessions will involve classroom education and close-range combat or self-defense scenarios. Staff finds that the proposed use is best-suited for low-density areas, as encouraged by the site's Rural Land (RL) Future Land Use (FLU) designation.

Figure 1
General Location Map

II. STAFF SUMMARY RECOMMENDATION

Staff recommends **APPROVAL WITH CONDITIONS**. Staff finds that the proposed use—to be within an enclosed metal structure—is best-suited for low-density areas, as encouraged by the site's Rural Land (RL) Future Land Use (FLU) designation. Staff finds the proposed use is thus consistent with the Marion County Comprehensive Plan, compatible with the surrounding area, and will not adversely affect the public interest. The conditions in Section VII of this report are recommended to address compliance with the requirements in the Marion County Land Development Code (LDC) Sections 2.8.2.D and 2.8.3.B.

III. NOTICE OF PUBLIC HEARING

The Growth Services Director has interpreted the requirements of Land Development Code (LDC) Sections 2.7.3.C, 2.7.3.B, and 2.7.3.E to apply to SUP applications. Consistent with LDC Section 2.7.3.B., notice of public hearing was mailed to all property owners (16 owners) within 300 feet of the subject property on November 7, 2025. Consistent with LDC Section 2.7.3.B., public notice was posted on the subject property on November 7, 2025, and consistent with LDC Section 2.7.3.E., due public notice was published in the Ocala Star-Banner on November 10, 2025. Evidence of the above-described public notices is on file with the Growth Services Department and is incorporated herein by reference. As of the date of the initial distribution of this staff report, no letter of opposition or support has been received.

IV. BACKGROUND/CHARACTER OF AREA

A. *Existing Site Conditions.*

Figure 1, above, is a general location aerial displaying existing and surrounding site conditions. Figure 2, below, displays the subject and surrounding properties' existing uses as established by the Marion County Property Appraiser Office's Property Code (PC).

According to the Marion County Property Appraiser, several properties to the West, South, and East of the subject property are used for residential purposes, primarily mobile home residential and vacant residential. Several parcels, especially to the North of the subject property, are characterized by agricultural production.

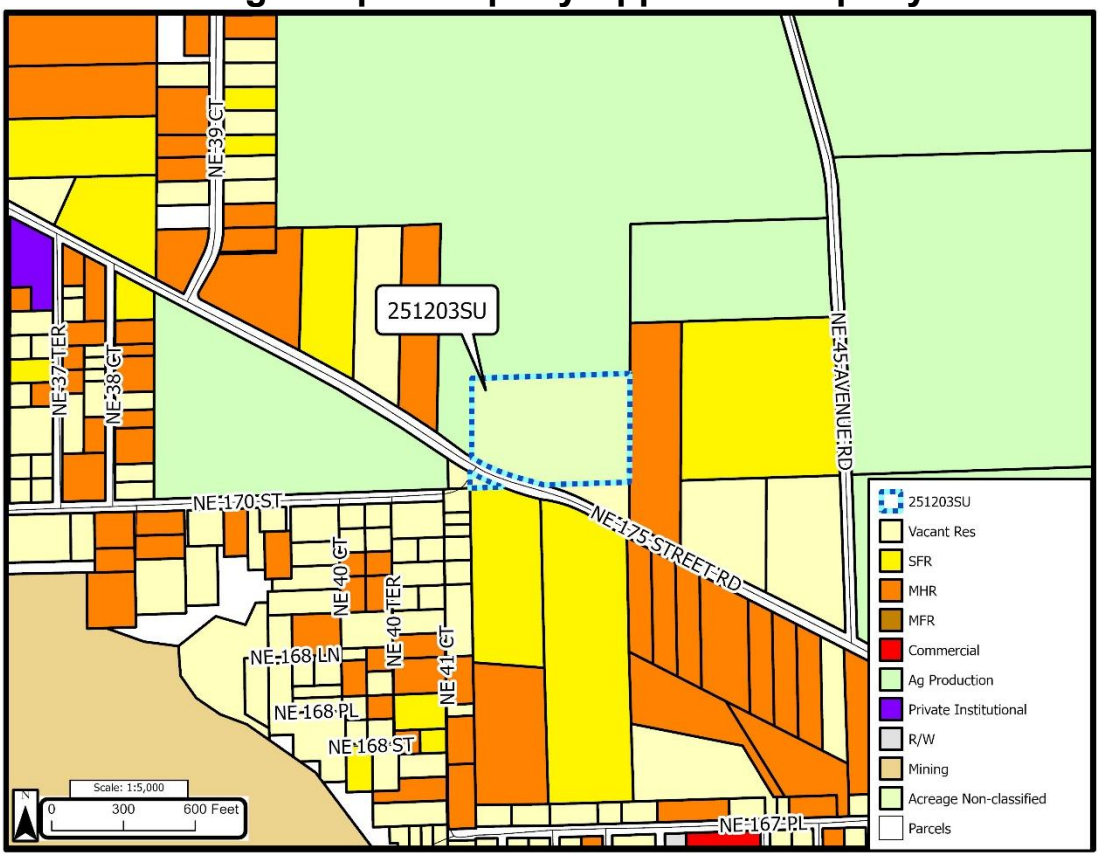
Indeed, the area surrounding the subject property is generally low-density. Within a half-mile distance from the subject property, there is an existing density of 0.28 residential *properties* per acre. Including vacant residentially-zoned properties, there is a density of 0.59 properties per acre. Staff notes that the majority of such properties contain, or are zoned for, a single dwelling unit.

Staff conducted an initial site visit on October 24, 2025. An additional site visit was conducted on November 7, 2025. Staff found that the subject property is heavily forested along NE 175th Street Road. Portions of the property, approximately two

(2) acres in size, have been cleared for a single-family residence and a driveway—both under construction at this time; however, Staff notes that significant vegetation has been preserved along the subject property boundaries. The proposed simunition facility has not been constructed at this time. A gravel driveway has been provided at this time. Site photos are attached to this report (see Attachment C).

Figure 3 provides zoning classification information, while Figure 4 provides Future Lane Use (FLU) designation information for the area.

Figure 2
Existing Use per Property Appraiser Property Code

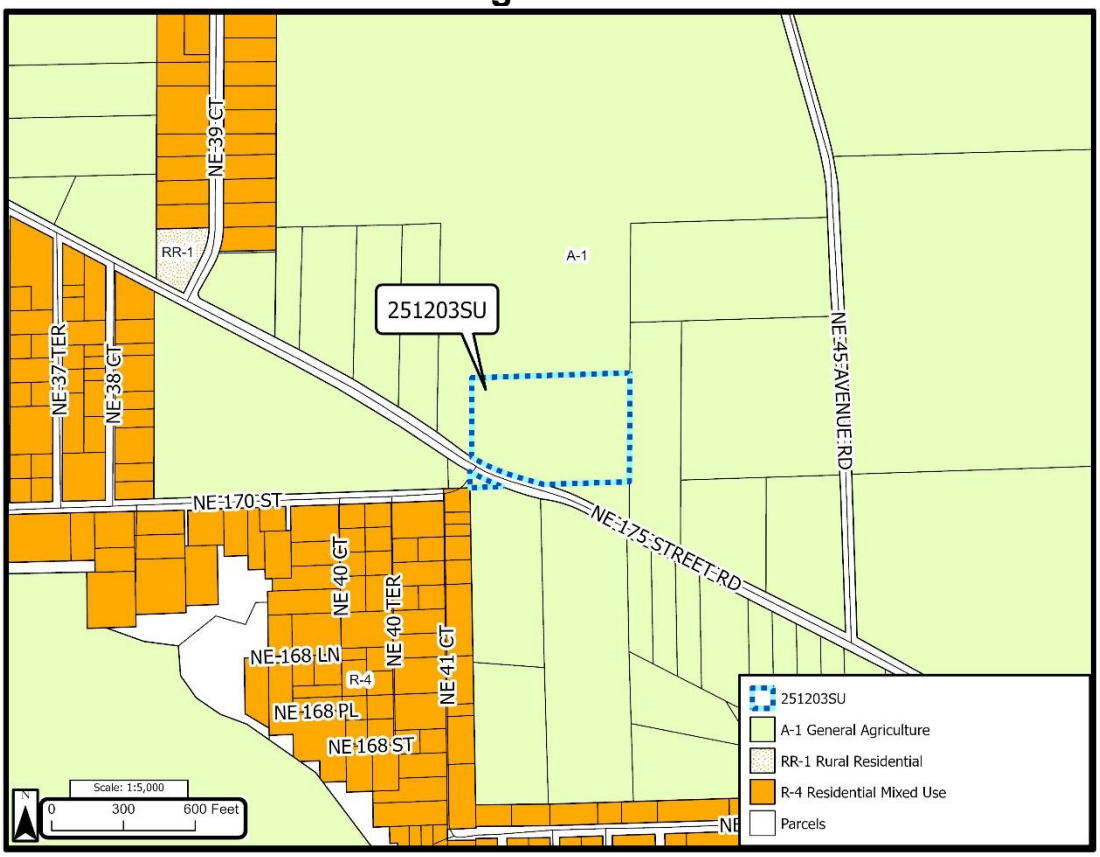


B. *Zoning Classification.*

Figure 2, below, displays the existing zoning classifications for the subject property in relation to the existing zoning classifications of the surrounding properties. In general, most nearby properties are zoned for agricultural uses.

Several subdivisions nearby—including the Meadows and Deer Meadow subdivision—are zoned Mixed Residential (R-4); the subject property is not located within an existing subdivision.

Figure 3
Zoning Classification



C. *FLUM Designation.*

Figure 4, below, displays the existing Future Land Use (FLU) designation for the subject property in relation to the existing FLU designation of the surrounding properties. Almost all nearby properties are designated as Rural Lands (RL), which is intended for a density of up to one (1) dwelling unit per ten (10) acres.

The subject property is within the Secondary Springs Protection Overlay Zone (SSPOZ) and outside the Urban Growth Boundary (UGB), as established by the Marion County Comprehensive Plan.

Figure 4
FLUMS Designation

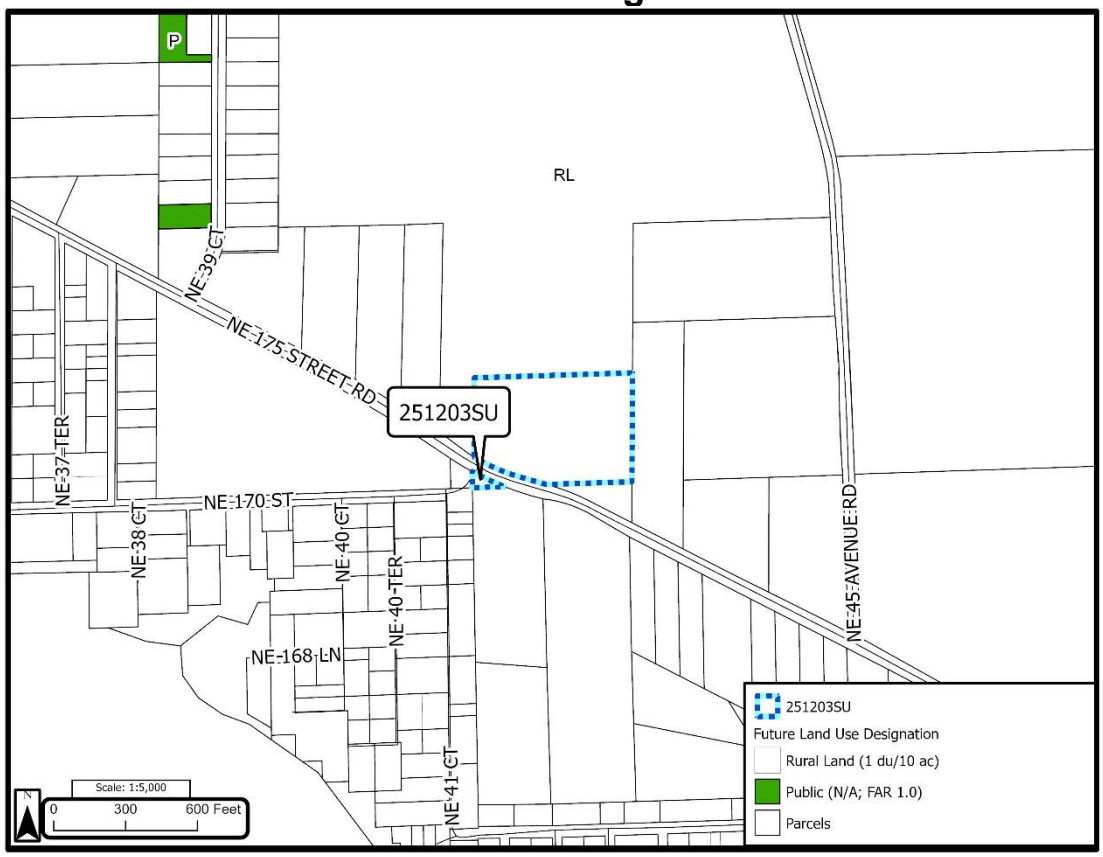
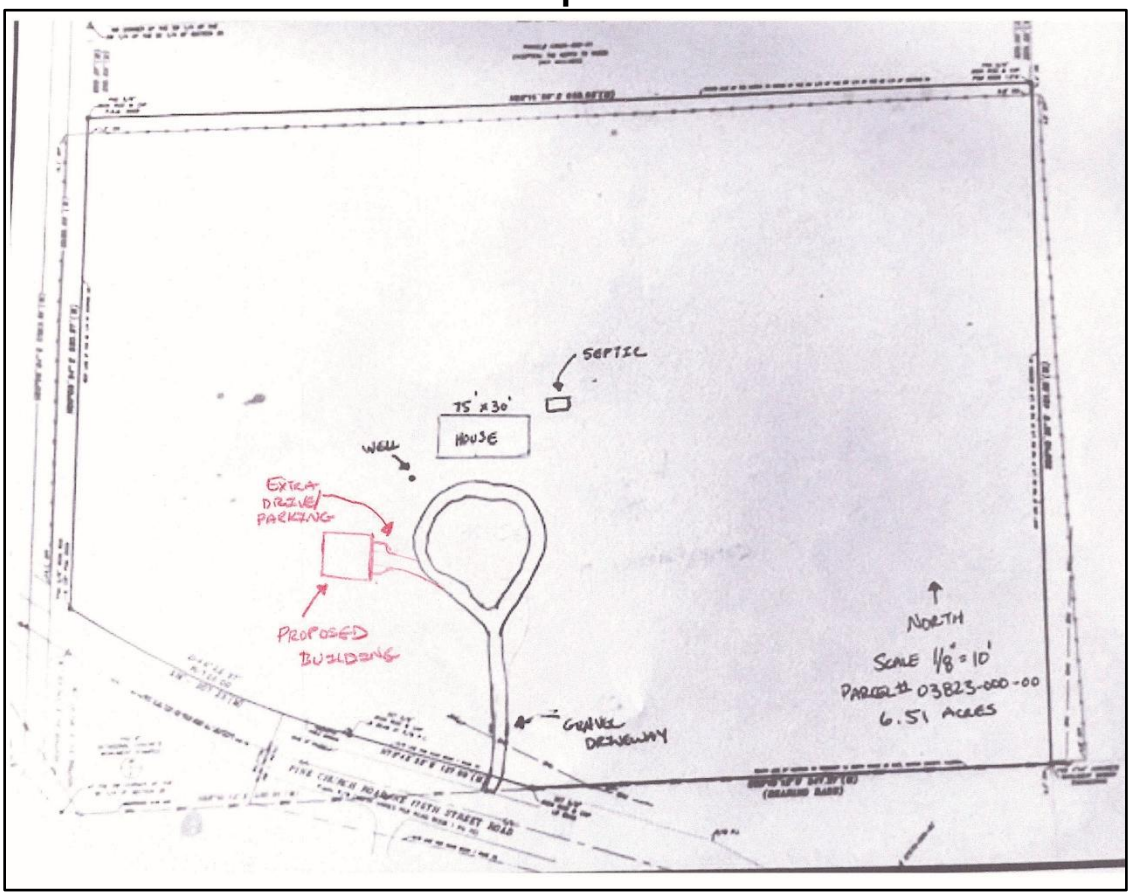


Table A, below, assembles the information in Figures 2, 3, and 4 in tabular form. Figure 5 provides a concept plan for the requested special use, including the location of the enclosed metal structure and business parking in relation to a single-family residence and driveway—both currently under construction. An example of the proposed enclosed metal structure is attached to this report (see Attachment A).

Simunition refers to a type of low-impact ammunition, similar to high-speed paintball. The applicant proposes on-site simunition training within an enclosed metal structure. The applicant proposes the use of low-impact simunition weapons to train members of the public, including law enforcement. Training sessions will involve classroom education and close-range scenarios. An instructor will be on-site to help groups of, on average, four (4) to five (5) people use simunition weapons. Sessions will be approximately four (4) hours in length. The applicant has requested two (2) sessions per day. Training dummies will occasionally be used.

TABLE 1. ADJACENT PROPERTY CHARACTERISTICS			
Direction	**FLUM Designation**	**Zoning Classification**	**MCPA Existing Use**
Subject Property	Rural Land (RL)	General Agriculture (A-1)	Acreage Non-Classified
North	Rural Land (RL)	General Agriculture (A-1)	Ag Production
South	Right-of-Way & Rural Land (RL)	Right-of-Way & General Agriculture (A-1)	Right-of-Way, Vacant Residential Single Family Residential
East	Rural Land (RL)	General Agriculture (A-1)	Mobile Home Residential
West	Rural Land (RL)	General Agriculture (A-1)	Ag Production

Figure 5
Concept Plan



V. ANALYSIS

LDC Section 2.8.2.D provides that in making a recommendation to the Board, the Commission shall make a written finding that granting the SUP will address nine specific requirements. LDC Section 2.8.3.B requires consistency with the Comprehensive Plan. Staff's analysis of compliance with these ten (10) requirements is addressed below. The applicant is amenable to Staff conditions.

*A. Provision for **ingress and egress** to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.*

Analysis: Staff notes the proposed use is not identified within the Institute of Transportation Engineers (ITE) Trip Generation Manual; therefore, the exact traffic impact of the proposed special use may not be accurately determined. Staff therefore recognizes the need to minimize the number of trips generated by the proposed commercial use, and its impact on both the existing gravel driveway(s) and NE 175th Street Road. The applicant proposes, at most, two (2) training sessions with groups of four (4) to five (5) people.

The subject property currently has one (1) access point along NE 175th Street Road. NE 175th Street Road currently meets County Level of Service (LOS) standards for rural collector roadways.

Therefore, Staff finds that the application **may be consistent** with LDC provisions for ingress and egress. To ensure minimal traffic impacts, Staff recommends the following condition(s) to mitigate ingress and egress concerns:

- *Up to two (2) simunition training sessions shall be permitted per day.*
    - *Simunition training sessions shall not exceed ten (10) people in size or County buildings occupancy standards, whichever is less.*
- *A site plan shall be submitted for approval through the development review process.*
- *An apron along NE 175th Street Road shall be constructed to commercial driveway standards, unless otherwise approved by the Office of the County Engineer.*
    - *Within subject property boundaries, gravel shall be allowed for the driveway and parking area.*

*B. Provision for **off-street parking and loading areas**, where required, with particular attention to the items in (1) above and the economic, noise, glare, or odor effects of the SUP on adjoining properties and properties generally in the surrounding area.*

Analysis: Staff notes that the proposed use is not identified within the Institute of Transportation Engineers (ITE) Parking Generation Manual. The applicant has proposed a gravel parking area that can accommodate between four (4) and five (5) vehicles. Staff conditions related to occupancy have been proposed to limit parking demand.

Therefore, Staff finds that the application **is consistent** with LDC provisions for off-street parking and loading, provided that the following condition(s) are met:

- *At least five (5) parking spaces, including one (1) accessible parking space, shall be provided, consistent with LDC Section 6.11.8.C.*

C. *Provisions for **refuse and service area**, with particular reference to the items in (1) and (2) above.*

Analysis: The applicant indicates that all waste shall be handled from a single container shared with the primary residence. Waste removal will be provided by the applicant. Staff therefore concludes that the application is **consistent** with LDC provisions for refuse and service areas.

D. *Provision for **utilities**, with reference to locations, availability, and compatibility.*

Analysis: The subject property is currently served by Clay Electric Cooperative for electricity. The subject property is outside the connection distance for central potable water and wastewater service. The applicant indicates the property will be served by a well and septic system. Staff notes that any wells and septic systems would be required to meet County, Department of Health (DOH), and Department of Environmental Protection (DEP) standards at the time of permit review.

Staff therefore concludes that the application **is consistent** with LDC provisions for utilities.

E. *Provision for **screening and buffering** of dissimilar uses and of adjacent properties where necessary.*

Analysis: The Marion County Land Development Code (LDC) includes several provisions to ensure compatibility between different land uses. Although Section 6.8.6 of the Marion County LDC indicates that agricultural uses—as allowed in General Agriculture (A-1) zoning by right—are not required to provide buffers, Staff notes that the proposed special use is commercial in nature. As a commercial use, Section 6.8.6 of the Marion County LDC would require a Type B buffer—composed of a 20-foot landscape strip with a buffer wall—on all property boundaries abutting properties with an existing single-family residence. A Type D buffer—composed of a 15-foot landscape strip with a buffer wall—would be required along all other agriculturally zoned properties. A Type C buffer—composed of a 15-foot landscape strip without a buffer wall—would be required adjacent to NE 175th Street Road.

The applicant has proposed to preserve existing vegetation in lieu of landscaping, including buffer walls, as required by the LDC. Staff notes that the subject property is heavily forested. Existing vegetation along NE 175th Street Road provides adequate screening surpassing fifteen (15) feet in width, except along the subject property entrance (see Attachment C). Moreover, along all other subject property boundaries, the applicant intends to preserve approximately four (4) acres. The applicant specifically proposes a 75-foot "natural" buffer, which exceeds required buffer widths.

Staff therefore concludes that the application **is consistent** with LDC provisions for buffering and screening, provided that the following condition(s) are met:

- *To the greatest extent possible, existing vegetation within seventy-five (75) feet of the subject property boundary shall be preserved to provide a "no-touch" buffer between the subject property and adjacent properties.*
    - *Along NE 175th Street Road, existing vegetation within fifteen (15) feet of the subject property boundary shall be preserved.*

F. *Provision for **signs**, if any, and **exterior lighting** with consideration given to glare, traffic safety, economic effects, and compatibility and harmony with properties in the surrounding area.*

Analysis: No signage currently exists within the subject property. At most, the applicant proposes small directional signs within the subject property; such signs are not expected to be visible from SE 175th Street Road. Pursuant to Section 4.4.2(1), signs located in such a way as to be invisible from any street or adjoining property are exempt from County requirements. Additional lighting is not proposed, but if it is found that lighting needs to be added, a photometric plan will be provided in accordance with the Marion County LDC. Staff therefore concludes that the application **is consistent** with LDC provisions for signs and exterior lighting.

G. *Provision for **required yards and other green space**.*

Analysis: Staff conditions related to Buffers have been proposed. If necessary, open space as required by the Marion County Land Development Code would be determined during the development review process. Staff therefore concludes that the application **is consistent** with LDC provisions for green space.

H. *Provision for general **compatibility** with adjacent properties and other properties in the surrounding area.*

Analysis: "Compatibility" is defined in Chapter 163.3164(9) of the Florida Statutes, under the Community Planning Act, as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition." Figure 1 is a general location aerial displaying existing and surrounding site conditions. Figure 2 displays the subject

and surrounding properties' existing uses as established by the Marion County Property Appraiser Office's Property Code (PC).

The area surrounding the subject property is low-density. According to the Marion County Property Appraiser, several properties to the West, South, and East of the subject property are used for residential purposes. Several parcels, especially to the North of the subject property, are characterized by agricultural production.

The applicant proposes a structure with a maximum building height of forty (40) feet, consistent with zoning standards for the nearby residential and agricultural properties. Staff conditions related to Buffers have also been proposed.

The following condition(s) are recommended to further mitigate compatibility concerns:

- *The site shall be developed and operated consistent with the concept plan.*
- *The Special Use Permit shall run with the property owner, Scott Adams, and Dianne Lapum.*
- *The Special Use Permit shall expire on December 15, 2028; however, it may be renewed administratively three times for three years each by written instrument signed and issued by the Growth Services Director (or designee), unless:*
    - *There have been unresolved violations of the County Land Development Code, the County Code of Ordinances, and/or the conditions of the Permit;*
    - *Neighboring property owners within 300 feet of the subject property have complained to the County Code Enforcement, Zoning, or equivalent/similar Departments/Divisions about the uses of the subject property by this Permit; and/or*
    - *The Growth Services Director determines that renewal should be considered directly by the Board of County Commissioners through the Special Use Permit review process (or equivalent review process at the time).*

*I. Provision for meeting any **special requirements** required by the site analysis for the particular use involved.*

Analysis: LDC Section 4.2 explicitly includes shooting ranges as a special use for General Agriculture (A-1) zoning.

Although the subject property is not within an existing subdivision, Staff notes several properties to the West, South, and East of the subject property are used for residential purposes. Staff recognizes that the use of firearms, including simunition weapons, could result in significant noise that adversely affects nearby residential properties.

That said, Staff notes the area surrounding the subject property is generally low-density. The applicant has proposed simunition training sessions will occur within an enclosed metal structure, while Staff conditions related to Buffers have also been proposed.

Furthermore, Staff notes Chapter 13 of the Marion County Code of Ordinances regulates noise levels in select areas. The ordinance generally limits noise levels during nighttime. Staff therefore recommends the following condition(s):

- *Use of simunition weapons shall be conducted entirely within an enclosed metal structure. The structure shall be at least 300 feet from any existing residence.*
- *No simunition training session shall occur prior to 7:00 AM or after 7:00 PM.*

J. Consistency with the Comprehensive Plan.

1. **FLUE Policy 2.1.5** on Permitted and Special Use provides, "The County shall identify permitted and special uses for each land use designation and zoning classification, as further defined in the Comprehensive Plan, Zoning, and LDC."

   Analysis: LDC Section 4.2 explicitly includes shooting ranges as a special use for General Agriculture (A-1) zoning. The applicant proposes on-site simunition training within an enclosed metal structure. The applicant proposes the use of low-impact simunition weapons to train members of the public, including law enforcement officials. Training sessions will involve close-range scenarios in a classroom-like setting. Staff finds the use qualifies as a shooting range.

   This application is thus **consistent** with FLUE Policy 2.1.5, provided that all previously-listed conditions are met.

2. **Policy 2.1.16** on Rural Land (RL) provides, "This land use designation is intended to be used primarily for agricultural uses, associated housing related to farms and agricultural-related commercial and industrial uses. The base density shall be (1) dwelling unit per ten (10) gross acres, and the designation is a Rural Area land use."

   Analysis: The subject site is designated as Rural Land (RL) and the applicant proposes indoor simunition training with an enclosed metal structure. LDC Section 4.2 explicitly includes shooting ranges as a special use for General Agriculture (A-1) zoning. The zoning is consistent with the Rural Land designation.

Similar to State regulations related to firearm discharge on private property, Staff believes firearm use is generally best-suited in low-density areas. Staff notes that the area surrounding the subject property is low-density, as encouraged by the Rural Land (RL) designation. The subject property itself is approximately 6.51 acres in size.

Staff thus finds the proposed special use aligns with the intent of the Rural Land Use and **is consistent** with Policy 2.1.16.

3. **FLUE 3.1.4** on Rural Area outside the UGB provides, "The lands outside of the UGB shall generally be referred to as the Rural Area and development in this area shall be guided by the following principles and as further defined in the LDC:

(1) Protect the existing rural and equestrian character of the area and acknowledge that a certain portion of the County's population will desire to live in a rural setting.
(2) Promote and foster the continued operation of agricultural activities, farms, and other related uses that generate employment opportunities in the Rural Area.
(3) Establish a framework for appropriate future opportunities and development options, including standards that address the timing of future development.
(4) Create a focused strategy for the regulation of mining and resource extraction activity.
(5) Allow for new Rural Land and Rural Activity Center Future Land Use designations with a Comprehensive Plan Amendment (CPA), as further allowed in this Plan and as further defined in the LDC."

Analysis: The applicant is requesting to allow indoor simunition training with an enclosed metal structure. LDC Section 4.2 explicitly includes shooting ranges as a special use for General Agriculture (A-1) zoning. The zoning is consistent with the Rural Land designation. Therefore, the proposed special use meets the criteria above and **is consistent** with FLUE Policy 3.1.4.

Based on the above findings, staff concludes the SUP is **consistent** with LDC Sections 2.8.2.D and 2.8.3.B. The conditions in Section VII of this report are recommended to further address compliance.

VI. ALTERNATIVE ACTIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein, and make a recommendation to **DENY** the Special Use Permit.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein so as to support the approval of the Ordinance with amended conditions, and make a recommendation to the Commission to adopt a proposed Ordinance to **APPROVE WITH AMENDED CONDITIONS** the Special Use Permit.

C. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, and make a recommendation to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

Staff recommends the Planning & Zoning (P&Z) Commission enter into the record the Staff Report, and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein, and make a recommendation to **APPROVE AS CONDITIONED** the Special Use Permit based on compatibility in the area, compliance with the Comprehensive Plan, and a lack of adverse impacts to the surrounding area.

To address compliance with LDC Sections 2.8.2.D and 2.8.3.B, the following conditions are recommended in the event that the Board chooses to agree with staff recommendation and approve the requested special use with the conditions that:

1. *The site shall be developed and operated consistent with the concept plan.*
2. *A site plan shall be submitted for approval through the development review process.*
3. *The Special Use Permit shall run with the property owner, Scott Adams, and Dianne Lapum.*
4. *Up to two (2) simunition training sessions shall be permitted per day.*
    a. *Simunition training sessions shall not exceed ten (10) people in size or County building occupancy standards, whichever is less.*
5. *Use of simunition weapons shall be conducted entirely within an enclosed metal structure. The structure shall be at least 300 feet from any existing residence.*
6. *No simunition training session shall occur prior to 7:00 AM or after 7:00 PM.*
7. *To the greatest extent possible, existing vegetation within seventy-five (75) feet of the subject property boundary shall be preserved to provide a "no-touch" buffer between the subject property and adjacent properties.*
    a. *Along NE 175th Street Road, existing vegetation within fifteen (15) feet of the subject property boundary shall be preserved.*

8. *An apron along NE 175th Street Road shall be constructed to commercial driveway standards, unless otherwise approved by the Office of the County Engineer.*
    a. *Within subject property boundaries, gravel shall be allowed for the driveway and parking area*
9. *At least five (5) parking spaces, including one (1) accessible parking space, shall be provided, consistent with LDC Section 6.11.8.C.*
10. *The Special Use Permit shall expire on December 15, 2028; however, it may be renewed administratively three times for three years each by written instrument signed and issued by the Growth Services Director (or designee), unless:*
    a. *There have been unresolved violations of the County Land Development Code, the County Code of Ordinances, and/or the conditions of the Permit;*
    b. *Neighboring property owners within 300 feet of the subject property have complained to the County Code Enforcement, Zoning, or equivalent/similar Departments/Divisions about the uses of the subject property by this Permit; and/or*
    c. *The Growth Services Director determines that renewal should be considered directly by the Board of County Commissioners through the Special Use Permit review process (or equivalent review process at the time).*

VIII. PLANNING & ZONING COMMISSION RECOMMENDATION

To be determined. Scheduled for November 24, 2025, at 5:30 PM.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined. Scheduled for December 15, 2025, at 1:30 PM.

X. LIST OF ATTACHMENTS

A. Application
B. DRC Comments Letter
C. Site Photos

Marion County
Board of County Commissioners

Growth Services ◆ Planning & Zoning

2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

STAFF/OFFICE USE ONLY	
APPLICATION COMPLETE DATE COMPLETED	
Case No.:	9/24/25
AR No.:	EM
TENTATIVE MEETING DATES PA:	
P&Z PH	11/24/25
BCC/P&Z PH	12/15 or 12/16/25

81

__X__ New or Modification $1,000
__ Expired $1,000
__ Renewal (no changes) $300

SPECIAL USE PERMIT APPLICATION

The undersigned hereby requests a Special Use Permit in accordance with Marion County Land Development Code, Articles 2 and 4, for the purpose of: running indoor simunition training within an enclosed metal building. This will allow more realistic training for citizens and law enforcement using specialized equipment to complete safe training.

Property/Site Address: 4243 NE 175th Street Road
Property Dimensions: Approximately 640'x330' **Total Acreage:** 6.58

Legal Description: (Please attach a copy of the deed and location map.) **Parcel Zoning:** A-1

Parcel Account Number(s): 03823-000-00

Each property owner(s) MUST sign this application or provide written authorization naming the applicant or agent below to act on their behalf. **Please print all information, except for the Owner and Applicant/Agent *signature*. If multiple owners or applicants, please use additional pages.**

Property Owner	Applicant or Agent
Scott Adams and Dianne Lapum	Scott Adams
Property Owner Name (please print)	**Applicant or Agent Name (please print)**
12771 N US Hwy 27	12771 N US Hwy 27
Mailing Address	**Mailing Address**
Ocala, Fl 34482	Ocala, Fl 34482
City, State, Zip Code	**City, State, Zip Code**
720 201 8529. 859 270 5578	720 201 8529
Phone Number (include area code)	**Phone Number (include area code)**
cwfocala@gmail.com	cwfocala@gmail.com
E-Mail Address (include complete address)	**E-Mail Address (include complete address)**
Signatures*	***Signatures***

*By signing this application, applicant hereby authorizes Growth Services to enter onto, inspect, and traverse the property indicated above, to the extent Growth Services deems necessary, for the purposes of assessing this application and inspecting for compliance with County ordinance and any applicable permits.

STAFF/OFFICE USE ONLY					
Project No.: 2025 08 0049	Code Case No.:			Application No.:	
Rcvd by: UKB	Rcvd Date: 9 / 22 /25	FLUM: RL		AR No.: 33443	Rev: 10/20/21

Please note: The Special Use Permit will not become effective until after a final decision is made by the Marion County Board of County Commissioners. The owner, applicant or agent must be present at the public hearing to represent this application. If no representative is present and the board requires additional information, the request may be postponed or denied. Notice of said hearing will be mailed to the above-listed address(es). All information given by the applicant or agent must be correct and legible to be processed. The filing fee is non-refundable.

For more information, please contact the Zoning Division at 352-438-2675.

Findings of Fact for Special Use Permit Application – Marion County, Florida

The following findings of fact are submitted in support of the special use permit application for the proposed project located at [Insert Property Address]. The project aligns with Marion County's zoning regulations and community character while promoting safe and responsible use of firearms in a manner compatible with the surrounding area.

1. **Ingress and Egress**

Access to the property will be provided via a single, well-maintained driveway designed to meet county standards. The driveway will be secured with a gate to ensure controlled access, enhancing safety and security for the property and surrounding area.

2. **Parking and Site Layout**

The property includes a designated parking area accommodating 4–5 vehicles, with ample space for loading and unloading as needed. A substantial buffer of existing native trees and vegetation surrounds the site, mitigating noise and visual impacts. The nearest neighboring property is approximately 1,000 feet away, further minimizing potential disturbances.

3. **Waste Management**

The proposed business operations will generate minimal refuse. Any waste produced will be managed responsibly, stored in an appropriately screened container to remain out of public view, and disposed of weekly in compliance with county regulations.

4. **Utilities**

Utility requirements for the project are minimal. Electricity will be supplied through the existing residential service connection. If required, a small, code-compliant septic system will be installed. Water needs will be met by an existing on-site well, ensuring no additional strain on public utilities.

5. **Vegetation and Aesthetic Considerations**

A natural buffer of approximately 75 feet, consisting of native vegetation, separates the proposed building site from the adjacent road. This buffer ensures the building is not visible to neighbors and is only minimally visible to passersby, preserving the natural aesthetic of the area and maintaining the rural character of Marion County.

6. **Signage**

Signage will be limited to one small, code-compliant sign located within the property, visible only after entering the driveway. The sign will serve an informational purpose for visitors and will not be used for roadside advertisement, further preserving the area's aesthetic.

7. **Green Space and Landscaping**

The project complies with all applicable green space requirements. The front of the building will be landscaped to enhance its appearance, and approximately four acres of the property will remain undisturbed, preserving native vegetation and supporting environmental conservation.

8. **Community Compatibility**

The proposed use is highly compatible with the surrounding area, which is characterized by strong support for Second Amendment activities. Firearm use is common and consistent in the neighborhood and adjacent areas. The proposed facility will promote firearm safety and training, providing a valuable community resource that aligns with local values and needs.

9. **Openness to Compliance and Collaboration**

The applicant is committed to meeting all Marion County codes, regulations, and special requirements. We welcome the opportunity to discuss the project further with county officials and stakeholders to address any concerns and ensure full compliance.

Construction and Operation of a Simunition Training Facility

Property Address

4243 NE 175th Street Road

Citra, FL 32113

Zoning District:

A-1 General Agriculture

Applicant:

Scott Adams/Carbine Stable

Dear Zoning Manager,

I am writing to formally submit an application for a Special Use Permit (SUP) pursuant to the Marion County Land Development Code (Article 4, Zoning, Division 3, Special Requirements) to authorize the construction and operation of a metal pole building on my 6.5-acre residential property located at 4243 NE 175th Street Road.This facility will serve as a lightly used Simunition or equivalent training house, incorporating a classroom area and training area for safe, non-lethal simulations focused on personal protection scenarios. As the property is also my residence, operations will be minimal to maintain its residential character.

Project Description

The proposed development involves the construction of a single-story metal pole building approximately 1600 sq feet in size, with a footprint of 40x40. The structure will include a

dedicated classroom for instructional sessions and a reconfigurable training area for simulations. It will be engineered to comply with all applicable building codes, including those for structural integrity, fire safety, and accessibility. Exterior features will include secure entry points, limited parking for approximately 5 vehicles and perimeter fencing for safety. The building will be landscaped to blend seamlessly with the surrounding environment and positioned well within all required setbacks (e.g., at least 50 feet from property lines, per zoning standards).

No signage will be placed along the adjacent well-traveled road; any identification will be limited to within the property boundaries. As a lightly used facility on my residence, operations will be restricted with sessions accommodating small groups at a time. Traffic impacts will be negligible, adding only a few vehicles per session, which will not be noticeable on the well-traveled road. The facility will utilize Simunition® FX marking cartridges or equivalent —non-lethal, non-toxic rounds that mark targets with paint for feedback in force-on-force training—allowing participants to practice with converted service weapons in realistic scenarios without live ammunition.

Training will emphasize personal protection skills, such as decision-making under stress, threat identification and recognition, and de-escalation tactics, in a controlled environment. All activities will adhere to Simunition's or equivalent safety protocols, including mandatory protective equipment (e.g., helmets, neck guards, and body armor) and oversight by certified instructors.

Need for Simunition Training and Safety Considerations

Simunition training addresses a critical need in today's environment by providing realistic, scenario-based preparation for personal protection without the dangers of live-fire exercises. Traditional training methods often lack the stress and interactivity of real-world encounters, leading to gaps in preparedness for law enforcement officers and responsible civilians. Simunition bridges this by enabling force-on-force simulations where participants experience physical and visual feedback from non-lethal impacts, improving reaction times, tactical proficiency, and judgment under pressure. This has been shown to reduce errors in high-stakes situations, potentially saving lives and minimizing injuries in actual threats.

Safety is paramount in all training exercises and environments. The cartridges use a lead-free, non-toxic primer and are designed for use only in converted weapons, preventing accidental discharge of live rounds. Training requires full protective gear to mitigate any risk of minor bruising or impacts, and all sessions follow the guidelines from Simunition's Scenario Instructor and Safety Certification Course or equivalent. This ensures a controlled, low-risk environment, making it suitable even for civilian participants. No ballistic hazards exist, and noise levels are comparable to standard airsoft or paintball activities, further reduced by the building's insulation.

Justification for Special Use Permit

This project aligns with Marion County's Comprehensive Plan and Land Development Code by promoting community safety and compatibility with rural/residential areas. Key justifications include:

1. **Community Value and Public Benefit**: The facility will foster collaboration between law enforcement and good citizens through joint training programs, enhancing mutual understanding and preparedness. It provides a valuable resource for personal protection education, contributing to a safer community overall. This is consistent with special uses that support public welfare, such as educational or recreational facilities.

2. **Compatibility and Minimal Impacts**: Located on a 6.5-acre residential parcel off a well-traveled road, the low-intensity use will not alter the area's character. Landscaping will ensure the building blends in, and compliance with setbacks minimizes visual impacts. Traffic will be insignificant, with no strain on public services, utilities, or the environment. Noise and activity will be contained within the building.

3. **Compliance with Regulations**: The project will meet all federal, state and local standards. Operations exclude any prohibited activities, focusing solely on defensive training.

4. **Site Suitability**: The property's size and location make it ideal for this discreet use, with flat terrain and existing access supporting low-impact operations.

Supporting Materials

Enclosed are the following documents as required by the Marion County Special Use Permit application packet:

- Completed application form.
- Concept/site plan (drawn to scale, showing building location, setbacks, parking, access, and landscaping).
- Findings of fact example/narrative demonstrating compliance.
- Proof of property ownership.
- Application fee

I attest that all information is accurate and complete. I am available for a pre-application conference or to provide additional details—please contact me at (720)201-8529.

Thank you for considering this application. Approving this Special Use Permit will enhance community safety by offering essential training that unites law enforcement and citizens in a shared commitment to protection. I look forward to your review and the opportunity to present at any required public hearing.

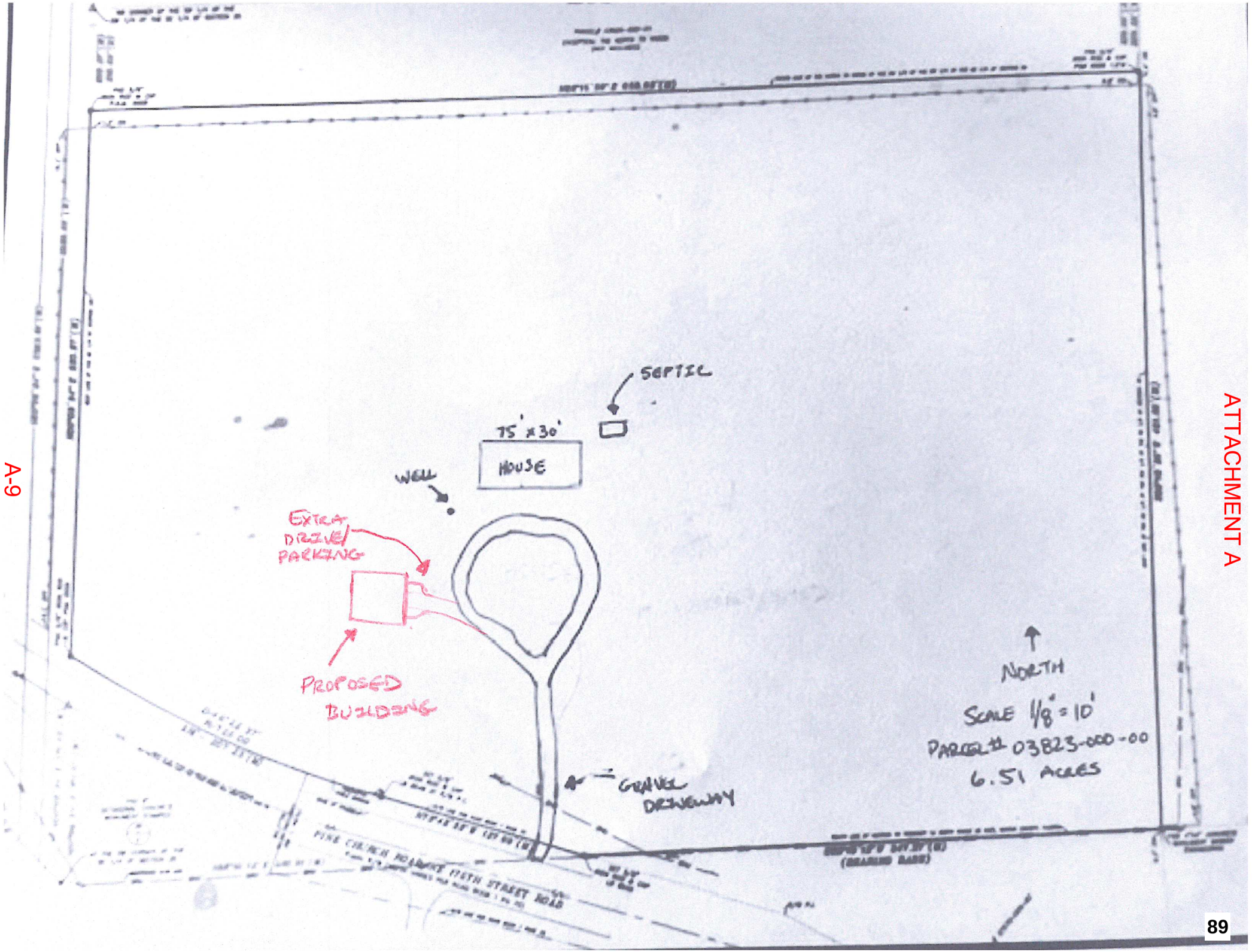
Sincerely,

Scott Adams

Owner

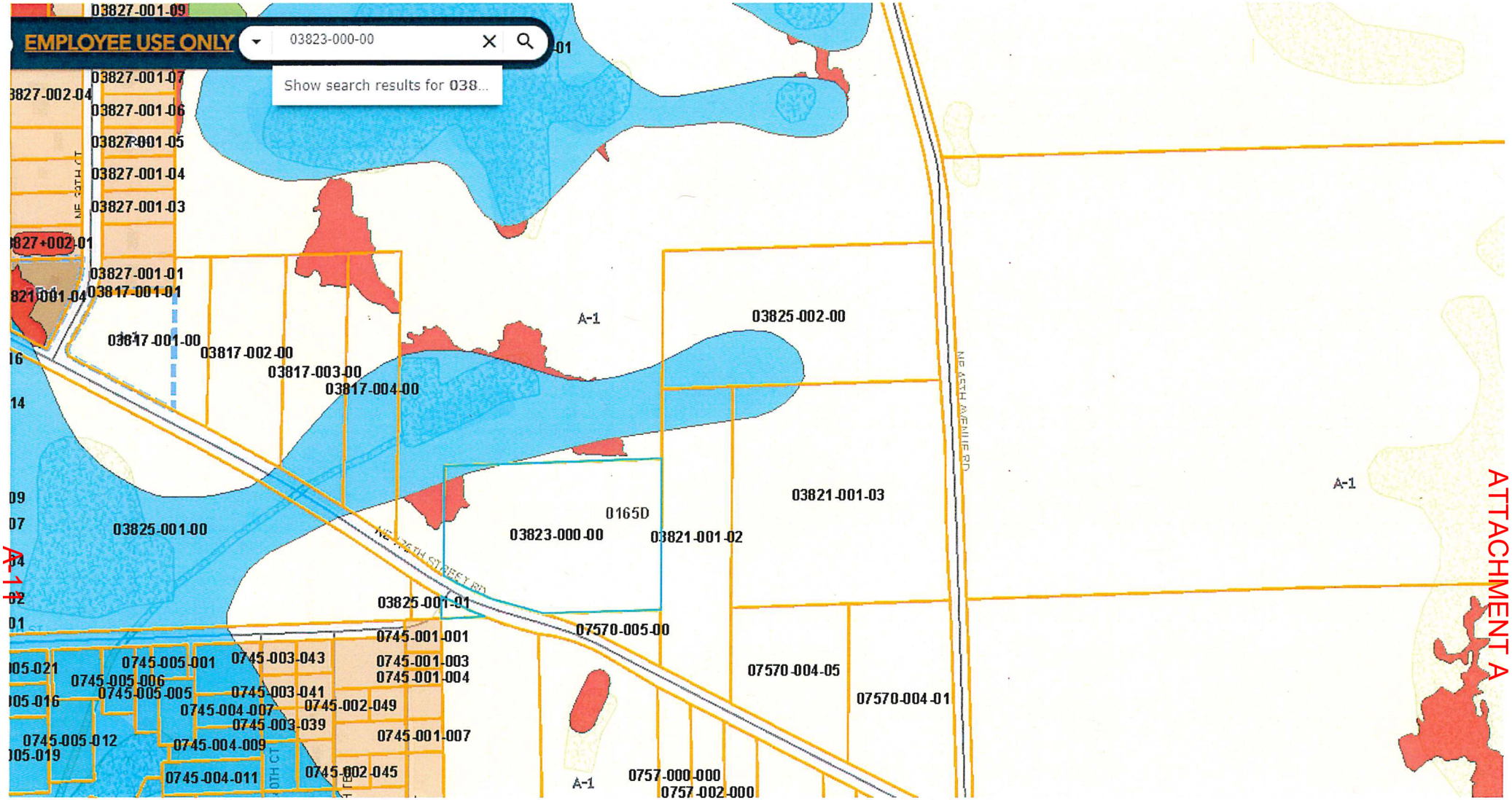
Carbine Stable

Enclosures: [List as above]



A-9

ATTACHMENT A



A-1

ATTACHMENT A

GREGORY C HARRELL CLERK & COMPTROLLER MARION CO
DATE: 08/05/2025 08:42:20 AM
FILE #: 2025104405 OR BK 8679 PGS 519-520
REC FEES: $18.50 INDEX FEES: $0.00
DDS: $0.70 MDS: $0 INT: $0

Prepared By and Return to:
Beyond Business Contracts, P.A.
c/o Tania Bartolini, Esq.
5007 SW 1st Ave.
Ocala, FL 34471

Space Above This Line for Recorder's Use

FLORIDA QUIT CLAIM DEED

STATE OF FLORIDA

COUNTY OF MARION

KNOW ALL MEN BY THESE PRESENTS, That for and in consideration of the sum of TEN DOLLARS ($10.00) in hand paid to **DIASCO LAND TRUST**, formed in the County of Marion, State of Florida (hereinafter known as the "Grantor(s)") hereby quitclaims to **Scott Jason Adams** and **Dianne Ruth Lapum**, husband and wife, whose post office address is 12771 N. US Hwy 27, Ocala, FL 34482 (hereinafter known as the "Grantee(s)") all the rights, title, interest, and claim in or to the following description, situated in Marion County, Florida to-wit:

The SW ¼ of the SW ¼ of the SE ¼ of Section 35, Township 12 South, Range 22 East, except the North 70 yards thereof and except road right of way, Marion County, Florida

Subject to all reservations, covenants, conditions, restrictions, limitations, agreements of record, and easements of record; taxes and assessments for the year 2025 and subsequent years; 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.

Parcel ID#: 03823-0000-00

This document is being prepared without the benefit of a title search or title insurance as requested by the Grantor.

To have and to hold, in fee simple with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever for the

said first party, either in law or equity, to the only proper use, benefit and behoof of the said second party forever.

Grantor's Signature

Scott Jason Adams, as Trustee of DIASCO LAND TRUST

In Witness Whereof,

Witness Name:

Witness Name:

The UPS Store 3849
2775 NW 49th Ave #205
Ocala, FL 34482

Grantor's Signature

Dianne Ruth Lapum, as Trustee of DIASCO LAND TRUST

In Witness Whereof,

Witness Name:

Witness Name:

The UPS Store 3849
2775 NW 49th Ave #205
Ocala, FL 34482

State of Florida)
) s
County of Marion)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 4th day of August, 2025 by Scott Jason Adams and Dianne Ruth Lapum, who [ ] are personally known or [✓] have produced FLDL as identification.

Notary Public State of Florida
Shakaina Griffin
My Commission HH 414476
Expires 6/26/2027

Notary Public

My Commission Expires: 6/26/2027

The UPS Store 3849
2775 NW 49th Ave #205
Ocala, FL 34482

Page 2 of 2

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

03823-000-00
GOOGLE Street View
Prime Key: 54542 MAP IT+ Current as of 9/15/2025

Property Information

ADAMS SCOTT JASON
LAPUM DIANNE RUTH
12771 N US HIGHWAY 27
OCALA FL 34482-1033

Taxes / Assessments:
Map ID: 205
Millage: 9001 - UNINCORPORATED

M.S.T.U.
PC: 99
Acres: 6.51

Situs: 4243 NE 175TH STREET RD
CITRA

Current Value

Land Just Value	$94,962
Buildings	$0
Miscellaneous	$0
Total Just Value	$94,962
Total Assessed Value	$94,962
Exemptions	$0
Total Taxable	$94,962

Ex Codes:

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$94,786	$0	$0	$94,786	$52,780	$0	$52,780
2023	$81,245	$0	$0	$81,245	$47,982	$0	$47,982
2022	$47,393	$0	$0	$47,393	$43,620	$0	$43,620

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
8679/0519	08/2025	05 QUIT CLAIM	0	U	V	$100
8613/0728	04/2025	05 QUIT CLAIM	0	U	V	$100
8544/0858	02/2025	07 WARRANTY	4 V-APPRAISERS OPINION	Q	V	$75,000
8544/0857	02/2025	77 AFFIDAVIT	0	U	V	$100
8479/0088	11/2024	25 PER REP	0	U	V	$100
8544/0851	01/2022	71 DTH CER	0	U	V	$100
8544/0850	11/2011	71 DTH CER	0	U	V	$100

8544/0849	06/2010	71 DTH CER	0	U	V	$100
5231/1664	07/2009	05 QUIT CLAIM	7 PORTIONUND INT	U	V	$100
5231/1652	03/2009	70 OTHER	0	U	V	$100
5231/1650	04/1996	71 DTH CER	0	U	V	$100
0512/0332	06/1972	02 DEED NC	0	Q	V	$10,500
EI85/0199	10/1929	EI E I	0	U	V	$9,515

Property Description

SEC 35 TWP 12 RGE 22
SW 1/4 OF SW 1/4 OF SE 1/4
EX N 70 YDS &
EX RD ROW

Land Data - Warning: Verify Zoning

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
9902		552.0	552.0	A1	6.41	AC	14,000.0000	1.00	1.05	1.00	94,227	94,227
9902		552.0	552.0	A1	.10	AC	14,000.0000	1.00	1.05	0.50	735	735
9994		.0	.0	A1	1.00	UT	.0000	1.00	1.00	1.00		

Neighborhood 1222
Mkt: 8 70

Total Land - Class $94,962
Total Land - Just $94,962

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width

Total Value - $0

Appraiser Notes

Planning and Building
** Permit Search **

Permit Number	Date Issued	Date Completed	Description

Cost Summary

Buildings R.C.N.	$0	1/1/1800
Total Depreciation	$0	
Bldg - Just Value	$0	
Misc - Just Value	$0	3/11/2011
Land - Just Value	$94,962	3/10/2025
Total Just Value	$94,962	.

Bldg Nbr	RCN	Depreciation	Depreciated

Development Review Comments Letter

10/29/2025 12:11:31 PM

SCOTT ADAMS & DIANNE LAPUM
ZO SUP #33443

ID	DESCRIPTION	REMARK	STATUS	DEPT
1	Special Use Permit	N/A	INFO	911
2	Special Use Permit	Existing well will require a Limited Use Water System permit through the Department of Health in Marion County. It will need to be at least 100' from all septic systems. You may get application for permit by contacting Rebecca.Roy@flhealth.gov	NO	DOH
3	Special Use Permit	Stormwater is not opposed to the special use permit. The applicant is requesting a SUP for the purpose of running indoor simulation training. Parcel # 03823-000-00 is currently zoned A-1 and is 6.51 acres in size. There is a FEMA Flood Zone A and a County Flood Prone Area on this site. Per the MCPA, this site currently has 0 SF of impervious coverage. This site will be subject to a Major Site Plan or waiver when its existing and proposed impervious coverage exceeds 9,000 SF.	INFO	ENGDRN
4	Special Use Permit	There is no way to determine the precise traffic impacts of the proposed use as a similar use does not exist in the ITE Trip Generation Manual. However, the proposed use should generate minimal impact. The property is located on NE 175th Street Road which is a paved County maintained collector roadway. There are no concerns about the Level of Service of this roadway. Consideration should be given to limiting the class size to 10 given that only 5 parking spaces will be provided. Also, the number of classes each day should also be limited by the Special Use Permit. This will ensure that the traffic impacts are minimal. Also, since this is a commercial use, a requirement to construct a commercial driveway meeting the requirements of the Office of the County Engineer should also be included in the conditions.	INFO	ENGTRF
5	Special Use Permit	Fire Review conditionally approved for a special use permit. Any site improvements and building construction shall comply with the minimum requirements of the Florida Fire Prevention Code.	INFO	FRMSH
6	Special Use Permit	no comments	INFO	LSCAPE
7	Special Use Permit	The review will be conducted at the time of the reporting process.	INFO	LUCURR

8	Special Use Permit	Parcel 03823-000-00 is within the Marion County Utilities (MCU) service area but is outside the standard connection distance. There are no MCU water or sewer mains within more than three miles of the parcel. The parcel is located outside both the Urban Growth Boundary and the Primary Springs Protection Zone.	INFO	UTIL
9	Special Use Permit	The review will be conducted at the time of the reporting process.	INFO	ZONE

SITE PHOTOS

Planning staff conducted a site visit on October 24, 2025. A later site visit was conducted on November 7, 2025. Consistent with LDC Section 2.7.3.B, one (1) sign was posted and the below photos were taken.

Figure 1.
Sign posted along NE 175th Street Road

Figure 2.
Facing east along NE 175th Street from subject property

Figure 3.
Facing west along NE 175th Street Road from subject property

Figure 4.
View of existing vegetation on subject property from NE 175th Street Road

Figure 5.
View of subject property entrance

Figure 6.
View of existing sign on subject property

Figure 7.
Facing toward location of proposed enclosed structure on subject property

Figure 8.
Facing toward location of proposed single-family residence on subject property

Figure 9.
Internal view of existing vegetation along southeastern subject property boundaries

Figure 10.
Internal view of existing vegetation along southeastern subject property boundaries

Figure 11.
Internal view of existing vegetation along western subject property boundaries

Figure 12.
Facing toward existing Black Sink Estates subdivision from NE 175th Street Road

Figure 13.
View of existing dirt road within Black Sink Estates subdivision

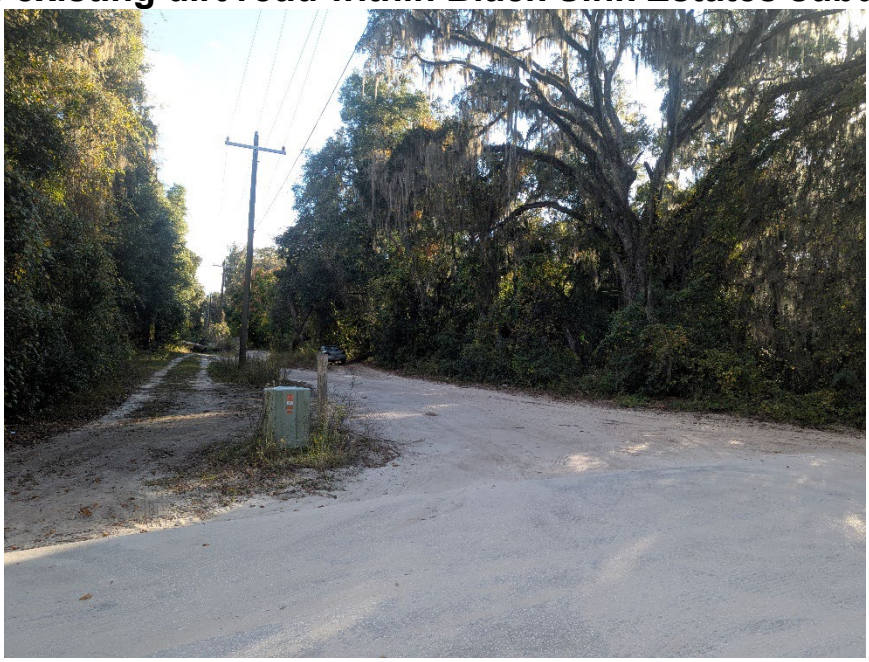


Figure 13.
View of existing low-density development across subject property on NE 175th Street Road

LEGAL REQUEST MEMORANDUM (LRM)

From: (Name) Rivera (Last) Jared (First) (Dept) Planning - 1700

(Title) Planner (Phone) (352) 438-2687

Signature Jared Rivera-Cayetano Date 10/16/2025

The Office of the County Attorney is requested to provide legal assistance as detailed in this legal request and supporting documents (attached).

Request for: ☑ Draft Document ☐ Approve as to Form ☐ RESUBMIT LRM No. _____
☐ Legal Opinion ☐ Other

Description of Request

Please see the attached LRM form and the application form for SUP Case No. 251203SU, requesting to allow indoor "simunition" training within an enclosed metal structure on a property zoned for General Agriculture (A-1). Simunition refers to low-impact impact ammunition to train law enforcement officers and other members of the public in a small classroom-like setting. An instructor will be on-site to help groups of 4-5 use simunition weapons. Dummies (with targets) will occasionally be used.

I understand the County has adopted the policy that Special Use Permit (SUP) requests will only be accepted if explicitly listed under LDC Sec. 4.2.3. We had accepted the application under the impression that the proposed use may be considered a "shooting range." May we classify this use as a shooting range? As the planner assigned to this case, please let me know.

For more information or discussion, contact: ☑ Same as above

(Name) _____ (Last) _____ (First) (Title) _____ (Phone) _____

Agenda Item? ☑ Yes ☐ No Agenda Date: 11/24/2025

Agenda Deadline Date for **Legal:** _____ Agenda Deadline Date for **Admin:** _____

Note: Please allow a MINIMUM of 5 working days BEFORE deadlines for LRM to be completed.

DO NOT COMPLETE - Office of the County Attorney use ONLY

LRM No. 2025-1089

Assigned to: ☐ Matthew Guy Minter, County Attorney ☑ Dana E. Olesky, Chief Asst. County Attorney ☐ Linda Blackburn Asst. County Attorney ☐ Thomas Schwartz Asst. County Attorney ☐ Valdoston Shealey Asst. County Attorne

Outcome: Date Received:

☑ Approved as to form and legal sufficiency

☐ Approved with revisions: ☐ Suggested ☐ Completed

☐ Other: Yes, a simunition facility is a type of shooting range.

RECEIVED
By Victoria Ryder at 8:50 am, Oct 17, 2025

Attorney Signature: _____ Date 10/20/2025

Staff Signature: _____ Date: 10/20/2025 Returned: ☐ Department ☐ Admin ☐ _____
Completed

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21317 **Agenda Date:** 11/24/2025 **Agenda No.:** 1.3.

SUBJECT:
251204SU - Trailhead Asset Group, LLC, Special Use Permit to Allow for a Community Residential Group Home for Up to Eight (8) Adult Residents, in a Single-Family Dwelling (R-1) Zone, 0.46 Acre Parcel, Parcel Account Number 1304-043-018, Site Address 5543 NW 56th Street, Ocala, FL 34482

DESCRIPTION/BACKGROUND:
Trailhead Asset Group, LLC has filed an application for a special use permit to allow for an increase in the maximum number of residents in a community residential home from 6 (six) residents to 8 (eight) residents. An aerial photograph showing the location of the subject property. The Property Identification Number associated with the property is 1304-043-018, Addressed at 5543 NW 56th Street, Ocala, FL 34482, within the Ocala Parks Estates Unit 4 subdivision, and the legal description is displayed on the deed included as part of the application. The subject property is located within the Urban Growth Boundary (UGB) as well as the Secondary Springs Protection Overlay Zone (S-SPOZ).

The special use permit would allow for continued operations, as the property was previously granted an allowance of eight residents in 2016. The property was sold on August 27, 2025, and with the change of ownership, the previous special use permit was voided. A second application was submitted by the same applicant for another community residential residence allowing eight residents, 251205SU. The subject property operates as a community residential home providing long-term housing and supportive services for adults with developmental disabilities. The facility is licensed in accordance with applicable state and local regulations and is authorized to accommodate both male and female residents. The residents live within the home on a permanent or semi-permanent basis, receiving daily care, supervision, and assistance consistent with their individual needs and abilities.

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

PLANNING & ZONING SECTION
STAFF REPORT

P&ZC Date: 11/24/2025	**BCC Date: 12/15/2025**
Case Number:	251204SU
CDP-AR:	33445
Type of Case:	**Special Use Permit** for a community residential home with a capacity of eight (8) residents in an R-1 (Single-Family Dwelling) zone.
Owner	Trailhead Asset Group, LLC
Applicant	Trailhead Asset Group, LLC
Street Address	5543 NW 56th Street, Ocala, FL 34482
Parcel Number	1304-043-018
Property Size	±0.46 acres
Future Land Use	Medium Residential (MR)
Zoning Classification	Single-Family Dwelling (R-1)
Overlay Zone/Scenic Area	Urban Growth Boundary (UGB), Secondary Springs Protection Overlay Zone (S-SPOZ)
Staff Recommendation	**Approval (with conditions)**
P&ZC Recommendation	**TBD**
Project Planner	Sarah Wells, Planner II
Related Case(s)	160409SU Group home with 8 residents in R-1 (original SUP) (See attachment D)

I. ITEM SUMMARY

Trailhead Asset Group, LLC has filed an application for a special use permit to allow for an increase in the maximum number of residents in a community residential home from 6 (six) residents to 8 (eight) residents (see Attachment A). Figure 1 is an aerial photograph showing the location of the subject property. The Property Identification Number associated with the property is 1304-043-018, Addressed at 5543 NW 56th Street, Ocala, FL 34482, within the Ocala Parks Estates Unit 4 subdivision, and the legal description is displayed on the deed included as part of the application. The subject property is located within the Urban Growth Boundary (UGB) as well as the Secondary Springs Protection Overlay Zone (S-SPOZ).

The special use permit would allow for continued operations, as the property was previously granted an allowance of eight residents (see Attachment D) in 2016. The property was sold on August 27, 2025, and with the change of ownership, the previous special use permit was voided. A second application was submitted by the same applicant for another community residential residence allowing eight residents, 251204SU.

The subject property operates as a community residential home providing long-term housing and supportive services for adults with developmental disabilities. The facility is licensed in accordance with applicable state and local regulations and is authorized to accommodate both male and female residents. The residents live within the home on a permanent or semi-permanent basis, receiving daily care, supervision, and assistance consistent with their individual needs and abilities.

To ensure the health, safety, and well-being of the residents, the home is staffed on a continuous 24-hour basis. Personnel are always present providing direct care, monitoring resident activities, and maintaining compliance with licensing and operational standards. Overnight staffing includes on-site sleep-in personnel who remain within the residence during nighttime hours to provide supervision and respond promptly to any emergency or care-related needs. The staffing structure is designed to uphold a stable, supportive, and family-like environment that aligns with the intent of Florida Statutes §419.001—to integrate community residential homes into traditional residential neighborhoods while providing residents with access to necessary support services in a normalized, home-based setting.

Figure 5, below, illustrates the locations of existing community residential homes within Ocala Park Estates Unit 4, along with a delineated 1,000-foot radius measured from the subject parcel to surrounding community residential homes. This neighborhood demonstrates a relatively high concentration of community residential homes within a limited geographic area. Upon review, staff notes that several of the community residential homes on record with the Marion County Growth Services Department appear to be inactive. The operational status of each facility was evaluated based on the presence or absence of recent annual fire inspection reports, which serve as an indicator of continued operation and compliance with applicable safety standards.

Pursuant to the provisions of Florida Statutes §419.001, the siting of community residential homes is governed by specific locational requirements intended to ensure an equitable distribution of such facilities within residential neighborhoods. Specifically, subsection (2) of §419.001 provides that a community residential home of more than six residents shall not be located within a radius of 1,000 feet of another such home.

In reviewing the current configuration of Ocala Park Estates, it appears that three active community residential homes are situated within this prescribed separation distance. However, §419.001 further provides that this spacing requirement “does not affect the legal nonconforming use status of any community residential home lawfully permitted and operating as of July 1, 2016.”

Records indicate that the subject property has been in continuous operation, without lapses in licensing or required inspections, since at least January 2014, the date of the earliest annual fire inspection for a residential home. Accordingly, the subject home maintains legal nonconforming status under current state law and may continue to operate as such, provided that its licensing and operational requirements remain in good standing.

Figure 1
Aerial Photograph of Subject Property

II. STAFF SUMMARY RECOMMENDATION

Staff recommends **APPROVAL WITH CONDITIONS** due to the request being consistent with the Marion County Comprehensive Plan, compatible with the surrounding area, and will not adversely affect the public interest specified in Section VI.B. of this Staff Report. The recommended conditions are being imposed to address compliance with the requirements in LDC Sections 2.8.2.D and 2.8.3.B.

III. NOTICE OF PUBLIC HEARING

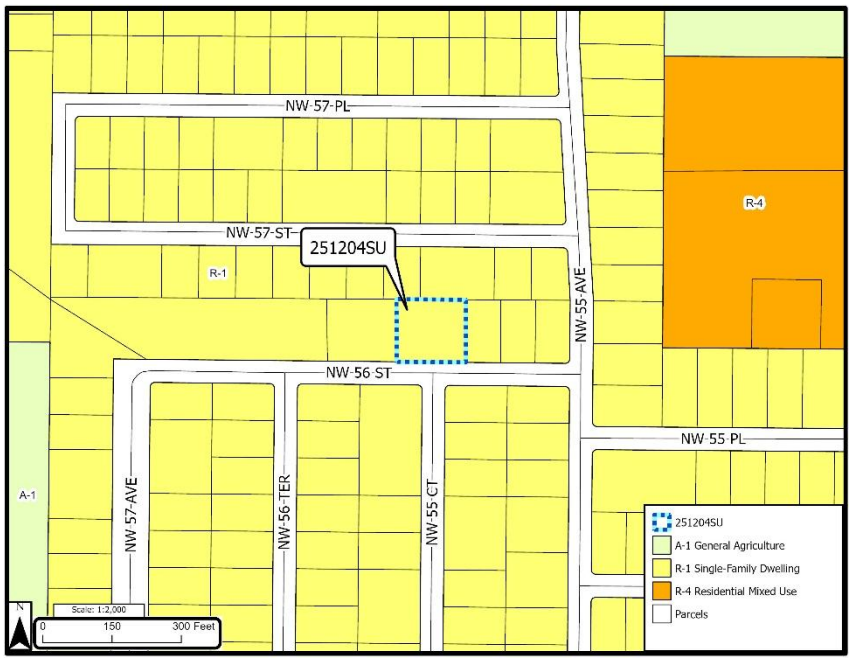
The Growth Services Director has interpreted the requirements of Land Development Code (LDC) Sections 2.7.3.C and 2.7.3.B to apply to SUP applications. LDC Section 2.7.3.C requires notice of public hearing be mailed to all property owners within 300 feet of the subject property, and notice was mailed to (40) property owners on November 7, 2025. As of the date of the initial distribution of this staff report, no letters of opposition or support have been received. Consistent with LDC Section 2.7.3.B., public notice was posted on the subject property on November 14, 2025, and consistent with LDC Section 2.8.3.E., due public notice was published in the Ocala Star-Banner on November 10, 2025. Evidence of the above-described public notices is on file with the Growth Services Department and is incorporated herein by reference.

IV. BACKGROUND/CHARACTER OF THE AREA

A. *site conditions*. Figure 2 provides zoning classification information, while Figure 3 shows the FLUMS designation for the area. Table 1 outlines the existing uses of the surrounding area, while Figure 4 illustrates those uses in relation to the subject property. As illustrated, the subject property is developed as a Single-Family Dwelling.

B. *Zoning district map*. Figure 2 shows the subject property designated as Single-Family Dwelling (R-1). Surrounding properties share the Single-Family Dwelling (R-1) zoning designation.

Figure 2
Existing Zoning Classification



C. *FLUMS designation*. Figure 3 is the FLUMS and shows the subject property as Medium Residential (MR) land use (1-4 du/acre) with similar land use surrounding.

Figure 3
Future Land Use Map Series

TABLE 1. ADJACENT PROPERTY CHARACTERISTICS			
Direction	**FLUMS**	**Zoning**	**Existing Use**
Site	Medium Residential (MR)	Single-Family Dwelling (R-1)	Single-Family Residence
North	Medium Residential (MR)	Single-Family Dwelling (R-1)	Single-Family Residence
South	Medium Residential (MR)	Single-Family Dwelling (R-1)	Vacant Residential
East	Medium Residential (MR)	Single-Family Dwelling (R-1)	Single-Family Residence
West	Medium Residential (MR)	Single-Family Dwelling (R-1)	Improved Residential

Figure 4
MCPA Property Uses

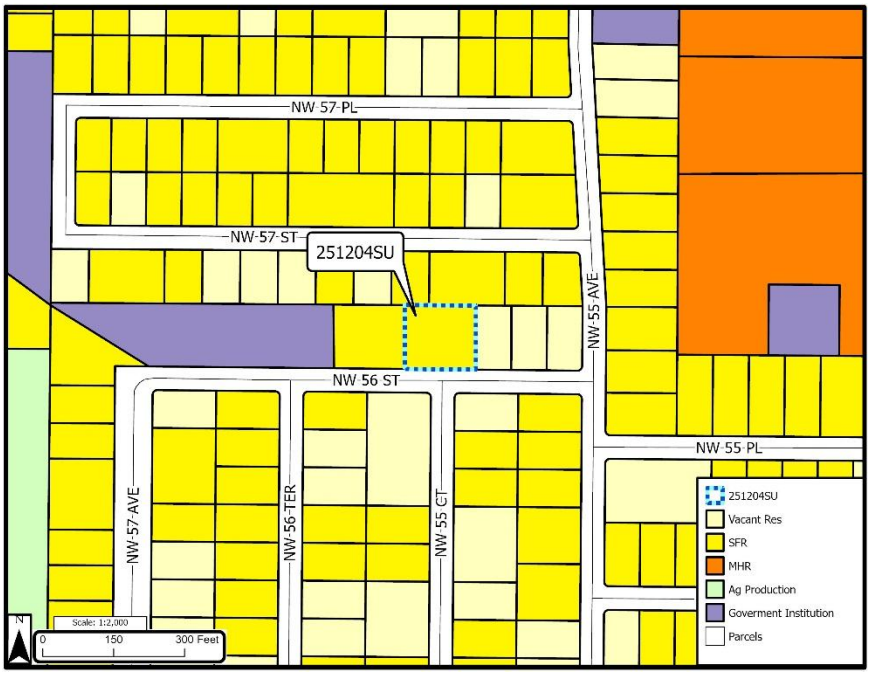
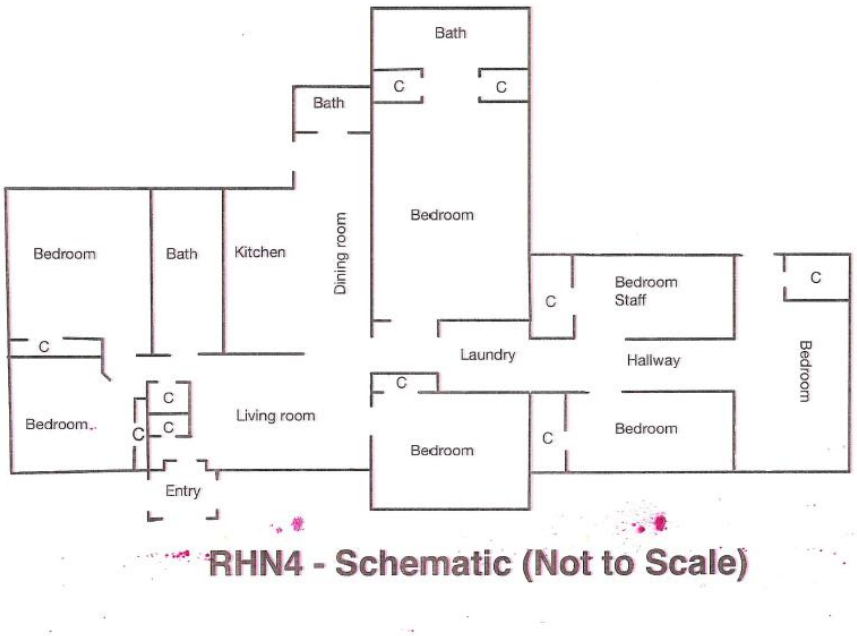


Figure 5
Surrounding Community residential homes

Figure 6
Submitted floor plan within application



V. ANALYSIS

LDC Section 2.8.2.D provides that in making a recommendation to the Board, the Planning and Zoning Commission shall make a written finding that the SUP addresses nine (9) specific requirements. LDC Section 2.8.3.B requires consistency with the Comprehensive Plan. Staff's analysis of compliance with these ten (10) requirements is addressed below.

A. *Provision for **ingress and egress** to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe*.

Analysis: The parcel has an existing paved driveway with access onto NW 56th St. Staff concludes that the application **is consistent** with provisions for ingress and egress.

B. *Provision for **off-street parking and loading areas**, where required, with particular attention to the items in (1) above and the economic, noise, glare, or odor effects of the SUP on adjoining properties and properties generally in the surrounding area*.

Analysis: All parking will take place on-site. The Special Use Permit does not propose increasing the activities and use of the subject property.

C. *Provisions for **refuse and service area**, with particular reference to the items in (1) and (2) above*.

Analysis: Waste removal for the property takes place through residential garbage service; the proposed use will not create additional refuse on-site.

D. *Provision for **utilities**, with reference to locations, availability, and compatibility*.

Analysis: The parcel utilizes a private well and septic. Utilities has noted that the parcel is outside of the connection distance for both sewer and water. Staff notes that the Special Use Permit request will not increase usage of either service.

E. *Provision for **screening and buffering** of dissimilar uses and of adjacent properties where necessary*.

Analysis: The subject parcel is already developed and serves as an existing community residential home and looks indistinguishable from the other adjacent residential homes. No buffering or screening is needed.

F. *Provision for **signs**, if any, **and exterior lighting** with consideration given to glare, traffic safety, economic effects, and compatibility and harmony with properties in the surrounding area*.

Analysis: No signs are proposed for this use.

G. *Provision for **required yards and other green space***.

Analysis: The parcel is a developed single-family home, and it is meeting the requirements for required yards and other green space with the required setbacks.

H. *Provision for general **compatibility** with adjacent properties and other properties in the surrounding area*.

Analysis: Compatibility is defined in Chapter 163.3164(9) of the Florida Statutes, under the Community Planning Act, as "*a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

Figure 1 is an aerial photograph displaying existing and surrounding properties. Figure 4 displays the same properties based on their use code per the Marion County Property Appraiser. The subject parcel has been operating as a community residential home for eight (8) residents since 2016. In that time, there have been no recorded disturbances to adjacent property owners, and growth services have not received any complaints. The subject property blends in seamlessly with surrounding properties, as it is residential in appearance. The application is **consistent** with the provision for compatibility.

I. *Provision for meeting any **special requirements** required by the site analysis for the particular use involved*.

Analysis: Staff notes that, unlike a variance, which runs with the land and is recorded in the public records, a special use permit is not recorded. As a result, a subsequent owner will not have notice of the requirements. Staff recommends the following policy for future development of the property.

- The special use permit shall run with Trailhead LLC. Should the property be sold or change ownership, a new special use permit shall be applied for.
- The maximum number of residents allowed by this special use permit shall be 8.

J. *Consistency with the Comprehensive Plan*.

1. Policy 2.1.5: **Permitted & Special Uses** – The county shall identify permitted and special uses for each land use designation and zoning classification, as further defined in the Comprehensive Plan, Zoning, and LDC.

Analysis: LDC Section 4.2.9 allows for a Special Use Permit for a community residential home with seven or more residents. Thus, the application is **consistent** with FLUE Policy 2.1.5.

Based on the above findings, staff concludes the SUP is consistent with LDC Sections 2.8.2.D and 2.8.3.B as well as the Comprehensive Plan.

VI. ALTERNATIVE RECOMMENDATIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, and make a recommendation to the Commission to adopt a proposed Ordinance to **DENY** the special use permit.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, amend the findings and conclusions contained herein so as to support the approval of the Ordinance with amended conditions, and make a recommendation to the Commission to adopt a proposed Ordinance to **APPROVE WITH AMENDED CONDITIONS** the special use permit.

C. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, and make a recommendation to the Commission to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

A. Staff recommends the Board enter into the record the Staff Report and all other competent substantial evidence presented at the hearing and make a recommendation to adopt a proposed Ordinance to **APPROVE AS CONDITIONED** the special use permit based on compatibility in the area, compliance with the Comprehensive Plan, and a lack of adverse impacts to the surrounding area.

B. To address compliance with LDC Sections 2.8.2.D and 2.8.3.B, the following conditions are imposed in the event that the Board chooses to agree with staff recommendation and approve the special use with conditions:

1. The special use permit shall run with Trailhead LLC. Should the property be sold or change ownership, a new special use permit shall be applied for.
2. The maximum number of residents allowed by this special use permit shall not exceed 8.

VIII. PLANNING AND ZONING COMMISSION RECOMMENDATION

To be determined.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined.

X. LIST OF ATTACHMENTS

A. SUP Application.
B. Site Photos.
C. Ordinance from Previous Special Use Permit

**See attachment C of 251205SU Trailhead LLC, as the comments are similar in nature, and unable to access DRC comments*

Marion County
Board of County Commissioners

Growth Services ◆ Planning & Zoning

2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

RECEIVED
SEP 22 2025
MARION COUNTY
GROWTH SERVICES

STAFF/OFFICE USE ONLY	
Case No.:	APPLICATION COMPLETE
AR No.:	DATE COMPLETED 9/24/25
PA:	INITIALS EM
TENTATIVE MEETING DATES	
P&Z PH	11/24/25
BCC/P&Z PH	12/15 or 12/16/25

__ New or Modification $1,000
__ Expired $1,000
__ Renewal (no changes) $300

SPECIAL USE PERMIT APPLICATION

The undersigned hereby requests a Special Use Permit in accordance with Marion County Land Development Code, Articles 2 and 4, for the purpose of:

Continuing the use of this residential property as an APD-licensed group home for up to eight (8) adult residents with developmental disabilities, as previously approved by Special Use Resolution in 2016. The use remains consistent with R1 zoning and fulfills a vital community need while preserving the residential character of the surrounding neighborhood.

Property/Site Address: 5543 NW 56th Street, Ocala, FL, 34482
Property Dimensions: Front: 156.0 ft. Depth: 135.0 ft **Total Acreage:** 0.46

Legal Description: (Please attach a copy of the deed and location map.) **Parcel Zoning:** R1

Parcel Account Number(s): 1304-043-018

Each property owner(s) MUST sign this application or provide written authorization naming the applicant or agent below to act on their behalf. **Please print all information, except for the Owner and Applicant/Agent *signature*. If multiple owners or applicants, please use additional pages.**

Property Owner	Applicant or Agent
Trailhead Asset Group, LLC	
Property Owner Name (please print)	**Applicant or Agent Name (please print)**
10865 SW 47th Ave	10865 SW 47th Ave
Mailing Address	**Mailing Address**
Ocala, FL 34476	Ocala, FL 34476
City, State, Zip Code	**City, State, Zip Code**
(352) 598-7345 / (352) 895-4963	(352) 598-7345 / (352) 895-4963
Phone Number (include area code)	**Phone Number (include area code)**
david@reshabnetwork.com dawn@reshabnetwork.com	david@reshabnetwork.com dawn@reshabnetwork.com
E-Mail Address (include complete address)	**E-Mail Address (include complete address)**
Signatures* David Minnici / Dawn Minnici	***Signatures*** David Minnici / Dawn Minnici

*By signing this application, applicant hereby authorizes Growth Services to enter onto, inspect, and traverse the property indicated above, to the extent Growth Services deems necessary, for the purposes of assessing this application and inspecting for compliance with County ordinance and any applicable permits.

STAFF/OFFICE USE ONLY				
Project No.: 2016 02 0032	*Code Case No.:* —		*Application No.:*	
Rcvd by: BM	*Rcvd Date:* 9/22/25	*FLUM:*	*AR No.:* 33445	*Rev: 10/20/21*

Please note: The Special Use Permit will not become effective until after a final decision is made by the Marion County Board of County Commissioners. The owner, applicant or agent must be present at the public hearing to represent this application. If no representative is present and the board requires additional information, the request may be postponed or denied. Notice of said hearing will be mailed to the above-listed address(es). All information given by the applicant or agent must be correct and legible to be processed. The filing fee is non-refundable.

For more information, please contact the Zoning Division at 352-438-2675.

Written Findings of Facts	**Address:** 5543 NW 56th St, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-043-018

1. Compatibility with Surrounding Area: The proposed group home has been in continuous operation since its original approval in 2016 and maintains a residential appearance and use. The property is located in the Ocala Park Estates subdivision, surrounded by single-family homes.

2. Conformance with Comprehensive Plan: The use is consistent with Marion County's Comprehensive Plan by supporting community-based residential care for persons with disabilities, integrating care into existing neighborhoods, and preventing institutionalization.

3. Consistency with Land Development Code: The R-1 zoning district permits group homes with up to 8 residents by special use. The proposed continued use complies with all dimensional and intensity standards of the district.

4. No Adverse Impact on Public Health or Safety: The home is staffed 24/7 by trained caregivers and meets all APD licensing and safety standards. It does not generate excessive noise, traffic, or other impacts.

5. Adequate Public Facilities: The home is served by a well and septic system and connected to SECO Energy. Adequate utilities, road access, and emergency services exist for continued operation.

6. Longstanding Approved Use: This request is for the continuation of a special use previously granted by the Board of County Commissioners in 2016. Approval will prevent displacement of residents and staff.

7. Provision for Required Yards and Other Green Space: The property maintains its original front, side, and rear yards, which comply with the R-1 zoning setbacks. Existing lawn space and greenery are preserved around the residence, with adequate open yard space on all sides. No new structures or encroachments are proposed. The front and back yards provide outdoor recreational space for residents and contribute to the residential character of the neighborhood.

8. General Compatibility with Adjacent Properties: The continued use of the property as an APD-licensed group home is compatible with surrounding properties in Ocala Park Estates. The home is indistinguishable from neighboring single-family residences in appearance and scale. It has operated at this location since 2016 without incident or disruption. Continued operation preserves neighborhood integrity, prevents displacement of vulnerable residents, and poses no adverse impact on adjacent homes.

9. Compliance with Site-Specific Requirements: The property meets all requirements of the original special use permit granted in 2016. No structural or operational changes are proposed. The facility remains in compliance with all state and local licensing, zoning, and safety regulations. The applicant is fully committed to adhering to any additional requirements imposed by the County to ensure continued compatibility and safe operation.

RESOLUTION NO. 16-R-143

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, APPROVING THE ISSUANCE OF A SPECIAL USE PERMIT, PROVIDING AN EFFECTIVE DATE.

WHEREAS, an application for a Special Use Permit was duly filed and considered by the Marion County Planning and Zoning Commission at its meeting on March 28, 2016; and

WHEREAS, the aforementioned application was considered at a public hearing held by the Board of County Commissioners of Marion County, Florida at its meeting on Tuesday, April 19, 2016, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Marion County, Florida:

SECTION 1. SPECIAL USE PERMIT APPLICATION APPROVAL 160409SU Serenity Holistic Residential Care Corporation. The Application requesting a Special Use Permit, Articles 2 and 4, of the Marion County Land Development Code, as submitted by Tina R. Albritton, Ocala, FL, a copy of said application being on file with the Marion County Growth Services Director, is hereby approved to allow an increase in occupancy of a group home to 8 clients, in an R-1 (Single-Family Dwelling) zone, Parcel Account No. 1304-043-018, .46 acres.

SECTION 2. FINDINGS AND CONDITIONS. The Board of County Commissioners agrees with the recommendation and findings of the Planning and Zoning Commission recommending approval of the Special Use Permit and the Board approves the Special Use Permit subject to the following conditions:

1. The site shall be developed and operated consistent with the submitted conceptual plan and the conditions as provided with this approval.
2. Ingress/egress shall be via NW 56th Street via existing driveway.
3. The community residential home shall be limited to eight (8) residents. Expansion of the structure and/or an increase in the number of residents beyond the specified limits is prohibited; however, the owner/applicant may submit a new Special Use permit application for review and consideration of an expansion/increase.
4. The special use permit runs with the owner, Tina Albritton, not the property.
5. This Special Use Permit applies to the entire 0.46 acres.

SECTION 3. REVOCATION. Violation or failure to comply with one or more condition(s) of this Special Use Permit shall be grounds for revocation of this Special Use Permit by the Board at a noticed public hearing.

SECTION 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption.

DULY ADOPTED in regular session this 19th day of April, 2016.

ATTEST:

DAVID R. ELLSPERMANN, CLERK

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA

KATHY BRYANT, CHAIRMAN

Conceptual Site Plan Summary	**Address:** 5543 NW 56th St, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-043-018

1. **Boundaries and Dimensions:** Provided attached parcel map.

2. **Existing Structures:** One single-family residence.

3. **Proposed Structures or Expansions:** None.

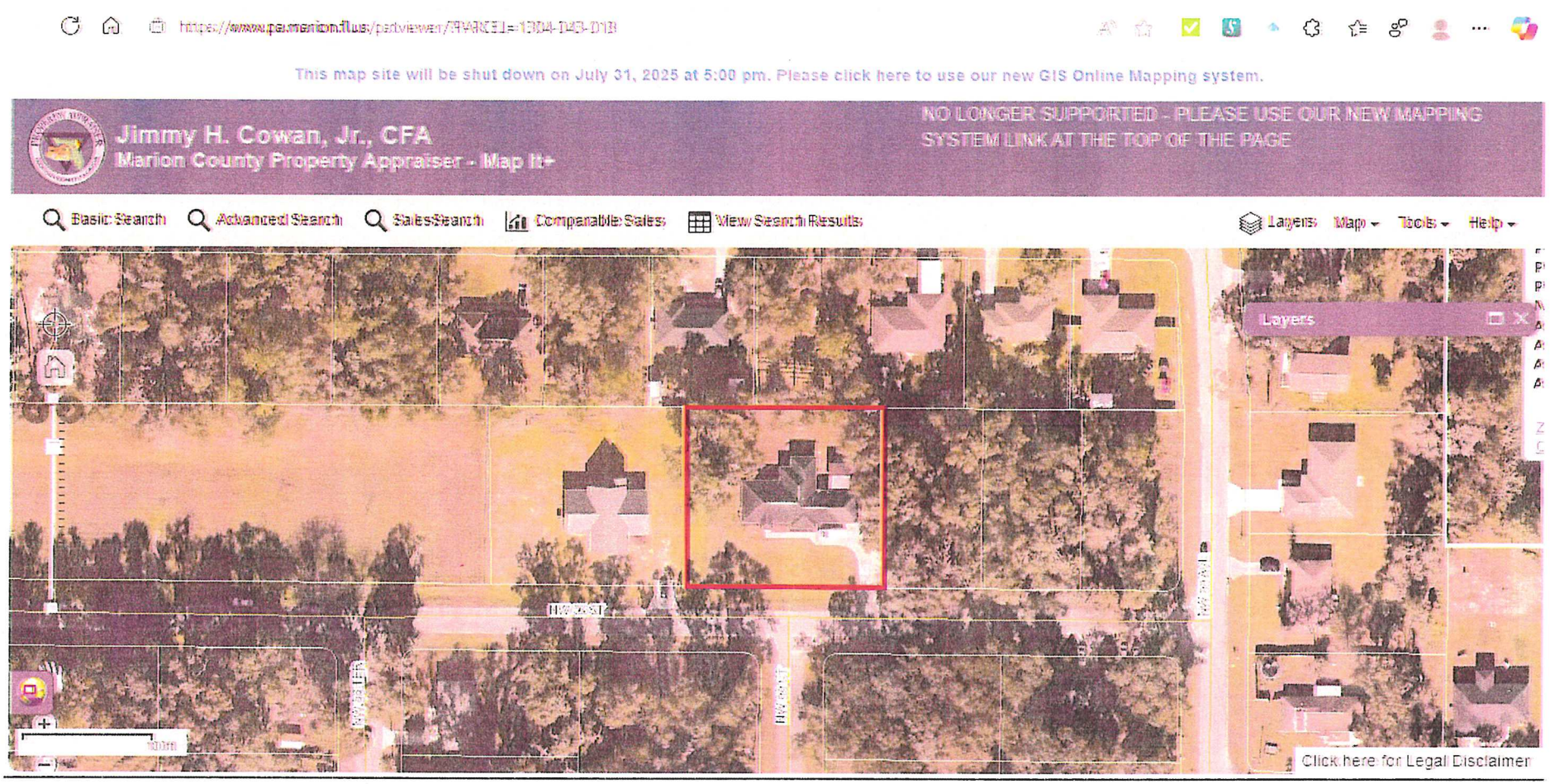
4. **Traffic Flow / Access Points:** Access via the existing driveway.

5. **Parking:** Parking available in the driveway and roadside in accordance with residential standards.

6. **Screening or Buffering:** Not applicable; existing landscaping only.

7. **Utilities:** Property is served by SECO Energy (electric), a private well (water), and a septic system (sewer).

Address: 5543 NW 56th St, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-043-018	**Description:** Parcel Map.



2025-07-28

A 6

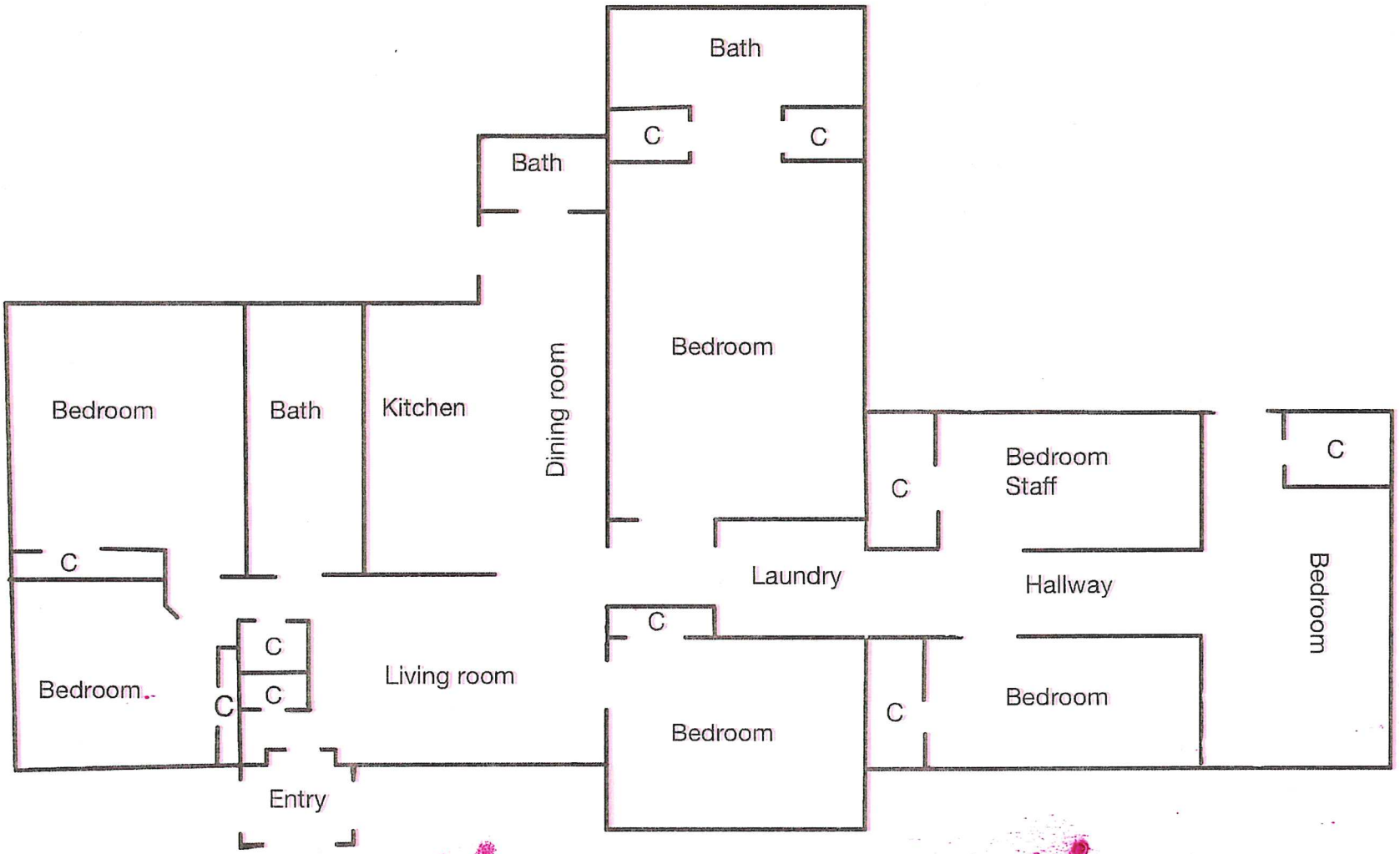
Attachment A Application Package

Address: 5543 NW 56th St, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-043-018	**Description:** Locations of Electric Service (exhibit 1), Septic Tank and Drainfield (exhibit 2), and Driveway, Potabler Water Well, Temporaty Off-Street Parking/Loading, and Open Space/Yard (exhibit 3).

Exhibit 3: Driveway, Potabler Water Well, Temporaty Off-Street Parking/Loading, and Open Space/Yard.

A 7

Attachment A Application Package



RHN4 - Schematic (Not to Scale)

Address: 5543 NW 56th St, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-043-018	**Description:** Locations of Electric Service (exhibit 1), Septic Tank and Drainfield (exhibit 2), and Driveway, Potabler Water Well, Temporaty Off-Street Parking/Loading, and Open Space/Yard (exhibit 3).

Exhibit 1: Electric Utility Service.

Exhibit 2: Septic Tank and Drainfield.

A 9

Attachment A Application Package

THIS INSTRUMENT PREPARED BY AND RETURN TO:
H. Randolph Klein, Esq.
Klein & Klein, PLLC
40 SE 11th Avenue
Ocala, Florida 34471
Our File No.: **R2025138**
Property Appraisers Parcel Identification (Folio) Numbers: **1304-045-005**
Florida Documentary Stamps in the amount of **$7,875.00** have been paid hereon.

SPACE ABOVE THIS LINE FOR RECORDING DATA

WARRANTY DEED

THIS WARRANTY DEED, made the 27 day of **August, 2025** by **SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation**, whose post office address is **7575 W. Hwy. 326, Ocala, FL 34482,** herein called the Grantor, to **TRAILHEAD ASSET GROUP, LLC, a Florida limited liability company,** whose post office address is **10865 SW 47th Avenue, Ocala, FL 34476**, hereinafter called the Grantee:
(Wherever used herein the terms "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)

W I T N E S S E T H: That the Grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars 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 MARION County, State of Florida, viz.:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Subject to easements, restrictions and reservations of record, which are not intended to be reimposed hereby, and to taxes for the year 2025 and thereafter.

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, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever.

GREGORY C HARRELL CLERK & COMPTROLLER MARION CO
CFN# 2025115221 BK 8697 Pgs 1616-1618 08/28/2025 08:44:59 AM
REC FEE 27.00 INDEX DEED DOC 7,875.00

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation

By: _____
Tina R. Albritton, President

_____
Witness #1 Signature

RENEE L. WOLCOTT
Witness #1 Printed Name

40 SE 11th Ave Ocala, FL 34471
Witness #1 Post Office Address

_____
Witness #2 Signature

H. RANDOLPH KLEIN
Witness #2 Printed Name

40 SE 11th Ave Ocala, FL 34471
Witness #2 Post Office Address

STATE OF FLORIDA
COUNTY OF MARION

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 27 day of August, 2025 by Tina R. Albritton, President of SERENITY HOLISTIC RESIDENTIAL CARE CORPORATION, a Florida corporation, on behalf of the corporation. She is ____ personally known to me OR ✓ produced FLDL as identification.

SEAL

RENEE L WOLCOTT NOTARY PUBLIC MY COMMISSION EXPIRES 8-24-2026 STATE OF FLORIDA COMMISSION NUMBER HH 257277

_____
Notary Signature

My Commission Expires:

_____
Printed Notary Signature

File No.: **R2025138**

GREGORY C HARRELL MARION COUNTY FL
CFN# 2025115221 OR BK 8697 PG 1617 Pgs 1616-1618 08/28/2025 08:44:59 AM

EXHIBIT "A"

LEGAL DESCRIPTION

Parcel 1:
Lot 5, Block 45, OCALA PARK ESTATES UNIT NO. 4, as per plat thereof recorded in Plat Book H, Pages 73, 73A through 73F, Public Records of Marion County, Florida.

Parcel 2:
Lots 13 and 14, Block 40, OCALA PARK ESTATES UNIT NO. 4, as per plat thereof recorded in Plat Book H, Page 73, Public Records of Marion County, Florida.

Parcel 3:
Lots 18 and 19, Block 43, OCALA PARK ESTATES UNIT NO. 4, as per plat thereof recorded in Plat Book H, Page 73, Public Records of Marion County, Florida.

GREGORY C HARRELL MARION COUNTY FL
CFN# 2025115221 OR BK 8697 PG 1618 Pgs 1616-1618 08/28/2025 08:44:59 AM

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS, that **SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation**, ("First Party"), for and in consideration of the sum of Thirty Nine Thousand Two Hundred Fifty and No/100 ($39,250.00) Dollars, and other good and valuable considerations, to it paid by **TRAILHEAD ASSET GROUP, LLC, a Florida limited liability company,** ("Second Party"), the receipt and sufficiency whereof is hereby acknowledged, has granted, bargained, sold, transferred, and delivered, and by these presents does hereby grant, bargain, sell, transfer and deliver unto the Second Party, the following tangible personal property of the First Party currently located at **5543 NW 56th St., 5489 NW 56th Terrace, and 5840 NW 57th Ave., all Ocala, FL 34482**, and particularly described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND HEREBY INCORPORATED BY REFERENCE.

And the First Party does covenant to and with the Second Party, its successors and assigns, that the First Party is the lawful owner of the tangible personal property; that the tangible personal property is free from all encumbrances; that the First Party has good right to sell the same as aforesaid; and that the First Party will warrant and defend the sale of the tangible personal property hereby made, unto the said Second Party, its successors and assigns, against the lawful claims and demands of all persons whomsoever.

TO HAVE AND TO HOLD the same unto said Second Party, its executors, administrators, successors and assigns forever.

IN WITNESS WHEREOF, the President of First Party hereunto sets her hand and seal this 27 day of August, 2025.

Signed, sealed and delivered
in the presence of:

Witness #1 Signature

RENEE L. WOLCOTT
Witness #1 Printed Name

Witness #2 Signature

H. RANDOLPH KLEIN
Witness #2 Printed Name

SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation

By:
Tina R. Albritton, President

STATE OF FLORIDA
COUNTY OF MARION

The foregoing instrument was acknowledged before me by means of (X) physical presence or (_) online notarization, this 27 day of August, 2025, by Tina R. Albritton, President of SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation, on behalf of said corporation, who ____ is personally known to me OR X who produced a valid driver's license as identification.

RENEE L. WOLCOTT NOTARY PUBLIC MY COMMISSION EXPIRES 8-24-2026 STATE OF FLORIDA COMMISSION NUMBER HH 257277

Notary Public
My Commission Expires:

Detail by Registered Agent Name

Florida Limited Liability Company
TRAILHEAD ASSET GROUP, LLC

Filing Information

Document Number	L25000344188
FEI/EIN Number	NONE
Date Filed	07/28/2025
Effective Date	07/25/2025
State	FL
Status	ACTIVE

Principal Address

10865 SW 47TH AVE
OCALA, FL 34476

Mailing Address

10865 SW 47TH AVE
OCALA, FL 34476

Registered Agent Name & Address

MINNICI, DAVID F
10865 SW 47TH AVE
OCALA, FL 34476

Authorized Person(s) Detail

Name & Address

Title AMBR

MINNICI, DAVID F
10865 SW 47TH AVE
OCALA, FL 34476

Title AMBR

MINNICI, DAWN M
10865 SW 47TH AVE
OCALA, FL 34476

Annual Reports

No Annual Reports Filed

Document Images

07/28/2025 -- Florida Limited Liability | View image in PDF format

Electronic Articles of Organization For Florida Limited Liability Company

L25000344188
FILED 8:00 AM
July 28, 2025
Sec. Of State
dsultana

Article I

The name of the Limited Liability Company is:

TRAILHEAD ASSET GROUP, LLC

Article II

The street address of the principal office of the Limited Liability Company is:

10865 SW 47TH AVE
OCALA, FL. US 34476

The mailing address of the Limited Liability Company is:

10865 SW 47TH AVE
OCALA, FL. US 34476

Article III

Other provisions, if any:

TO ACQUIRE, LEASE, MANAGE, DEVELOP, AND HOLD FOR INVESTMENT RESIDENTIAL AND COMMERCIAL REAL ESTATE PROPERTIES, AND TO ENGAGE IN ANY OTHER LAWFUL BUSINESS PERMITTED UNDER THE LAWS OF THE STATE OF FLORIDA.

Article IV

The name and Florida street address of the registered agent is:

DAVID F MINNICI
10865 SW 47TH AVE
OCALA, FL. 34476

Having been named as registered agent and to accept service of process for the above stated limited liability company at the place designated in this certificate, I hereby accept the appointment as registered agent and agree to act in this capacity. I further agree to comply with the provisions of all statutes relating to the proper and complete performance of my duties, and I am familiar with and accept the obligations of my position as registered agent.

Registered Agent Signature: DAVID F MINNICI

Article V

L25000344188
FILED 8:00 AM
July 28, 2025
Sec. Of State
dsultana

The name and address of person(s) authorized to manage LLC:

Title: AMBR
DAVID F MINNICI
10865 SW 47TH AVE
OCALA, FL. 34476 US

Title: AMBR
DAWN M MINNICI
10865 SW 47TH AVE
OCALA, FL. 34476 US

Article VI

The effective date for this Limited Liability Company shall be:

07/25/2025

Signature of member or an authorized representative

Electronic Signature: DAVID F MINNICI

I am the member or authorized representative submitting these Articles of Organization and affirm that the facts stated herein are true. I am aware that false information submitted in a document to the Department of State constitutes a third degree felony as provided for in s.817.155, F.S. I understand the requirement to file an annual report between January 1st and May 1st in the calendar year following formation of the LLC and every year thereafter to maintain "active" status.

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

1304-043-018

GOOGLE Street View

Prime Key: 2381701 | MAP IT+ | Current as of 9/22/2025

Property Information

TRAILHEAD ASSET GROUP LLC
10865 SW 47TH AVE
OCALA FL 34476-4474

Taxes / Assessments:
Map ID: 144
Millage: 9002 - UNINCORPORATED

M.S.T.U.
PC: 01
Acres: .46

Situs: 5543 NW 56TH ST OCALA

Current Value

Land Just Value	$48,200
Buildings	$278,032
Miscellaneous	$4,976
Total Just Value	$331,208
Total Assessed Value	$331,208
Exemptions	$0
Total Taxable	$331,208

Ex Codes:

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$42,500	$308,253	$5,761	$356,514	$250,934	$0	$250,934
2023	$34,000	$317,241	$6,301	$357,542	$228,122	$0	$228,122
2022	$25,500	$227,749	$5,253	$258,502	$207,384	$0	$207,384

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
8697/1616	08/2025	07 WARRANTY	8 ALLOCATED	Q	I	$1,125,000
8439/0062	09/2024	05 QUIT CLAIM	0	U	I	$100
8352/1389	09/2023	08 CORRECTIVE	0	U	I	$100
8141/0958	09/2023	05 QUIT CLAIM	0	U	I	$100
6474/0367	10/2016	05 QUIT CLAIM	0	U	I	$100
5852/1113	04/2013	07 WARRANTY	2 V-SALES VERIFICATION	U	I	$85,000
2813/0128	06/2000	07 WARRANTY	0	U	V	$900
1821/0077	04/1992	07 WARRANTY	8 ALLOCATED	U	V	$2,673

1706/1898	01/1990	07 WARRANTY	8 ALLOCATED	U	V	$1,171

Property Description

SEC 28 TWP 14 RGE 21
PLAT BOOK H PAGE 073
OCALA PARK ESTATES UNIT 4
BLK 43 LOTS 18.19

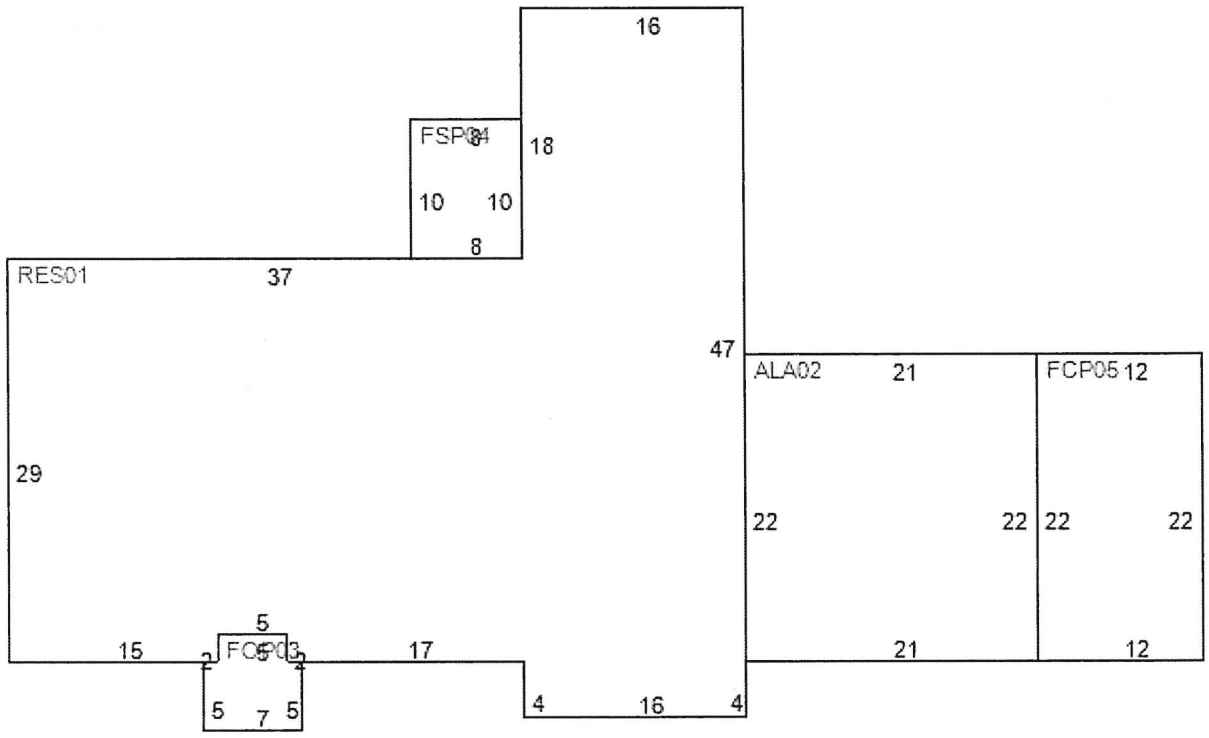
Parent Parcel: 1304-000-001

Land Data - Warning: Verify Zoning

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
0100		150.0	135.0	R1	2.00	LT	24,100.0000	1.00	1.00	1.00	48,200	48,200
Neighborhood 1310											Total Land - Class	$48,200
Mkt: 1 70											Total Land - Just	$48,200

Traverse

Building 1 of 1
RES01=D4L16U4L17U2L5D2L15U29R37U18R16D47.
ALA02=R21U22L21D22.L33
FOP03=U2L5D2L1D5R7U5L1.R33U47L16D18
FSP04=L8U10R8D10.U18R16D25R21
FCP05=D22R12U22L12.



Building Characteristics

Improvement	1F - SFR- 01 FAMILY RESID
Effective Age	3 - 10-14 YRS
Condition	1
Quality Grade	600 - AVERAGE
Inspected on	1/1/2025 by 228

Year Built 2001
Physical Deterioration 0%
Obsolescence: Functional 0%
Obsolescence: Locational 0%
Architecture 0 - STANDARD SFR
Base Perimeter 298

Type	ID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
RES	01	32 - CONC BLK-STUCO	1.00	2001	N	0 %	0 %	1,879	1,879
ALA	02	32 - CONC BLK-STUCO	1.00	2001	N	0 %	0 %	462	462
FOP	03	01 - NO EXTERIOR	1.00	2001	N	0 %	0 %	45	45

FSP 0401 - NO EXTERIOR	1.00	2001	N	0 %	0 %	80	80
FCP 0501 - NO EXTERIOR	1.00	2017	N	0 %	0 %	264	264

Section: 1

Roof Style: 12 HIP
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 20 HEAT PUMP
Heat Meth 2: 00
Foundation: 6 MONOLITC SLAB
A/C: Y

Floor Finish: 37 LAMINATE
Wall Finish: 16 DRYWALL-PAINT
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 0

Bedrooms: 3
4 Fixture Baths: 1
3 Fixture Baths: 1
2 Fixture Baths: 0
Extra Fixtures: 3

Blt-In Kitchen: Y
Dishwasher: Y
Garbage Disposal: N
Garbage Compactor: N
Intercom: N
Vacuum: N

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
190 SEPTIC 1-5 BTH	1.00	UT	99	2001	2	0.0	0.0
256 WELL 1-5 BTH	1.00	UT	99	2001	2	0.0	0.0
159 PAV CONCRETE	1,971.00	SF	20	2001	3	0.0	0.0
159 PAV CONCRETE	426.00	SF	20	2013	3	0.0	0.0
UDS SCRN PORCH-UNF	224.00	SF	40	2014	2	16.0	14.0
114 FENCE BOARD	324.00	LF	10	2019	4	0.0	0.0

Total Value - $4,976

Appraiser Notes

Planning and Building
** Permit Search **

Permit Number	Date Issued	Date Completed	Description
2025043682	6/19/2025	6/23/2025	NEW CERT OF OCC:PREVIOUS USE: GROUP HOMENEW USE: GROUP HOME
2021033667	4/29/2021	7/1/2021	INSTALL 2 INTERIOR WALLS 3 INTERIOR DOORS IN EXT LARGE BEDR
2017031552	3/15/2017	12/22/2017	FCP
2016101133	10/24/2016	7/3/2018	15X15 AS BUILT POLE BARN WITH CONCRETE
M110822	11/1/2000	4/1/2001	SFR

Cost Summary

Buildings R.C.N.	$266,194	9/12/2025
Total Depreciation	($63,887)	
Bldg - Just Value	$202,307	
Misc - Just Value	$4,976	9/12/2025
Land - Just Value	$48,200	1/15/2025
Total Just Value	$255,483	.

Bldg Nbr	RCN	Depreciation	Depreciated
1	$266,194	($63,887)	$202,307

Fig. 1 Sign posting

Fig. 2 Subject Property

Fig. 3 intersection at location of site

Fig. 4 Facing east from subject property

Fig. 5 Facing south from site

Fig. 6 Adjacent parcel to the west

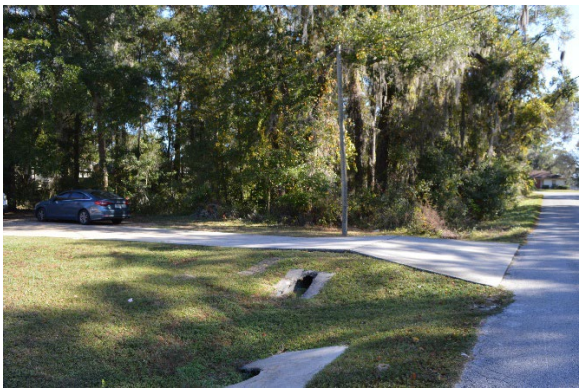


Fig. 7 Adjacent parcel to the east

Fig. 8 parcel to the south east, across from subject parcel

Fig. 9 parcel to the south west, across from subject property

RESOLUTION NO. 16-R-143

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, APPROVING THE ISSUANCE OF A SPECIAL USE PERMIT, PROVIDING AN EFFECTIVE DATE.

WHEREAS, an application for a Special Use Permit was duly filed and considered by the Marion County Planning and Zoning Commission at its meeting on March 28, 2016; and

WHEREAS, the aforementioned application was considered at a public hearing held by the Board of County Commissioners of Marion County, Florida at its meeting on Tuesday, April 19, 2016, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Marion County, Florida:

SECTION 1. SPECIAL USE PERMIT APPLICATION APPROVAL 160409SU Serenity Holistic Residential Care Corporation. The Application requesting a Special Use Permit, Articles 2 and 4, of the Marion County Land Development Code, as submitted by Tina R. Albritton, Ocala, FL, a copy of said application being on file with the Marion County Growth Services Director, is hereby approved to allow an increase in occupancy of a group home to 8 clients, in an R-1 (Single-Family Dwelling) zone, Parcel Account No. 1304-043-018, .46 acres.

SECTION 2. FINDINGS AND CONDITIONS. The Board of County Commissioners agrees with the recommendation and findings of the Planning and Zoning Commission recommending approval of the Special Use Permit and the Board approves the Special Use Permit subject to the following conditions:

1. The site shall be developed and operated consistent with the submitted conceptual plan and the conditions as provided with this approval.
2. Ingress/egress shall be via NW 56th Street via existing driveway.
3. The community residential home shall be limited to eight (8) residents. Expansion of the structure and/or an increase in the number of residents beyond the specified limits is prohibited; however, the owner/applicant may submit a new Special Use permit application for review and consideration of an expansion/increase.
4. The special use permit runs with the owner, Tina Albritton, not the property.
5. This Special Use Permit applies to the entire 0.46 acres.

SECTION 3. REVOCATION. Violation or failure to comply with one or more condition(s) of this Special Use Permit shall be grounds for revocation of this Special Use Permit by the Board at a noticed public hearing.

SECTION 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption.

DULY ADOPTED in regular session this 19th day of April, 2016.

ATTEST:

DAVID R. ELLSPERMANN, CLERK

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA

KATHY BRYANT, CHAIRMAN

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21318 **Agenda Date:** 11/24/2025 **Agenda No.:** 1.4.

SUBJECT:
251205SU - Trailhead Asset Group, LLC, Special Use Permit to Allow for a Community Residential Group Home for Up to Eight (8) Adult Residents, in a Single-Family Dwelling (R-1) Zone, 0.25 Acre Parcel, Parcel Account Number 1304-045-005, Site Address 5489 NW 56th Terrace, Ocala, FL 34482

DESCRIPTION/BACKGROUND:
Trailhead Asset Group, LLC has filed an application for a special use permit to allow for an increase in the maximum number of residents in a community residential home from 6 (six) residents to 8 (eight) residents. An aerial photograph showing the location of the subject property. The Property Identification Number associated with the property is 1304-045-005, Addressed at 5489 NW 56th Terrace, Ocala, FL 34482, within the Ocala Parks Estates Unit 4 subdivision, and the legal description is displayed on the deed included as part of the application. The subject property is located within the Urban Growth Boundary (UGB) as well as the Secondary Springs Protection Overlay Zone (S-SPOZ).

The special use permit would allow for continued operations, as the property was previously granted an allowance of eight residents in 2016. The property was sold on August 27, 2025, and with the change of ownership, the previous special use permit was voided. A second application was submitted by the same applicant for another community residential residence allowing eight residents, 251204SU.

The subject property operates as a community residential home providing long-term housing and supportive services for adults with developmental disabilities. The facility is licensed in accordance with applicable state and local regulations and is authorized to accommodate both male and female residents. The residents live within the home on a permanent or semi-permanent basis, receiving daily care, supervision, and assistance consistent with their individual needs and abilities. Staff is recommending approval because the requested use is compatible with the surrounding area, will not adversely affect the public interest, and is consistent with the Marion County Comprehensive Plan.

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

PLANNING & ZONING SECTION
STAFF REPORT

P&ZC Date: 11/24/2025	**BCC Date: 12/15/2025**
Case Number:	251205SU
CDP-AR:	33444
Type of Case:	**Special Use Permit** for a community residential home with a capacity of eight (8) residents in an R-1 (Single-Family Dwelling) zone.
Owner	Trailhead Asset Group, LLC
Applicant	Trailhead Asset Group, LLC
Street Address	5489 NW 56th Terrace, Ocala, FL 34482
Parcel Number	1304-045-005
Property Size	±0.25 acres
Future Land Use	Medium Residential (MR)
Zoning Classification	Single-Family Dwelling (R-1)
Overlay Zone/Scenic Area	Urban Growth Boundary (UGB), Secondary Springs Protection Overlay Zone (S-SPOZ)
Staff Recommendation	**Approval (with conditions)**
P&ZC Recommendation	**TBD**
Project Planner	Sarah Wells, Planner II
Related Case(s)	160410SU Group home with 8 residents in R-1 (original SUP) See attachment D

I. ITEM SUMMARY

Trailhead Asset Group, LLC has filed an application for a special use permit to allow for an increase in the maximum number of residents in a community residential home from 6 (six) residents to 8 (eight) residents (see Attachment A). Figure 1 is an aerial photograph showing the location of the subject property. The Property Identification Number associated with the property is 1304-045-005, Addressed at 5489 NW 56th Terrace, Ocala, FL 34482, within the Ocala Parks Estates Unit 4 subdivision, and the legal description is displayed on the deed included as part of the application. The subject property is located within the Urban Growth Boundary (UGB) as well as the Secondary Springs Protection Overlay Zone (S-SPOZ).

The special use permit would allow for continued operations, as the property was previously granted an allowance of eight residents (see Attachment D) in 2016. The property was sold on August 27, 2025, and with the change of ownership, the previous special use permit was voided. A second application was submitted by the same applicant for another community residential residence allowing eight residents, 251205SU.

The subject property operates as a community residential home providing long-term housing and supportive services for adults with developmental disabilities. The facility is licensed in accordance with applicable state and local regulations and is authorized to accommodate both male and female residents. The residents live within the home on a permanent or semi-permanent basis, receiving daily care, supervision, and assistance consistent with their individual needs and abilities.

To ensure the health, safety, and well-being of the residents, the home is staffed on a continuous 24-hour basis. Personnel are always present providing direct care, monitoring resident activities, and maintaining compliance with licensing and operational standards. Overnight staffing includes on-site sleep-in personnel who remain within the residence during nighttime hours to provide supervision and respond promptly to any emergency or care-related needs. The staffing structure is designed to uphold a stable, supportive, and family-like environment that aligns with the intent of Florida Statutes §419.001—to integrate community residential homes into traditional residential neighborhoods while providing residents with access to necessary support services in a normalized, home-based setting.

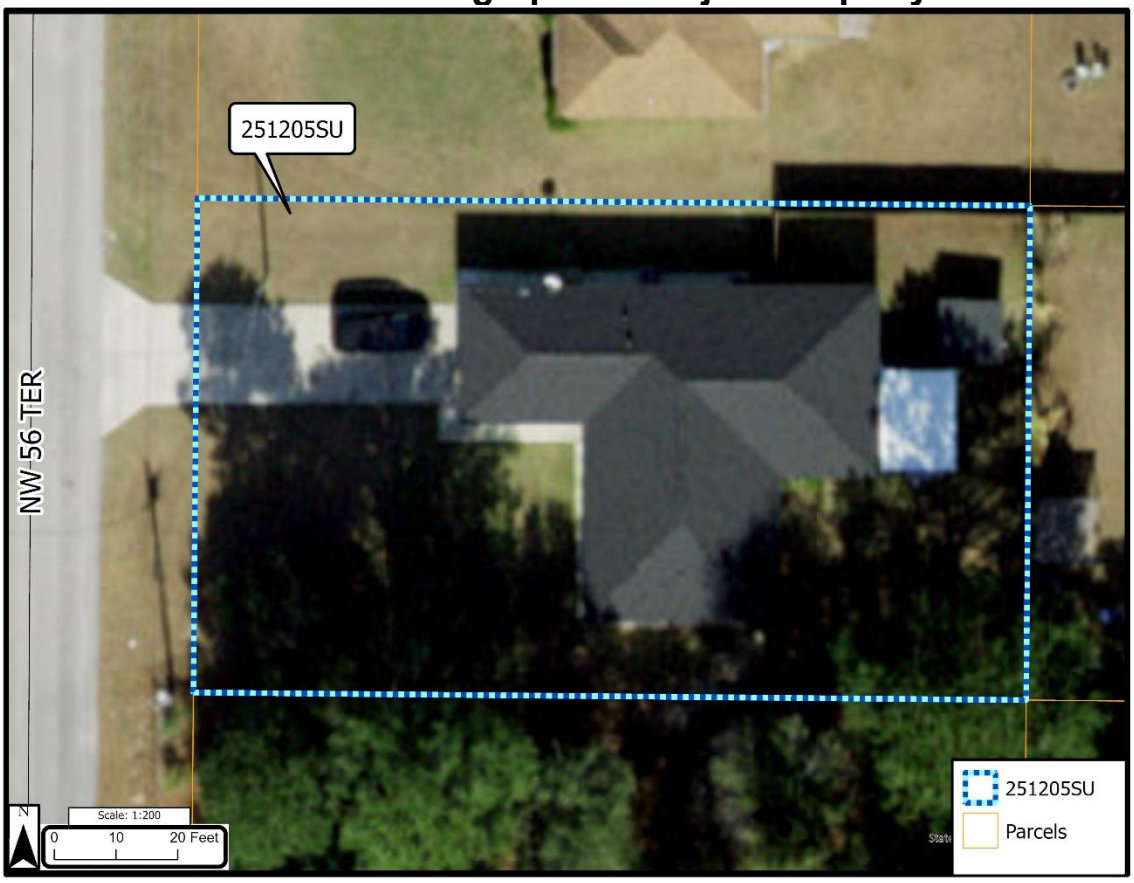
Figure 5, below, illustrates the locations of existing community residential homes within Ocala Park Estates Unit 4, along with a delineated 1,000-foot radius measured from the subject parcel to surrounding community residential homes. This neighborhood demonstrates a relatively high concentration of community residential homes within a limited geographic area. Upon review, staff notes that several of the community residential homes on record with the Marion County Growth Services Department appear to be inactive. The operational status of each facility was evaluated based on the presence or absence of recent annual fire inspection reports, which serve as an indicator of continued operation and compliance with applicable safety standards.

Pursuant to the provisions of Florida Statutes §419.001, the siting of community residential homes is governed by specific locational requirements intended to ensure an equitable distribution of such facilities within residential neighborhoods. Specifically, subsection (2) of §419.001 provides that a community residential home of more than six residents shall not be located within a radius of 1,000 feet of another such home.

In reviewing the current configuration of Ocala Park Estates, it appears that two active community residential homes are situated within this prescribed separation distance. However, §419.001 further provides that this spacing requirement “does not affect the legal nonconforming use status of any community residential home lawfully permitted and operating as of July 1, 2016.”

Records indicate that the subject property has been in continuous operation, without lapses in licensing or required inspections, since at least January 2011, the date of the earliest affidavit on file verifying compliance with separation distance requirements at the time of establishment. Accordingly, the subject home maintains legal nonconforming status under current state law and may continue to operate as such, provided that its licensing and operational requirements remain in good standing.

Figure 1
Aerial Photograph of Subject Property



II. STAFF SUMMARY RECOMMENDATION

Staff recommends **APPROVAL WITH CONDITIONS** due to the request being consistent with the Marion County Comprehensive Plan, compatible with the surrounding area, and will not adversely affect the public interest specified in Section VI.B. of this Staff Report. The recommended conditions are being imposed to address compliance with the requirements in LDC Sections 2.8.2.D and 2.8.3.B.

III. NOTICE OF PUBLIC HEARING

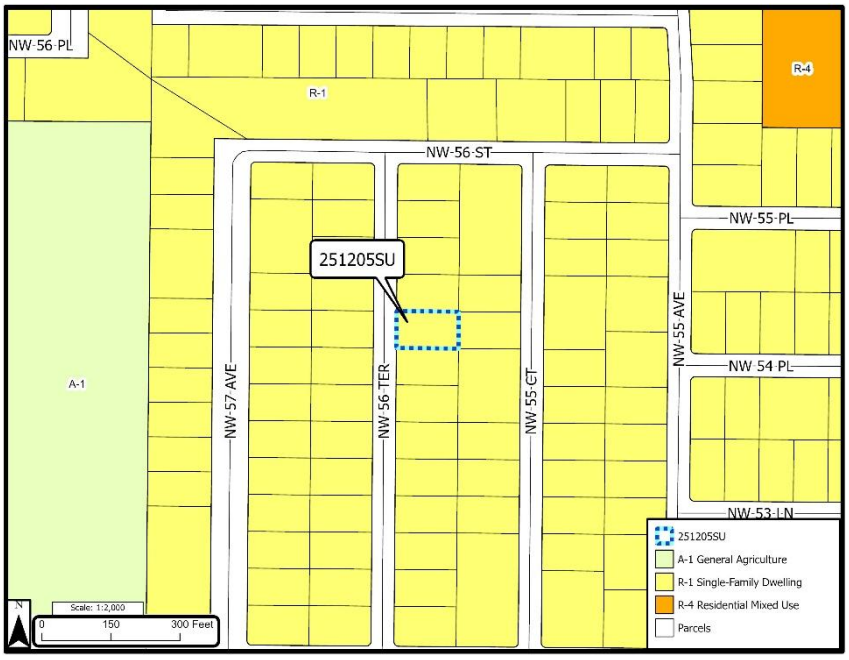
The Growth Services Director has interpreted the requirements of Land Development Code (LDC) Sections 2.7.3.C and 2.7.3.B to apply to SUP applications. LDC Section 2.7.3.C requires notice of public hearing be mailed to all property owners within 300 feet of the subject property, and notice was mailed to (34) property owners on November 7, 2025. As of the date of the initial distribution of this staff report, no letters of opposition or support have been received. Consistent with LDC Section 2.7.3.B., public notice was posted on the subject property on November 14, 2025, and consistent with LDC Section 2.8.3.E., due public notice was published in the Ocala Star-Banner on November 10, 2025. Evidence of the above-described public notices is on file with the Growth Services Department and is incorporated herein by reference.

IV. BACKGROUND/CHARACTER OF THE AREA

A. *site conditions*. Figure 2 provides zoning classification information, while Figure 3 shows the FLUMS designation for the area. Table 1 outlines the existing uses of the surrounding area, while Figure 4 illustrates those uses in relation to the subject property. As illustrated, the subject property is developed as a Single-Family Dwelling.

B. *Zoning district map*. Figure 2 shows the subject property designated as Single-Family Dwelling (R-1). Surrounding properties share the Single-Family Dwelling (R-1) zoning designation.

Figure 2
Existing Zoning Classification



C. *FLUMS designation*. Figure 3 is the FLUMS and shows the subject property as Medium Residential (MR) land use (1-4 du/acre) with similar land use surrounding.

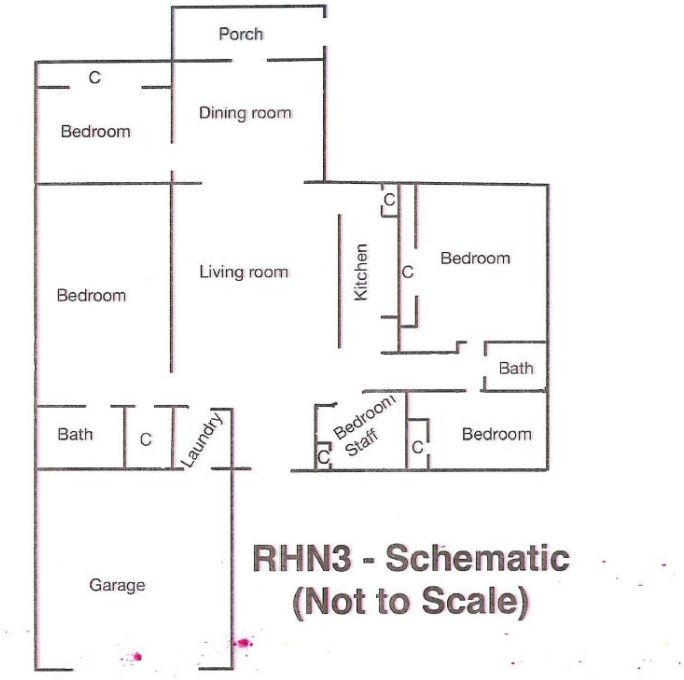
Figure 3
Future Land Use Map Series

TABLE 1. ADJACENT PROPERTY CHARACTERISTICS			
Direction	**FLUMS**	**Zoning**	**Existing Use**
Site	Medium Residential (MR)	Single-Family Dwelling (R-1)	Single-Family Residence
North	Medium Residential (MR)	Single-Family Dwelling (R-1)	Single-Family Residence
South	Medium Residential (MR)	Single-Family Dwelling (R-1)	Vacant Residential
East	Medium Residential (MR)	Single-Family Dwelling (R-1)	Single-Family Residence
West	Medium Residential (MR)	Single-Family Dwelling (R-1)	Improved Residential

Figure 4
MCPA Property Uses

Figure 5
Surrounding Community residential homes

Figure 6
Submitted floor plan within application



V. ANALYSIS

LDC Section 2.8.2.D provides that in making a recommendation to the Board, the Planning and Zoning Commission shall make a written finding that the SUP addresses nine (9) specific requirements. LDC Section 2.8.3.B requires consistency with the Comprehensive Plan. Staff's analysis of compliance with these ten (10) requirements is addressed below.

A. *Provision for **ingress and egress** to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe*.

Analysis: The parcel has an existing paved driveway with access onto NW 56th Ter. Staff concludes that the application **is consistent** with provisions for ingress and egress.

B. *Provision for **off-street parking and loading areas**, where required, with particular attention to the items in (1) above and the economic, noise, glare, or odor effects of the SUP on adjoining properties and properties generally in the surrounding area*.

Analysis: All parking will take place on-site. The Special Use Permit does not propose increasing the activities and use of the subject property.

C. *Provisions for **refuse and service area**, with particular reference to the items in (1) and (2) above*.

Analysis: Waste removal for the property takes place through residential garbage service; the proposed use will not create additional refuse on-site.

D. *Provision for **utilities**, with reference to locations, availability, and compatibility*.

Analysis: The parcel utilizes a private well and septic. Utilities has noted that the parcel is outside of the connection distance for both sewer and water. Staff notes that the Special Use Permit request will not increase usage of either service.

E. *Provision for **screening and buffering** of dissimilar uses and of adjacent properties where necessary*.

Analysis: The subject parcel is already developed and serves as an existing community residential home and looks indistinguishable from the other adjacent residential homes. No buffering or screening is needed.

F. *Provision for **signs**, if any, **and exterior lighting** with consideration given to glare, traffic safety, economic effects, and compatibility and harmony with properties in the surrounding area*.

Analysis: No signs are proposed for this use.

G. *Provision for **required yards and other green space***.

Analysis: The parcel is a developed single-family home, it is meeting the requirements for required yards and other green space with the required setbacks.

H. *Provision for general **compatibility** with adjacent properties and other properties in the surrounding area*.

Analysis: Compatibility is defined in Chapter 163.3164(9) of the Florida Statutes, under the Community Planning Act, as "*a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

Figure 1 is an aerial photograph displaying existing and surrounding properties. Figure 4 displays the same properties based on their use code per the Marion County Property Appraiser. The subject parcel has been operating as a community residential home for eight residents since 2016. In that time, there have been no recorded disturbances to adjacent property owners, and growth services have not received any complaints. The subject property blends in seamlessly with surrounding properties, as it is residential in appearance. The application is **consistent** with the provision for compatibility.

I. *Provision for meeting any **special requirements** required by the site analysis for the particular use involved*.

Analysis: Staff notes that, unlike a variance, which runs with the land and is recorded in the public records, a special use permit is not recorded. As a result, a subsequent owner will not have notice of the requirements. Staff recommends the following policy for future development of the property.

- The special use permit shall run with Trailhead LLC. Should the property be sold or change ownership, a new special use permit shall be applied for.
- The maximum number of residents allowed by this special use permit shall be 8.

J. *Consistency with the Comprehensive Plan*.

1. Policy 2.1.5: **Permitted & Special Uses** – The county shall identify permitted and special uses for each land use designation and zoning classification, as further defined in the Comprehensive Plan, Zoning, and LDC.

Analysis: LDC Section 4.2.9 allows for a Special Use Permit for a community residential home with seven or more residents. Thus, the application is **consistent** with FLUE Policy 2.1.5.

Based on the above findings, staff concludes the SUP is consistent with LDC Sections 2.8.2.D and 2.8.3.B as well as the Comprehensive Plan.

VI. ALTERNATIVE RECOMMENDATIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, and make a recommendation to the Commission to adopt a proposed Ordinance to **DENY** the special use permit.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, amend the findings and conclusions contained herein so as to support the approval of the Ordinance with amended conditions, and make a recommendation to the Commission to adopt a proposed Ordinance to **APPROVE WITH AMENDED CONDITIONS** the special use permit.

C. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, and make a recommendation to the Commission to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

A. Staff recommends the Board enter into the record the Staff Report and all other competent substantial evidence presented at the hearing and make a recommendation to adopt a proposed Ordinance to **APPROVE AS CONDITIONED** the special use permit based on compatibility in the area, compliance with the Comprehensive Plan, and a lack of adverse impacts to the surrounding area.

B. To address compliance with LDC Sections 2.8.2.D and 2.8.3.B, the following conditions are imposed in the event that the Board chooses to agree with staff recommendation and approve the special use with conditions:

1. The special use permit shall run with Trailhead LLC. Should the property be sold or change ownership, a new special use permit shall be applied for.
2. The maximum number of residents allowed by this special use permit shall not exceed 8.

VIII. PLANNING AND ZONING COMMISSION RECOMMENDATION

To be determined.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined.

X. LIST OF ATTACHMENTS

A. SUP Application.
B. Site Photos.
C. DRC Comments.
D. Ordinance from Previous Special Use Permit

Marion County
Board of County Commissioners

Growth Services ◆ Planning & Zoning

2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

RECEIVED
SEP 22 2025
MARION COUNTY
GROWTH SERVICES

STAFF/OFFICE USE ONLY	
Case No.:	APPLICATION COMPLETE
AR No.:	DATE COMPLETED 9/24/25
PA:	INITIALS EM
TENTATIVE MEETING DATES	
P&Z PH	11/24/25
BCC/P&Z PH	12/15 OR 12/16/25

__ New or Modification $1,000
__ Expired $1,000
__ Renewal (no changes) $300

SPECIAL USE PERMIT APPLICATION

The undersigned hereby requests a Special Use Permit in accordance with Marion County Land Development Code, Articles 2 and 4, for the purpose of:

Continuing the use of this residential property as an APD-licensed group home for up to eight (8) adult residents with developmental disabilities, as previously approved by Special Use Resolution in 2016. The use remains consistent with R1 zoning and fulfills a vital community need while preserving the residential character of the surrounding neighborhood.

Property/Site Address: 5489 NW 56th Terrace, Ocala, FL 34482

Property Dimensions: Front: 80.0 ft. Depth: 135.0 ft **Total Acreage:** 0.25

Legal Description: (Please attach a copy of the deed and location map.) **Parcel Zoning:** R1

Parcel Account Number(s): 1304-045-005

Each property owner(s) MUST sign this application or provide written authorization naming the applicant or agent below to act on their behalf. **Please print all information, except for the Owner and Applicant/Agent *signature*. If multiple owners or applicants, please use additional pages.**

Property Owner	Applicant or Agent
Trailhead Asset Group, LLC	
Property Owner Name (please print)	**Applicant or Agent Name (please print)**
10865 SW 47th Ave	10865 SW 47th Ave
Mailing Address	**Mailing Address**
Ocala, FL 34476	Ocala, FL 34476
City, State, Zip Code	**City, State, Zip Code**
(352) 598-7345 / (352) 895-4963	(352) 598-7345 / (352) 895-4963
Phone Number (include area code)	**Phone Number (include area code)**
david@reshabnetwork.com dawn@reshabnetwork.com	david@reshabnetwork.com dawn@reshabnetwork.com
E-Mail Address (include complete address)	**E-Mail Address (include complete address)**
Signatures* David Minnici / Dawn Minnici	***Signatures*** David Minnici / Dawn Minnici

*By signing this application, applicant hereby authorizes Growth Services to enter onto, inspect, and traverse the property indicated above, to the extent Growth Services deems necessary, for the purposes of assessing this application and inspecting for compliance with County ordinance and any applicable permits.

STAFF/OFFICE USE ONLY					
Project No.: 2016 02 0031	*Code Case No.:*		*Application No.:*		
Rcvd by: EM	*Rcvd Date:* 9/22/25	*FLUM:* MR	*AR No.:* 33444		*Rev:* 10/20/21

Please note: The Special Use Permit will not become effective until after a final decision is made by the Marion County Board of County Commissioners. The owner, applicant or agent must be present at the public hearing to represent this application. If no representative is present and the board requires additional information, the request may be postponed or denied. Notice of said hearing will be mailed to the above-listed address(es). All information given by the applicant or agent must be correct and legible to be processed. The filing fee is non-refundable.

For more information, please contact the Zoning Division at 352-438-2675.

Written Findings of Facts	**Address:** 5489 NW 56th Ter, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-045-005

1. Compatibility with Surrounding Area: The proposed group home has been in continuous operation since its original approval in 2016 and maintains a residential appearance and use. The property is located in the Ocala Park Estates subdivision, surrounded by single-family homes.

2. Conformance with Comprehensive Plan: The use is consistent with Marion County's Comprehensive Plan by supporting community-based residential care for persons with disabilities, integrating care into existing neighborhoods, and preventing institutionalization.

3. Consistency with Land Development Code: The R-1 zoning district permits group homes with up to 8 residents by special use. The proposed continued use complies with all dimensional and intensity standards of the district.

4. No Adverse Impact on Public Health or Safety: The home is staffed 24/7 by trained caregivers and meets all APD licensing and safety standards. It does not generate excessive noise, traffic, or other impacts.

5. Adequate Public Facilities: The home is served by a well and septic system and connected to SECO Energy. Adequate utilities, road access, and emergency services exist for continued operation.

6. Longstanding Approved Use: This request is for the continuation of a special use previously granted by the Board of County Commissioners in 2016. Approval will prevent displacement of residents and staff.

7. Provision for Required Yards and Other Green Space: The property maintains its original front, side, and rear yards, which comply with the R-1 zoning setbacks. Existing lawn space and greenery are preserved around the residence, with adequate open yard space on all sides. No new structures or encroachments are proposed. The front and back yards provide outdoor recreational space for residents and contribute to the residential character of the neighborhood.

8. General Compatibility with Adjacent Properties: The continued use of the property as an APD-licensed group home is compatible with surrounding properties in Ocala Park Estates. The home is indistinguishable from neighboring single-family residences in appearance and scale. It has operated at this location since 2016 without incident or disruption. Continued operation preserves neighborhood integrity, prevents displacement of vulnerable residents, and poses no adverse impact on adjacent homes.

9. Compliance with Site-Specific Requirements: The property meets all requirements of the original special use permit granted in 2016. No structural or operational changes are proposed. The facility remains in compliance with all state and local licensing, zoning, and safety regulations. The applicant is fully committed to adhering to any additional requirements imposed by the County to ensure continued compatibility and safe operation.

RESOLUTION NO. 16-R-144

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, APPROVING THE ISSUANCE OF A SPECIAL USE PERMIT, PROVIDING AN EFFECTIVE DATE.

WHEREAS, an application for a Special Use Permit was duly filed and considered by the Marion County Planning and Zoning Commission at its meeting on March 28, 2016; and

WHEREAS, the aforementioned application was considered at a public hearing held by the Board of County Commissioners of Marion County, Florida at its meeting on Tuesday, April 19, 2016, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Marion County, Florida:

SECTION 1. SPECIAL USE PERMIT APPLICATION APPROVAL 160410SU Serenity Holistic Residential Care Corporation. The Application requesting a Special Use Permit, Articles 2 and 4, of the Marion County Land Development Code, as submitted by Tina R. Albritton, Ocala, FL, a copy of said application being on file with the Marion County Growth Services Director, is hereby approved to allow an increase in occupancy of a group home to 8 clients, in an R-1 (Single-Family Dwelling) zone, Parcel Account No. 1304-045-005, .25 acres.

SECTION 2. FINDINGS AND CONDITIONS. The Board of County Commissioners agrees with the recommendation and findings of the Planning and Zoning Commission recommending approval of the Special Use Permit and the Board approves the Special Use Permit subject to the following conditions:

1. The site shall be developed and operated consistent with the submitted conceptual plan and the conditions as provided with this approval.
1. Ingress/egress shall be via NW 56th Terrace via existing driveway.
2. The community residential home shall be limited to eight (8) residents. Expansion of the structure and/or an increase in the number of residents beyond the specified limits is prohibited; however, the owner/applicant may submit a new Special Use permit application for review and consideration of an expansion/increase.
3. The special use permit runs with the owner, Tina Albritton, not the property.
4. This Special Use Permit applies to the entire 0.25 acres.

SECTION 3. REVOCATION. Violation or failure to comply with one or more condition(s) of this Special Use Permit shall be grounds for revocation of this Special Use Permit by the Board at a noticed public hearing.

SECTION 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption.

DULY ADOPTED in regular session this 19th day of April, 2016.

ATTEST:

DAVID R. ELLSPERMANN, CLERK

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA

KATHY BRYANT, CHAIRMAN

Conceptual Site Plan Summary	**Address:** 5489 NW 56th Ter, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-045-005

1. **Boundaries and Dimensions:** Provided attached parcel map.

2. **Existing Structures:** One single-family residence.

3. **Proposed Structures or Expansions:** None.

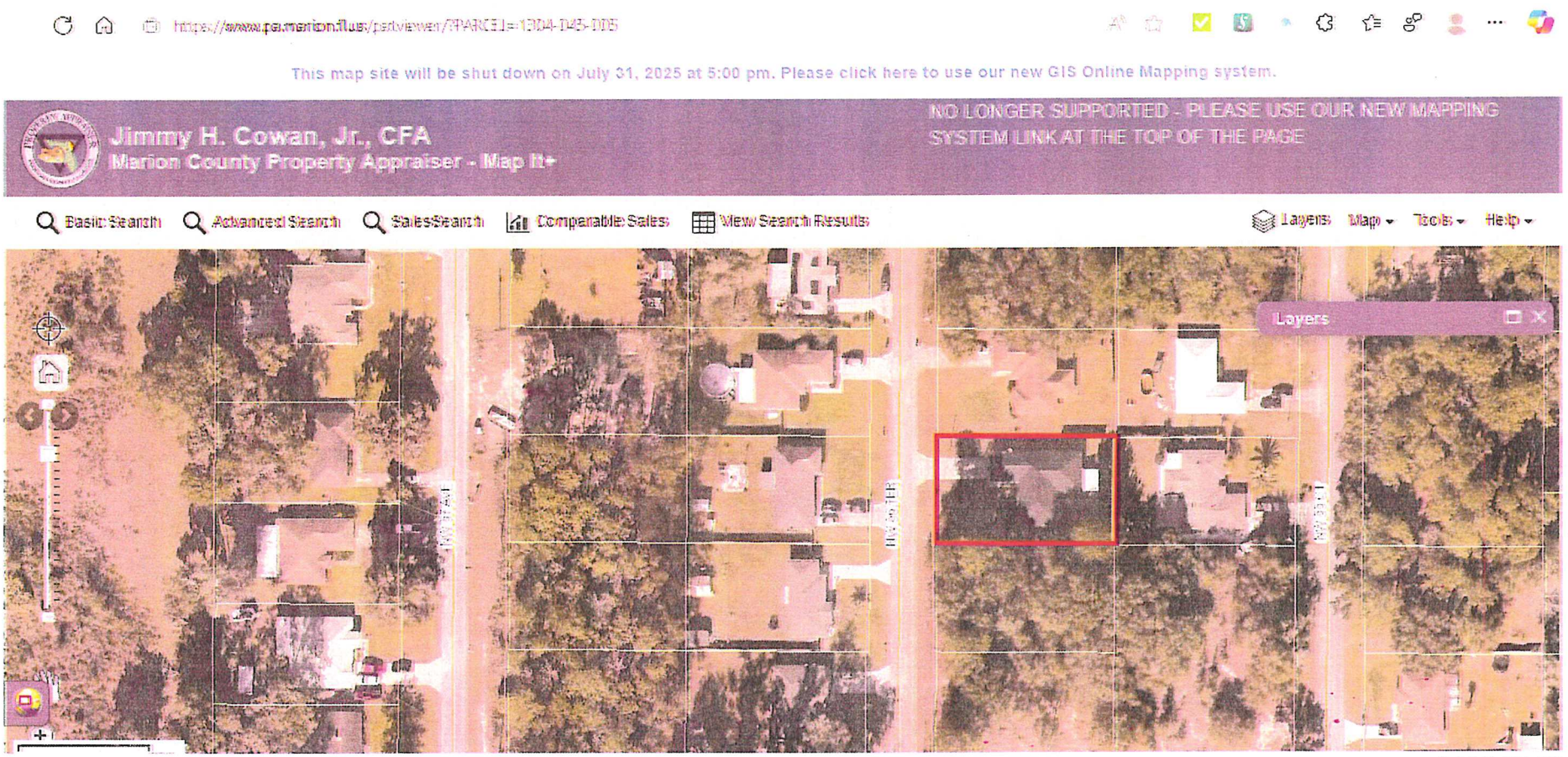
4. **Traffic Flow / Access Points:** Access via the existing driveway.

5. **Parking:** Parking available in the driveway and roadside in accordance with residential standards.

6. **Screening or Buffering:** Not applicable; existing landscaping only.

7. **Utilities:** Property is served by SECO Energy (electric), a private well (water), and a septic system (sewer).

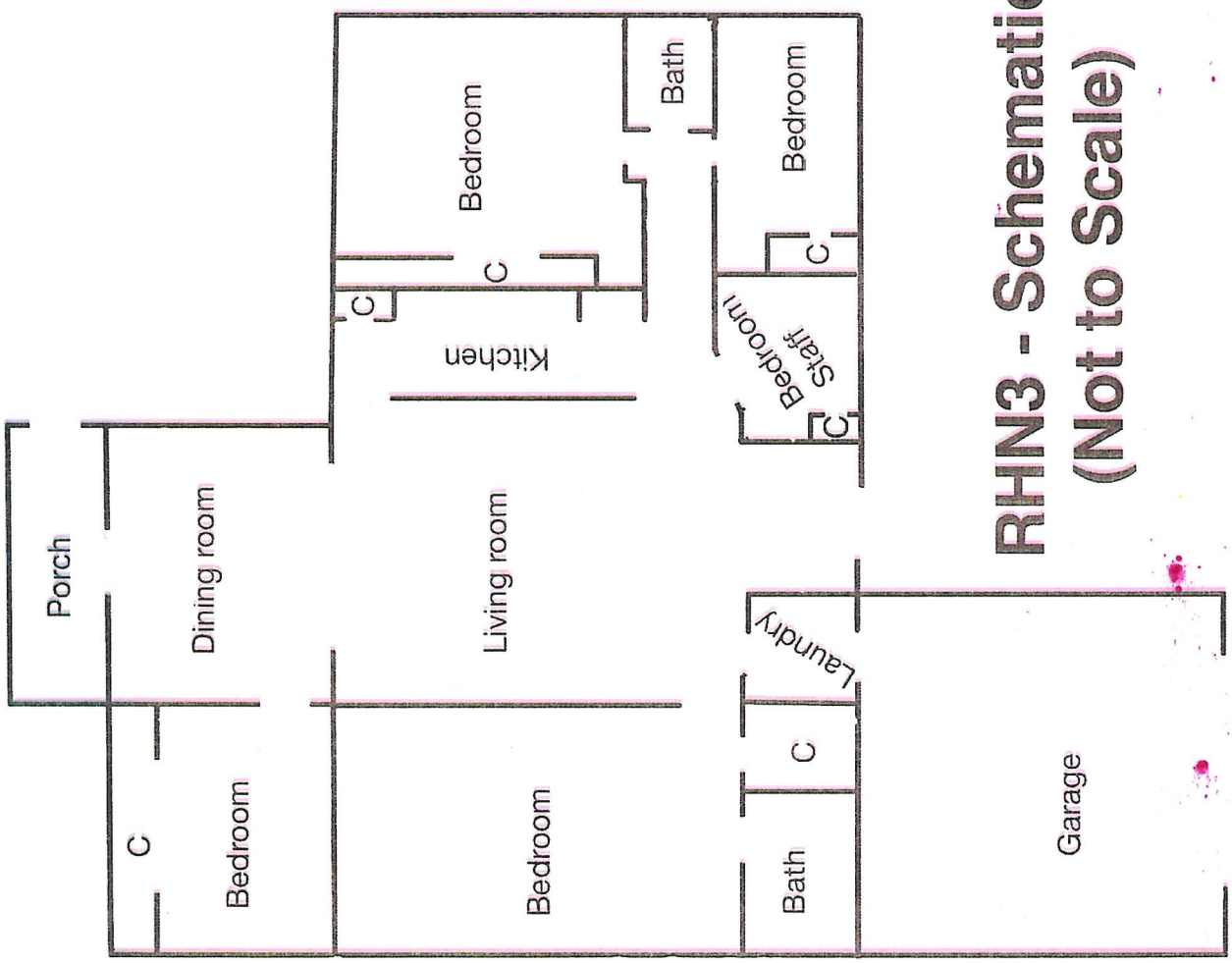
Address: 5489 NW 56th Ter, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-045-005	**Description:** Parcel Map.



Address: 5489 NW 56th Ter, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-045-005	**Description:** Locations of Electric Service (exhibit 1), Septic Tank and Drainfield (exhibit 2), and Driveway, Potabler Water Well, Temporaty Off-Street Parking/Loading, and Open Space/Yard (exhibit 3).

Exhibit 3: Driveway, Water Well, Temporaty Off-Street Parking/Loading, and Open Space/Yard.

Attachment A Application Package


RHN3 - Schematic
(Not to Scale)
Porch
Dining room
Bedroom
C
Living room
Bedroom
Kitchen
C
C
Bedroom
Bath
Bedroom
C
Bedroom
Stair
C
Laundry
C
Bath
Garage

Address: 5489 NW 56th Ter, Ocala, FL 34482 **Subdivision:** Ocala Park Estates **Parcel #:** 1304-045-005	**Description:** Locations of Electric Service (exhibit 1), Septic Tank and Drainfield (exhibit 2), and Driveway, Potabler Water Well, Temporaty Off-Street Parking/Loading, and Open Space/Yard (exhibit 3).

Exhibit 1: Electric Utility Service.

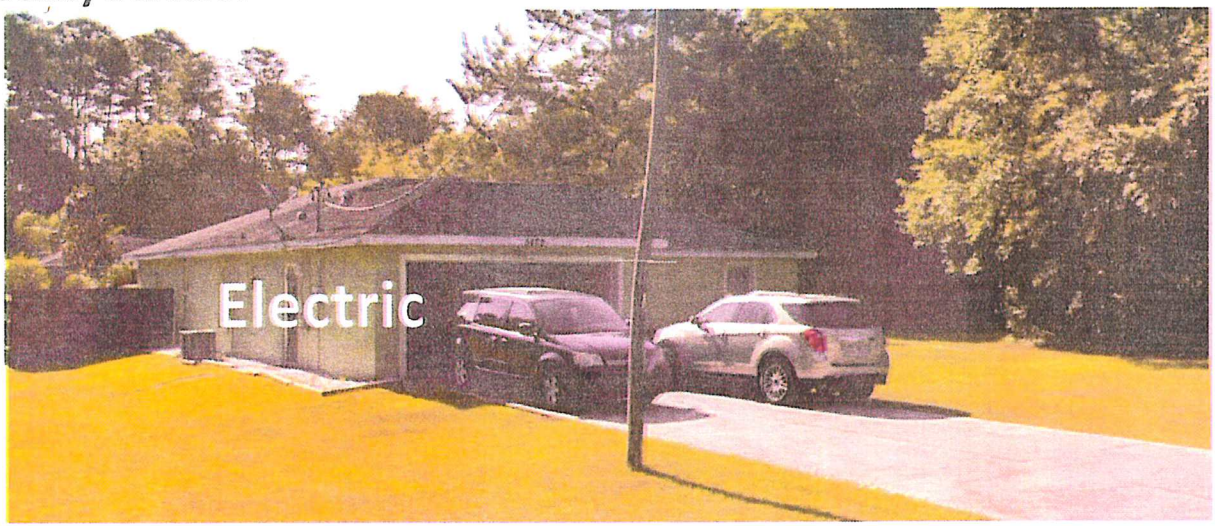
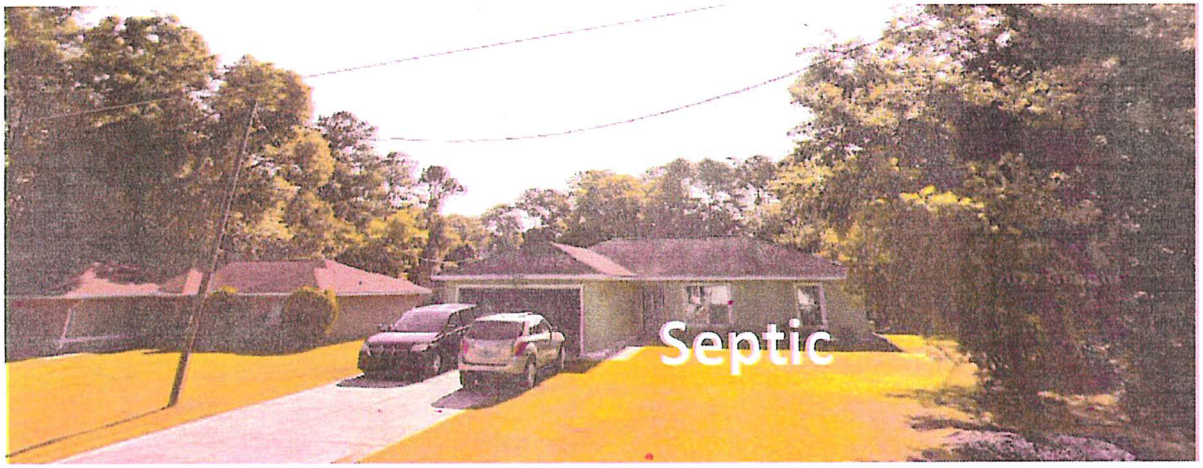


Exhibit 2: Septic Tank and Drainfield.



A 9

Attachment A Application Package

THIS INSTRUMENT PREPARED BY AND RETURN TO:
H. Randolph Klein, Esq.
Klein & Klein, PLLC
40 SE 11th Avenue
Ocala, Florida 34471
Our File No.: **R2025138**
Property Appraisers Parcel Identification (Folio) Numbers: **1304-045-005**
Florida Documentary Stamps in the amount of **$7,875.00** have been paid hereon.

SPACE ABOVE THIS LINE FOR RECORDING DATA

WARRANTY DEED

THIS WARRANTY DEED, made the 27 day of **August, 2025** by **SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation**, whose post office address is **7575 W. Hwy. 326, Ocala, FL 34482,** herein called the Grantor, to **TRAILHEAD ASSET GROUP, LLC, a Florida limited liability company,** whose post office address is **10865 SW 47th Avenue, Ocala, FL 34476,** hereinafter called the Grantee:
(Wherever used herein the terms "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)

W I T N E S S E T H: That the Grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars 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 MARION County, State of Florida, viz.:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

Subject to easements, restrictions and reservations of record, which are not intended to be reimposed hereby, and to taxes for the year 2025 and thereafter.

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, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever.

GREGORY C HARRELL CLERK & COMPTROLLER MARION CO
CFN# 2025115221 BK 8697 Pgs 1616-1618 08/28/2025 08:44:59 AM
REC FEE 27.00 INDEX DEED DOC 7,875.00

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Witness #1 Signature

RENEE L. WOLCOTT

Witness #1 Printed Name

40 SE 11th Ave Ocala, FL 34471

Witness #1 Post Office Address

Witness #2 Signature

H. RANDOLPH KLEIN

Witness #2 Printed Name

40 SE 11th Ave Ocala, FL 34471

Witness #2 Post Office Address

SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation

By: _____

Tina R. Albritton, President

STATE OF FLORIDA
COUNTY OF MARION

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 27 day of August, 2025 by Tina R. Albritton, President of SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation, on behalf of the corporation. She is ____ personally known to me OR ___ produced _____ as identification.

SEAL

RENEE L. WOLCOTT NOTARY PUBLIC MY COMMISSION EXPIRES 8-24-2026 STATE OF FLORIDA COMMISSION NUMBER HH 257271

Notary Signature

Printed Notary Signature

My Commission Expires:

File No.: **R2025138**

GREGORY C HARRELL MARION COUNTY FL
CFN# 2025115221 OR BK 8697 PG 1617 Pgs 1616-1618 08/28/2025 08:44:59 AM

EXHIBIT "A"

LEGAL DESCRIPTION

Parcel 1:
Lot 5, Block 45, OCALA PARK ESTATES UNIT NO. 4, as per plat thereof recorded in Plat Book H, Pages 73, 73A through 73F, Public Records of Marion County, Florida.

Parcel 2:
Lots 13 and 14, Block 40, OCALA PARK ESTATES UNIT NO. 4, as per plat thereof recorded in Plat Book H, Page 73, Public Records of Marion County, Florida.

Parcel 3:
Lots 18 and 19, Block 43, OCALA PARK ESTATES UNIT NO. 4, as per plat thereof recorded in Plat Book H, Page 73, Public Records of Marion County, Florida.

GREGORY C HARRELL MARION COUNTY FL
CFN# 2025115221 OR BK 8697 PG 1618 Pgs 1616-1618 08/28/2025 08:44:59 AM

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS, that **SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation**, ("First Party"), for and in consideration of the sum of Thirty Nine Thousand Two Hundred Fifty and No/100 ($39,250.00) Dollars, and other good and valuable considerations, to it paid by **TRAILHEAD ASSET GROUP, LLC, a Florida limited liability company,** ("Second Party"), the receipt and sufficiency whereof is hereby acknowledged, has granted, bargained, sold, transferred, and delivered, and by these presents does hereby grant, bargain, sell, transfer and deliver unto the Second Party, the following tangible personal property of the First Party currently located at **5543 NW 56th St., 5489 NW 56th Terrace, and 5840 NW 57th Ave., all Ocala, FL 34482,** and particularly described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND HEREBY INCORPORATED BY REFERENCE.

And the First Party does covenant to and with the Second Party, its successors and assigns, that the First Party is the lawful owner of the tangible personal property; that the tangible personal property is free from all encumbrances; that the First Party has good right to sell the same as aforesaid; and that the First Party will warrant and defend the sale of the tangible personal property hereby made, unto the said Second Party, its successors and assigns, against the lawful claims and demands of all persons whomsoever.

TO HAVE AND TO HOLD the same unto said Second Party, its executors, administrators, successors and assigns forever.

IN WITNESS WHEREOF, the President of First Party hereunto sets her hand and seal this 27 day of August, 2025.

Signed, sealed and delivered
in the presence of:

Witness #1 Signature

RENEE L. WOLCOTT
Witness #1 Printed Name

Witness #2 Signature

H. RANDOLPH KLEIN
Witness #2 Printed Name

SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation

By:
Tina R. Albritton, President

STATE OF FLORIDA
COUNTY OF MARION

The foregoing instrument was acknowledged before me by means of (X) physical presence or (_) online notarization, this 27 day of August, 2025, by Tina R. Albritton, President of SERENITY HOLISTIC RESIDENTIAL CARE, CORPORATION, a Florida corporation, on behalf of said corporation, who ____ is personally known to me OR X who produced a valid driver's license as identification.

RENEE L. WOLCOTT NOTARY PUBLIC MY COMMISSION EXPIRES 8-24-2026 STATE OF FLORIDA COMMISSION NUMBER HH 257271

Notary Public
My Commission Expires:

Detail by Registered Agent Name

Florida Limited Liability Company
TRAILHEAD ASSET GROUP, LLC

Filing Information

Document Number	L25000344188
FEI/EIN Number	NONE
Date Filed	07/28/2025
Effective Date	07/25/2025
State	FL
Status	ACTIVE

Principal Address

10865 SW 47TH AVE
OCALA, FL 34476

Mailing Address

10865 SW 47TH AVE
OCALA, FL 34476

Registered Agent Name & Address

MINNICI, DAVID F
10865 SW 47TH AVE
OCALA, FL 34476

Authorized Person(s) Detail

Name & Address

Title AMBR

MINNICI, DAVID F
10865 SW 47TH AVE
OCALA, FL 34476

Title AMBR

MINNICI, DAWN M
10865 SW 47TH AVE
OCALA, FL 34476

Annual Reports

No Annual Reports Filed

Document Images

07/28/2025 -- Florida Limited Liability View image in PDF format

Electronic Articles of Organization For Florida Limited Liability Company

L25000344188
FILED 8:00 AM
July 28, 2025
Sec. Of State
dsultana

Article I

The name of the Limited Liability Company is:

TRAILHEAD ASSET GROUP, LLC

Article II

The street address of the principal office of the Limited Liability Company is:

10865 SW 47TH AVE
OCALA, FL. US 34476

The mailing address of the Limited Liability Company is:

10865 SW 47TH AVE
OCALA, FL. US 34476

Article III

Other provisions, if any:

TO ACQUIRE, LEASE, MANAGE, DEVELOP, AND HOLD FOR INVESTMENT RESIDENTIAL AND COMMERCIAL REAL ESTATE PROPERTIES, AND TO ENGAGE IN ANY OTHER LAWFUL BUSINESS PERMITTED UNDER THE LAWS OF THE STATE OF FLORIDA.

Article IV

The name and Florida street address of the registered agent is:

DAVID F MINNICI
10865 SW 47TH AVE
OCALA, FL. 34476

Having been named as registered agent and to accept service of process for the above stated limited liability company at the place designated in this certificate, I hereby accept the appointment as registered agent and agree to act in this capacity. I further agree to comply with the provisions of all statutes relating to the proper and complete performance of my duties, and I am familiar with and accept the obligations of my position as registered agent.

Registered Agent Signature: DAVID F MINNICI

L25000344188
FILED 8:00 AM
July 28, 2025
Sec. Of State
dsultana

Article V

The name and address of person(s) authorized to manage LLC:

Title: AMBR
DAVID F MINNICI
10865 SW 47TH AVE
OCALA, FL. 34476 US

Title: AMBR
DAWN M MINNICI
10865 SW 47TH AVE
OCALA, FL. 34476 US

Article VI

The effective date for this Limited Liability Company shall be:

07/25/2025

Signature of member or an authorized representative

Electronic Signature: DAVID F MINNICI

I am the member or authorized representative submitting these Articles of Organization and affirm that the facts stated herein are true. I am aware that false information submitted in a document to the Department of State constitutes a third degree felony as provided for in s.817.155, F.S. I understand the requirement to file an annual report between January 1st and May 1st in the calendar year following formation of the LLC and every year thereafter to maintain "active" status.

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

1304-045-005

GOOGLE Street View

Prime Key: 3384652 | MAP IT+ | Current as of 9/22/2025

Property Information

TRAILHEAD ASSET GROUP LLC
10865 SW 47TH AVE
OCALA FL 34476-4474

Taxes / Assessments:
Map ID: 144
Millage: 9002 - UNINCORPORATED

M.S.T.U.
PC: 01
Acres: .25

Situs: 5489 NW 56TH TER OCALA

Current Value

Land Just Value	$24,100
Buildings	$199,105
Miscellaneous	$1,550
Total Just Value	$224,755
Total Assessed Value	$224,755
Exemptions	$0
Total Taxable	$224,755

Ex Codes:

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$21,250	$223,139	$1,742	$246,131	$167,732	$0	$167,732
2023	$17,000	$230,197	$1,852	$249,049	$152,484	$0	$152,484
2022	$12,750	$169,155	$1,509	$183,414	$138,622	$0	$138,622

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
8697/1616	08/2025	07 WARRANTY	8 ALLOCATED	Q	I	$1,125,000
8439/0064	09/2024	05 QUIT CLAIM	0	U	I	$100
6003/0189	02/2014	07 WARRANTY	9 UNVERIFIED	Q	I	$70,000
5315/0489	02/2010	07 WARRANTY	9 UNVERIFIED	Q	I	$95,000
4808/1986	06/2007	07 WARRANTY	2 V-SALES VERIFICATION	Q	I	$208,000
4186/0062	09/2005	05 QUIT CLAIM	0	U	V	$100
3931/1533	01/2005	07 WARRANTY	8 ALLOCATED	U	V	$50,000

Property Description

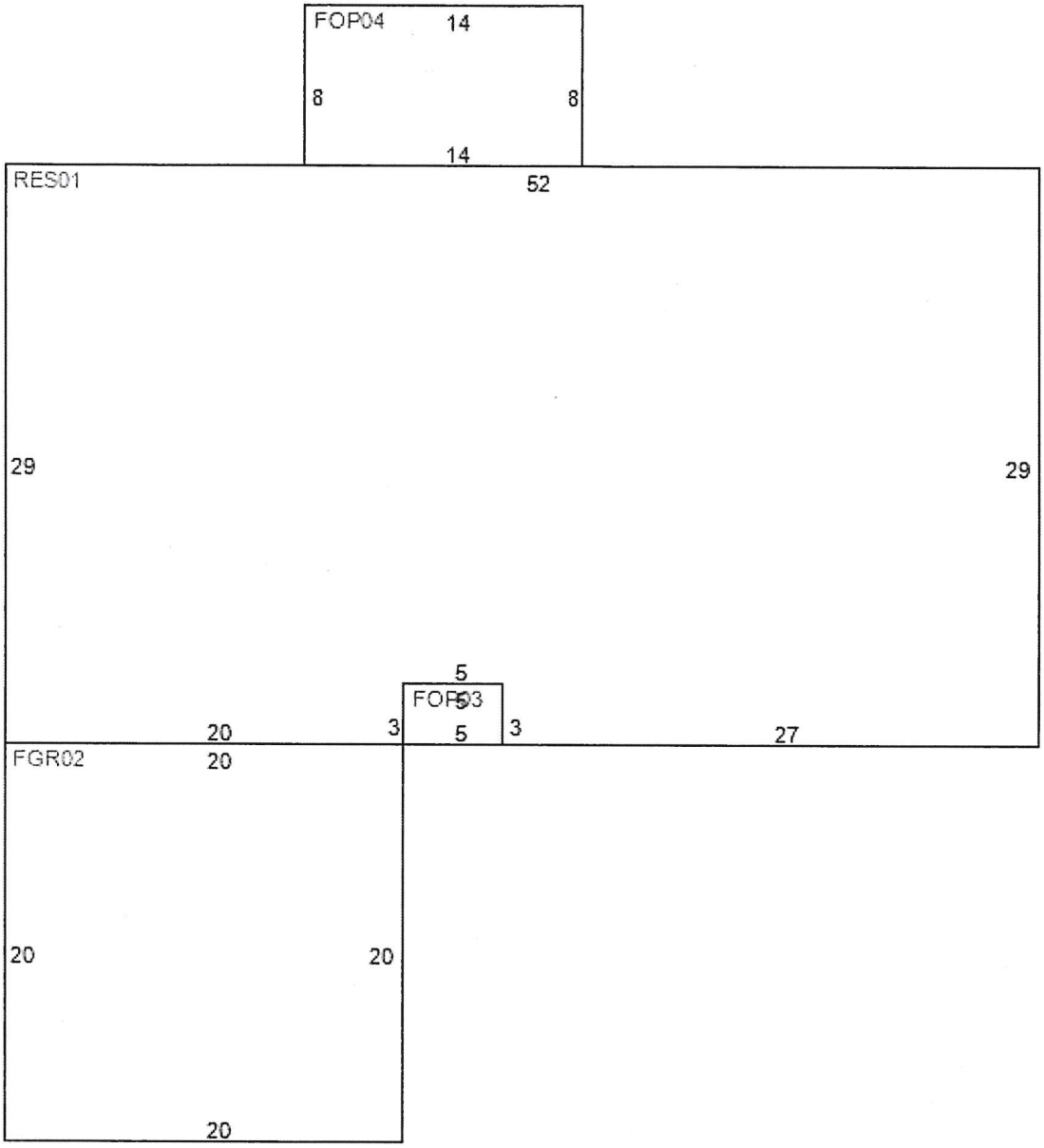
SEC 28 TWP 14 RGE 21
PLAT BOOK H PAGE 073
OCALA PARK ESTATES UNIT 4
BLK 45 LOT 5

Land Data - Warning: Verify Zoning

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
0100		80.0	135.0	R1	1.00	LT	24,100.0000	1.00	1.00	1.00	24,100	24,100
Neighborhood 1310											Total Land - Class	$24,100
Mkt: 1 70											Total Land - Just	$24,100

Traverse

Building 1 of 1
RES01=L20U29R52D29L27U3L5D3.
FGR02=D20L20U20R20.
FOP03=U3R5D3L5.L5U29
FOP04=U8R14D8L14.



Building Characteristics

Improvement 1F - SFR- 01 FAMILY RESID
Effective Age 2 - 05-09 YRS
Condition 0
Quality Grade 600 - AVERAGE
Inspected on 1/1/2025 by 228

Year Built 2006
Physical Deterioration 0%
Obsolescence: Functional 0%
Obsolescence: Locational 0%
Architecture 0 - STANDARD SFR
Base Perimeter 168

TypeID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
RES 01	32 - CONC BLK-STUCO	1.00	2006	N	0 %	0 %	1,493	1,493
FGR 02	32 - CONC BLK-STUCO	1.00	2006	N	0 %	0 %	400	400
FOP 03	01 - NO EXTERIOR	1.00	2006	N	0 %	0 %	15	15

FOP 0401 - NO EXTERIOR	1.00	2006	N	0 %	0 %	112	112

Section: 1

Roof Style: 12 HIP
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 20 HEAT PUMP
Heat Meth 2: 00
Foundation: 6 MONOLITC SLAB
A/C: Y

Floor Finish: 24 CARPET
Wall Finish: 16 DRYWALL-PAINT
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 0

Bedrooms: 3
4 Fixture Baths: 1
3 Fixture Baths: 1
2 Fixture Baths: 0
Extra Fixtures: 2

Blt-In Kitchen: Y
Dishwasher: Y
Garbage Disposal: N
Garbage Compactor: N
Intercom: N
Vacuum: N

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
190 SEPTIC 1-5 BTH	1.00	UT	99	2006	2	0.0	0.0
256 WELL 1-5 BTH	1.00	UT	99	2006	2	0.0	0.0
159 PAV CONCRETE	1,050.00	SF	20	2006	3	0.0	0.0
114 FENCE BOARD	112.00	LF	10	2011	4	0.0	0.0

Total Value - $1,550

Appraiser Notes

EST INT EST BACK FENCED

Planning and Building
** Permit Search **

Permit Number	Date Issued	Date Completed	Description
2025043676	6/19/2025	6/23/2025	NEW CERT OF OCC:PREVIOUS USE: GROUP HOMENEW USE: GROUP HOME
2022102075	10/21/2022	11/2/2022	REMOVE AND REPLACE ASPHALT SHINGLES ON SFRFL 18355.1
2011120492	12/4/2011	12/15/2011	FIRE INSP.
2011010455	1/1/2011	1/20/2011	FIRE INSP.
M042388	4/1/2005	8/1/2006	SFR

Cost Summary

Buildings R.C.N.	$182,888	12/1/2011
Total Depreciation	($36,577)	
Bldg - Just Value	$146,311	
Misc - Just Value	$1,550	12/1/2011
Land - Just Value	$24,100	1/15/2025
Total Just Value	$171,961	.

Bldg Nbr	RCN	Depreciation	Depreciated
1	$182,888	($36,577)	$146,311

Fig. 1 Sign posting

Fig. 2 Site and sign posting

Fig. 3 Site view from 56th Ter.

Fig. 4 Adjacent neighbor to the north

Fig. 5 View north from subject property onto NW 56th Ter

Fig. 6 Adjacent properties facing west

Fig. 7 facing west from subject property

Fig. 8 Facing south onto NW 56th Ter.

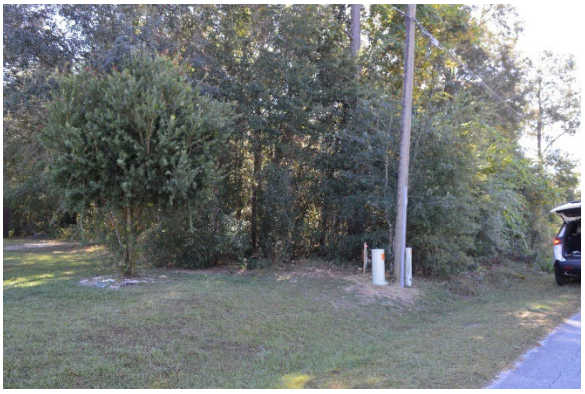


Fig. 9 Adjacent property to the south

Development Review Comments Letter

11/3/2025 2:03:50 PM

TRAILHEAD ASSET GROUP LLC
ZO SUP #33444

ID	DESCRIPTION	REMARK	STATUS	DEPT
1	Special Use Permit	N/A	INFO	911
2	Special Use Permit	N/A	INFO	DOH
3	Special Use Permit	Stormwater is not opposed to the special use permit. The applicant is requesting a SUP for the purpose of housing up to 8 adults with developmental disabilities. Parcel # 1304-045-005 is currently zoned R-1 and is 0.25 acres in size. There are no FEMA Flood Zones or County Flood Prone Areas on this site. Per the MCPA, this site currently has 3,070 SF of impervious coverage. This site will be subject to a Major Site Plan or a stormwater compliance waiver when its existing and proposed impervious coverage exceeds 35% impervious coverage (3,811 sf).	INFO	ENGDRN
4	Special Use Permit	This is a request to renew an existing SUP to allow for a group home for 8 residents. There are no known traffic issues with the existing group home.	INFO	ENGTRF
5	Special Use Permit	APPROVED	INFO	FRMSH
6	Special Use Permit	no comments	INFO	LSCAPE
7	Special Use Permit	The review will be conducted at the time of the reporting process.	INFO	LUCURR
8	Special Use Permit	Parcel 1304-043-005 is located within the Marion County Utility Service Area but is outside the connection distance to water and sewer infrastructure. Marion County Utilities has no comment regarding this special use permit. Additionally, the parcel is within the Urban Growth Boundary but outside of the Primary Springs Protection Zone.	INFO	UTIL
9	Special Use Permit	The review will be conducted at the time of the reporting process.	INFO	ZONE

RESOLUTION NO. 16-R-144

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF MARION COUNTY, FLORIDA, APPROVING THE ISSUANCE OF A SPECIAL USE PERMIT, PROVIDING AN EFFECTIVE DATE.

WHEREAS, an application for a Special Use Permit was duly filed and considered by the Marion County Planning and Zoning Commission at its meeting on March 28, 2016; and

WHEREAS, the aforementioned application was considered at a public hearing held by the Board of County Commissioners of Marion County, Florida at its meeting on Tuesday, April 19, 2016, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Marion County, Florida:

SECTION 1. SPECIAL USE PERMIT APPLICATION APPROVAL 160410SU Serenity Holistic Residential Care Corporation. The Application requesting a Special Use Permit, Articles 2 and 4, of the Marion County Land Development Code, as submitted by Tina R. Albritton, Ocala, FL, a copy of said application being on file with the Marion County Growth Services Director, is hereby approved to allow an increase in occupancy of a group home to 8 clients, in an R-1 (Single-Family Dwelling) zone, Parcel Account No. 1304-045-005, .25 acres.

SECTION 2. FINDINGS AND CONDITIONS. The Board of County Commissioners agrees with the recommendation and findings of the Planning and Zoning Commission recommending approval of the Special Use Permit and the Board approves the Special Use Permit subject to the following conditions:

1. The site shall be developed and operated consistent with the submitted conceptual plan and the conditions as provided with this approval.
1. Ingress/egress shall be via NW 56th Terrace via existing driveway.
2. The community residential home shall be limited to eight (8) residents. Expansion of the structure and/or an increase in the number of residents beyond the specified limits is prohibited; however, the owner/applicant may submit a new Special Use permit application for review and consideration of an expansion/increase.
3. The special use permit runs with the owner, Tina Albritton, not the property.
4. This Special Use Permit applies to the entire 0.25 acres.

SECTION 3. REVOCATION. Violation or failure to comply with one or more condition(s) of this Special Use Permit shall be grounds for revocation of this Special Use Permit by the Board at a noticed public hearing.

SECTION 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption.

DULY ADOPTED in regular session this 19th day of April, 2016.

ATTEST:

DAVID R. ELLSPERMANN, CLERK

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA

KATHY BRYANT, CHAIRMAN

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21320 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.1.

SUBJECT:
251207ZC - Solarium Properties, LLC, Zoning Change from Expired Planned Unit Development (PUD-000901Z) to Regional Business (B-4) Zone, For All Permitted Uses, 20.90 Acre Parcel, Parcel Account Number 36943-000-00, No Address Assigned (CASE WITHDRAWN)

DESCRIPTION/BACKGROUND:
Michael Solari., on behalf of Solarium Properties, LLC., has filed an application to rezone a 20.9-acre parcel on the east side of S US Hwy 441, from expired Planned Unit Development (PUD) to Regional Business (B-4) for all permitted uses, pursuant to the provisions of Land Development Code (LDC) Division 2.7 - Zoning and LDC Section 4.2.20. The subject property is situated inside the Urban Growth Boundary (UGB) as well as the County's Primary Springs Protection Overlay Zone (P-SPOZ).

This case has been **withdrawn**. This is for information purposes only.

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21321 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.2.

SUBJECT:
25-S14 - Pecan Hollow Farms LLC, Land Use Change from Low Residential (LR), Commercial (COM), and Medium Residential (MR) to Rural Land (RL), 10.40 Acre Parcel, Parcel Account Number 14113-001-00, Site Address 9945 NE Jacksonville Road, Anthony, FL 32617 (REQUEST TO BE CONTINUED)

DESCRIPTION/BACKGROUND:
This item is **requesting to be continued** to a future Planning and Zoning Meeting, where it will be considered at that time.

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21322 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.3.

SUBJECT:
251208ZC - Pecan Hollow Farms LLC, Zoning Change from General Agriculture (A-1), Community Business (B-2), and Single-Family Dwelling (R-1) to General Agriculture (A-1) Zone, For All Permitted Uses, on an Approximate 6.74 Acre Portion of an Approximate 10.40 Acre Parcel, Parcel Account Number 14113-001-00, Site Address 9945 NE Jacksonville Road, Anthony, FL 32617 (REQUEST TO BE CONTINUED)

DESCRIPTION/BACKGROUND:
This item is **requesting to be continued** to a future Planning and Zoning Meeting, where it will be considered at that time.

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21315 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.4.

SUBJECT:
251202SU - Lisa Silvestri-Casey, On Behalf of Geraldine Silvestri, Special Use Permit to Allow for a Home Occupation for Pet Grooming of Up to Sixty Domestic Animals, in a General Agriculture (A-1) Zone, 2.80 Acre Parcel, Parcel Account Number 35626-005-04, Site Address 8328 SW 52nd Court, Ocala, FL 34476

DESCRIPTION/BACKGROUND:
The subject property is a 2.80 acre parcel that is currently zoned General Agriculture (A-1). The subject parcel lies within the Secondary Springs Protection Zone and the Urban Growth Boundary. The applicant is shuttering her Pet Grooming business of twenty years and requesting to be permitted to operate a limited grooming operation from her home in order to maintain some clients while cutting back her committed hours.

Staff has compared this request to requirements as indicated in *Florida Statute 559.955 - Home-Based Businesses* and the Marion County Comprehensive Plan. Staff has determined that the proposed Special Use is compatible with both documents.

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

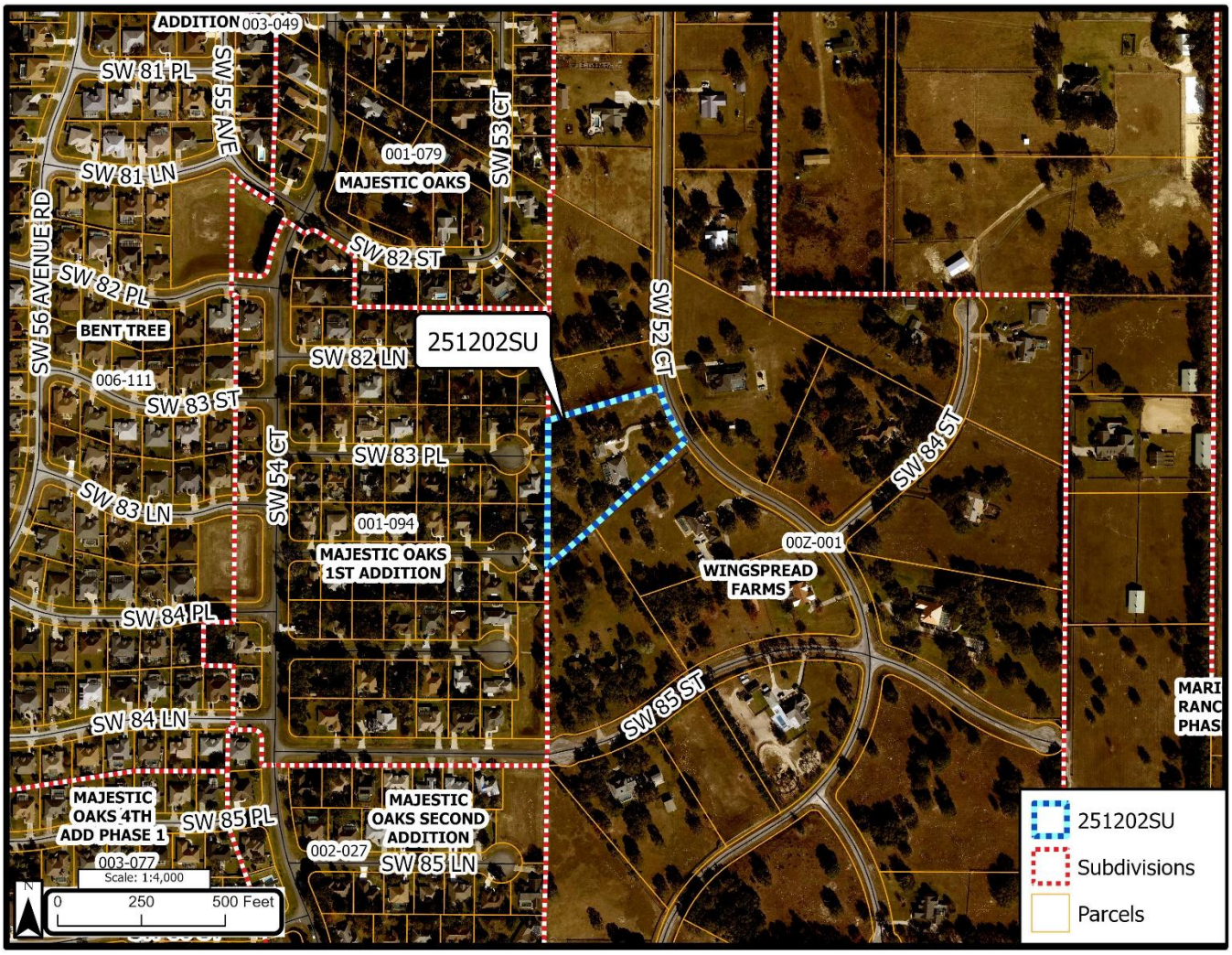
PLANNING & ZONING SECTION
STAFF REPORT

P&ZC Date: 11/24/2025	**BCC Date: 12/15/2025**
Case Number:	251202SU
CDP-AR:	33452
Type of Case:	**Special Use Permit** to allow for in-home domestic pet grooming (existing residence).
Owner	Geraldine Silvestri
Applicant	Lisa Silvestri-Casey
Street Address	8328 SW 52nd Court, Ocala, FL 34476
Parcel Number	35626-005-04
Property Size	±2.80-acres
Future Land Use	Low Residential
Zoning Classification	General Agriculture (A-1)
Overlay Zone/Scenic Area	Secondary Springs Protection Overlay Zone (SSPOZ)
Staff Recommendation	**APPROVAL WITH CONDITIONS**
P&ZC Recommendation	**TBD**
Project Planner	Kenneth Odom, Transportation Planner
Related Case(s)	None

I. ITEM SUMMARY

Lisa Silvestri-Casey, on behalf of homeowner Geraldine Casey, has filed an application for a special use permit to allow for up to sixty domestic animals to be groomed in a single family residential home (see Attachment A) which will move *Sit-N-Pretty Pet Grooming* from a commercial location at 7763 SW SR 200 to a residential home at 8328 SW 52nd Court, Ocala, FL 34476. The Property Identification Number associated with the property is 35626-005-04, and the legal description is displayed on the deed included as part of the application. The subject property is located within the Silver Springs Secondary Protection Overlay Zone (SSSPOZ) and is also within the Urban Growth Boundary (UGB).

Figure 1
Aerial Photograph of Subject Property



II. STAFF SUMMARY RECOMMENDATION

Staff recommends **APPROVAL WITH CONDITIONS** due to the request being consistent with the Marion County Comprehensive Plan and F.S. 559.955, compatible with the surrounding area, and will not adversely affect the public interest specified in Section VI.B. of this Staff Report. The recommended conditions are being imposed to address compliance with the requirements in LDC Sections 2.8.2.D and 2.8.3.B in case the recommendation of approval is given.

III. NOTICE OF PUBLIC HEARING

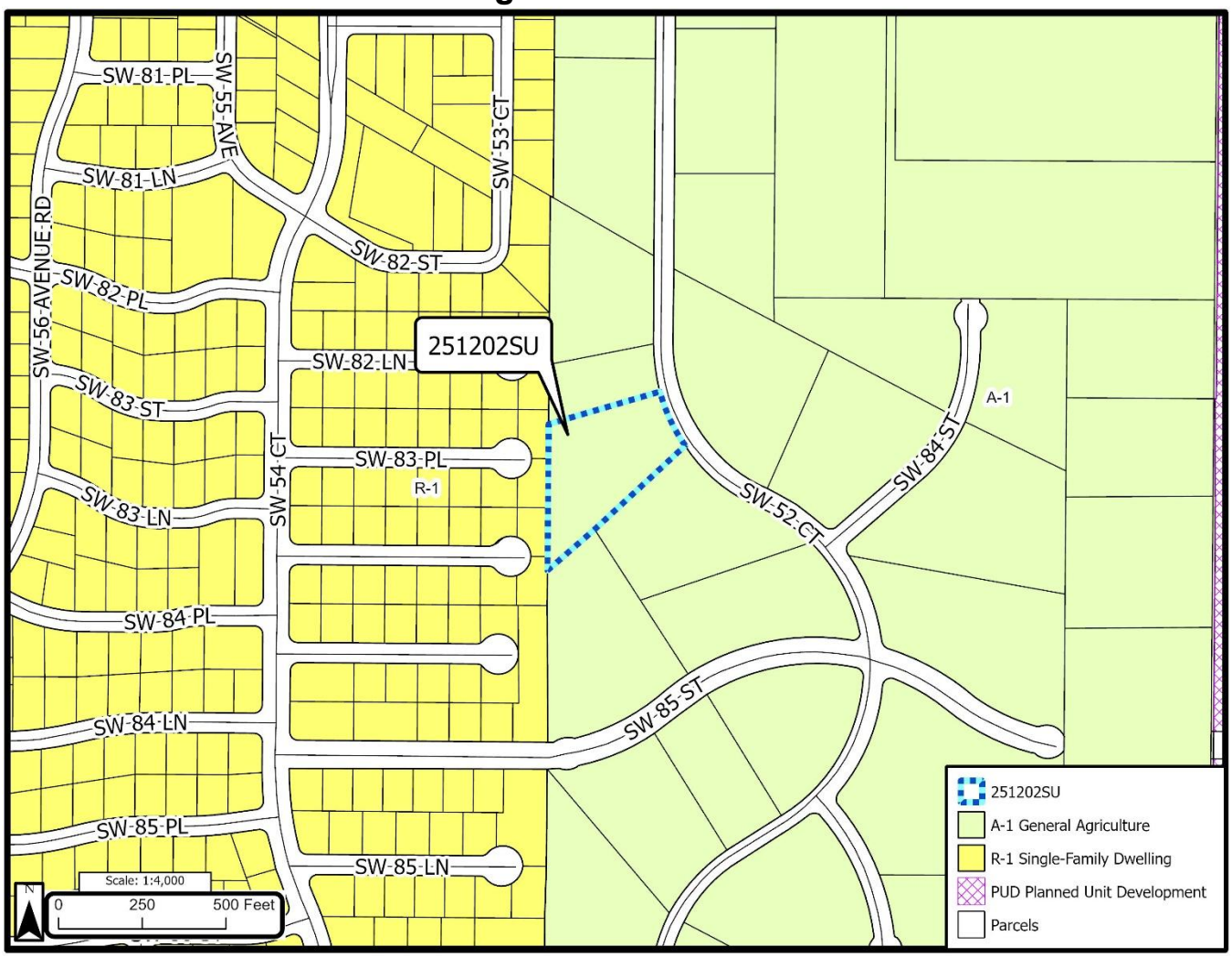
The Growth Services Director has interpreted the requirements of Land Development Code (LDC) Sections 2.7.3.C and 2.7.3.B to apply to SUP applications. LDC Section 2.7.3.C requires notice of public hearing be mailed to all property owners within 300 feet of the subject property, and notice was mailed to (33) property owners on November 7, 2025. As of the date of the initial distribution of this staff report, no letters of opposition or support have been received. Consistent with LDC Section 2.7.3.B., public notice was posted on the subject property on November 19th, 2025, and consistent with LDC Section 2.8.3.E., public notice was published in the Ocala Star-Banner on November 10, 2025. Evidence of the above-described public notices is on file with the Growth Services Department and is incorporated herein by reference.

IV. BACKGROUND/CHARACTER OF THE AREA

A. *Existing site conditions*. Figure 2 provides zoning classification information, while Figure 3 shows the FLUMS designation for the area. Table 1 outlines the existing uses of the surrounding area, while Figure 4 illustrates those uses in relation to the subject property. As illustrated, the subject property is currently listed as Improved Residential (01) by the MCPA's office. The surrounding area is a mix of single-family site-built residential homes.

B. *Zoning district map*. Figure 2 shows the subject property designated as General Agriculture (A-1), with all other surrounding properties being of residential uses in A-1 or R-1.

Figure 2
Zoning Classification



C. *FLUMS designation*. Figure 3 is the FLUMS and shows the subject property as Low Residential (LR). This land use designation is intended to recognize areas suited primarily for single-family residential units for existing and new development within the UGB, a PSA, or Urban Area. Parcels outside of, but contiguous to the UGB and outside of the FPA, are eligible for conversion to Low Residential designation through density bonus programs consistent with FLU Policy 2.1.3. The density range shall be up to one (1) dwelling unit per one (1) gross acre, as further defined in the LDC. This land use designation is considered the Urban Area. Where Low Residential abuts the Farmland Preservation Area or other Rural Area, hamlet, clustered, or other development methods to preserve large tracts of open space are encouraged.

Figure 3
Future Land Use Map Series

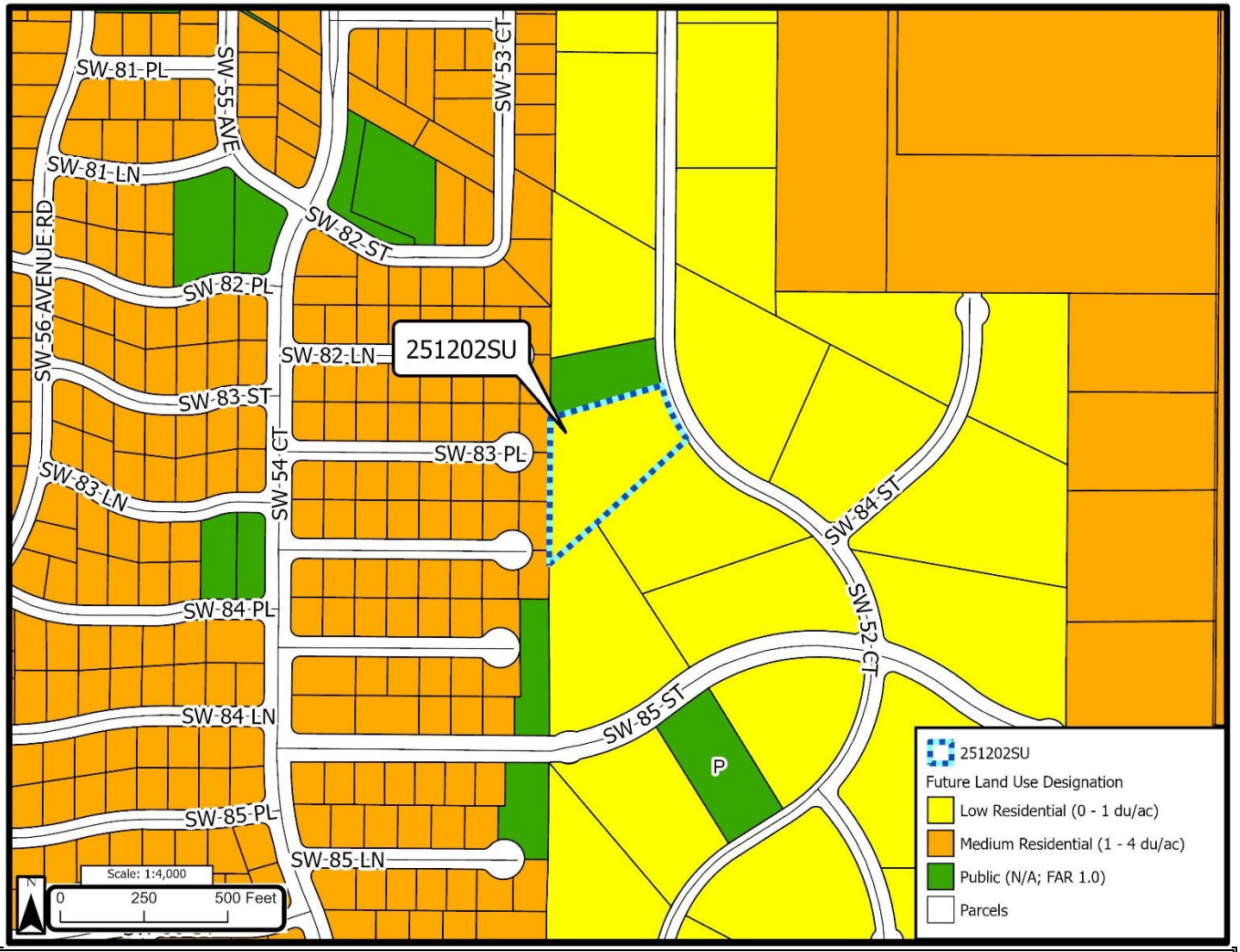


TABLE 1. ADJACENT PROPERTY CHARACTERISTICS

Direction	FLUMS	Zoning	Existing Use
Site	Low Residential (LR)	General Agriculture (A-1)	Improved Residential (01)
North	Public (P)	General Agriculture (A-1)	Water Retention Area County Property (86)
South	Low Residential (LR)	General Agriculture (A-1)	Improved Residential (01)
East	Low Residential (LR)	General Agriculture (A-1)	Improved Residential (01)
West	Medium Residential (MR)	Single Family Dwelling (R-1)	Improved Residential (01)

Figure 4
MCPA Property Uses

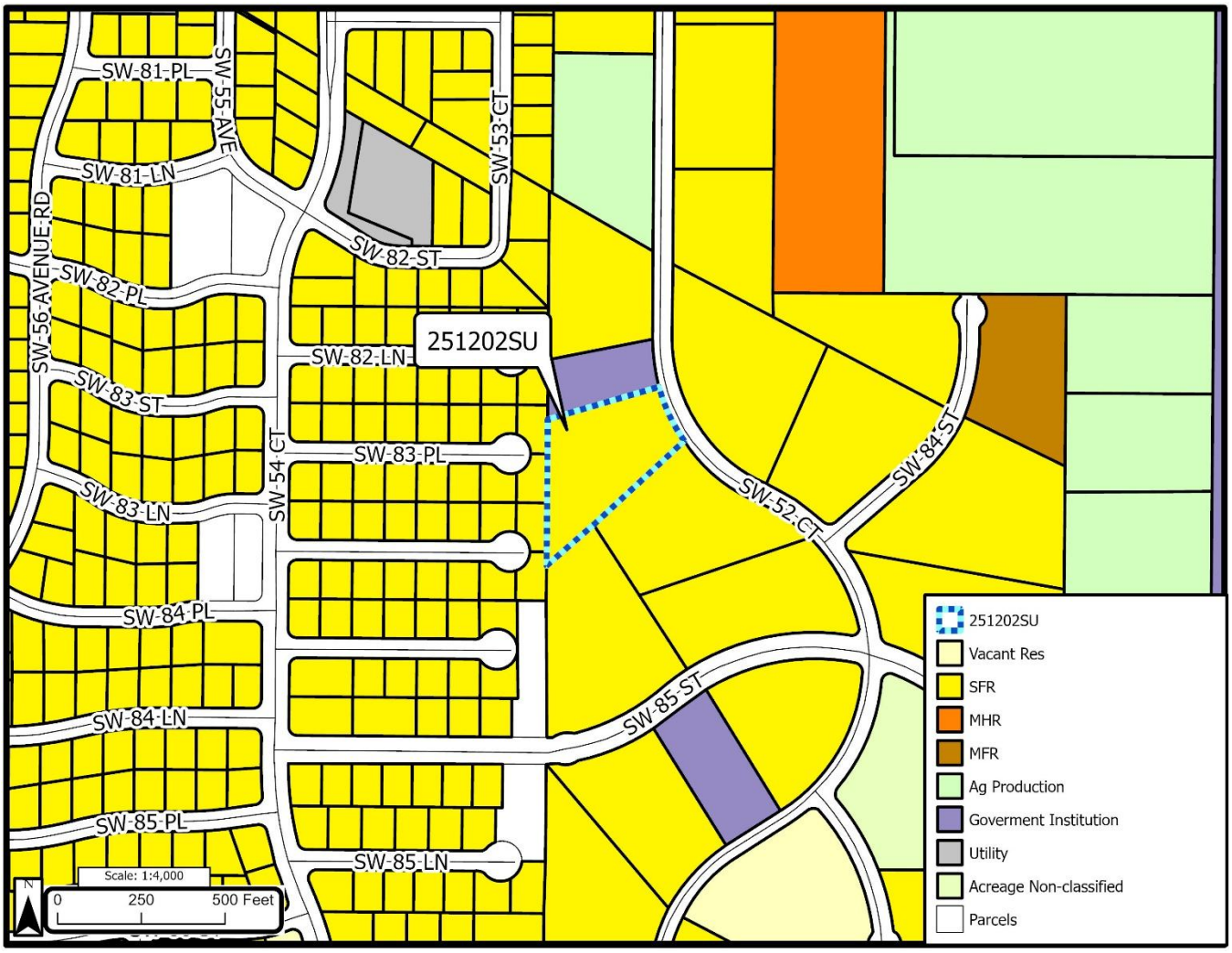
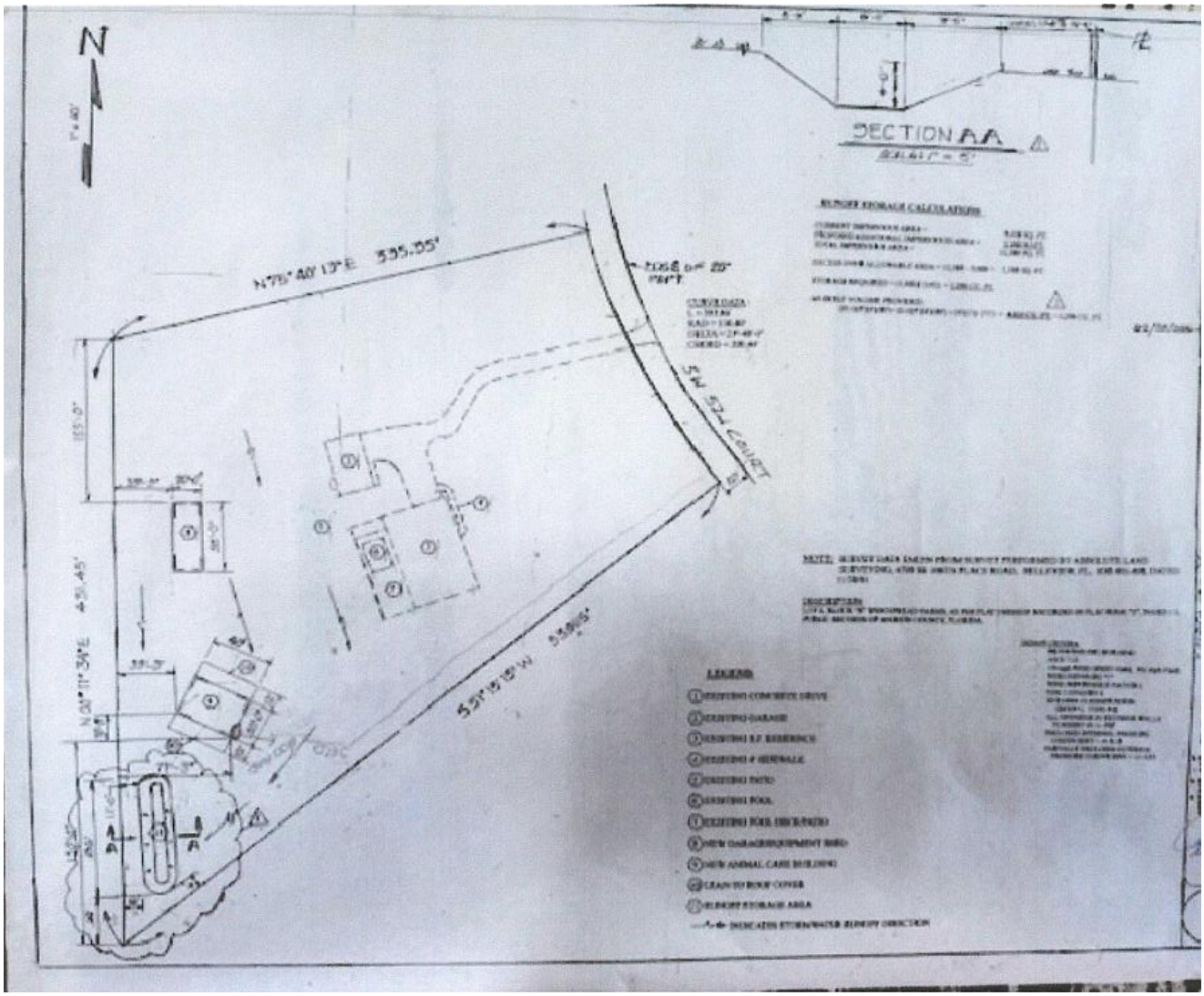


Figure 5
Conceptual Plan



V. ANALYSIS

LDC Section 2.8.2.D provides that in making a recommendation to the Board, the Planning and Zoning Commission shall make a written finding that the SUP addresses nine (9) specific requirements. LDC Section 2.8.3.B requires consistency with the Comprehensive Plan. Staff's analysis of compliance with these ten (10) requirements is addressed below.

A. *Provision for **ingress and egress** to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe*.

Analysis: Access to the subject parcel is located on SW 52nd Avenue, which is connected to SW 80th Street. SW 52nd Court is County County-maintained Subdivision Local Road, and SW 80th Street is a Major Local Roadway. The applicant is proposing to groom up to twelve animals per day, up to five days per week, including some Saturdays. (Hours of Operation are proposed to be Monday, Tuesday, Thursday, Friday, and every other Saturday). Trip generation, based on the proposed use, will be minimal and will have little impact on the capacity of either of these corridors. Staff concludes that the application **is consistent** with provisions for ingress and egress.

B. *Provision for **off-street parking and loading areas**, where required, with particular attention to the items in (1) above and the economic, noise, glare, or odor effects of the SUP on adjoining properties and properties generally in the surrounding area*.

A paved parking area currently exists, with a turnaround, on-site. It is located off of SW 52nd Avenue. If this SUP application is approved, ADA parking requirements could be accommodated through the use of existing paved areas.

C. *Provisions for **refuse and service area**, with particular reference to the items in (1) and (2) above*.

Analysis: WastePro currently services the area. Additional trash generation by the proposed generations is not anticipated to be significant or noxious. Staff concludes the application is consistent with the provision of refuse and service areas.

D. *Provision for **utilities**, with reference to locations, availability, and compatibility*.

Analysis: Electric services are currently provided by SECO Energy. No additional expansion of services is anticipated to be required due to the limited nature of the proposed use. Staff concludes the application **is consistent** with the provision of utilities.

E. *Provision for **screening and buffering** of dissimilar uses and of adjacent properties where necessary*.

Analysis: The subject parcel is a residence, and no additional buffering or screening is proposed as all animals will be kept in the interior of the home while they are in this location.

- Animals that belong to the clientele of this business shall not be permitted to be kept outside in kennels or run areas. All animals shall be leashed or contained when entering and exiting the business.

F. *Provision for **signs**, if any, **and exterior lighting** with consideration given to glare, traffic safety, economic effects, and compatibility and harmony with properties in the surrounding area*.

Analysis: No signage or additional lighting is to be installed at this location in support of the proposed use. It is concluded that the application is **consistent** with the signs and exterior lighting requirements of this section.

G. *Provision for **required yards and other green space***.

Analysis: The subject parcel is an existing single-family dwelling. No additional green space or yard is required.

H. *Provision for general **compatibility** with adjacent properties and other properties in the surrounding area*.

Analysis: Compatibility is defined in Chapter 163.3164(9) of the Florida Statutes, under the Community Planning Act, as "*a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.*"

Figure 1 is an aerial photograph displaying existing and surrounding properties. Figure 4 displays the same properties based on their use code per the Marion County Property Appraiser. The subject parcel is located within the Wingspread Farms subdivision, which features lots typically larger than two acres. The external profile of the business will not alter the exterior of the home, and the anticipated low impact of the business adheres to the request for home occupation requirements as established in *Florida Statute 559.955 - Home-Based Businesses*.

- This location may not employ more than two additional employees who do not live at the residence.
- The exterior of the residence may not be altered in any way to accommodate the operation of the pet grooming business.
- All commercial activities at this site must comply with *Florida Statute 559.955 – Home-Based Businesses.*

I. *Provision for meeting any **special requirements** required by the site analysis for the particular use involved*.

Analysis: Staff notes that, unlike a variance, which runs with the land and is recorded in the public records, a special use permit is not recorded. As a result, a subsequent owner will not have notice of the requirements. The subject property will not require a site plan review, as any improvements to accommodate the pet grooming business will be on the interior of the existing residence. Permitting of any internal physical improvements will be required. Staff concludes that no special requirements are needed beyond the conditions provided in this report.

J. *Consistency with the Comprehensive Plan*.

1. Policy 2.1.5: **Permitted & Special Uses** – The county shall identify permitted and special uses for each land use designation and zoning classification, as further defined in the Comprehensive Plan, Zoning, and LDC.

   Analysis: The conditions imposed are recommended to maintain compliance with *Florida Statute 559.955 - Home-Based Businesses*. Thus, the application is **consistent** with FLUE Policy 2.1.5.

Based on the above findings, staff concludes the SUP is consistent with LDC Sections 2.8.2.D and 2.8.3.B, even with the provided conditions to attempt to address the ten (10) requirements imposed.

VI. ALTERNATIVE RECOMMENDATIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, and make a recommendation to the Commission to adopt a proposed Ordinance to **DENY** the special use permit.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, amend the findings and conclusions contained herein so as to support the approval of the Ordinance with amended conditions, and make a recommendation to the Commission to adopt a proposed Ordinance to **APPROVE WITH AMENDED CONDITIONS** the special use permit.

C. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, and make a recommendation to the Commission to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

A. Staff recommends the Board enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, and make a recommendation to adopt a proposed Ordinance to **APPROVE AS CONDITIONED** the special use permit based on compatibility in the area, compliance with the Comprehensive Plan, and a lack of adverse impacts to the surrounding area.

B. To address compliance with LDC Sections 2.8.2.D and 2.8.3.B, the following conditions are imposed in the event that the Board chooses to agree with staff recommendation and approve the special use with conditions:

1. Animals that belong to the clientele of this business shall not be permitted to be kept outside in kennels or run areas. All animals shall be leashed or contained when entering and exiting the business.
2. This location may not employ more than two additional employees who do not live at the residence.
3. The exterior of the residence may not be altered in any way to accommodate the operation of the pet grooming business.
4. All commercial activities at this site must comply with Florida Statute 559.955 Home Based Businesses.
5. The Special Use Permit runs with the owner and not the property.
6. The owner, Geraldine Silvestri, must reside on site.
7. The Special Use Permit shall expire on December 15, 2028; however, it may be renewed administratively three times for three years each by written instrument signed and issued by the Growth Services Director (or designee), unless:
    - There have been unresolved violations of the County Land Development Code, the County Code of Ordinances, and/or the conditions of the Permit;
    - Neighboring property owners within 300 feet of the subject property have complained to the County Code Enforcement, Zoning, or equivalent/similar Departments/Divisions about the uses of the subject property by this Permit; and/or
    - The Growth Services Director determines that renewal should be considered directly by the Board of County Commissioners through the Special Use Permit review process (or equivalent review process at the time).

VIII. PLANNING AND ZONING COMMISSION RECOMMENDATION

To be determined.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined.

X. LIST OF ATTACHMENTS

A. SUP application.
B. Site Photos

ATTACHMENT A

DATE COMPLETED 9/24/25
INTIALS EM
TENTATIVE MEETING DATES
P&Z PH 11/24/25
BCC/P&Z PH 12/15 or 12/16/25

Marion County
Board of County Commissioners

Growth Services
2710 E. Silver Springs Blvd. Ocala, FL 34470
Phone: 352-438-2600 Fax: 352-438-2601

SPECIAL USE PERMIT APPLICATION - REGULAR - $1,000.00

The undersigned hereby requests a Special Use Permit in accordance with Marion County Land Development Code, Articles 2 and 4, for the purpose of: in home pet grooming. room in existing home - no construction needed

Legal Description: (Please attach a copy of the deed and location map.) **Parcel Zoning:** A1

Parcel account number(s): 35626-005-04

Property dimensions: 4370' x 2790' **Total acreage:** 2.80 acres

Directions: SW Hwy 200 → South on SW 60th ave → East on SW 80th St → South on SW 52nd Ct.

Each property owner(s) MUST sign this application or provide written authorization naming an applicant or agent to act on his behalf. **Please print all information, except for the Owner and Applicant/Agent *signature*.**

Geraldine Silvestri	Lisa Silvestri-Casey
Property Owner name (please print)	**Applicant or agent name (please print)**
8328 SW 52 Ct	8328 SW 52 Ct
Mailing Address	**Mailing Address**
Ocala FL 34476	Ocala FL 34476
City, State, Zip code	**City, State, Zip code**
678 654 0249	678 654 0249
Phone number (include area code)	**Phone number (include area code)**
Sarabean1191@aol.com	Sarabean1191@aol.com
E-mail address	**E-mail address**
Geraldine Silvestri	Lisa Silvestri Casey
Signature	***Signature***

PLEASE NOTE: A representative is strongly encouraged to attend the public hearings when this application will be discussed. If no representative is present, the request may be postponed or **denied**. Hearing notices will be mailed to the address(es) listed above. All information submitted must be correct and legible to process the Application. Contact Growth Services Planning & Zoning at (352) 438-2675 for more information.

STAFF/OFFICE USE ONLY					
Project No.: 2024040026	*Code Case No.:* Bldg. Code Cases		*Application No.:* 33452		
Rcvd by: EM	*Rcvd Date:* 9/24/25 @ 3pm	*FLUM:* LR	*Zoning Map No.:* 149	*Rev:* 07/1/2019	

Our pet grooming shop, Sit-N-Pretty, Inc is wanting to move from a retail space to our home. Will be open Monday, Tuesday, Thursday, Friday, and every other Saturday. 9am-3pm.

Customers will drop off and pick up with in same day, usually a 10-15 minute time to do so, there will be no overnight stays or daycare provided. Each dog will be at home 2-4 hours. We accommodate 10-12 dogs a day and are by appt every 30 minutes so that many dogs will not be here all at once.

Thank you

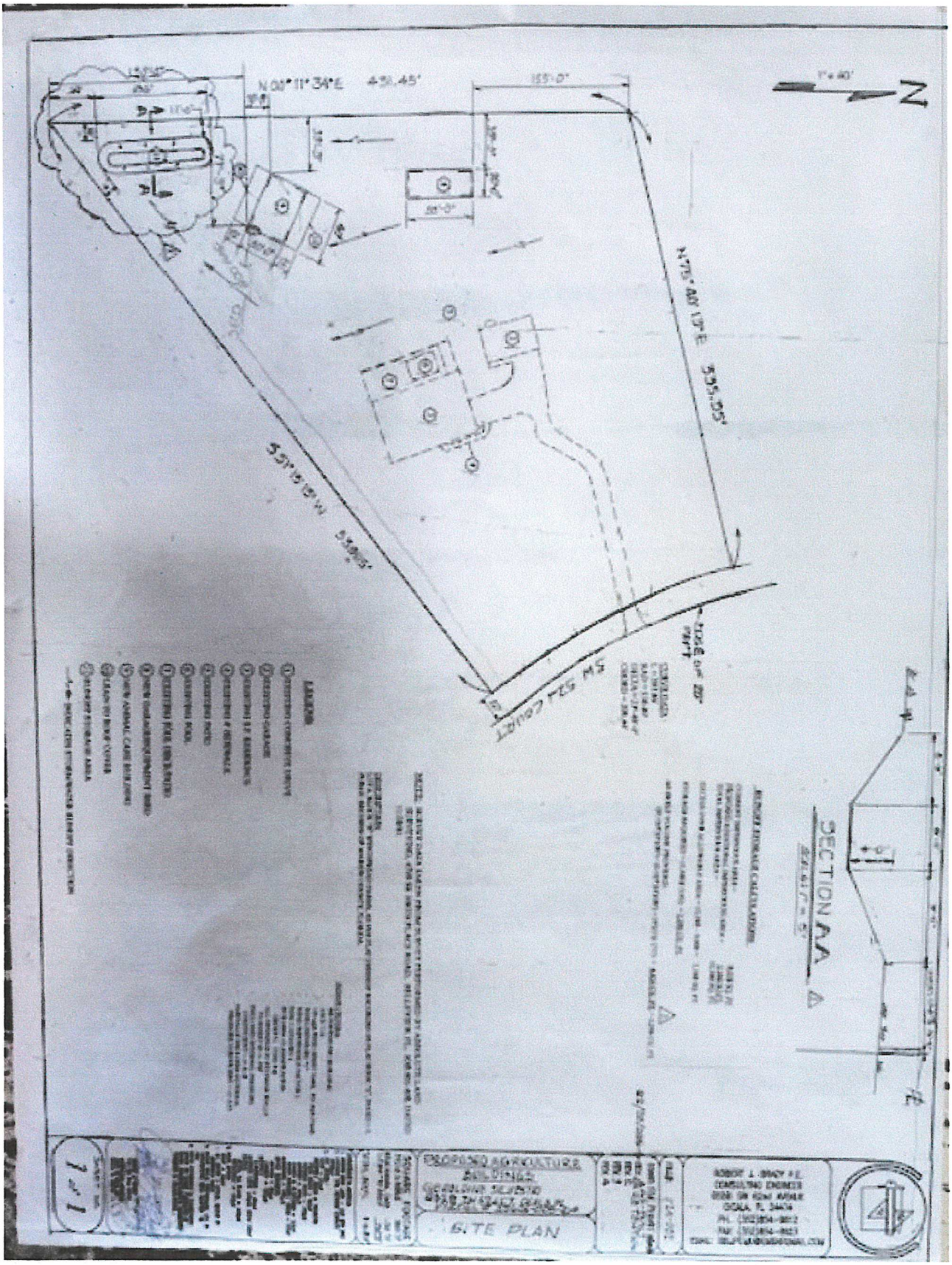
Geraldine Silvestri

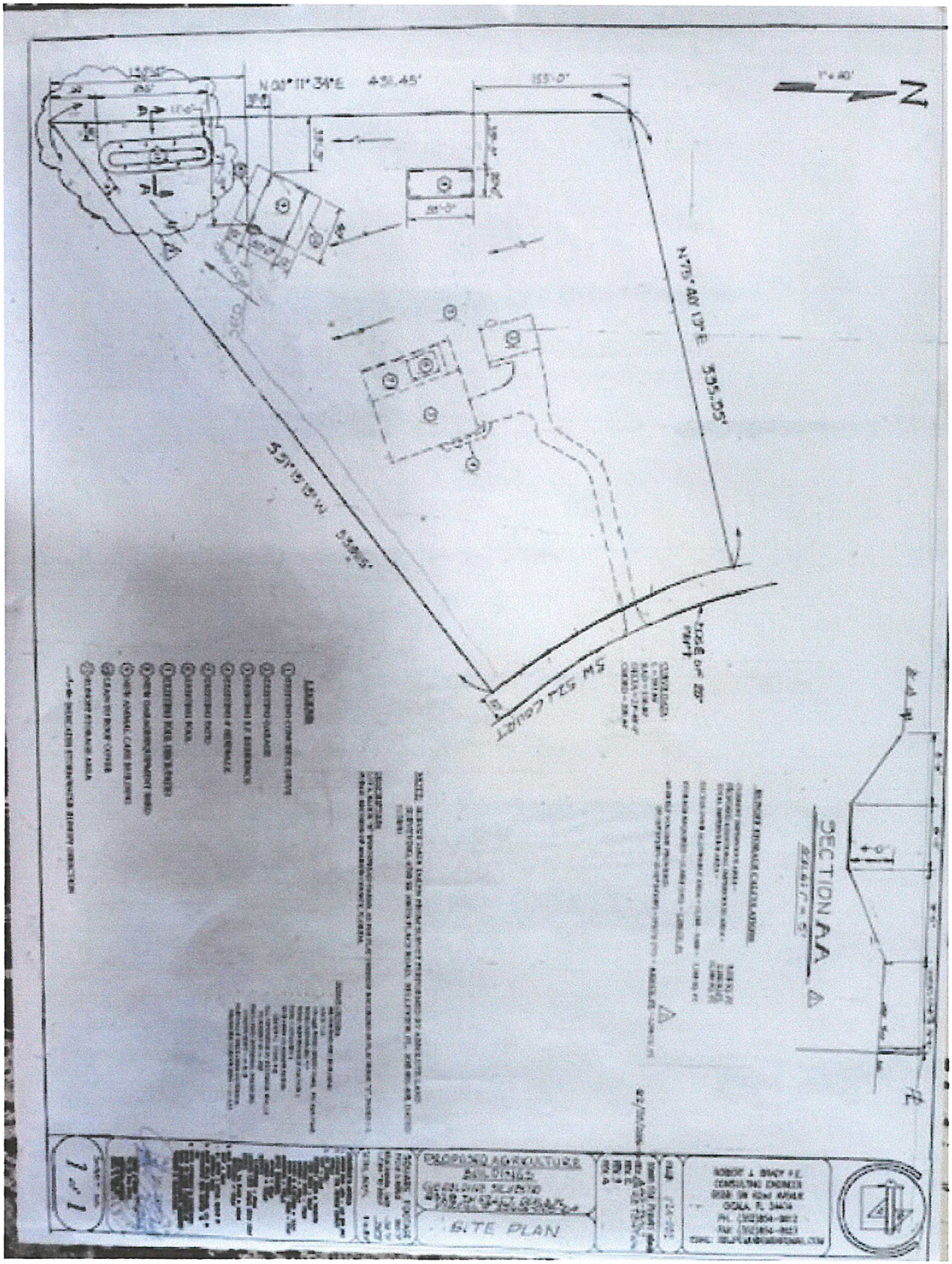
8328 SW 52 Ct

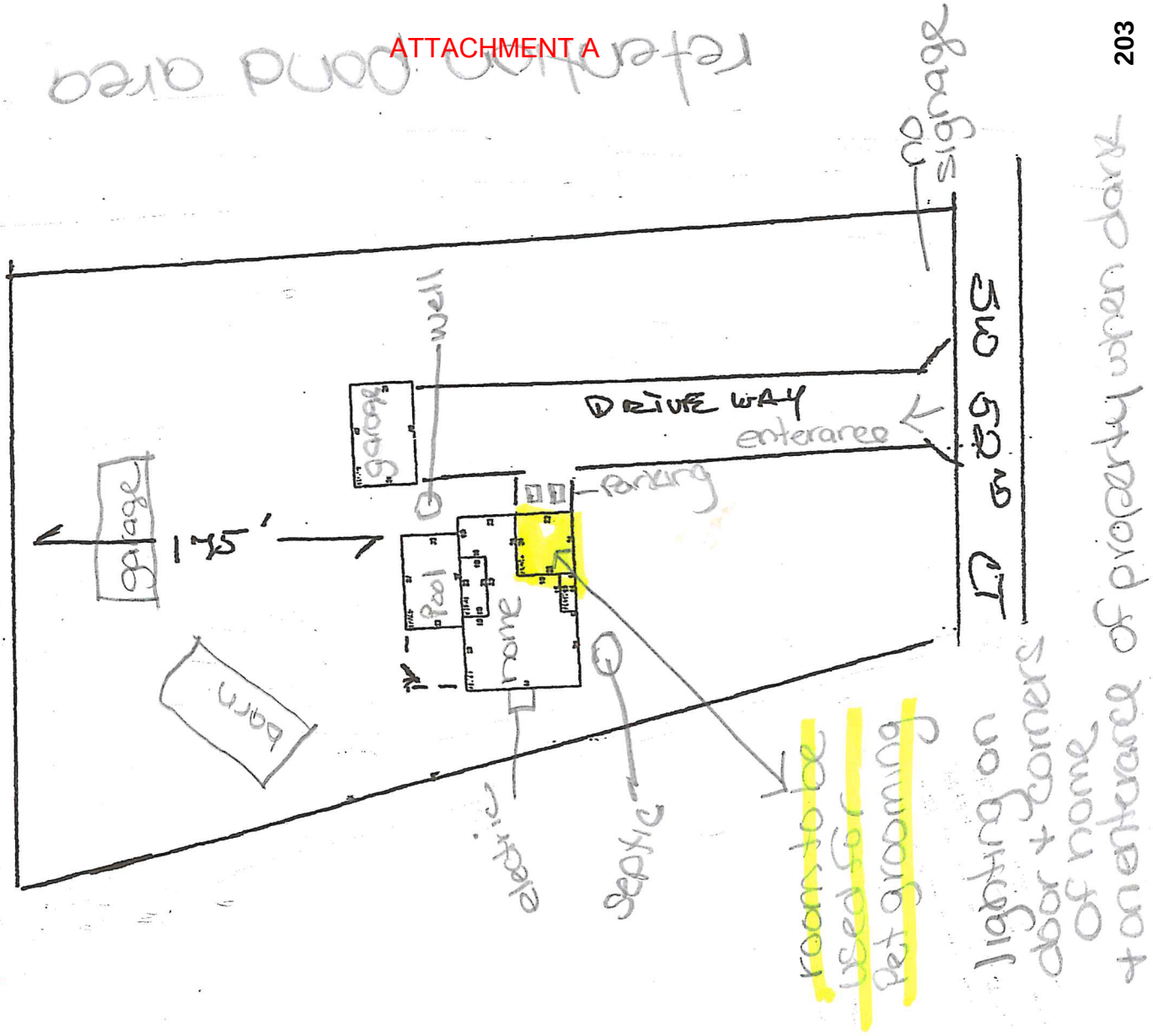
Ocala, FL 34476

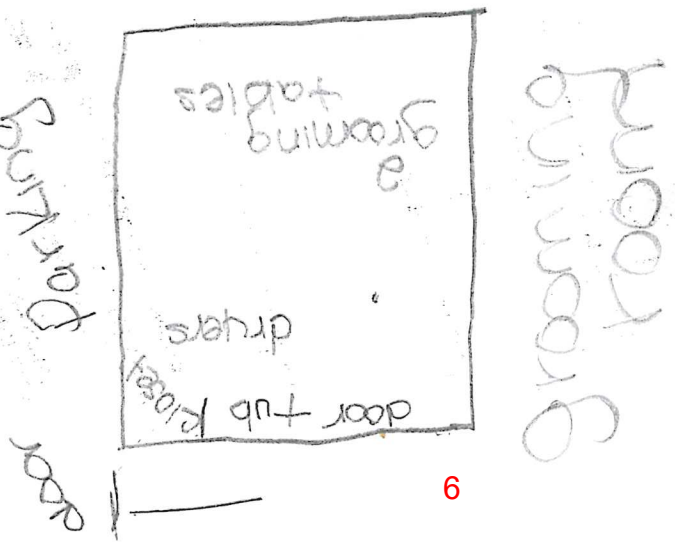
Sarabean1191@aol.com

1. business will be on SW 52nd Ct off of SW 80th St in Ocala FL
   Customers will enter paved driveway leading to home where business will be. Parking spaces available for easy access inside.
2. Parking + drive way are paved cement - grass + bushes are in front of building and maintained
3. Wastepro is our trash company, no dumpster, we will use our homes trash cans.
4. SECO is our power company, no new service is needed, room for business has existing electric
5. There is grass in front which customer does not walk on, bushes along home + maintained.
6. We will not have any signage for our business.
7. All existing structures meet all setbacks + in compliance. Open permit for additional barn being built
8. all neighboring buildings are all homes on 3-5 acre lots
9. We will accomodate any other needs that are required.


N 00° 11' 34" E 438.45'
N 75° 48' 17" E 555.05'
S 51° 15' 01" W 538.05'
SW 52nd COURT
SECTION AA
SITE PLAN


N 00° 11' 34" E 431.45'
155'-0"
N 75° 48' 13" E 335.35'
S 21° 15' 15" W 538.54'
SECTION AA
SITE PLAN


sign
well
garage
DRIVE WAY
entrance
parking
garage
145'
Pool
home
barn
electric
septic
room to be used for pet grooming
lighting on door + corners of home + entrance of property when dark


door
tub
sink
dryer
3 grooming tables
parking
grooming room

ATTACHMENT A

204

Prepared by and Return to:
Name: **Geraldine Silvestri**
Address: **8328 SW 52nd Court**
Ocala, Florida 34476

DAVID R. ELLSPERMANN, CLERK OF COURT MARION COUNTY
DATE: 11/17/2003 03:14:06 PM
FILE #: 2003152399 OR BK/PG 03577/1053
RECORDING FEES 6.00
DEED DOC TAX 0.70

Property Appraisers Parcel I.D. (Folio) Number(s):35626-005-04

QUITCLAIM DEED
(INDIVIDUAL)

THIS INDENTURE, Made this **30th day of September, 2003,** by and between **CHARLES NEULIST, III,** a single man, hereinafter referred to as "Grantor" and **GERALDINE SILVESTRI,** hereinafter collectively referred to as "Grantee",

WITNESSETH: That Grantor, for and in consideration of the sum of $10.00 Dollars and other valuable considerations, lawful money of the United States of America, to Grantor in hand paid by the Buyer, the receipt whereof is hereby acknowledged, has remised, released and quitclaimed to the Grantee, Grantee's heirs and assigns forever, all the rights, title, interest and claim of the Seller in and to the following described land in **Marion** County, Florida, to wit:

Lot 4, Block E, WINGSPREAD FARMS, according to the Plat thereof, as recorded in Plat Book Z Page 1 through 3, of the Public Records of Marion County, Florida.

To Have and to Hold, the above described premises, with the appurtenances, unto Grantee, Grantee's heirs and assigns forever.

IN WITNESS WHEREOF, Grantor has executed this deed under seal on the date aforesaid.

Signed, Sealed and Delivered in Our Presence:

Witness Signature: Lisa Adams
Witness Printed Name: Lisa Adams
Witness Signature: Cindy Manning
Witness Printed Name: Cindy Manning

CHARLES NEULIST, III

STATE OF Massachusetts
COUNTY OF Norfolk
Sworn to and subscribed before me this 29th day of October, 2003, by. (He/she) is personally known to me or has produced driver license(s) as identification.

My Commission Expires: May 14, 2010

Printed Name:
Notary Public ✓
Serial Number

ATTACHMENT A

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

35626-005-04

GOOGLE Street View

Prime Key: 2102314 | MAP IT+ | Current as of 9/24/2025

Property Information

SILVESTRI GERALDINE
8328 SW 52ND CT
OCALA FL 34476-4776

Taxes / Assessments:
Map ID: 149
Millage: 9002 - UNINCORPORATED

M.S.T.U.
PC: 01
Acres: 2.80

Situs: 8328 SW 52ND CT OCALA

Current Value

Land Just Value	$133,000		
Buildings	$309,739		
Miscellaneous	$11,759		
Total Just Value	$454,498	Impact	($219,949)
Total Assessed Value	$234,549	Ex Codes: 01 38	
Exemptions	($50,722)		
Total Taxable	$183,827		
School Taxable	$209,549		

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$112,000	$290,693	$11,188	$413,881	$227,939	$50,000	$177,939
2023	$93,800	$295,369	$12,976	$402,145	$221,300	$50,000	$171,300
2022	$78,400	$271,942	$12,995	$363,337	$214,854	$50,000	$164,854

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
3577/1053	10/2003	05 QUIT CLAIM	7 PORTIONUND INT	U	I	$100
3064/0417	11/2001	07 WARRANTY	2 V-SALES VERIFICATION	Q	I	$195,000
1679/0478	08/1990	07 WARRANTY	9 UNVERIFIED	U	V	$23,000
1624/0201	12/1989	07 WARRANTY	4 V-APPRAISERS OPINION	Q	V	$11,900

Property Description

SEC 16 TWP 16 RGE 21
PLAT BOOK Z PAGE 001
WINGSPREAD FARMS
BLK E LOT 4

ATTACHMENT A

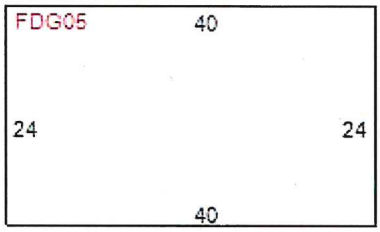
Land Data - Warning! Verify Zoning

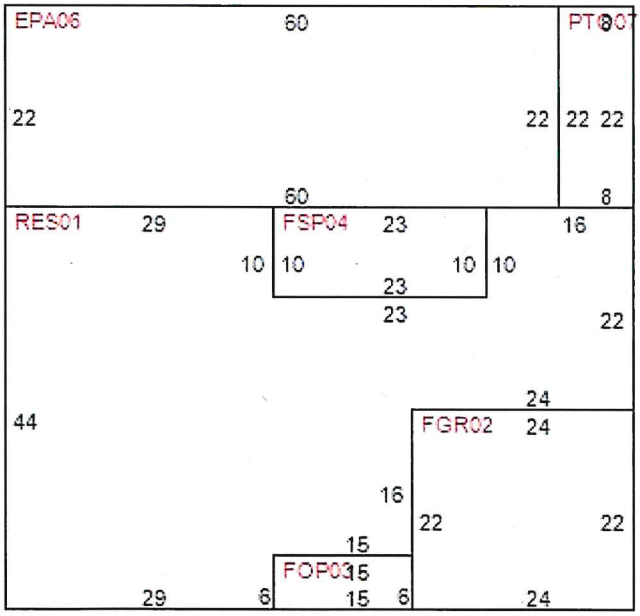
Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
0100		279.0	437.0	A1	2.80	AC	47,500.0000	1.00	1.00	1.00	133,000	133,000
Neighborhood 9025											Total Land - Class	$133,000
Mkt: 9 70											Total Land - Just	$133,000

Traverse

Building 1 of 1

RES01=U22L16D10L23U10L29D44R29U6R15U16R24.
FGR02=D22L24U22R24.L24D16
FOP03=L15D6R15U6.U38R8
FSP04=L23D10R23U10.U15R30
FDG05=U24R40D24L40.D15L22
EPA06=U22L60D22R60.U22
PTO07=R8D22L8U22.





Building Characteristics

Improvement	1F - SFR- 01 FAMILY RESID	**Year Built**	1991
Effective Age	4 - 15-19 YRS	**Physical Deterioration**	0%
Condition	0	**Obsolescence: Functional**	0%

ATTACHMENT A

Quality Grade 700 - GOOD
Inspected on 1/1/2025 by 254

Obsolescence: Locational 0%
Architecture 0 - STANDARD SFR
Base Perimeter 244

Type	ID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
RES	0132	CONC BLK-STUCO	1.00	1991	N	0 %	0 %	2,144	2,144
FGR	0232	CONC BLK-STUCO	1.00	1991	N	0 %	0 %	528	528
FOP	0301	NO EXTERIOR	1.00	1991	N	0 %	0 %	90	90
FSP	0401	NO EXTERIOR	1.00	1991	N	0 %	0 %	230	230
FDG	0532	CONC BLK-STUCO	1.00	1991	N	0 %	0 %	960	960
EPA	0601	NO EXTERIOR	1.00	2003	N	0 %	0 %	1,320	1,320
PTO	0701	NO EXTERIOR	1.00	2017	N	0 %	0 %	176	176

Section: 1

Roof Style: 12 HIP
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 20 HEAT PUMP
Heat Meth 2: 00
Foundation: 6 MONOLITC SLAB
A/C: Y

Floor Finish: 42 CERAMIC/PORCELAIN TILE
Wall Finish: 16 DRYWALL-PAINT
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 1

Bedrooms: 3
4 Fixture Baths: 2
3 Fixture Baths: 0
2 Fixture Baths: 1
Extra Fixtures: 5

Blt-In Kitchen: Y
Dishwasher: Y
Garbage Disposal: Y
Garbage Compactor: N
Intercom: N
Vacuum: N

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
159 PAV CONCRETE	4,824.00	SF	20	1991	3	0.0	0.0
190 SEPTIC 1-5 BTH	1.00	UT	99	1991	2	0.0	0.0
256 WELL 1-5 BTH	1.00	UT	99	1991	2	0.0	0.0
112 FENCE WIRE/BD	88.00	LF	10	1991	3	0.0	0.0
114 FENCE BOARD	1,728.00	LF	10	2002	3	0.0	0.0
226 RES SWIM POOL	338.00	SF	20	2003	5	26.0	13.0
099 DECK	476.00	SF	50	2003	2	0.0	0.0

Total Value - $11,759

Appraiser Notes

PERMIT REVIEW. PER OWNER NO CHANGES. EST. INT. & FGR. 228 2/4/21

Planning and Building

** Permit Search **

Permit Number	Date Issued	Date Completed	Description
2020021154	2/14/2020	4/9/2020	INSTALLATION OF SOLAR TUBES FL11480-R11
2016071465	7/1/2016	5/19/2017	NEW BIRD CAGE
M060913	6/1/2003	7/1/2003	POOL ENCLOSURE
M050256	5/1/2003	7/1/2003	POOL
MA38711	11/1/1990	-	FDG
MA37898	10/1/1990	5/1/1991	RES
MA37967	10/1/1990	-	FOUNDATION
2024051011	-	2/26/2025	50;X20; ALUMINUM GARAGE ON NEW 50;X20; CONCRETE/NO ELECTRIC

Cost Summary

Buildings R.C.N.	$377,032	10/19/2017				
Total Depreciation	($113,110)					
Bldg - Just Value	$263,922		**Bldg Nbr**	**RCN**	**Depreciation**	**Depreciated**
Misc - Just Value	$11,759	3/11/2011	1	$377,032	($113,110)	$263,922
Land - Just Value	$133,000	1/30/2025				
Total Just Value	$408,681	.				

Driveway/Entry

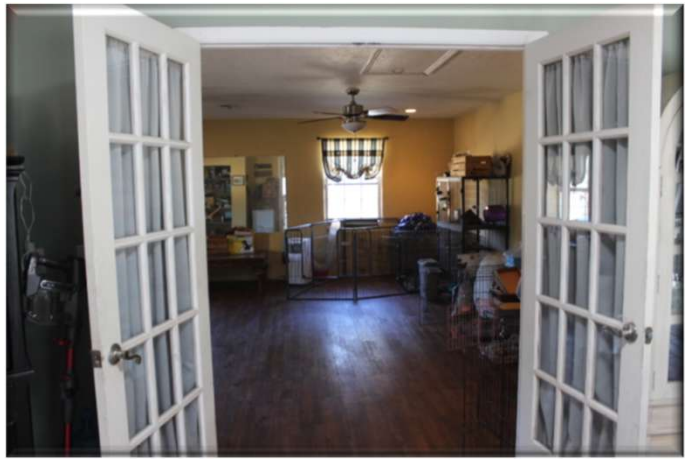
Primary Residence

South of Subject Parcel

Rear Yard

Rear yard

North of Subject Parcel



Grooming Area - Proposed

Grooming Area - Proposed

Grooming Area - Proposed

South on 52nd Court

South on 52nd Court

ATTACHMENT C

Select Year: 2025 Go

The 2025 Florida Statutes

Title XXXIII	Chapter 559	View Entire Chapter
REGULATION OF TRADE, COMMERCE, INVESTMENTS, AND SOLICITATIONS	REGULATION OF TRADE, COMMERCE, AND INVESTMENTS, GENERALLY	

559.955 Home-based businesses; local government restrictions.—

(1) Local governments may not enact or enforce any ordinance, regulation, or policy or take any action to license or otherwise regulate a home-based business in violation of this section.

(2) A home-based business that operates from a residential property as provided in subsection (3):

(a) May operate in an area zoned for residential use.

(b) May not be prohibited, restricted, regulated, or licensed in a manner that is different from other businesses in a local government's jurisdiction, except as otherwise provided in this section.

(c) Is only subject to applicable business taxes under chapter 205 in the county and municipality in which the home-based business is located.

(3) For purposes of this section, a business is considered a home-based business if it operates, in whole or in part, from a residential property and meets the following criteria:

(a) The employees of the business who work at the residential dwelling must also reside in the residential dwelling, except that up to a total of two employees or independent contractors who do not reside at the residential dwelling may work at the business. The business may have additional remote employees that do not work at the residential dwelling.

(b) Parking related to the business activities of the home-based business complies with local zoning requirements and the need for parking generated by the business may not be greater in volume than would normally be expected at a similar residence where no business is conducted. Local governments may regulate the use of vehicles or trailers operated or parked at the business or on a street right-of-way, provided that such regulations are not more stringent than those for a residence where no business is conducted. Vehicles and trailers used in connection with the business must be parked in legal parking spaces that are not located within the right-of-way, on or over a sidewalk, or on any unimproved surfaces at the residence. Local governments may regulate the parking or storage of heavy equipment at the business which is visible from the street or neighboring property. For purposes of this paragraph, the term "heavy equipment" means commercial, industrial, or agricultural vehicles, equipment, or machinery.

(c) As viewed from the street, the use of the residential property is consistent with the uses of the residential areas that surround the property. External modifications made to a residential dwelling to accommodate a home-based business must conform to the residential character and architectural aesthetics of the neighborhood. The home-based business may not conduct retail transactions at a structure other than the residential dwelling; however, incidental business uses and activities may be conducted at the residential property.

(d) The activities of the home-based business are secondary to the property's use as a residential dwelling.

(e) The business activities comply with any relevant local or state regulations with respect to signage and equipment or processes that create noise, vibration, heat, smoke, dust, glare, fumes, or noxious odors. Any local regulations on a business with respect to noise, vibration, heat, smoke, dust, glare, fumes, or noxious odors may not be more stringent than those that apply to a residence where no business is conducted.

(f) All business activities comply with any relevant local, state, and federal regulations with respect to the use, storage, or disposal of any corrosive, combustible, or other hazardous or flammable materials or liquids. Any local

ATTACHMENT C
regulations on a business with respect to the use, storage, or disposal of any corrosive, combustible, or other hazardous or flammable materials or liquids may not be more stringent than those that apply to a residence where no business is conducted.

(4) Any adversely affected current or prospective home-based business owner may challenge any local government action in violation of this section. The prevailing party in a challenge may recover reasonable attorney fees and costs incurred in challenging or defending the action, including reasonable appellate attorney fees and costs.

(5) The application of this section does not supersede:

(a) Any current or future declaration or declaration of condominium adopted pursuant to chapter 718, cooperative document adopted pursuant to chapter 719, or declaration or declaration of covenant adopted pursuant to chapter 720.

(b) Local laws, ordinances, or regulations related to transient public lodging establishments, as defined in s. 509.013(4)(a)1., that are not otherwise preempted under chapter 509.

History.—s. 1, ch. 2021-202.

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Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21319 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.5.

SUBJECT:
251206SU - JRB Property Management LLC, Special Use Permit to Allow for the On-Site Sale and Consumption of Alcoholic Beverages Within 1,000 Feet of A Church, School, or Public Park, in a Regional Business (B-4) Zone, 0.21 Acre Parcel, Parcel Account Number 4879-004-043, Site Address 13490 E Highway 25, Ocklawaha, FL 32179

DESCRIPTION/BACKGROUND:
Wises Enterprises, L.L.C., on behalf of JRB Property Management, L.L.C., has filed a Special Use Permit for on-site sale and consumption of alcoholic beverages within 1,000 feet of a church, school or public park in a 0.21-acre property with a Regional Business (B-4) zoning classification at 13490 E Highway 25, Ocklawaha FL, pursuant to the provisions of Land Development Code (LDC) Division 2.8 - Special Use Permit, and LDC Section 4.2.3. The subject property has a Commercial (COM) land use designation and is situated outside the Urban Growth Boundary (UGB) and in the County's Secondary Springs Protection Overlay Zone (SSPOZ). The subject property is situated in the Lake Weir Environmentally Sensitive Overlay Zone (ESOZ).

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

PLANNING & ZONING SECTION
STAFF REPORT

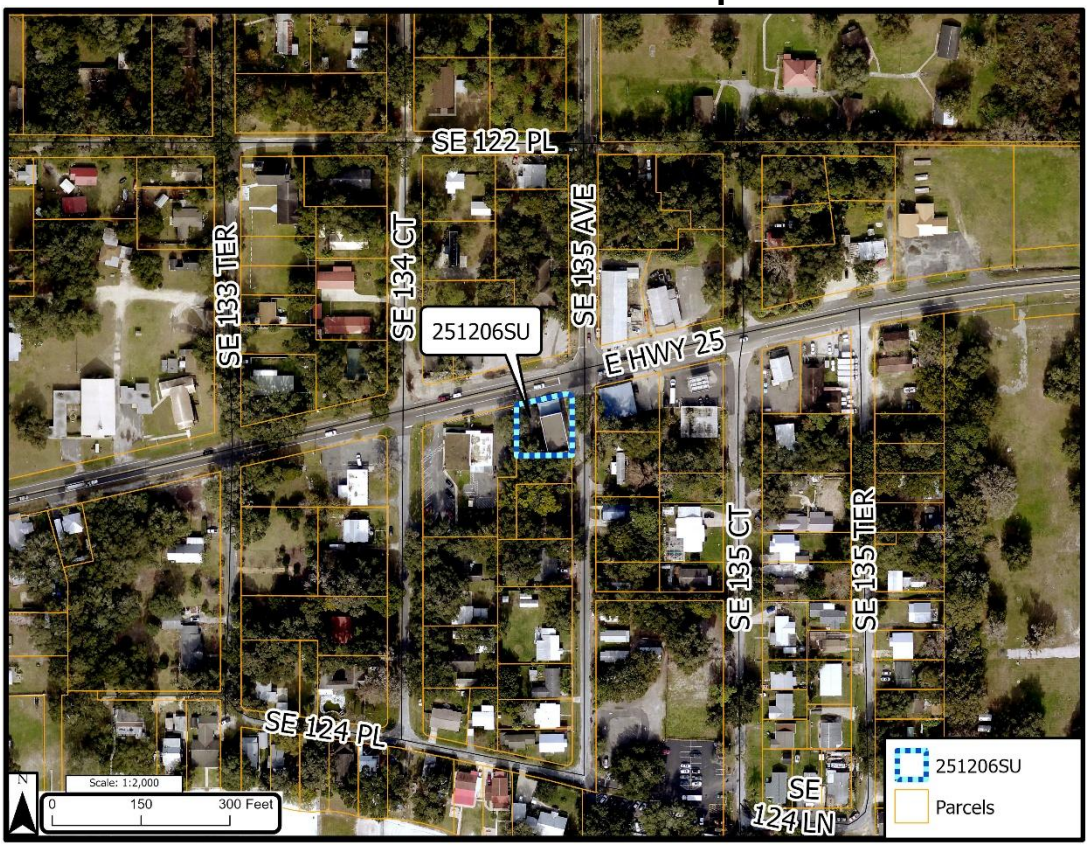
P&Z Date: 11/24/2025	**BCC Date: 12/15/2025**
Case Number	251206SU
CDP-AR	33442
Type of Case	**Special Use Permit** for on-site sale and consumption of alcoholic beverages within 1,000 feet of a church, school, or public park
Owner	JRB Property Management, L.L.C.
Applicant	Wises Enterprises, L.L.C.
Street Address/Site Location	13490 E Highway 25, Ocklawaha FL 32179
Parcel Number(s)	4879-004-043
Property Size	±0.21 AC
Future Land Use	Commercial (COM)
Existing Zoning Classification	Regional Business (B-4)
Overlays Zones/Special Areas	Secondary Springs Protection Zone (SSPZ), Lake Weir Environmentally Sensitive Overlay Zone (ESOZ)
Staff Recommendation	**DENIAL**
P&Z Recommendation	**TBD**
Project Planner	Jared Rivera-Cayetano
Related Cases	N/A

I. ITEM SUMMARY

Wises Enterprise, L.L.C., on behalf of JRB Property Management, L.L.C., filed a Special Use Permit (SUP) application for a ±0.21-acre property with a zoning classification of Regional Business (B-4). The property owner has leased a portion of the building on the subject property, designated as the first floor of the building, to the applicant. The subject property is located at 13490 E Highway 25, Ocklawaha, FL 32179. The Parcel Identification Number for the subject property is 4879-004-043. Located within the Alada subdivision, the legal descriptions are provided within the Special Use Permit application (see Attachment A). The site is located outside the Urban Growth Boundary (UGB) and within the Secondary Springs Protection Zone (SSPZ). The intention of this Special Use Permit request is to allow the sales and consumption of alcoholic beverages within 1,000 feet of a church, school, or public park. There are three (3) places of worship within 1,000 feet of the subject property. The applicant specifically plans to operate a Deli and Beer/Wine Tavern within the existing building on the subject property. The applicant has indicated licensing requirements related to food handling are either underway or have been approved.

This building is dated to the year 1931. Staff finds that the site, as would be identified during permit review, may not accommodate the proposed commercial intensity given the size of the property and the current Land Development Code (LDC) provisions related to parking and landscaping.

Figure 1
General Location Map



II. STAFF SUMMARY RECOMMENDATION

Staff recommends **DENIAL**. Staff finds that the site may not accommodate the proposed commercial intensity, given the current Land Development Code (LDC) provisions related to parking and landscaping. Given specific site conditions, Staff finds the request is not consistent with the Marion County Comprehensive Plan, is not compatible with the surrounding area, and will adversely affect the public interest. The conditions in Section VII of this report are recommended to address compliance with the requirements in the Marion County Land Development Code (LDC) Sections 2.8.2.D and 2.8.3.B. However, in the event that the Special Use Permit request is approved, the conditions in Section VII of this report are recommended to partially address compliance with the requirements in the Marion County Land Development Code (LDC) Sections 2.8.2.D and 2.8.3.B.

III. NOTICE OF PUBLIC HEARING

The Growth Services Director has interpreted the requirements of Land Development Code (LDC) Sections 2.7.3.C, 2.7.3.B and 2.7.3.E to apply to SUP applications. Consistent with LDC Section 2.7.3.B., notice of public hearing was mailed to all property owners (115 owners) within 300 feet of the subject property on November 7, 2025. Consistent with LDC Section 2.7.3.B., public notice was posted on the subject property on November 7, 2025, and consistent with LDC Section 2.7.3.E., due public notice was published in the Ocala Star-Banner on November 10, 2025. Evidence of the above-described public notices is on file with the Growth Services Department and is incorporated herein by reference. As of the date of the initial distribution of this staff report, no letter of opposition has been received.

IV. BACKGROUND/CHARACTER OF AREA

A. *Existing Site Conditions.*

Figure 1, above, is a general location aerial displaying existing and surrounding site conditions. Figure 2, below, displays the subject and surrounding properties' existing uses as established by the Marion County Property Appraiser Office's Property Code (PC).

The area surrounding the subject property is characterized by a mix of residential and commercial uses. Several properties to the South of the subject property are used for residential purposes. Select properties to the Northwest of the subject property are used for institutional purposes. One (1) property (PID 4879-001-010) is currently used for utility purposes.

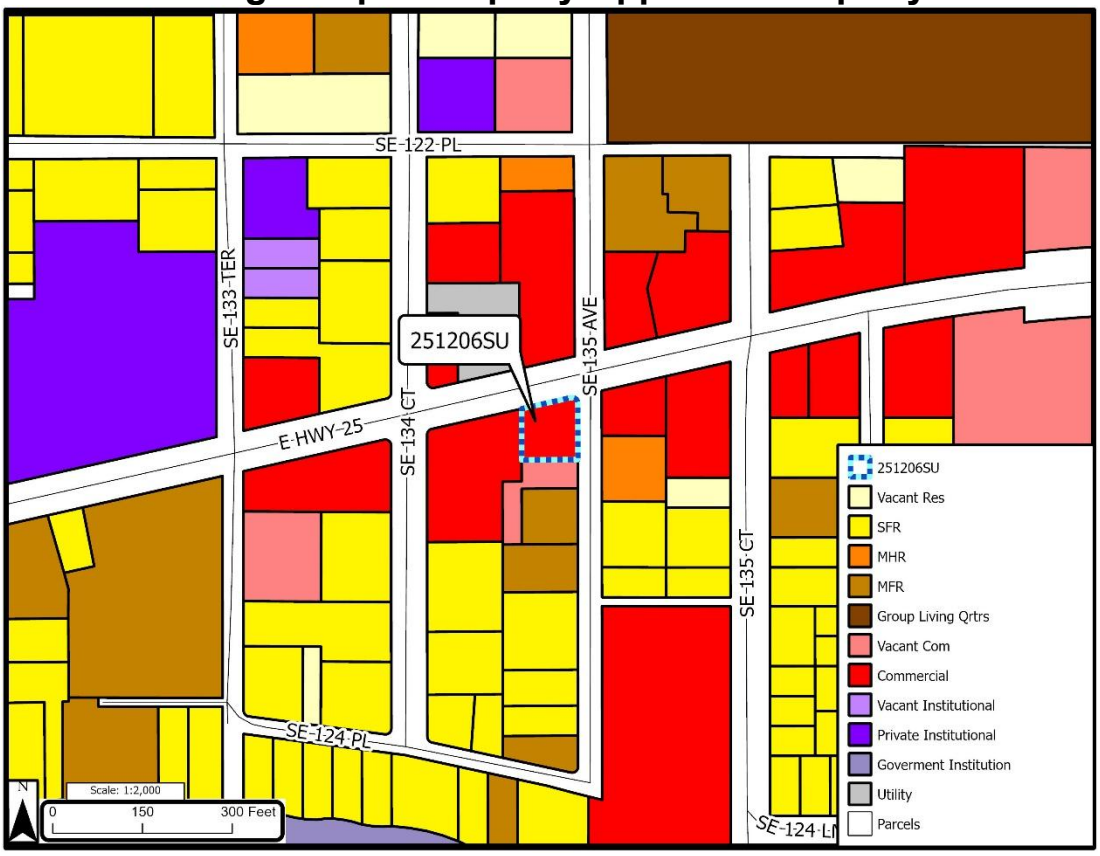
That said, along E Highway 25 in both the Alada subdivision and the nearby Parks subdivision, parcels are primarily characterized by *commercial* uses. Similar uses are nearby. Gator Joe’s Beach Bar & Grill is located on a 2.29-acre property along SE 135th Avenue (PID 48723-000-00) and is directly adjacent to Lake Weir. There is a liquor store directly to the east of the subject property.

Staff conducted a site visit on November 7, 2025. Staff found that the subject property contains a single two-story building, dated to the year 1931 according to the Marion County Property Appraiser (MCPA). There is a parking lot to the west of this building with approximately seven (7) parking blocks, including one (1) designated handicap parking block. That said, there are several trees scattered in the parking lot, significantly reducing parking space. Staff notes that the parking lot is only composed of heavily compacted material at this time.

A canopy structure extrudes from the building. Staff notes several tables under this canopy structure. Concrete surfaces extend to the intersection of E Highway 25 and SE 135th Avenue. There is a garbage container along SE 135th Avenue. A chain-link fence surrounds the southern and western subject property boundaries. No landscaping is located along E Highway 25. Site photos are attached to this report (see Attachment C).

Figure 3 provides zoning classification information, while Figure 4 provides Future Lane Use (FLU) designation information for the area.

Figure 2
Existing Use per Property Appraiser Property Code

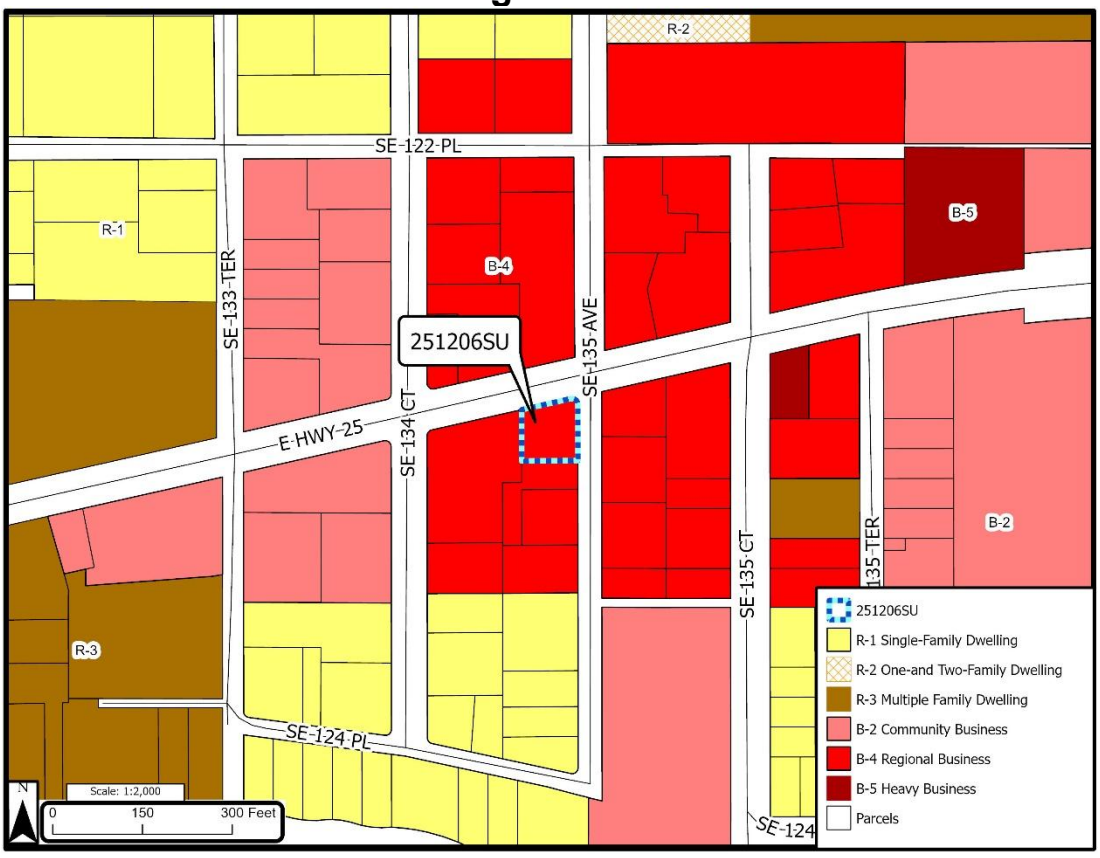


B. *Zoning Classification.*

Figure 2, below, displays the existing zoning classifications for the subject property in relation to the existing zoning classifications of the surrounding properties. In general, properties to the North, South, East, and West of the subject property—both within the Alada subdivision and the nearby Parks subdivision—are zoned for commercial uses.

That said, Staff notes select properties to the South of the subject property—within the existing Alada subdivision—are currently zoned Single-Family Dwelling (R-1).

Figure 3
Zoning Classification



C. *FLUM Designation.*

Figure 4, below, displays the existing Future Land Use (FLU) designation for the subject property in relation to the existing FLU designation of the surrounding properties. In general, properties to the North, South, and West of the subject property—within the Alada subdivision—are designated as Commercial (COM). Likewise, Staff notes select properties to the South of the subject property—within the existing Alada subdivision—are designated as Medium Residential (MR).

Select properties to the East of the subject property—within the nearby Parks subdivision—are designated as High Residential; that said, existing commercial development within this subdivision may have been constructed prior to the adoption of the Marion County Comprehensive Plan in 1992 and prior to the adoption of Zoning in 1982.

The subject property is within the Secondary Springs Protection Overlay Zone (PSPOZ) and outside the Urban Growth Boundary (UGB), as established by the Marion County Comprehensive Plan. The subject property is located within the Lake Weir Environmentally Sensitive Overlay Zone (ESOZ).

Figure 4
FLUMS Designation

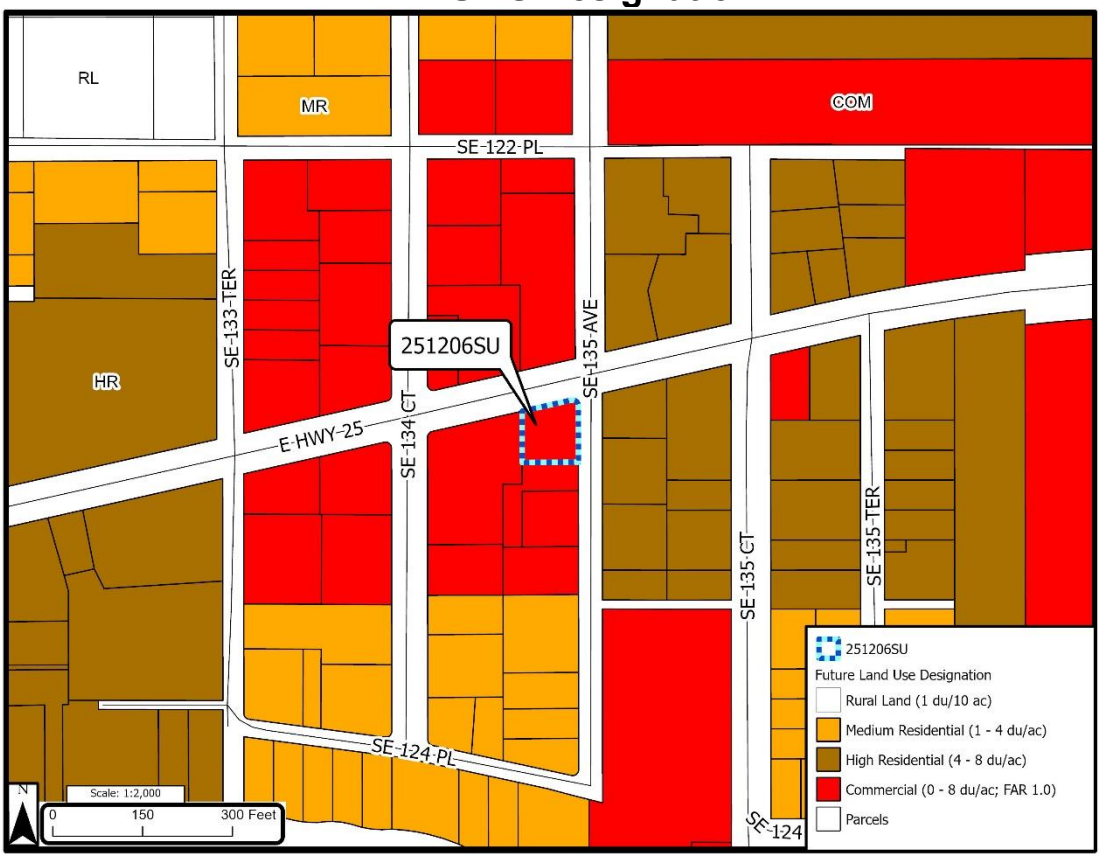
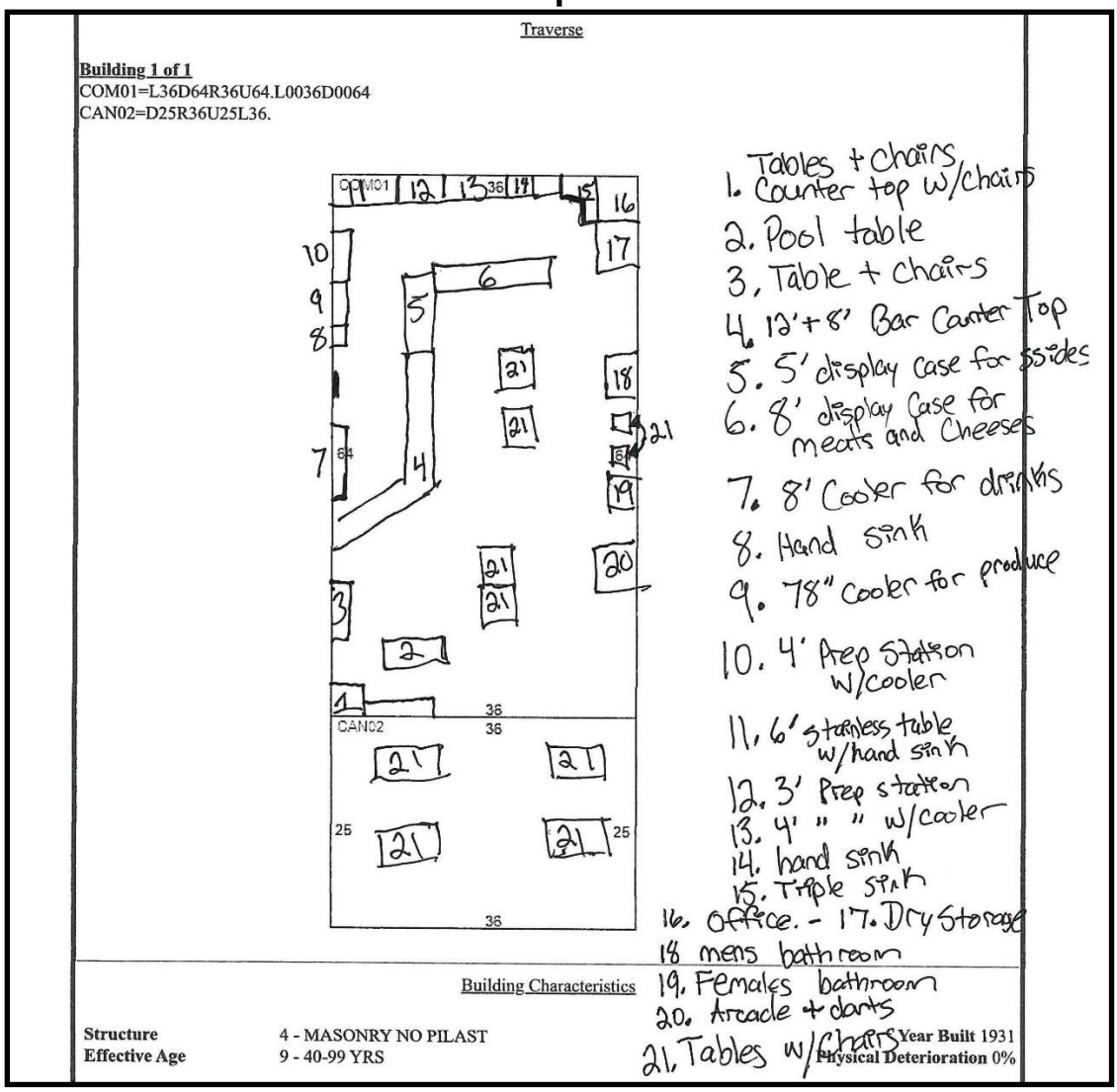


Table 1, above, assembles the information in Figures 2, 3, and 4 in tabular form. Figure 5, below, provides a concept plan for the requested special use. The applicant proposes ten (10) tables. The applicant has clarified that nine (9) tables will accommodate approximately four (4) seats. One (1) table will accommodate approximately sixteen (16) seats. An additional fourteen (14) bar seats are proposed. Other than the internal renovation of the building, the applicant does not propose any significant external improvements to the subject property.

TABLE 1. ADJACENT PROPERTY CHARACTERISTICS			
Direction	**FLUM Designation**	**Zoning Classification**	**MCPA Existing Use**
Subject Property	Commercial (COM)	Regional Business (B-4)	Commercial
North	Right-of-Way & Commercial (COM)	Right-of-Way & Regional Business (B-4)	Right-of-Way & Commercial
South	Commercial (COM)	Regional Business (B-4)	Vacant Commercial & Multi-Family Residential
East	Right-of-Way & High Residential (HR)	Right-of-Way & Regional Business (B-4)	Right-of-Way, Commercial & Mobile Home Residential
West	Commercial (COM)	Regional Business (B-4)	Commercial

Figure 5
Concept Plan



V. ANALYSIS

LDC Section 2.8.2.D provides that in making a recommendation to the Board, the Commission shall make a written finding that granting the SUP will address nine specific requirements. LDC Section 2.8.3.B requires consistency with the Comprehensive Plan. Staff's analysis of compliance with these ten (10) requirements is addressed below. The applicant does not propose any significant external improvements to the subject property at this time.

*A. Provision for **ingress and egress** to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.*

Analysis: The subject property currently has one (1) access point, located along E Highway 25. Staff notes the subject property does not contain a paved apron; however, the Office of the County Engineer (OCE) does not have traffic concerns with this Special Use Permit (SUP) request. E Highway 25 currently meets County Level of Service (LOS) standards for urban collector roadways.

Staff therefore concludes that the application **is consistent** with LDC provisions for ingress and egress.

B. *Provision for **off-street parking and loading areas**, where required, with particular attention to the items in (1) above and the economic, noise, glare, or odor effects of the SUP on adjoining properties and properties generally in the surrounding area.*

Analysis: The applicant plans to operate a Deli and Beer/Wine Tavern within the existing building on the subject property. For restaurants and bars, Section 6.11.8 of the Marion County Land Development Code (LDC) requires one (1) parking space for every four (4) seats. In total, the applicant has proposed approximately sixty-six (66) seats, ordinarily necessitating seventeen (17) parking spaces. The site had been previously utilized for retail; the proposed use increases the required number of parking spaces and therefore necessitates a site plan through the formal development review process to bring the overall site up to the minimum standards of the Land Development Code.

There is currently a parking lot within the western portion of the subject property. At most, there are approximately seven (7) parking spaces, including one (1) designated handicap parking space. However, the parking lot is not paved at this time, and there are several trees scattered in the parking lot. Furthermore, given the location of the existing building on the subject property and a limited parking area, Staff notes the possibility of commercial vehicle loading along the E Highway 25 right-of-way (ROW; see Attachment C).

Staff therefore concludes that the application **is not consistent** with LDC provisions for parking and loading. However, in the event that the Special Use Permit request is approved, Staff recommends the following condition(s) to partially mitigate parking/loading concerns:

- *The applicant shall apply for a site plan through the Development Review Committee within 60 days of approval. This site plan shall move forward in good faith. If the site plan is not approved within six (6) months of the approval of this Special Use Permit (SUP), then the Permit shall become void.*
- *Parking and loading activity associated with this Special Use shall occur within the subject property and shall be prohibited along the E Highway 25/SE 135th Avenue right-of-way.*
    - *Parking, including the number of spaces, shall be provided consistent with the Marion County Land Development Code (LDC),*

as modified through Development Review Committee (DRC)-approved waivers.

C. *Provisions for **refuse and service area**, with particular reference to the items in (1) and (2) above.*

Analysis: The applicant indicates that waste removal will be contacted with Waste Pro. Staff notes there is a single garbage container along SE 135th Avenue.

Section 6.8.9 of the Marion County Land Development Code (LDC) requires that garbage collection areas provide a wall, buffer fencing, or landscaping capable of reaching a minimum height of six feet within three years. No screening is currently provided. Staff therefore concludes that the application **is not consistent** with the LDC Provisions for refuse and service area.

However, in the event that the Special Use Permit request is approved, Staff recommends the following condition(s) to partially mitigate buffering concerns:

- *Screening shall be provided for the garbage collection area consistent with the Marion County LDC, as modified through Development Review Committee (DRC)-approved waivers.*

D. *Provision for **utilities**, with reference to locations, availability, and compatibility.*

Analysis: The subject property is currently served by Duke Energy for electricity. The subject property is within Central States Water Resources (CSWR) service area. The applicant indicates the property is currently served by central potable water and an individual septic system. Staff notes that any septic system would be required to meet County, Department of Health (DOH), and/or Department of Environmental Protection (DEP) standards at the time of permit review.

Staff therefore concludes that the application **is consistent** with LDC provisions for utilities.

E. *Provision for **screening and buffering** of dissimilar uses and of adjacent properties where necessary.*

Analysis: The Marion County Land Development Code (LDC) includes several provisions to ensure *compatibility* between different land uses. As commercial use, Section 6.8.6 of the Marion County LDC does not require buffers on all property boundaries abutting commercially-zoned properties. Staff notes that a fence is located along the western and southern property boundaries.

However, Section 6.8.6 of the Marion County LDC requires that a Type C buffer—composed of a 15-foot landscape strip without a buffer wall—be provided along E Highway 25, a collector roadway. No landscaping exists along E Highway 25. Staff therefore concludes that the application **is not consistent** with LDC provisions for

screening and buffering. However, in the event that the Special Use Permit request is approved, Staff recommends the following condition(s) to partially mitigate buffering concerns:

- *A Type C buffer shall be provided along E Highway 25, as modified through Development Review Committee (DRC)-approved waivers.*

F. *Provision for **signs**, if any, and **exterior lighting** with consideration given to glare, traffic safety, economic effects, and compatibility and harmony with properties in the surrounding area.*

Analysis: No free-standing sign currently exists, nor is one proposed, within the subject property. Additional outdoor lighting is not proposed, but if it is found that lighting needs to be added, a photometric plan will be provided in accordance with the Marion County LDC. Staff therefore concludes that the application **is consistent** with LDC provisions for signs and exterior lighting.

G. *Provision for **required yards and other green space**.*

Analysis: Staff notes the subject property currently has 3,578 square feet of impervious surfaces, as accounted by the Marion County Property Appraiser (MCPA). The parking lot is composed of a heavily compacted material at this time. Staff therefore finds there is limited green space within the subject property.

In the event that the Special Use Permit is approved, Staff conditions related to Buffers have been proposed. Upon any further development of the subject property, a site plan would be required, whereby landscaping/open space as required by the Marion County Land Development Code would be determined. Staff therefore concludes that the application **may or may not be consistent** with LDC provisions for green space.

H. *Provision for general **compatibility** with adjacent properties and other properties in the surrounding area.*

Analysis: "Compatibility" is defined in Chapter 163.3164(9) of the Florida Statutes, under the Community Planning Act, as "a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition." Figure 1 is a general location aerial displaying existing and surrounding site conditions. Figure 2 displays the subject and surrounding properties' existing uses as established by the Marion County Property Appraiser Office's Property Code (PC).

In general, the area surrounding the subject property is characterized by a mix of residential and commercial uses. That said, along E Highway 25 in both the Alada subdivision and the nearby Parks subdivision, parcels are primarily characterized by commercial uses.

The building on the subject property has existed since 1931, according to the Marion County Property Appraiser (MCPA). The building is approximately twenty-five (25) feet in height. Nearby residential properties with an R-1 zoning have a maximum building height of forty (40) feet.

In the event that the Special Use Permit is approved, Staff conditions related to Buffers have been proposed. That said, the following condition(s) are recommended to further mitigate compatibility concerns:

- *The site shall be developed and operated consistent with the concept plan.*
- *The Special Use Permit shall expire on December 15, 2028; however, it may be renewed administratively three times for five years each by written instrument signed and issued by the Growth Services Director (or designee), unless:*
    - *There have been unresolved violations of the County Land Development Code, the County Code of Ordinances, and/or the conditions of the Permit;*
    - *Neighboring property owners within 300 feet of the subject property have complained to the County Code Enforcement, Zoning, or equivalent/similar Departments/Divisions about the uses of the subject property by this Permit; and/or*
    - *The Growth Services Director determines that renewal should be considered directly by the Board of County Commissioners through the Special Use Permit review process (or equivalent review process at the time).*

*I. Provision for meeting any **special requirements** required by the site analysis for the particular use involved.*

Analysis: Section 4.3.4.A prohibits the on-site sale and consumption of alcoholic beverages within 1,000 feet of any church, school, or public park, unless approved by Special Use Permit pursuant to LDC Section 4.3.4.K.

Staff notes that both restaurants and bars would otherwise be permitted in properties zoned as Regional Business (B-4), with alcoholic beverages, including hours of sale, regulated under Chapter 3 of the Marion County Code of Ordinances. Furthermore, along E Highway 25 in both the Alada subdivision and the nearby Parks subdivision, parcels are primarily characterized by *commercial* uses. Staff notes similar uses related to the sale of alcoholic beverages are nearby.

Staff notes that—upon any further development of the subject property—a site plan will be required, whereby all new impervious surfaces shall be evaluated according to County stormwater management standards, as waived by the Development Review Committee (DRC). The applicant has only proposed internal improvements at this time.

- *The Special Use Permit shall run with the lessee, Wises Enterprises, L.L.C., and shall terminate upon the closure or sale of the business.*
    - *The lessee shall obtain all applicable license(s) for the sale of alcoholic beverages from the State of Florida. The lessee shall provide a copy to the Marion County Growth Services Department before the commencement of sales.*
    - *A new Certificate of Occupancy shall be required before the commencement of sales.*
- *The sale and on-site consumption of alcoholic beverages shall be limited to the hours of 7:00 AM and 2:00 AM each day, unless otherwise prohibited by the Marion County Code of Ordinances.*

J. Consistency with the Comprehensive Plan.

1. **FLUE Policy 2.1.5** on Permitted and Special Use provides, "The County shall identify permitted and special uses for each land use designation and zoning classification, as further defined in the Comprehensive Plan, Zoning, and LDC."

   Analysis: LDC Section 4.3.4.A prohibits the on-site sale and consumption of alcoholic beverages within 1,000 feet of any church, school, or public park, unless approved by Special Use Permit pursuant to LDC Section 4.3.4.K.

   That said, assuming a property is more than 1,000 feet from any church, school, or public park, Staff notes both restaurants and bars would otherwise be permitted in properties zoned as Regional Business (B-4). Furthermore, the subject property is designated as Commercial (COM).

   This application **is thus consistent** with FLUE Policy 2.1.5, provided that all previously-listed conditions are met.

2. **Policy 2.1.22** on Commercial (COM) provides, "This land use designation is intended to provide for mixed-use development focused on retail, office, and community business opportunities to meet the daily needs of the surrounding residential areas; and allows for mixed residential development as a primary use or commercial uses with or without residential uses. The density range shall be up to eight (8) dwelling units per one (1) gross acre and a maximum Floor Area Ratio of 1.0, as further defined in the LDC. This land use designation is allowed in the Urban Area and allows for campgrounds and recreational vehicle parks (RVP)."

   Analysis: The subject site is designated as Commercial (COM) and proposes to use an existing building for the on-site sale and consumption of alcoholic beverages. Staff notes the request for special use is in addition

to a deli, which is permitted by right. Staff notes that the current B-4 zoning classification would otherwise allow more intensive commercial uses, including outdoor storage. The area surrounding the subject property is characterized by a mix of residential and commercial uses. The proposed uses thus align with the intent of the Commercial land use designation and **are consistent** with Policy 2.1.22.

3. **FLUE 3.1.5** on Urban Areas outside of UGB provides, "The County shall maintain existing Future Land Use designations that have been previously adopted that are outside of the UGB to recognize vested development rights. Any expansion or creation of new Urban Areas outside the UGB shall require a Comprehensive Plan Amendment, analysis to demonstrate the potential need for the creation of such new Urban Areas, and other appropriate documentation in accordance with Policy 3.1.3. It shall not be necessary to modify the UGB to expand or create Urban Areas outside the UGB unless the expansion or creation of a new urban area is within the FPA."

   Analysis: Staff notes that the subject property and all other properties within the Alada subdivision, publicly recorded in 1925, currently have an urban Future Land Use (FLU) designation. The applicant proposes to use an existing building for the on-site sale and consumption of alcoholic beverages, alongside a deli, on a property designated as Commercial (COM). The applicant, therefore, maintains the intention of an urban Future Land Use (FLU) designation that had been previously adopted outside of the UGB. Therefore, the proposed special use meets the criteria above and **is consistent** with FLUE Policy 3.1.5.

4. **Subsection '1' of FLUE Policy 10.1.6** on Compliance with LDC for Uses and/or Structures provides, "Legally established non-conforming uses and/or structures can continue to operate or be utilized for the use(s) as follows:

   (a) Existing / No Changes: LDCs that require additional site requirements beyond the existing site shall not be required to be addressed, unless determined necessary by the County to address public safety, welfare, or health issues or compliance with other government agency regulations.
   (b) Expansion / Redevelopment: If the non-conforming use and/or structure is expanded as provided in this policy, then the property shall be required to be brought into compliance with the current LDC, but these requirements may be reduced in accordance with the County's waiver and variance processes."

   Analysis: The applicant proposes to use an existing building for the on-site sale and consumption of alcoholic beverages, alongside a deli, on a building that has existed since 1931, according to the Marion County Property Appraiser (MCPA).

However, Staff finds that the site may not accommodate the proposed commercial uses given the current Land Development Code (LDC) provisions related to parking and landscaping.

For the former, Staff notes that minimum parking requirements are intended to ensure adequate parking is located within the subject property, thereby limiting parking within adjacent properties and/or County-maintained right-of-way. For the latter, Article 6, Division 8 of the LDC explicitly indicates the intention of County landscaping standards is to "[enhance] the aesthetic appearance of Marion County, [compliment] the natural and built environments, [reduce] noise and glare, [improve] air and water quality, [provide] shade and habitat, and [buffer] the aspects of development."

Therefore, the proposed special use does not meet Criteria A and **is thus not consistent** with Subsection '1' of FLUE Policy 10.1.6.

Based on the above findings, staff concludes the SUP **is not consistent** with LDC Sections 2.8.2.D and 2.8.3.B. The conditions in Section VII of this report are recommended to further address compliance.

VI. ALTERNATIVE ACTIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein so as to support the approval of the Ordinance with conditions, and make a recommendation to the Commission to adopt a proposed Ordinance to **APPROVE WITH CONDITIONS** the Special Use Permit.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, make a recommendation to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

Staff recommends the Planning & Zoning (P&Z) Commission enter into the record the Staff Report, and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein, and make a recommendation to **DENY** the Special Use Permit based on compatibility in the area, compliance with the Comprehensive Plan, and adverse impacts to the surrounding area.

To address compliance with LDC Sections 2.8.2.D and 2.8.3.B, the following conditions are recommended in the event that the Board chooses to approve the requested special use:

1. *The applicant shall apply for a site plan through the Development Review Committee within 60 days of approval. This site plan shall move forward in good faith. If the site plan is not approved within six (6) months of the approval of this Special Use Permit (SUP), then the Permit shall become void.*
2. *The site shall be developed and operated consistent with the concept plan.*
3. *The Special Use Permit shall run with the lessee, Wises Enterprises, L.L.C., and shall terminate upon the closure or sale of the business.*
    a. *The lessee shall obtain all applicable license(s) for the sale of alcoholic beverages from the State of Florida. The lessee shall provide a copy to the Marion County Growth Services Department before the commencement of sales.*
    b. *A new Certificate of Occupancy shall be required before the commencement of sales.*
4. *The sale and on-site consumption of alcoholic beverages shall be limited to the hours of 7:00 AM and 2:00 AM each day, unless otherwise prohibited by the Marion County Code of Ordinances.*
5. *Parking and loading activity associated with this Special Use shall occur within the subject property and shall be prohibited along the E Highway 25/SE 135th Avenue right-of-way.*
    a. *Parking, including the number of spaces, shall be provided consistent with the Marion County Land Development Code (LDC), as modified through Development Review Committee (DRC)-approved waivers.*
6. *A Type C buffer shall be provided along E Highway 25, as modified through Development Review Committee (DRC)-approved waivers.*
    a. *Screening shall be provided for the garbage collection area consistent with the Marion County LDC, as modified through Development Review Committee (DRC)-approved waivers.*
7. *The Special Use Permit shall expire on December 15, 2028; however, it may be renewed administratively three times for five years each by written instrument signed and issued by the Growth Services Director (or designee), unless:*
    a. *There have been unresolved violations of the County Land Development Code, the County Code of Ordinances, and/or the conditions of the Permit;*
    b. *Neighboring property owners within 300 feet of the subject property have complained to the County Code Enforcement, Zoning, or equivalent/similar Departments/Divisions about the uses of the subject property by this Permit; and/or*
    c. *The Growth Services Director determines that renewal should be considered directly by the Board of County Commissioners through the Special Use Permit review process (or equivalent review process at the time).*

VIII. PLANNING & ZONING COMMISSION RECOMMENDATION

To be determined. Scheduled for November 24, 2025, at 5:30 PM.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined. Scheduled for December 15, 2025, at 1:30 PM.

X. LIST OF ATTACHMENTS

A. Application
B. DRC Comments Letter
C. Site Photos

APPLICATION COMPLETE
DATE COMPLETED 9/24/25
INTIALS OM

TENTATIVE MEETING DATES
P&Z PH 11/24/25
BCC/P&Z PH 12/15 or 12/16/25

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

SPECIAL USE PERMIT APPLICATION - REGULAR - $1,000.00

The undersigned hereby requests a Special Use Permit in accordance with Marion County Land Development Code, Articles 2 and 4, for the purpose of: LDC 4.3.4 not meeting required 1,000 feet spacing from church, School or pubic park.

Legal Description: (Please attach a copy of the deed and location map.) **Parcel Zoning:** 4879-004-043

Parcel account number(s): 4879-004-043

Property dimensions: 96' X 121' **Total acreage:** .21 acres

Directions:

Each property owner(s) MUST sign this application or provide written authorization naming an applicant or agent to act on his behalf. **Please print all information, except for the Owner and Applicant/Agent *signature*.**

~~Jagdesh~~ Rupnarain JRB Property Management LLC	Wises Enterprises LLC
Property Owner name (please print)	**Applicant or agent name (please print)**
PO BOX 573	13409 E Highway 25
Mailing Address	**Mailing Address**
Palemtto FL 34220	Ocklawaha, FL 32179
City, State, Zip code	**City, State, Zip code**
352-216-3755	(352) 499-0800
Phone number (include area code)	**Phone number (include area code)**
JRBDevelopment@outlook.com	TheInnSpot13490@gmail.com
E-mail address	**E-mail address**
Jagdesh Rupnarain	
Signature	***Signature***

PLEASE NOTE: A representative is strongly encouraged to attend the public hearings when this application will be discussed. If no representative is present, the request may be postponed or **denied**. Hearing notices will be mailed to the address(es) listed above. All information submitted must be correct and legible to process the Application. The filing fee is $1,000.00, and is non-refundable. For more information, please contact the Zoning Division at 352-438-2675.

STAFF/OFFICE USE ONLY					
Project No.: 2025090071	*Code Case No.:*		*Application No.:* 33442		
Rcvd by: EK	*Rcvd Date:* 9/23/25	*FLUM:* COM	*Zoning Map No.:* 294	*Rev:* 01/12/2021	

Finding of Facts Sheet

1. A. Vehicles will enter property through CR-25
   B. There are no other structures on property

2. A. The parking lot has direct access from CR-25

B. Food deliveries and drop offs will be accessed from SE 135th Ave through side entrance or from front of building and brought through side door.

C. Our business will provide an economic growth in the form of job opportunities and revitalize the community. It will also help neighboring businesses.

3. Contract with Waste Pro to empty dumpster located in the rear of building.

4. City water is run by CSWR – Florida. Building has a septic tank for waste materials.

5. There is a chain link fence around the back and side of building.

6. Building has a front porch with outside lighting that is inset in a way to block light and glare to street.

7. A. The building is already existing. There are no plans for further development.

B. All set back requirements are met.

8. The surrounding properties to either side or in front are all businesses including a liquor store, post office, and currently 2 unoccupied buildings.

9. We will meet any requirements or special conditions that may be deemed needed.

BUSINESS PLAN

The Inn Spot

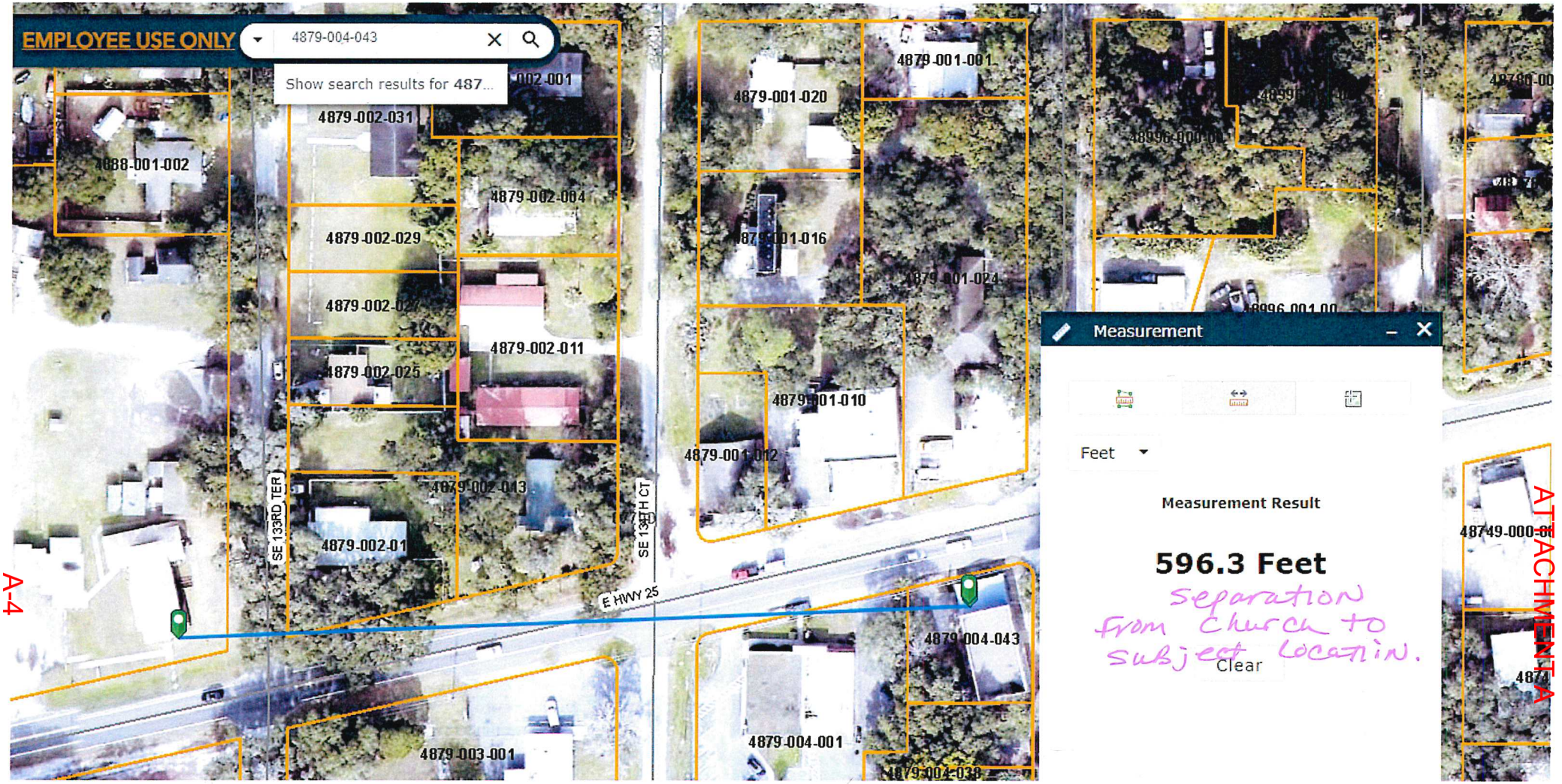
13490 East Highway 25

Ocklawaha, FL, 32179

Hours of Operation 10am-2am

The Inn Spot will be operated as a Deli/Beer and Wine Tavern. Our goal is to serve the community with fresh deli meats and cheeses by the pound. We will also offer freshly made traditional sandwiches and specialty sandwiches along with homemade sides and desserts.

We have a pool table, electronic dart board and arcade games inside the building.



A-4

ATTACHMENT A

Google Maps 13490 E Hwy 25

Imagery ©2025 Airbus, Map data ©2025 20 ft

BLK 4 LOT 43

Land Data - Warning: Verify Zoning

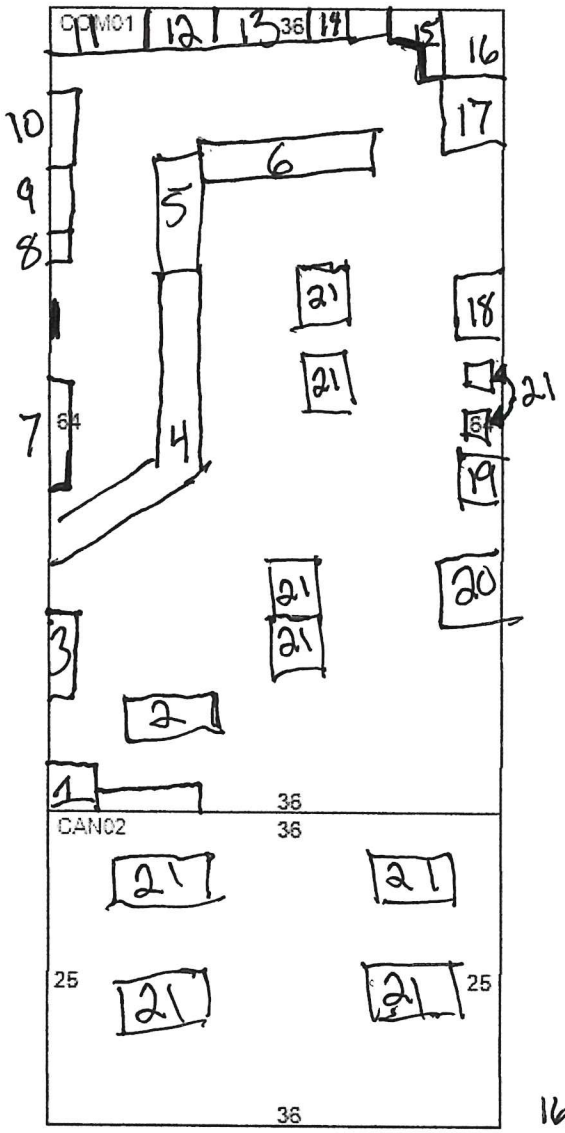
Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
GCCR	1144	95.0	96.0	B4	9,148.00	SF	4.0000	1.00	1.00	1.00	36,592	36,592

Neighborhood 9995
Mkt: 2 70

Total Land - Class $36,592
Total Land - Just $36,592

Traverse

Building 1 of 1
COM01=L36D64R36U64.L0036D0064
CAN02=D25R36U25L36.



1. Tables + chairs
2. Counter top w/chairs
3. Pool table
4. Table + chairs
5. 12' + 8' Bar Counter Top
6. 5' display case for sides
7. 8' display case for meats and cheeses
8. 8' Cooler for drinks
9. Hand sink
10. 78" cooler for produce
11. 4' Prep station w/cooler
12. 6' stainless table w/hand sink
13. 3' Prep station
14. 4' " " w/cooler
15. hand sink
16. Triple sink
17. Office. - 17. Dry Storage
18. mens bathroom
19. Females bathroom
20. Arcade + darts
21. Tables w/chairs

Building Characteristics

Structure	4 - MASONRY NO PILAST	**Year Built**	1931
Effective Age	9 - 40-99 YRS	**Physical Deterioration**	0%

DAVID R ELLSPERMANN CLERK & COMPTROLLER MARION CO
DATE: 02/09/2018 09:08:14 AM
FILE #: 2018012551 OR BK 6713 PGS 1333-1334
REC FEES: $18.50 INDEX FEES: $0.00
DDS: $0.70 MDS: $0 INT: $0

Rec._____
Doc._____

This instrument was prepared by,
record and return to:
Brian T. Anderson, Esq.
Schatt, Hesser, McGraw
328 N.E. 1st Avenue, Suite 100
Ocala, FL 34470
352-789-6520

QUITCLAIM DEED

THIS QUITCLAIM DEED, made effective this 22th day of January 2018, between **RUPNARAIN PROPERTIES, LLC, a Florida limited liability company**, whose address is 1306 E Silver Springs Blvd, Suite 101, Ocala, Florida 34470, Grantor, and **JRB PROPERTY MANAGEMENT LLC, a Florida limited liability company,** whose address is P.O. Box 170691, Austin, Texas 78717, Grantee.

(Wherever used herein, the terms "Grantor" and "Grantee" include all the parties to this instrument, singular and plural, and the heirs, legal representatives, and assigns of these individuals, and the successors and assigns of corporations, wherever the context so admits or requires).

WITNESSETH, that said Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable considerations, receipt of which is hereby acknowledged, does hereby remise, release, and quit claim unto Grantee forever, all the right, title, interest, encumbrance, claim and demand which said Grantor has in and to the following described lot, piece or parcel of real property situated, lying and being in Marion County, Florida, to wit:

SEC 05 TWP 17 RGE 24
PLAT BOOK B PAGE 249
ALADA
BLK 4 LOT 43

Property Address: 13490 E Hwy 25, Ocklawaha, Florida 34474

Parcel ID#: 4879-004-043

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

To Have And To Hold the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, encumbrances, interest, lien, equity and claim whatsoever of Grantor, either in law or equity, to the only proper use, benefit and behoof of the Grantee forever.

THIS INSTRUMENT WAS PREPARED FROM A LEGAL DESCRIPTION PROVIDED TO SCHATT, HESSER, McGRAW BY GRANTOR; NO OPINION AS TO THE STATUS OF TITLE HAS BEEN GIVEN BY THE PREPARER OF THIS INSTRUMENT, AND SAID PREPARER ASSUMES NO LIABILITY FOR THE STATE OF THE TITLE OR THE ACCURACY OF THE LEGAL DESCRIPTION.

IN WITNESS WHEREOF, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered
in our presence:

Ryan Jerke Witness

Michelle Barnes Witness

GRANTOR:

JAGDESH R. BAIJNAUTH, *as Managing Member of RUPNARAIN PROPERTIES, LLC, a Florida limited liability company*

STATE OF Texas
COUNTY OF Williamson

The foregoing instrument was acknowledged before me this 22nd day of January 2018 by **Jagdesh R. Baijnauth**, who ☒ is personally known to me or ☐ has presented TX DL as identification.

Kristen Thayer
Notary Public
State of Texas
My Commission Expires
May 12, 2019

[AFFIX NOTARY SEAL]

Notary Public, State of Texas
(Print Name): Kristen Thayer
My Commission Expires: 5/12/19
Commission No.: 13022415-8

Sunbiz.org DIVISION of CORPORATIONS an official State of Florida website

Detail by Entity Name

Florida Limited Liability Company
JRB PROPERTY MANAGEMENT LLC

Filing Information

Document Number	L17000163899
FEI/EIN Number	82-2960557
Date Filed	08/01/2017
Effective Date	08/01/2017
State	FL
Status	ACTIVE

Principal Address

1701 4th St E
Palmetto, FL 34221

Changed: 02/09/2024

Mailing Address

PO Box 573
Palmetto, FL 34220

Changed: 02/09/2024

Registered Agent Name & Address

Rupnarain, Jagdesh B, Manager
1701 4th St E
Palmetto, FL 34221

Name Changed: 01/15/2025

Address Changed: 02/09/2024

Authorized Person(s) Detail

Name & Address

Title MGR

Rupnarain, Jagdesh B
PO Box 573
Palmetto, FL 34220

Annual Reports

Report Year	Filed Date
2023	01/30/2023
2024	02/09/2024
2025	01/15/2025

Document Images

01/15/2025 -- ANNUAL REPORT	View image in PDF format
02/09/2024 -- ANNUAL REPORT	View image in PDF format
01/30/2023 -- ANNUAL REPORT	View image in PDF format
02/16/2022 -- ANNUAL REPORT	View image in PDF format
01/27/2021 -- ANNUAL REPORT	View image in PDF format
01/26/2020 -- ANNUAL REPORT	View image in PDF format
02/15/2019 -- ANNUAL REPORT	View image in PDF format
03/05/2018 -- ANNUAL REPORT	View image in PDF format
08/01/2017 -- Florida Limited Liability	View image in PDF format

COMMERCIAL LEASE AGREEMENT

This Commercial Lease Agreement ("Lease") is made and effective September 1st, 2025, by and between JRB Property Management LLC ("Landlord") and Justin Wise ("Tenant").

Landlord is the owner of land and improvements commonly known and numbered as 13490 East Highway 25 Ocklawaha, FL 32179 and legally described as follows (the "Building"): Parcel ID 4879-004-043, SEC 05 TWP 17 RGE 24, PLAT BOOK B PAGE 249, BLK 4 LOT 43

Landlord makes available for lease a portion of the Building designated as first floor of the building (the "Leased Premises").

Landlord desires to lease the Leased Premises to Tenant, and Tenant desires to lease the Leased Premises from Landlord for the term, at the rental and upon the covenants, conditions and provisions herein set forth.

THEREFORE, in consideration of the mutual promises herein, contained and other good and valuable consideration, it is agreed:

1. **Term**.
A. Landlord hereby leases the Leased Premises to Tenant, and Tenant hereby leases the same from Landlord, for an "Initial Term" beginning September 1st, 2025 and ending August 31st, 2026. Landlord shall use its best efforts to give Tenant possession as nearly as possible at the beginning of the Lease term. If Landlord is unable to timely provide the Leased Premises, rent shall abate for the period of delay. Tenant shall make no other claim against Landlord for any such delay.

B. Tenant may renew the Lease for one extended term of one year. Tenant shall exercise such renewal option, if at all; by giving written notice to Landlord not less than ninety (90) days prior to the expiration of the Initial Term. The renewal term shall be at the rental set forth below and otherwise upon the same covenants, conditions and provisions as provided in this Lease.

2. **Rental**.
A. Tenant shall pay to Landlord during the Initial Term rental of $30,000.00 per year, payable in installments of $2,500.00 per month. Each installment payment shall be due in advance on the first day of each calendar month during the lease term to Landlord at Chase Bank Account #228238876 – JRB Property Management or at such other place designated by written notice from Landlord or Tenant. The rental payment amount for any partial calendar months included in the lease term shall be prorated on a daily basis. Tenant shall also pay to Landlord a "Security Deposit" in the amount of $2,500.00.

3. **Use**
The Leased Premises may be used and occupied by Tenant for any lawful purpose which complies with applicable zoning ordinances. Notwithstanding the forgoing, Tenant shall not use the Leased

Premises for the purposes of storing, manufacturing or selling any explosives, flammables or other inherently dangerous substance, chemical, thing or device.

4. **Sublease and Assignment**.
Tenant shall have the right without Landlord's consent, to assign this Lease to a corporation with which Tenant may merge or consolidate, to any subsidiary of Tenant, to any corporation under common control with Tenant, or to a purchaser of substantially all of Tenant's assets. Except as set forth above, Tenant shall not sublease all or any part of the Leased Premises, or assign this Lease in whole or in part without Landlord's consent, such consent not to be unreasonably withheld or delayed.

5. **Repairs**.
During the Lease term, Tenant shall make, at Tenant's expense, all necessary repairs to the Leased Premises. Repairs shall include such items as routine repairs of floors, walls, ceilings, and other parts of the Leased Premises damaged or worn through normal occupancy, except for major mechanical systems or the roof, subject to the obligations of the parties otherwise set forth in this Lease.

6. **Alterations and Improvements**.
Tenant, at Tenant's expense, shall have the right following Landlord's consent to remodel, redecorate, and make additions, improvements and replacements of and to all or any part of the Leased Premises from time to time as Tenant may deem desirable, provided the same are made in a workmanlike manner and utilizing good quality materials. Tenant shall have the right to place and install personal property, trade fixtures, equipment and other temporary installations in and upon the Leased Premises, and fasten the same to the premises. All personal property, equipment, machinery, trade fixtures and temporary installations, whether acquired by Tenant at the commencement of the Lease term or placed or installed on the Leased Premises by Tenant thereafter, shall remain Tenant's property free and clear of any claim by Landlord. Tenant shall have the right to remove the same at any time during the term of this Lease provided that all damage to the Leased Premises caused by such removal shall be repaired by Tenant at Tenant's expense.

7. **Property Taxes**.
Landlord shall pay, prior to delinquency, all general real estate taxes and installments of special assessments coming due during the Lease term on the Leased Premises, and all personal property taxes with respect to Landlord's personal property, if any, on the Leased Premises. Tenant shall be responsible for paying all personal property taxes with respect to Tenant's personal property at the Leased Premises.

8. **Insurance**.
A. If the Leased Premises or any other party of the Building is damaged by fire or other casualty resulting from any act or negligence of Tenant or any of Tenant's agents, employees or invitees, rent shall not be diminished or abated while such damages are under repair, and Tenant shall be responsible for the costs of repair not covered by insurance.

B. Tenant shall maintain fire and extended coverage insurance on the Building and the Leased Premises in such amounts as Landlord shall deem appropriate. Tenant shall be responsible, at its expense, for fire and extended coverage insurance on all of its personal property, including removable trade fixtures, located in the Leased Premises.

C. Tenant shall, each at its own expense, maintain a policy or policies of comprehensive general liability insurance with respect to the respective activities of each in the building with the premiums thereon fully paid on or before due date, issued by and binding upon some insurance company approved by Landlord, such insurance to afford minimum protection of not less than $1,000,000 combined single limit coverage of bodily injury, property damage or combination thereof. Landlord shall be listed as an additional insured on Tenant's policy or policies of comprehensive general liability insurance, and Tenant shall provide Landlord with current Certificates of Insurance evidencing Tenant's compliance with this Paragraph. Tenant shall obtain the agreement of Tenant's insurers to notify Landlord that a policy is due to expire at least (10) days prior to such expiration. Landlord shall not be required to maintain insurance against thefts within the Leased Premises or the Building.

9. **Utilities.**
Tenant shall pay all charges for water, sewer, gas, electricity, telephone and other services and utilities used by Tenant on the Leased Premises during the term of this Lease unless otherwise expressly agreed in writing by Landlord. In the event that any utility or service provided to the Leased Premises is not separately metered, Landlord shall pay the amount due and separately invoice Tenant for Tenant's pro rata share of the charges. Tenant shall pay such amounts within fifteen (15) days of invoice. Tenant acknowledges that the Leased Premises are designed to provide standard office use electrical facilities and standard office lighting. Tenant shall not use any equipment or devices that utilize excessive electrical energy or which may, in Landlord's reasonable opinion, overload the wiring or interfere with electrical services to other tenants.

10. **Signs.**
Following Landlord's consent, Tenant shall have the right to place on the Leased Premises, at locations selected by Tenant, any signs which are permitted by applicable zoning ordinances and private restrictions. Landlord may refuse consent to any proposed signage that is in Landlord's opinion too large, deceptive, unattractive or otherwise inconsistent with or inappropriate to the Leased Premises or use of any other tenant. Landlord shall assist and cooperate with Tenant in obtaining any necessary permission from governmental authorities or adjoining owners and occupants for Tenant to place or construct the foregoing signs. Tenant shall repair all damage to the Leased Premises resulting from the removal of signs installed by Tenant.

11. **Entry.**
Landlord shall have the right to enter upon the Leased Premises at reasonable hours to inspect the same, provided Landlord shall not thereby unreasonably interfere with Tenant's business on the Leased Premises.

12. **Parking**.
During the term of this Lease, Tenant shall have the non-exclusive use in common with Landlord, other tenants of the Building, their guests and invitees, of the non-reserved common automobile parking areas, driveways, and footways, subject to rules and regulations for the use thereof as prescribed from time to time by Landlord. Landlord reserves the right to designate parking areas within the Building or in reasonable proximity thereto, for Tenant and Tenant's agents and employees. Tenant shall provide Landlord with a list of all license numbers for the cars owned by Tenant, its agents and employees. Separated structured parking, if any, located about the Building is reserved for tenants of the Building who rent such parking spaces. Tenant hereby leases from Landlord all spaces in such structural parking area, such spaces to be on a first come-first served basis. In consideration of the leasing to Tenant of such spaces, Tenant shall pay a monthly rental of no charge per space throughout the term of the Lease. Such rental shall be due and payable each month without demand at the time herein set for the payment of other monthly rentals, in addition to such other rentals. Landlord grants a minimum of 3 exclusive parking spaces plus access to 3-6 non-exclusive parking spaces.

13. **Building Rules.**
Tenant will comply with the rules of the Building adopted and altered by Landlord from time to time and will cause all of its agents, employees, invitees and visitors to do so; all changes to such rules will be sent by Landlord to Tenant in writing. The initial rules for the Building are attached hereto as Exhibit "A" and incorporated herein for all purposes.

14. **Damage and Destruction**.
Subject to Section 8 A. above, if the Leased Premises or any part thereof or any appurtenance thereto is so damaged by fire, casualty or structural defects that the same cannot be used for Tenant's purposes, then Tenant shall have the right within ninety (90) days following damage to elect by notice to Landlord to terminate this Lease as of the date of such damage. In the event of minor damage to any part of the Leased Premises, and if such damage does not render the Leased Premises unusable for Tenant's purposes, Landlord shall promptly repair such damage at the cost of the Landlord. In making the repairs called for in this paragraph, Landlord shall not be liable for any delays resulting from strikes, governmental restrictions, inability to obtain necessary materials or labor or other matters which are beyond the reasonable control of Landlord. Tenant shall be relieved from paying rent and other charges during any portion of the Lease term that the Leased Premises are inoperable or unfit for occupancy, or use, in whole or in part, for Tenant's purposes. Rentals and other charges paid in advance for any such periods shall be credited on the next ensuing payments, if any, but if no further payments are to be made, any such advance payments shall be refunded to Tenant. The provisions of this paragraph extend not only to the matters aforesaid, but also to any occurrence which is beyond Tenant's reasonable control and which renders the Leased Premises, or any appurtenance thereto, inoperable or unfit for occupancy or use, in whole or in part, for Tenant's purposes.

15. **Default**.
If default shall at any time be made by Tenant in the payment of rent when due to Landlord as herein provided, and if said default shall continue for fifteen (15) days after written notice thereof shall have been given to Tenant by Landlord, or if default shall be made in any of the other covenants or conditions to be kept, observed and performed by Tenant, and such default shall

continue for thirty (30) days after notice thereof in writing to Tenant by Landlord without correction thereof then having been commenced and thereafter diligently prosecuted, Landlord may declare the term of this Lease ended and terminated by giving Tenant written notice of such intention, and if possession of the Leased Premises is not surrendered, Landlord may reenter said premises. Landlord shall have, in addition to the remedy above provided, any other right or remedy available to Landlord on account of any Tenant default, either in law or equity. Landlord shall use reasonable efforts to mitigate its damages.

16. **Quiet Possession.**
Landlord covenants and warrants that upon performance by Tenant of its obligations hereunder, Landlord will keep and maintain Tenant in exclusive, quiet, peaceable and undisturbed and uninterrupted possession of the Leased Premises during the term of this Lease.

17. **Condemnation.**
If any legally, constituted authority condemns the Building or such part thereof which shall make the Leased Premises unsuitable for leasing, this Lease shall cease when the public authority takes possession, and Landlord and Tenant shall account for rental as of that date. Such termination shall be without prejudice to the rights of either party to recover compensation from the condemning authority for any loss or damage caused by the condemnation. Neither party shall have any rights in or to any award made to the other by the condemning authority.

18. **Subordination.**
Tenant accepts this Lease subject and subordinate to any mortgage, deed of trust or other lien presently existing or hereafter arising upon the Leased Premises, or upon the Building and to any renewals, refinancing and extensions thereof, but Tenant agrees that any such mortgagee shall have the right at any time to subordinate such mortgage, deed of trust or other lien to this Lease on such terms and subject to such conditions as such mortgagee may deem appropriate in its discretion. Landlord is hereby irrevocably vested with full power and authority to subordinate this Lease to any mortgage, deed of trust or other lien now existing or hereafter placed upon the Leased Premises of the Building, and Tenant agrees upon demand to execute such further instruments subordinating this Lease or attorning to the holder of any such liens as Landlord may request. In the event that Tenant should fail to execute any instrument of subordination herein required to be executed by Tenant promptly as requested, Tenant hereby irrevocably constitutes Landlord as its attorney-in-fact to execute such instrument in Tenant's name, place and stead, it being agreed that such power is one coupled with an interest. Tenant agrees that it will from time to time upon request by Landlord execute and deliver to such persons as Landlord shall request a statement in recordable form certifying that this Lease is unmodified and in full force and effect (or if there have been modifications, that the same is in full force and effect as so modified), stating the dates to which rent and other charges payable under this Lease have been paid, stating that Landlord is not in default hereunder (or if Tenant alleges a default stating the nature of such alleged default) and further stating such other matters as Landlord shall reasonably require.

19. **Security Deposit.**

The Security Deposit shall be held by Landlord without liability for interest and as security for the performance by Tenant of Tenant's covenants and obligations under this Lease, it being expressly understood that the Security Deposit shall not be considered an advance payment of rental or a measure of Landlord's damages in case of default by Tenant. Unless otherwise provided by mandatory non-waivable law or regulation, Landlord may commingle the Security Deposit with Landlord's other funds. Landlord may, from time to time, without prejudice to any other remedy, use the Security Deposit to the extent necessary to make good any arrearages of rent or to satisfy any other covenant or obligation of Tenant hereunder. Following any such application of the Security Deposit, Tenant shall pay to Landlord on demand the amount so applied in order to restore the Security Deposit to its original amount. If Tenant is not in default at the termination of this Lease, the balance of the Security Deposit remaining after any such application shall be returned by Landlord to Tenant. If Landlord transfers its interest in the Premises during the term of this Lease, Landlord may assign the Security Deposit to the transferee and thereafter shall have no further liability for the return of such Security Deposit.

20. **Notice**.
Any notice required or permitted under this Lease shall be deemed sufficiently given or served if sent by United States certified mail, return receipt requested, addressed as follows:

If to Landlord to:
JRB Property Management LLC
PO Box 573 Palmetto FL 34220

If to Tenant to:
Justin Wise
Application Address

Landlord and Tenant shall each have the right from time to time to change the place notice is to be given under this paragraph by written notice thereof to the other party.

21. **Brokers**.
Tenant represents that Tenant was not shown the Premises by any real estate broker or agent and that Tenant has not otherwise engaged in, any activity which could form the basis for a claim for real estate commission, brokerage fee, finder's fee or other similar charge, in connection with this Lease.

22. **Waiver**.
No waiver of any default of Landlord or Tenant hereunder shall be implied from any omission to take any action on account of such default if such default persists or is repeated, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated. One or more waivers by Landlord or Tenant shall not be construed as a waiver of a subsequent breach of the same covenant, term or condition.

23. **Memorandum of Lease**.

The parties hereto contemplate that this Lease should not and shall not be filed for record, but in lieu thereof, at the request of either party, Landlord and Tenant shall execute a Memorandum of Lease to be recorded for the purpose of giving record notice of the appropriate provisions of this Lease.

24. **Headings**.
The headings used in this Lease are for convenience of the parties only and shall not be considered in interpreting the meaning of any provision of this Lease.

25. **Successors**.
The provisions of this Lease shall extend to and be binding upon Landlord and Tenant and their respective legal representatives, successors and assigns.

26. **Consent**.
Landlord shall not unreasonably withhold or delay its consent with respect to any matter for which Landlord's consent is required or desirable under this Lease.

27. **Performance**.
If there is a default with respect to any of Landlord's covenants, warranties or representations under this Lease, and if the default continues more than fifteen (15) days after notice in writing from Tenant to Landlord specifying the default, Tenant may, at its option and without affecting any other remedy hereunder, cure such default and deduct the cost thereof from the next accruing installment or installments of rent payable hereunder until Tenant shall have been fully reimbursed for such expenditures, together with interest thereon at a rate equal to the lesser of twelve percent (12%) per annum or the then highest lawful rate. If this Lease terminates prior to Tenant's receiving full reimbursement, Landlord shall pay the unreimbursed balance plus accrued interest to Tenant on demand.

28. **Compliance with Law**.
Tenant shall comply with all laws, orders, ordinances and other public requirements now or hereafter pertaining to Tenant's use of the Leased Premises. Landlord shall comply with all laws, orders, ordinances and other public requirements now or hereafter affecting the Leased Premises.

29. **Final Agreement**.
This Agreement terminates and supersedes all prior understandings or agreements on the subject matter hereof. This Agreement may be modified only by a further writing that is duly executed by both parties.

IN WITNESS WHEREOF, the parties have executed this Lease as of the day and year first above written.

Jagdesh Rupnarain 9/1/25
JRB Property Management LLC Date

9/1/25
Justin Wise Date

ATTACHMENT A

Detail by Entity Name

Florida Limited Liability Company
WISE'S ENTERPRISES, LLC

Filing Information

Document Number	L24000515615
FEI/EIN Number	33-2419875
Date Filed	12/12/2024
State	FL
Status	ACTIVE
Last Event	LC AMENDMENT
Event Date Filed	08/22/2025
Event Effective Date	NONE

Principal Address

134090 E HIGHWAY 25
OCKLAWAHA, FL 32179

Changed: 08/22/2025

Mailing Address

134090 E HIGHWAY 25
OCKLAWAHA, FL 32179

Changed: 08/22/2025

Registered Agent Name & Address

INC AUTHORITY RA
390 NORTH ORANGE AVE., STE 2300-N
ORLANDO, FL 32801

Authorized Person(s) Detail

Name & Address

Title MGR

WISE, EDWARD
2128 MARION COUNTY RD
WEIRSDALE, FL 32195

Title MGR

WISE , JUSTIN P
2128 MARION COUNTY RD
WEIRSDALE, FL 32195

Annual Reports

Report Year	Filed Date
2025	04/28/2025

Document Images

08/22/2025 -- LC Amendment	View image in PDF format
04/28/2025 -- ANNUAL REPORT	View image in PDF format
12/12/2024 -- Florida Limited Liability	View image in PDF format

Florida Department of State, Division of Corporations

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

4879-004-043

GOOGLE Street View

Prime Key: 1169828 MAP IT+ Current as of 9/22/2025

Property Information

JRB PROPERTY MANAGEMENT LLC
PO BOX 573
PALMETTO FL 34220-0573

Taxes / Assessments:
Map ID: 294
Millage: 9001 - UNINCORPORATED

M.S.T.U.
PC: 11
Acres: .21

Situs: 13490 E HWY 25 OCKLAWAHA

Current Property Value by Income

Land Just Value	N/A
Buildings	N/A
Miscellaneous	N/A
Total Just Value	$84,383
Total Assessed Value	$84,383
Exemptions	$0
Total Taxable	$84,383

Ex Codes:

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$36,592	$75,665	$693	$82,099	$82,099	$0	$82,099
2023	$36,592	$76,683	$693	$79,996	$79,996	$0	$79,996
2022	$36,592	$61,804	$693	$76,178	$76,178	$0	$76,178

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
6713/1333	01/2018	05 QUIT CLAIM	0	U	V	$100
5458/0255	11/2010	05 QUIT CLAIM	0	U	V	$100
5288/1739	10/2009	05 QUIT CLAIM	0	U	V	$100
3109/1466	12/2001	07 WARRANTY	0	U	I	$100
2884/1217	05/1999	07 WARRANTY	0	U	I	$100
1625/1289	07/1989	07 WARRANTY	9 UNVERIFIED	U	I	$76,000

Property Description

SEC 05 TWP 17 RGE 24
PLAT BOOK B PAGE 249
ALADA

BLK 4 LOT 43

Land Data - Warning: Verify Zoning

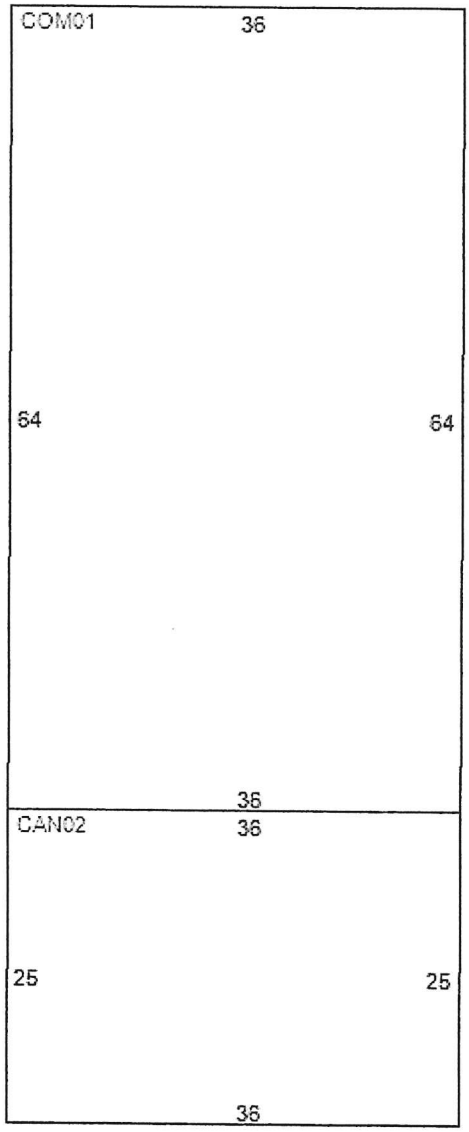
Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
GCCR	1144	95.0	96.0	B4	9,148.00	SF	4.0000	1.00	1.00	1.00	36,592	36,592

Neighborhood 9995
Mkt: 2 70

Total Land - Class $36,592
Total Land - Just $36,592

Traverse

Building 1 of 1
COM01=L36D64R36U64.L0036D0064
CAN02=D25R36U25L36.



Building Characteristics

Structure	4 - MASONRY NO PILAST	**Year Built**	1931
Effective Age	9 - 40-99 YRS	**Physical Deterioration**	0%

ATTACHMENT A

Condition	0	**Obsolescence: Functional** 0%
Quality Grade	300 - LOW	**Obsolescence: Locational** 0%
Inspected on	6/23/2020 by 117	**Base Perimeter** 200

Exterior Wall 32 CONC BLK-STUCO

Section	Wall Height	Stories	Year Built	Basement %	Ground Flr Area	Interior Finish		Sprinkler	A/C
1	11.0	2.00	1931	0	2,304	M11 ONE STORY STORE	50 %	N	Y
						M00 MINIMUM FINISH	50 %	N	N
2	9.0	1.00	1931	0	900	CAN CANOPY-ATTACHD	100 %	N	N

Section: 1

Elevator Shafts: 0	**Aprtments:** 0	**Kitchens:** 0	**4 Fixture Baths:** 0	**2 Fixture Baths:** 4
Elevator Landings: 0	**Escalators:** 0	**Fireplaces:** 0	**3 Fixture Baths:** 0	**Extra Fixtures:** 1

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
190 SEPTIC 1-5 BTH	1.00	UT	99	1962	2	0.0	0.0
105 FENCE CHAIN LK	126.00	LF	20	1989	5	0.0	0.0
159 PAV CONCRETE	374.00	SF	20	1996	3	0.0	0.0

Total Value - $693

Appraiser Notes

TASTE THIS PRODUCE (BOTTOM FL)
VACANT (TOP FL) (NO ACCESS TO TOP FL)

Planning and Building
** Permit Search **

Permit Number	Date Issued	Date Completed	Description
2022100868	10/10/2022	10/21/2022	REROOF SELF ADHESIVE BASE & BITUMN CAP FL 5680.1 & 22.0107.

Cost Summary

Buildings R.C.N.	$265,133	6/23/2020
Total Depreciation	($185,593)	
Bldg - Just Value	$79,540	
Misc - Just Value	$693	3/12/2011
Land - Just Value	$36,592	5/8/2020
Total Just Value	$116,825	.

Bldg Nbr	RCN	Depreciation	Depreciated
1	$265,133	($185,593)	$79,540

Development Review Comments Letter

10/29/2025 12:12:58 PM

JRB PROPERTY MANAGEMENT LLC
ZO SUP #33442

ID	DESCRIPTION	REMARK	STATUS	DEPT
1	Special Use Permit	N/A	INFO	911
2	Special Use Permit	Central Water	INFO	DOH
3	Special Use Permit	Stormwater is not opposed to the special use permit. The applicant is requesting a SUP for the purpose of not meeting the spacing requirement from a church, school, or public park. Parcel # 4879-004-043 is currently zoned B-4 and is 0.21 acres in size. There are no FEMA Flood Zones or County Flood Prone Areas on this site. Per the MCPA, this site currently has 3,578 SF of impervious coverage. This site will be subject to a Major Site Plan or a stormwater compliance waiver when its existing and proposed impervious coverage exceeds 35% impervious coverage (3,201 sf).	INFO	ENGDRN
4	Special Use Permit	There are no traffic concerns with this request to allow alcohol sales.	INFO	ENGTRF
5	Special Use Permit	APPROVED	INFO	FRMSH
6	Special Use Permit	The review will be conducted at the time of the reporting process.	INFO	LUCURR
7	Special Use Permit	Parcel 4879-004-043 is located within the Central States Water Resources utility district. No additional flows are proposed under this Special Use Permit. No comment required from MCU or utility provider. Any future site plan review for this parcel will require a Letter of Availability and Capacity to Serve from Central States Water Resources. The parcel is located outside both the Urban Growth Boundary and the Primary Springs Protection Zone.	INFO	UTIL
8	Special Use Permit	The review will be conducted at the time of the reporting process.	INFO	ZONE

SITE PHOTOS

Planning staff conducted a site visit on November 7, 2025. Consistent with LDC Section 2.7.3.B, two (2) signs were posted and the below photos were taken.

Figure 1.
Sign posted along E Highway 25

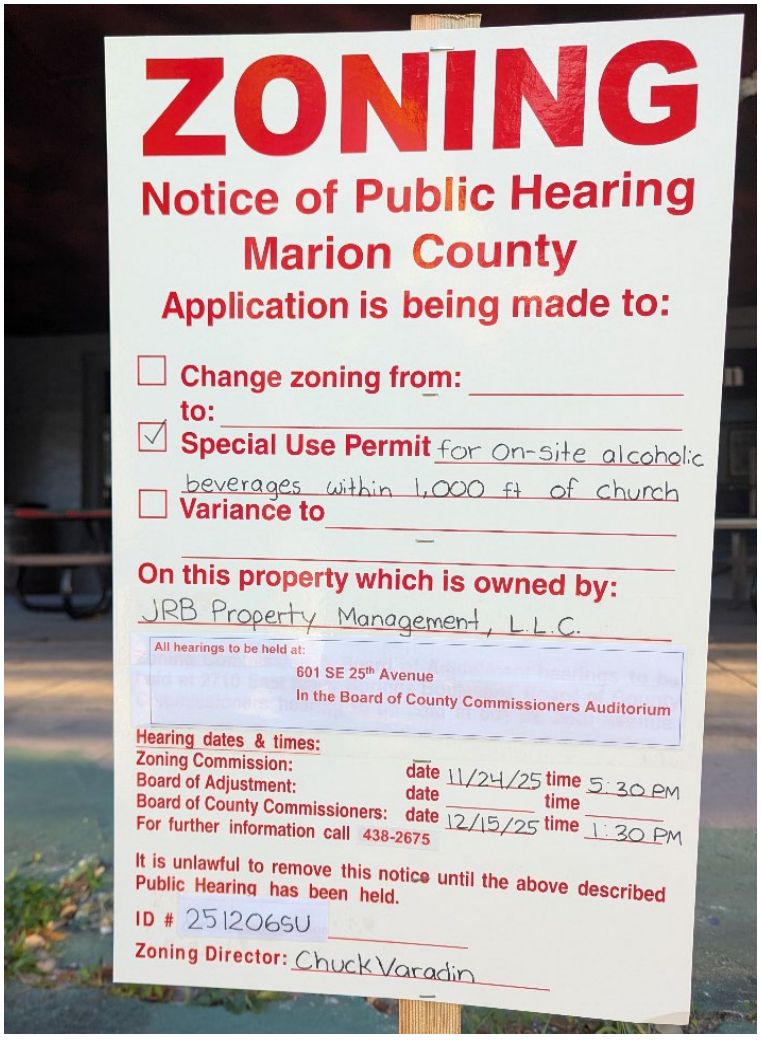


Figure 2.
Sign posted along SE 135th Avenue

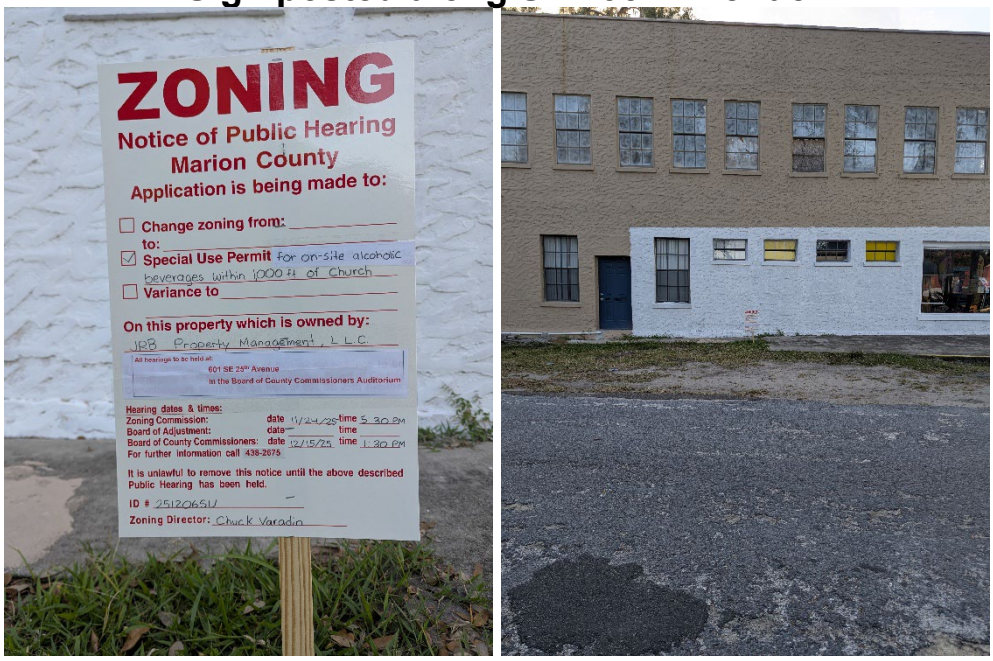


Figure 3.
Facing northeast along E Highway 25 from subject property

Figure 4.
Facing northwest along E Highway 25 from subject property

Figure 5.
View of existing commercial building on subject property from E Highway 25

Figure 6.
View of existing parking spaces on subject property

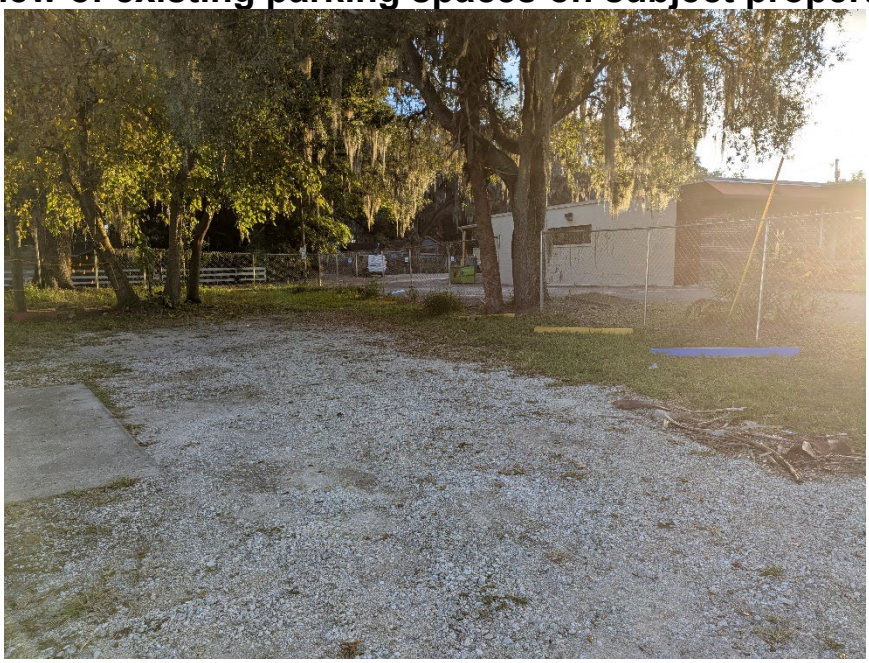


Figure 7.
Alternative view of parking area on subject property

Figure 8.
Facing southwest from subject property toward rear of nearby post office

Figure 9.
View of outdoor seating under canopy structure

Figure 10.
View of building interior

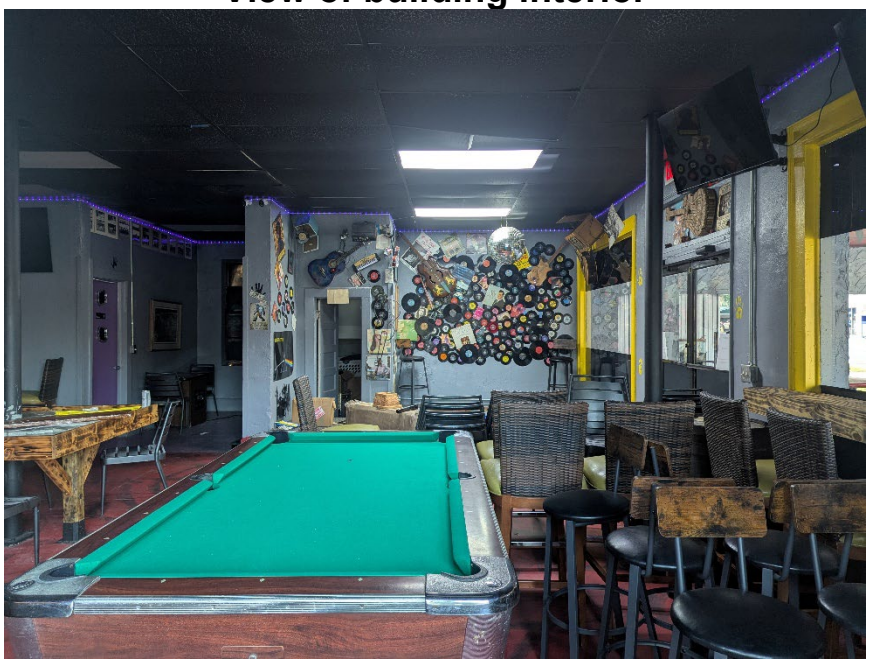


Figure 11.
Alternative view of building interior

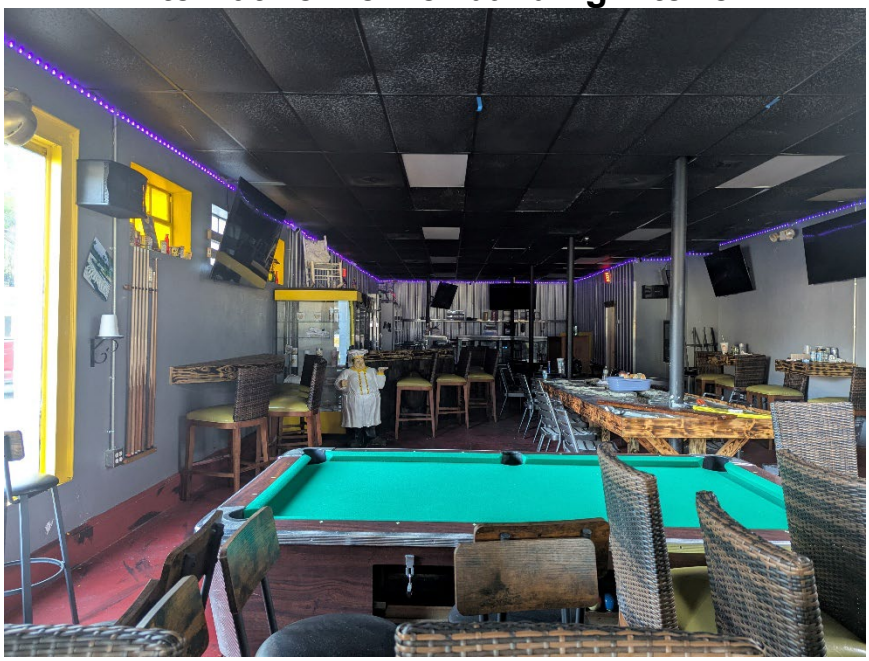


Figure 12.
View of existing building on subject property from SE 135th Avenue

Figure 13.
View of parking lot for nearby post office

Figure 14.
Facing south along SE 135th Avenue from subject property

Figure 15.
View of nearby commercial property entrance on SE 135th Avenue

Figure 16.
View of nearby commercial property along E Highway 25 (Google Maps)

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21323 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.6.

SUBJECT:
25-S15 - Linda Capozzoli, Small Scale Land Use Change, from Low Residential (LR) to Medium Residential (MR), 19.75 Acres, Parcel Account Number 35460-039-00, Site Addresses 7317 and 7325 SW 80th Street, Ocala, FL 34476

DESCRIPTION/BACKGROUND:
Mastroserio Engineering, Inc., on behalf of the property owner, Linda Capozzoli, has filed an application for a Small-Scale Comprehensive Plan Map Amendment to change the subject property's future land use designation from Low Residential (LR) to Medium Residential (MR). The subject property is located approximately 0.6 miles west from the intersection of SR 200 and SW 80th St. This request is made pursuant to the provisions of Land Development Code (LDC) Division 2.3 - Comprehensive Plan Amendment. The subject property is situated inside the Urban Growth Boundary and is located within the County's Secondary Springs Protection Overlay Zone.

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
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PLANNING & ZONING SECTION
STAFF REPORT

Public Hearings	**P&ZC Date: 11/24/2025**	**BCC Date: 12/16/25**
Case Number	25-S15	
CDP-AR	33510	
Type of Case	Future Land Use Map Series (FLUMS) amendment from Low Residential (LR) to Medium Residential (MR)	
Owner	Linda Capozzoli	
Applicant	Mastroserio Engineering, Inc	
Street Address	7325 SW 80TH ST OCALA 34476	
Parcel Number	35460-039-00	
Property Size	±19.75 acres	
Future Land Use	Low Residential (LR)	
Zoning Classification	General Agriculture (A-1)	
Overlay Zone/Scenic Area	Urban Growth Boundary (UGB), Secondary Springs Protection Overlay Zone (S-SPOZ)	
Staff Recommendation	**APPROVAL**	
P&ZC Recommendation	**TBD**	
Project Planner	Erik Kramer, Planner	
Related Case(s)	Concurrent 251209ZP – Zoning change from General Agriculture (A-1) to Planned Unit Development (PUD)	

I. ITEM SUMMARY

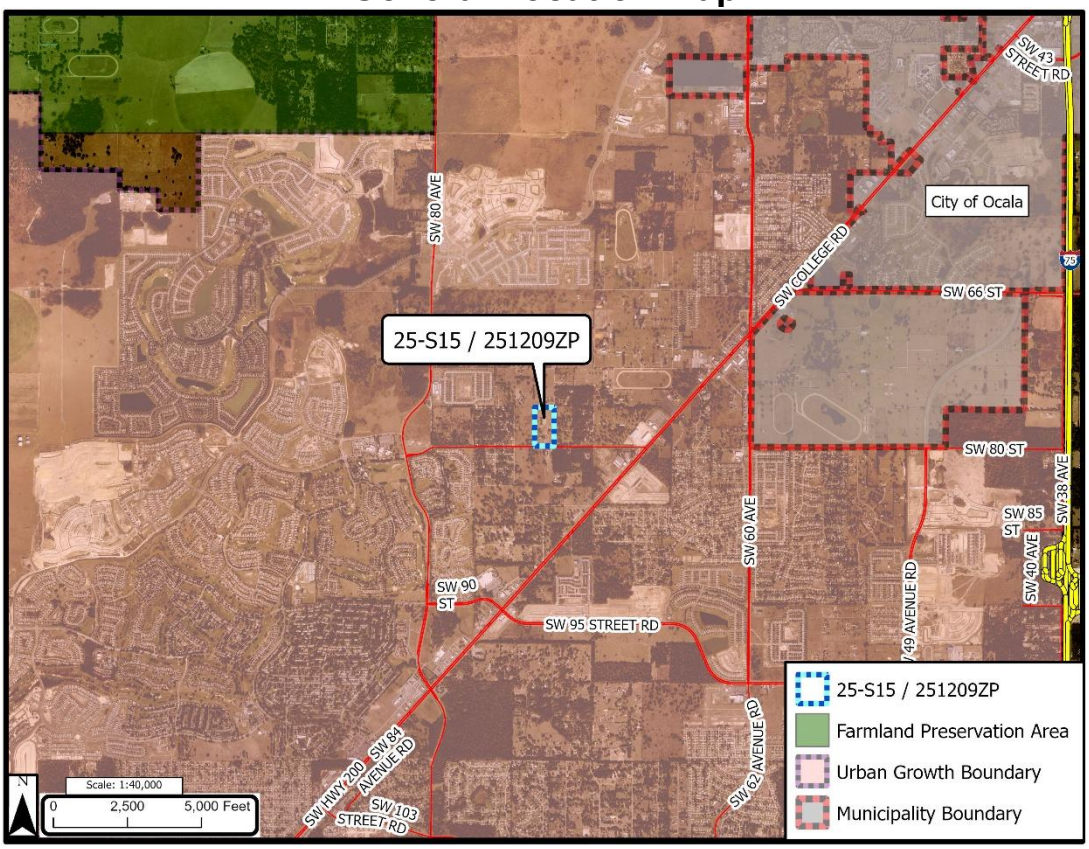
Mastroserio Engineering, Inc., acting as agent for the property owner, Linda Capozzoli., has filed a Small-Scale Future Land Use Map Series (FLUMS) amendment application to change the land use designation of a ±19.75-acre site located approximately 0.6 miles due west from the intersection of SR 200 and SW 80th St (Attachment A). The applicant seeks to change the Future Land Use designation from Low Residential (LR), which allows 0-1 dwelling units per acre for a development potential between 0 to 19 dwelling units, to Medium Residential (MR) land use, which allows for 1-4 dwelling units per acre for a development potential between 19 to 79 dwelling units. The concurrent PUD zoning change application proposes 72 dwelling units.

Figure 1, below, is an aerial photograph showing the general location of the subject property. The subject property is situated outside the Urban Growth Boundary (UGB) and is located within the Secondary Springs Protection Overlay Zone (S-SPOZ).

II. STAFF SUMMARY RECOMMENDATION

Staff is recommending the **APPROVAL** of the Small-Scale Future Land Use Map Series (FLUMS) amendment because it is consistent with Land Development Code (LDC) Section 2.3.3.B, which requires amendments to comply and be consistent with the Marion County Comprehensive Plan as well as the provisions of Chapter 163, Florida Statutes.

Figure 1
General Location Map



III. NOTICE OF PUBLIC HEARING

Notice of public hearing was provided pursuant to LDC Sec. 3.5.3 as listed in Table 1. As of the date of the initial distribution of this Staff Report, no written letters of opposition or support have been received. Evidence of the public hearing notices is on file with the Growth Services Department and is incorporated herein by reference.

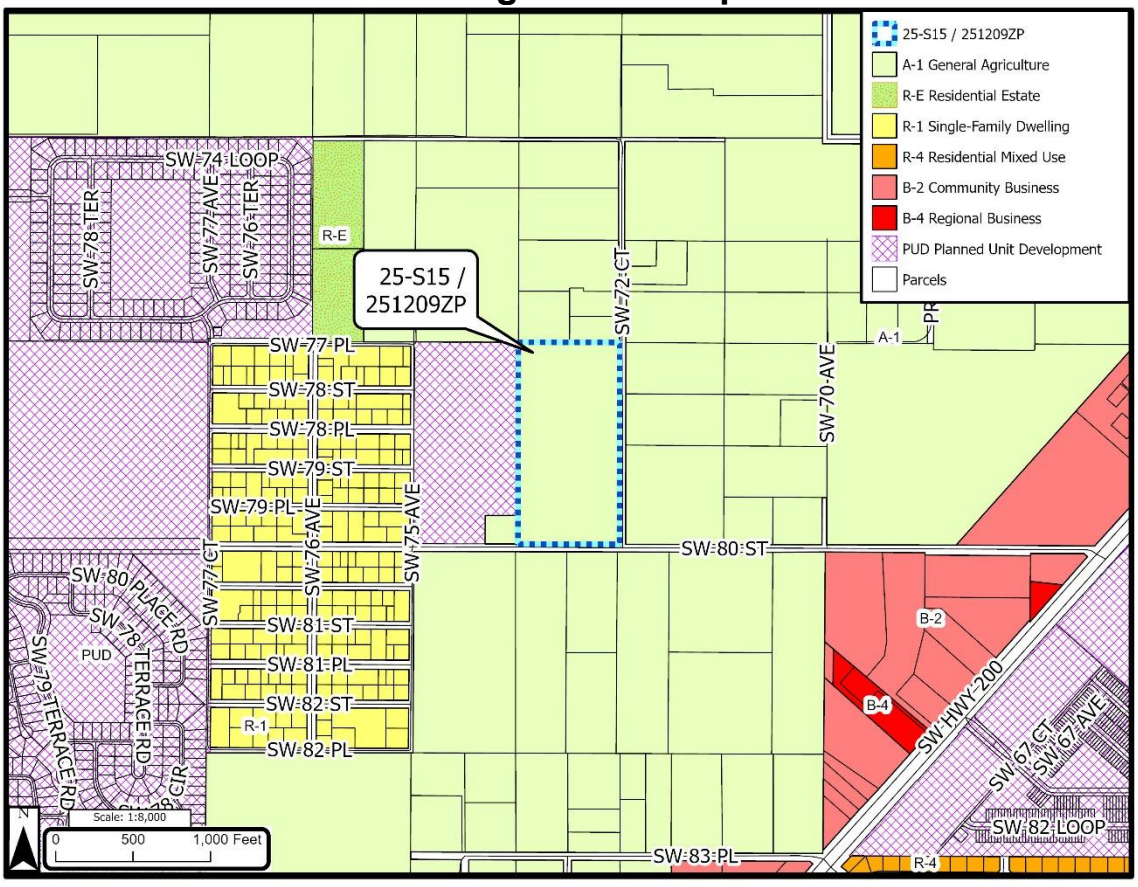
Table 1. Public Notice Summary

Method	Format	Date	LDC Section(s)
Newspaper Legal Notice	Display Ad	Ad Run: 11/10/2025	3.5.3.A
Posted Sign	Sign for a Land Use Amendment	2 Signs Posted: 11/12/2025	3.5.3.A; 3.5.3.B(1)(a)
300-foot Mail Notice	Letter to Surrounding Property Owners	13 Letters Mailed: 11/7/2025	3.5.3.A; 3.5.3.B(2)

BACKGROUND/PROPERTY HISTORY

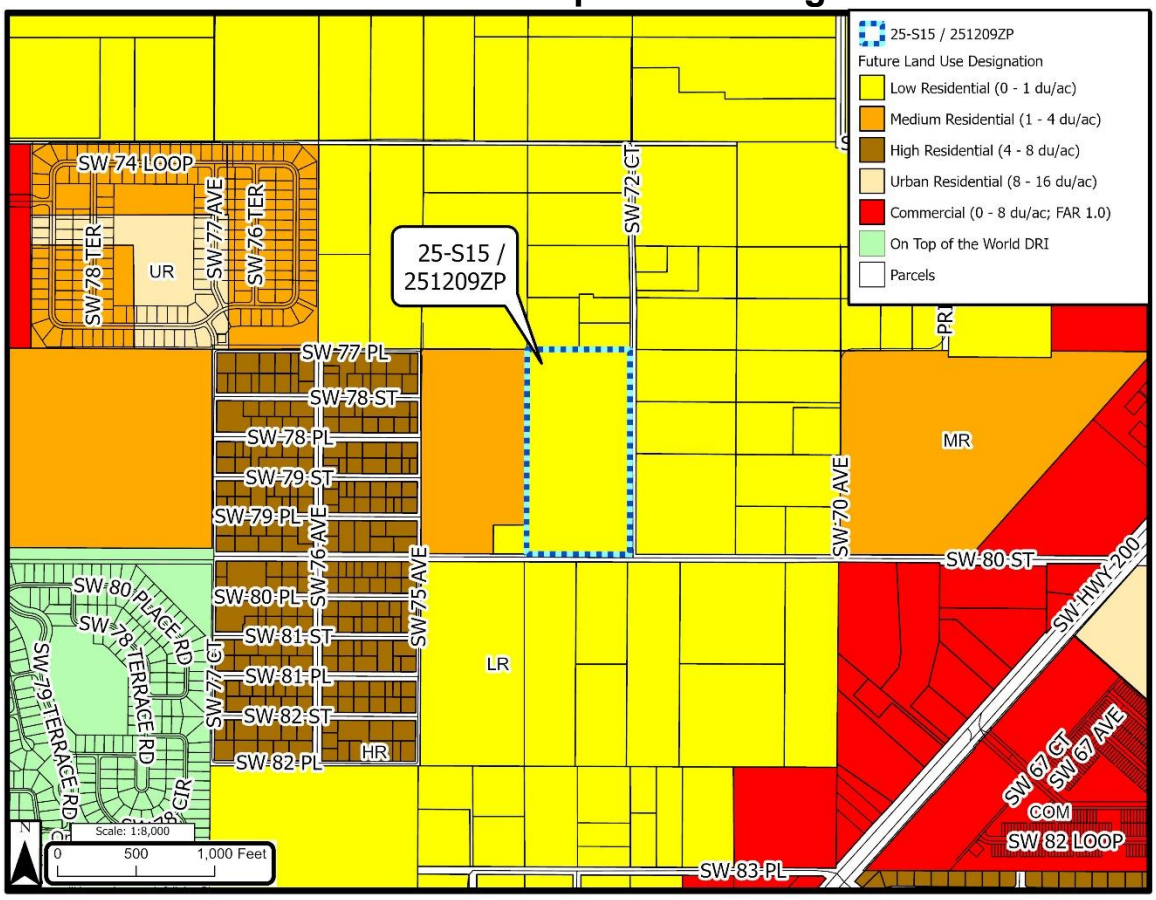
A. *ZDM history*. Figure 2 shows that the subject property is classified as General Agriculture (A-1). This is its initial zoning classification. There is a concurrent application, 251209ZP, to rezone from A-1 to Planned Unit Development (PUD) to allow 72 single-family homes.

Figure 2
Zoning District Map



B. *FLUMS history.* Figure 3 displays the current FLUMS designation of the subject property along with that of the surrounding properties. The subject property currently carries a Low Residential (LR) land use designation, which allows up to 19 dwelling units based on the property size.

Figure 3
Future Land Use Map Series designation



IV. CHARACTER OF THE AREA

A. *Existing site characteristics*.

Figure 4, below, is an aerial photograph showing the subject property and the surrounding area. Staff visited the site on November 12, 2025, to post a public notice and photograph the property (Attachment B). The property is currently being used for agricultural production with grazing land and a single-family residence. The property is accessed from a driveway along SW 80th Street. There is sparse existing vegetation on-site.

Figure 4
Aerial Photograph

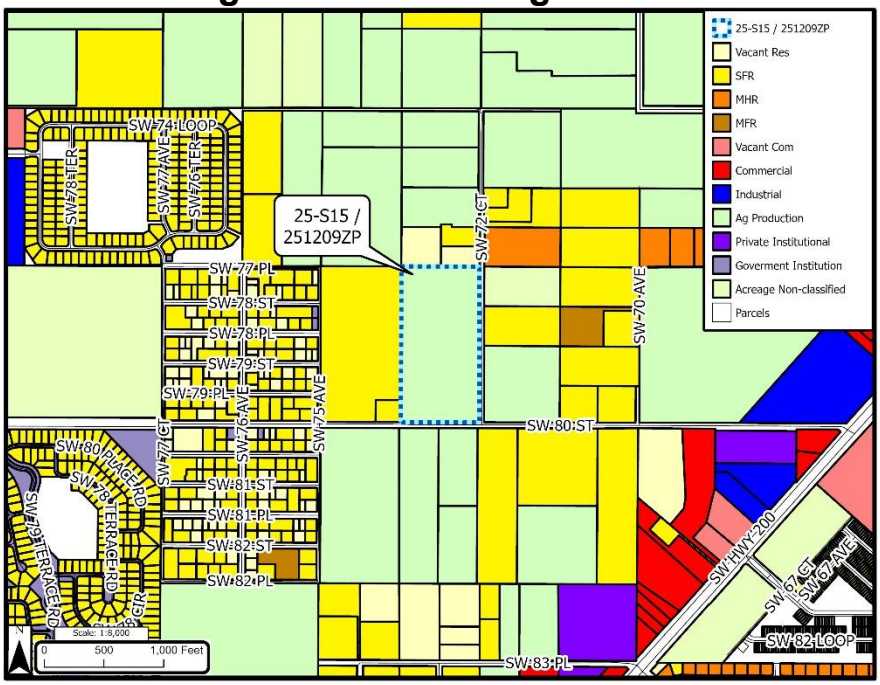
B. *Adjacent and surrounding land uses*.

Figure 5, based on data from the Marion County Property Appraiser, illustrates existing, adjacent, and surrounding land uses. The surrounding area includes small-lot single-family subdivisions to the west and large-lot agricultural and residential uses to the north, south, and immediate east. Commercial, industrial, and private institutional uses are located farther east along the SR 200 corridor. Table 2, below, displays the FLUMS, Zoning Classification, and existing uses on the subject site and surrounding uses.

Table 2. Adjacent Property Characteristics

Direction	FLUM Designation	Zoning Classification	Marion County Property Appraiser Existing Use
Subject Property	Low Residential (LR)	General Agriculture (A-1)	Agricultural Production
North	Low Residential (LR)	General Agriculture (A-1)	Vacant Residential
South	Low Residential (LR)	General Agriculture (A-1)	Right-of-Way & Agricultural Production
East	Low Residential (LR)	General Agriculture (A-1)	Agricultural Production
West	Medium Residential (MR) & Low Residential (LR)	Planned Unit Development (PUD) & General Agriculture (A-1)	Single Family Residential

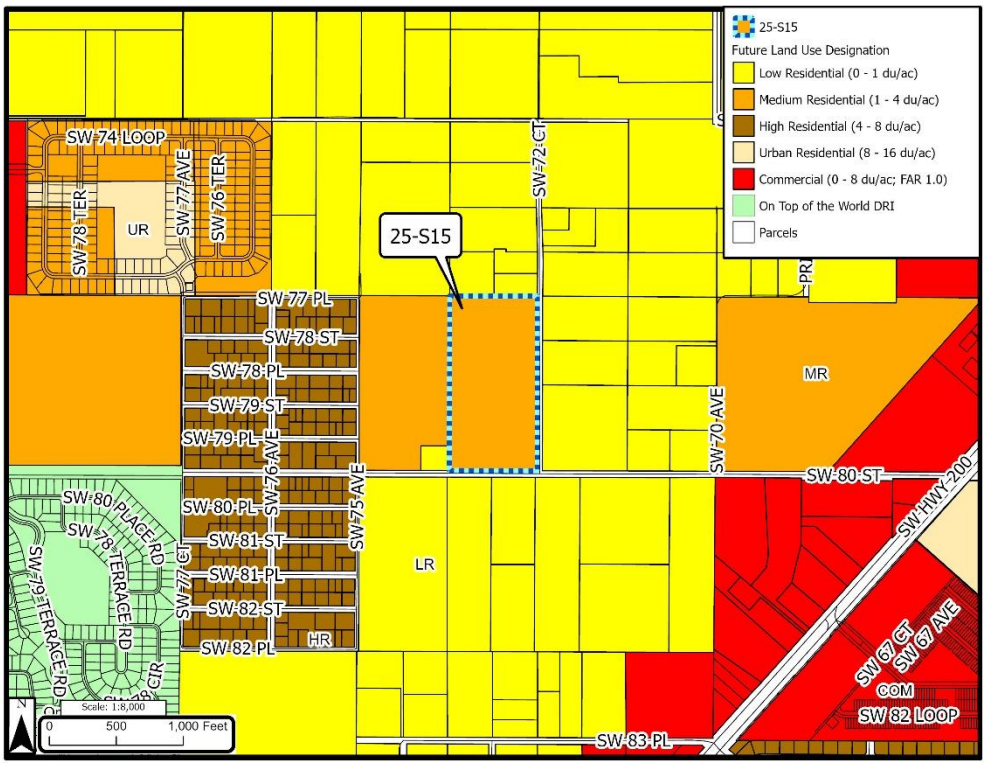
Figure 5
Existing and Surrounding Land Uses



C. *Project request*. Figure 6 illustrates the proposed FLUMS amendment associated with this application. Approval of the request would change the future land use designation from LR (0–1 du/ac) to MR (1–4 du/ac), allowing the 19.75-acre parcel to develop at a maximum density of up to 79 dwelling units. The requested MR designation would provide a density consistent with nearby residential developments, including Indigo East, Hibiscus Park, and the approved Westwood Trails PUD, which directly abuts the subject property to the west.

The MR designation would not introduce new land uses beyond those already present in the vicinity or permitted under the existing LR designation. While residential uses are inherently compatible with other residential uses, careful attention to site design and buffering will be required during the concurrent PUD rezoning process to ensure compatibility with surrounding large-lot residential and agricultural properties. This will help mitigate potential conflicts in an area transitioning from agricultural and large-lot residential uses to a more suburban residential development pattern.

Figure 6
Proposed FLUMS Designation



V. ANALYSIS

LDC Section 2.3.3.B requires a Comprehensive Plan Amendment Application to be reviewed for compliance and consistency with the Marion County Comprehensive Plan and Chapter 163, Florida Statutes. Staff's analysis of compliance and consistency with these two decision criteria is addressed below.

A. *Consistency with the Marion County Comprehensive Plan*

Future Land Use Element (FLUE).

1. *Policy 1.1.5: Higher Density/Intensity Uses.* "The County shall require higher densities and intensities of development to be located within the Urban Growth Boundaries and Planned Service Areas, where public or private facilities and services are required to be available."

   Analysis: The subject property is in the Urban Growth Boundary. The request proposes a higher density of residential use than is currently allowed on the property. The site has access to a County-maintained road (SW 80th Street) and a road with unknown maintenance responsibility (SW 72nd Court). There are centralized water and sewer utilities within connection distance of the subject property, and Marion County Utilities confirms there is capacity to serve.

As such, staff finds this application is **consistent** with FLUE Policy 1.1.5.

2. *Policy 2.1.18: Medium Residential (MR).* "This land use designation is intended to recognize areas suited for primarily single-family residential units within the UGB, PSAs, and Urban Area. However, the designation allows for multifamily residential units in certain existing developments along the outer edges of the UGB or Urban Area. The density range shall be from one (1) dwelling unit per one (1) gross acre to four (4) dwelling units per one (1) gross acre, as further defined in the LDC. This land use designation is an Urban Area land use."

   Analysis: The requested small-scale land use amendment would allow for residential development with supportive recreational and public uses. The concurrent PUD rezoning application, which proposes up to 72 single-family residential units, is consistent with the intent of the MR future land use. The subject property is also within the UGB, where Urban Area land uses like MR are appropriate.

   As such, this application is **consistent** with FLUE Policy 2.1.18.

3. *Policy 3.1.2: Planning Principles within UGB*. "The County shall implement long-term planning principles to guide the creation of land use policy and development regulations within the County, which shall be implemented through the policies contained in the County Comprehensive Plan and as further defined in the LDC. These principles shall include:

   1. Preserve open space, natural beauty, and critical environmental areas.
   2. Allow for a mix of land uses to create compact residential, commercial, and employment hubs.
   3. Strengthen and direct development towards existing communities and development.
   4. Encourage compact and mixed-use building design.
   5. Foster distinctive, attractive communities with a strong sense of place.
   6. Create walkable and linked neighborhoods.
   7. Create a range of housing opportunities and choices.
   8. Provide a variety of transportation choices.
   9. Encourage community and stakeholder collaboration.
   10. Make development decisions predictable, fair, and cost-effective
   11. Encourage interconnected development, multi-modal transportation opportunities, links to the surrounding neighborhoods, and alternative transportation routes.
   12. Establish priority areas for public facility and service infrastructure."

   Analysis: Staff determines that the underlined/italicized sub-policies above are relevant to this application and presents the following findings.

   1. Encouraging density in the UGB, where central water and sewer are available for connection, helps relieve development pressures in the Rural Area and reduces potential for impacts on environmentally sensitive features.

3. The proposed small-scale land use change to MR would direct development towards an area with existing communities and development, such as On Top of the World, Liberty Triangle, and other developments on or near SR 200.

4. MR allows more density than the LR land use designation. This higher density potential facilitates more compact lot sizes.

6. & 11. The proposed amendment establishes a residential land use similar to that of the approved Westwood Trails PUD to the west. If approved for MR land use, the subject property can develop in a manner similar to Westwood Trails and form a link between the two areas and encouraging interconnected development.

As such, staff finds this application is **consistent** with FLUE Policy 3.1.2

4. *Policy 5.1.2 on Review Criteria – Changes to the Comprehensive Plan and Zoning.* "Before approval of a Comprehensive Plan Amendment (CPA), Zoning Change (ZC), or Special Use Permit (SUP), the applicant shall demonstrate that the proposed modification is suitable. The County shall review and make a determination that the proposed modification is compatible with existing and planned development on the site and in the immediate vicinity, and shall evaluate its overall consistency with the Comprehensive Plan, Zoning, and LDC, and potential impacts on, but not limited to, the following:

1. Market demand and necessity for the change;
2. Availability and potential need for improvements to public or private facilities and services;
3. Allocation and distribution of land uses and the creation of mixed-use areas;
4. Environmentally sensitive areas, natural and historic resources, and other resources in the County;
5. Agricultural activities and rural character of the area;
6. Prevention of urban sprawl, as defined by Ch. 163, F.S.;
7. Consistency with the UGB;
8. Consistency with planning principles and regulations in the Comprehensive Plan, Zoning, and LDC;
9. Compatibility with current uses and land uses in the surrounding area;
10. Water Supply and Alternative Water Supply needs; and
11. Concurrency requirements."

Analysis: Staff determines that the underlined/italicized sub-policies above are relevant to this application and presents the following findings.

1. A market demand analysis was not provided with this application; however, staff note that the general area has a quickly growing population and commercial hub.

2. Roads and centralized utilities are available in the area, and the subject property is required to connect to both systems at the time of development. A traffic methodology was submitted with this request, and a traffic study is underway to determine what roadway improvements would be necessary for the concurrent 72-unit PUD rezoning application. Development would also be expected to tie into the 8' multi-modal path along SW 80th Street that the Westwood Trail PUD to the west is required to install.

6. In-depth analysis Florida Statutes related to urban sprawl is found in V.B of this report.

7. Staff determines this application is consistent with planning principles for the UGB, as laid out in FLUE policy 3.1.2.

8. Staff determines this application is consistent with the planning principles of the Comprehensive plan. The subject property's existing A-1 zoning is not consistent with the proposed MR future land use; however, a concurrent PUD rezoning application was provided and is consistent with the MR land use designation.

9. The subject property abuts an MR-designated property to the west and LR-designated properties to the north, east, and south. MR and LR allow the same uses – residential, recreational, and public – which are compatible with one another. However, the maximum density of 79 residential units does raise compatibility concerns with the existing agricultural production and single-family uses, which are generally found on larger lots exceeding 5 acres with substantial open space and notable foliage features. The proposed MR land use is compatible with the allowable uses, but site design features need to be implemented through the LDC and concurrent PUD to maintain compatibility with surrounding existing uses while allowing infill development in line with UGB principles.

11. Concurrency analysis is conducted V.A.2- 8 of this report.

As such, staff finds this application is **consistent** with FLUE Policy 5.1.2.

5. *Policy 5.1.3 on Planning & Zoning Commission (P&Z).* "The County shall enable applications for CPA, ZC, and SUP requests to be reviewed by the Planning & Zoning Commission, which will act as the County's Local Planning Agency. The purpose of the advisory board is to make recommendations on CPA, ZC, and SUP requests to the County Commissioners. The County shall implement and maintain standards to allow for a mix of representatives from the community and set standards for the operation and procedures for this advisory board."

Analysis: This application is scheduled to appear in front of the Planning & Zoning Commission on November 24, 2025.

As such, staff finds this application is **consistent** with FLUE Policy 5.1.3.

6. *FLUE Policy 5.1.4 on Notice of Hearing.* "The County shall provide notice consistent with Florida Statutes and as further defined in the LDC."

   Analysis: Public notice has been provided as required by the LDC and Florida Statutes, and therefore, the application is being processed **consistent** with FLUE Policy 5.1.4.

Transportation Element (TE)

7. *TE Policy 2.1.4: Determination of Impact.* "All proposed development shall be evaluated to determine impacts to adopted LOS standards. Land Development Regulations (LDRs) shall be established, which determine the level and extent of the analysis required based on the extent of the project and its projected trip generation. The information shall, at a minimum, provide for a review of site access, circulation, access management, safety, and, when of sufficient size, roadway links analysis and intersection analysis will be provided, including Average Annual Daily Trips (AADT) and/or peak hour (AM, PM, Sat/Sun)."

   Analysis: The applicant provided a traffic methodology which was approved by DRC on September 2, (Attachment F, pages F83-F108). The methodology indicates predicted peak hour trip generation to be between 50-99 trips; therefore, the applicant was required to submit a traffic assessment in order to evaluate the potential effects of development on the existing transportation network.

   DRC comments provided by OCE Traffic (Attachment C) for this application indicate that a traffic assessment has been provided and is under review. OCE Traffic indicated that "all impacted road segments and intersections are expected to operate acceptably with the approval of this development."

   The traffic assessment was approved on October 23, 2025 (attachment F). The approved traffic assessment concludes that ingress turn lanes at the project driveways and off-site transportation improvements are not necessary to support traffic generated by the proposed development. According to OCE Traffic's comments (Attachment C), "…all impacted road segments and intersections are expected to operate acceptably with this approval of this development."

   Table 3 provides trip generation figures based on current and proposed future land use designations, including figures for the concurrent PUD application. Table 4 summarizes the capacity/LOS analyses for relevant roadway segments and intersections found in Attachment F.

TABLE 3. Trip Generation

Land Use	Dwelling Units[1]	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out

Existing FLU LR - 1 DU/AC Single Family, Detached	19	219	16	4	12	21	13	8
Proposed FLU MR - 4 DU/AC Single Family, Detached	78	803	59	15	44	79	50	29
Net Change	***+59***	***+584***	***+43***	***+11***	***+32***	***+58***	***+37***	***+21***
Concurrent PUD Application 3.65 DU/AC Single Family, Detached	72	746	55	14	41	73	46	27

Note:
1. Staff assumes 79 dwelling unit max density based on 19.75 acres (survey). However, traffic figures used 19.5 acres, yielding 78 dwelling units max density.

TABLE 4. Roadway/Intersection LOS and Capacity

Roadway Segment	**Current Adopted LOS Standard**	**Future Adopted LOS Standard**	**LOS**				**Capacity/Service Volume**
			Exist (2024)		**Background & Buildout (2030)**		
			EB	**WB**	**EB**	**WB**	
SW 80th St: Project Driveway to SW 80th Ave	E	D	C	C	C & C	D & D	Sufficient Capacity
SW 80th St: Project Driveway to SW 80th Ave	E	D	C	C	C & C	D & D	Sufficient Capacity
Intersections	**Current Adopted LOS Standard**	**Future Adopted LOS Standard**	**LOS**				**Capacity/Service Volume**
			Exist (2024)		**Background & Buildout (2030)**		
			AM	**PM**	**AM**	**PM**	
SW 80th Ave & SW 80th St	N/A	N/A	D	C	C & C	C & C	Sufficient Capacity
SR 200 & SW 80th St	N/A	N/A	C	E	B & B	B & B	Sufficient Capacity
Project Driveway & SW 80th St	N/A	N/A	N/A	N/A	B	B	Sufficient Capacity
Project Driveway & SW 72nd Ct	N/A	N/A	N/A	N/A	A	A	Sufficient Capacity

As such, staff finds the application is **consistent** with TE Policy 2.1.4.

8. *TE Objective 3.1: Financial Feasibility of Development.* "To encourage development within the Urban Growth Boundary where infrastructure can be provided in a financially feasible manner."

   Analysis: The subject property is located inside the UGB, an area the Comprehensive Plan encourages for the land use being requested. If approved, the amendment would encourage development where infrastructure can be provided in a financially feasible manner.

   As such, staff finds the application is **consistent** with TE Objective 3.1.

Sanitary Sewer Element (SSE)

9. *SSE Policy 1.1.1*: "The LOS standard of 110 gallons per person per day for residential demand … is adopted as the basis for future facility design, determination of facility capacity, and documentation of demand created by new development. This LOS shall be applicable to central sewer facilities and to package treatment plants, but shall not apply to individual OSTDS."

   Analysis: Marion County Utilities states that development of this property is required to connect to County-maintained centralized sewer systems (Attachment C). The Bureau of Economic and Business Research finds, based on the 2020 U.S. Census, that Marion County's average household size is 2.33 persons. Staff uses 2.33 persons per dwelling unit to estimate the sewer demand of the 19.75-acre property under LR and MR future land use designations, shown in Table 3.

TABLE 5. Sanitary Sewer Demand

Max Density Allowed by FLU	Max Dwelling Units	Gallons per Day Generated
Existing FLU LR - 1 DU/AC	19 DU	4,867 GPD
Proposed FLU MR - 4 DU/AC	79 DU	20,248 GPD
Net Change	***+60* DU**	***+15,381 GPD***
Concurrent PUD Application 3.65 DU/AC	72 DU	18,454 GPD

   As such, staff finds the application is **consistent** with SSE Policy 1.1.1.

Potable Water Element (PWE)

10. *PWE Policy 1.1.1.* "The LOS standard of 150 gallons per person per day (average daily consumption) is adopted as the basis for future facility design, determination of available facility capacity, and determination of

demand created by new development with regard to domestic flow requirements..."

Analysis: Marion County Utilities states that development of this property is required to connect to County-maintained centralized water systems (Attachment C). The Bureau of Economic and Business Research finds, based on the 2020 U.S. Census, that Marion County's average household size is 2.33 persons. Staff uses 2.33 persons per dwelling unit to estimate the water demand of the 19.75-acre property under LR and MR future land use designations, shown in Table 4.

TABLE 6. Potable Water Demand

Max Density Allowed by Future Land Use Designation	Max Dwelling Units	Gallons per Day Generated
Existing FLU LR - 1 DU/AC	19 DU	6,641 GPD
Proposed FLU MR - 4 DU/AC	79 DU	27,611 GPD
Net Change	***+60* DU**	***+20,970 GPD***
Concurrent PUD Application 3.65 DU/AC	72 DU	25,164 GPD

As such, staff finds the application is **consistent** with PWE Policy 1.1.1.

Recreation and Open Space Element (ROSE)

11. *ROSE Policy 1.1.1*: "The LOS standard for public outdoor parks and recreation facilities shall be two (2) acres per 1,000 persons..."

Analysis: This standard applies to public facilities; however, FLUE Policy 2.1.4 requires developments to provide a minimum of 350 square feet of open space per residential lot. Based on a maximum of 79 dwelling units, a total of 27,650 square feet (approximately 0.64 acres) of open space is required. The concurrent PUD application exceeds this requirement by designating 20% of the project area—approximately 3.95 acres—as open space. Any residential development will comply with FLUE 2.1.4 and ROSE 1.1.1.

As such, staff finds the application is **consistent** with ROSE Policy 1.1.1.

Solid Waste Element (SWE)

12. *SWE Policy 1.1.1*: "The LOS standard for waste disposal shall be 6.2 pounds of solid waste generation per person per day. This LOS standard shall be used as the basis to determine the capital facilities or contractual

agreements needed to properly dispose of solid waste currently generated in the County and to determine the demand for solid waste management facilities, which shall be necessitated by future development."

Analysis: The County has identified and arranged for short-term and long-term disposal needs by obtaining a long-term contract reserving capacity with a private landfill in Sumter County. The Bureau of Economic and Business Research finds, based on the 2020 U.S. Census, that Marion County's average household size is 2.33 persons. Staff uses 2.33 persons per dwelling unit to estimate waste demand of the 19.75-acre property under LR and MR future land use designations, shown in Table 5.

TABLE 7. Solid Waste Demand

Max Density Allowed by Future Land Use Designation	Dwelling Units	Pounds per Day Generated
Existing FLU LR - 1 DU/AC	19 DU	275 PPD
Proposed FLU MR - 4 DU/AC	79 DU	1,141 PPD
Net Change	***+60* DU**	***+866* PPD**
Concurrent PUD Application 3.65 DU/AC	72 DU	1,040 PPD

As such, staff finds the application is **consistent** with SWE Policy 1.1.1.

Stormwater Element (SE).

13. *SE Policy 1.1.4*: "The demand for stormwater facility capacity by new development and redevelopment shall be determined based on the difference between the pre-development and post-development stormwater runoff characteristics (including rates and volumes) of the development site using the applicable design storm LOS standard adopted in Policy 1.1.1 and facility design procedures consistent with accepted engineering practice."

Analysis: At the time of development review, the owner must show that the proposed stormwater facilities can manage all stormwater runoff generated after development. Based on the above, the application is **consistent** with SE Policy 1.1.4.

14. *SE Policy 1.1.5*: "Stormwater facilities meeting the adopted LOS shall be available concurrent with the impacts of the development."

Analysis: The owner will be responsible for funding stormwater facilities with enough capacity to handle post-development runoff. Based on the above findings, the application is **consistent** with SE Policy 1.1.5.

Public school.

15. **Analysis**: Although the Comprehensive Plan does not set a LOS standard for public schools, staff still assess how new residential development may affect school enrollment. Marion County Public Schools provides enrollment data for the schools zoned for the subject property. As of the 20th day of the 2025–2026 school year, enrollment levels were: Winding Oaks Elementary at 70% capacity, Liberty Middle at 71%, and West Port High at 121%. Table 6 provides student generation calculations, based on Marion County Public Schools' Long Range School Planning Study.

TABLE 8. Student Generation for Single-Family Residential

Max Density Allowed by Future Land Use Designation	Elementary Students	Middle Students	High Students	Total Students
Existing FLU LR - 1 DU/AC	2	1	1	4
Proposed FLU MR - 4 DU/AC	8	3	6	17
Net Change	***+6***	***+2***	***+5***	***+13***
Concurrent PUD Application 3.65 DU/AC	8	3	5	16

Florida's controlled open enrollment laws allow parents to enroll their children in any public or charter school that has available space. Winding Oaks Elementary and Liberty Middle have room to accommodate students from the proposed development. West Port High is over capacity; however, schools across the county still have available space to serve additional students in accordance with controlled open enrollment provisions.

Based on the above findings, the proposed development would not adversely affect public interest. Therefore, it is concluded that the application is **consistent** with this section.

Fire Rescue/emergency services.

16. **Analysis:** Friendship Fire Station #21, located at 7884 SW 90th Street, is roughly 1.15 miles southwest as the crow flies and 2.1 road miles from the subject property. According to Google Street View directions, the travel time from Fire Station #21 is roughly 4 to 6 minutes, depending on time of day and route.

The Comprehensive Plan does not establish a LOS standard for fire rescue/emergency services, but staff has established a 5-mile radius from the subject property as evidence of the availability of such services. Additionally, Marion County Fire Rescue (MCFR) provided an analysis of potential impacts (Attachment D), and staff summarized those findings in Tables 7 and 8.

One of the nearby stations is above the LOS for transport/ambulance units, and the nearest station (Friendship) is approaching the LOS threshold. The proposed land use amendment may contribute to adverse impacts on public interest depending on the timing of development and the MCFR's efforts to address existing operational deficiencies. However, on May 23, 2025, Marion County adopted countywide fire impact fees to fund various fire-related needs, which are paid at the time of development permitting. The fee rates and payment requirements took effect on October 1, 2025; therefore, any future residential development on this property will be required to pay the applicable fees. These revenues will provide MCFR with funding to address any LOS deficiencies.

TABLE 9. Fire Suppression/Non-Transport Response Analysis

Station	Travel Time (Minutes)	FY 23/24 Incident Reliability (% / Status)	Incidents per Units*
Station 21 (Friendship)	5	6.55% Normal Operations	1077
Station 23 (Majestic Oak)	10	2.63% Normal Operations	342
Station 32 (Liberty)	13	3.9% Normal Operations	1052

*The threshold to consider adding additional Fire Suppression/Non-Transport units is 2,000 incidents per unit; there are no additional budgeted units for this area to date.
Source: Marion County Fire Services

TABLE 10. Transport/Ambulance Response Analysis

Station	Travel Time (Minutes)	FY 23/24 Incident Reliability (% / Status)	Incidents per Units*
Station 21 (Friendship)	5	2.86% Normal Operations	2432
Station 50 (EMS West)	6	1.83% Normal Operations	1162
Station 32 (Liberty)	13	19.27% Increased Demand	2615

*The threshold to consider adding additional Transport/Ambulance units is 2,500 incidents per unit; there are no additional budgeted units for this area to date.
Source: Marion County Fire Services

Based on the above findings, the application is **consistent** with this section.

Law enforcement.

17. **Analysis:** The Southwest District SR 200 Sheriff's office, located at 9048 SW Hwy 200, is roughly 3.2 miles southwest as the crow flies and 4.3 road miles from the subject property. According to Google Street View directions, the travel time from the SW District SR 200 office is roughly 6 to 14 minutes, depending on time of day and route.

    The Comprehensive Plan does not establish a LOS standard for law enforcement, but staff has established a 5-mile radius from the subject property as evidence of the availability of such services. Attachment E is a letter from the Marion County Sheriff's Office indicating the capacity to absorb calls from the development.

    Based on the above findings, the application is **consistent** with this section.

In summary, staff conclude that the application is **consistent** with the Comprehensive Plan.

B. *Consistency with Chapter 163, Florida Statutes*.

1. Section 163.3177(6)(a)8 provides, "[f]uture land use map amendments shall be based upon the following analyses:
    a. An analysis of the availability of facilities and services.
    b. An analysis of the suitability of the plan amendment for its proposed use, considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site.
    c. An analysis of the minimum amount of land needed to achieve the goals and requirements of this section."

Analysis, availability of facilities and services: Section A of this staff report included a detailed analysis of the availability of facilities and services. As such, staff draws the following conclusions:

1. State Road 200, SW 80th Avenue, and SW 80th Street have the capacity to accept trips generated by the maximum residential units allowed under the proposed land use change.

2. The property is located inside the UGB with central sewer and water services available.

3. Stormwater concerns will be addressed and mitigated at the time of development.

4. There is capacity in the public elementary and middle schools listed, and high school students have the choice of controlled open enrollment.

5. Marion County Sheriff and Fire Rescue have facilities to provide services within a 5-mile radius. The Sheriff's Office indicates sufficient resources are available to serve this development. MCFR indicates additional transport/ambulance units are needed; however, this development will need to pay fire impact fees that can be allocated to provide additional units, facilities, and staff as necessary.

   Based on the above information, the application provides availability to all needed facilities and services and **complies with and conforms to** F.S. Section 163.3177(6)(a)8a.

Analysis, suitability of proposed use:
The Springs Protection Overlay Zone is intended to protect the quality and quantity of the Florida Aquifer beneath Marion County, as well as the environmental, recreational, and economic value of Silver Springs and Rainbow Springs. The subject property lies within the County's S-SPOZ, which is less vulnerable than the Primary Zone. Additionally, the project will connect to central utility systems. These factors support the site's suitability for the maximum development potential of 79 dwelling units.

While all groundwater in Florida is vulnerable to contamination due to the state's hydrogeologic conditions, levels of vulnerability vary. The Florida Department of Environmental Protection's *Florida Aquifer Vulnerability Assessment* classifies most of Marion County as "Most Vulnerable." The *Marion County Aquifer Vulnerability Assessment* finds that the subject property falls within this "Most Vulnerable" classification relative to other land within the County. While these conditions are not ideal for development, residential development has occurred under similar circumstances. A karst and geologic assessment will be required during the development review process.

The entire site consists of Candler soil, which is excessively drained and not considered prime farmland. According to the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS), this soil type performs well for the construction of dwellings without basements and paved roads, requiring minimal maintenance. However, it poses challenges for lawns, landscaping, golf fairways, and shallow excavations. The NRCS notes these limitations often require major soil reclamation, special design, or costly installation methods. Therefore, during development review, soil amendments or appropriate plant selection may be necessary to ensure landscaping viability.

No natural, cultural, or historical resources—as defined by Florida Statutes § 308.093(2)(a)—are present on the subject property or adjacent parcels, as

confirmed by staff's review of GIS data from the Florida Department of Environmental Protection.

In summary, staff finds the subject property suitable for the uses permitted under the requested Medium Residential (MR) future land use designation, subject to considerations related to aquifer vulnerability and Candler soil characteristics.

This analysis **complies with** F.S. Section 163.3177(6)(a)8b.

Analysis, minimum land:
The analysis of the minimum amount of land needed to achieve the goals and requirements of this section was addressed in the analysis of FLUE Policies 1.1.5, 2.1.18, 3.1.2, and 5.1.2, providing that there are ample residential land uses in the vicinity and the subject property has met the minimum standard for proof of demand.

Therefore, this analysis **complies with** F.S. Section 163.3177(6)(a)8c.

2. Section 163.3177(6)(a)9 provides, "[t]he future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl.
    a. Subsection 'a' provides, "[t]he primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan or plan amendment:
        (I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
        (II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
        (III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
        (IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
        (V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and

silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.

(VI) Fails to maximize use of existing public facilities and services.

(VII) Fails to maximize use of future public facilities and services.

(VIII) Allows for land use patterns or timing that disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

(IX) Fails to provide a clear separation between rural and urban uses.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

(XI) Fails to encourage a functional mix of uses.

(XII) Results in poor accessibility among linked or related land uses.

(XIII) Results in the loss of significant amounts of functional open space.

Analysis: Staff finds that the proposed amendment would permit a denser development pattern within the UGB by changing the land use designation from LR to MR. Higher-density, more intensive development is encouraged within the UGB, particularly where central utilities and roadway capacity can support such growth. Analyses in this report indicate that public facilities and services are adequate and immediately available to serve the site.

The subject property adjoins the Westwood Trails PUD to the west, which has received master plan approval for up to 69 dwelling units. While the surrounding area includes large-lot residential and agricultural uses, the site's proximity to the SR 200 corridor and On Top of the World development places it within an area that supports urban development. Existing large-lot and agricultural parcels may develop at LR density (0–1 du/ac), and the LR designation is recognized as an Urban Area in FLUE Policy 2.1.17. The proposed amendment represents a logical westward extension of residential development toward the SR 200 corridor. The increased density would also support the potential extension of the SW 80th Avenue multi-use path, improving pedestrian and bicycle connectivity to SR 200.

Staff finds the application discourages urban sprawl, and based on this finding, the proposed amendment **is consistent with F.S. Section 163.3177(6)(a)9a.**

b. Subsection ‘b’ provides, “[t]he future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:

(I) *Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.*

(II) *Promotes the efficient and cost-effective provision or extension of public infrastructure and services.*

(III) *Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.*

(IV) Promotes conservation of water and energy.

(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

(VI) *Preserves open space and natural lands and provides for public open space and recreation needs*.

(VII) Creates a balance of land uses based upon the demands of the residential population for the nonresidential needs of an area.

(VIII) *Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl, or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.”*

Analysis: Staff finds that the italicized items above are applicable to this application and offers the following findings related to the discouragement of urban sprawl.

The proposed amendment discourages urban sprawl by directing development within the UGB and the S-SPOZ, thereby focusing growth in areas with reduced potential for impacts on natural resources and ecosystems. The amendment promotes cost-effective development by increasing residential density in a location already served by adequate public facilities. The proposed MR land use designation represents a logical extension of similar densities and development patterns eastward toward the SR 200 corridor. This extension helps address existing patterns of urban sprawl by infilling a low-density, low-intensity area situated between SR 200

to the south and east and the On Top of the World DRI to the north and west. Future residential development of the subject property will be required to preserve the minimum amount of open space as defined in the LDC.

Staff finds the application discourages urban sprawl, and based on this finding, the proposed amendment **is consistent with F.S. Section 163.3177(6)(a)9b.**

VI. ALTERNATIVE ACTIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein, and make a recommendation to the Board of County Commissioners to **DENY** the small-scale FLUMS amendment.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance and make a recommendation to the Board of County Commissioners to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

Staff recommends the Planning and Zoning Commission (PZC) enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein, and make a recommendation to the Board of County Commissioners to **APPROVE** the proposed small-scale FLUMS amendment number 25-S15 because the application **is consistent with:**

A. The Marion County Comprehensive Plan, specifically with:
   1. FLUE Policies 1.1.5, 2.1.8, 3.1.2, 5.1.2, 5.1.3, 5.1.4;
   2. TE Objective 3.1 and TE Policy 2.1.4;
   3. SSE Policy 1.1.1;
   4. PWE Policy 1.1.1;
   5. SWE Policy 1.1.1;
   6. SE Policy 1.1.4, 1.1.5;

And **complies with and conforms to:**

B. The Florida Statutes, specifically with:
   1. F.S. Section 163.3177(6)(a)8, subsection a, b, and c; and
   2. F.S. Section 163.3.177(6)(a)9, subsections a and b.

VIII. PLANNING & ZONING COMMISSION RECOMMENDATION

To be determined.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined.

X. LIST OF ATTACHMENTS

A. Application Package
B. Site Photos
C. DRC Comments
D. MCFR Comments
E. MSCO Comments
F. Traffic Assessment and Methodology

ATTACHMENT A

FYI - This was previously AR 33383 as a Large Scale however its a small scale CPA —

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

Revised 01/09/2020

MARION COUNTY APPLICATION FORM FOR LARGE- AND SMALL-SCALE COMPREHENSIVE PLAN AMENDMENTS

Staff Use Only: **Case # 1__- _____**

PLEASE CHECK THE APPROPRIATE APPLICATION TYPE BELOW:	
LARGE-SCALE MAP AMENDMENT _____ **TEXT AMENDMENT _____**	**SMALL-SCALE MAP AMENDMENT X** **TEXT AMENDMENT _____** *(Text amendment must be associated with submitted small-scale map amendment)*

REQUIRED DOCUMENTS TO ATTACH TO APPLICATION (add additional pages if necessary):

1) Certified legal description with a boundary sketch signed by a Florida registered surveyor for the specific property proposed to be amended. Certified legal description must include the acreage.
2) Copy of the most recent deed covering the property included within the proposed amendment.
3) Notarized owner affidavit(s) – see third page of this form.
4) Application fee – cash or check made payable to "Marion County Board of County Commissioners."
5) Additional information, including proposed text amendment language, necessary to complete application.

(NOTE: If applying for text amendment only, skip filling out the rest of the form except for applicant and/or authorized agent contact information requested on this page.)

Marion County Tax Roll Parcel Number(s) Involved	Parcel Section, Township, Range (S-T-R)	Acreage of Parcel(s)	Current Future Land Use Category	Proposed Future Land Use Category
35460-039-00	07-16-21	19.62	LR	MR

CONTACT INFORMATION (NAME, ADDRESS, PHONE NUMBER, FAX AND EMAIL)	
Property owner/applicant	Authorized agent (if not the owner/applicant)
LINDA CAPOZZOLI 7325 SW 80TH STREET OCALA FL 34476	PAOLO MASTROSERIO MASTROSERIO ENGINEERING, INC 170 SE 32ND PLACE OCALA, FL 34471

Staff Use Only: Application Complete – Yes Received: Date 10/10/25 Time ____:____ a.m. / p.m. **Page 1 of 3**

EMRS Cancelled AR 33383

AR 33510

CONCEPTUAL PLAN FOR SITE AVAILABLE? YES X **NO** ____
(IF YES, PLEASE ATTACH TO APPLICATION)

Revised 01/09/2020

EXISTING USE OF SITE:

VACANT LAND WITH AN EXISTING RESIDENTIAL DWELLING UNIT WITH BARNS/SHEDS.

PROPOSED USE OF SITE (IF KNOWN):

72 SINGLE FAMILY RESIDENTIAL UNITS

WHICH UTILITY SERVICE AND/OR FACILITY WILL BE UTILIZED FOR THE SITE?

Well ____ **Centralized water** X **Provider** MARION COUNTY UTILITIES

Septic ____ **Centralized sewer** X **Provider** MARION COUNTY UTILITIES

DIRECTIONS TO SITE FROM GROWTH SERVICES BUILDING (2710 E. SILVER SPRINGS BLVD., OCALA):

North on SE 25th Ave to SR 40, West on SR 40 to I-75, South on I-75 to SR 200, Southwest on SR 200 to SW 80th Street, West on SW 80th Street to the property, located on the north side of the roadway just after SW 72nd Court. Property address is 7325 SW 80th Street

PROPERTY OWNER AFFIDAVIT

Revised 01/09/2020 -

STATE OF Florida
COUNTY OF Marion

BEFORE ME THIS DAY PERSONALLY APPEARED LINDA CAPOZZOLI
Property owner's name, printed

WHO BEING DULY SWORN, DEPOSES AND SAYS THAT:

1. He/she is the owner of the real property legally identified by Marion County Parcel numbers: 35460-039-00, _____, _____.

2. He/she duly authorizes and designates PAOLO MASTROSERIO to act in his/her behalf for the purposes of seeking a change to the future land use map designation of the real property legally described by the certified legal description that is attached with this amendment request;

3. He/she understands that submittal of a Comprehensive Plan map and/or text amendment application in no way guarantees approval of the proposed amendment;

4. The statements within the Comprehensive Plan map and/or text amendment application are true, complete and accurate;

5. He/she understands that all information within the Comprehensive Plan map and/or text amendment application is subject to verification by county staff;

6. He/she understands that false statements may result in denial of the application; and

7. He/she understands that he/she may be required to provide additional information within a prescribed time period and that failure to provide the information within the prescribed time period may result in the denial of the application.

8. He/she understands that if he/she is one of multiple owners included in this amendment request, and if one parcel is withdrawn from this request, it will constitute withdrawal of the entire amendment application from the current amendment cycle.

Linda Capozzoli
Property owner's signature

8/28/2025
Date

Sworn to (or affirmed) and subscribed before me by means of ☐ physical presence or ☐ online notarization, this 28 **day of** August, 2025 **(year),**
by Linda Capozzoli **(name of person making statement).**
He/she is personally known to me or has produced FLDL **as identification.**
(Driver's license, etc.)

BGuadalupe
Notary public signature

BONNIE GUADALUPE
Notary Public - State of Florida
Commission # HH 380729
My Comm. Expires May 11, 2027

State of Florida **County of** Marion
My commission expires: _____

MASTROSERIO
ENGINEERING, INC
CONSULTING CIVIL & ENVIRONMENTAL ENGINEERS
SPECIALIZING IN SITE & SUBDIVISION DEVELOPMENT

170 SE 32ND PLACE, Ocala, FL 34471
PH: (352).433.2185
paolo@mastroserioeng.com

August 27, 2025

Mr. Ken Odom
Marion County Growth Services
2710 EAST SILVER SPRINGS BLVD.
Ocala, Florida 34470

RE: "CAPOZOLLI HILLS" LAND USE & PUD REZONING

Dear Mr. Odom,

I am providing you with the following application and supporting documents for the purpose of requesting a rezoning for the project referenced above:

An executed Land Use application.

An executed Rezoning application.

A check in the amount of $5,000.00 for the Land Use Application fee.

A check in the amount of $1,360.00 for the Rezoning fee.

A Legal Description.

A copy of the Warranty Deed.

A Certified Boundary & Topographical Survey, which includes the Legal Description.

A PUD Conceptual Plan which contains the information as required by code.

A description of the Amenities Proposed and Architectural Styles of the Buildings

An Approved Traffic Study Methodology for this PUD.

An electronic file including all the above information.

If you should have any questions or comments, please feel free to call me at (352) 433-2185

Sincerely,

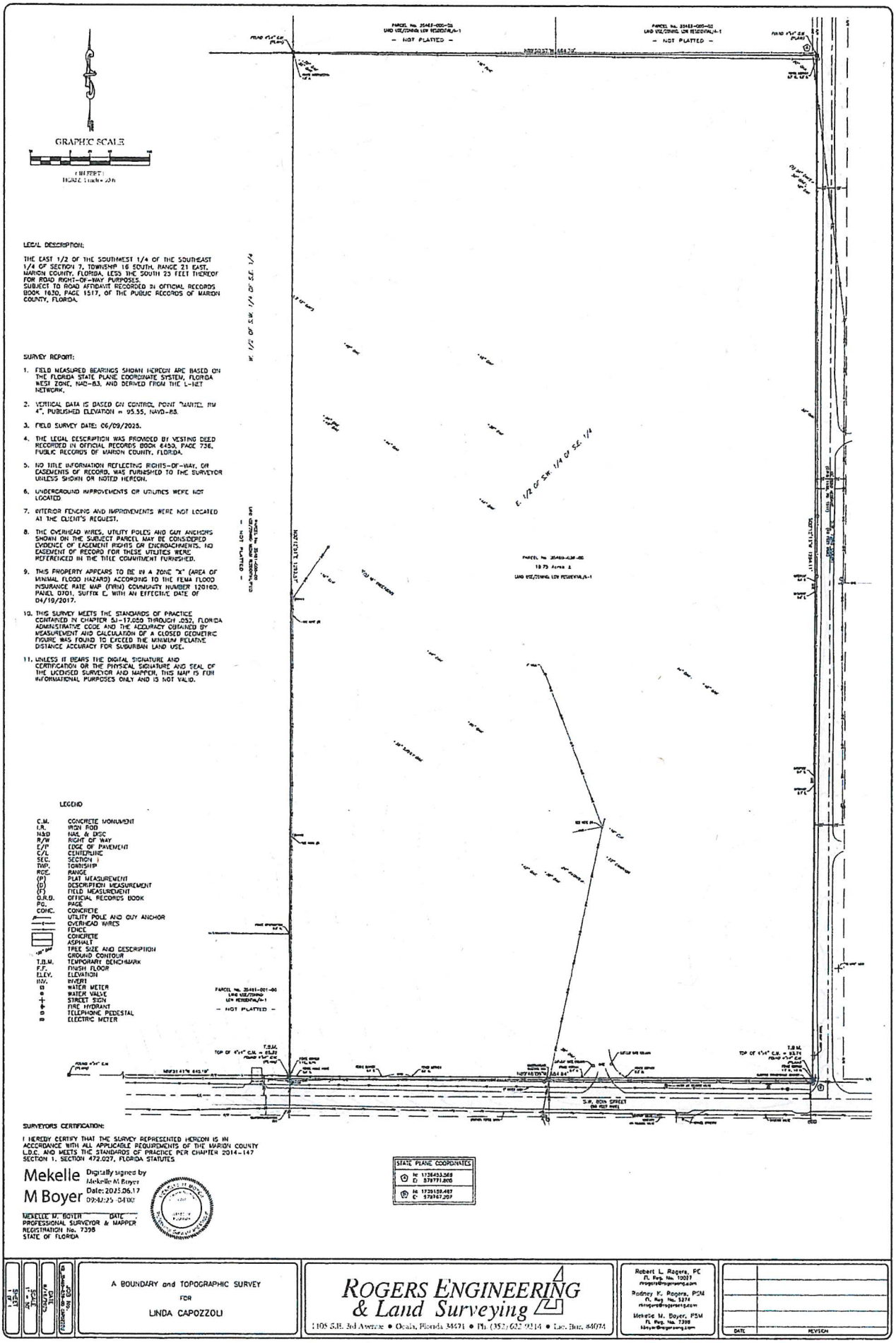
Paolo Mastroserio, P.E.

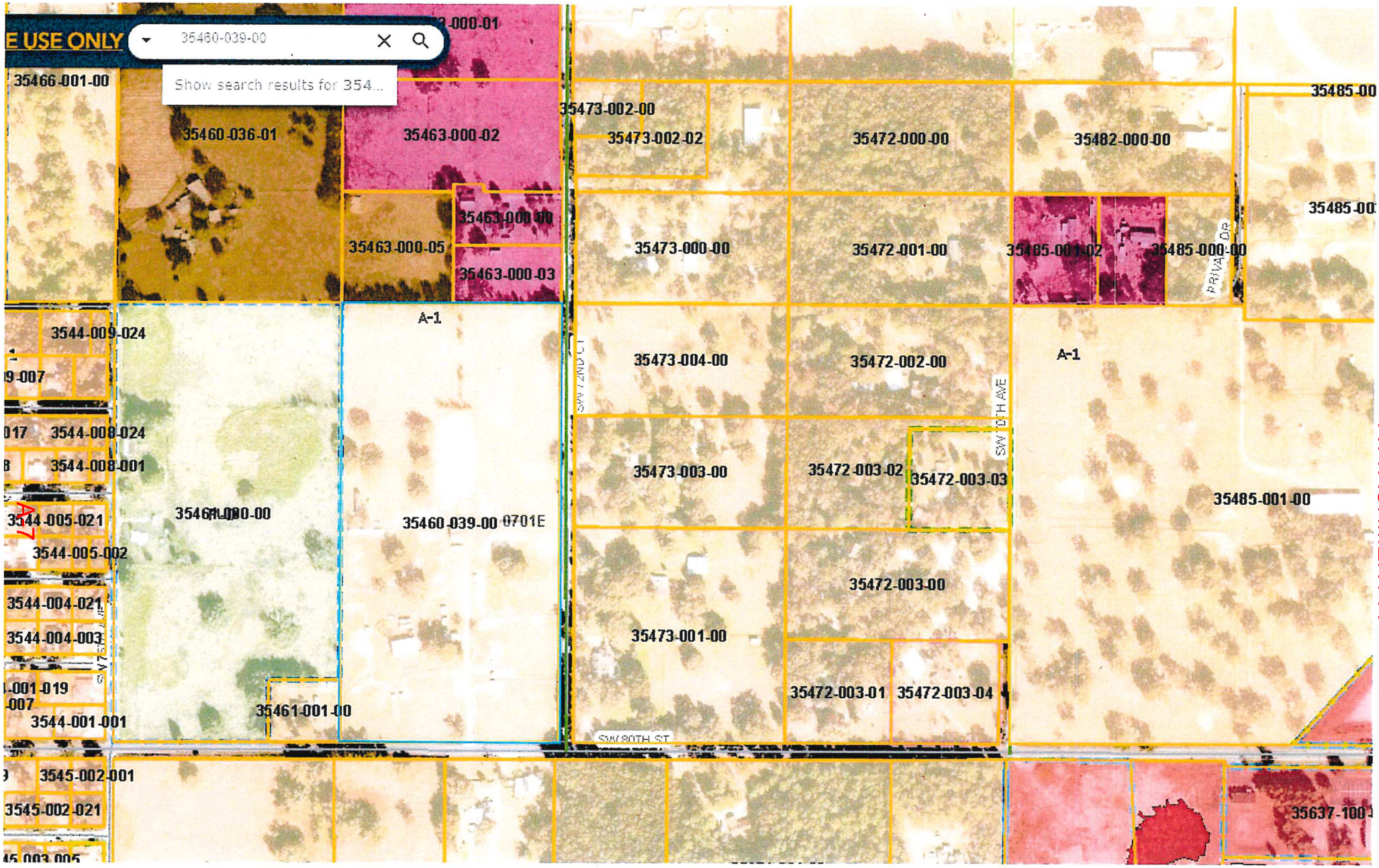
CAPOZZOLI HILLS PUD

LEGAL DESCRIPTION

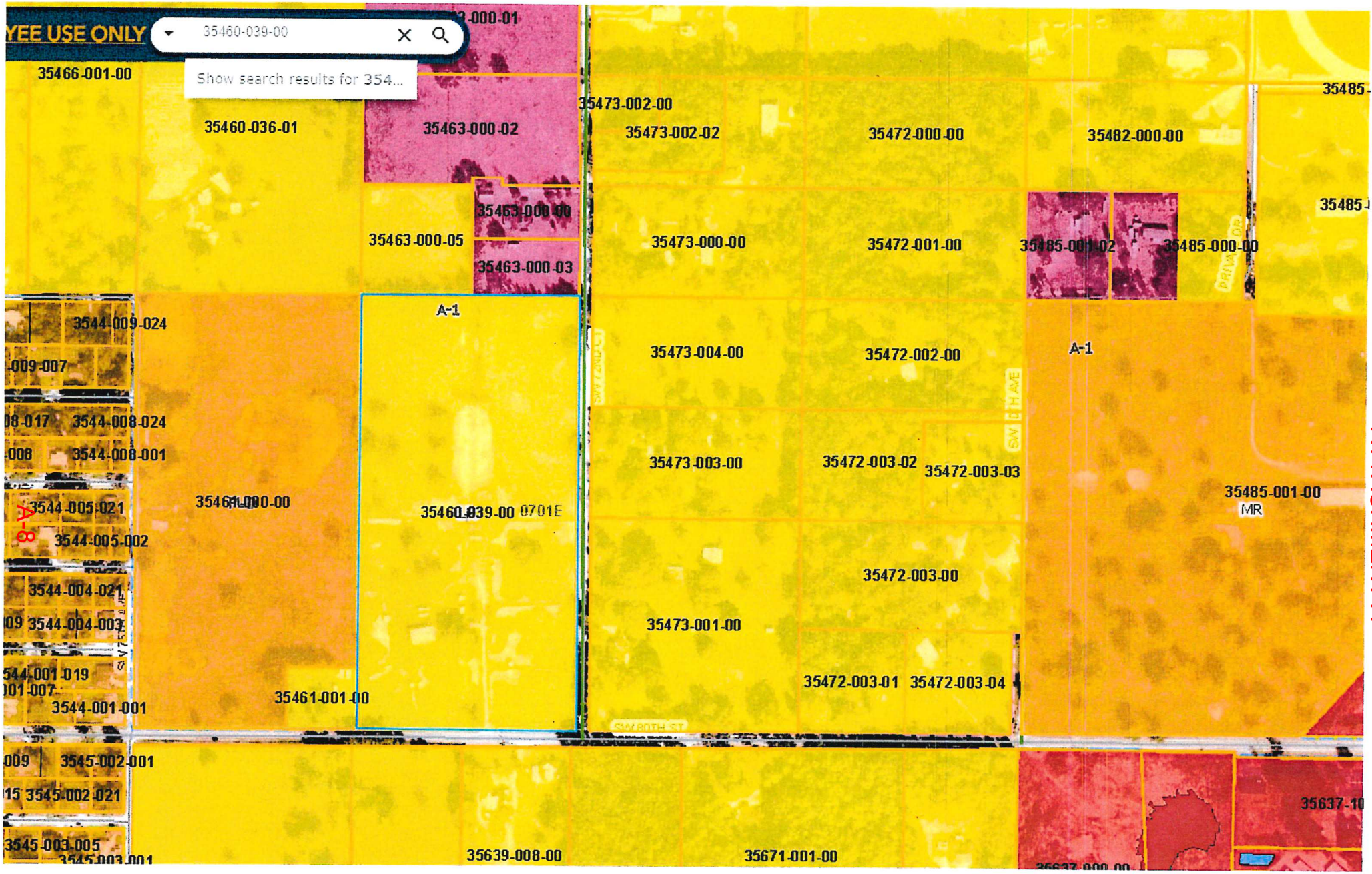
LEGAL DESCRIPTION:

THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 16 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA; LESS THE SOUTH 25 FEET THEREOF FOR ROAD RIGHT-OF-WAY PURPOSES. SUBJECT TO ROAD AFFIDAVIT RECORDED IN OFFICIAL RECORDS BOOK 1630, PAGE 1517, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA.


GRAPHIC SCALE
LEGAL DESCRIPTION:
THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 16 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA; LESS THE SOUTH 25 FEET THEREOF FOR ROAD RIGHT-OF-WAY PURPOSES. SUBJECT TO ROAD AFFIDAVIT RECORDED IN OFFICIAL RECORDS BOOK 1630, PAGE 1517, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA.
SURVEY REPORT:
1. FIELD MEASURED BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA WEST ZONE, NAD-83, AND DERIVED FROM THE L-NET NETWORK.
2. VERTICAL DATA IS BASED ON CONTROL POINT "MANTEL RM 4", PUBLISHED ELEVATION = 95.55, NAVD-88.
3. FIELD SURVEY DATE: 06/09/2025.
4. THE LEGAL DESCRIPTION WAS PROVIDED BY VESTING DEED RECORDED IN OFFICIAL RECORDS BOOK 6450, PAGE 736, PUBLIC RECORDS OF MARION COUNTY, FLORIDA.
5. NO TITLE INFORMATION REFLECTING RIGHTS-OF-WAY, OR EASEMENTS OF RECORD, WAS FURNISHED TO THE SURVEYOR UNLESS SHOWN OR NOTED HEREON.
6. UNDERGROUND IMPROVEMENTS OR UTILITIES WERE NOT LOCATED.
7. INTERIOR FENCING AND IMPROVEMENTS WERE NOT LOCATED AT THE CLIENT'S REQUEST.
8. THE OVERHEAD WIRES, UTILITY POLES AND GUY ANCHORS SHOWN ON THE SUBJECT PARCEL MAY BE CONSIDERED EVIDENCE OF EASEMENT RIGHTS OR ENCROACHMENTS. NO EASEMENT OF RECORD FOR THESE UTILITIES WERE REFERENCED IN THE TITLE COMMITMENT FURNISHED.
9. THIS PROPERTY APPEARS TO BE IN A ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY NUMBER 120160, PANEL 0701, SUFFIX E, WITH AN EFFECTIVE DATE OF 04/19/2017.
10. THIS SURVEY MEETS THE STANDARDS OF PRACTICE CONTAINED IN CHAPTER 5J-17.050 THROUGH .052, FLORIDA ADMINISTRATIVE CODE AND THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF A CLOSED GEOMETRIC FIGURE WAS FOUND TO EXCEED THE MINIMUM RELATIVE DISTANCE ACCURACY FOR SUBURBAN LAND USE.
11. UNLESS IT BEARS THE DIGITAL SIGNATURE AND CERTIFICATION OR THE PHYSICAL SIGNATURE AND SEAL OF THE LICENSED SURVEYOR AND MAPPER, THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.
LEGEND
C.M. CONCRETE MONUMENT
I.R. IRON ROD
N&D NAIL & DISC
R/W RIGHT OF WAY
E/P EDGE OF PAVEMENT
C/L CENTERLINE
SEC. SECTION
TWP. TOWNSHIP
RGE. RANGE
(P) PLAT MEASUREMENT
(D) DESCRIPTION MEASUREMENT
(F) FIELD MEASUREMENT
O.R.B. OFFICIAL RECORDS BOOK
PG. PAGE
CONC. CONCRETE
UTILITY POLE AND GUY ANCHOR
OVERHEAD WIRES
FENCE
CONCRETE
ASPHALT
TREE SIZE AND DESCRIPTION
GROUND CONTOUR
T.B.M. TEMPORARY BENCHMARK
F.F. FINISH FLOOR
ELEV. ELEVATION
INV. INVERT
WATER METER
WATER VALVE
STREET SIGN
FIRE HYDRANT
TELEPHONE PEDESTAL
ELECTRIC METER
W. 1/2 OF S.W. 1/4 OF S.E. 1/4
E. 1/2 OF S.W. 1/4 OF S.E. 1/4
- NOT PLATTED -
S.W. 80th STREET
STATE PLANE COORDINATES
SURVEYORS CERTIFICATION:
I HEREBY CERTIFY THAT THE SURVEY REPRESENTED HEREON IS IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF THE MARION COUNTY L.D.C. AND MEETS THE STANDARDS OF PRACTICE PER CHAPTER 2014-147 SECTION 1, SECTION 472.027, FLORIDA STATUTES
Mekelle M Boyer
Digitally signed by Mekelle M Boyer
Date: 2025.06.17 09:42:25 -04'00'
MEKELLE M. BOYER DATE
PROFESSIONAL SURVEYOR & MAPPER
REGISTRATION No. 7398
STATE OF FLORIDA
A BOUNDARY and TOPOGRAPHIC SURVEY
FOR
LINDA CAPOZZOLI
ROGERS ENGINEERING & Land Surveying
1105 S.E. 3rd Avenue • Ocala, Florida 34471 • Ph. (352) 622-9214 • Lic. Bus. #4074
Robert L. Rogers, PE
Rodney K. Rogers, PSM
Mekelle M. Boyer, PSM
DATE
REVISION

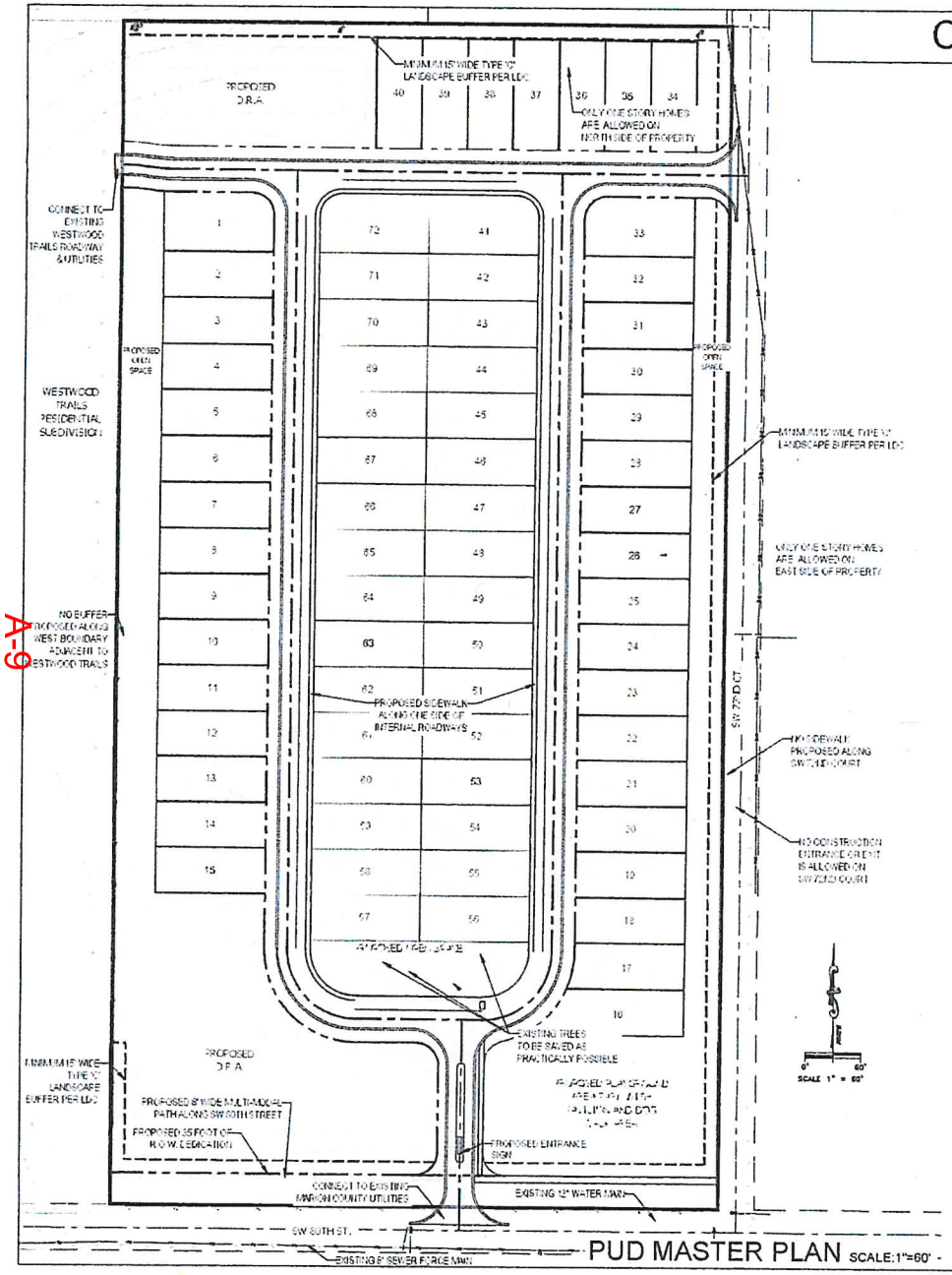


ATTACHMENT A



ATTACHMENT A

CAPOZOLLI HILLS P.U.D. MASTER PLAN



PUD MASTER PLAN SCALE:1"=60'

RECREATION/OPEN SPACE/MFLA DATA:

PER MARION COUNTY LDC, THE MINIMUM OPEN SPACE REQUIRED IS 25% OF THE GROSS LAND AREA. 19.75 ACRES X 25% = 4.93 ACRES OF OPEN SPACE REQUIRED
15% OR 2.96 ACRES MUST BE M.F.L.A.
6.71 OR 33.9 ACRES MUST BE PROVIDED OPEN SPACE

ALL AREAS DESIGNATED AS RECREATION/OPEN SPACE SHALL MEET THE CRITERIA OF THE MARION COUNTY LAND DEVELOPMENT CODE, UNLESS A WAIVER IS OBTAINED FOR ADDITIONAL AREA TO BE UTILIZED

THIS PROJECT WILL PROVIDE A MINIMUM OF THE FOLLOWING:
2.96 ACRES OF REQUIRED OPEN SPACE
2.96 ACRES OF THE 4.93 ACRES THAT MUST BE MFLA
0.67 ACRES OF MFLA TO BE IMPACTED BY OPEN SPACE

TRAFFIC STUDY NOTE:

A TRAFFIC WAS BEEN SUBMITTED AND APPROVED FOR THIS DEVELOPMENT. PLEASE REFER TO APPROVED TRAFFIC STUDY FOR ANY OFF-SITE TRAFFIC IMPROVEMENTS ARE REQUIRED AS A RESULT OF THE FINAL APPROVED TRAFFIC STUDY.

SIDEWALK NOTE:

INTERNAL SIDEWALK SHALL BE DETERMINED AT THE TIME OF INFRASTRUCTURE PLAN SUBMITTAL. INTERNAL SIDEWALKS SHALL BE DESIGNED IN SUCH A MANNER TO ENHANCE TO THE EXISTING NEIGHBORHOOD FOR PEDESTRIAN AND BICYCLE CONNECTIVITY. SIDEWALK SHALL BE PROVIDED ALONG SW 80TH STREET AND ON ONE SIDE OF THE INTERNAL ROADWAYS

LANDSCAPE BUFFER NOTE:

PROPOSED LANDSCAPE BUFFERS ALONG THE PERIMETER OF THE PROJECT SHALL COMPLY WITH THE MINIMUM REQUIREMENTS AND STANDARDS CONTAINED IN THE LAND DEVELOPMENT CODE AND THE M.P.U.D. REQUIREMENTS. BUFFER LAYOUT AND PLACEMENT SHALL BE FINALIZED AT THE DEVELOPMENT STAGE. BUFFERS THAT MAY EXPERIENCE ON-FINAL GRADING MAY BE REQUIRED TO BE FUTURE AS THE PROPOSED ADJACENT DEVELOPS. FINAL DETERMINATION OF BUFFER ACCEPTABILITY SHALL BE MADE AT THE TIME OF FINAL GRADING OF THE ADJACENT LAND DEVELOPMENT AND THE BUFFER WILL BE PLACED BEHIND THE FINAL GRADING.

CONCURRENCY NOTE:

THIS PROJECT REQUIRES CONCURRENCY REVIEW AND MAY REQUIRE A TRAFFIC IMPACT STUDY AND/OR GRANTED PRIOR TO RECEIVING ANY PUBLIC FACILITY CAPACITIES. FUTURE ENTITLEMENTS TO DEVELOP THE PROPERTY ARE SUBJECT TO A DETERMINATION OF CONCURRENCY DETERMINATION AND FINAL APPROVAL TO DEVELOP THE PROPERTY HAS NOT BEEN OBTAINED. THE COMPLETION OF CONCURRENCY REVIEW AND/OR APPROVAL HAS NOT BEEN PERFORMED TO DATE. DEVELOPMENT REVIEW STAGES SUCH AS, BUT NOT LIMITED TO, BUILDING PERMIT REVIEW.

SITE COVERAGE & SUMMARY OF LAND USE ENTITLEMENT ELIGIBILITY:

EXISTING ENTITLEMENTS:	DENSITY/INTENSITY:	ACREAGE:	GROSS MAXIMUM DEVELOPMENT:
MEDIUM RESIDENTIAL	4.0 U PER ACRE	19.75 ACRES	79 UNITS

PROPOSED USE:

THE PUD PLAN PROPOSES A MAXIMUM OF 72 RESIDENTIAL UNITS WHICH EQUALS 3.65 UNITS PER ACRE

PLAN NOTES:

1. PROJECT SITE IS LOCATED WITHIN SECTION 07, TOWNSHIP 16, RANGE 21
2. THE TOTAL LAND AREA IS 19.75 ACRES +/-
3. EXISTING SITE CHARACTERISTICS:
   THE ENTIRE SITE IS CURRENTLY DEVELOPED AND UNDEVELOPED WASTE / CLEARED PASTURE LAND WITH MINIMAL TREE COVER. THE TERRAIN IS MOSTLY LEVEL WITH A SLIGHT RISE AT THE CENTER. THE SITE ELEVATIONS RANGE BETWEEN 74' AND 81'. BASED UPON THE USDA SOILS SURVEY, THE SOILS ARE TYPE 37A AND 37B, ARE SANDY, WELL DRAINED AND WITH A DEPTH TO A LIMEROCK LAYER AND WATER TABLE OF GREATER THAN 6 FEET. THE NATURAL LOW AREAS ARE SHOWN ON THIS PLAN.
4. THE EXISTING LAND USE IS LOW DENSITY RESIDENTIAL
5. THE EXISTING ZONING IS A-1
6. THE PROPOSED PROJECT IS A RESIDENTIAL DEVELOPMENT WITH SINGLE FAMILY RESIDENTIAL AND ASSOCIATED IMPROVEMENTS PROPOSED INCLUDE OPEN SPACE/DRAINAGE AREAS WITHIN THE PROPOSED NEIGHBORHOOD
7. SEE PLAN FOR ADJACENT ZONING AND LAND USE CLASSIFICATIONS
8. THE PROPOSED DRAINAGE WITHIN THE PLAN WILL BE PUMPED FROM THE STREET. ALL PROPOSED INCLUDE POND AREAS TO THE PROPOSED DEVELOPMENT AREAS SHALL BE DESIGNED AT TIME OF IMPROVEMENT PLAN SUBMITTAL FOR EACH DEVELOPMENT AREA AND WILL BE PERMITTED THROUGH THE COUNTY
9. EXISTING UTILITY AND DRAINAGE EASEMENTS ARE DEPICTED ON THIS PLAN
10. PROJECT PHASING: THE PROPOSED DEVELOPMENT SHALL BE DEVELOPED IN ONE PHASE
11. UTILITIES: THE PROJECT SHALL BE SERVED BY MARION COUNTY CENTRAL WATER AND SEWER SYSTEMS
12. WITH DEVELOPMENT, A SHALL BE FORMED TO OWN, MAINTAIN ALL COMMON AREAS AND ALL COMMON ELEMENTS. THE PUD PLAT SHALL GIVE THE LEGAL ENTITY RESPONSIBLE FOR MAINTENANCE AND RE-INSTATEMENT OF COMMON AREAS AND COMMON ELEMENTS OF THE P.U.D. MUNICIPAL AND COMMUNITY MAINTENANCE FACILITIES SHOULD BE DEDICATED / OWNED.

TYPICAL LOT STANDARDS

PRINCIPAL STRUCTURES:	
UNIT AREA	5,175 S.F. MINIMUM
LOT DEPTH	115 FEET MINIMUM
LOT WIDTH (INTERIOR)	45 FEET MINIMUM
LOT WIDTH (CORNER LOT)	55 FEET MINIMUM
FRONT SETBACK	25 FEET MINIMUM
SIDE SETBACK (INTERIOR)	5 FEET MINIMUM
SIDE SETBACK (CORNER LOT)	15 FEET MINIMUM
REAR SETBACK	15 FEET MINIMUM
MAXIMUM SINGLE FAMILY HEIGHT	45 FEET
MAXIMUM HEIGHT FOR ALL OTHER USES	UNLESS

BREAKDOWN OF ACREAGE: (EXISTING)

19.75 ACRES, MORE OR LESS (TOTAL)
19.75 ACRES WITH P.U.D. ZONING AND MEDIUM RESIDENTIAL LAND USE

ACCESSORY STRUCTURES:

TOOLS, SHED & OTHER ACCESSORY STRUCTURES
REAR SETBACK: 5 FEET MINIMUM

SPRINGS PROTECTION:

THE PROPERTY DOES NOT CONTAIN ANY SPRINGS PROTECTION ZONE

FLOOD ZONE:

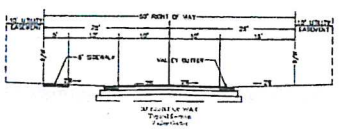
THE PROPERTY DOES NOT CONTAIN ANY FLOOD ZONE AS PER FEMA FLOOD MAP NUMBER 12083C0115E EFFECTIVE DATE APRIL 19, 2010

IMPORTANT PUD PLAN NOTE:

THIS PLAN AND RESULTING CONNECTIVITY, ROADWAYS, DRAINAGE AND UTILITY INFRASTRUCTURE DESIGN AT THE TIME OF IMPROVEMENT PLAN SUBMITTAL. NO ADDITIONAL ENTITLEMENTS ARE GRANTED BY THIS PLAN. IT MUST ADHERE TO THE REQUIRED SETBACKS AND SEPARATIONS IN THE LAND DEVELOPMENT CODE

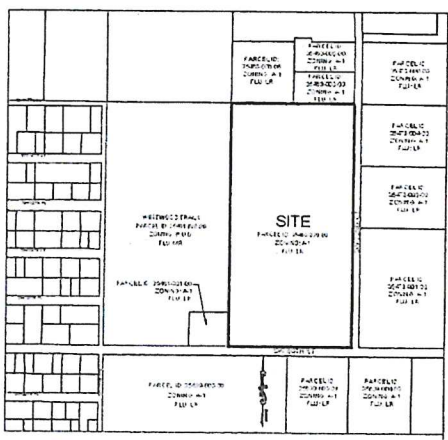
DEVELOPMENT AGREEMENTS:

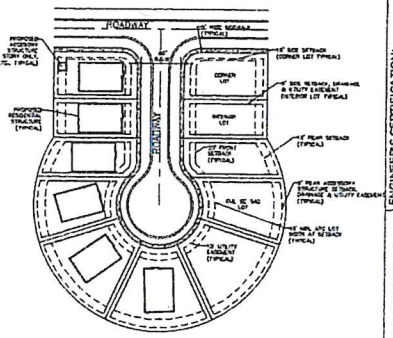
NONE AT THIS TIME



LOCATION MAP

SCALE 1"=100'





LOT LAYOUT & SETBACKS

MINIMUM LOT WIDTH AT SETBACK = 45 FT.
MINIMUM LOT DEPTH = 115 FT.
MINIMUM LOT SIZE = 5,175 S.F.
N.T.S.

OPERATION & MAINTENANCE:

HEREBY CERTIFY THAT LOT 3, BLOCK 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72 AND TRACTS A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC, DD, EE, FF, GG, HH, II, JJ, KK, LL, MM, NN, OO, PP, QQ, RR, SS, TT, UU, VV, WW, XX, YY, ZZ, AAA, BBB, CCC, DDD, EEE, FFF, GGG, HHH, III, JJJ, KKK, LLL, MMM, NNN, OOO, PPP, QQQ, RRR, SSS, TTT, UUU, VVV, WWW, XXX, YYY, ZZZ, AAAA, BBBB, CCCC, DDDD, EEEE, FFFF, GGGG, HHHH, IIII, JJJJ, KKKK, LLLL, MMMM, NNNN, OOOO, PPPP, QQQQ, RRRR, SSSS, TTTT, UUUU, VVVV, WWWW, XXXX, YYYY, ZZZZ, AAAAA, BBBBB, CCCCC, DDDDD, EEEEE, FFFFF, GGGGG, HHHHH, IIIII, JJJJJ, KKKKK, LLLLL, MMMMM, NNNNN, OOOOO, PPPPP, QQQQQ, RRRRR, SSSSS, TTTTT, UUUUU, VVVVV, WWWWW, XXXXX, YYYYY, ZZZZZ, AAAAAA, BBBBBB, CCCCCC, DDDDDD, EEEEEE, FFFFFF, GGGGGG, HHHHHH, IIIIII, JJJJJJ, KKKKKK, LLLLLL, MMMMMM, NNNNNN, OOOOOO, PPPPPP, QQQQQQ, RRRRRR, SSSSSS, TTTTTT, UUUUUU, VVVVVV, WWWWWW, XXXXXX, YYYYYY, ZZZZZZ, AAAAAAA, BBBBBBB, CCCCCCC, DDDDDDD, EEEEEEE, FFFFFFF, GGGGGGG, HHHHHHH, IIIIIII, JJJJJJJ, KKKKKKK, LLLLLLL, MMMMMMM, NNNNNNN, OOOOOOO, PPPPPPP, QQQQQQQ, RRRRRRR, SSSSSSS, TTTTTTT, UUUUUUU, VVVVVVV, WWWWWWW, XXXXXXX, YYYYYYY, ZZZZZZZ, AAAAAAAA, BBBBBBBB, CCCCCCCC, DDDDDDDD, EEEEEEEE, FFFFFFFF, GGGGGGGG, HHHHHHHH, IIIIIIII, JJJJJJJJ, KKKKKKKK, LLLLLLLL, MMMMMMMM, NNNNNNNN, OOOOOOOO, PPPPPPPP, QQQQQQQQ, RRRRRRRR, SSSSSSSS, TTTTTTTT, UUUUUUUU, VVVVVVVV, WWWWWWWW, XXXXXXXX, YYYYYYYY, ZZZZZZZZ, AAAAAAAAA, BBBBBBBBB, CCCCCCCCC, DDDDDDDDD, EEEEEEEEE, FFFFFFFFF, GGGGGGGGG, HHHHHHHHH, IIIIIIIII, JJJJJJJJJ, KKKKKKKKK, LLLLLLLLL, MMMMMMMMM, NNNNNNNNN, OOOOOOOOO, PPPPPPPPP, QQQQQQQQQ, RRRRRRRRR, SSSSSSSSS, TTTTTTTTT, UUUUUUUUU, VVVVVVVVV, WWWWWWWWW, XXXXXXXXX, YYYYYYYYY, ZZZZZZZZZ, AAAAAAAAAA, BBBBBBBBBB, CCCCCCCCCC, 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CAPOZOLLI HILLS PUD
ARCHITECTURAL STANDARDS & DESCRIPTION OF AMENITIES

SINGLE FAMILY PUD:

Architectural elements proposed for the Single-Family Units will be similar to what is provided as part of this packet below.

Amenities for this site will include a proposed park with a pavilion and picnic area. This proposed development only has 72 single family units; therefore, minimal amenities are proposed. In the park area, amenities will be in the form of park benches and picnic tables with sodded play areas for the residents, A dog walk area, the area will also include a water fountain. The park will be used as a recreational area for the residents of the community and will not be open to the public.

SINGLE STORY HOME

TWO STORY HOME

This instrument prepared by, record and return to:

Edward Ristaino, Esq.
Akerman LLP
350 E. Las Olas Blvd., Suite 1600
Fort Lauderdale, FL 33301

Parcel Identification Number: 35460-039-00

----------[SPACE ABOVE THIS LINE FOR RECORDING DATA]----------

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made and given this 30th day of August, 2016, by Wayco Holdings, Inc., a Florida corporation, whose address is 450 East Las Olas Boulevard, Suite 1500, Fort Lauderdale, Florida 33301 ("Grantor"), to Linda Capozzoli and Michael Capozzoli, husband and wife, whose address is 7325 SW 80th Street, Ocala, Florida 34476 ("Grantee").

(Whenever used herein, the terms "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.)

W I T N E S S E T H:

THAT, Grantor for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, to have and to hold, that certain real property, situated lying and being in Marion County, Florida, as more particularly described on **Exhibit A** attached hereto, together with all improvements, easements, licenses, privileges, tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining (collectively, the "Property").

TO HAVE AND TO HOLD the same in fee simple forever.

AND Grantor hereby covenants with Grantee that Grantor is lawfully seized of said land in fee simple; that Grantor has good right and lawful authority to convey said land; that Grantor hereby specially warrants that the title to the land is free from all encumbrances made by Grantor, and Grantor will defend the same against the lawful claims of all persons claiming by, through or under the said Grantor, but against none other.

The conveyance made herein, however, is expressly made SUBJECT TO ad valorem real property taxes and assessments for the year 2016 and thereafter, and all covenants, conditions, easements and restrictions of record, if any, the reference to which shall not operate to reimpose the same.

DAVID R ELLSPERMANN CLERK & COMPTROLLER MARION CO
CFN# 2016082906 BK 6450 Pgs 0736-0738 09/06/2016 04:05:55 PM
REC FEE 27.00 INDEX DEED DOC 0.70

IN WITNESS WHEREOF, Grantor has caused these presents to be executed the day and year first above written.

Grantor:

Signed, sealed and delivered
in the presence of:

WAYCO HOLDINGS, INC.,
a Florida corporation

Print Name: Cynthia Trezona

By: _____
Print Name: CRIS V BRANDEN
Title: VICE PRESIDENT

Print Name: VALERIE A. HINKELL

STATE OF FLORIDA)
)ss.
COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me this 30th day of AUGUST, 2016, by CRIS V. BRANDEN as the VP of Wayco Holdings, Inc., a Florida corporation, on behalf of said company, who [✓] is personally known to me or [_] has produced _____ as identification.

[Affix Notary Stamp]

Signature of Notary
Notary Public, State of FLORIDA
My Commission Expires: 5/9/2018

Notary Public State of Florida
Elena Livingood
My Commission FF 110739
Expires 05/09/2018

{39164091;1}

DAVID R ELLSPERMANN MARION COUNTY FL
CFN# 2016082906 OR BK 6450 PG 737 Pgs 0736-0738 09/06/2016 04:05:55 PM

300

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

The East ½ of the SW ¼ of the SE ¼ of Section 7, Township 16 South, Range 21 East, Less the South 25 feet thereof for road right-of-way purposes.

Subject to Road Affidavit recorded in OR Book 1630, at Page 1517, of the Public Records of Marion County, Florida

DAVID R ELLSPERMANN MARION COUNTY FL
CFN# 2016082906 OR BK 6450 PG 738 Pgs 0736-0738 09/06/2016 04:05:55 PM

Jimmy H. Cowan, Jr., CFA

Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

35460-039-00

GOOGLE Street View

Prime Key: 876291 MAP IT+ Current as of 9/11/2025

Property Information

CAPOZZOLI LINDA
7325 SW 80TH ST
OCALA FL 34476-9382

Taxes / Assessments:
Map ID: 130
Millage: 9002 - UNINCORPORATED

M.S.T.U.
PC: 63
Acres: 19.62

More Situs
Situs: 7325 SW 80TH ST OCALA

Current Value

Land Just Value	$765,960		
Buildings	$190,797		
Miscellaneous	$43,224	Impact	($866,351)
Total Just Value	$999,981	Land Class Value	$61,696
Total Assessed Value	$133,630	Total Class Value	$295,717
Exemptions	($50,722)	Ex Codes: 01 38 08	
Total Taxable	$82,908		
School Taxable	$110,702		

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$765,960	$191,501	$43,444	$1,000,905	$127,554	$50,000	$77,554
2023	$478,725	$181,059	$34,502	$694,286	$121,875	$50,000	$71,875
2022	$325,533	$156,252	$34,656	$516,441	$118,718	$50,000	$68,718

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
DETH/REGS	10/2021	71 DTH CER	0	U	I	$100
6450/0736	08/2016	06 SPECIAL WARRANTY	0	U	I	$100
2903/1572	12/1999	07 WARRANTY	2 V-SALES VERIFICATION	Q	I	$380,000
2386/0290	07/1997	07 WARRANTY	2 V-SALES VERIFICATION	Q	I	$210,000
1811/0448	02/1992	05 QUIT CLAIM	0	U	I	$100
1151/0604	03/1983	07 WARRANTY	0	U	I	$195,000
0510/0652	06/1972	02 DEED NC	0	U	I	$60,000

Property Description

SEC 07 TWP 16 RGE 21
E 1/2 OF SW 1/4 OF SE 1/4

EX S 25 FT FOR ROW

Land Data - Warning: Verify Zoning

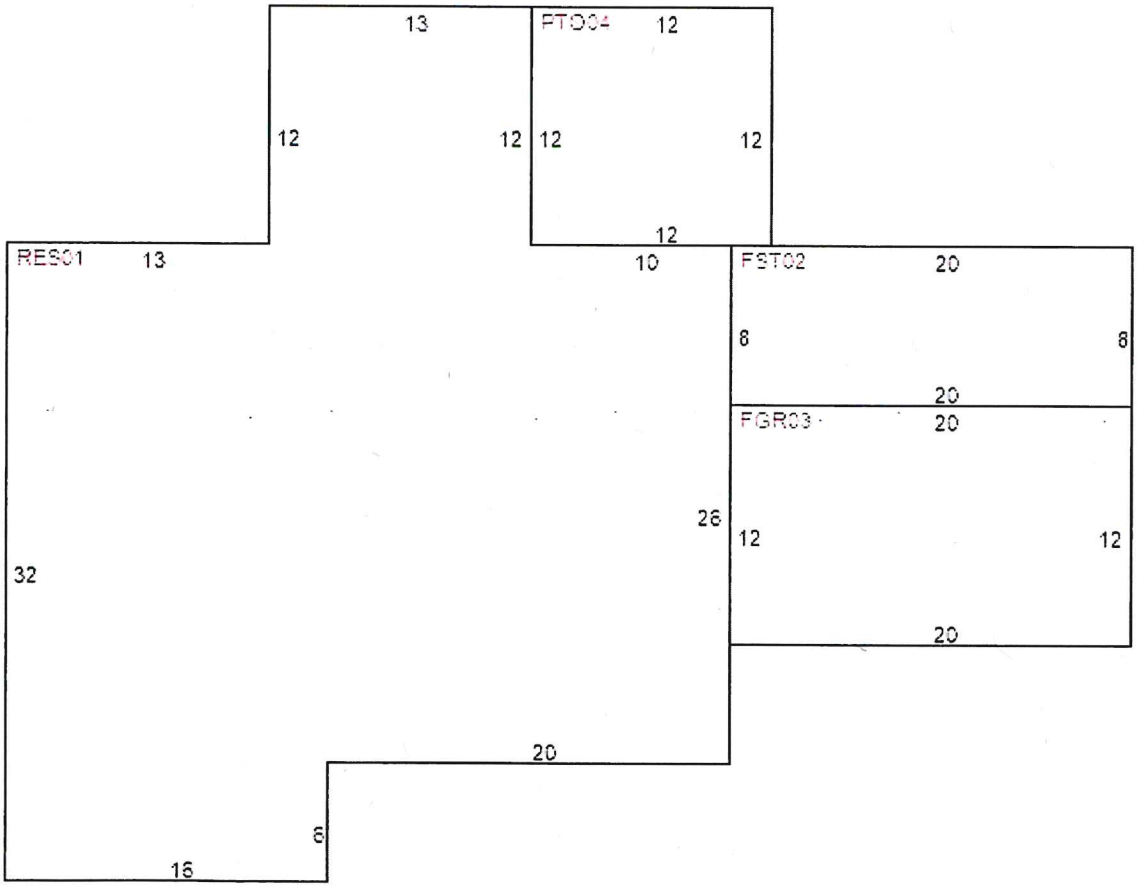
Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
0100		660.0	1,295.0	A1	1.00	AC	40,000.0000	1.00	1.46	1.00	58,400	58,400
6302		.0	.0	A1	18.62	AC	40,000.0000	1.00	0.95	1.00	3,296	707,560
9994		.0	.0	A1	1.00	UT	.0000	1.00	1.00	1.00		

Neighborhood 8371
Mkt: 7 70

Total Land - Class $61,696
Total Land - Just $765,960

Traversе

Building 1 of 2
RES01=D26L20D6L16U32R13U12R13D12R10.
FST02=R20D8L20U8.D8
FGR03=R20D12L20U12.U8R2
PTO04=U12L12D12R12.



Building Characteristics

Improvement	1F - SFR- 01 FAMILY RESID
Effective Age	7 - 30-34 YRS
Condition	2
Quality Grade	500 - FAIR
Inspected on	2/7/2020 by 118

Year Built 1967
Physical Deterioration 0%
Obsolescence: Functional 0%
Obsolescence: Locational 0%
Architecture 0 - STANDARD SFR
Base Perimeter 160

Type	ID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
RES	0124	CONC BLK-PAINT	1.00	1967	N	0 %	0 %	1,188	1,188
FST	0224	CONC BLK-PAINT	1.00	1967	N	0 %	0 %	160	160
FGR	0324	CONC BLK-PAINT	1.00	1967	N	0 %	0 %	240	240
PTO	0401	NO EXTERIOR	1.00	1988	N	0 %	0 %	144	144

Section: 1

Roof Style: 10 GABLE
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 20 HEAT PUMP
Heat Meth 2: 00
Foundation: 7 BLK PERIMETER
A/C: Y

Floor Finish: 34 HARDWD ON CONC
Wall Finish: 20 PLASTER
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 0

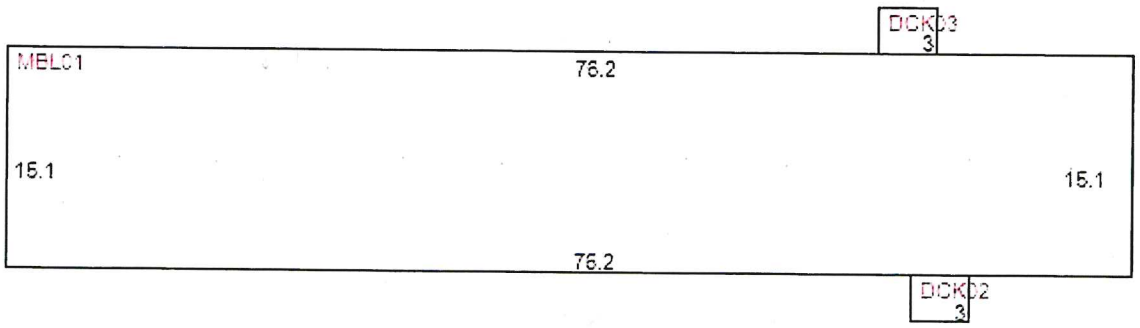
Bedrooms: 2
4 Fixture Baths: 0
3 Fixture Baths: 2
2 Fixture Baths: 0
Extra Fixtures: 3

Blt-In Kitchen: Y
Dishwasher: N
Garbage Disposal: Y
Garbage Compactor: N
Intercom: N
Vacuum: N

Traverse

Building 2 of 2
MBL01=L76,2U15,1R76,2D15,1.L11
DCK02=D3L4U3R4.R11U15,1L13,3

DCK03=U3L4D3R4.



Building Characteristics

Improvement	MH - MOBILE - MOBILE HOME RESID
Effective Age	2 - 05-09 YRS
Condition	0
Quality Grade	600 - AVERAGE
Inspected on	2/7/2020 by 118

Year Built 2016
Physical Deterioration 0%
Obsolescence: Functional 0%
Obsolescence: Locational 0%
Architecture 2 - MBL HOME
Base Perimeter 183

Type ID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
MBL 0121	1 - MH VINYL SIDING	1.00	2016	N	0 %	0 %	1,151	1,151
DCK 0201	- NO EXTERIOR	1.00	2005	N	0 %	0 %	12	12
DCK 0301	- NO EXTERIOR	1.00	2016	N	0 %	0 %	12	12

Section: 1

Roof Style: 10 GABLE
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 22 DUCTED FHA
Heat Meth 2: 00
Foundation: 3 PIER
A/C: Y

Floor Finish: 34 HARDWD ON CONC
Wall Finish: 12 PLYWD PANELING
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 0

Bedrooms: 2
4 Fixture Baths: 1
3 Fixture Baths: 1
2 Fixture Baths: 0
Extra Fixtures: 2

Blt-In Kitchen: Y
Dishwasher: Y
Garbage Disposal: N
Garbage Compactor: N
Intercom: N
Vacuum: N

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
256 WELL 1-5 BTH	1.00	UT	99	1973	2	0.0	0.0
190 SEPTIC 1-5 BTH	1.00	UT	99	1973	2	0.0	0.0
009 BARN HORSE	1,536.00	SF	40	1964	3	48.0	32.0
112 FENCE WIRE/BD	3,960.00	LF	10	1975	3	0.0	0.0
114 FENCE BOARD	2,800.00	LF	10	1975	2	0.0	0.0
144 PAVING ASPHALT	4,270.00	SF	5	1973	1	0.0	0.0
048 SHED OPEN	240.00	SF	15	1997	1	20.0	12.0
048 SHED OPEN	1,200.00	SF	15	1997	1	100.0	12.0
048 SHED OPEN	448.00	SF	15	1997	1	32.0	14.0
256 WELL 1-5 BTH	1.00	UT	99	1998	2	0.0	0.0
048 SHED OPEN	720.00	SF	15	1997	1	60.0	12.0
009 BARN HORSE	2,880.00	SF	40	1998	3	40.0	72.0
190 SEPTIC 1-5 BTH	1.00	UT	99	1979	2	0.0	0.0
256 WELL 1-5 BTH	1.00	UT	99	1979	1	0.0	0.0
048 SHED OPEN	220.00	SF	15	1997	1	20.0	11.0
048 SHED OPEN	144.00	SF	15	1997	1	12.0	12.0
048 SHED OPEN	156.00	SF	15	1997	1	13.0	12.0
048 SHED OPEN	144.00	SF	15	2017	1	12.0	12.0
FDU UTILITY-FINISH	308.00	SF	40	2019	5	28.0	11.0
FOP PORCH-OPEN-FIN	44.00	SF	40	2019	5	4.0	11.0

Total Value - $43,224

Appraiser Notes

ADU N/A

Planning and Building

** Permit Search **

Permit Number	Date Issued	Date Completed	Description
2019102074	11/14/2019	11/14/2019	12 X 32 PREFAB SHED WITH 36 INCH DOOR
2019050929	5/13/2019	6/10/2019	REROOF W/SHINGLES 25 SQUARES FL 5444-R14 SHINGLES L 11288-R1
2016090277	9/1/2016	10/13/2016	REPLACEMENT MH
0223034	2/1/1998	3/1/1998	AG. ELEC SERVICE

Cost Summary

Buildings R.C.N.	$209,318	2/14/2023
Total Depreciation	($82,803)	
Bldg - Just Value	$126,515	
Misc - Just Value	$43,224	3/17/2020
Land - Just Value	$765,960	3/5/2025
Total Just Value	$935,699	.

Bldg Nbr	RCN	Depreciation	Depreciated
1	$125,045	($57,521)	$67,524
2	$84,273	($25,282)	$58,991

25-S15 Site and Area Photographs

Sign was posted and photos were taken on November 12th, 2025.

Figures 1 & 2

LU/Z Signs on SW 80th St (Close), Facing N

Figure 3

LU/Z Signs on SW 80th St (Far), Facing N

Figure 4

S Neighbor on SW 80th St, Facing S

Figure 5

SW 80th St, Facing E

Figure 6

SW 80th St, Facing W

Figures 7 & 8

LU/Z Signs on SW 72nd Ct (Close), Facing W

Figure 9

LU/Z Signs on SW 72nd Ct (Far), Facing W

Figure 10

SW 72nd Ct, Facing S

Figure 11

E Neighbor on SW 72nd Ct, Facing E

Figure 12

SW 72nd Ct, Facing N

Figure 13

~50 Feet North of Subject Property on SW 72nd Ct, Facing S

Figure 14

Buffer along N Property Line, Facing N

Figure 15

Westwood Trails Construction, Facing W along NW Property Line

Figure 16

Westwood Trails Construction, Facing SW along NW Property Line

Figure 17

Westwood Trails Construction, Facing N from SW 80th St

Development Review Comments Letter

11/5/2025 2:08:54 PM

CAPOZZOLI, LINDA
COMP PLAN SMALL SCALE MAP AMENDMENT #33510

ID	DESCRIPTION	REMARK	STATUS	DEPT
1	Comp Plan Small Scale Map Amendment	N/A	INFO	911
2	Comp Plan Small Scale Map Amendment	Stormwater is not opposed to the small-scale comprehensive plan amendment. The applicant proposes to change the existing use of the property to allow for a 72 SFR units. Please ensure LDC 6.13 is met with the Improvement Plans.	INFO	ENGDRN
3	Comp Plan Small Scale Map Amendment	A traffic assessment has been provided and is under review for this application. The traffic assessment indicates that the development will generate 79 PM peak hour trips based on the maximum development potential for the proposed land use. At the proposed density of 72 single family dwelling units, the development will generate 73 pm peak hour trips. The assessment included an evaluation of SW 80th Street, the proposed access points, and the intersections of SW 80th Avenue at SW 80th Street and SR 200 at SW 80th Street. The assessment indicates that 68% of the development traffic will head east to SR 200 while 32% of the traffic will head west to SW 80th Avenue. This amounts to a maximum impact of 31 peak hour trips on SW 80th Street, 29 peak hour trips on SR 200, and 11 peak hour trips on SW 80th Avenue. There is sufficient capacity on SR 200 and SW 80th Avenue to meet the current Level of Service standard of D on SR 200 and E on SW 80th Avenue. There is also sufficient capacity to meet the proposed future Level of Service standard of D on SW 80th Avenue. SW 80th Street is currently a Major Local roadway, and the County does not have an adopted Level of Service standard for Major Locals. However, if a Maximum Service Volume for SW 80th Street is assumed at 540 directional peak hour trips, there is sufficient capacity on SW 80th Street. The traffic assessment shows that the intersections of SW 80th Avenue at SW 80th Street and SR 200 at SW 80th Street will operate with an overall Level of Service of C and B, respectively including the traffic from the adjacent Melody Preserve and Villa Verde developments. Therefore, all impacted road segments and intersections are expected to operate acceptably with the approval of this development. The main access for the subdivision is proposed on SW 80th Street. SW 80th Street is a two-lane County maintained Major Local roadway with approximately 50 feet of right-of-way. Future unfunded plans in the area include realigning SW 80th	INFO	ENGTRF

		Street at SR 200 and potentially widening to 4-lanes. This will require 120 feet of right-of-way. This development will need to dedicate at least 35 feet of right-of-way to aid in those future plans. There is also a proposed connection to SW 72nd Court. SW 72nd Court is a non-County maintained unpaved roadway with approximately 40 feet of right-of-way. The development will need to dedicate at least 10 feet of right-of-way to help bring the right-of-way width up to the minimum 60 feet for subdivision streets. Also, the road needs to be paved just past the proposed driveway connection meeting the County design standards for a subdivision street. The development should also accept maintenance of that section of roadway once it is paved.		
4	Comp Plan Small Scale Map Amendment	Approved	INFO	FRMSH
5	Comp Plan Small Scale Map Amendment	no comments	INFO	LSCAPE
6	Comp Plan Small Scale Map Amendment	The review will be conducted at the time of the reporting process.	INFO	LUCURR
7	Comp Plan Small Scale Map Amendment	Parcel 35460-039-00 is within the Marion County Utility (MCU) service area and will be served by MCU water and sewer, as stated on page two (2) of the application packet. Water and sewer infrastructure is located on SW 80th ST, at the proposed entrance to the development. Marion County Utilities will reserve comment until a future Improvement Plan is submitted.	INFO	UTIL
8	Comp Plan Small Scale Map Amendment	The review will be conducted at the time of the reporting process.	INFO	ZONE

PUD/RESIDENTIAL APPLICATION IMPACTS TO FIRE RESCUE SERVICES

CAPOZZOLI HILLS

PARCELS # 35460-039-00

Capozzoli Hills

- **Parcel Specifics – Parcel 35460-039-00**
  - **Parcel ID:** 35460-039-00
  - **Acreage:** 19.62 acres
  - **Current Future Land Use (FLU):** Low Residential (LR)
  - **Proposed Future Land Use (FLU):** Medium Residential (MR)
  - **Proposed Use:** 72 single-family residential units with amenities
  - **Estimated Population Impact:** ~180 residents

  - The analysis shown is **parcel-specific** and applies only to the properties identified in the application.

Common Definitions Used By Fire Rescue

- ISO- The ISO (Insurance Services Office) rating is a crucial assessment for fire departments in the United States, directly influencing both the department's operations and the community it serves.
  - The ISO's Public Protection Classification (PPC) program evaluates a fire department's ability to protect its community from fire-related incidents and assigns a rating that can affect property insurance rates for homes and businesses within the department's jurisdiction.
  - MCFR has an ISO rating of 2/2Y
- NFPA-The National Fire Protection Association (NFPA) is a global nonprofit organization devoted to eliminating death, injury, property, and economic loss due to fire, electrical, and related hazards.
  - Founded in 1896, the NFPA develops and publishes more than 300 codes and standards that are designed to minimize the risk and effects of fire and other hazards.

Common Definitions Used By Fire Rescue

Marion County FLORIDA

- Response Availability – indicates how often multiple emergency calls occur at the same time within our service area. As the number of overlapping incidents increases, our ability to respond to new calls is reduced.
- This is expressed as a percentage:

Percentage	Service Demand
0–10% (Green)	Normal Operations – calls are handled promptly.
11–20% (Yellow)	Increased Demand – response may be delayed during busy periods.
21–30% or higher (Red)	High Demand – staffing and resources may not keep pace with call volume.

Common Definitions Used By Fire Rescue

- Workload – Workload is a critical factor in evaluating unit performance and operational demands. While it can be measured by simply counting the number of incidents a unit handles over a period, this approach doesn't reflect the complexity or duration of each call.
- A more meaningful assessment considers how often calls for service overlap, placing simultaneous demands on available units. Overlapping incidents can stretch resources thin, reduce response availability, and increase reliance on neighboring units. This measure provides a clearer view of the actual strain on personnel and apparatus, especially during periods of high call volume.
- It's important to note that workload assessments based solely on incident volume do not capture the full scope of a unit's responsibilities, such as training, equipment maintenance, pre-incident planning, and community outreach.

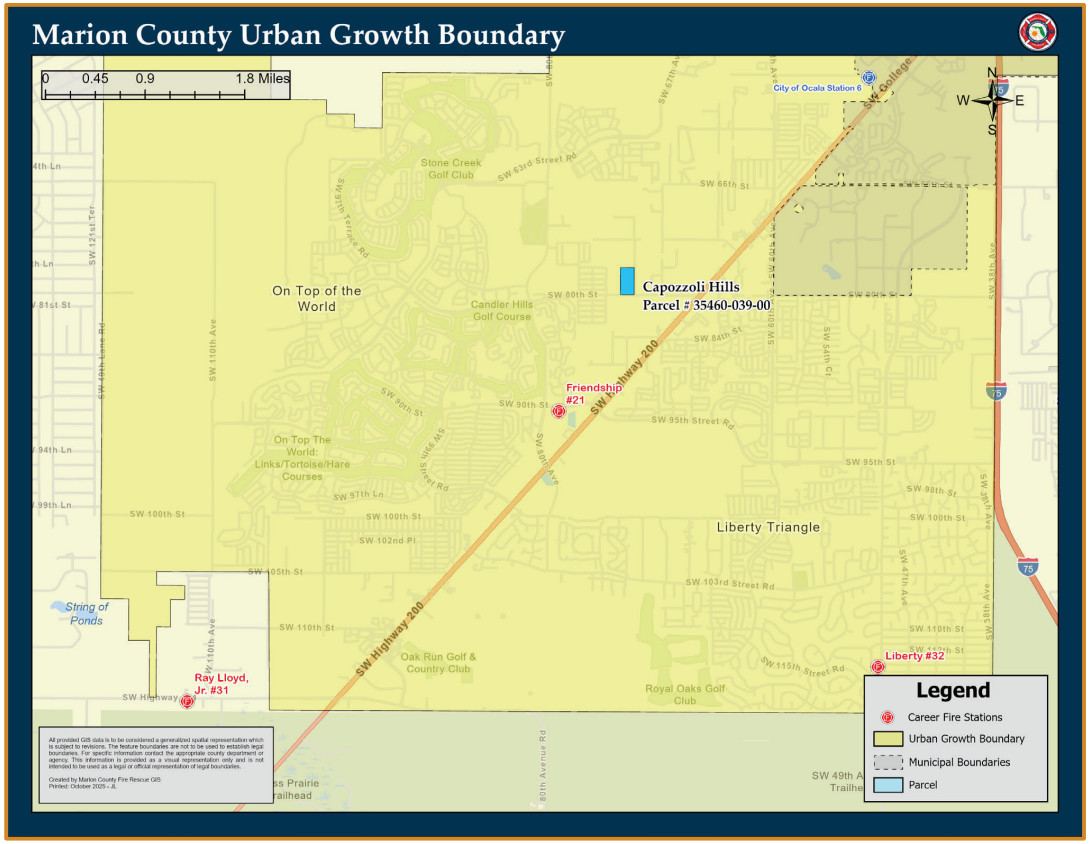
Common Standards Governing Fire Rescue

- NFPA 1061: Standard for Public Safety Telecommunications Personnel Professional Standards Qualifications
- NFPA 1201: Standard for Providing Fire and Emergency Services to the Public
- NFPA 1225, Standard for Emergency Services Communications
- NFPA 1660: Standard for Emergency, Continuity, and Crisis Management: Preparedness, Response, and Recovery
- NFPA 1620: Standard for Pre-Incident Planning
- NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.
- NFPA 1720, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Volunteer Fire Departments.

URBAN GROWTH BOUNDARY

THE PARCEL IS INSIDE THE URBAN GROWTH BOUNDARY.

THIS PARCEL IS IN COMMISSION DISTRICT 5



CLOSEST FIRE/EMS STATION LOCATIONS

THE FOLLOWING STATIONS ARE WITHIN 5 MILES OF THE PARCEL:

FIRE STATION 21, 2.1 ROAD MILES

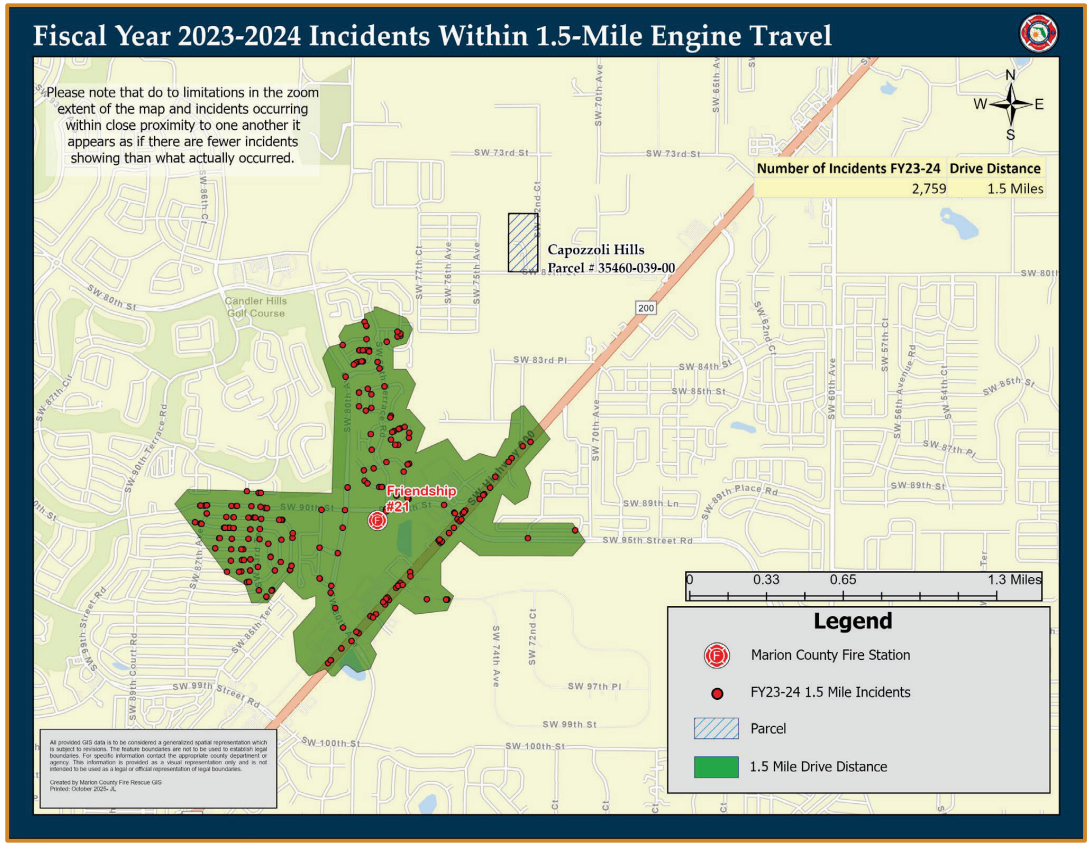
EMS STATION 50, 3.2 ROAD MILES

FIRE STATION 23, 5.4 ROAD MILES

FIRE STATION 32, 6.3 ROAD MILES

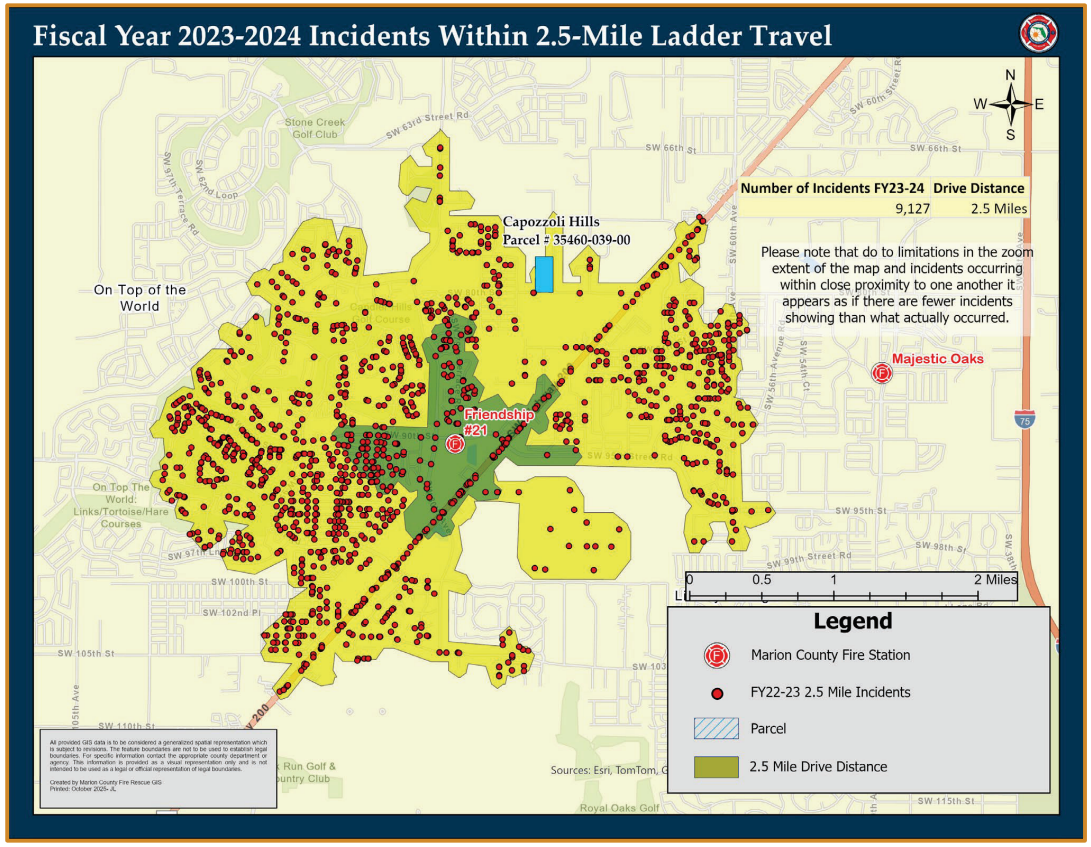
FY23/24 INCIDENTS WITHIN 1.5-MILE ENGINE TRAVEL

THERE WERE 2,759 CALLS FOR SERVICE WITHIN THE 1.5 MILE TRAVEL FOR FIRE STATION 21.



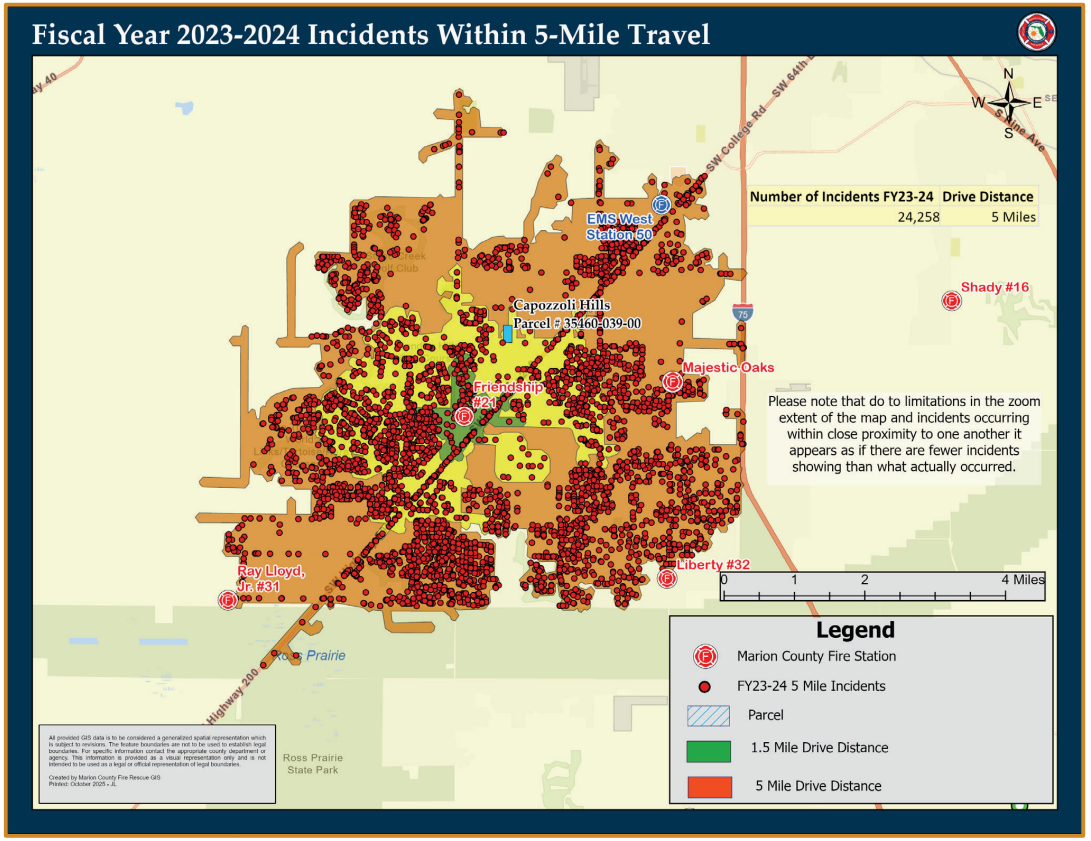
FY23/24 INCIDENTS WITHIN 2.5-MILE LADDER TRAVEL

THERE WERE 9,127 CALLS FOR SERVICE WITHIN THE 2.5 MILE TRAVEL FOR FIRE STATION 21.



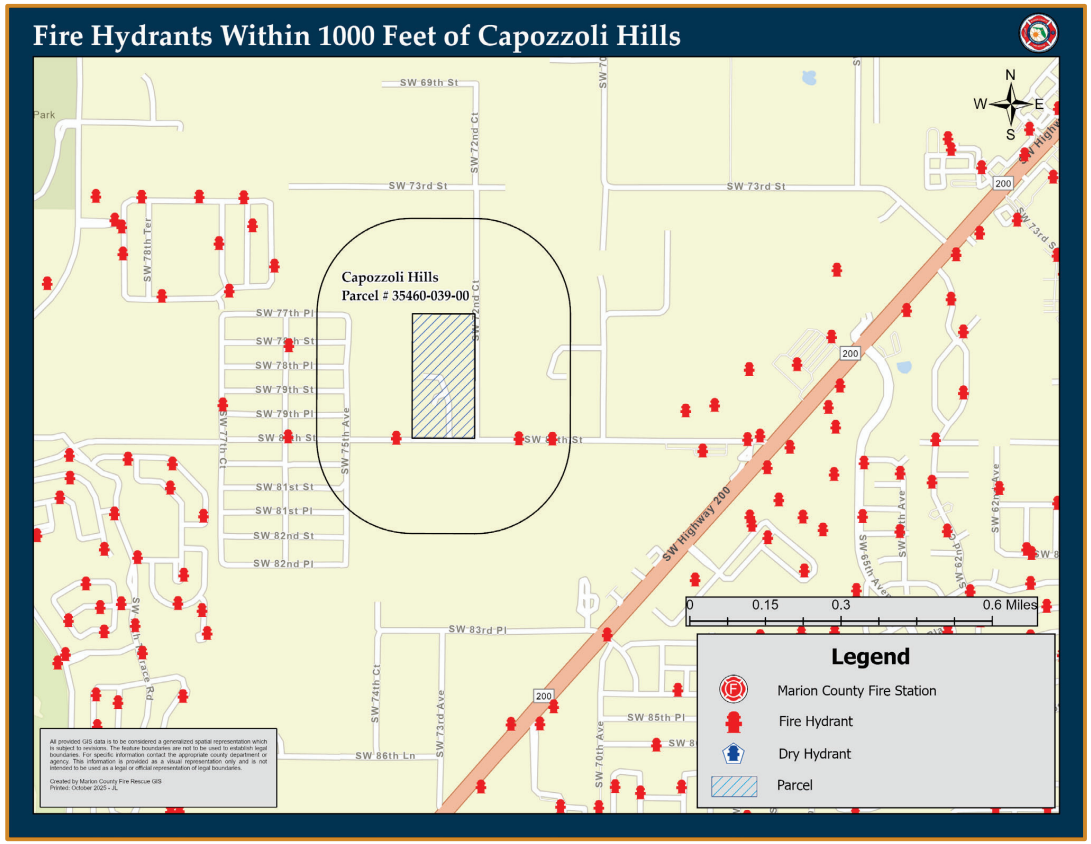
FY23/24 INCIDENTS WITHIN 5-MILE TRAVEL

THERE WERE 24,258 CALLS FOR SERVICE WITHIN THE 5 MILE TRAVEL FOR FIRE STATION 21.



FIRE HYDRANTS WITHIN 1000 FEET

THIS PARCEL IS WITHIN 1,000 FEET OF 3 FIRE HYDRANTS AND 0 DRY HYDRANT.



Closest Fire Suppression Response

- Station 21 (Friendship)
  - 5-minute travel time
  - Overlapping Incidents: FY23/24 suppression unit overlap rate: 6.55% – (Green)
  - 1,077 incidents/unit
- Station 23 (Majestic Oaks)
  - 10-minute travel time
  - Overlapping Incidents: FY23/24 suppression unit overlap rate: 2.63% – (Green)
  - 342 incidents/unit
- Station 32 (Liberty)
  - 13-minute travel time
  - Overlapping Incidents: FY23/24 suppression unit overlap rate: 3.90% – (Green)
  - 1,052 incidents/unit

Note: non-transport units with greater than 2,000 incidents is measure to consider adding additional resources.

Closest Ambulance Response

- Station 21 (Friendship)
  - 5-minute travel time
  - Overlapping Incidents: FY23/24 transport unit overlap rate: 2.86% – (Green)
  - 2,432 incidents/unit (Below Trigger Point)(3 Transport Units)(68 incidents away from trigger point)
- Station 50 (EMS West)
  - 6-minute travel time
  - Overlapping Incidents: FY23/24 transport unit overlap rate: 1.83% – (Green)
  - 1,162 incidents/unit
- Station 32 (Liberty)
  - 13-minute travel time
  - Overlapping Incidents: FY23/24 transport unit overlap rate: 19.27% – (Yellow)
  - 2,615 incidents/unit (Above Trigger Point)(1 Transport Unit)

Note: transport units with greater than 2,500 incidents is measure to consider adding additional resources.

OTHER RESIDENTIAL DEVELOPMENTS

THERE WERE 7 OTHER DEVELOPMENTS CONSIDERING FIRE RESCUE SERVICE LEVELS IN ADDITION TO THIS REQUEST.

Current Status of Fire Rescue Service in the Area.

- There is no additional budgeted units for this area to date.

Recommendations from Fire Rescue

- If approved, additional resources are warranted to handle increased demand from the proposed parcel.
  - The transport unit from one of the three closest fire stations are above the adopted capacity limits currently and additional growth will exacerbate these numbers.

QUESTIONS?

MARION COUNTY SHERIFF'S OFFICE

November 5, 2025

Growth Services
2710 E Silver Springs Blvd
Ocala, FL 34470

To Whom It May Concern,

The Capozolli Hills development will potentially bring in 172 new residents. The Marion County Sheriff's Office could absorb the calls created by those residents alone, but if there is other development in the area, additional staffing would be necessary to cover those needs.

Sincerely,

WILLIAM WOODS, SHERIFF

By: _____
Major Louis Pulford
Law Enforcement Bureau

Marion County
Board of County Commissioners
Office of the County Engineer
412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

October 23, 2025

KIMLEY-HORN
ALEX CAMPANO
1700 SE 17TH STREET, SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC ASSESSMENT APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33374 PARCEL #35460-039-00

Dear Alex,

The Traffic Assessment dated October 6, 2025 for the above referenced project was approved by Marion County on October 23, 2025.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

Kimley»Horn

October 6, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Marion County Office of the County Engineer
412 SE 25th Avenue
Ocala, FL 34471

RE: ***Capozzoli PUD – Traffic Assessment; Marion County, Florida***
Kimley-Horn Project No. 142279015

Dear Mr. Zeigler:

A Planned Unit Development (PUD) rezoning application has been submitted for a +/- 19.5-acre property (Parcel 35460-039-00) located north of SW 80th Street and west of SW 72nd Court in unincorporated Marion County, Florida. The site has an existing Future Land Use (FLU) of low density residential and A-1 zoning. A FLU of medium density residential and PUD zoning is proposed.

The project is expected to generate between 50 and 100 peak hour trips; therefore, a Traffic Assessment is required per the Marion County Traffic Impact Analysis (TIA) Guidelines. The methodology for the traffic assessment was previously approved by Marion County and is attached for reference.

This traffic assessment provides project analysis of the anticipated trip generation, trip distribution, site access circulation, and evaluates the potential project impact on the study area. The buildout year of 2030 was utilized.

PROJECT TRAFFIC

Trip generation for the development was determined using data within the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. ITE Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation calculations. The trip generation provided within the methodology document was based on the 11th Edition of the ITE Trip Generation Manual and has been updated to reflect the most recently published data. No internal capture or pass-by reductions were applied. Excerpts from the ITE Trip Generation Manual are provided in the attachments.

Trip generation potential for the site was calculated to determine the maximum number of trips generated based on the existing FLU, proposed FLU, and proposed number of dwelling units. The existing (Low Density Residential, 1 DU/acre) and proposed (Medium Density Residential, 4 DU/acre) FLU produce a maximum intensity of 19 and 78 dwelling units. A maximum of 72 dwelling units is proposed for the development, which is less than the maximum allowed.

Table 1 summarizes the trip generation calculations for the site.

Table 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Single Family, Detached								
Existing Future Land Use (Max)	19 DU	419	18	5	13	21	13	8
Proposed Future Land Use (Max)	78 DU	895	58	16	42	77	48	29
Proposed Development	72 DU	846	54	15	39	71	44	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (12th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1 DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	T = 8.07*(X) + 265.45 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	T = 0.67*(X) + 5.59 (X is Number of Dwelling Units; 27% in, 73% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.92*Ln(X) + 0.33 (X is Number of Dwelling Units; 62% in, 38% out)

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The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure (FSUTMS). The distribution of traffic on SW 80th Street is 68% to the east and 32% to the west. The CFRPM output is included as an attachment.

Project traffic can enter the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic was assigned to enter and exit the new driveway on SW 80th Street.

VOLUME DEVELOPMENT

Turning movement counts were collected at the following intersections during the AM peak periods (7AM - 9AM) and PM peak periods (4PM – 6PM):

- SW 80th Avenue at SW 80th Street (collected 11/19/2024)
- SR 200 at SW 80th Street (collected 11/19/2024)
- SW 72nd Court at SW 80th Street (collected 08/14/2025)

The observed turning movement counts were adjusted to peak season using the Florida Department of Transportation (FDOT) provided peak season factors. The turning movement counts collected at the intersection of SW 72nd Court and SW 80th Street were used to determine through traffic at the project driveways. Approach and departure volumes from the intersection analysis were utilized to determine the existing peak season volumes for the roadway segment analysis.

A background annual growth rate of 3.61% was applied to the existing peak season traffic volumes, per the approved methodology.

Vested traffic was included for the following developments:

- Westwood Villas (formerly named Villa Verde)
- Melody Preserve

The background traffic volumes at the intersection of SW 80th Street at SR 200 were re-allocated based on the future signalized condition, which will allow for eastbound left-turn movements at the intersection. Based on the existing directionality of traffic entering SW 80th Street from SR 200, an allocation of 90% eastbound left and 10% eastbound right was applied to the background traffic approach volume on SW 80th Street. The eastbound left-turn volume was removed from the northbound through volume as the existing travel patterns would require movements destined northbound on SR 200 to make a U-turn at the downstream intersection and travel northbound through the intersection with SW 80th Street.

Buildout traffic was derived by adding project traffic to background traffic growth through to the buildout year. The buildout traffic volumes are illustrated in **Figure 1**, which is provided in the attachments. The intersection volume development sheets are also attached.

PM PEAK HOUR ROADWAY SEGMENT ANALYSIS

The following roadway segments were evaluated for PM peak hour roadway segment level of service (LOS) during the existing, background, and buildout scenarios:

- SW 80th Street – SW 80th Avenue to SR 200

The directional hourly maximum service volume (MSV) utilized for the analysis was derived using the 2020 FDOT Quality/Level of Service Handbook. The adopted LOS was based on the current adopted Comprehensive Plan. Per request of Marion County, the MSV using the proposed LOS standards currently contemplated by the Board of County Commissioners for adoption in 2026 is provided for reference. The current adopted LOS is E, with a proposed LOS standard of D for roadways within the urbanized area.

Table 2 summarizes the existing, background, and buildout PM peak hour roadway segment analysis. Project impact on the adjacent segment was found to be less than the threshold for study area inclusion based on the Marion County TIA Guidelines (< 3%).

The adjacent study area segment is anticipated to operate with LOS D for PM peak hour volumes prior to and with the addition of project traffic. Project traffic does not have a significant or adverse impact on the study area roadway.

Kimley»Horn

Table 2: PM Peak Hour Roadway Segment Analysis

Roadway		ROADWAY ATTRIBUTES [1]					EXISTING TRAFFIC (2024 / 25)						Applied Growth Rate	BACKGROUND NON-PROJECT TRAFFIC (2030)									Percent Project Traffic Assignment[5]	PM Peak Hour Project Traffic			BUILDOUT TRAFFIC (2030)					
							Volumes[2]		V/C Ratios		LOS[3]			Background Growth		Vested Volumes		Total Volumes[4]		V/C Ratios		LOS[3]					Volumes[6]		V/C Ratios		LOS[3]	
From	To	TPO CMP Station	Adopted LOS	New LOS	Pk. Hr. Dir. Service Volume (2023)	New Pk Hr Dir MSV	EB/NB	WB/SB	EB	WB	EB	WB		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB	Percent Impact	EB	WB	EB	WB	EB	WB
SW 80 ST																																	
Project Driveway	SW 80 AV	--	E	D	576	540	102	193	0.18	0.34	C	C	3.61%	126	239	31	35	157	273	0.27	0.47	C	D	32%	9	14	2.4%	166	287	0.29	0.50	C	D
SR 200	Project Driveway	--	E	D	576	540	118	186	0.20	0.32	C	C	3.61%	146	230	28	47	174	277	0.30	0.48	C	D	68%	30	18	5.2%	204	295	0.35	0.51	C	D

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Notes:

1. Roadway attributes were obtained from the Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP) Database and the FDOT Quality/Level of Service Handbook.
2. Existing volumes were derived from the existing turning movement counts adjusted to peak season.
3. The adopted LOS was derived from the FDOT Q/LOS Tables (2020), with adjustment factors applied via multiplication, not summation.
4. The background volumes were derived by applying the areawide 3.61% growth rate and adding vested traffic.
5. Project traffic assignment was calculated as the maximum across the segment from the CFRPM model output.
6. Total buildout volumes are the summation of background plus project traffic.

INTERSECTION ANALYSIS

The following intersections (non-project driveways) were evaluated for AM and PM peak hour intersection LOS and volume-to-capacity (v/c) during the existing, background, and buildout scenarios:

- SW 80th Avenue at SW 80th Street
- SR 200 at SW 80th Street

Per discussions with Marion County, the existing SW 80th Street at SR 200 intersection geometry was evaluated with planned signalization since the improvement is expected to be completed prior to project buildout.

Table 3 provides the AM and PM peak hour intersection operations at the study area intersections for the existing, background, and buildout scenarios. All study area intersections are anticipated to operate acceptably (v/c < 1, LOS E or better) prior to and with the addition of project traffic. Project traffic does not have a significant or adverse impact on the study area intersections.

Table 3: AM & PM Peak Hour Intersection Analysis Summary

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
SW 80th Avenue at SW 80th Street[2]						
Existing (2024)	D	36.7	0.92	C	28.5	0.86
Background (2030)	C	25.2	0.79	C	23.8	0.77
Buildout (2030)	C	25.2	0.79	C	23.9	0.77
SR 200 at SW 80th Street						
Existing (2024)[1]	C	16.6	0.25	E	37.2	0.47
Background (2030)[2]	B	11.9	0.85	B	12.6	0.84
Buildout (2030)[2]	B	13.3	0.86	B	13.8	0.85

Notes:

1. Intersection LOS, delay, and v/c at were reported for the stop controlled approach of the existing SR 200 at SW 80th Street intersection.
2. For signalized intersections LOS and delay at were reported for the overall intersection. SR 200 at SW 80th Street signalization is a planned improvement with completion planned prior to project buildout.
3. Turning movement counts collected Novemeber 2024 were utilized for the SW 80th Av and SR 200 at SW 80th St intersections.

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SITE ACCESS ANALYSIS

Intersection operational analyses were performed for the proposed project driveways. The driveways were evaluated for future buildout traffic conditions with forecasted AM and PM peak hour traffic.

Table 4 shows the results of the operational analysis for the buildout AM and PM peak hour scenarios. The proposed driveways are shown to operate with acceptable LOS and v/c ratios with buildout traffic.

Table 4: Driveway Analysis Summary (2030)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
Project Driveway at						
SW 80th Street	B	11.4	0.06	B	12.3	0.06
SW 72nd Court	A	8.4	0.01	A	8.4	0.01

Notes:
1. For unsignalized intersections LOS, delay, and v/c were reported for the stop-controlled approaches only.

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The need for ingress turn lanes at the proposed driveway connections was evaluated utilizing the procedures outlined in National Highway Cooperative Research Program (NCHRP) Report 457. For left-turn lanes, the NCHRP criteria evaluates the advancing volume, percent left-turns, opposing volume, and speed limit. The NCHRP right-turn criteria evaluates the advancing volume, right-turning volume and speed limit.

Based on the projected future buildout traffic volumes at the project driveways, the low expected ingress traffic, and the posted speed limit, exclusive ingress turn lanes are not warranted. Additionally, the Synchro analysis shows a less than one vehicle queue for the eastbound left-turn movement on SW 80th Street at the project driveway. Ingress turn lanes are not needed.

The NCHRP Report 457 worksheets are provided as an attachment.

CONCLUSION

The PUD development program is anticipated to generate 50 to 99 peak hour trips; therefore, a traffic assessment is required. The minimal trip generation for the site will not have a significant impact on the surrounding transportation network. The driveway connection to SW 80th Street is projected to operate acceptably. Ingress turn lanes at the project driveways are not warranted based on the minimal trip generation of the site. No off-site transportation improvements are necessary to support traffic from the proposed development.

Sincerely,
KIMLEY-HORN

Alex Campano, EI

Attachments: Figures
Traffic Data
Vested Development Information
Buildout Volume Development
Synchro Output
NCHRP 457 Output
Previously Approved TIA Methodology

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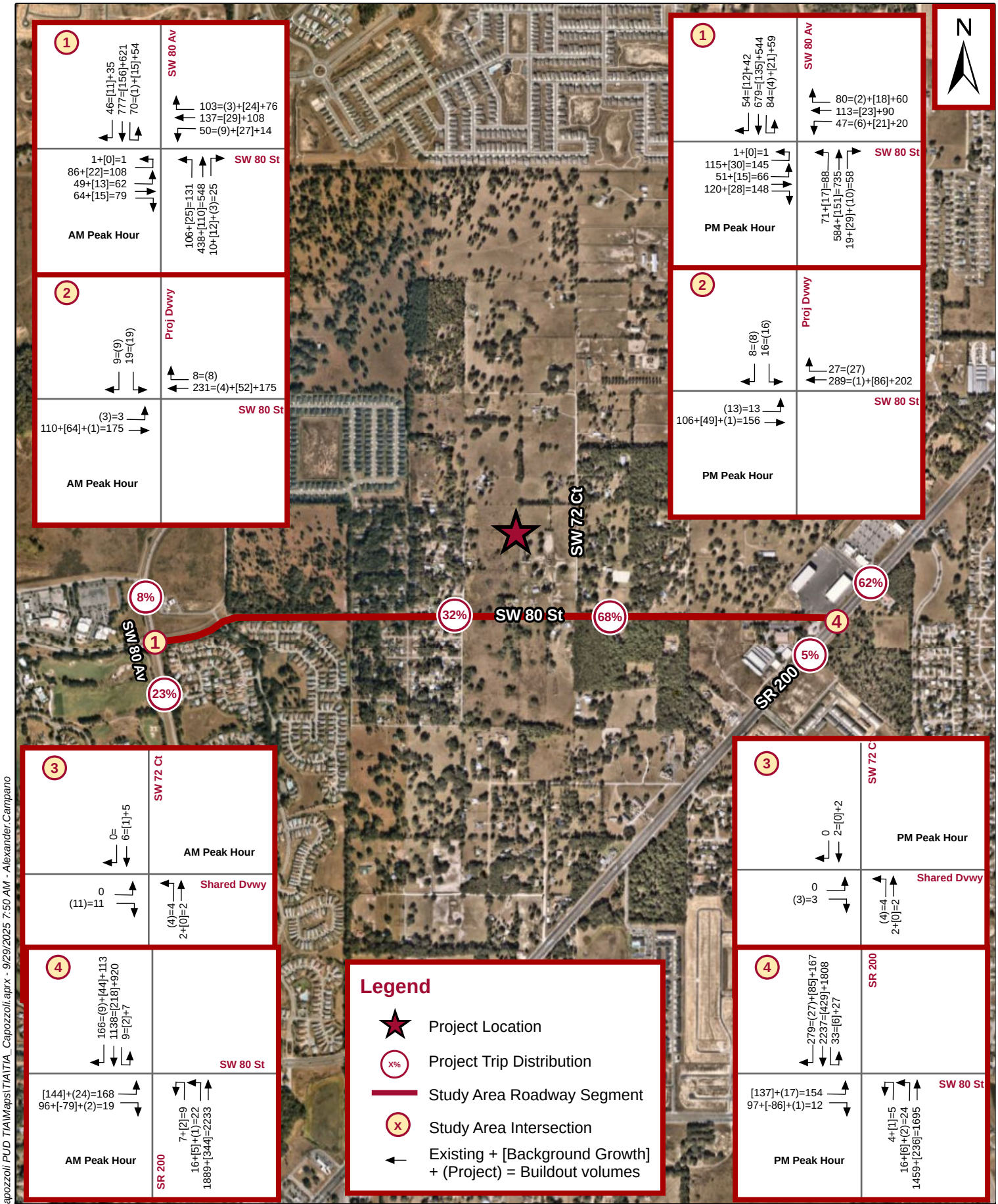
ATTACHMENTS

FIGURES



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Kimley»Horn

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www.kimley-horn.com Registry No. 35106

PROJECT LOCATION, TRIP DISTRIBUTION, STUDY AREA & BUILDOUT VOLUMES

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

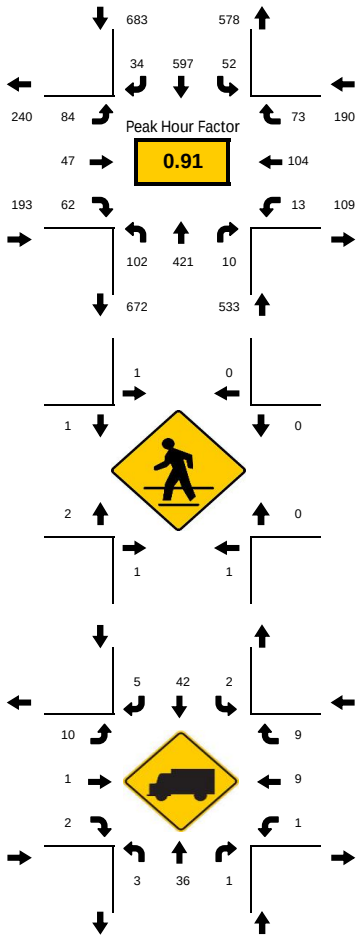
Not To Scale	Project No. 142279015	October 2025	FIGURE 1

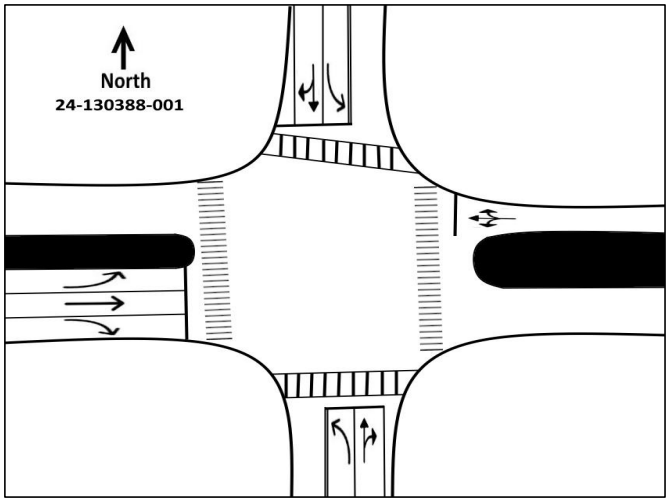
TRAFFIC DATA

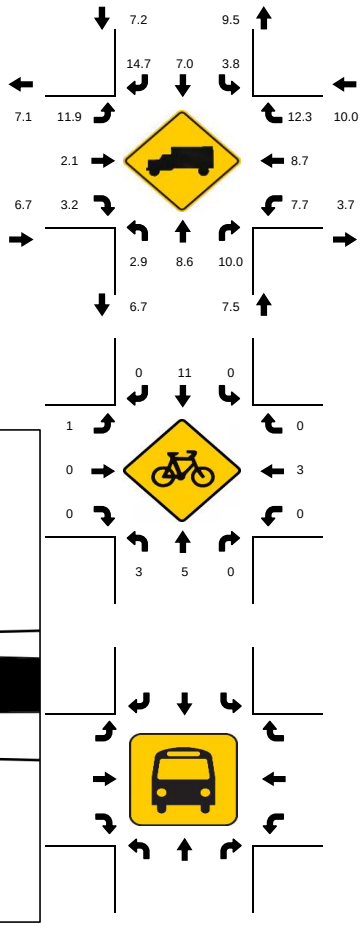
LOCATION: SW 80th Ave & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-001
DATE: Tue, Nov 19, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





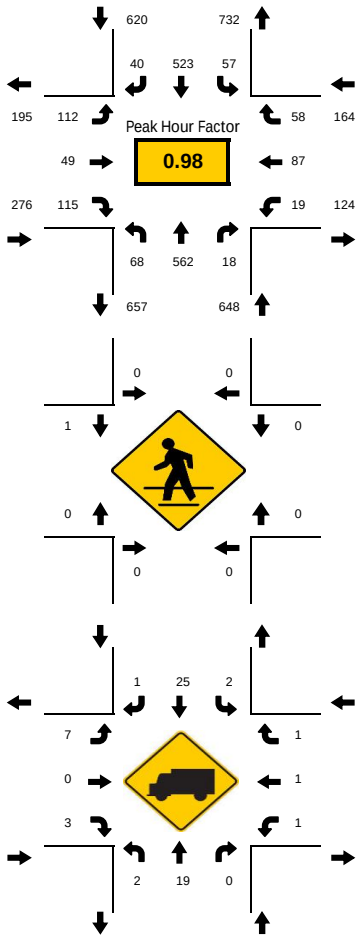


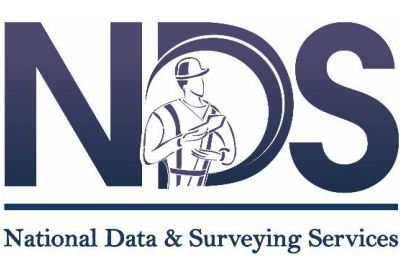
15-Min Count Period Beginning At	SW 80th Ave Northbound					SW 80th Ave Southbound					SW 80th St Eastbound					SW 80th St Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
7:00 AM	14	81	1	0		5	58	12	0		18	10	8	0		5	12	12	0		236	1280
7:15 AM	12	115	6	0		6	84	8	0		22	11	12	0		1	18	9	0		304	1481
7:30 AM	23	153	3	0		11	98	15	0		16	5	8	0		0	16	15	0		363	1590
7:45 AM	22	137	1	0		12	111	17	0		11	13	10	0		1	24	18	0		377	1595
8:00 AM	23	175	1	0		17	125	8	0		21	10	18	0		2	18	19	0		437	1599
8:15 AM	30	99	3	0		13	169	10	0		21	12	9	0		1	31	15	0		413	1162
8:30 AM	21	72	2	0		10	161	11	0		20	11	15	1		0	24	20	0		368	749
8:45 AM	28	75	4	0		12	142	5	0		21	14	20	0		10	31	19	0		381	381
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	120	700	16	0		68	676	44	0		84	56	80	4		40	124	80	0		**2092**	
Heavy Trucks	8	48	4	0		8	60	8	0		20	4	4	0		4	20	16	0		**204**	
Pedestrians		4					4					4					0				**12**	
Bicycles	4	12	0	4		0	40	0	0		4	0	0	0		0	8	0	0		**68**	
Buses																						
Stopped Buses																						

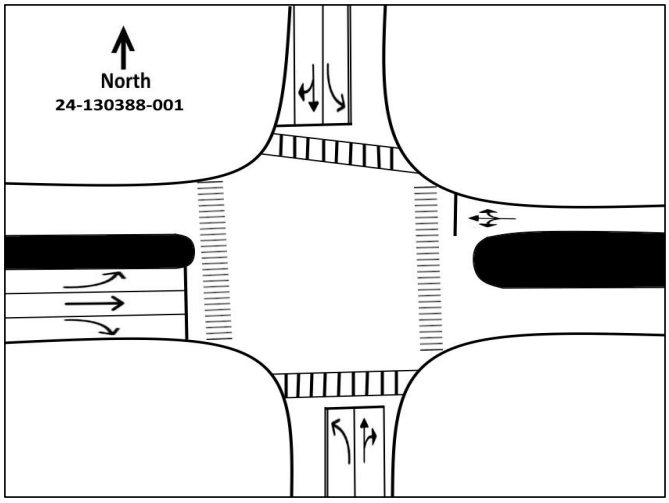
LOCATION: SW 80th Ave & SW 80th St
CITY/STATE: Ocala, FL

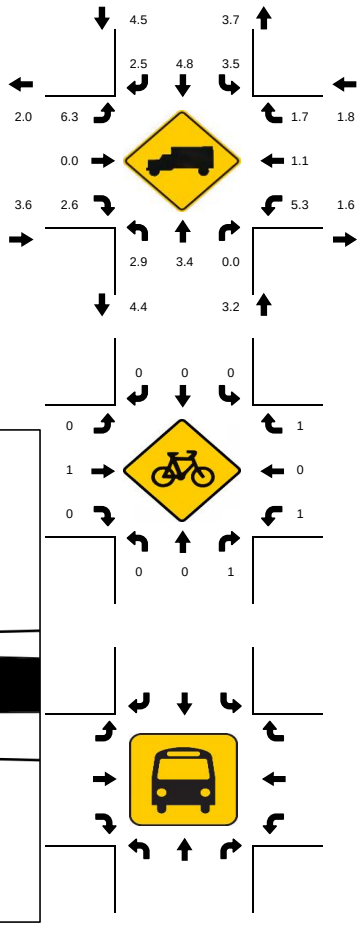
PROJECT ID: 24-130388-001
DATE: Tue, Nov 19, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM







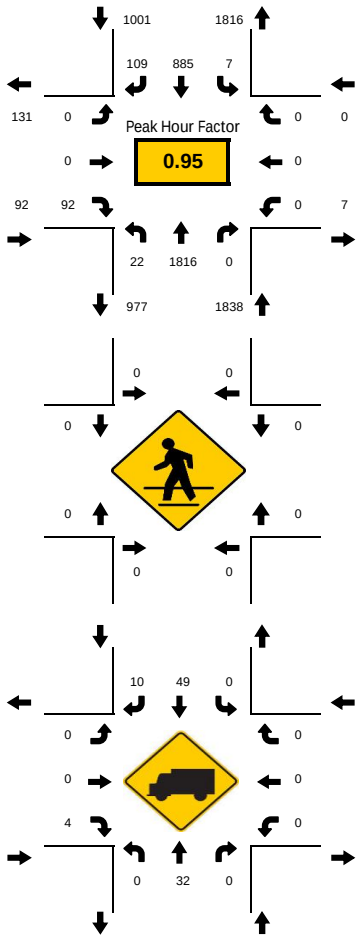


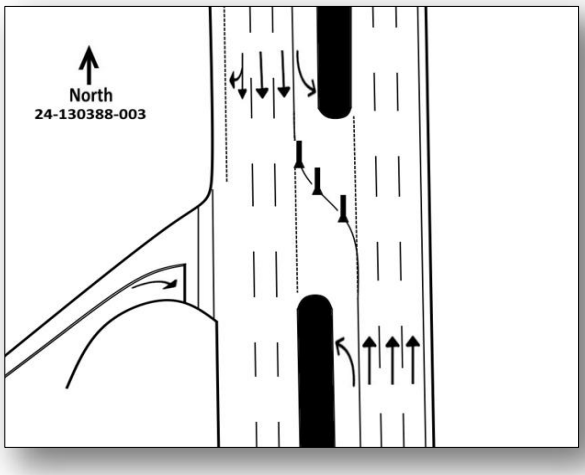
15-Min Count Period Beginning At	SW 80th Ave Northbound					SW 80th Ave Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	24	146	5	0		13	106	15	0		48	13	24	0		2	21	16	0		433	1708
4:15 PM	15	138	3	0		14	132	10	0		22	10	25	1		7	24	7	0		408	1695
4:30 PM	17	133	6	0		19	132	3	0		18	16	34	0		7	28	19	0		432	1690
4:45 PM	12	145	4	0		11	153	12	0		23	10	32	0		3	14	16	0		435	1613
5:00 PM	11	123	4	0		18	137	4	0		16	20	44	0		7	12	23	1		420	1487
5:15 PM	14	131	8	0		11	139	8	0		23	5	22	0		2	20	20	0		403	1067
5:30 PM	10	96	4	0		7	148	9	0		19	12	15	0		2	15	18	0		355	664
5:45 PM	12	103	2	0		12	123	7	0		10	7	8	0		4	13	8	0		309	309
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	96	584	24	0		76	612	60	0		192	64	136	4		28	112	76	0		**2064**	
Heavy Trucks	4	32	0	0		4	40	4	0		20	0	8	0		4	4	4	0		**124**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	4	0		0	0	0	0		0	4	0	0		4	0	4	0		**16**	
Buses																						
Stopped Buses																						

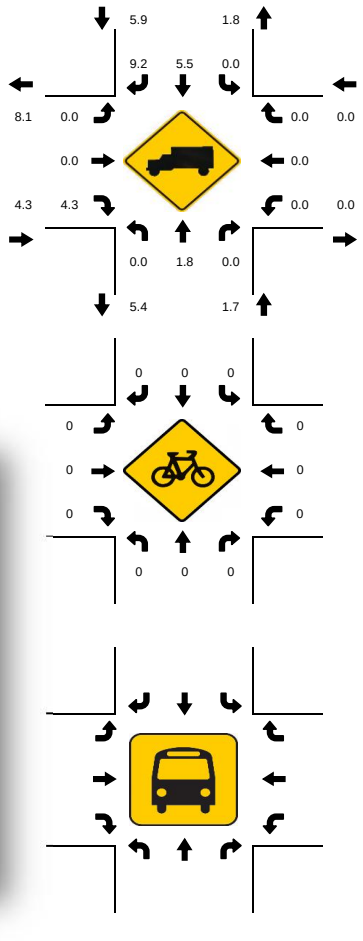
LOCATION: SR 200 & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-003
DATE: Tue, Nov 19, 2024

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:15 AM - 07:30 AM





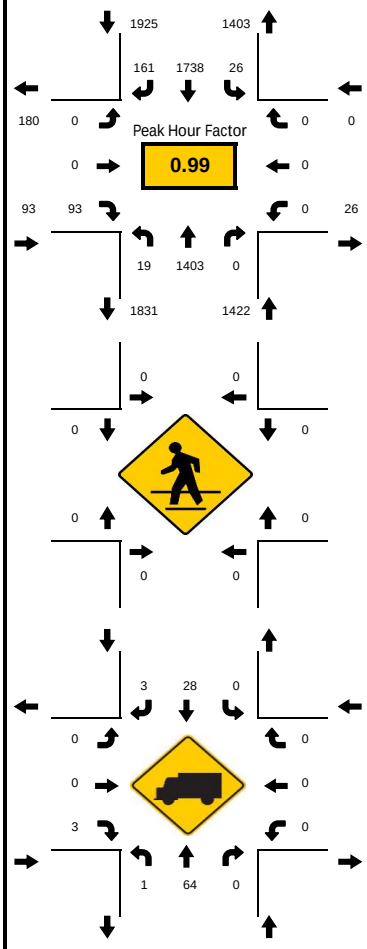


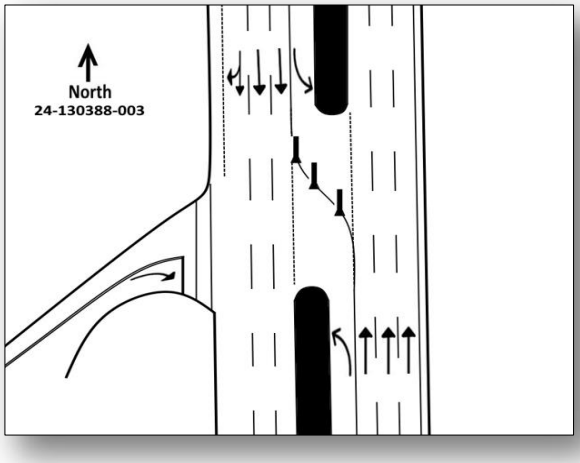
15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	460	0	2		0	185	24	2		0	0	22	0		0	0	0	0		700	2931
7:15 AM	0	520	0	4		0	206	22	1		0	0	20	0		0	0	0	0		773	2924
7:30 AM	3	469	0	0		0	225	33	1		0	0	23	0		0	0	0	0		754	2873
7:45 AM	7	367	0	1		0	269	30	3		0	0	27	0		0	0	0	0		704	2843
8:00 AM	4	371	0	2		0	259	32	4		0	0	21	0		0	0	0	0		693	2883
8:15 AM	4	408	0	1		0	241	37	5		0	0	26	0		0	0	0	0		722	2190
8:30 AM	4	372	0	0		0	281	37	2		0	0	28	0		0	0	0	0		724	1468
8:45 AM	5	374	0	0		0	287	46	8		0	0	24	0		0	0	0	0		744	744
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	28	2080	0	16		0	1076	132	12		0	0	108	0		0	0	0	0		**3452**	
Heavy Trucks	0	32	0	0		0	60	12	0		0	0	8	0		0	0	0	0		**112**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

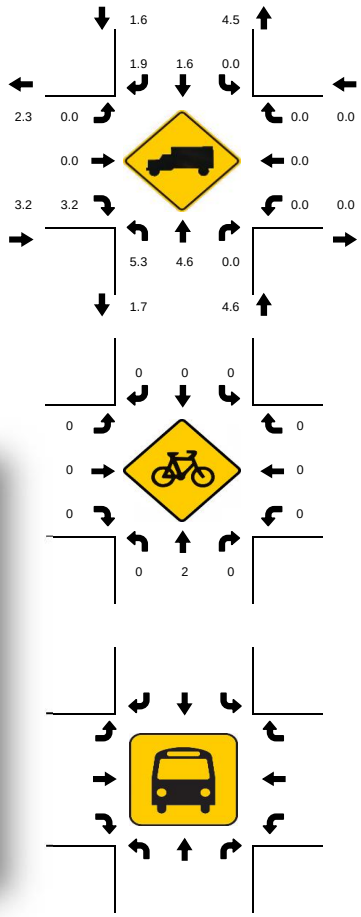
LOCATION: SR 200 & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-003
DATE: Tue, Nov 19, 2024

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:15 PM - 04:30 PM





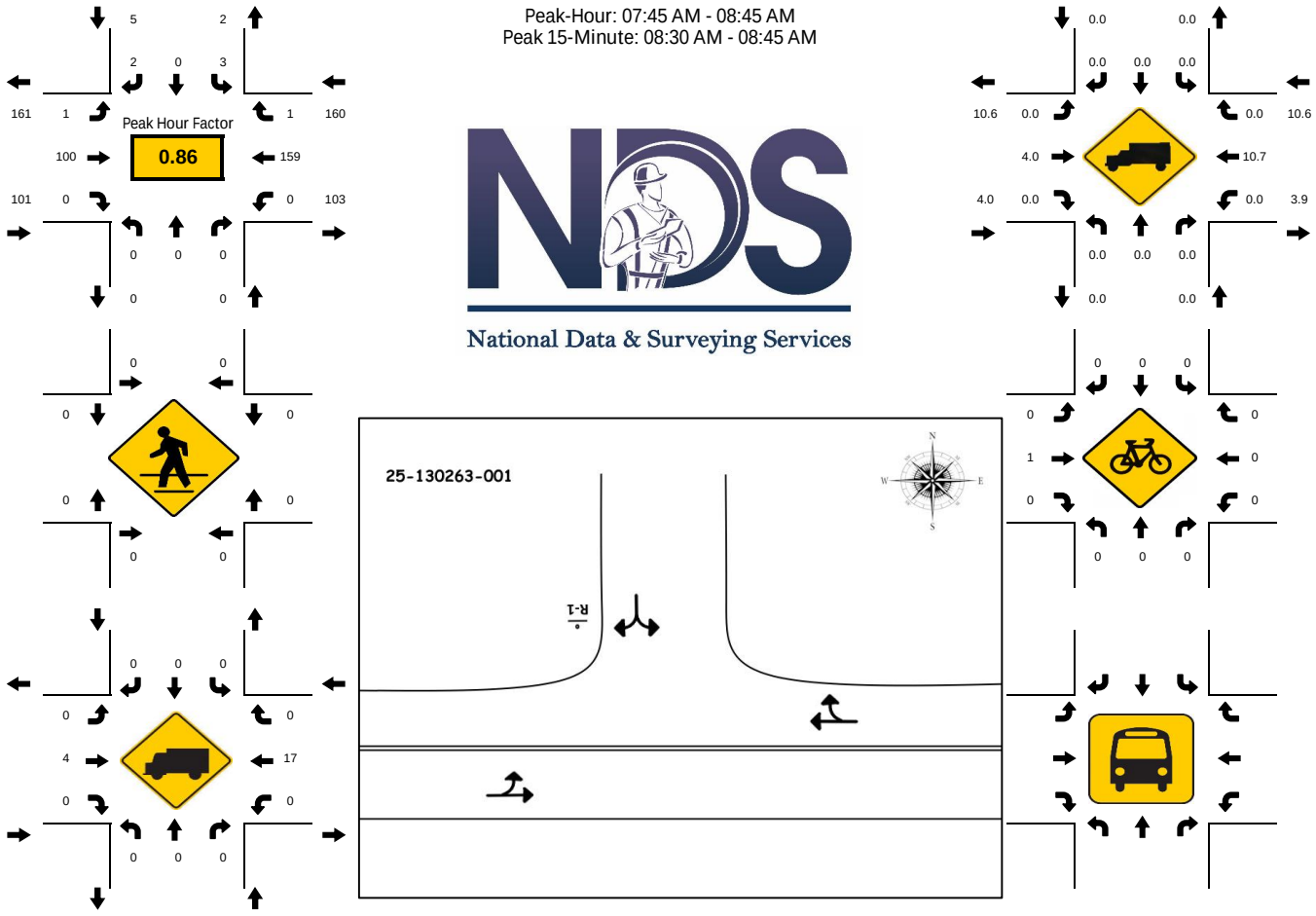


15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	338	0	0		0	409	41	14		0	0	19	0		0	0	0	0		824	3414
4:15 PM	3	322	0	0		0	462	53	9		0	0	20	0		0	0	0	0		869	3440
4:30 PM	5	321	0	1		0	463	31	11		0	0	27	0		0	0	0	0		859	3390
4:45 PM	2	381	0	0		0	414	39	4		0	0	22	0		0	0	0	0		862	3345
5:00 PM	5	379	0	3		0	399	38	2		0	0	24	0		0	0	0	0		850	3168
5:15 PM	3	350	0	0		0	402	39	6		0	0	19	0		0	0	0	0		819	2318
5:30 PM	1	302	0	1		0	441	48	5		0	0	16	0		0	0	0	0		814	1499
5:45 PM	1	280	0	2		0	347	29	6		0	0	20	0		0	0	0	0		685	685
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	20	1524	0	12		0	1852	212	44		0	0	108	0		0	0	0	0		3772	
Heavy Trucks	4	76	0	0		0	44	8	0		0	0	4	0		0	0	0	0		136	
Pedestrians		0					0					0					0				0	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

LOCATION: SW 72nd Ct & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 25-130263-001
DATE: Thu, Aug 14, 2025

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



15-Min Count Period Beginning At	SW 72nd Ct Northbound					SW 72nd Ct Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		2	0	0	0		0	25	0	0		0	18	0	0		45	223
7:15 AM	0	0	0	0		3	0	0	0		0	24	0	0		0	21	1	0		49	250
7:30 AM	0	0	0	0		0	0	0	0		0	27	0	0		0	43	0	0		70	259
7:45 AM	0	0	0	0		2	0	0	0		0	22	0	0		0	35	0	0		59	266
8:00 AM	0	0	0	0		0	0	1	0		0	26	0	0		0	44	1	0		72	262
8:15 AM	0	0	0	0		0	0	0	0		1	26	0	0		0	31	0	0		58	190
8:30 AM	0	0	0	0		1	0	1	0		0	26	0	0		0	49	0	0		77	132
8:45 AM	0	0	0	0		0	0	0	0		0	23	0	0		0	32	0	0		55	55
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	0	0	0		8	0	4	0		4	104	0	0		0	196	4	0		**320**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	28	0	0		**36**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

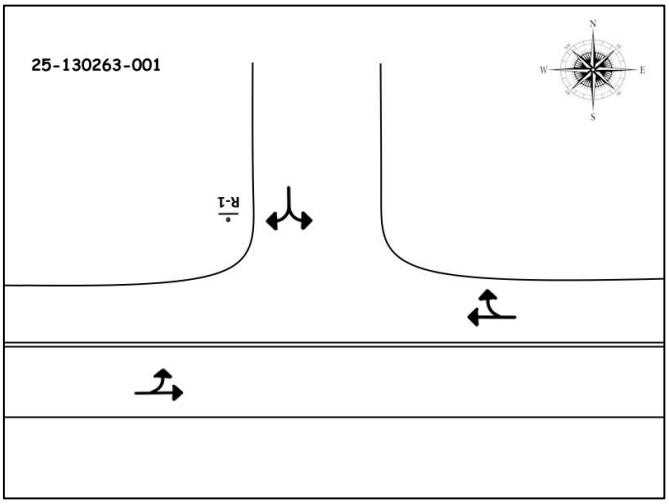
LOCATION: SW 72nd Ct & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 25-130263-001
DATE: Thu, Aug 14, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

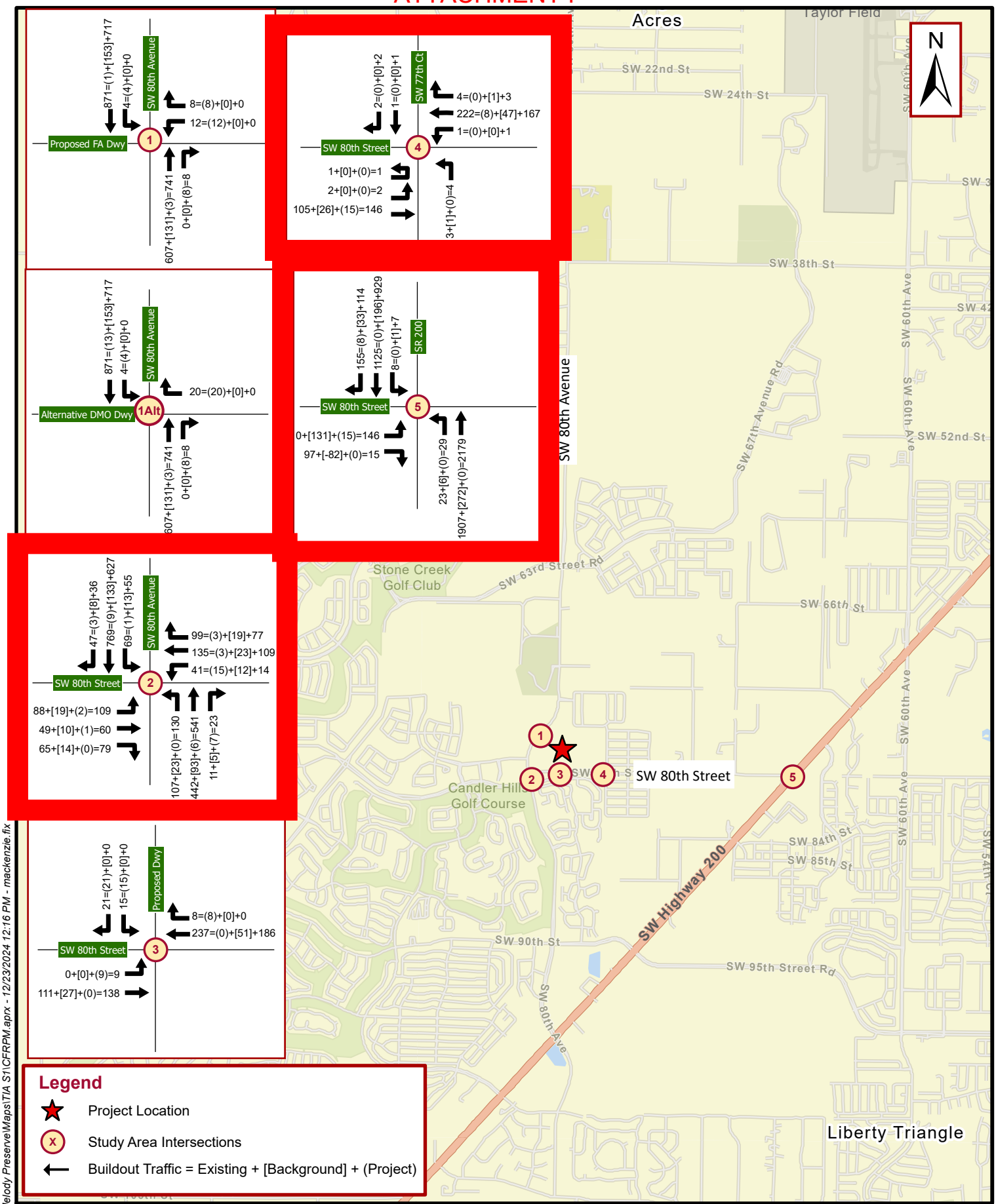
Peak Hour Factor: 0.83

National Data & Surveying Services



15-Min Count Period Beginning At	SW 72nd Ct Northbound					SW 72nd Ct Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		1	0	0	0		3	28	0	0		0	46	2	0		80	279
4:15 PM	0	0	0	0		0	0	0	0		0	24	0	0		0	50	0	0		74	285
4:30 PM	0	0	0	0		0	0	1	0		0	17	0	0		0	36	0	0		54	271
4:45 PM	0	0	0	0		1	0	0	0		0	33	0	0		0	36	1	0		71	265
5:00 PM	0	0	0	0		0	0	0	0		0	23	0	0		0	62	1	0		86	245
5:15 PM	0	0	0	0		0	0	0	0		0	21	0	0		0	38	1	0		60	159
5:30 PM	0	0	0	0		0	0	0	0		1	10	0	0		0	37	0	0		48	99
5:45 PM	0	0	0	0		1	0	1	0		2	14	0	0		0	32	1	0		51	51
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		4	0	4	0		0	132	0	0		0	248	4	0		**392**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	8	0	0		**16**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

VESTED DEVELOPMENT INFORMATION



Legend

- Project Location
- Study Area Intersections
- Buildout Traffic = Existing + [Background] + (Project)

K:\OCA_GIS\242248009-Melody Preserve\Maps\TIA S1\CFRPM.aprx - 12/23/2024 12:16 PM - mackenzie.fix

Kimley»Horn

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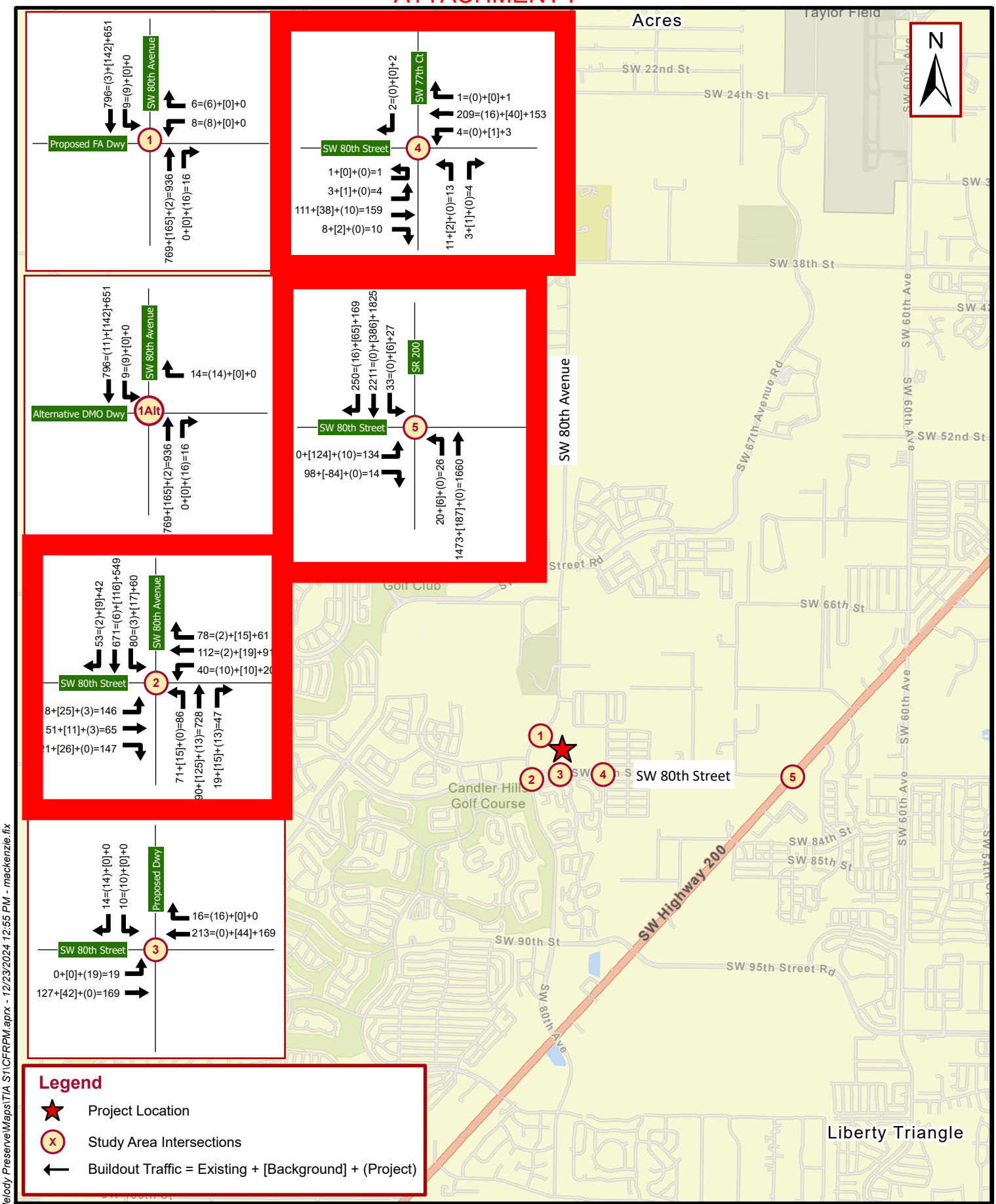
Kimley-Horn Registry No. 35106

AM PEAK HOUR BUILDOUT VOLUME

MELODY PRESERVE
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142990402	January 2025	Page 18



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PM PEAK HOUR BUILDOUT VOLUME

MELODY PRESERVE
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142990402	January 2025	Page 19

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SW 80th St & Project Driveway**
AM COUNT DATE:	**June 25, 2024**
PM COUNT DATE:	**June 25, 2024**
AM PEAK HOUR FACTOR:	**0.79**
PM PEAK HOUR FACTOR:	**0.86**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	83	0	0	0	140	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**0**	**89**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	106	0	0	0	140	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**0**	**113**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
AM NON-PROJECT TRAFFIC	**0**	**0**	**93**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
PM NON-PROJECT TRAFFIC	**0**	**0**	**118**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		32.0%						68.0%								
	Exiting														68.0%		32.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		32.0%						68.0%								
	Exiting														68.0%		32.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		4						10						28		13
AM TOTAL PROJECT TRAFFIC		**0**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**13**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		15						31						18		9
PM TOTAL PROJECT TRAFFIC		**0**	**15**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SR 200 & SW 80th Street**
AM COUNT DATE:	**July 16, 2024**
PM COUNT DATE:	**July 16, 2024**
AM PEAK HOUR FACTOR:	**0.98**
PM PEAK HOUR FACTOR:	**0.93**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	92	0	0	0	0	3	14	1,574	0	10	0	910	131
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**3**	**15**	**1,684**	**0**	**11**	**0**	**974**	**140**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	74	0	0	0	0	3	8	1,217	0	32	0	1,605	147
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**3**	**9**	**1,302**	**0**	**34**	**0**	**1,717**	**157**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	4	0	0	0	0	0	1	68	0	0	0	40	6
AM NON-PROJECT TRAFFIC	**0**	**92**	**0**	**10**	**0**	**0**	**0**	**0**	**3**	**16**	**1,660**	**0**	**11**	**0**	**1,014**	**146**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	3	0	0	0	0	0	0	53	0	1	0	70	6
PM NON-PROJECT TRAFFIC	**0**	**78**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**9**	**1,277**	**0**	**35**	**0**	**1,787**	**163**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		25		2						1						9
AM TOTAL PROJECT TRAFFIC		**0**	**25**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		17		1						2						29
PM TOTAL PROJECT TRAFFIC		**0**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SW 80th Avenue and SW 80th Street**
AM COUNT DATE:	**June 25, 2024**
PM COUNT DATE:	**June 25, 2024**
AM PEAK HOUR FACTOR:	**0.93**
PM PEAK HOUR FACTOR:	**0.93**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	64	31	49	0	16	71	78	0	88	326	6	0	38	404	39
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**68**	**33**	**52**	**0**	**17**	**76**	**83**	**0**	**94**	**349**	**6**	**0**	**41**	**432**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	60	36	94	0	7	60	71	0	49	422	17	0	60	493	32
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**64**	**39**	**101**	**0**	**7**	**64**	**76**	**0**	**52**	**452**	**18**	**0**	**64**	**528**	**34**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH	0	6	3	4	0	1	6	7	0	8	29	0	0	3	36	3
AM NON-PROJECT TRAFFIC	**0**	**74**	**36**	**56**	**0**	**18**	**82**	**90**	**0**	**102**	**378**	**6**	**0**	**44**	**468**	**45**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH	0	5	3	8	0	1	5	6	0	4	37	1	0	5	44	3
PM NON-PROJECT TRAFFIC	**0**	**69**	**42**	**109**	**0**	**8**	**69**	**82**	**0**	**56**	**489**	**19**	**0**	**69**	**572**	**37**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						9		3				3		1		
AM TOTAL PROJECT TRAFFIC		0	0	0	0	0	9	0	3	0	0	0	3	0	1	0	0

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						6		2				11		4		
PM TOTAL PROJECT TRAFFIC		0	0	0	0	0	6	0	2	0	0	0	11	0	4	0	0

BUILDOUT VOLUME DEVELOPMENT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 3600 MARION COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.05	1.09
4	01/21/2024 - 01/27/2024	1.03	1.07
5	01/28/2024 - 02/03/2024	1.02	1.06
6	02/04/2024 - 02/10/2024	1.00	1.04
* 7	02/11/2024 - 02/17/2024	0.98	1.02
* 8	02/18/2024 - 02/24/2024	0.97	1.01
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.95	0.99
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.99	1.03
21	05/19/2024 - 05/25/2024	0.99	1.03
22	05/26/2024 - 06/01/2024	0.99	1.03
23	06/02/2024 - 06/08/2024	0.99	1.03
24	06/09/2024 - 06/15/2024	1.00	1.04
25	06/16/2024 - 06/22/2024	1.00	1.04
26	06/23/2024 - 06/29/2024	1.01	1.05
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.02	1.06
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.04	1.08
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.05	1.09
33	08/11/2024 - 08/17/2024	1.05	1.09
34	08/18/2024 - 08/24/2024	1.06	1.10
35	08/25/2024 - 08/31/2024	1.06	1.10
36	09/01/2024 - 09/07/2024	1.07	1.11
37	09/08/2024 - 09/14/2024	1.07	1.11
38	09/15/2024 - 09/21/2024	1.08	1.13
39	09/22/2024 - 09/28/2024	1.06	1.10
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.00	1.04
43	10/20/2024 - 10/26/2024	1.00	1.04
44	10/27/2024 - 11/02/2024	1.00	1.04
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.01	1.05
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.05	1.09

* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 5_3600_PKSEASON.TXT

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing
(210)

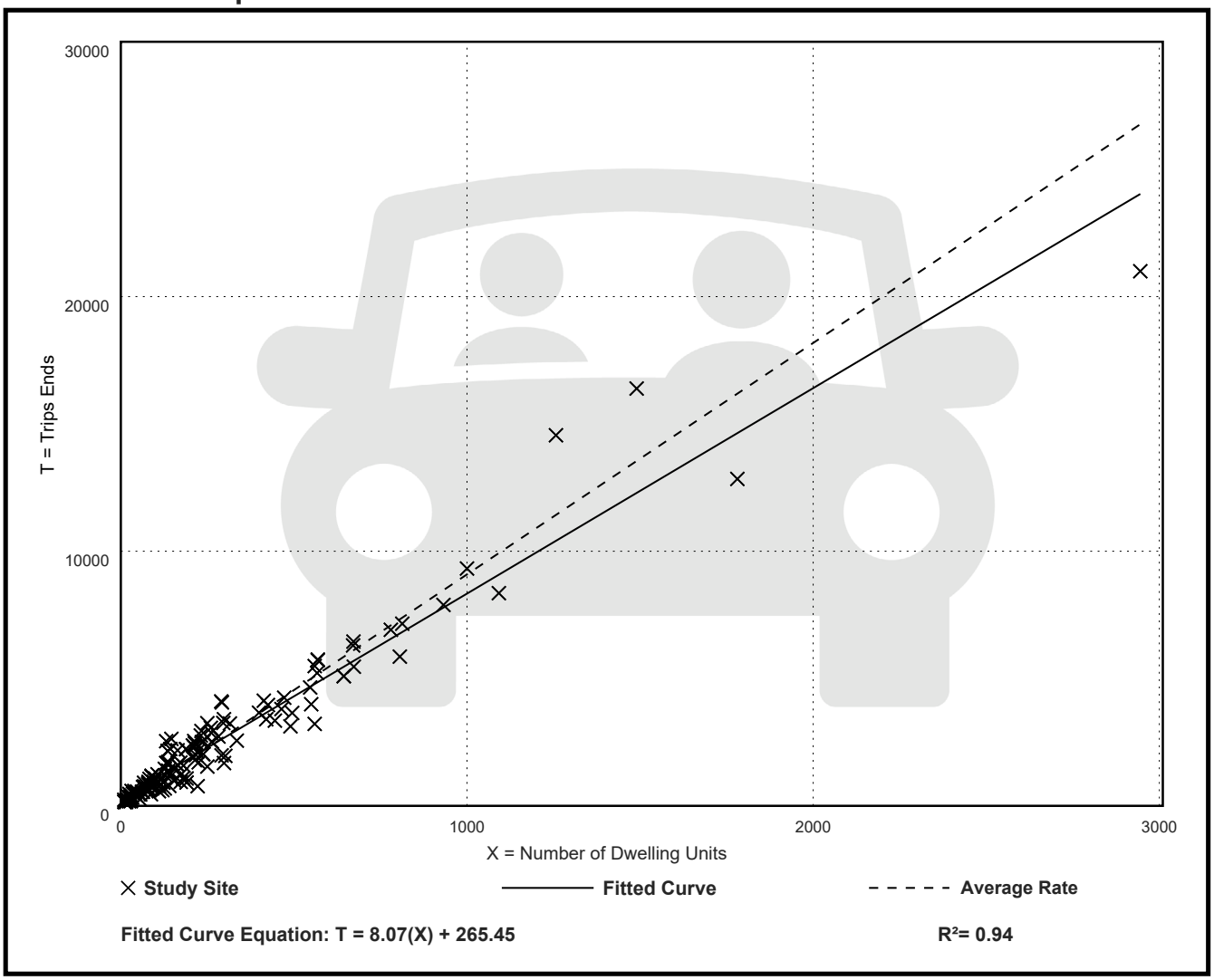
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

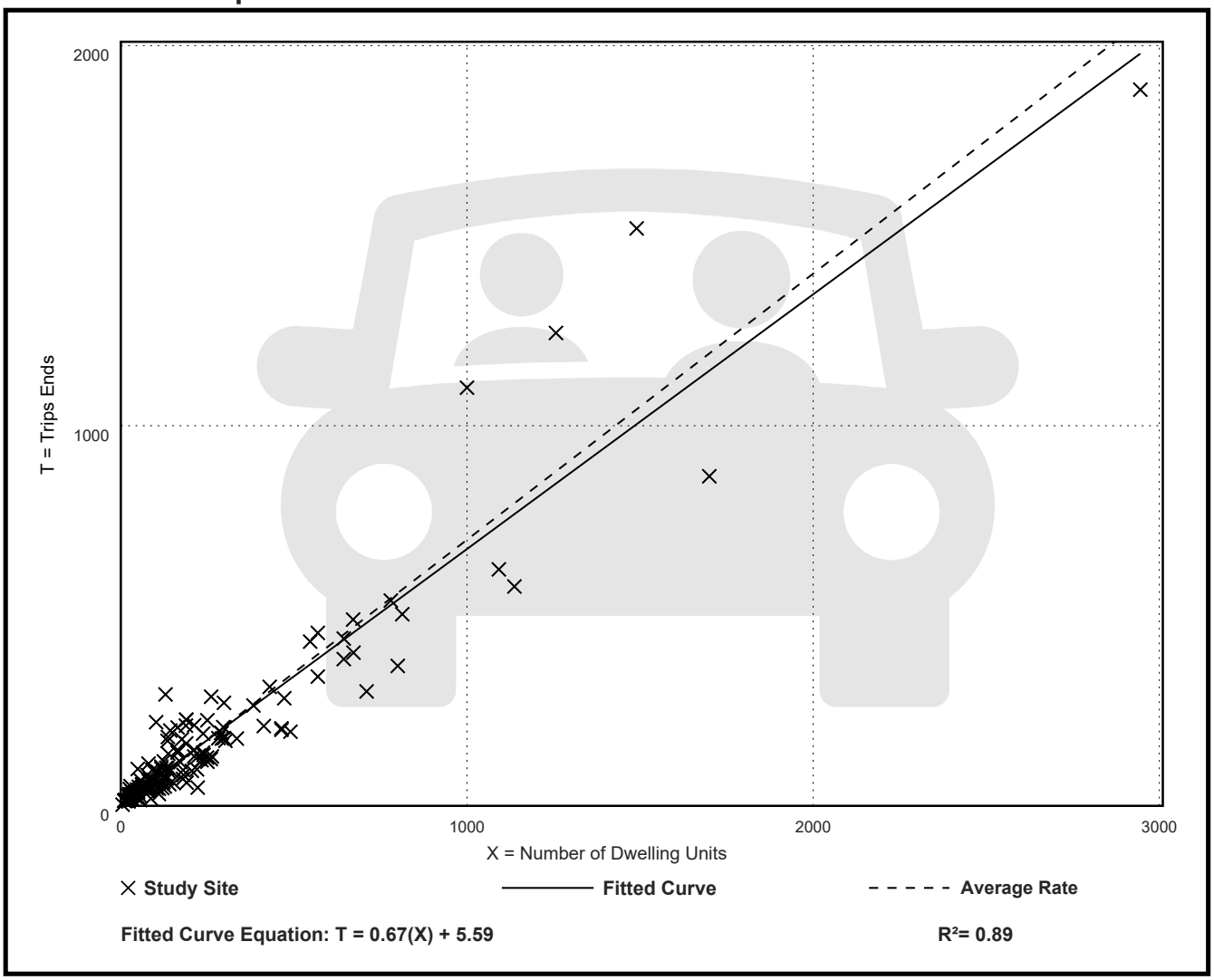
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



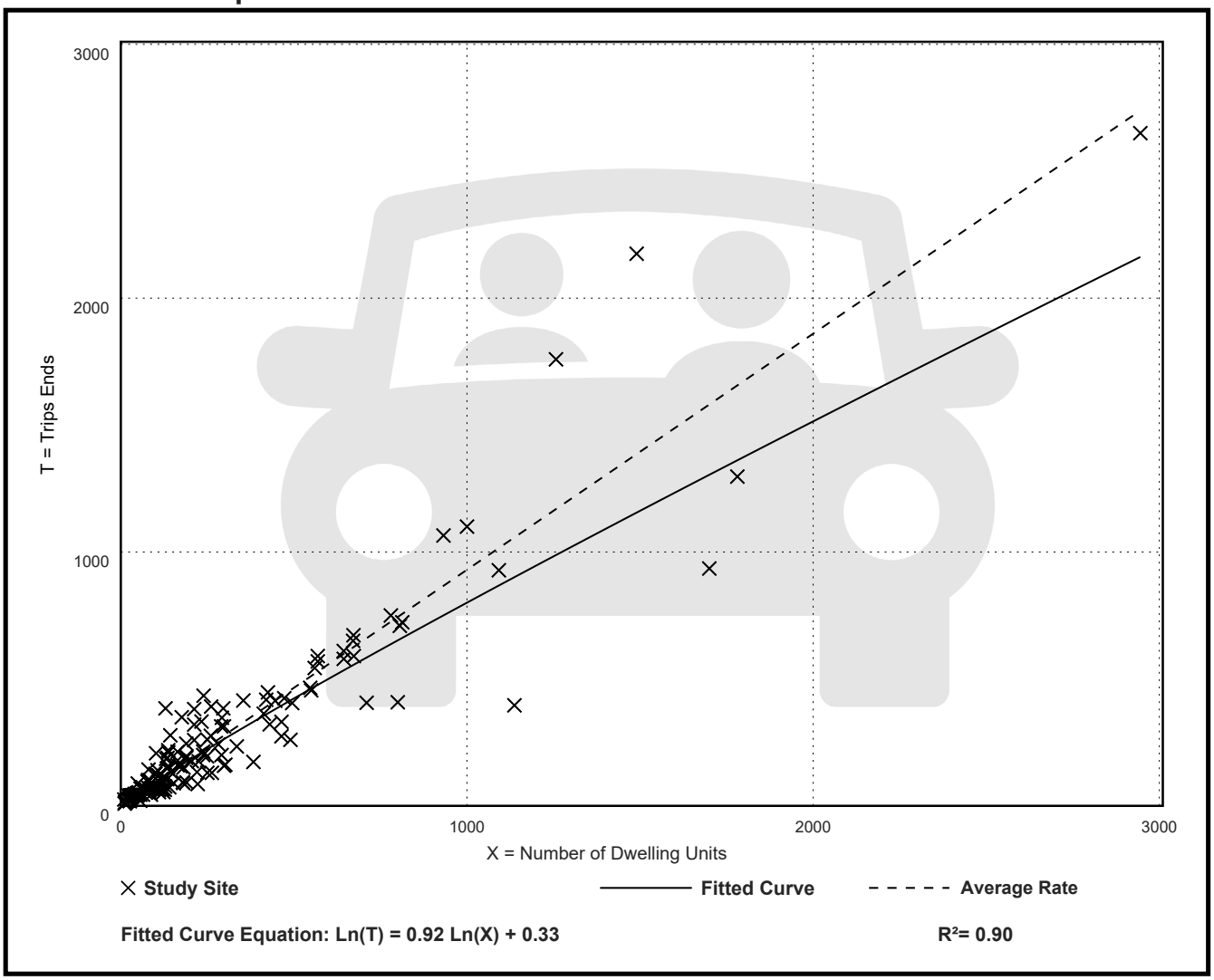
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	166
Avg. Num. of Dwelling Units:	266
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION: SW 80th Av at SW 80 St
COUNT DATE: November 19, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	1	83	47	62	0	13	104	73	0	102	421	10	0	52	597	34
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
AM EXISTING CONDITIONS	**1**	**86**	**49**	**64**	**0**	**14**	**108**	**76**	**0**	**106**	**438**	**10**	**0**	**54**	**621**	**35**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	1	111	49	115	0	19	87	58	0	68	562	18	0	57	523	40
PM EXISTING CONDITIONS	**1**	**115**	**51**	**120**	**0**	**20**	**90**	**60**	**0**	**71**	**584**	**19**	**0**	**59**	**544**	**42**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)						9		3				3		1		
Melody Preserve		2	1			15	3	3			6	7		1	9	3
TOTAL "VESTED" TRAFFIC	0	2	1	0	0	24	3	6	0	0	6	10	0	2	9	3
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH	0	20	12	15	0	3	26	18	0	25	104	2	0	13	147	8
AM NON-PROJECT TRAFFIC	**1**	**108**	**62**	**79**	**0**	**41**	**137**	**100**	**0**	**131**	**548**	**22**	**0**	**69**	**777**	**46**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)						6		2				11		4		
Melody Preserve		3	3			10	2	2			13	13		3	6	2
TOTAL "VESTED" TRAFFIC	0	3	3	0	0	16	2	4	0	0	13	24	0	7	6	2
PM BACKGROUND TRAFFIC GROWTH	0	27	12	28	0	5	21	14	0	17	138	5	0	14	129	10
PM NON-PROJECT TRAFFIC	**1**	**145**	**66**	**148**	**0**	**41**	**113**	**78**	**0**	**88**	**735**	**48**	**0**	**80**	**679**	**54**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						9		3				3		1		
AM TOTAL PROJECT TRAFFIC		0	0	0	0	0	9	0	3	0	0	0	3	0	1	0	0
AM TOTAL TRAFFIC		**1**	**108**	**62**	**79**	**0**	**50**	**137**	**103**	**0**	**131**	**548**	**25**	**0**	**70**	**777**	**46**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						6		2				10		4		
PM TOTAL PROJECT TRAFFIC		0	0	0	0	0	6	0	2	0	0	0	10	0	4	0	0
PM TOTAL TRAFFIC		**1**	**145**	**66**	**148**	**0**	**47**	**113**	**80**	**0**	**88**	**735**	**58**	**0**	**84**	**679**	**54**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION:	**Project dvwy at SW 80 St**
COUNT DATE:	**August 14, 2025**
AM PEAK HOUR FACTOR:	**0.86**
PM PEAK HOUR FACTOR:	**0.83**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	101	0		0	161	0		0	0	0		0	0	0
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
AM EXISTING CONDITIONS		**0**	**110**	**0**		**0**	**175**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	97	0		0	185	0		0	0	0		0	0	0
PM EXISTING CONDITIONS		**0**	**106**	**0**		**0**	**202**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)			28				10									
Melody Preserve			15				8									
TOTAL "VESTED" TRAFFIC		0	43	0		0	18	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH		0	21	0		0	34	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**174**	**0**		**0**	**227**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)			18				31									
Melody Preserve			10				16									
TOTAL "VESTED" TRAFFIC		0	28	0		0	47	0		0	0	0		0	0	0
PM BACKGROUND TRAFFIC GROWTH		0	21	0		0	39	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**155**	**0**		**0**	**288**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		29.0%	3.0%					61.0%								
	Exiting							3.0%							61.0%		29.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		3	1				4	8						19		9
AM TOTAL PROJECT TRAFFIC			**3**	**1**	**0**		**0**	**4**	**8**		**0**	**0**	**0**		**19**	**0**	**9**
AM TOTAL TRAFFIC			**3**	**175**	**0**		**0**	**231**	**8**		**0**	**0**	**0**		**19**	**0**	**9**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		13	1				1	27						16		8
PM TOTAL PROJECT TRAFFIC			**13**	**1**	**0**		**0**	**1**	**27**		**0**	**0**	**0**		**16**	**0**	**8**
PM TOTAL TRAFFIC			**13**	**156**	**0**		**0**	**289**	**27**		**0**	**0**	**0**		**16**	**0**	**8**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION:	**Project Dvwy at SW 72 Ct**
COUNT DATE:	**August 14, 2025**
AM PEAK HOUR FACTOR:	**0.88**
PM PEAK HOUR FACTOR:	**0.50**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	2	0		0	5	0
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**5**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	2	0		0	2	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**2**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)																
Melody Preserve																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	1	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**6**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)																
Melody Preserve																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**2**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										10.0%						
	Exiting				10.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New				11						4						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**11**		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**11**		**0**	**0**	**0**		**4**	**2**	**0**		**0**	**6**	**0**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New				3						4						
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**		**4**	**2**	**0**		**0**	**2**	**0**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION: SR 200 at SW 80 St
COUNT DATE: November 19, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	92	0	0	0	0	7	15	1,816	0	7	0	885	109
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
AM EXISTING CONDITIONS	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**0**	**7**	**16**	**1,889**	**0**	**7**	**0**	**920**	**113**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	93	0	0	0	0	4	15	1,403	0	26	0	1,738	161
PM EXISTING CONDITIONS	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**4**	**16**	**1,459**	**0**	**27**	**0**	**1,808**	**167**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)		25		2						1						9
Melody Preserve		15														8
TOTAL "VESTED" TRAFFIC	0	40	0	2	0	0	0	0	0	1	0	0	0	0	0	17
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	23	0	0	0	0	2	4	448	0	2	0	218	27
AM NON-PROJECT TRAFFIC	**0**	**144**	**0**	**17**	**0**	**0**	**0**	**0**	**9**	**21**	**2,233**	**0**	**9**	**0**	**1,138**	**157**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)		17		1						2						29
Melody Preserve		10		0												16
TOTAL "VESTED" TRAFFIC	0	27	0	1	0	0	0	0	0	2	0	0	0	0	0	45
PM BACKGROUND TRAFFIC GROWTH	0	0	0	23	0	0	0	0	1	4	346	0	6	0	429	40
PM NON-PROJECT TRAFFIC	**0**	**137**	**0**	**11**	**0**	**0**	**0**	**0**	**5**	**22**	**1,695**	**0**	**33**	**0**	**2,237**	**252**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		24		2						1						9
AM TOTAL PROJECT TRAFFIC		0	24	0	2	0	0	0	0	0	1	0	0	0	0	0	9
AM TOTAL TRAFFIC		**0**	**168**	**0**	**19**	**0**	**0**	**0**	**0**	**9**	**22**	**2,233**	**0**	**9**	**0**	**1,138**	**166**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		17		1						2						27
PM TOTAL PROJECT TRAFFIC		0	17	0	1	0	0	0	0	0	2	0	0	0	0	0	27
PM TOTAL TRAFFIC		**0**	**154**	**0**	**12**	**0**	**0**	**0**	**0**	**5**	**24**	**1,695**	**0**	**33**	**0**	**2,237**	**279**

SYNCHRO OUTPUT

EXISTING AM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

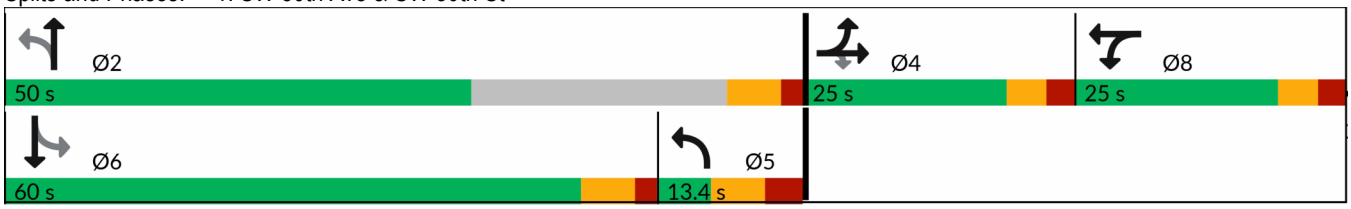
Existing Conditions (2025)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	49	64	14	108	76	106	438	10	54	621	35
Future Volume (vph)	87	49	64	14	108	76	106	438	10	54	621	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	96	54	70	15	119	84	116	481	11	59	682	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	54	70	0	218	0	116	492	0	59	720	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		5.0	25.0		25.0	25.0	
Minimum Split (s)	18.2	18.2	18.2	18.2	18.2		13.4	32.0		32.0	32.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.4	50.0		60.0	60.0	
Total Split (%)	20.3%	20.3%	20.3%	20.3%	20.3%		10.9%	40.5%		48.6%	48.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		3.4	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2	6.2		6.2		8.4	7.0		7.0	7.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
v/c Ratio	0.48	0.26	0.22		0.82		0.55	0.50		0.20	0.93	
Control Delay (s/veh)	57.2	50.9	1.5		67.6		35.6	17.9		22.6	49.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	57.2	50.9	1.5		67.6		35.6	17.9		22.6	49.8	
Queue Length 50th (ft)	70	38	0		143		40	210		26	485	
Queue Length 95th (ft)	126	79	0		#279		76	329		61	#785	
Internal Link Dist (ft)		580			876			1030			671	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	281	296	388		290		211	1033		308	829	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.34	0.18	0.18		0.75		0.55	0.48		0.19	0.87	

Intersection Summary

Cycle Length: 123.4
Actuated Cycle Length: 113.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	49	64	14	108	76	106	438	10	54	621	35
Future Volume (veh/h)	87	49	64	14	108	76	106	438	10	54	621	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	96	54	58	15	119	55	116	481	11	59	682	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	198	207	176	18	140	65	174	953	22	298	739	37
Arrive On Green	0.12	0.12	0.12	0.13	0.13	0.13	0.05	0.55	0.55	0.44	0.44	0.44
Sat Flow, veh/h	1711	1796	1522	132	1044	483	1697	1735	40	869	1696	85
Grp Volume(v), veh/h	96	54	58	189	0	0	116	0	492	59	0	716
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1658	0	0	1697	0	1774	869	0	1781
Q Serve(g_s), s	5.5	2.8	3.6	11.5	0.0	0.0	1.0	0.0	17.9	5.6	0.0	39.3
Cycle Q Clear(g_c), s	5.5	2.8	3.6	11.5	0.0	0.0	1.0	0.0	17.9	23.5	0.0	39.3
Prop In Lane	1.00		1.00	0.08		0.29	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	198	207	176	223	0	0	174	0	975	298	0	776
V/C Ratio(X)	0.49	0.26	0.33	0.85	0.00	0.00	0.67	0.00	0.50	0.20	0.00	0.92
Avail Cap(c_a), veh/h	310	326	276	301	0	0	177	0	975	364	0	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	41.8	42.1	43.8	0.0	0.0	46.8	0.0	14.5	30.2	0.0	27.6
Incr Delay (d2), s/veh	1.8	0.7	1.1	15.5	0.0	0.0	8.9	0.0	0.4	0.3	0.0	13.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	2.3	2.5	9.6	0.0	0.0	5.8	0.0	10.7	2.1	0.0	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	42.5	43.2	59.3	0.0	0.0	55.7	0.0	15.0	30.5	0.0	41.0
LnGrp LOS	D	D	D	E			E		B	C		D
Approach Vol, veh/h		208			189			608			775	
Approach Delay, s/veh		43.8			59.3			22.7			40.2	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.4		18.2	13.2	52.1		20.1				
Change Period (Y+Rc), s		* 8.4		6.2	8.4	7.0		6.2				
Max Green Setting (Gmax), s		* 43		18.8	5.0	53.0		18.8				
Max Q Clear Time (g_c+I1), s		19.9		7.5	3.0	41.3		13.5				
Green Ext Time (p_c), s		2.8		0.5	0.0	3.8		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	96	7	16	1889	7	920	113
Future Volume (vph)	0	96	7	16	1889	7	920	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	101	7	17	1988	7	968	119
Shared Lane Traffic (%)		10%						
Lane Group Flow (vph)	10	91	0	24	1988	7	1087	0
Sign Control	Stop				Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	96	7	16	1889	7	920	113
Future Vol, veh/h	0	96	7	16	1889	7	920	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	540	-	520	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	6	6	6
Mvmt Flow	0	101	7	17	1988	7	968	119

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	544	794	1087	0	1452	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.18	5.64	5.34	-	5.72	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.94	2.32	3.12	-	2.36	-	-
Pot Cap-1 Maneuver	0	410	572	355	-	236	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	410	375	375	-	236	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.63	0.18	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	375	-	410	236	-	-
HCM Lane V/C Ratio	0.065	-	0.247	0.031	-	-
HCM Control Delay (s/veh)	15.3	-	16.6	20.8	-	-
HCM Lane LOS	C	-	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-

EXISTING PM PEAK HOUR

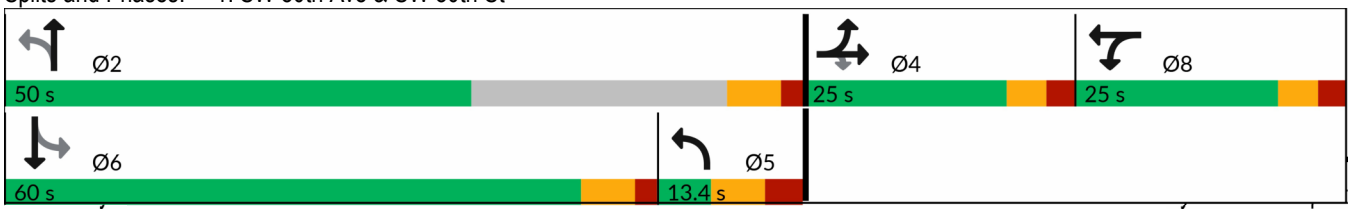
Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	51	120	20	90	60	71	584	19	59	544	42
Future Volume (vph)	116	51	120	20	90	60	71	584	19	59	544	42
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	118	52	122	20	92	61	72	596	19	60	555	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	52	122	0	173	0	72	615	0	60	598	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		5.0	25.0		25.0	25.0	
Minimum Split (s)	18.2	18.2	18.2	18.2	18.2		13.4	32.0		32.0	32.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.4	50.0		60.0	60.0	
Total Split (%)	20.3%	20.3%	20.3%	20.3%	20.3%		10.9%	40.5%		48.6%	48.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		3.4	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2	6.2		6.2		8.4	7.0		7.0	7.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
v/c Ratio	0.47	0.20	0.34		0.60		0.26	0.68		0.37	0.85	
Control Delay (s/veh)	50.1	44.6	5.1		47.8		19.4	22.6		30.9	40.3	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.1	44.6	5.1		47.8		19.4	22.6		30.9	40.3	
Queue Length 50th (ft)	70	30	0		91		22	256		26	330	
Queue Length 95th (ft)	150	76	24		194		52	450		72	553	
Internal Link Dist (ft)		580			902			719			645	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	346	364	441		366		273	1294		231	1008	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.34	0.14	0.28		0.47		0.26	0.48		0.26	0.59	

Intersection Summary
Cycle Length: 123.4
Actuated Cycle Length: 98.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	51	120	20	90	60	71	584	19	59	544	42
Future Volume (veh/h)	116	51	120	20	90	60	71	584	19	59	544	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	118	52	88	20	92	38	72	596	18	60	555	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	233	244	207	31	141	58	210	909	27	189	647	45
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.05	0.51	0.51	0.38	0.38	0.38
Sat Flow, veh/h	1753	1841	1560	237	1090	450	1767	1792	54	789	1686	118
Grp Volume(v), veh/h	118	52	88	150	0	0	72	0	614	60	0	594
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1777	0	0	1767	0	1846	789	0	1805
Q Serve(g_s), s	5.7	2.3	4.7	7.2	0.0	0.0	0.0	0.0	22.2	6.4	0.0	27.3
Cycle Q Clear(g_c), s	5.7	2.3	4.7	7.2	0.0	0.0	0.0	0.0	22.2	28.6	0.0	27.3
Prop In Lane	1.00		1.00	0.13		0.25	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	233	244	207	231	0	0	210	0	936	189	0	692
V/C Ratio(X)	0.51	0.21	0.43	0.65	0.00	0.00	0.34	0.00	0.66	0.32	0.00	0.86
Avail Cap(c_a), veh/h	365	383	325	370	0	0	226	0	936	349	0	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	35.0	36.0	37.4	0.0	0.0	39.3	0.0	16.4	36.3	0.0	25.6
Incr Delay (d2), s/veh	1.7	0.4	1.4	3.1	0.0	0.0	1.0	0.0	1.7	1.0	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	1.9	3.3	5.9	0.0	0.0	2.7	0.0	13.3	2.2	0.0	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	35.4	37.4	40.4	0.0	0.0	40.3	0.0	18.1	37.3	0.0	30.2
LnGrp LOS	D	D	D	D			D		B	D		C
Approach Vol, veh/h		258			150			686			654	
Approach Delay, s/veh		37.3			40.4			20.4			30.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.2		18.2	12.6	41.6		17.9				
Change Period (Y+Rc), s		* 8.4		6.2	8.4	7.0		6.2				
Max Green Setting (Gmax), s		* 43		18.8	5.0	53.0		18.8				
Max Q Clear Time (g_c+I1), s		24.2		7.7	2.0	30.6		9.2				
Green Ext Time (p_c), s		3.6		0.7	0.0	4.1		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	28.5	
HCM 7th LOS	C	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	97	4	16	1459	27	1808	167
Future Volume (vph)	0	97	4	16	1459	27	1808	167
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	0	98	4	16	1474	27	1826	169
Shared Lane Traffic (%)		10%						
Lane Group Flow (vph)	10	88	0	20	1474	27	1995	0
Sign Control	Stop				Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	97	4	16	1459	27	1808	167
Future Vol, veh/h	0	97	4	16	1459	27	1808	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	540	-	520	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	5	5	5	2	2	2
Mvmt Flow	0	98	4	16	1474	27	1826	169

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	997	1456	1995	0	1076	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.16	5.7	5.4	-	5.64	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	2.35	3.15	-	2.32	-	-
Pot Cap-1 Maneuver	0	207	237	121	-	399	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	207	122	122	-	399	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	37.17	0.55	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	122	-	207	399	-	-
HCM Lane V/C Ratio	0.166	-	0.474	0.068	-	-
HCM Control Delay (s/veh)	40.3	-	37.2	14.7	-	-
HCM Lane LOS	E	-	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	2.3	0.2	-	-

BACKGROUND AM PEAK HOUR

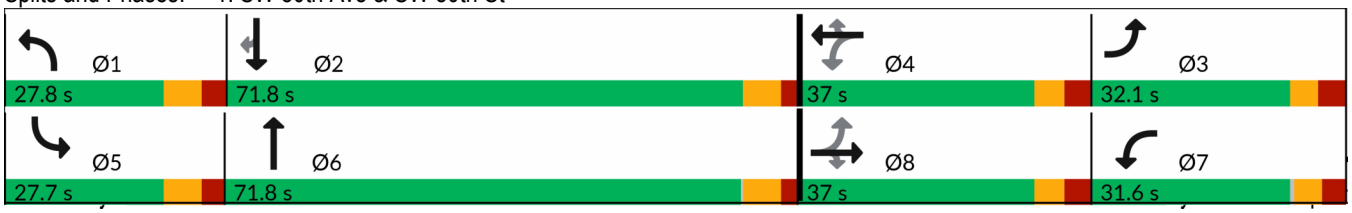
Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	62	79	41	137	100	131	548	22	69	777	46
Future Volume (vph)	109	62	79	41	137	100	131	548	22	69	777	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	120	68	87	45	151	110	144	602	24	76	854	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	68	87	45	151	110	144	626	0	76	854	51
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.45	0.27	0.27	0.12	0.58	0.34	0.58	0.45		0.44	0.75	0.09
Control Delay (s/veh)	39.6	51.7	6.0	30.0	53.4	9.9	54.6	24.8		56.4	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	51.7	6.0	30.0	53.4	9.9	54.6	24.8		56.4	36.0	0.3
Queue Length 50th (ft)	61	43	0	22	94	0	90	159		48	259	0
Queue Length 95th (ft)	126	103	24	56	189	45	187	261		112	400	0
Internal Link Dist (ft)		580			606			804			745	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	553	528	533	602	514	521	331	2148		335	2176	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.13	0.16	0.07	0.29	0.21	0.44	0.29		0.23	0.39	0.05

Intersection Summary
Cycle Length: 168.7
Actuated Cycle Length: 104.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	62	79	41	137	100	131	548	22	69	777	46
Future Volume (veh/h)	109	62	79	41	137	100	131	548	22	69	777	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	120	68	72	45	151	73	144	602	24	76	854	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	247	232	197	303	226	192	181	1277	51	98	1140	508
Arrive On Green	0.06	0.13	0.13	0.06	0.13	0.13	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1668	1752	1485	1697	3318	132	1711	3413	1522
Grp Volume(v), veh/h	120	68	72	45	151	73	144	307	319	76	854	46
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1668	1752	1485	1697	1692	1758	1711	1706	1522
Q Serve(g_s), s	0.0	2.7	2.2	0.0	6.4	2.5	6.4	10.6	10.6	3.4	17.2	1.0
Cycle Q Clear(g_c), s	0.0	2.7	2.2	0.0	6.4	2.5	6.4	10.6	10.6	3.4	17.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	247	232	197	303	226	192	181	651	676	98	1140	508
V/C Ratio(X)	0.49	0.29	0.37	0.15	0.67	0.38	0.79	0.47	0.47	0.78	0.75	0.09
Avail Cap(c_a), veh/h	697	696	590	742	678	575	438	1420	1475	442	2864	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.5	13.3	28.8	32.2	15.9	33.8	17.9	17.9	36.0	22.9	7.3
Incr Delay (d2), s/veh	1.5	0.7	1.1	0.2	3.4	1.2	7.6	0.5	0.5	12.2	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	2.1	2.2	1.3	5.1	2.3	5.1	6.7	7.0	3.0	10.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	31.2	14.5	29.0	35.5	17.1	41.4	18.4	18.4	48.2	23.9	7.4
LnGrp LOS	C	C	B	C	D	B	D	B	B	D	C	A
Approach Vol, veh/h		260			269			770			976	
Approach Delay, s/veh		28.3			29.4			22.7			25.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	32.7	11.7	17.0	12.1	36.6	11.7	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	8.4	19.2	2.0	8.4	5.4	12.6	2.0	4.7
Green Ext Time (p_c), s	0.3	6.6	0.3	1.0	0.1	3.8	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

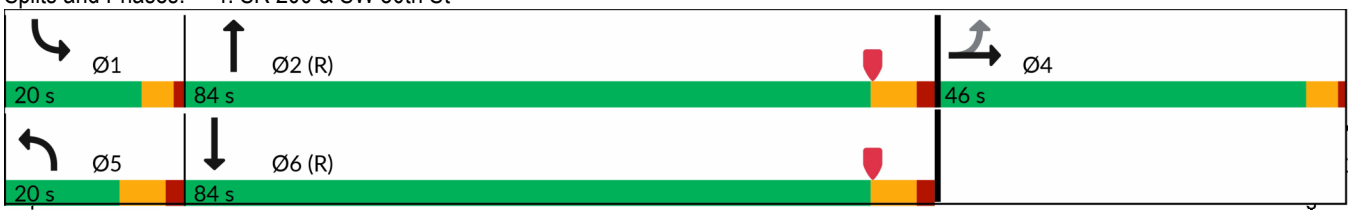
Background Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	0	17	0	0	0	30	2233	0	9	1138	157
Future Volume (vph)	144	0	17	0	0	0	30	2233	0	9	1138	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	152	0	18	0	0	0	32	2351	0	9	1198	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	0	0	32	2351	0	9	1363	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	46.0	46.0					20.0	84.0		20.0	84.0	
Total Split (%)	30.7%	30.7%					13.3%	56.0%		13.3%	56.0%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.75					0.33	0.57		0.13	0.37	
Control Delay (s/veh)		53.1					76.7	6.5		72.2	7.3	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		53.1					76.7	6.5		72.2	7.3	
Queue Length 50th (ft)		86					31	212		9	162	
Queue Length 95th (ft)		163					67	476		29	242	
Internal Link Dist (ft)		7062			76			649			880	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		535					152	4149		175	3686	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.32					0.21	0.57		0.05	0.37	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 147.4 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	0	17	0	0	0	30	2233	0	9	1138	157
Future Volume (veh/h)	144	0	17	0	0	0	30	2233	0	9	1138	157
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1870	1870	0	1811	1811	1811
Adj Flow Rate, veh/h	152	0	18				32	2351	0	9	1198	165
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4				2	2	0	6	6	6
Cap, veh/h	179	0	21				44	3913	0	18	3228	445
Arrive On Green	0.12	0.00	0.12				0.02	0.77	0.00	0.01	0.73	0.73
Sat Flow, veh/h	1547	0	183				1781	5274	0	1725	4393	605
Grp Volume(v), veh/h	170	0	0				32	2351	0	9	899	464
Grp Sat Flow(s),veh/h/ln	1730	0	0				1781	1702	0	1725	1648	1702
Q Serve(g_s), s	14.4	0.0	0.0				2.7	29.9	0.0	0.8	14.9	14.9
Cycle Q Clear(g_c), s	14.4	0.0	0.0				2.7	29.9	0.0	0.8	14.9	14.9
Prop In Lane	0.89		0.11				1.00		0.00	1.00		0.36
Lane Grp Cap(c), veh/h	201	0	0				44	3913	0	18	2422	1251
V/C Ratio(X)	0.85	0.00	0.00				0.73	0.60	0.00	0.50	0.37	0.37
Avail Cap(c_a), veh/h	479	0	0				153	3913	0	178	2422	1251
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	0.0	0.0				72.7	7.6	0.0	73.8	7.3	7.3
Incr Delay (d2), s/veh	9.5	0.0	0.0				20.7	0.7	0.0	19.9	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	0.0				2.6	13.8	0.0	0.8	8.2	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.5	0.0	0.0				93.4	8.3	0.0	93.7	7.7	8.1
LnGrp LOS	E						F	A		F	A	A
Approach Vol, veh/h		170						2383			1372	
Approach Delay, s/veh		74.5						9.4			8.4	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.1	122.0		21.9	10.8	117.3
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	76.9		41.5	12.9	76.9
Max Q Clear Time (g_c+I1), s	2.8	31.9		16.4	4.7	16.9
Green Ext Time (p_c), s	0.0	28.1		1.0	0.0	11.4

Intersection Summary			
HCM 7th Control Delay, s/veh			11.9
HCM 7th LOS			B

BACKGROUND PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

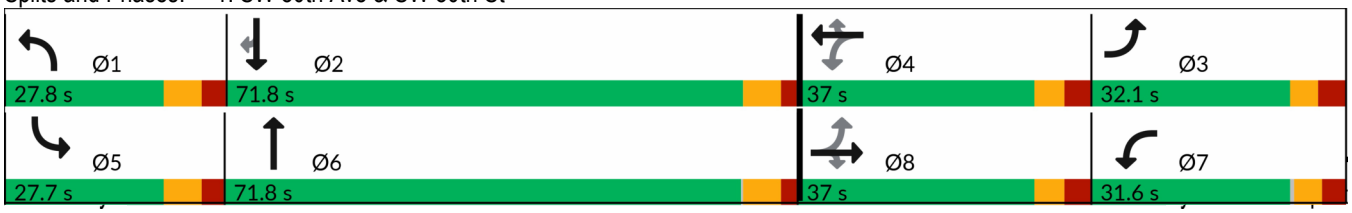
Background Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	66	148	41	113	78	88	735	48	80	679	54
Future Volume (vph)	146	66	148	41	113	78	88	735	48	80	679	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	149	67	151	42	115	80	90	750	49	82	693	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	67	151	42	115	80	90	799	0	82	693	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.40	0.18	0.35	0.11	0.44	0.25	0.42	0.63		0.41	0.64	0.10
Control Delay (s/veh)	32.3	41.9	10.3	26.3	45.2	4.5	47.2	28.3		47.6	29.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.3	41.9	10.3	26.3	45.2	4.5	47.2	28.3		47.6	29.9	0.3
Queue Length 50th (ft)	64	36	0	17	62	0	48	204		44	173	0
Queue Length 95th (ft)	140	93	61	49	138	17	115	324		107	279	0
Internal Link Dist (ft)		580			594			862			763	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	689	620	627	703	632	616	396	2560		389	2529	1163
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.11	0.24	0.06	0.18	0.13	0.23	0.31		0.21	0.27	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 91.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	66	148	41	113	78	88	735	48	80	679	54
Future Volume (veh/h)	146	66	148	41	113	78	88	735	48	80	679	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	149	67	109	42	115	49	90	750	46	82	693	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	336	270	229	367	274	232	118	1024	63	107	1028	459
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.30	0.30	0.06	0.30	0.30
Sat Flow, veh/h	1753	1841	1560	1781	1870	1585	1767	3374	207	1739	3469	1547
Grp Volume(v), veh/h	149	67	109	42	115	49	90	392	404	82	693	50
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1870	1585	1767	1763	1818	1739	1735	1547
Q Serve(g_s), s	0.0	2.2	2.9	0.0	3.8	1.3	3.4	13.6	13.6	3.2	12.0	1.0
Cycle Q Clear(g_c), s	0.0	2.2	2.9	0.0	3.8	1.3	3.4	13.6	13.6	3.2	12.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	336	270	229	367	274	232	118	535	552	107	1028	459
V/C Ratio(X)	0.44	0.25	0.48	0.11	0.42	0.21	0.76	0.73	0.73	0.77	0.67	0.11
Avail Cap(c_a), veh/h	858	810	687	897	823	698	519	1681	1734	510	3309	1476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	25.7	11.9	23.5	26.4	11.7	31.3	21.3	21.3	31.5	21.1	6.5
Incr Delay (d2), s/veh	0.9	0.5	1.5	0.1	1.0	0.4	9.7	2.0	1.9	11.0	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	1.7	2.9	1.0	3.1	1.2	3.0	8.8	9.1	2.8	7.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	26.2	13.4	23.7	27.5	12.1	41.0	23.2	23.2	42.5	21.9	6.6
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	C	A
Approach Vol, veh/h		325			206			886			825	
Approach Delay, s/veh		22.8			23.0			25.0			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.0	11.8	17.0	11.9	27.5	11.8	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.0	5.8	5.2	15.6	2.0	4.9
Green Ext Time (p_c), s	0.2	5.1	0.4	0.7	0.1	5.1	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

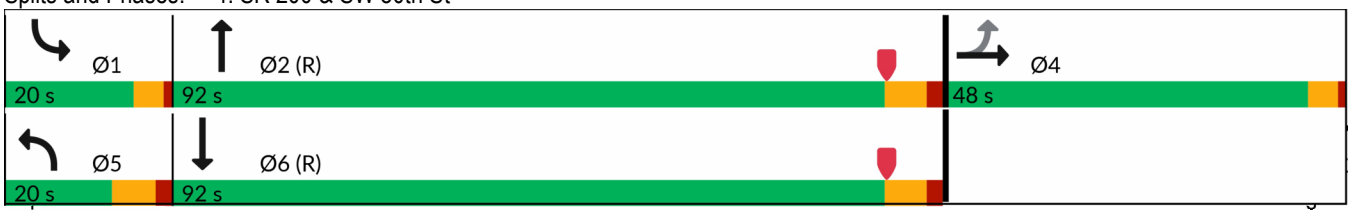
Background Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	0	11	0	0	0	27	1695	0	33	2237	252
Future Volume (vph)	137	0	11	0	0	0	27	1695	0	33	2237	252
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	138	0	11	0	0	0	27	1712	0	33	2260	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	27	1712	0	33	2515	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	48.0	48.0					20.0	92.0		20.0	92.0	
Total Split (%)	30.0%	30.0%					12.5%	57.5%		12.5%	57.5%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.73					0.32	0.44		0.35	0.64	
Control Delay (s/veh)		54.1					82.2	7.2		82.8	9.8	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		54.1					82.2	7.2		82.8	9.8	
Queue Length 50th (ft)		75					28	205		34	420	
Queue Length 95th (ft)		150					63	304		72	594	
Internal Link Dist (ft)		7116			76			1161			603	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		530					138	3860		171	3952	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.28					0.20	0.44		0.19	0.64	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Background Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	0	11	0	0	0	27	1695	0	33	2237	252
Future Volume (veh/h)	137	0	11	0	0	0	27	1695	0	33	2237	252
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1826	1826	0	1870	1870	1870
Adj Flow Rate, veh/h	138	0	11				27	1712	0	33	2260	255
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				5	5	0	2	2	2
Cap, veh/h	164	0	13				38	3859	0	43	3546	392
Arrive On Green	0.10	0.00	0.10				0.02	0.77	0.00	0.02	0.76	0.76
Sat Flow, veh/h	1622	0	129				1739	5149	0	1781	4665	516
Grp Volume(v), veh/h	149	0	0				27	1712	0	33	1637	878
Grp Sat Flow(s),veh/h/ln	1751	0	0				1739	1662	0	1781	1702	1777
Q Serve(g_s), s	13.4	0.0	0.0				2.5	18.9	0.0	2.9	35.6	37.5
Cycle Q Clear(g_c), s	13.4	0.0	0.0				2.5	18.9	0.0	2.9	35.6	37.5
Prop In Lane	0.93		0.07				1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	177	0	0				38	3859	0	43	2587	1351
V/C Ratio(X)	0.84	0.00	0.00				0.71	0.44	0.00	0.77	0.63	0.65
Avail Cap(c_a), veh/h	476	0	0				140	3859	0	173	2587	1351
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	0.0	0.0				77.8	6.2	0.0	77.6	8.9	9.1
Incr Delay (d2), s/veh	10.1	0.0	0.0				21.6	0.4	0.0	24.6	1.2	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	0.0	0.0				2.4	9.5	0.0	2.9	16.8	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.8	0.0	0.0				99.4	6.6	0.0	102.3	10.1	11.5
LnGrp LOS	F						F	A		F	B	B
Approach Vol, veh/h		149						1739			2548	
Approach Delay, s/veh		80.8						8.0			11.8	
Approach LOS		F						A			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.3	131.0		20.7	10.6	128.7
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	84.9		43.5	12.9	84.9
Max Q Clear Time (g_c+I1), s	4.9	20.9		15.4	4.5	39.5
Green Ext Time (p_c), s	0.0	18.5		0.8	0.0	29.6

Intersection Summary		
HCM 7th Control Delay, s/veh		12.6
HCM 7th LOS		B

BUILDOUT AM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

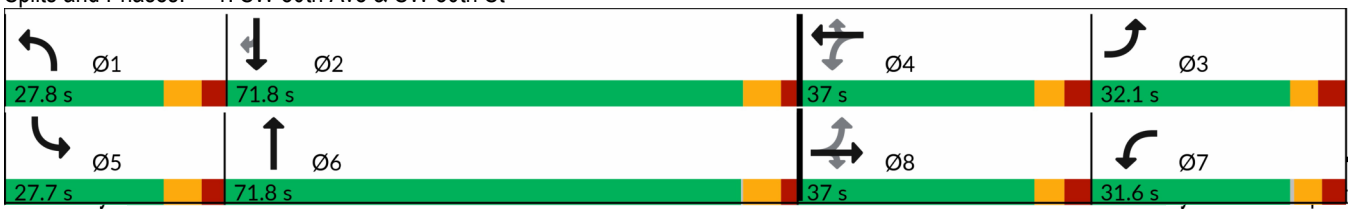
Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	62	79	50	137	103	131	548	25	70	777	46
Future Volume (vph)	109	62	79	50	137	103	131	548	25	70	777	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	120	68	87	55	151	113	144	602	27	77	854	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	68	87	55	151	113	144	629	0	77	854	51
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.45	0.27	0.27	0.14	0.58	0.35	0.58	0.45		0.44	0.75	0.09
Control Delay (s/veh)	39.6	51.7	6.0	30.4	53.4	10.5	54.6	24.9		56.5	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	51.7	6.0	30.4	53.4	10.5	54.6	24.9		56.5	36.0	0.3
Queue Length 50th (ft)	61	43	0	27	94	0	90	160		49	259	0
Queue Length 95th (ft)	126	103	24	65	189	48	187	262		114	400	0
Internal Link Dist (ft)		580			606			804			745	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	553	528	533	602	514	521	331	2148		335	2176	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.13	0.16	0.09	0.29	0.22	0.44	0.29		0.23	0.39	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 104.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	62	79	50	137	103	131	548	25	70	777	46
Future Volume (veh/h)	109	62	79	50	137	103	131	548	25	70	777	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	120	68	72	55	151	75	144	602	27	77	854	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	247	232	196	303	226	192	181	1267	57	99	1140	508
Arrive On Green	0.06	0.13	0.13	0.06	0.13	0.13	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1668	1752	1485	1697	3299	148	1711	3413	1522
Grp Volume(v), veh/h	120	68	72	55	151	75	144	309	320	77	854	46
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1668	1752	1485	1697	1692	1755	1711	1706	1522
Q Serve(g_s), s	0.0	2.7	2.2	0.0	6.4	2.6	6.4	10.6	10.7	3.4	17.2	1.0
Cycle Q Clear(g_c), s	0.0	2.7	2.2	0.0	6.4	2.6	6.4	10.6	10.7	3.4	17.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	247	232	196	303	226	192	181	650	674	99	1140	508
V/C Ratio(X)	0.49	0.29	0.37	0.18	0.67	0.39	0.79	0.47	0.48	0.77	0.75	0.09
Avail Cap(c_a), veh/h	697	696	590	742	678	575	438	1420	1472	442	2864	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.5	13.3	29.1	32.2	15.8	33.8	18.0	18.0	36.0	22.9	7.3
Incr Delay (d2), s/veh	1.5	0.7	1.1	0.3	3.4	1.3	7.6	0.5	0.5	12.0	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	2.1	2.2	1.6	5.1	2.3	5.1	6.8	7.0	3.0	10.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	31.2	14.5	29.3	35.5	17.1	41.4	18.5	18.5	48.0	23.9	7.4
LnGrp LOS	C	C	B	C	D	B	D	B	B	D	C	A
Approach Vol, veh/h		260			281			773			977	
Approach Delay, s/veh		28.3			29.4			22.8			25.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	32.7	11.7	17.0	12.2	36.5	11.7	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	8.4	19.2	2.0	8.4	5.4	12.7	2.0	4.7
Green Ext Time (p_c), s	0.3	6.6	0.3	1.0	0.1	3.8	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	175	231	8	19	9
Future Volume (vph)	3	175	231	8	19	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	11%	11%	2%	2%
Adj. Flow (vph)	3	203	269	9	22	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	206	278	0	32	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

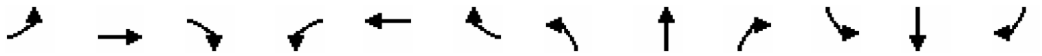
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	175	231	8	19	9
Future Vol, veh/h	3	175	231	8	19	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	4	11	11	2	2
Mvmt Flow	3	203	269	9	22	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	484	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1273	-	-	-	542	765
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	540	765
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	11.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	597
HCM Lane V/C Ratio	0.003	-	-	-	0.055
HCM Control Delay (s/veh)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	11	0	0	0	4	2	0	0	6	0
Future Volume (vph)	0	0	11	0	0	0	4	2	0	0	6	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	13	0	0	0	5	2	0	0	7	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	0	0	0	7	0	0	7	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	0	0	0	4	2	0	0	6	0
Future Vol, veh/h	0	0	11	0	0	0	4	2	0	0	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	0	5	2	0	0	7	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	18	7	18	18	2	7	0	0	2	0	0
Stage 1	7	7	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	-	7	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	876	1076	996	876	1082	1614	-	-	1620	-	-
Stage 1	1015	890	-	1009	886	-	-	-	-	-	-	-
Stage 2	1009	886	-	1015	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	993	873	1076	982	873	1082	1614	-	-	1620	-	-
Mov Cap-2 Maneuver	993	873	-	982	873	-	-	-	-	-	-	-
Stage 1	1015	890	-	1006	884	-	-	-	-	-	-	-
Stage 2	1006	884	-	1003	890	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.39	0	4.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	1076	-	1620	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	-	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

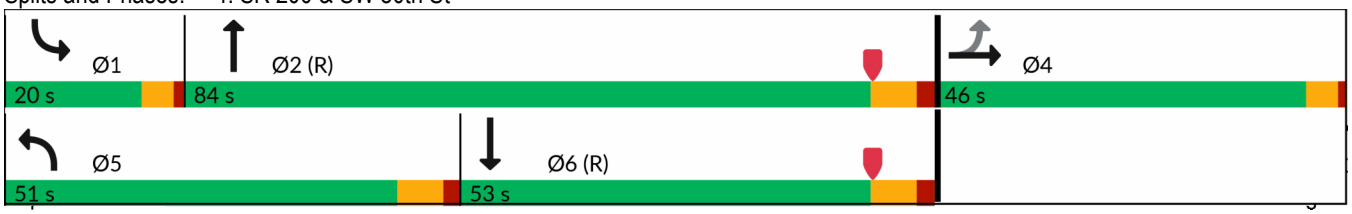
Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	0	19	0	0	0	31	2233	0	9	1138	166
Future Volume (vph)	168	0	19	0	0	0	31	2233	0	9	1138	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	177	0	20	0	0	0	33	2351	0	9	1198	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	0	0	33	2351	0	9	1373	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	46.0	46.0					51.0	84.0		20.0	53.0	
Total Split (%)	30.7%	30.7%					34.0%	56.0%		13.3%	35.3%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.77					0.34	0.57		0.13	0.38	
Control Delay (s/veh)		46.9					76.8	6.4		72.2	8.1	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		46.9					76.8	6.4		72.2	8.1	
Queue Length 50th (ft)		80					32	208		9	163	
Queue Length 95th (ft)		162					68	481		29	249	
Internal Link Dist (ft)		2979			76			649			880	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		559					518	4158		175	3597	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.35					0.06	0.57		0.05	0.38	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 147.4 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	0	19	0	0	0	31	2233	0	9	1138	166
Future Volume (veh/h)	168	0	19	0	0	0	31	2233	0	9	1138	166
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1870	1870	0	1811	1811	1811
Adj Flow Rate, veh/h	177	0	20				33	2351	0	9	1198	175
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4				2	2	0	6	6	6
Cap, veh/h	206	0	23				44	3830	0	18	3129	457
Arrive On Green	0.13	0.00	0.13				0.02	0.75	0.00	0.01	0.72	0.72
Sat Flow, veh/h	1556	0	176				1781	5274	0	1725	4356	636
Grp Volume(v), veh/h	197	0	0				33	2351	0	9	906	467
Grp Sat Flow(s),veh/h/ln	1731	0	0				1781	1702	0	1725	1648	1697
Q Serve(g_s), s	16.7	0.0	0.0				2.8	32.0	0.0	0.8	16.0	16.0
Cycle Q Clear(g_c), s	16.7	0.0	0.0				2.8	32.0	0.0	0.8	16.0	16.0
Prop In Lane	0.90		0.10				1.00		0.00	1.00		0.38
Lane Grp Cap(c), veh/h	229	0	0				44	3830	0	18	2368	1219
V/C Ratio(X)	0.86	0.00	0.00				0.74	0.61	0.00	0.50	0.38	0.38
Avail Cap(c_a), veh/h	479	0	0				521	3830	0	178	2368	1219
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	0.0	0.0				72.7	8.7	0.0	73.8	8.2	8.2
Incr Delay (d2), s/veh	9.2	0.0	0.0				21.5	0.7	0.0	19.9	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	0.0	0.0				2.7	15.0	0.0	0.8	8.8	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.9	0.0	0.0				94.1	9.4	0.0	93.7	8.7	9.1
LnGrp LOS	E						F	A		F	A	A
Approach Vol, veh/h		197						2384			1382	
Approach Delay, s/veh		72.9						10.6			9.4	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.1	119.6		24.3	10.8	114.8
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	76.9		41.5	43.9	45.9
Max Q Clear Time (g_c+I1), s	2.8	34.0		18.7	4.8	18.0
Green Ext Time (p_c), s	0.0	27.3		1.1	0.1	9.9

Intersection Summary			
HCM 7th Control Delay, s/veh			13.3
HCM 7th LOS			B

BUILDOUT PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

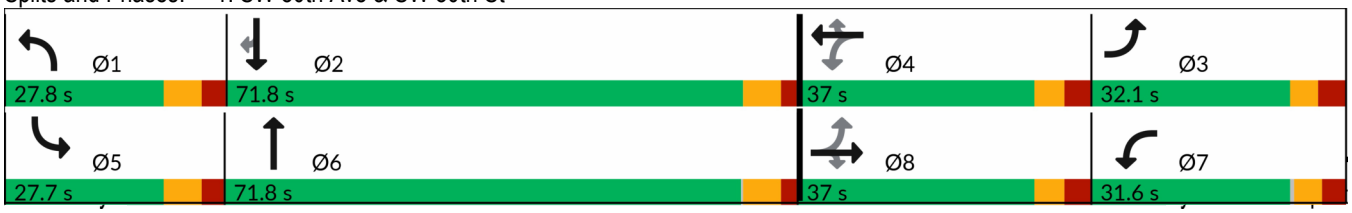
Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	66	148	47	113	80	88	735	58	84	679	54
Future Volume (vph)	146	66	148	47	113	80	88	735	58	84	679	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	149	67	151	48	115	82	90	750	59	86	693	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	67	151	48	115	82	90	809	0	86	693	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.43	0.23	0.40	0.12	0.44	0.25	0.43	0.64		0.42	0.63	0.10
Control Delay (s/veh)	33.3	44.5	11.2	26.6	45.8	4.8	47.9	28.5		48.1	29.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.3	44.5	11.2	26.6	45.8	4.8	47.9	28.5		48.1	29.7	0.3
Queue Length 50th (ft)	65	36	0	19	62	0	49	209		47	174	0
Queue Length 95th (ft)	140	93	62	55	139	19	115	331		111	279	0
Internal Link Dist (ft)		580			594			862			763	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	661	614	622	696	626	612	392	2531		385	2505	1154
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.23	0.11	0.24	0.07	0.18	0.13	0.23	0.32		0.22	0.28	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 92.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: PM Peak Hour

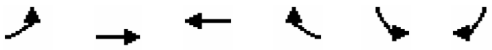
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	66	148	47	113	80	88	735	58	84	679	54
Future Volume (veh/h)	146	66	148	47	113	80	88	735	58	84	679	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	149	67	109	48	115	50	90	750	56	86	693	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	332	267	227	363	272	230	118	1019	76	112	1050	468
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.31	0.31	0.06	0.30	0.30
Sat Flow, veh/h	1753	1841	1560	1781	1870	1585	1767	3325	248	1739	3469	1547
Grp Volume(v), veh/h	149	67	109	48	115	50	90	397	409	86	693	50
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1870	1585	1767	1763	1811	1739	1735	1547
Q Serve(g_s), s	0.0	2.2	3.0	0.0	3.9	1.3	3.4	13.9	13.9	3.4	12.0	1.0
Cycle Q Clear(g_c), s	0.0	2.2	3.0	0.0	3.9	1.3	3.4	13.9	13.9	3.4	12.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	332	267	227	363	272	230	118	540	555	112	1050	468
V/C Ratio(X)	0.45	0.25	0.48	0.13	0.42	0.22	0.76	0.74	0.74	0.77	0.66	0.11
Avail Cap(c_a), veh/h	848	802	680	888	815	691	513	1664	1710	505	3276	1461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	26.1	12.1	24.0	26.8	11.8	31.6	21.4	21.4	31.7	20.9	6.5
Incr Delay (d2), s/veh	1.0	0.5	1.6	0.2	1.0	0.5	9.7	2.0	1.9	10.5	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	1.7	2.9	1.2	3.1	1.3	3.0	9.0	9.2	2.9	7.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	26.6	13.7	24.2	27.8	12.3	41.3	23.3	23.3	42.2	21.6	6.6
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	C	A
Approach Vol, veh/h		325			213			896			829	
Approach Delay, s/veh		23.2			23.4			25.1			22.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.6	11.8	17.0	12.1	27.9	11.8	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.0	5.9	5.4	15.9	2.0	5.0
Green Ext Time (p_c), s	0.2	5.1	0.4	0.7	0.1	5.2	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	156	289	27	16	8
Future Volume (vph)	13	156	289	27	16	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	7%	2%	2%	2%	2%
Adj. Flow (vph)	16	188	348	33	19	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	204	381	0	29	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	156	289	27	16	8
Future Vol, veh/h	13	156	289	27	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	16	188	348	33	19	10

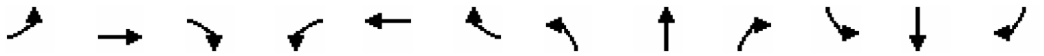
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	381	0	-	0	584	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.17	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1151	-	-	-	474	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	467	681
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.63	0	12.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	138	-	-	-	521
HCM Lane V/C Ratio	0.014	-	-	-	0.055
HCM Control Delay (s/veh)	8.2	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
3: SW 72 Ct & Proj Dvwy/Westwood Trails

Buildout Conditions (2030)
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	0	0	0	4	2	0	0	2	0
Future Volume (vph)	0	0	3	0	0	0	4	2	0	0	2	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	0	0	6	0	0	0	8	4	0	0	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	0	0	0	12	0	0	4	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	0	0	0	4	2	0	0	2	0
Future Vol, veh/h	0	0	3	0	0	0	4	2	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	0	8	4	0	0	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	24	24	4	24	24	4	4	0	-	-	-	0
Stage 1	4	4	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	987	869	1080	987	869	1080	1618	-	0	0	-	-
Stage 1	1018	892	-	999	879	-	-	-	0	0	-	-
Stage 2	999	879	-	1018	892	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	982	865	1080	977	865	1080	1618	-	-	-	-	-
Mov Cap-2 Maneuver	982	865	-	977	865	-	-	-	-	-	-	-
Stage 1	1018	892	-	994	874	-	-	-	-	-	-	-
Stage 2	994	874	-	1013	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.35	0	4.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1080	-	-	-
HCM Lane V/C Ratio	0.005	-	0.006	-	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	0	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

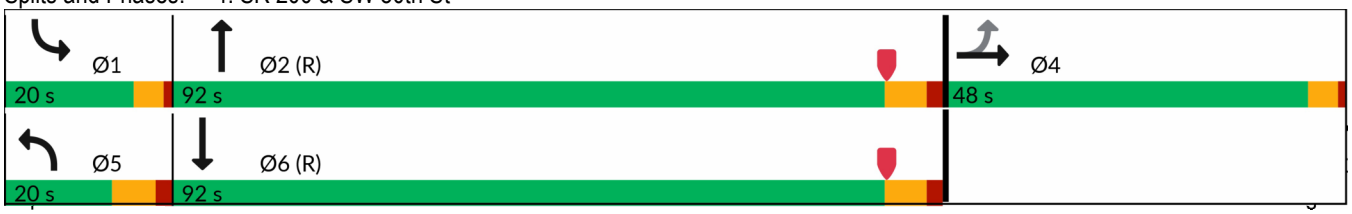
Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	0	12	0	0	0	29	1695	0	33	2237	279
Future Volume (vph)	154	0	12	0	0	0	29	1695	0	33	2237	279
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	156	0	12	0	0	0	29	1712	0	33	2260	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	0	0	29	1712	0	33	2542	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	48.0	48.0					20.0	92.0		20.0	92.0	
Total Split (%)	30.0%	30.0%					12.5%	57.5%		12.5%	57.5%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.75					0.33	0.45		0.35	0.65	
Control Delay (s/veh)		58.1					82.4	7.9		82.8	11.0	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		58.1					82.4	7.9		82.8	11.0	
Queue Length 50th (ft)		95					30	217		34	456	
Queue Length 95th (ft)		173					66	321		72	644	
Internal Link Dist (ft)		2997			76			1161			603	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		530					138	3805		171	3885	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.32					0.21	0.45		0.19	0.65	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	0	12	0	0	0	29	1695	0	33	2237	279
Future Volume (veh/h)	154	0	12	0	0	0	29	1695	0	33	2237	279
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1826	1826	0	1870	1870	1870
Adj Flow Rate, veh/h	156	0	12				29	1712	0	33	2260	282
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				5	5	0	2	2	2
Cap, veh/h	183	0	14				39	3802	0	43	3448	421
Arrive On Green	0.11	0.00	0.11				0.02	0.76	0.00	0.02	0.75	0.75
Sat Flow, veh/h	1627	0	125				1739	5149	0	1781	4611	563
Grp Volume(v), veh/h	168	0	0				29	1712	0	33	1655	887
Grp Sat Flow(s),veh/h/ln	1752	0	0				1739	1662	0	1781	1702	1769
Q Serve(g_s), s	15.1	0.0	0.0				2.7	19.9	0.0	2.9	38.2	40.5
Cycle Q Clear(g_c), s	15.1	0.0	0.0				2.7	19.9	0.0	2.9	38.2	40.5
Prop In Lane	0.93		0.07				1.00		0.00	1.00		0.32
Lane Grp Cap(c), veh/h	197	0	0				39	3802	0	43	2546	1323
V/C Ratio(X)	0.85	0.00	0.00				0.74	0.45	0.00	0.77	0.65	0.67
Avail Cap(c_a), veh/h	476	0	0				140	3802	0	173	2546	1323
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	0.0	0.0				77.7	6.9	0.0	77.6	9.9	10.2
Incr Delay (d2), s/veh	9.9	0.0	0.0				23.1	0.4	0.0	24.6	1.3	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.0	0.0				2.6	10.0	0.0	2.9	18.2	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.6	0.0	0.0				100.8	7.2	0.0	102.3	11.2	12.9
LnGrp LOS	E						F	A		F	B	B
Approach Vol, veh/h		168						1741			2575	
Approach Delay, s/veh		79.6						8.8			13.0	
Approach LOS		E						A			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.3	129.1		22.5	10.7	126.8
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	84.9		43.5	12.9	84.9
Max Q Clear Time (g_c+I1), s	4.9	21.9		17.1	4.7	42.5
Green Ext Time (p_c), s	0.0	18.4		1.0	0.0	28.7

Intersection Summary		
HCM 7th Control Delay, s/veh		13.8
HCM 7th LOS		B

NCHRP 457 OUTPUT

NCHRP 457, Eastbound Left
Buildout AM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

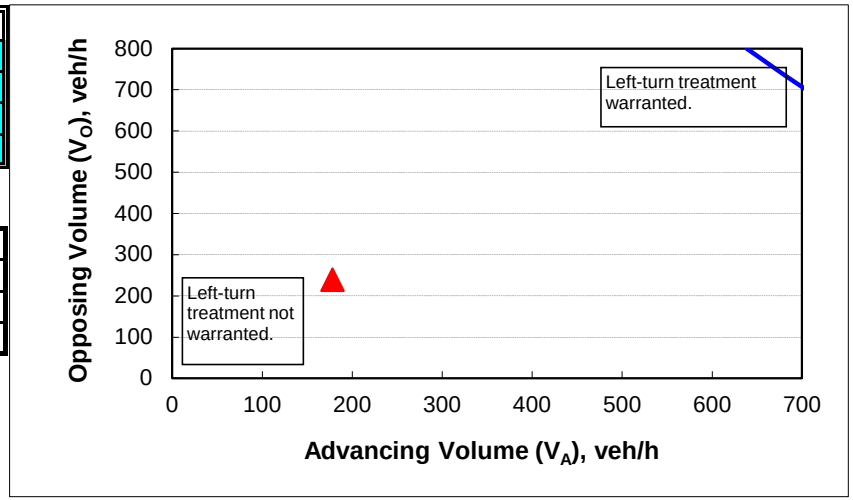
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	178
Opposing volume (V_O), veh/h:	239

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1141
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Eastbound Left
Buildout PM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

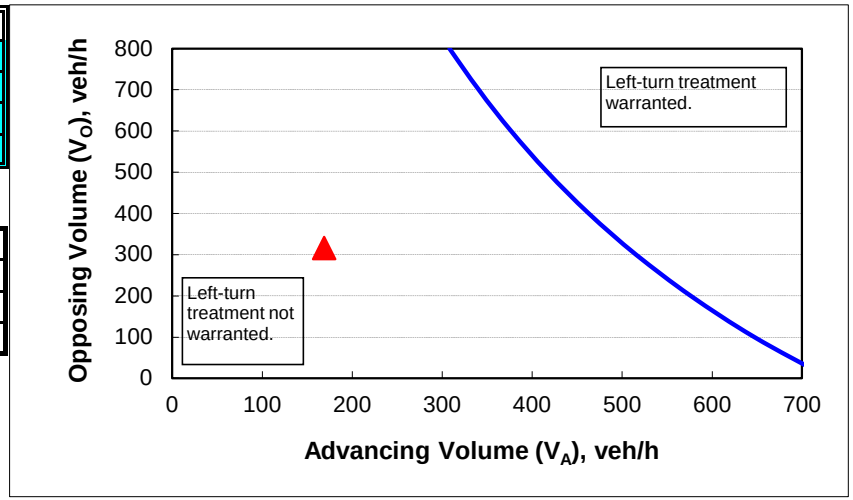
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	169
Opposing volume (V_O), veh/h:	316

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	507
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Northbound Left
Buildout AM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

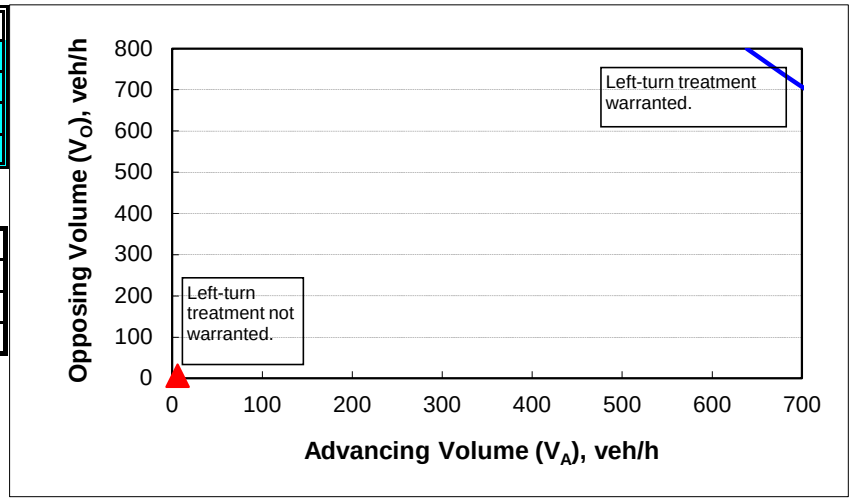
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	6
Opposing volume (V_O), veh/h:	6

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1141
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Northboud Left
Buildout PM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

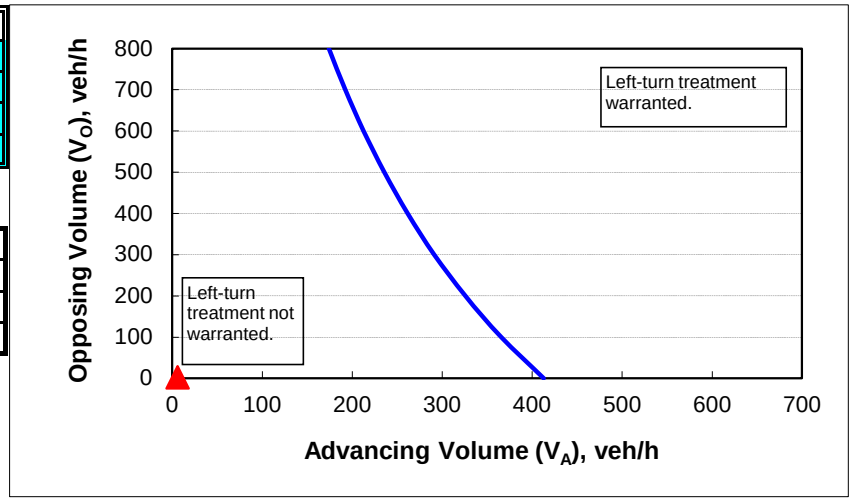
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	6
Opposing volume (V_O), veh/h:	2

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	412
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Westbound Right
Buildout AM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

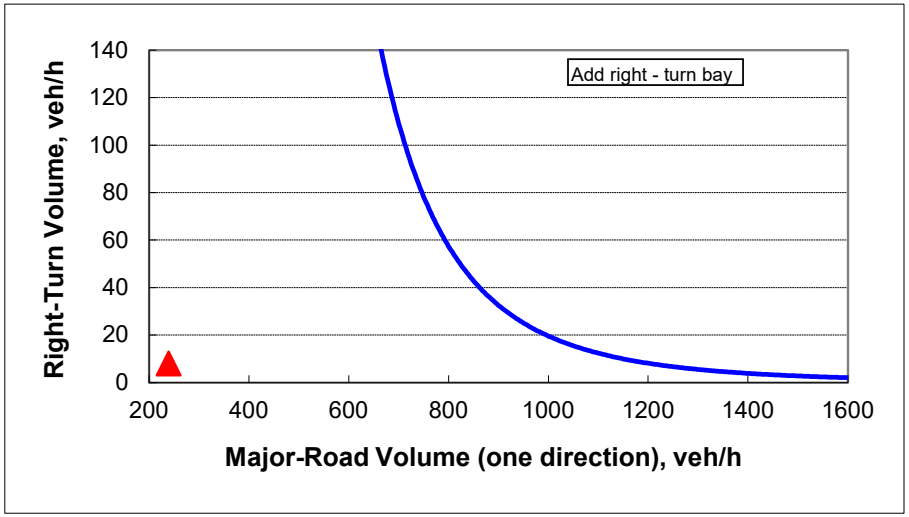
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	239
Right-turn volume, veh/h:	8

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19338
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Westbound Right
Buildout PM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

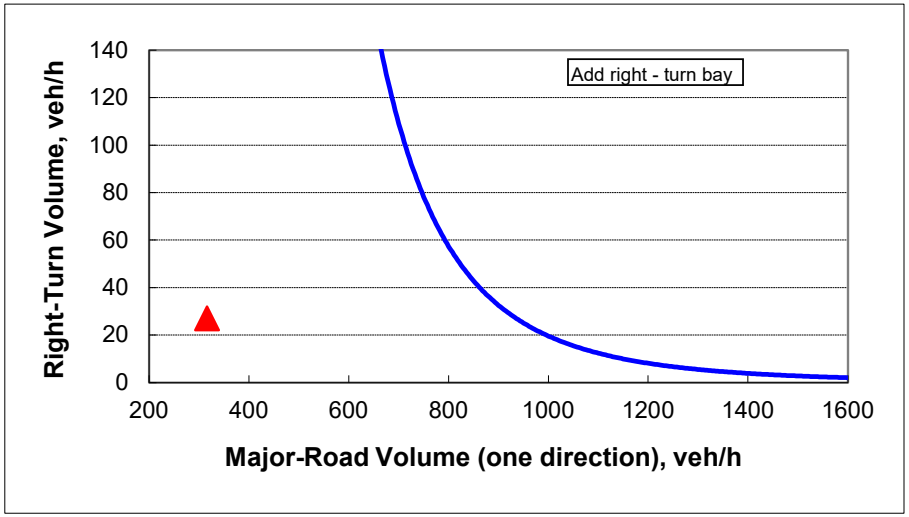
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	316
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	5034
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Southbound Right
Buildout AM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

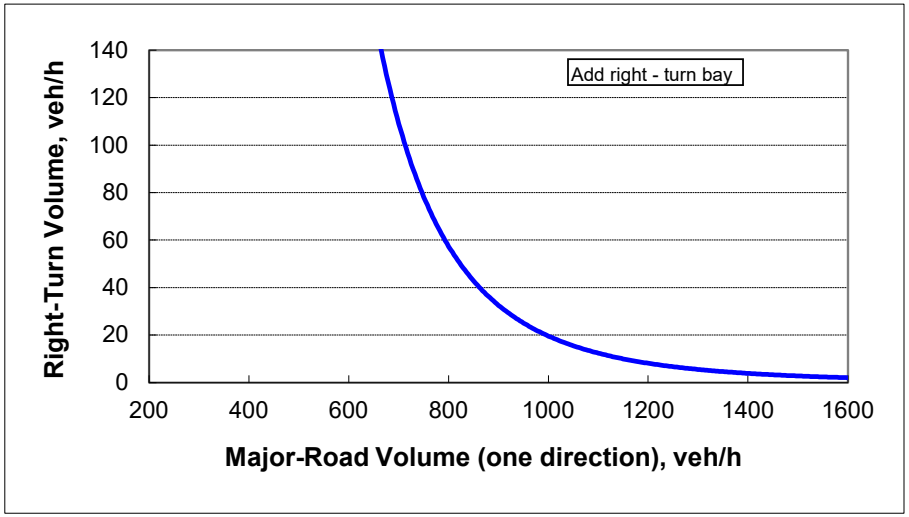
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	6
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19338
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Southbound Right
Buildout PM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

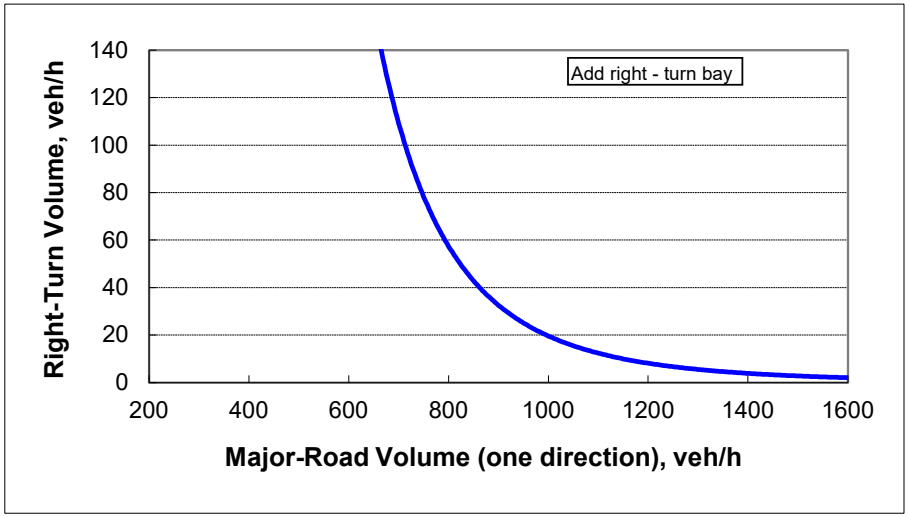
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	2
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	##########
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PREVIOUSLY APPROVED TIA METHODOLOGY

Marion County
Board of County Commissioners
Office of the County Engineer
412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

September 2, 2025

KIMLEY-HORN
JONATHAN CROSBY
1700 SE 17TH ST SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33186 PARCEL #35460-039-00

Dear Jonathan,

The Traffic Methodology dated August 18, 2025 for the above referenced project was approved by Marion County on September 2, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

Kimley»Horn

August 18, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Office of the County Engineer
Marion County Board of County Commissioners
412 SE 25th Ave.
Ocala, FL 34471

Re: ***Capozzoli PUD – Traffic Assessment Methodology***
Kimley-Horn Project Number 142279015

Dear Mr. Zeigler:

Kimley-Horn prepared this methodology to support a PUD rezoning application for parcel number 35460-039-00 (approximately 19.5 acres) in Marion County, Florida. The project is located northwest of SW 72nd Court at SW 80th Street. The site has an existing future land use (FLU) of low density residential (LR) and A-1 zoning. A FLU of medium density residential (MR) and PUD zoning are proposed.

The proposed development includes up to 72 single-family dwelling units (du), which is less than the maximum allowed by the proposed FLU (78 du). Access to the development is proposed via the existing intersection of SW 72nd Court at SW 80th Street and a new roadway connection on SW 80th Street west of SW 72nd Court. Cross-access will also be provided with the adjacent Westwood Trails (fka Villa Verde). A conceptual site plan of the development is included as an attachment.

The development is projected to generate greater than 50 but less than 100 peak hour trips; therefore, a traffic assessment is required. A buildout year of 2030 will be used for the analysis. This methodology is being submitted for concurrence prior to conducting the traffic assessment. This methodology was prepared according to the Marion County TIA Guidelines.

TRIP GENERATION

Trip generation for the development was determined using data found in the ITE Trip Generation Manual, 11th Edition. ITE land use code 210 (LUC, Single-Family Detached Housing) was applied in the trip generation calculations. No internal capture or pass-by reductions were applied. Relevant excerpts from the ITE Trip Generation Manual are included as an attachment.

Table 1 summarizes the trip generation calculations for the site for the maximum development potential of the existing FLU, maximum development potential of the proposed FLU, and proposed development program.

Table 1 – Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Existing Future Land Use (Max)								
Single Family, Detached	19 DU	219	16	4	12	21	13	8
Proposed Future Land Use (Max)								
Single Family, Detached	78 DU	803	59	15	44	79	50	29
Proposed Development								
Single Family, Detached	72 DU	746	55	14	41	73	46	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (11th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*Ln(X) + 2.68 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*Ln(X) + 0.12 (X is Number of Dwelling Units; 26% in, 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*Ln(X) + 0.27 (X is Number of Dwelling Units; 63% in, 37% out)

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PROJECT TRIP DISTRIBUTION

The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure. The distribution of traffic on SW 80th Street is 68% east and 32% west. The CFRPM output is included as an attachment.

Project traffic can enter and exit the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic will be assigned to enter and exit the new driveway on SW 80th Street.

SITE ACCESS

Site access is proposed via two access connections:

- Full access driveway at SW 80th Street
- Full access driveway at SW 72nd Court

The need for ingress turn lanes will be evaluated using FDOT and/or NCHRP criteria.

STUDY AREA

The study area was determined based on the Marion County TIA Guidelines, which states that roadway segments with a 3% or greater project impact to the peak hour directional maximum service volume (MSV) are considered significantly impacted. Significantly impacted roadway segments, plus one segment beyond, and the adjacent segment(s) were included in the study area.

The project impact was calculated as the PM peak hour net new traffic from the development multiplied by the maximum trip distribution on the segment, divided by the peak hour peak direction service volume. The peak hour peak direction service volumes were obtained from the Ocala Marion TPO Congestion Management Process (CMP) and FDOT Quality / Level of Service Handbook (2020 for non-state, 2023 for state roads). The project impact calculations are provided in the attached **Table 2**. Excerpts from the Ocala Marion TPO CMP are also provided in the attachments.

The following roadway segments will be included within the study area and evaluated for PM peak hour operations:

- SW 80th Street – SR 200 to project driveway
- SW 80th Street – project driveway to SW 80th Avenue (project impact < 3%)

The following major intersections will be included in the study area and evaluated during the AM peak hour and PM peak hour:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

For informational purposes the MSV based on the soon to be approved Comprehensive Plan update was provided. In addition, the site access connections to SW 72nd Court and SW 80th Street will be evaluated. The study area is illustrated in the attached **Figure 1**.

PLANNED IMPROVEMENTS

SW 80th Avenue from SW 90th Street to north of SW 38th Street will be widened from a 2-lane undivided roadway to a 4-lane divided roadway by Marion County. The project is currently in design, with construction beginning in late 2025. The planned intersection geometry and signal timings for SW 80th Street at SW 80th Avenue will be utilized for the analysis.

Additionally, SW 80th Street at SR 200 will be analyzed as a signalized intersection for the future year scenarios.

VOLUME DEVELOPMENT

Turning movement counts previously collected on November 19, 2024 will be utilized to evaluate the following proposed study area intersections:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

Turning movement counts will be collected at the intersection of SW 72nd Court and SW 80th Street, which will be utilized to approximate through traffic at the proposed project driveways.

Existing turning movement counts will be adjusted to peak season using FDOT published peak season conversion factors. A growth rate will be applied to generate background traffic volumes, with vested traffic from the Westwood Trails PUD (fka Villa Verde) and Melody Preserve PUD added. Project traffic will be added to background volumes to generate buildout traffic volumes.

An annual growth rate of 3.61% is proposed based on the reported growth rates from the Ocala Marion TPO CMP (2023) and Ocala Marion TPO Traffic Counts Report (2025) for the adjacent segments of SW 80th Avenue. The attached **Table 3** provides the growth rate calculations.

ANALYSIS METHODOLOGY

The study area intersections and project driveways will be evaluated for AM and PM peak hour operations during the existing, background, and buildout years. Additionally, the study area roadway segments will be evaluated for PM peak hour operations for the existing, background, and buildout years.

The Synchro 12 software program and HCM 7th methodologies will be utilized for the intersection evaluations. Improvements needed to accommodate background or buildout traffic, if any, will be detailed in the forthcoming analysis.

Please review the enclosed information and provide feedback and/or approval. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, PE
ALG / ADC

Attachments: Conceptual Site Plan
ITE Trip Generation Excerpts (LUC 210)
CFRPM Model Output
Figure 1 – Site Location, Trip Distribution and Study Area
Table 2 – Study Area Determination
Table 3 – Growth Rate Calculations
Ocala Marion TPO CMP and Traffic Count Excerpts

K:\OCA_Civil\142279015-CAPOZZOLI PUD TIA\doc\meth S1\Lcz250818alg - Capozzoli PUD Traffic Methodology.docx

Kimley»Horn

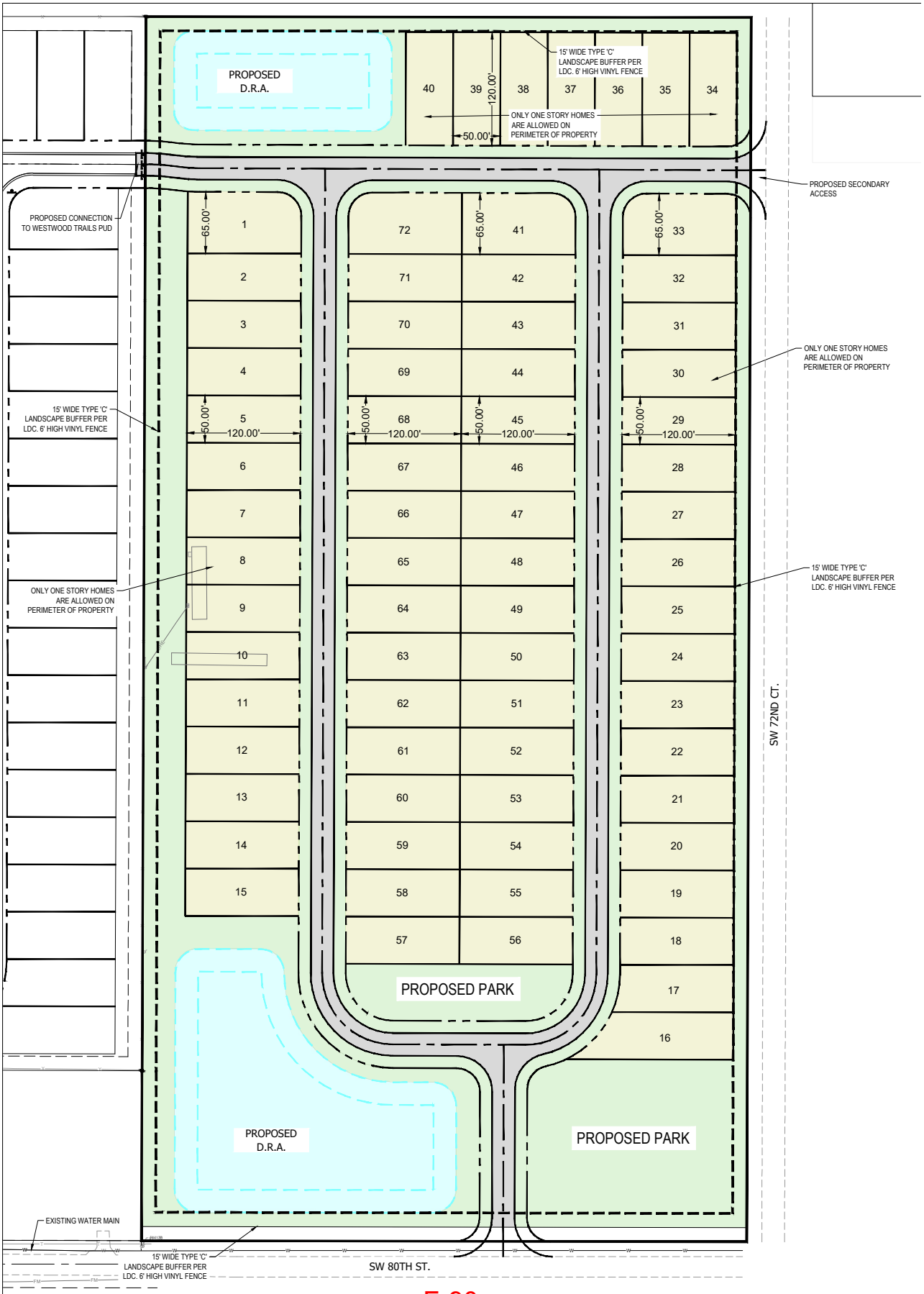
ATTACHMENTS

Kimley»Horn

CONCEPTUAL SITE PLAN

PROPOSED DEVELOPMENT FOR CAPOZZOLI

APPROXIMATE ACREAGE:	19.5 ACRES ±
TOTAL 50' X 120' LOTS:	72 LOTS
LOT DENSITY:	3.69 LOTS PER ACRE



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ITE TRIP GENERATION EXCERPTS (LUC 210)

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

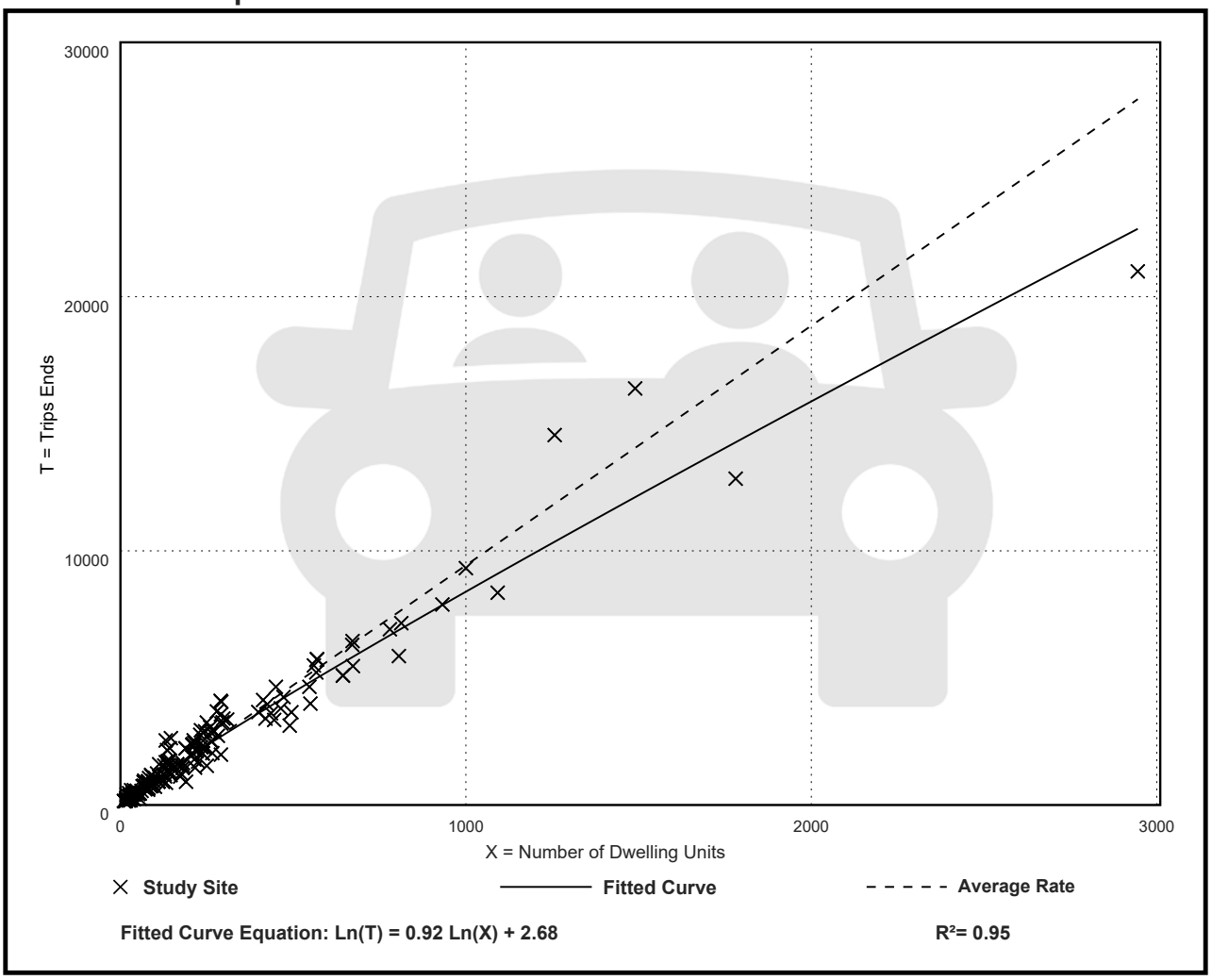
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

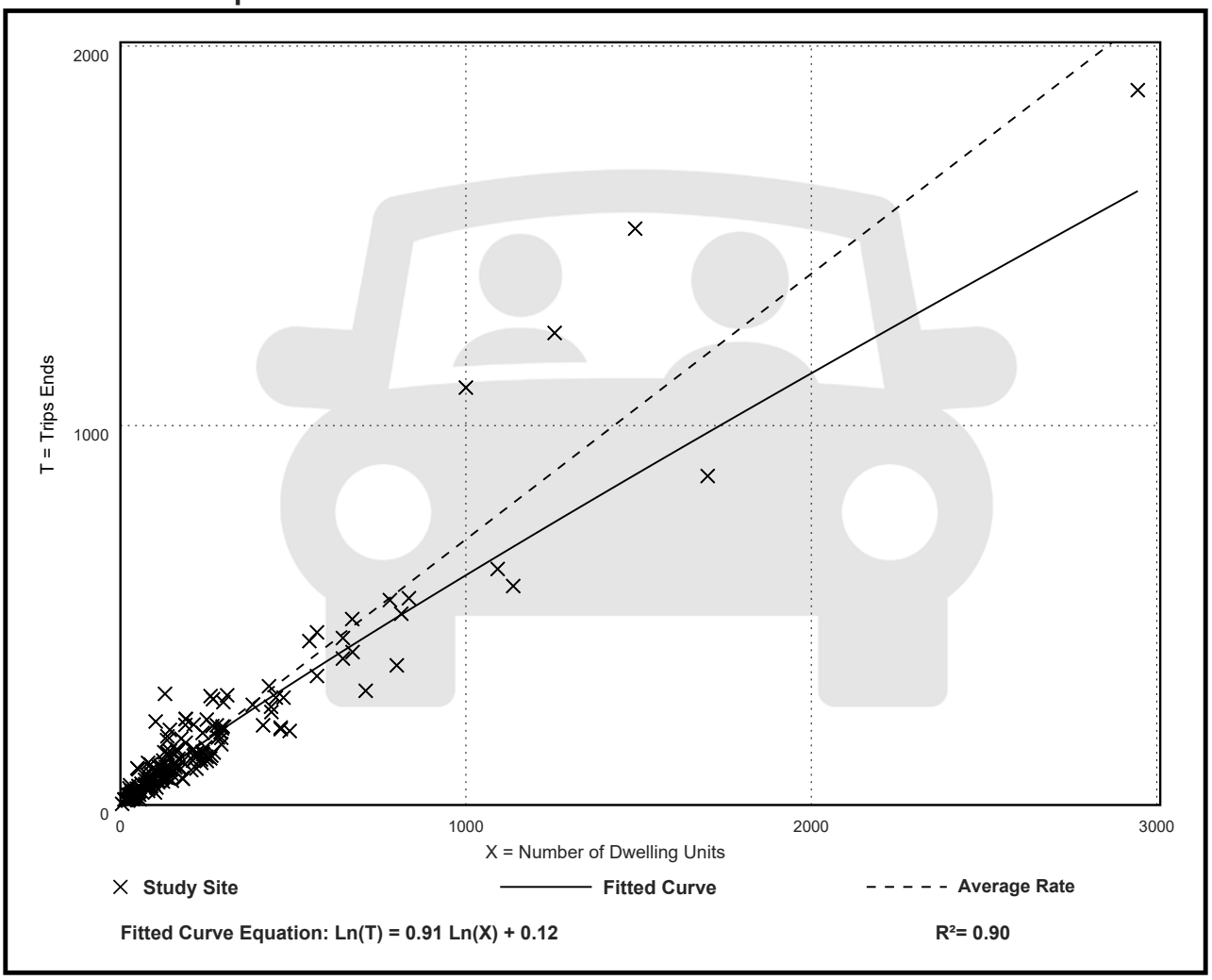
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



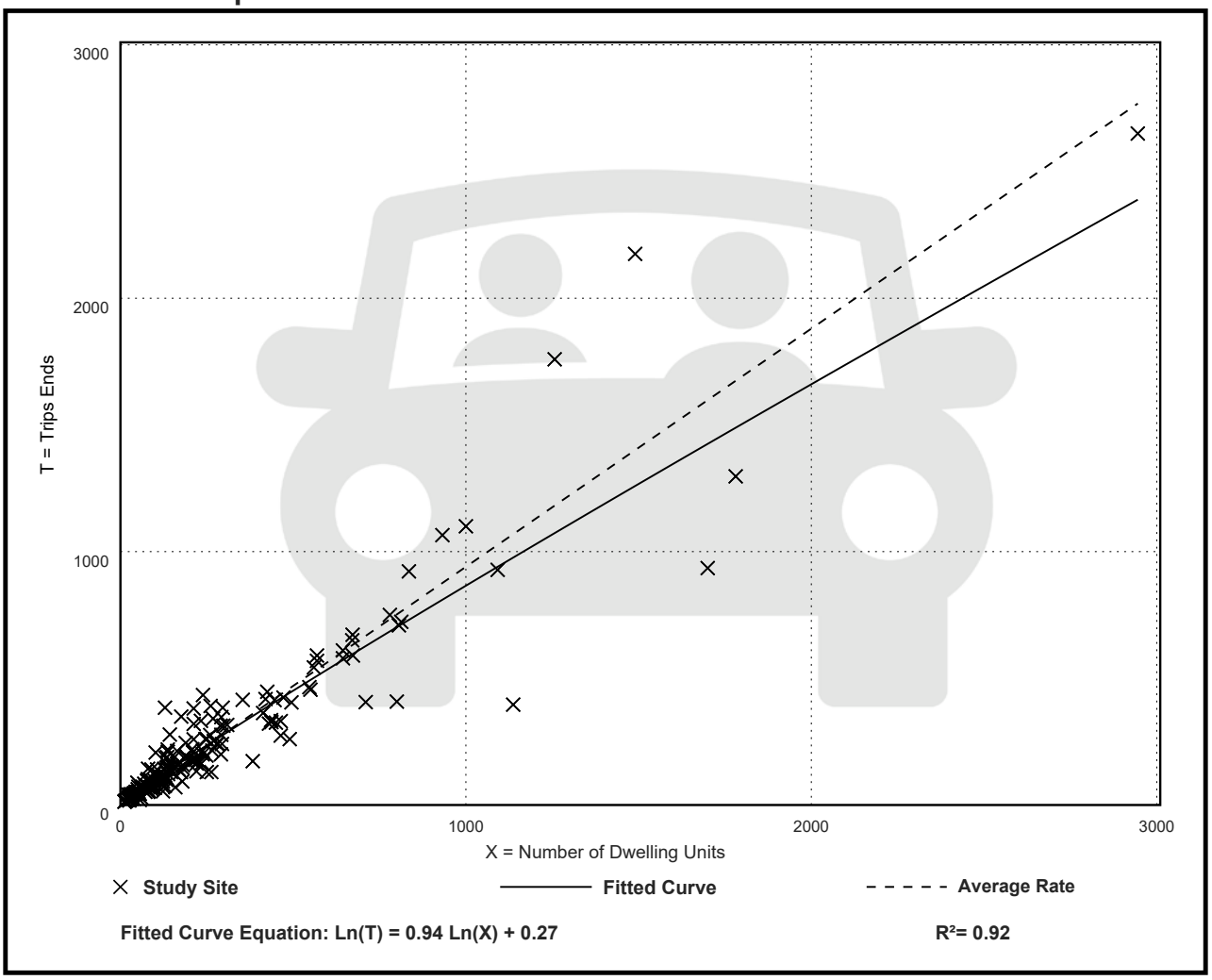
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

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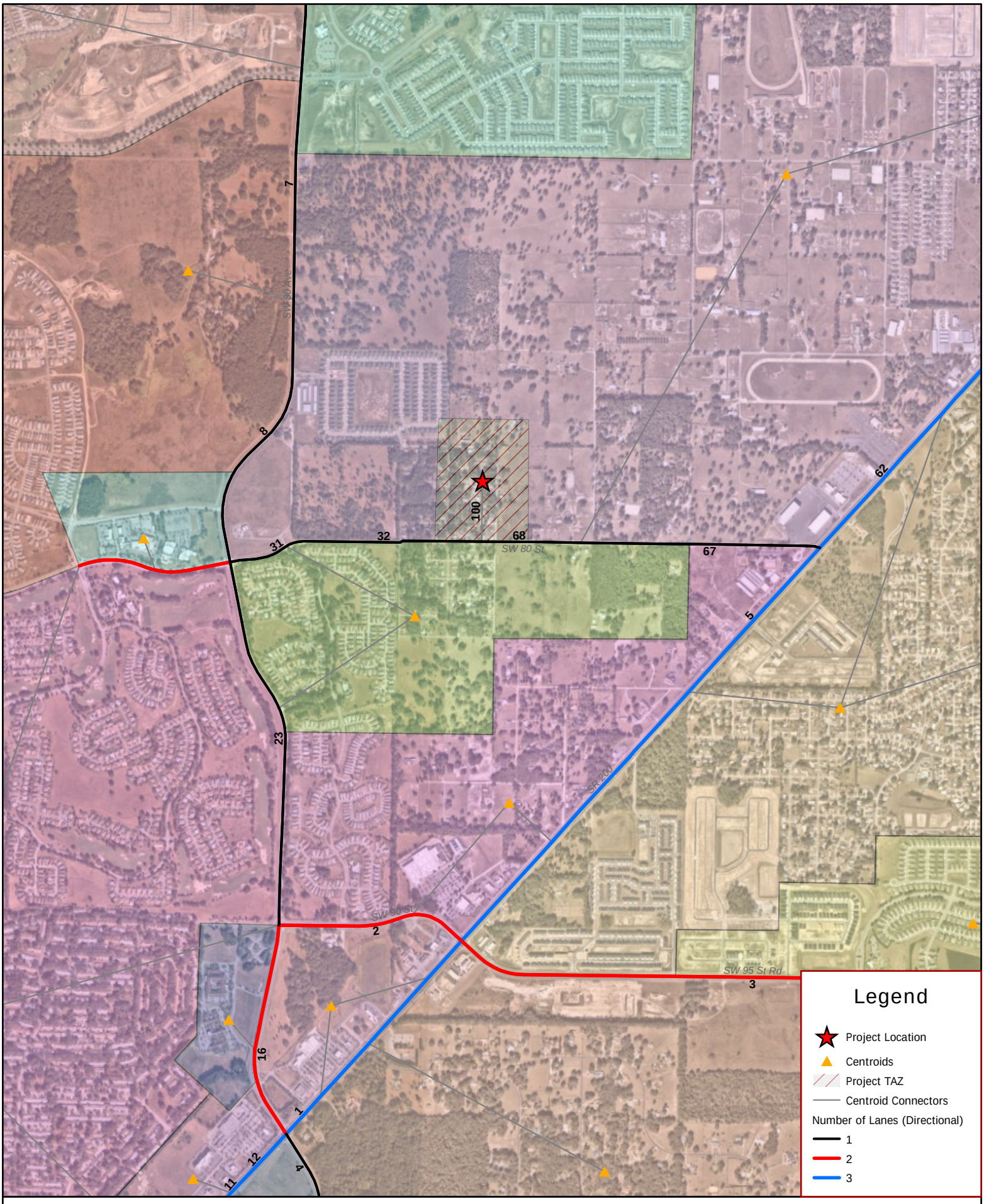
CFRPM MODEL OUTPUT



Trip Distribution - Capozzoli
CFRPMv7 - 2025 - 8/14/2025

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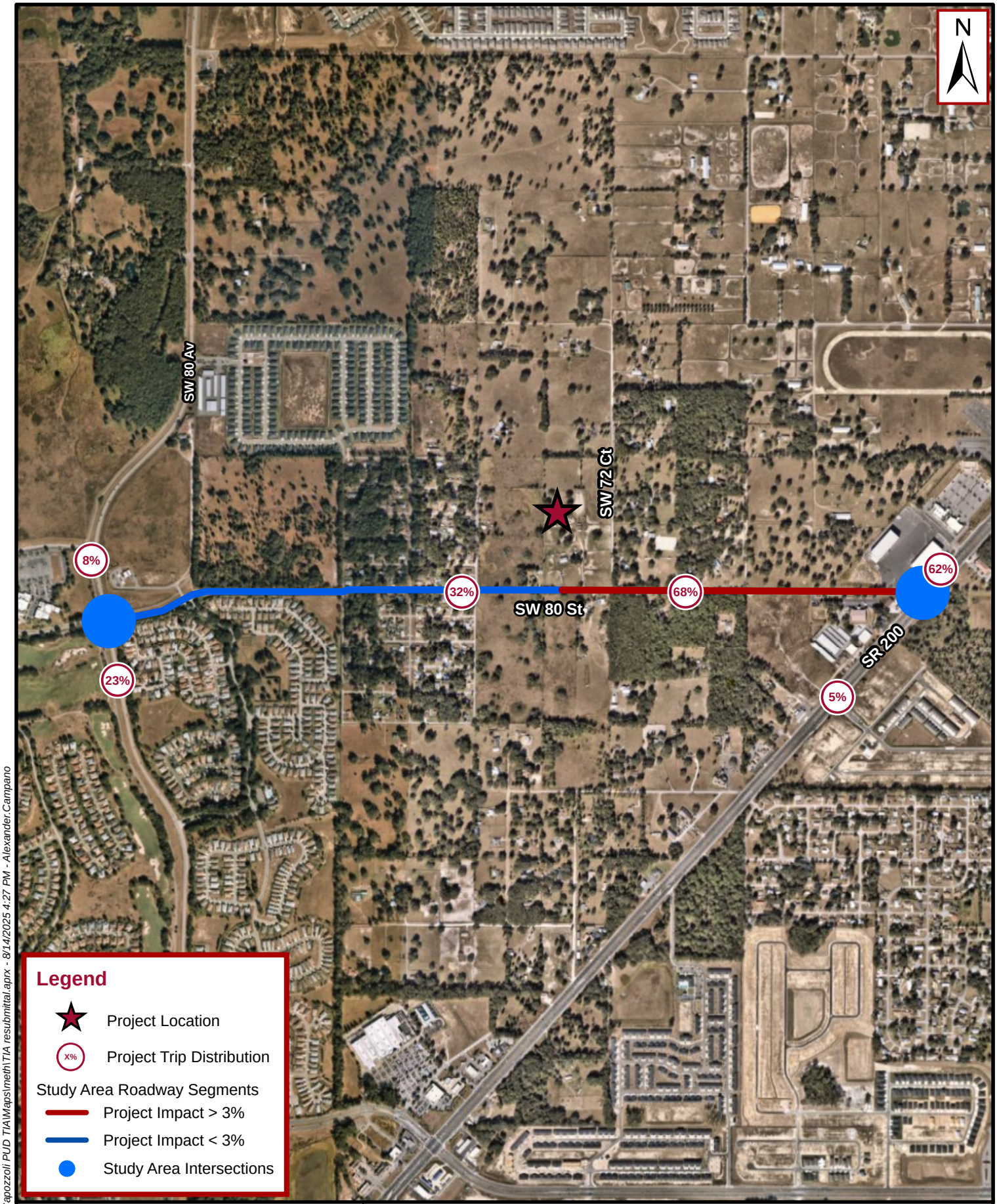
FIGURE 1 – SITE LOCATION, TRIP DISTRIBUTION AND STUDY AREA



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PROJECT LOCATION, STUDY AREA, AND TRIP DISTRIBUTION

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

Not To Scale	Project No. 142279015	August 2025	Figure 1

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TABLE 2 – STUDY AREA DETERMINATION

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Table 2: Study Area Determination

Roadway From	To	ROADWAY ATTRIBUTES [1] TPO CMP Station	FDOT Classification [2]	Area Type	Adopted LOS	2025 Number of Lanes	2028 Number of Lanes	2025 Daily MSV	2028 Daily MSV	2023 Pk. Hr. Dir. MSV	2028 Pk. Hr. Dir. MSV	New LOS	New 2028 Pk. Hr. Dir. MSV	TPO CMP Growth Rate	TPO Counts Growth Rate	EXISTING DAILY TRAFFIC CONDITIONS (2023) AADT [1]	V/MSV	LOS [1]	Percent Project Traffic Assignment [3]	PM PEAK HOUR SIGNIFICANCE CALCULATIONS Project Traffic NB / EB	SB / WB	Project % Impact	Significant Impact? [4]	Include in Study Area? [5]
SW 80 ST																								
SR 200	Proect Driveway	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	68.0%	31	18	5.38%	YES	YES
Proect Driveway	SW 80 Av	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	32.0%	9	15	2.60%	--	YES
SW 80 AV																								
SW 90 ST	SW 38 ST	6260.3	NS-UC-C2	Urban	E	2	4	29,340	30,420	634	1,800	D	1,800	2.94%	1.80%	11,100	0.38	C	23.0%	6	11	0.61%	--	--
SR 200																								
SW 80 AV	SW 60 AV	4770.0	C3C	Urban	D	6	--	56,805	--	2,814	--	D	--	1.42%	-1.50%	44,600	0.79	C	62.0%	29	17	1.03%	--	--

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Notes:
1. The roadway attributes and daily volumes were obtained from the 2023 Ocala Marion TPO CMP Database, 2025 Ocala Marion Traffic Counts Report, and 2020 FDOT Quality/Level of Service Tables.

2. In the 2023 CMP service volumes for state and non-state maintained roads were derived using the 2023 and 2020 FDOT Quality/Level of Service Handbook. For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database, roadway segments were assigned a context classification (state roads) or categorized into non-state maintained (ST, NS), interrupted or uninterrupted flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]).

3. Project traffic assignment was assigned as the max percentage across the segment based on the trip distribution and assignment.
4. Per the Marion County TIA Guidelines roadway segments were considered significantly impacted if the project impact was 3% or greater.
5. All significantly impacted roadway segments (project impact >= 3%), plus one segment beyond and adjacent segments, were included in the study area per the Marion County TIA Guidelines.

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TABLE 3 – GROWTH RATE CALCULATIONS

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Table 3: Study Area Growth Rate Calculations

Roadway Segment	2023 CMP AADT [1]	Growth Rates		
		CMP	TPTO Counts Report	Average
SW 80 Avenue				
SR 200 to SW 90 ST	13,100	2.52%	6.80%	4.66%
SW 90 ST to SW 38 ST	11,100	2.94%	1.80%	2.37%
Weighted Average Growth Rates [2]		2.71%	4.51%	3.61%
Proposed Growth Rate		3.61%		

Notes:
1. The AADT's were derived from CMP.
2. Growth rates were weighted by AADT.

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OCALA MARION TPO CMP AND TRAFFIC COUNT REPORT EXCERPTS

ATTACHMENT F

Ocala Marion TPO CMP Database - August 2023

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	9,500	0.31	C	5.34%	12,300	0.40	C
3360	NW 27 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,200	0.76	C	5.44%	35,500	0.99	D
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,300	0.45	C	1.00%	6,600	0.47	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D	1.00%	5,800	0.52	D
3390	NW 3 ST	NW 40 AV	NW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,500	0.22	C	1.37%	2,700	0.24	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.14	B	1.00%	9,700	0.14	B
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	11,500	0.38	C	8.35%	17,200	0.57	D
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	17,800	0.59	D	4.87%	22,600	0.74	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	2.79%	11,900	0.41	C
3430.3	NW 35 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,400	0.34	C	2.79%	11,900	0.39	C
3440	NW 38 AV	NW 3 ST	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,500	0.22	C	1.00%	2,700	0.24	C
3450	NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.24	C	9.34%	4,300	0.38	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2	ARTERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.59	C	1.74%	10,800	0.65	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.74%	10,800	0.37	C
3480	NW 60 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,100	0.31	C	2.38%	12,400	0.35	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	7,400	0.25	B	1.00%	7,700	0.15	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,600	0.17	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	13,600	0.6	D	1.00%	14,300	0.63	D
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	B	1.00%	8,600	0.13	B
3570.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,800	0.27	B	3.18%	9,200	0.31	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.58	C	1.00%	8,100	0.61	C
3590.1	OAK RD	SE 110 ST	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.2	B	12.82%	10,900	0.37	C
3610	POWELL RD	CR 40	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.32	C	1.00%	3,800	0.34	C
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	O	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.47	D	1.00%	5,500	0.49	D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,500	0.43	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	1.00%	5,300	0.18	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3790	SE 11 AV	SR 464	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,100	0.28	C	1.00%	3,300	0.29	C
3800	SE 11 AV	E FT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,400	0.21	C	1.00%	2,500	0.22	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,700	0.47	B	1.00%	7,000	0.50	B
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,900	1.31	D	4.10%	8,400	1.60	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.32	B	1.00%	10,400	0.34	B
3840.1	SE 110 ST RD	CR 25	OAK RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3850.1	SE 110 ST RD	OAK RD	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3860	CR 464C	CR 25	SE 114TH ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,700	0.16	B
3880	SE 147 PL	US 301	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	6.96%	8,400	0.66	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.24	B	7.78%	10,000	0.34	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	1.00%	6,800	0.23	B
3910	SR 464	SE 3 AV	SE 11 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.79	C	1.00%	31,800	0.83	C
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.79	C	1.00%	32,400	0.83	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.8	C	1.00%	32,400	0.84	D
3960	SE 17 ST	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4040	SE 19 AV	SE 38 ST	SE 31 ST	2	LOCAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.75	D	1.00%	8,800	0.78	D
4050	SE 19 AV	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,400	0.6	D	1.00%	8,800	0.63	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.21	C	5.02%	3,100	0.28	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,300	0.92	D	1.71%	11,200	1.00	E
4080	SE 24 ST	SE 36 AV	SE 28 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.93	D	3.51%	12,400	1.10	F
4110	SE 25 AV	SR 464	E FORT KING	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.00%	19,200	0.63	D
4130	NE 25 AV	E FORT KING	SR 40	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.44	D	1.00%	14,200	0.47	D
4140	SE 28 ST	SE 24 ST	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	US 441	SR 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,700	0.24	C	1.00%	2,900	0.26	C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,500	0.31	C	1.00%	3,700	0.33	C
4170	SE 3 AV	S MAGNOLIA AV	SE 8 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4200.1	SE 31 ST	SW 7 AV	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4200.2	SE 31 ST	CR 475	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4210	SE 31 ST	US 441	CR 464A	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C	1.00%	19,000	0.53	C
4220	SE 31 ST	CR 464A	SE 19 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C	1.00%	19,000	0.53	C
4230.1	SE 31 ST	SE 19 AV	SE 36 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,000	0.36	C	1.00%	13,700	0.38	C
4240	SE 31 ST	SE 36 AV	SR 464	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.21	C	1.00%	8,300	0.22	C
4250	CR 467	CR 42	CR 475A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	B	5.22%	6,600	0.22	B
4270	CR 467	CR 475A	CR 484	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.41	C	5.22%	6,600	0.52	C
4280	CR 467	CR 484	SE 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	5.80%	8,000	0.63	C
4290	SE 36 AV	SE 38 ST	SE 31 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57	D
4300	SE 36 AV	SE 31 ST	SR 464	4	COLLECTOR	INTERRUPTED	2	31,941	1,607	4	31,941	1,607	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.22	C	1.00%	7,300	0.23	C
4310	SE 36 AV	SR 464	SE 24 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,700	0.52	C	2.61%	21,200	0.59	C
4320	SE 36 AV	SE 24 ST	SE 17 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,600	0.44	C	1.00%	16,300	0.46	C
4330	SE 36 AV	SE 17 ST	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	17,400	0.49	C	1.00%	18,300	0.51	C
4340.2	NE 36 AV	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4350	NE 36 AV	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4360	NE 36 AV	SR 40	NE 14 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,200	0.42	C	1.00%	15,900	0.44	C
4370	SE 38 ST	CR 464A	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.5	D	3.29%	6,600	0.59	D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2	COLLECTOR	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	5,500	0.34	B	1.00%	5,700	0.35	B
4400	SE 41 CT	SE 80 ST	SE 52 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.41	C	1.00%	5,400	0.42	C
4420	SE 44 AV	SE 52 ST	SE 38 ST	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	1.62	D	2.88%	9,800	1.86	D
4425	SE 44 AV RD	SE 44 AV	SR 464	2	COLLECTOR	INTERRUPTED	2	11,794	605	2	11,794	605	Urban	U	COUNTY	Other CMP Network Roadway	E	8,600	0.73	D	3.76%	10,400	0.88	D
4450	SE 52 ST	CR 475	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.27	C	1.00%	3,600	0.28	C
4460	SE 52 ST	US 441	SE 44 AV RD	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57	D
4470	SE 8 ST	S MAGNOLIA AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4510.1	SE 80 ST	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,600	0.65	C	3.46%	7,800	0.76	C
4510.2	SE 80 ST	SE 25 AV	US 441 (E)	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,800	0.67	C	5.49%	8,800	0.86	C
4530	SE 80 ST	US 441 (E)	SE 41 CT	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.61	C	6.17%	8,300	0.81	C
4550	SE 92 PL RD	US 441	SR 35	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,900	0.86	C	5.00%	13,900	1.09	F
4570	CR 314A	SE 183 AV RD	CR 464C	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,300	0.28	B	6.21%	7,200	0.38	B
4590.2	SE 95 ST	URBAN AREA BOUNDARY	CR 467	2	COLLECTOR	INTERRUPTED	2	11,232	1,341	2	11,232	1,341	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.28	B	5.51%	9,400	0.37	C
4590.3	SE 95 ST	CR 475	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	7,200	0.38	B	5.51%	9,400	0.49	C
4600	SE 95 ST	CR 467	US 441 (N)	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	5.51%	9,400	0.32	B
4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	1.00%	7,500	0.26	B
4630	SE SUNSET HARBOR RD	SE 150 LN	SE 105 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4640	SE SUNSET HARBOR RD	SE 105 AV	CR 25	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.46	C	6.96%	7,300	0.65	D
4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,600	0.41	C	1.39%	4,900	0.44	C
4660	SE WATULA AVE	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.3	C	1.39%	3,700	0.33	C
4670.1	SR 19	COUNTY LINE (S)	SR 40	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	Other CMP Network Roadway	C	2,400	0.29	B	7.96%	3,500	0.43	B
4670.2	SR 19	SR 40	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	Other CMP Network Roadway	C	2,400	0.29	B	7.96%	3,500	0.43	B
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	15,800	1.93	E	1.00%	16,600	2.02	E
4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4	ARTERIAL	INTERRUPTED		33,847	1,676	4	33,847	1,676	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,800	0.47	C	1.00%	16,600	0.49	C
4700	SR 200	CR 484	SE 95 TH CIR	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,600	0.49	C	4.27%	34,100	0.60	C
4710	SR 200	SE 95 TH CIR	SW 80 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,300	0.55	C	1.00%	32,900	0.58	C
4770	SR 200	SW 80 AV	SW 60 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,600	0.79	C	1.42%	47,900	0.84	C
4800	SR 200	SW 60 AV	SW 48TH AVE	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	42,400	0.75	C	1.00%	44,600	0.79	C
4810.2	SR 200	SW 48TH AVE	SW 44 CT	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,200	0.73	C	1.00%	43,300	0.76	C
4820.1	SR 200	SW 44 CT	I-75	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,400	0.76	C	1.00%	45,600	0.80	C

ATTACHMENT F

Ocala Marion TPO CMP Database - August 2023

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,400	0.54	C	2.25%	21,700	0.61	C
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	7.33%	7,200	0.56	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	13,100	0.43	D	2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED		29,340	634	4	30,420	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.87	C	2.94%	12,900	0.36	C
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.67%	9,700	0.33	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.28	C	21.29%	26,700	0.75	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	1.00%	11,900	0.41	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	21,000	0.73	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	C	1.00%	24,900	0.65	C
6510	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,300	0.68	C	1.00%	27,600	0.72	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,700	1.26	E	1.00%	18,600	1.33	E
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED		32,970	987	4	32,970	987	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	B	1.00%	10,500	0.23	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED		32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED		36,100	1,790	4	36,100	1,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.6	C	1.00%	22,800	0.63	C
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,200	0.64	C	1.00%	25,500	0.67	C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C	1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	C	1.46%	23,500	0.58	C
6650	US 41	SW 110 ST	SW 99 PL	2	ARTERIAL	INTERRUPTED		17,360	856	4	40,352	1,358	Urban	U	STATE	NHS - Non-Interstate Roadway	D	21,800	1.26	F	1.46%	23,500	0.86	D
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED		17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED		17,920	888	4	27,975	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.84	D	1.24%	12,600	0.90	D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,400	0.66	C	1.00%	5,600	0.68	C
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.95	D	1.00%	40,300	1.00	D
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.87	D	1.00%	35,000	0.91	D
6750.2	US 441	CR 25A	US 301	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.48	C	1.00%	19,200	0.50	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	ARTERIAL	UNINTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,200	0.47	C	1.00%	19,100	0.50	C
6770	US 441	US 301	CR 484	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6780	US 441	CR 484	SE 110 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6790	US 441	SE 110 ST	SE 92 PL RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.13%	29,400	0.77	C
6880	US 441	SE 73 ST	SE 52 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6890	US 441	SE 52 ST	SE 40 CIR	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,800	0.85	D	1.00%	34,500	0.90	D
6900.1	US 441	SE 40 CIR	CR 475	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	3.50%	35,000	0.91	D
6920	US 441	CR 475	SR 464	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,800	0.52	C	2.51%	34,800	0.58	C
6930	US 441	SR 464	SW 10 ST	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,500	0.54	C	1.64%	35,300	0.59	C
6940	US 441	SW 10 ST	SR 40	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,500	0.68	C	2.45%	45,700	0.77	C
6960	US 441	SR 40	NW 2 ST	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.49	C	1.82%	32,300	0.54	C
6970.1	US 441	NW 2 ST	NW 6TH ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	1.82%	32,300	0.84	D
6970.2	US 441	NW 6TH ST	US 27	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	1.82%	32,300	0.84	D
6980	US 441	US 27	NW 20 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C	1.00%	27,100	0.71	C
6990	US 441	NW 20 ST	NW 35 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C	1.00%	27,100	0.71	C
7010	US 441	NW 35 ST	NW 57 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
7020	US 441	NW 57 ST	SR 326	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,700	0.43	C	1.00%	17,500	0.46	C
7030	US 441	SR 326	NW 77 ST	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,600	0.49	B	2.55%	25,600	0.56	B
7040.1	US 441	NW 77 ST	NW 117 ST	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	33,900	0.74	C	1.98%	37,300	0.81	C
7040.2	US 441	NW 117 ST	CR 329	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	28,700	0.63	B	0.72%	29,800	0.65	B
7050.1	US 441	CR 329	US 301	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	29,900	0.65	B	5.03%	38,300	0.84	C
7050.2	US 441	US 301	CR 25A (N)	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7060	US 441	CR 25A (N)	CR 318	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7070.1	US 441	CR 318	AVENUE I	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7070.2	US 441	AVENUE I	CR 320	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,500	0.52	C	1.00%	8,900	0.54	C
7080.1	US 441	CR 320	AVENUE B	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,500	0.34	C	1.00%	5,700	0.35	C
7080.2	US 441	AVENUE B	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	5,500	0.12	B	1.00%	5,700	0.12	B
7090	W ANTHONY RD	US 441	NW 35 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,300	0.1	C	1.00%	1,400	0.11	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.46	C	1.85%	6,400	0.50	C
7110	W ANTHONY RD	SR 326	NE 95 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,800	0.3	B	1.00%	6,100	0.32	B
7150	CR 40	CEDAR ST	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
7160	BASELINE RD EXT	US 441	SR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.43	C	1.00%	5,100	0.45	C
7165	SE 132 ST RD	CR 484	US 301	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,200	0.4	C	3.93%	17,300	0.48	C
7170	SE 132 ST RD	US 301	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,100	0.42	C	7.33%	21,600	0.60	C
7732.1	EMERALD RD EXT	BELLEVIEW BYPASS	EMERALD RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
7732.2	EMERALD RD	EMERALD RD EXT	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
7737.1	NW 49 ST	NW 44 AV	NW 35 AV	0						0	0		Urban	D	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
7742	SW 32 AV/SW 34 ST	SR 200	SW 27 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	23,700	0.35	B	10.00%	38,100	0.56	C
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000	NW 35 ST	NW 35 AVE	NW 27 AVE	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	10,700	0.16	B	1.00%	11,300	0.17	B
8005	NW 35 AV	NW 21 ST	NW 35 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.14	B	1.00%	10,300	0.15	B
8010	SW 49 AV	SW 85 ST	SW 66 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015	SW 49 AV	SW 66 ST	SW 40 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8020	SW 40 AV	SW 49 AV	SW 42 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8030	SW 95 ST	I-75 SB	I-75 NB	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8035	MARION OAKS MANOR EXT	SW 18 AV RD	I-75	0						0	0		Rural	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8040	MARION OAKS MANOR EXT	I-75	CR 475	0						0	0		Rural	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8060	NW 49 ST	CR 225A	NW 60 AV	0						2	0		Urban	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8065	NW 49 ST	NW 60 AV	NW 44 AV	0						2	0		Urban	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8080	CHESNUT RD	JUNIPER RD	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,100	0.28	C	1.00%	3,300	0.29	C
8090	SE 64 AVE RD	CR 464	PINE RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8100	PINE RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8110	SILVER RD	MIDWAY RD	OAK RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 40 (cont.)								
ML King to SW 27th Avenue	FDOT	4	23,000	23,000	23,000	21,500	22,500	0.5%
SW 27th to SW 33rd	FDOT	4	33,000	32,500	32,500	30,000	31,000	-1.5%
E of CR 314A	FDOT	4	8,100	8,300	8,300	8,000	8,200	0.3%
NE 25th Avenue to NE 36th	FDOT	4	24,500	25,000	28,500	29,500	30,500	5.7%
E of CR 314	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
NE of US 41	FDOT	4	8,200	8,400	8,400	8,600	8,900	2.1%
W of I-75	FDOT	4	30,000	31,000	31,000	28,500	29,500	-0.3%
W of CR 225A	FDOT	4	18,700	19,100	19,100	20,200	21,000	3.0%
NE 11th Avenue to NE 25th	FDOT	4	27,000	28,000	28,000	27,500	28,500	1.4%
0.9 mi E of SR 35	FDOT	4	12,800	13,000	13,000	14,600	15,200	4.5%
W of US 441	FDOT	4	19,200	19,800	20,500	21,400	22,000	3.5%
E of US 441	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%
E of CR 328	FDOT	4	16,200	16,600	17,200	17,900	18,500	3.4%
W of SW 60th Avenue	FDOT	3	23,600	21,500	22,500	23,500	24,500	1.1%
E of SR 326	FDOT	4	17,200	17,600	17,500	18,100	18,700	2.1%
SR 200								
SW MLK to US 441	FDOT	4	26,000	25,500	25,000	27,000	28,000	2.0%
SW 17th Street to SW ML King	FDOT	4	22,000	22,000	22,000	27,000	28,000	6.6%
SW 27th Avenue to SW 17th	FDOT	4	37,500	38,500	33,000	34,500	35,500	-1.0%
SW 26th Street to SW 27th	FDOT	4	36,500	37,500	37,500	36,000	37,000	0.4%
S of CR 484	FDOT	4	15,200	15,600	15,600	17,500	18,100	4.6%
NE of CR 484	FDOT	4	21,000	21,000	26,500	27,500	28,500	8.4%
1 mi NE of CR 484	FDOT	4	30,000	31,000	31,000	26,000	27,000	-2.2%
0.5 mi E of I-75	FDOT	4	42,500	43,500	43,000	45,000	47,000	2.6%
SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,000	39,600	40,800	38,000	44,000	2.1%
W of 60th Avenue	FDOT	4	41,000	42,000	44,000	37,000	38,000	-1.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21324 **Agenda Date:** 11/24/2025 **Agenda No.:** 2.7.

SUBJECT:
251209ZP - Linda Capozzoli, Zoning Change from General Agriculture (A-1) to Planned Unit Development (PUD) Zone, For A Maximum of 72 Detached Single-Family Residential Dwelling Units, 19.75 Acre Parcel, Parcel Account Number 35460-039-00, Site Addresses 7317 and 7325 SW 80th Street, Ocala, FL 34476

DESCRIPTION/BACKGROUND:
Mastroserio Engineering, Inc., on behalf of the property owner, Linda Capozzoli, has filed a rezoning application to change the subject property's zoning classification from General Agriculture (A-1) to Planned Unit Development (PUD). The subject property is located approximately 0.6 miles west from the intersection of SR 200 and SW 80th St. This request is made pursuant to the provisions of Land Development Code (LDC) Division 2.7 - Zoning Chance and Section 4.2.31 - Planned Unit Development. The subject property is situated inside the Urban Growth Boundary and is located within the County's Secondary Springs Protection Overlay Zone.

Marion County
Board of County Commissioners
Growth Services
2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601

PLANNING & ZONING SECTION
STAFF REPORT

Hearing Dates	**P&ZC Date: 11/24/2025**	**BCC Date: 12/16/25**
Case Number	251209ZP	
CDP-AR	33384	
Type of Case	**Rezoning:** from General Agriculture (A-1) to Planned Unit Development (PUD)	
Owner	Linda Capozzoli	
Applicant/Agent(s)	Mastroserio Engineering, Inc.	
Street Address / Site Location	7317 SW 80TH ST	
Parcel Number	35460-039-00	
Property Size	±19.75 acres	
Future Land Use	Low Residential (LR)	
Zoning Classification	General Agriculture (A-1)	
Overlay Zone/Scenic Area	Urban Growth Boundary (UGB), Secondary Springs Protection Overlay Zone (SSPOZ)	
Staff Recommendation	**APPROVAL WITH CONDITIONS**	
P&ZC Recommendation	**TBD**	
Project Planner	Erik Kramer, Planner	
Historic/Related Case(s)	Concurrent 25-S15 – Small-scale comprehensive plan map amendment from Low Residential (LR) to Medium Residential (MR)	

I. ITEM SUMMARY

Mastroserio Engineering, LLC, on behalf of the property owner, Linda Capozzoli, applied to rezone a 19.62-acre site located approximately 0.6 miles west of the intersection of SR 200 and SW 80th Street (Attachment A). The request proposes changing the zoning from General Agriculture (A-1) to Planned Unit Development (PUD) in accordance with Land Development Code (LDC) Division 2.7 and Section 4.2.31. The proposed PUD includes 72 detached single-family dwellings within the Urban Growth Boundary (UGB) and the Secondary Springs Protection Overlay Zone (S-SPOZ). Although the proposed density exceeds the 19 dwelling units permitted under the site's Low Residential (LR) designation, a concurrent small-scale land use amendment from LR to Medium Residential (MR) is under consideration. If the amendment is approved, this PUD would permit development up to 92% of the maximum density allowed under the MR designation.

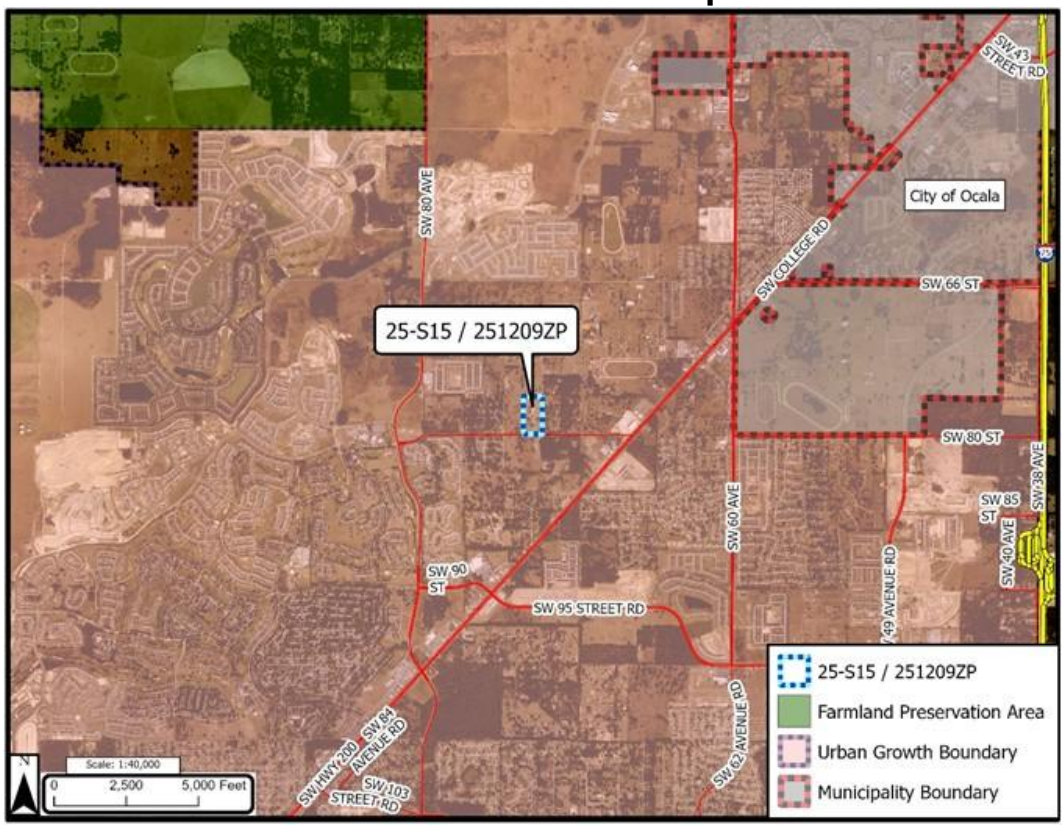
II. STAFF SUMMARY RECOMMENDATION

Based on analyses provided in this report, staff find the PUD rezoning request consistent with LDC Section 2.7.3.E.2, which requires the Planning & Zoning Commission (P&Z) to make written finding that granting the proposed rezoning:

1. Will not adversely affect the public interest,
2. Is consistent with the Marion County Comprehensive Plan; and
3. Is compatible with land uses in the surrounding area.

As such, staff recommend **approving with development conditions** for case no. 251209ZP.

Figure 1
General Location Map



III. NOTICE OF PUBLIC HEARING

Notice of public hearing was provided pursuant to LDC Sec. 3.5.3 as listed in Table 1. As of the date of the initial distribution of this Staff Report, no written letters of opposition or support have been received. Evidence of the public hearing notices are on file with the Growth Services Department and are incorporated herein by reference.

Table 1. Public Notice Summary

Method	Format	Date	LDC Section(s)
Newspaper Legal Notice	Display Ad	Ad Run: 11/10/2025	2.7.3.E.
Posted Sign	Sign for a Land Use Amendment	2 Signs Posted: 11/12/2025	2.7.3.B. & D.
300-foot Mail Notice	Letter to Surrounding Property Owners	13 Letters Mailed: 11/7/2025	2.7.3.C.

IV. REZONING ANALYSIS

LDC Section 2.7.3.E.(2) provides that in making a recommendation to the Board, the Planning and Zoning Commission shall make a written finding that the rezoning:

1. Will not adversely affect the public interest,
2. Is consistent with the Marion County Comprehensive Plan; and
3. Is compatible with land uses in the surrounding area.

Staff's analysis of compliance with these three criteria is addressed below.

A. *Compatibility with surrounding uses*. Compatibility is defined as a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time, such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Site and Surrounding Characteristics

Figures 2 and 3 show aerial photographs of the existing site conditions and the surrounding area. Figure 4 illustrates the site and nearby properties' future land use designations as depicted in Map 1 of the Comprehensive Plan Future Land Use Map Series (FLUMS). Figure 5 depicts the MR designation proposed by the concurrent small-scale land use amendment (25-S15). Figure 6 shows the currently adopted zoning classifications for the site and surrounding area, while Figure 7 presents the site's proposed PUD zoning classification. Figure 8 shows the existing uses of the subject and surrounding properties, as classified by the Marion County Property Appraiser. Table A summarizes the future land use, zoning, and existing uses for the subject site and directly adjacent properties.

Figure 2
Existing Site

Figure 3
Existing Site and Surrounding Area

Figure 4
Existing FLUMS Designation

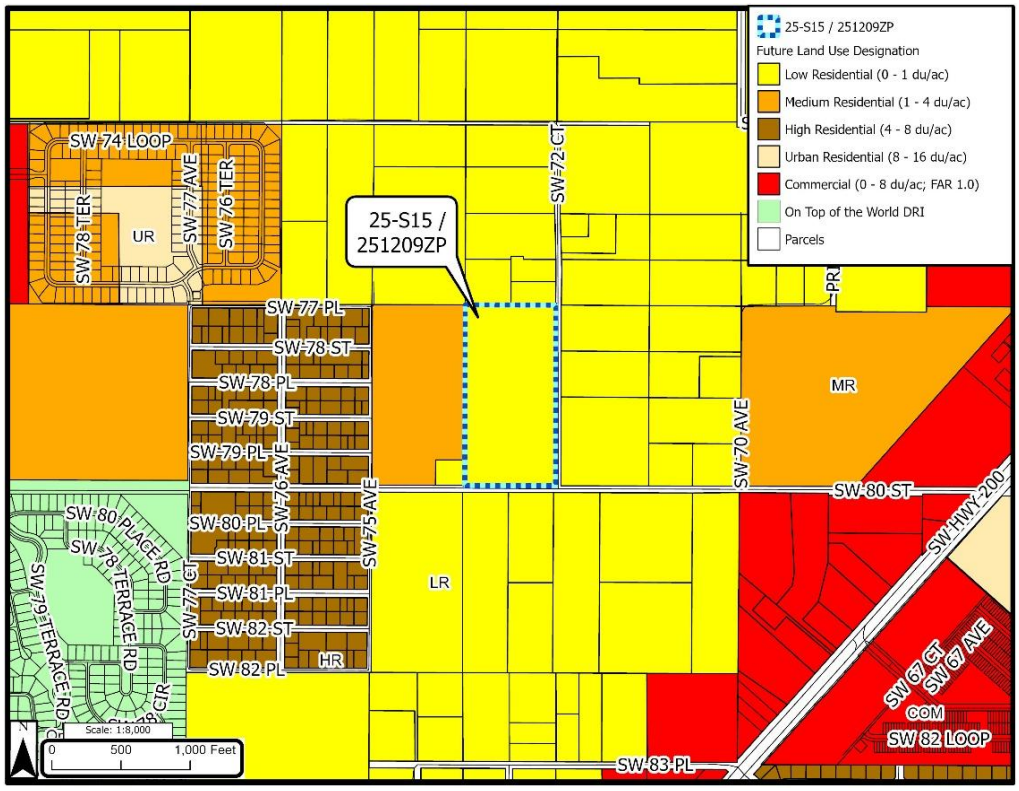


Figure 5
Proposed FLUMS Designation

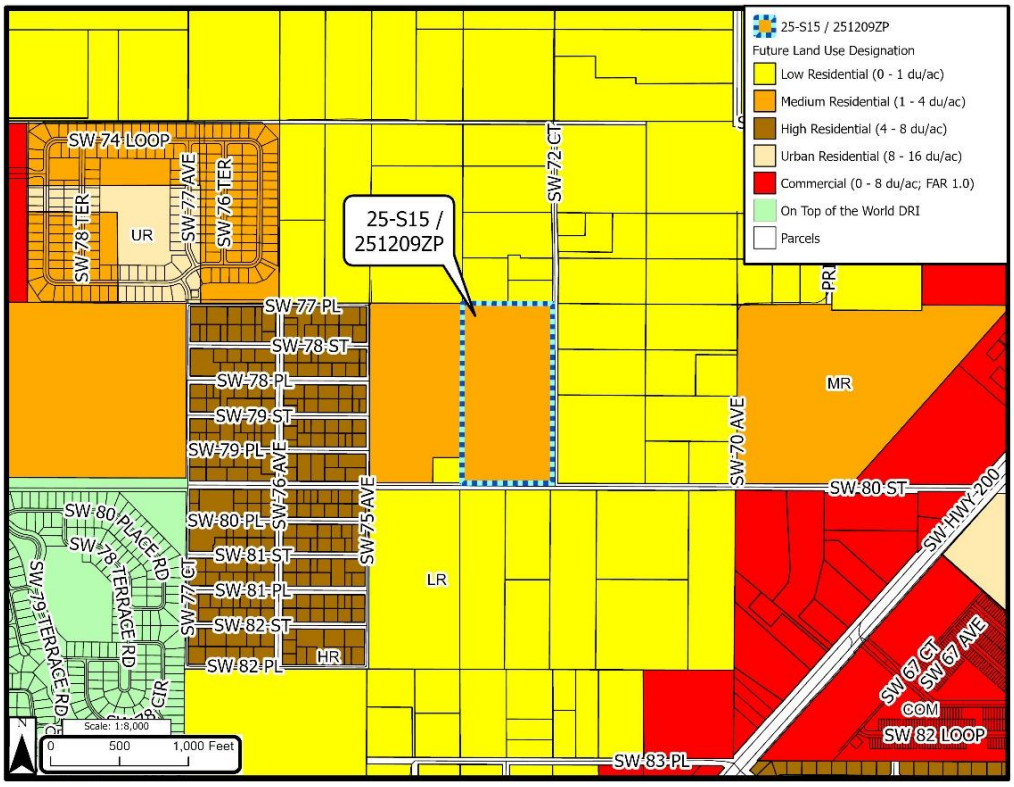


Figure 6
Existing Zoning Classification

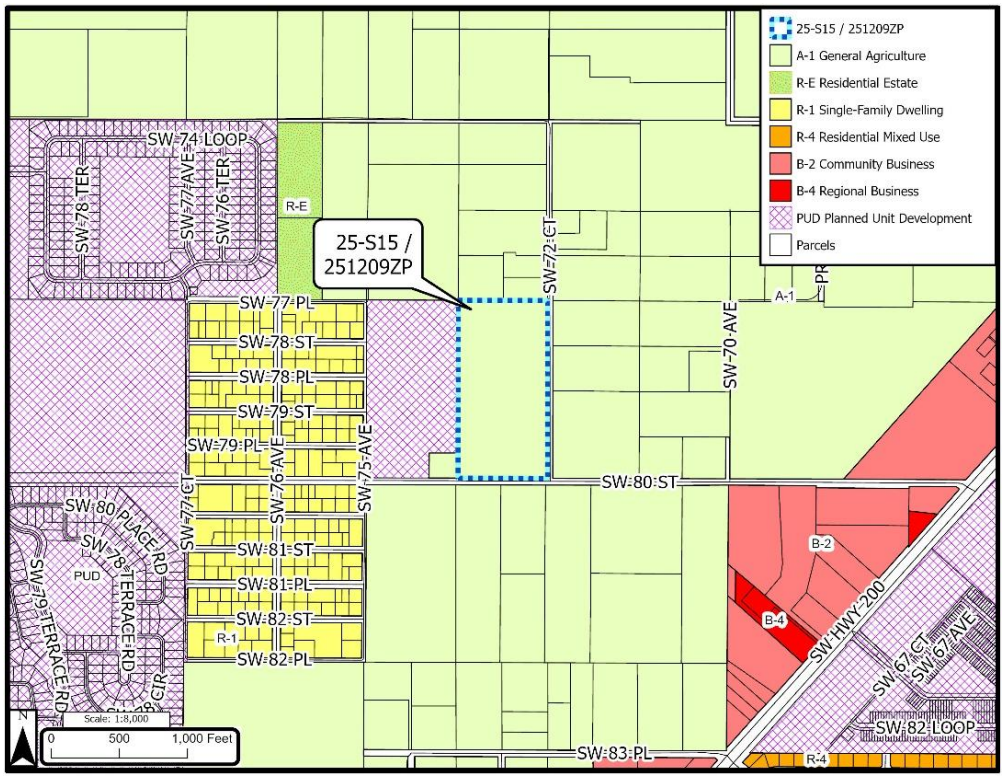


Figure 7
Proposed Zoning Classification

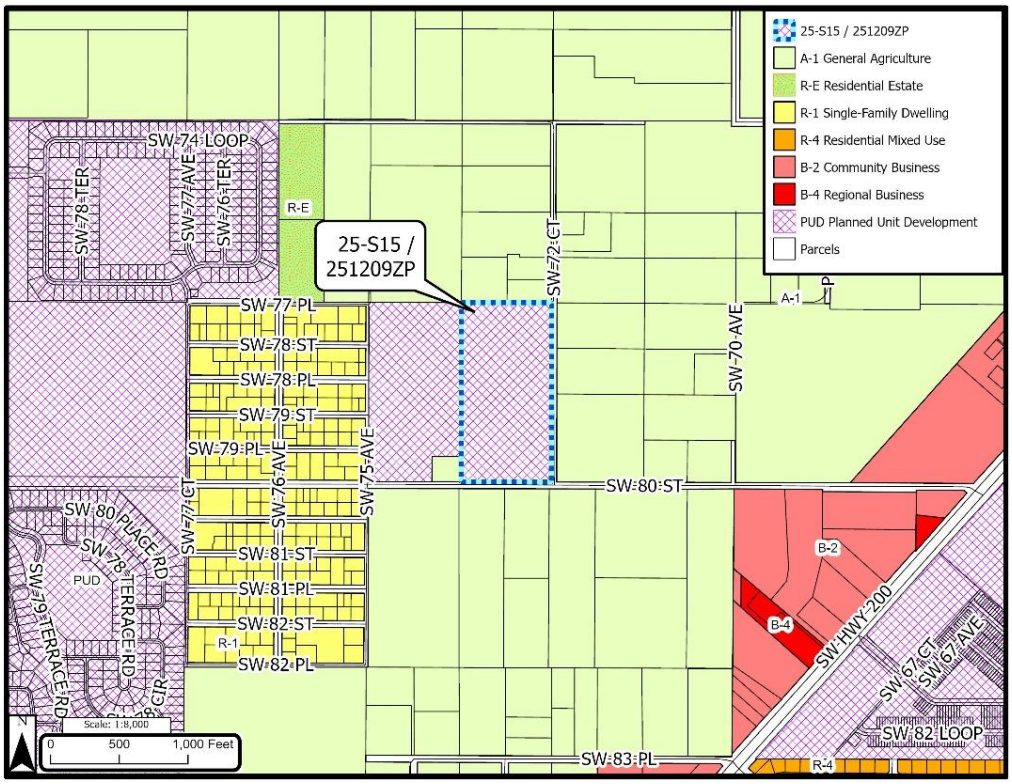


Figure 8
Existing and Surrounding Land Uses

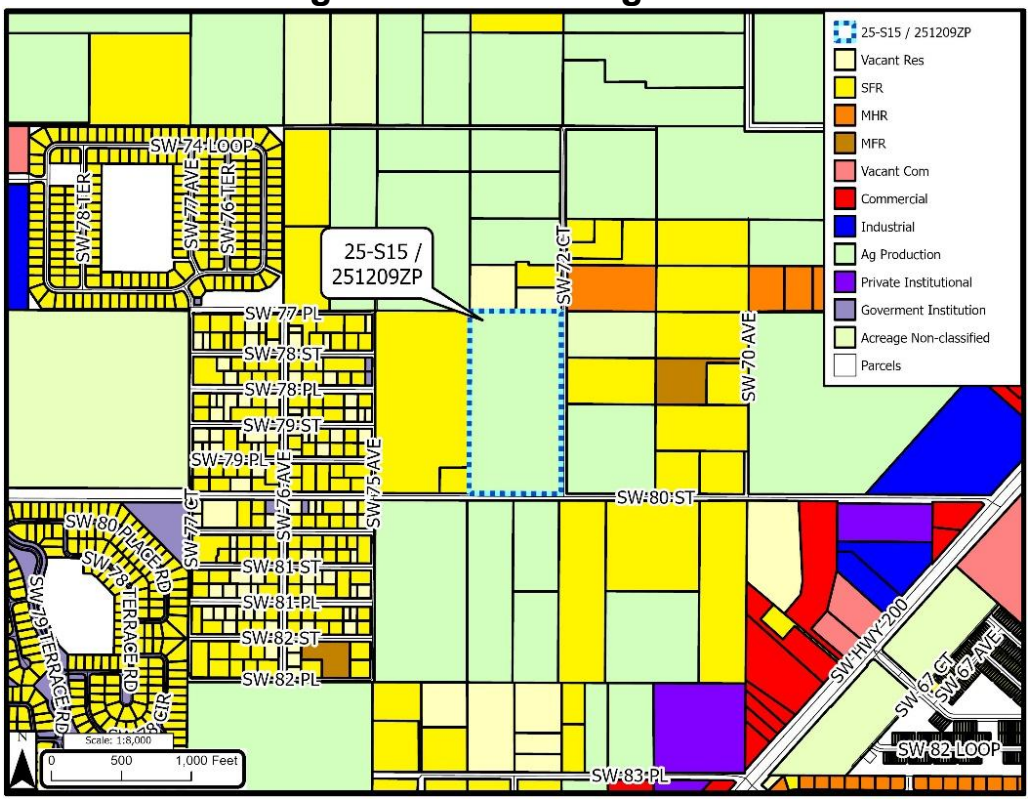


TABLE 1. ADJACENT PROPERTY CHARACTERISTICS			
Direction	**FLUMS**	**Zoning**	**Existing Use**
Site	Exist: Low Residential (LR) *Proposed: Medium Residential (MR)*	Exist: General Agriculture (A-1) *Proposed: Planned Unit Development (PUD)*	Ag Production
North	Low Residential (LR)	General Agriculture (A-1)	Vacant Residential
South	Low Residential (LR)	General Agriculture (A-1)	Ag Production; ROW
East	Low Residential (LR)	General Agriculture (A-1)	Ag Production; Single-Family Residential; ROW
West	Low Residential (LR); Medium Residential (MR)	Planned Unit Development (PUD) General Agriculture (A-1)	Single-Family Residential

The proposed MR designation and PUD zoning would allow residential, recreational, and public uses, consistent with the area's predominant LR and MR designations, and the High Residential (HR) designation associated with the Hibiscus Park subdivision. Similar uses exist in the area and are permitted under the nearby A-1 and PUD zoning districts.

The proposed residential density is 3.65 dwelling units per acre (du/ac), comparable to nearby developments to the west. Hibiscus Park Unit 1 and Unit 2 have platted densities of 5.94 du/ac and 5.69 du/ac, but based on the existing number of developed/developable parcels, have densities of 2.82 du/ac and 2.6 du/ac, respectively. The Westwood Trails PUD, located between the subject site and Hibiscus Park, has a maximum density of 3.97 du/ac and a similar subdivision layout to Capozzoli Hills.

Although the proposed residential, recreational, and public uses are compatible with the area's existing and future uses, the proposed density exceeds the existing densities observed in the agricultural and larger-lot residential uses to the north, east, and south. To ensure compatibility, development conditions—including height limits, open space, and landscaping—are addressed later in this report.

Consistent with LDC Section 2.7.3.D, staff conducted a site visit and took site photos (Attachment B) on 11/12/2025. The site has two existing residences, several horse paddocks and associated farm structures, and sparse mature trees located throughout the property. Currently, there is one main access point for the property on SW 80th St. There are no existing buffers along the west, south, and east property boundaries; however, there are some mature trees and shrubs along the north property line.

Proposed Planned Unit Development
The applicant submitted a PUD Master Plan (Attachment A, page A-8) titled "Capozzoli Hills", proposing 72 detached single-family dwellings. Figure 9 provides the proposed master plan site layout.

The architectural styles (Attachment A, page A-9) include both single- and two-story homes. However, only single-story homes are proposed along the north and east boundaries as a step-down approach to correspond with the single-story character of nearby houses and ensure compatibility with adjacent agricultural and large-lot residential uses.

Buffers are proposed along all sides of the property—north, south, east, and west—except along the western boundary, where Westwood Trails PUD already provides a 15-foot C-Type buffer with a 6-foot-tall vinyl fence (Attachment F). Staff note that this existing buffer provides adequate separation between the two developments. Table 2 summarizes proposed and recommended buffers. Staff find that all proposed buffers meet or exceed the LDC requirements, except along the western boundary, where the Westwood Trails development is required to provide a buffer exceeding LDC requirements for Single-Family-to-Single-Family buffers. Staff recommends requiring a 6-foot-tall vinyl fence in addition to the 15' C-Type buffer along Parcel 35461-001-00 to match the buffer requirements from the approved Westwood Trail PUD master plan.

The applicant did not submit buffer cross sections, details/diagrams, and renderings for the proposed buffering types in the initial application. Staff expects the applicant to provide these materials prior to the second public hearing with the BCC.

Proposed open space, amenities, and stormwater retention are located toward the southern portion of the site, near the community entrance. Planned amenities include a playground, pavilion, and dog walk area. Internal pedestrian circulation creates a looped walkway system around the PUD's internal lots and connects to the proposed 8-foot multi-modal path along SW 80th Street. The multi-modal path would provide an extension of the multi-modal path required by the Westwood Trails PUD conditions.

TABLE 2. BUFFERS

Direction	Adjoining Use	Parcel ID	Required	Proposed	Recommended
North	Vacant Single Family w/ LR FLU & A-1 Zoning	35463-000-05 & 35463-000-03	5' E-Type	15' C-Type	**15' C-Type[1]**
South	ROW	N/A	15' C-Type	15' C-Type	**15' C-Type**
East	ROW	N/A	15' C-Type	15' C-Type	**15' C-Type**
West	Undeveloped Westwood Trail Single-Family	35461-000-00	5' E-Type	None	**None**
	Single-Family	35461-001-00	5' E-Type	15' C-Type	**15' C-Type w/ 6' tall vinyl fence**

Note:
1. Buffer will preserve as much existing, viable vegetation as possible. Any gaps in the required buffer will be planted.

Minimum lot size is proposed at 5,175 square feet, with minimum dimensions of 45 feet in width and 115 feet in depth; corner lots increase to 60 feet in width. These dimensions are comparable to Hibiscus Park Unit 1 and Unit 2 (50'×100') and identical to Westwood Trails PUD.

The maximum building height is 40 feet, which is less than the 50-foot limit in the A-1 zoning district and consistent with nearby residential developments. Setbacks include 20 feet (front), 15 feet (rear), and 5 feet/15 feet (side/side abutting right-of-way). Accessory uses such as pools, sheds, and similar structures are permitted, subject to a 5-foot rear setback and applicable side setbacks.

Given the proposed height limitations, lot dimensions, and comparable zoning standards to those of surrounding developments, staff find the proposed zoning parameters appropriate and consistent with the area's residential character, particularly when providing two shade trees per lot and staggering building placement for front setbacks, as discussed later in Section V.C.5 of this report.

Table 3 below provides the proposed and recommended zoning standards in table form.

Figure 9
Capozzoli Hills Site Plan

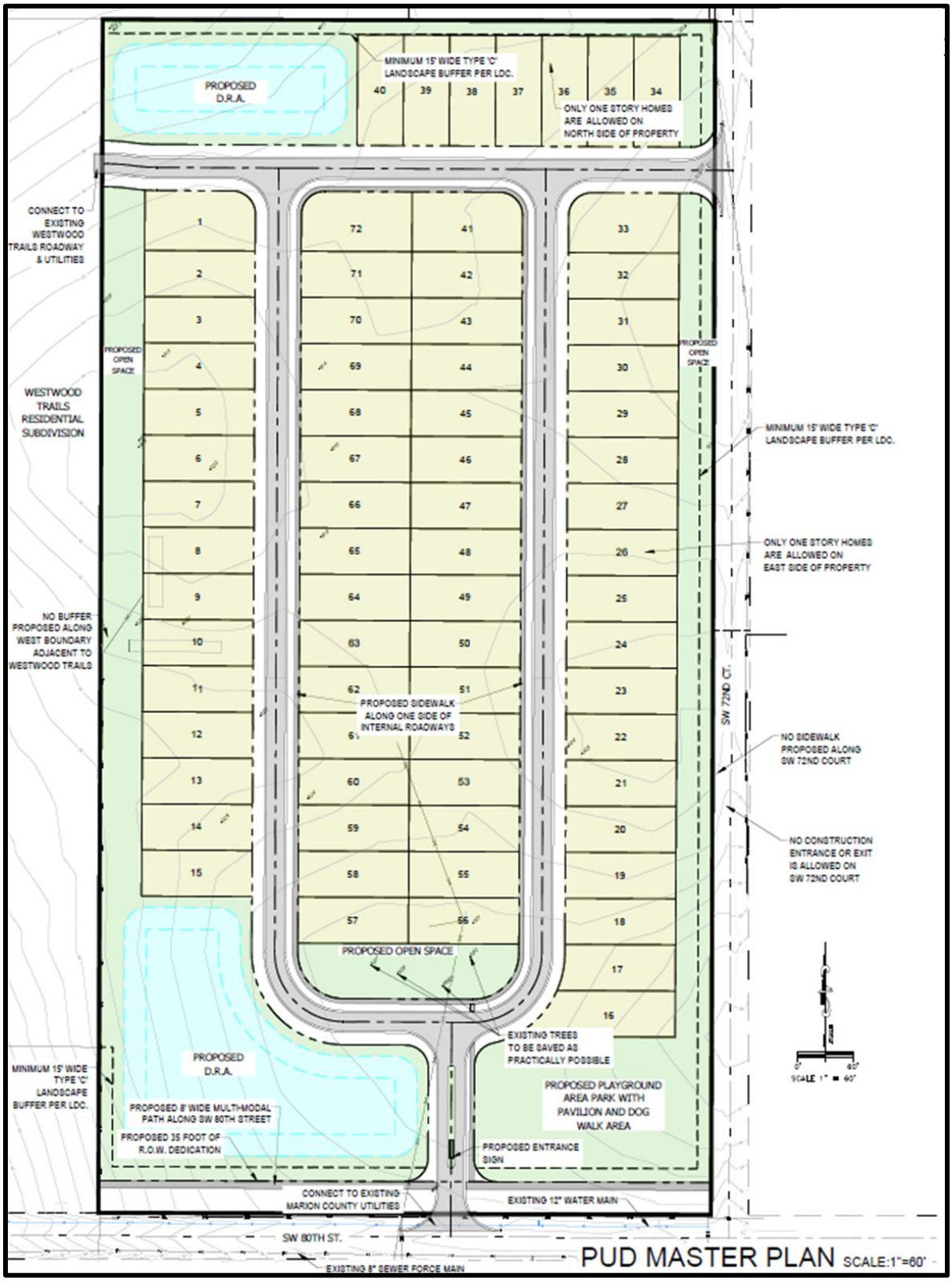
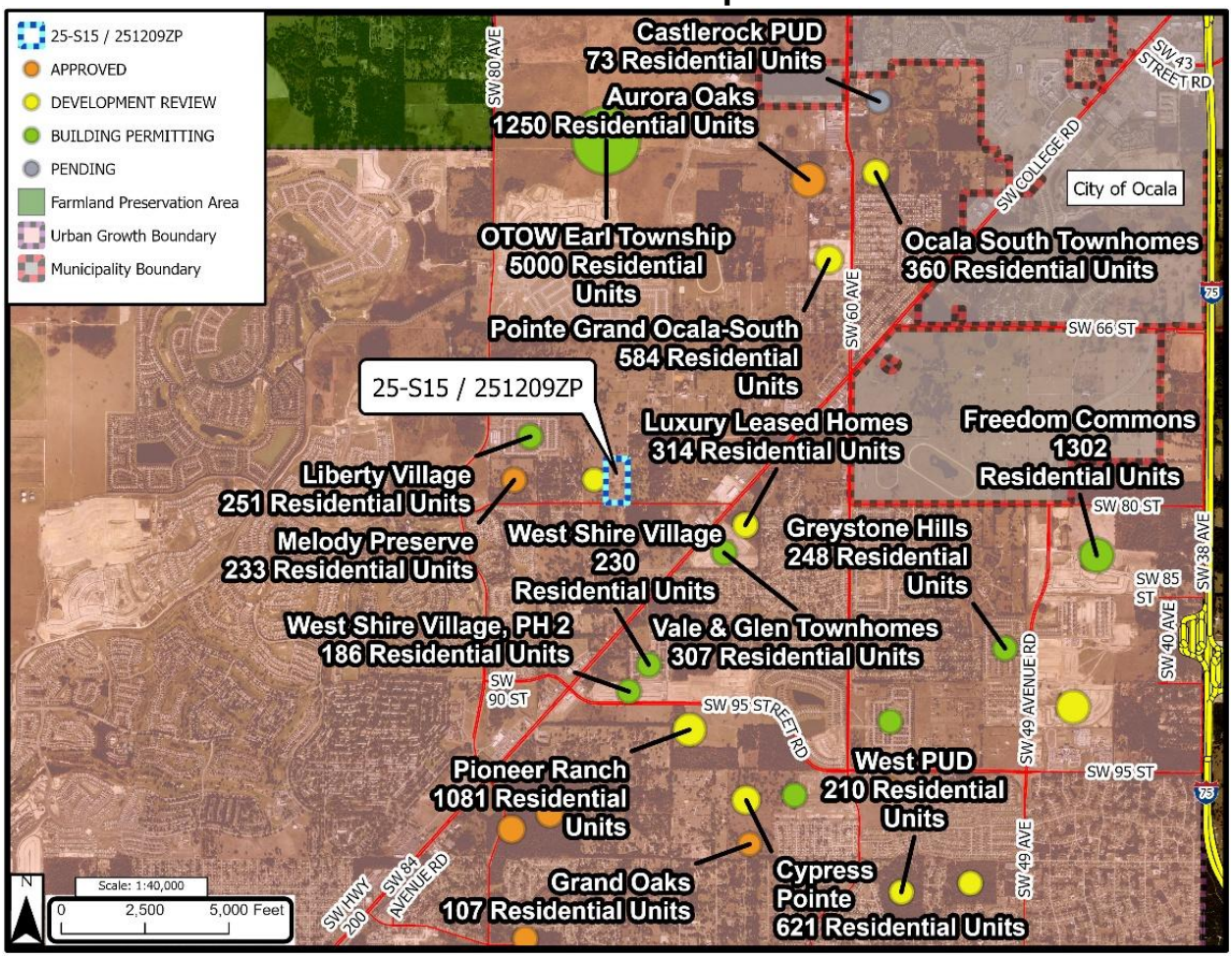


TABLE 3. ZONING STANDARDS		
Standards	**Proposed**	**Recommended**
Lot Area	5,175 SF	5,175 SF
Lot Depth	115’	115’
Interior Lot, Lot Width	45’	45’
Corner Lot, Lot Width	60’	60’
Front Setback[1]	20’	20’
Rear Setback	15’	15’
Interior Lot, Side Setback	5’	5’
Corner Lot, Side Setback	15’	15’
Maximum Single Family Home Height[2]	40’	40’
Maximum Accessory Structure Height	20’	20’
Accessory Structure, Front Setback	None	20’
Accessory Structure, Rear Setback	5’	5’
Accessory Structure, Side Setback	None	5’ for Interior Lot 15’ for Corner Lot
Note: 1. Building placement for front setbacks must comply with staggering requirements as provided in the approved PUD resolution conditions. Porches may encroach 2 feet into the front setback area. 2. If any portion of a single-family home is located within 100’ of northern and eastern boundaries of this PUD’s project area, then that single family home is limited to one story.		

Figure 10 below illustrates the surrounding residential developments and the number of approved units within each project. Projects shown with a yellow dot have been approved by the BCC and are currently undergoing Development Review, while those shown with an orange dot have been approved by the BCC but have not yet entered the Development Review process.

Figure 10 demonstrates that the site is located within a transitional area characterized by both established and emerging urban residential development at various stages of zoning approval, review, permitting, and build-out.

Figure 10
Residential Development



Based on the findings above, staff conclude that the uses permitted under the proposed rezoning **are compatible** with existing and future surrounding land uses. The design features and development conditions outlined in this report are intended to further enhance compatibility with the lower-density residential areas nearby.

B. Impact on the public interest.

1. *Transportation impacts*. These include roadways, public transit, and other mobility features.

Roadways. The applicant provided a traffic methodology, which was approved by DRC on September 2, 2025 (Attachment A, pages A-18 to A-43). The methodology indicates predicted peak hour trip generation to be between 50-99 trips; therefore, the applicant was required to submit a traffic assessment in order to evaluate the potential effects of development on the existing transportation network.

DRC comments provided by OCE Traffic (Attachment C) for this application indicate that a traffic assessment has been provided and is under review.

OCE Traffic indicated that "all impacted road segments and intersections are expected to operate acceptably with the approval of this development."

The traffic assessment was approved on October 23, 2025 (Attachment G). The approved traffic assessment concludes that ingress turn lanes at the project driveways and off-site transportation improvements are not necessary to support traffic generated by the proposed development. According to OCE Traffic's comments (Attachment C), "…all impacted road segments and intersections are expected to operate acceptably with this approval of this development."

Table 4 provides trip generation figures based on current and proposed future land use designations, including figures for the concurrent PUD application. Table 5 summarizes the capacity/LOS analyses for relevant roadway segments and intersections found in the traffic assessment.

TABLE 4. Trip Generation

Land Use	Dwelling Units[1]	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Existing FLU LR - 1 DU/AC Single Family, Detached	19	219	16	4	12	21	13	8
Proposed FLU MR - 4 DU/AC Single Family, Detached	78	803	59	15	44	79	50	29
Net Change	***+59***	***+584***	***+43***	***+11***	***+32***	***+58***	***+37***	***+21***
Concurrent PUD Application 3.65 DU/AC Single Family, Detached	72	746	55	14	41	73	46	27

Note:
1. Staff assumes 79 dwelling unit max density based on 19.75 acres (survey). However, traffic figures used 19.5 acres, yielding 78 dwelling units max density.

TABLE 5. Roadway/Intersection LOS and Capacity

Roadway Segment		Current Adopted LOS Standard	Future Adopted LOS Standard	LOS				PUD Impact on Capacity/Service Volume
				Exist (2024)		Background & Buildout (2030)		
				EB	WB	EB	WB	
SW 80th St	Project Driveway to SW 80th Ave	E	D	C	C	C & C	D & D	Sufficient Capacity

	Project Driveway to SW 80th Ave	E	D	C	C	C & C	D & D	Sufficient Capacity

Intersections	Current Adopted LOS Standard	Future Adopted LOS Standard	LOS				PUD Impact on Capacity/Service Volume
			Exist (2024)		Background & Buildout (2030)		
			AM	PM	AM	PM	
SW 80th Ave & SW 80th St	N/A		D	C	C & C	C & C	Sufficient Capacity
SR 200 & SW 80th St			C	E	B & B	B & B	Sufficient Capacity
Project Driveway & SW 80th St			N/A		B	B	Sufficient Capacity
Project Driveway & SW 72nd Ct					A	A	Sufficient Capacity

Public transit. Currently, there are no fixed route services available in this area.

Other mobility features. The PUD Master Plan proposes extension of the 8' multi-modal path along SW 80th St and provides a 5' sidewalk circulating around the PUD's internal lots and connecting to the 8' multi-modal path via a crosswalk.

Based on the above findings, staff find the **transportation impacts generated by this PUD will not adversely affect public interest.**

2. Sanitary sewer impacts. Sanitary Sewer Element Policy 1.1.1 adopts a LOS standard of 110 gallons per person per day for residential demand and approximately 2,000 gallons per acre per day for commercial and industrial demand. Marion County Utilities states that development of this property is required to connect to County-maintained centralized sewer systems (Attachment C). The Bureau of Economic and Business Research finds, based on the 2020 U.S. Census, that Marion County's average household size is 2.33 persons. Staff uses 2.33 persons per dwelling unit to estimate the sewer demand of the 19.75-acre property under LR and MR future land use designations, shown in Table 6.

TABLE 6. Sanitary Sewer Demand

Max Density Allowed by FLU	Max Dwelling Units	Gallons per Day Generated
Existing FLU LR - 1 DU/AC	19 DU	4,867 GPD
Proposed FLU MR - 4 DU/AC	79 DU	20,248 GPD

Net Change Based on FLU	***+60* DU**	***+15,381 GPD***
Proposed PUD 3.65 DU/AC	72 DU	18,454 GPD
Net Change Based on PUD	***+53* DU**	***+13,587 GPD***

As long as the development is required to connect Marion County Utilities central sewer, staff find that **sanitary sewer impacts generated from this PUD would not adversely affect the public interest**.

3. Potable water impacts. Potable Water Element Policy 1.1.1 adopts a level of service (LOS) standard of 150 gallons per person per day for residential demand and approximately 2,750 gallons per acre per day for nonresidential demand. Marion County Utilities states that development of this property is required to connect to County-maintained centralized water systems (Attachment C). The Bureau of Economic and Business Research finds, based on the 2020 U.S. Census, that Marion County's average household size is 2.33 persons. Staff uses 2.33 persons per dwelling unit to estimate the water demand of the 19.75-acre property under LR and MR future land use designations, shown in Table 7.

TABLE 7. Potable Water Demand

Max Density Allowed by FLU	Max Dwelling Units	Gallons per Day Generated
Existing FLU LR - 1 DU/AC	19 DU	6,641 GPD
Proposed FLU MR - 4 DU/AC	79 DU	27,611 GPD
Net Change	***+60* DU**	***+20,970 GPD***
Proposed PUD 3.65 DU/AC	72 DU	25,164 GPD
Net Change Based on PUD	***+53* DU**	***+18,523 GPD***

As long as the development is required to connect Marion County Utilities central water, staff find that **potable water impacts generated from this PUD would not adversely affect the public interest.**

4. Solid waste impacts. Solid Waste Element Policy 1.1.1 adopts a LOS standard of 6.2 pounds of solid waste generation per person per day. The

County has identified and arranged for short-term and long-term disposal needs by obtaining a long-term contract reserving capacity with a private landfill in Sumter County. The Bureau of Economic and Business Research finds, based on the 2020 U.S. Census, that Marion County's average household size is 2.33 persons. Staff uses 2.33 persons per dwelling unit to estimate waste demand of the 19.75-acre property under LR and MR future land use designations, shown in Table 8.

TABLE 8. Solid Waste Demand

Max Density Allowed by FLU	**Max Dwelling Units**	**Pounds per Day**
Existing FLU LR - 1 DU/AC	19 DU	275 PPD
Proposed FLU MR - 4 DU/AC	79 DU	1,141 PPD
Net Change	***+60* DU**	***+866* PPD**
Proposed PUD 3.65 DU/AC	72 DU	1,040 PPD
Net Change Based on PUD	***+53* DU**	***+765 GPD***

Based on the above, staff find that **solid waste impacts generated from this PUD would not adversely affect the public interest.**

5. Recreation and open space impacts.

ROSE Policy 1.1.1 adopts a LOS standard for public outdoor parks and recreation facilities providing at least two (2) acres per 1,000 persons. This standard applies to public facilities; however, FLUE Policy 2.1.4 requires developments to provide a minimum of 350 square feet of open space per residential lot. Based on a maximum of 79 dwelling units, a total of 27,650 square feet (approximately 0.64 acres) of open space is required. The PUD application is required to designate, at a minimum, 20% of the project area—approximately 3.95 acres—as improved open space. Any residential development will comply with FLUE 2.1.4, ROSE 1.1.1, and PUD requirements for improved open space.

Based on the above, staff find that **demand for recreation and open space generated by this PUD would not adversely affect the public interest.**

6. Stormwater impacts. The PUD master plan provides on-site drainage retention areas to capture stormwater runoff generated by adding

impervious surfaces to the subject site. At the time of development review, the owner must show that the proposed stormwater facilities can manage all stormwater runoff generated after development. The owner will be responsible for funding stormwater facilities with enough capacity to handle this post-development runoff.

Based on the above, staff find that **stormwater impacts generated by this PUD would not adversely affect the public interest.**

7. Fire rescue/emergency services. Friendship Fire Station #21, located at 7884 SW 90th Street, is roughly 1.15 miles southwest as-the-crow flies and 2.1 road miles from the subject property. According to Google Streetview directions, the travel time from Fire Station #21 to the subject property is roughly 4 to 6 minutes, depending on time of day and route.

The Comprehensive Plan does not establish a LOS standard for fire rescue/emergency services, but staff has established a 5-mile radius from the subject property as evidence of the availability of such services. Additionally, Marion County Fire Rescue (MCFR) provided an analysis of potential impacts (Attachment D) and staff summarize those findings in Table 9 and 10. Notably, one of the nearby stations is above the LOS for transport/ambulance units, and the nearest station (Friendship) is approaching the LOS threshold.

TABLE 9. Fire Suppression/Non-Transport Response Analysis

Station	Travel Time (Minutes)	FY 23/24 Incident Reliability (% / Status)	Incidents per Units*
Station 21 (Friendship)	5	6.55% Normal Operations	1077
Station 23 (Majestic Oak)	10	2.63% Normal Operations	342
Station 32 (Liberty)	13	3.9% Normal Operations	1052

*The threshold to consider adding additional Fire Suppression/Non-Transport units is 2,000 incidents per unit; there are no additional budgeted units for this area to date.
Source: Marion County Fire Services

TABLE 10. Transport/Ambulance Response Analysis

Station	Travel Time (Minutes)	FY 23/24 Incident Reliability (% / Status)	Incidents per Units*
Station 21 (Friendship)	5	2.86% Normal Operations	2432
Station 50 (EMS West)	6	1.83% Normal Operations	1162

Station 32 (Liberty)	13	19.27% Increased Demand	2615
*The threshold to consider adding additional Transport/Ambulance units is 2,500 incidents per unit; there are no additional budgeted units for this area to date. *Source: Marion County Fire Services*			

Based on MCFR's internal LOS threshold, the three closest stations with fire suppression/non-transport units has sufficient units to service the proposed development of 72 single-family homes. However, two of the three closest stations with transport/ambulance units has sufficient transport/ambulance units to serve the proposed development. The closest station, Station 21, is approaching its LOS threshold and Station 32 has exceeded the threshold. As such, MCFR states that additional units are warranted (Attachment D) if the subject property is developed at the proposed density of 72 homes.

As such, staff find that the demand for fire rescue/emergency service generated by this PUD **may contribute to adverse impacts on public interest, depending on the timing of development and the efforts of MCFR to address existing and future operational deficiencies.** However, on May 23, 2025, Marion County adopted countywide fire impact fees to fund various fire-related needs, which are paid at the time of development permitting. The fee rates and payment requirements took effect on October 1, 2025; therefore, any future residential development on this property will be required to pay the applicable fees. These revenues will provide MCFR with funding to address any LOS deficiencies.

8. Law enforcement. The Southwest District SR 200 Sherriff's office, located at 9048 SW Hwy 200, is roughly 3.2 miles southwest as-the-crow flies and 4.3 road miles from subject property. According to Google Streetview directions, the travel time from the SW District SR 200 office is roughly 6 to 14 minutes, depending on time of day and route.

The Comprehensive Plan does not establish a LOS standard for law enforcement, but staff has established a 5-mile radius from the subject property as evidence of the availability of such services. Attachment E is a letter from the Marion County Sheriff's Office indicating it has the capacity to absorb calls from the development.

Based on the above, staff find that the **law enforcement impacts generated by this PUD would not adversely affect the public interest.**

9. Public schools. Although the Comprehensive Plan does not set a LOS standard for public schools, staff still assess how new residential development may affect school enrollment. Marion County Public Schools provides enrollment data for the schools zoned for the subject property. As of the 20th day of the 2025–2026 school year, enrollment levels were: Winding Oaks Elementary at 70% capacity, Liberty Middle at 71%, and West Port High at 121%. Table 11 provides student generation calculations,

based on Marion County Public Schools' Long Range School Planning Study.

Florida's controlled open enrollment laws allow parents to enroll their children in any public or charter school that has available space. Winding Oaks Elementary and Liberty Middle have room to accommodate students from the proposed development. West Port High is over capacity; however, schools across the county still have available space to serve additional students in accordance with controlled open enrollment provisions.

TABLE 11. Student Generation for Single-Family Residential

Max Density Allowed by Future Land Use Designation	Elementary Students	Middle Students	High Students	Total Students
Existing FLU LR - 1 DU/AC	2	1	1	4
Proposed FLU MR - 4 DU/AC	8	3	6	17
Net Change	***+6***	***+2***	***+5***	***+13***
Proposed PUD 3.65 DU/AC	8	3	5	16
Net Change Based on PUD	***+6***	***+2***	***+4***	**+12**

Based on the above, staff find that the **public school impacts generated by this PUD would not adversely affect the public interest.**

In conclusion, the impacts to fire rescue and emergency service LOS standards for transport/ambulance units may adversely affect the public interest, **staff determines it that the PUD's overall impact on public facility impacts will not adversely affect the public interest**.

C. *Consistency with Marion County Comprehensive Plan.*

Future Land Use Element (FLUE).

1. *Policy 1.1.5: Higher Density/Intensity Uses.* "The County shall require higher densities and intensities of development to be located within the Urban Growth Boundaries and Planned Service Areas, where public or private facilities and services are required to be available."

Analysis: The subject property is in the Urban Growth Boundary. The request proposes higher density of residential use than currently allowed on the property. The site has access to a County-maintained road (SW 80th Street) and a prescriptive road with unknown maintenance responsibility (SW 72nd Court). There are centralized water and sewer utilities within

connection distance of the subject property, and Marion County Utilities confirms there is capacity to serve.

As such, staff find this application is **consistent** with FLUE Policy 1.1.5.

2. *Policy 2.1.18: Medium Residential (MR).* "This land use designation is intended to recognize areas suited for primarily single-family residential units within the UGB, PSAs and Urban Area. However, the designation allows for multifamily residential units in certain existing developments along the outer edges of the UGB or Urban Area. The density range shall be from one (1) dwelling unit per one (1) gross acre to four (4) dwelling units per one (1) gross acre, as further defined in the LDC. This land use designation is an Urban Area land use."

   Analysis: The requested concurrent small-scale land use amendment would allow for residential development up to 79 dwelling units with supportive recreational and public uses. This PUD rezoning application, proposes up to 72 single-family residential units, which is consistent with the intent of proposed MR future land use. The subject property is also within the UGB where Urban Area land use designations like MR are appropriate.

   As such, staff find application is **consistent** with FLUE Policy 2.1.18, if the concurrent small-scale land use amendment is approved.

3. *Policy 3.1.2: Planning Principles within UGB*. "The County shall implement long-term planning principles to guide the creation of land use policy and development regulations within the County, which shall be implemented through the policies contained in the County Comprehensive Plan and as further defined in the LDC. These principles shall include:

   1. Preserve open space, natural beauty and critical environmental areas.
   2. Allow for a mix of land uses to create compact residential, commercial, and employment hubs.
   3. Strengthen and direct development towards existing communities and development.
   4. Encourage compact and mixed-use building design.
   5. Foster distinctive, attractive communities with a strong sense of place.
   6. Create walkable and linked neighborhoods.
   7. Create a range of housing opportunities and choices.
   8. Provide a variety of transportation choices.
   9. Encourage community and stakeholder collaboration.
   10. Make development decisions predictable, fair and cost effective
   11. Encourage interconnected development, multi-modal transportation opportunities, links to the surrounding neighborhoods, and alternative transportation routes.
   12. Establish priority areas for public facility and service infrastructure."

   Analysis: Staff determines that the underlined/italicized sub-policies above are relevant to this application and presents the following findings.

1. Encouraging density in the UGB, where central water and sewer are available for connection, helps relieve development pressures in the Rural Area and reduces potential for impacts on environmentally sensitive features.

3. The proposed small-scale land use change to MR would direct development towards an area with existing communities and development, such as On Top of the World, Liberty Triangle, and other developments on or near SR 200.

4. MR allows more density than the LR land use designation. The MR designation facilitates more compact lot sizes for detached single-family residential. This PUD plan provides 45' wide and 110' deep lots, which are more compact than permitted in R-1 zoning.

6. & 11. The proposed amendment establishes a residential land use similar to that of the approved Westwood Trails PUD to the west. If approved for MR land use, the subject property can develop in a manner similar to Westwood Trails and form a street link between the two areas and encouraging interconnected development.

As such, staff find this application is **consistent** with FLUE Policy 3.1.2

4. *Policy 5.1.2 on Review Criteria – Changes to the Comprehensive Plan and Zoning.* "Before approval of a Comprehensive Plan Amendment (CPA), Zoning Change (ZC), or Special Use Permit (SUP), the applicant shall demonstrate that the proposed modification is suitable. The County shall review, and make a determination that the proposed modification is compatible with existing and planned development on the site and in the immediate vicinity, and shall evaluate its overall consistency with the Comprehensive Plan, Zoning, and LDC and potential impacts on, but not limited to the following:
1. Market demand and necessity for the change;
2. Availability and potential need for improvements to public or private facilities and services;
3. Allocation and distribution of land uses and the creation of mixed-use areas;
4. Environmentally sensitive areas, natural and historic resources, and other resources in the County;
5. Agricultural activities and rural character of the area;
6. Prevention of urban sprawl, as defined by Ch. 163, F.S.;
7. Consistency with the UGB;
8. Consistency with planning principles and regulations in the Comprehensive Plan, Zoning, and LDC;
9. Compatibility with current uses and land uses in the surrounding area;
10. Water Supply and Alternative Water Supply needs; and
11. Concurrency requirements."

Analysis: Staff determines that the underlined/italicized sub-policies above are relevant to this application and presents the following findings.

1. A market demand analysis was not provided with this application; however, staff note that the general area has a quickly growing population and commercial hub.

2. Roads and centralized utilities are available in the area, and the subject property is required to connect to both systems at the time of development. A traffic methodology was submitted, and a traffic assessment was approved in connection to the proposed PUD. Development would also be expected to tie into the 8' multi-modal path along SW 80th Street that the Westwood Trail PUD to the west is required to install.

6. In-depth analysis Florida Statutes related to urban sprawl is found in V.B of this report.

7. Staff determines this application is consistent with planning principles for the UGB, as laid out in FLUE policy 3.1.2.

8. Staff determines this application is consistent with planning principles of the Comprehensive plan. The subject property's existing A-1 zoning is not consistent with the proposed MR future land use; however, a concurrent PUD rezoning application was provided and is consistent with the MR land use designation.

9. The subject property abuts an MR-designated property to the west and LR-designated properties to the north, east, and south. MR and LR allow the same uses – residential, recreational, and public – which are compatible with one another. However, the maximum density of 79 residential units does raise compatibility concerns with the existing agricultural production and single-family uses in the surrounding area, which are generally found on larger lots exceeding 5 acres with substantial open space and prominent and mature foliage features. The proposed MR land use is compatible with the allowable uses, but site design features need to be implemented through the LDC and concurrent PUD to maintain compatibility with surrounding existing uses while allowing infill development in line with UGB principles.

11. Concurrency analysis is conducted V.A.2- 8 of this report.

As such, staff find this application is **consistent** with FLUE Policy 5.1.2.

5. *Policy 5.1.3 on Planning & Zoning Commission (P&Z).* "The County shall enable applications for CPA, ZC, and SUP requests to be reviewed by the Planning & Zoning Commission, which will act as the County's Local Planning Agency. The purpose of the advisory board is to make recommendations on CPA, ZC, and SUP requests to the County Commissioners. The County shall implement and maintain standards to

allow for a mix of representatives from the community and set standards for the operation and procedures for this advisory board."

Analysis: This application is scheduled to appear in front of the P & Z Commission on November 24, 2025.

As such, staff find this application is **consistent** with FLUE Policy 5.1.3.

6. *FLUE Policy 5.1.4 on Notice of Hearing.* "The County shall provide notice consistent with Florida Statutes and as further defined in the LDC."

Analysis: Public notice has been provided as required by the LDC and Florida Statutes, and therefore, the application is being processed **consistent** with FLUE Policy 5.1.4.

Transportation Element (TE)

7. *Policy 1.1.1: Marion County Transportation Planning Principles*. "Marion County shall rely upon the following principles to guide the overall transportation planning framework and vision for the county:

1. Consider all transportation options and impacts to ensure short-term decisions support strategic, long term goals of the comprehensive plan.
2. Ensure that transportation decisions, strategies and investments are coordinated with land use goals and recognize the unique character of Marion County.
3. Support a balanced and efficient transportation network for all modes.
4. Recognize freight and goods movement needs and challenges in Marion County and how they interact with the Florida Freight Network, by examining all modes of freight transportation.
5. Support economic development through government practices that place a priority on public infrastructure necessary to attract such activities.
6. Support opportunities for bicycle and pedestrian linkages where practicable between the on-road and off-road networks on local, state, and federal lands and trail networks to encourage alternative travel modes, recreational use, and ecotourism.

Analysis: Staff determines that the underlined/italicized sub-policies above are relevant to this application and presents the following findings.

1. The traffic assessment predicts this PUD development would not adversely impact LOS standards on selected roadway segments and intersections. Additionally, the PUD is dedicating a 35' wide strip of right-of-way (ROW) to support the unfunded plans to convert SW 80th St from a 2-lane facility to a 4-lane facility (Attachment C, OCE Traffic).

2. The County aims to direct more dense and intense land uses to the UGB. The proposed PUD is within the UGB has access to transportation facilities with adequate LOS capacity to absorb the transportation demand generated by future households of the PUD.

3. The PUD provides an 8' multi-modal path suitable for pedestrian and cyclist use along SW 80th St. This multi-modal path would contribute to a non-automobile east-west connection between SR 200 to the west and On Top of the World Communities east of SW 80th Ave.

As such, staff find the application is **consistent** with TE Policy 1.1.1.

8. *TE Policy 2.1.4: Determination of Impact.* "All proposed development shall be evaluated to determine impacts to adopted LOS standards. Land Development Regulations (LDRs) shall be established which determine the level and extent of the analysis required based on the extent of the project and its projected trip generation. The information shall at a minimum provide for a review of site access, circulation, access management, safety, and, when of sufficient size, roadway links analysis and intersection analysis will be provided including Average Annual Daily Trips (AADT) and/or peak hour (AM, PM, Sat/Sun)."

   Analysis: Staff provides sufficient analysis in V.B.1. of this report. As such, staff find the application is **consistent** with TE Policy 2.1.4.

9. *TE Objective 3.1: Financial Feasibility of Development.* "To encourage development within the Urban Growth Boundary where infrastructure can be provided in a financially feasible manner."

   Analysis: The subject property is located inside the UGB, an area the Comprehensive Plan encourages for the land use being requested. If approved, the amendment would encourage development where infrastructure can be provided in a financially feasible manner.

   As such, staff find the application is **consistent** with TE Objective 3.1.

Sanitary Sewer Element (SSE)

10. *SSE Policy 1.1.3*: "The County shall encourage the construction of sanitary sewer facilities by public or private sources, or jointly, in accordance with the Marion County Water and Wastewater Utility Master Plan, and the LDC."

    Analysis: The site is within the Marion County Service Area, and the PUD project will be required to connect to existing services in the area.

    As such, staff find the application **is consistent** with SSE Policy 1.1.3.

Potable Water Element (PWE)

11. *PWE Policy 1.6.4*: "Adequate potable water supplies and facilities which meet the adopted LOS standards shall be available concurrent with the impacts or development."

Analysis: The site is within the Marion County Service Area, and the PUD project will be required to connect to existing services in the area.

As such, staff find the application **is consistent** with PWE Policy 1.6.4

V. PLANNED UNIT DEVELOPMENT (PUD) ANALYSIS

Land Development Code Section 4.2.31 establishes specific requirements for a PUD. An analysis of conformance to those requirements is addressed below.

A. LDC Section 4.2.31.B addresses permitted uses.

1. LDC Section 4.2.31.B.(1) allows any permitted use, special use, or accessory use in any zoning classification listed within the County's LDC provided the proposed use is consistent with the County's future land use designation for the site, and the provisions of the LDC for each use.

Analysis: The PUD proposes single-family residences and notes that accessory uses, such as sheds and pools. Development standards were provided addressing lot sizes, setbacks, structure height, etc. No additional uses were listed as allowable.

As such, staff find the application **is consistent** with LDC Section 4.2.31.B.(1)., subject to the following conditions:

- *The PUD shall be limited to those uses as indicated within the PUD plan, except when Florida Statutes pre-empts local jurisdiction and allows a specific use. If uses other than those listed are proposed; the property owner's association or the developer is responsible for submitting a PUD Amendment application to Growth Services, or its equivalent, to ensure due public notice is provided.*
- *PUD is limited to 72 single-family detached dwellings units.*
- *A property owner's association OR the developer must care for and maintain all common areas used by residents of the subdivision as well as buffers, stormwater, and any other forms of infrastructure within the subdivision.*

2. LDC Section 4.2.31.B.(2) provides uses identified as ordinarily requiring a Special Use Permit may be authorized as permitted within all or a part of a PUD without the necessity of a separate SUP application provided it meets one of three criteria.

Analysis: The proposed PUD does not provide a list of uses eligible to receive a SUP. Therefore, only uses listed are permitted by-right.

As such, staff find the application **is consistent** with LDC Section 4.2.31.B.(2).

3. LDC Section 4.2.31.B.(3) provides owners of parcels within the PUD may subsequently request the authorization of additional special uses following

approval of the PUD by undertaking the SUP application process for the proposed additional use without applying for an amendment to the PUD.

Analysis: Future owners of lots within the PUD would need to obtain a SUP to do anything other than using their property residentially, except when Florida Statutes pre-empt local jurisdiction.

4. LDC Section 4.2.31.B.(4) establishes three (3) methods for setting forth the list of permitted and special uses.

Analysis: The PUD does not provide a list that complies with any of the three methods. The applicant needs to provide an appropriate list before the BCC considers approval or denial.

As such, staff find the application **is inconsistent** with LDC Section 4.2.31.B.(4).

5. LDC Section 4.2.31.B.(5) provides the intended character of the PUD shall be identified, including the structure types, architectural styles, ownership forms, amenities, and community management form (e.g., property owner association, community development classification, municipal service unit, etc.) or suitable alternative.

Analysis: The proposed PUD consists of single-family detached homes with single- and two-story options. The application does not explicitly specify an architectural style, but provides architectural renderings on Page A-9 of Attachment A. Proposed amenities include a dog walk area and a separate park area with benches, picnic tables, and sodded play. No renderings of the amenities were provided with the application. A note on the Master Plan establishes that an HOA will own, manage, and maintain all common areas and common elements of the PUD. To address the timing of amenities implementation in relation to timing of residential development, staff recommends the following condition:

- *The developer shall construct and fully complete all required amenities, and ensure such amenities are operational, prior to the issuance of the thirty-sixth (36th) Certificate of Occupancy for residential units within the development.*

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.B(5).

B. LDC Section 4.2.31.C establishes a minimum PUD size of 0.5 acres or 21,780 square feet.

Analysis: The subject property is 19.75 acres.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.C.

C. LDC Section 4.2.31.D addresses density and intensity.

1. LDC Section 4.2.31.D(1) provides the maximum allowable density/intensity for a PUD cannot exceed that established by the Comprehensive Plan Future Land Use Designation(s) for the site, along with any density or intensity bonuses and/or transfers acquired for the site as enabled by the Comprehensive Plan and the LDC; however, if the PUD site is vested for a higher density/intensity as established consistent with the Comprehensive Plan and the LDC, the PUD may propose densities and/or intensities consistent with the vested status.

Analysis: The subject property is ±19.75 acres with a LR future land use designation; however, it is undergoing a concurrent small-scale land use amendment to MR. The proposed density is 3.65 du/ac with 72 dwelling units. This exceeds the allowable density of LR, but falls in the allowable density range for MR.

As such, if the subject property is granted the MR designation through concurrent small-scale land use amendment, then staff find the application **is consistent** with LDC Sec. 4.2.31.D.

2. LDC Section 4.2.31.D.(2) provides the Board is not obligated to authorize the maximum density/intensity as potentially allowed by the Comprehensive Plan future land use designation(s) and/or bonuses and/or transfers acquired for the PUD site. The criteria for establishing a maximum density/intensity includes existing zoning, adequacy of existing and proposed public facilities and services, site characteristics, and the requirements of the Comprehensive Plan for any residential or non-residential land use involving the area in question, with additional focus on the compatibility of the PUD's proposed uses with the adjoining and surrounding properties.

Analysis: The PUD proposes density allowed by the concurrent 25-S15 application, has immediate availability to water and sewer connection, and provides frontage to two access roads.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.D(2).

3. LDC Section 4.2.31.D.(3) provides density/intensity increases may be attained through Transfer of Development Rights, Transfer of Vester Rights, or Rural Land development density bonuses.

Analysis: Staff find LDC Sec 4.2.31.D(3) is **not applicable** to the application.

4. LDC Section 4.2.31.D.(4) allows for blending of densities/intensities of the subject property has more than one FLUMS designation.

Analysis: Staff find LDC Sec 4.2.31.D(4) is **not applicable** to the application.

5. LDC Section 4.2.31.D.(5) addresses averaging.
    a. LDC Section 4.2.31.D.(5)(a) provides the gross amount of density/intensity of uses in a PUD may be allocated to any area of the total PUD site; however, proposed uses that are subject to the special setback and/or protection zone/area requirements shall be required to

comply with those applicable standards as established within the Comprehensive Plan and this Code both within, and to areas outside the boundary, of the PUD.

Analysis: The PUD proposes gross density within the allowable range of the proposed 25-S15 application. There are no special setbacks, protection zones, or overlays that limit density or building placement.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.D(5)(a).

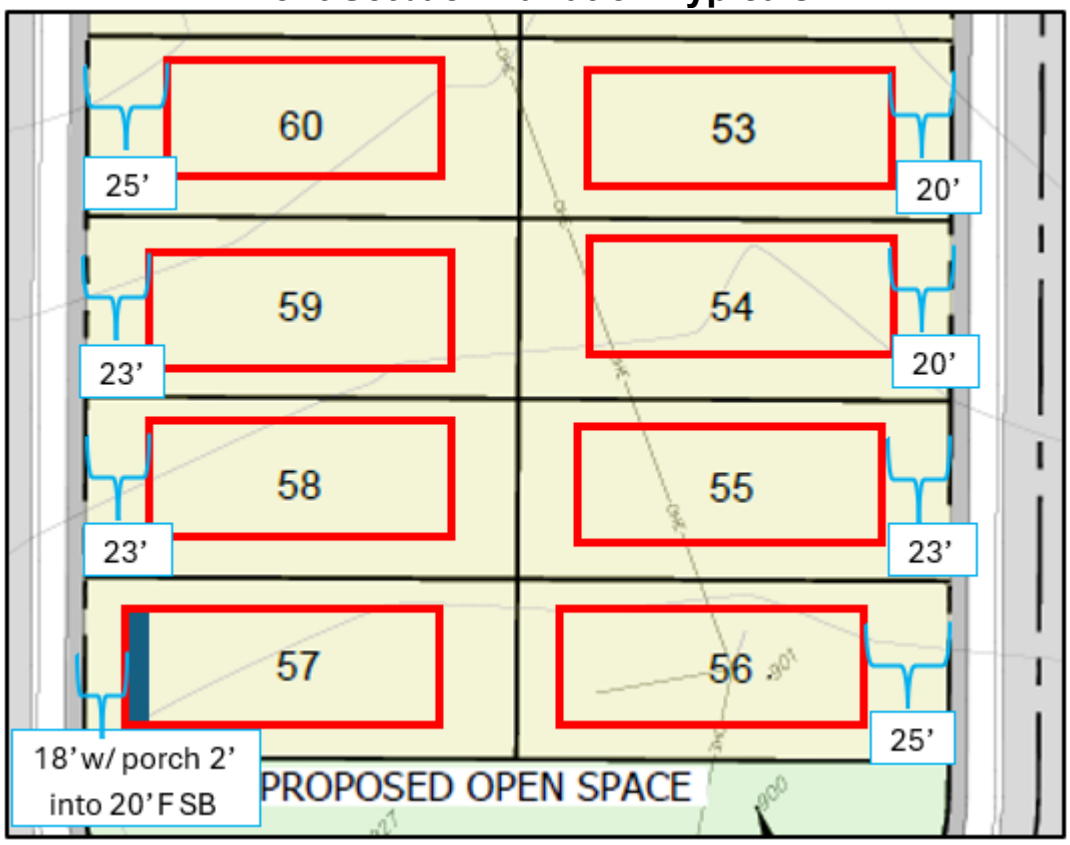
b. LDC Section 4.2.31.D.(5)(b) allows alternative setback and/or protection zone/areas meeting the intent of the Code for uses internal to the PUD site as part of the PUD review and consideration, subject, however to the Comprehensive Plan.

Analysis: Staff find the PUD proposes its own setbacks and height limitations on the PUD plan sheet. Table 3 of this report shows the proposed setbacks and height limits. The proposed minimum lot size and minimum side and rear setbacks are lower than typical Single-Family Dwelling (R-1) zoning for detached single-family development and lower than the A-1 zoning present in the surrounding. The proposed single-family uses are compatible with existing uses in the area; however, the proposed lot sizes and minimum yard sizes differ from the character of the surrounding area. The existing character is small farms and residential estates on larger lots to the north, east, and south with mature tree canopies. To the west is Hibiscus Park Unit 1 and 2, which were platted with smaller lots; however, the existing parcel configurations are large lots with mature vegetation on most of the lots. To match and enhance the character of the area, staff recommends the following conditions pertaining to shade trees and front setback variation (setback typical example shown in Figure 11):

- *Each residential lot shall provide a minimum of two (2) shade trees.* The *shade trees shall be a minimum of four (4) inch caliper at the time of planting.*
    - *On the side of the street where internal sidewalks are provided, every other lot must locate one (1) of the required shade trees within the front yard and within ten (10) feet of the sidewalk edge.*
- *With any group of three (3) consecutive dwelling units along the same street frontage, the front building line of each dwelling shall vary by at least two (2) feet and no more than five (5) feet from the adjacent unit. No more than two (2) consecutive dwellings may have the same front setback. The pattern of setback variation shall be shown on the improvement plan during development review and maintained through building permit review.*

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.D(5)(b).

Figure 11
Front Setback Variation Typicals



c. LDC Section 4.2.31.D.(5)(c) provides that if the PUD is for a cluster type project that must be enabled as a PUD as established by the Comprehensive Plan (e.g., Rural Residential Cluster or Hamlet Division 3.3), then the PUD shall be subject to compliance with the applicable natural open space preservation requirements, with the remaining lands available for development then being eligible for density and/or intensity averaging, subject to any special requirements of the particular PUD cluster type as required by the Comprehensive Plan and this Code.

Analysis: Staff find LDC Sec 4.2.31.D(5)(c) is **not applicable** to the application.

6. LDC Section 4.2.31.D.(6) requires the PUD to comply with the minimum buffer requirements as established in this Code, or an alternative design meeting the intent of the Code may be proposed for consideration. If an alternative design is proposed, the proposal shall include, at a minimum, scaled typical vertical and horizontal cross-sections of the buffer, including depictions of all proposed alternative buffer improvements and scaled representations of the existing principal structures and improvements that are located on the adjoining properties being buffered from the PUD. LDC Section 4.2.31.E.(6) provides buffers shall be provided externally and internally, between the PUD and surroundings and between internal PUD uses, in order to maintain compatibility between uses and avoid and/or limit adverse impacts between uses and nuisance situations.

Analysis: The PUD Plan proposes buffers that either meet or exceed those required by the LDC. Attachment A Page A-8 shows the location of the proposed buffers. Table 2 on page 9 of this report outlines required, proposed, and recommend buffers. Staff recommend buffers as proposed with one exception. Staff recommend requiring the same buffer that Westwood Trail is required to install against the property boundary of 35461-001-00, which hosts an existing single-family residence.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.D(6) and recommend the following condition.

- *The developer is required to install approved buffers as provided in Table 2 of this report prior to the issuance of the first (1st) Certificate of Occupancy for residential units within the development the HOA is required to maintain the approved buffers.*

D. LDC Section 4.2.31.E.(1) addresses three types of access.

1. LDC Section 4.2.31.E.(1)(a) provides all properties resulting from a PUD shall have paved access to paved public or private street right-of-way; however, ingress/egress or cross-access easements may be proposed as an alternative to a right-of-way as part of the PUD, provided all access is paved.

Analysis: The PUD proposes two access points to existing street facilities, SW 80th St and SW 72nd Ct, and an additional access point connecting to the Westwood Trails PUD.

The main access for the subdivision is proposed on SW 80th St. SW 80th St is a two (2) lane County-maintained Major Local roadway with approximately 50 feet of ROW. Future unfunded plans in the area include realigning SW 80th St at SR 200 and potentially widening to four (4) lanes, which will require 120 feet of right-of-way. As such, OCE Traffic indicates development will need to dedicate at least 35 feet of right-of-way to aid in those future plans.

Secondary access is proposed on SW 72nd Ct. SW 72nd Ct is a non-County maintained roadway with approximately 40 feet of ROW. It is paved along a ±0.2-mile-long segment extending north from SW 80th St and continues north as an unpaved facility. OCE Traffic indicates that the development is expected to dedicate 10 feet of ROW to help bring the ROW width up to the minimum 60 feet for subdivision streets. The proposed connection to align SW 72nd Ct is also located north of the paved segment. As such, OCE Traffic indicates the road needs to be paved just past the proposed driveway connection meeting the County design standards for a subdivision street. OCE Traffic expects the development to accept maintenance of that section of roadway once it is paved.

Since initial submittal, the applicant has expressed a desire to remove the project's access to SW 72nd Ct. Staff recommend leaving the access point, but converting it to a yelp gate for emergency accessibility. This way, if the SW 72nd Ct facility is

upgraded to a higher road classification in the future, full access could potentially be added.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(1)(a) and recommends the following conditions.

- *On the final plat, the property owner will dedicate land for right-of-way along the entire frontage length where the PUD abuts the following roads:*
  - *Thirty-five (35) feet wide strip of right-of-way to SW 80th Street*
  - *Ten (10) feet wide strip of right-of-way to SW 72nd Court*
- The property owner/developer will provide yelp gate access to SW 72nd Ct.

2. LDC Section 4.2.31.E.(1)(b) provides the PUD shall include pedestrian and/or bicycle facilities internally to address internal circulation needs and externally to provide for integration of the PUD to surrounding existing for future facilities.

Analysis: The PUD proposes sidewalks internally throughout the project and connects the internal sidewalks to the proposed 8' multi-modal path along SW 80th St.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(1)(b).

- *An internal sidewalk, at least five (5) feet wide, on at least one (1) side of the internal street circulation network is required, consistent with the master plan. The developer shall construct and fully complete all required internal sidewalk segments, prior to the issuance of the fiftieth (50th) Certificate of Occupancy for residential units within the development.*
- *An eight-foot (8) wide multi-modal path is required along SW 80th St, consistent with the master plan. The developer shall fully construct the multi-modal path, prior to the issuance of the fiftieth (50th) Certificate of Occupancy for residential units within the development.*

3. LDC Section 4.2.31.E.(1)(c) provides the PUD shall include multi-modal design accommodating pedestrian, bicycle, transit, and vehicular access focusing on integrating the modes with the proposed PUD uses and expected activity levels and/or focus (e.g., employment, residential, institutional, etc.).

Analysis: The PUD shows transportation accommodation for cars as well as people by providing sidewalks throughout.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(1)(c).

4. LDC Section 4.2.31.E.(1)(d) provides parking and loading spaces shall be provided consistent with the requirements for developed uses as listed in Section 6.11.8; however alternative parking and loading standards may be

proposed, provided such standards are based on accompanying technical information and analysis provided by a qualified professional. The use of shared parking is encouraged, along with the integration of parking as part of a multi-use structure as provided in Section 4.2.6.D(8).

Analysis: Each residential lot will have its own on-site parking. The PUD does not indicate parking for the amenity area. Parking is not necessary for the amenity area, because the facility will be for private subdivision use, and all lots are within walking distance of the amenity area.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(1)(d).

5. LDC Section 4.2.31.E.(1)(e) requires all appropriate utility infrastructure shall be made available to and provided for the PUD.

Analysis: Central water & sewer service are addressed and there's immediately available to the site.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(1)(e).

6. LDC Section 4.2.31.E.(1)(f) requires all appropriate and necessary stormwater infrastructure shall be provided for the PUD development to ensure compliance with this Code.

Analysis: Two drainage retention areas are proposed. Drainage infrastructure will be fully assessed to meet LDC requirements for stormwater management during the Development Review phase of the process.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(1)(f).

E. LDC Section 4.2.31.E.(2) addresses easements.

1. LDC Section 4.2.31.E.(2)(a) provides easements shall be provided to address the maintenance and upkeep of all PUD infrastructure (e.g., Stormwater systems, utilities, etc.) and/or when necessary to allow adjoining property owners reasonable access for the maintenance and upkeep of improvements (e.g., access for zero-lot line structure, etc.). Any easements necessary shall be provided, established, and conveyed consistent with the provisions of Article 6.

Analysis: Locations and dimensions of easements required for maintenance and upkeep of the PUD infrastructure will be determined during the Development Review phase of the process.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(2)(a).

2. LDC Section 4.2.31.E.(2)(b) provides no principal or accessory structure may be erected, placed upon, or extend over any easement unless

authorized in writing by the entity holding title to said easement, with such authorization being recorded in the Marion County Official Records. Such authorizations may include, and are encouraged to set forth, terms and conditions, regarding the easement encroachment (e.g., duration, maintenance, removal, sunset, etc.) for reference by all current and future parties.

Analysis: Buildable areas and easements will be finalized and/or determined during the Development Review phase of the development process.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(2)(b).

F. LDC Section 4.2.31.E.(3) addresses setbacks and separation requirements.

1. LDC Section 4.2.31.E.(3)(a)3 provides all setbacks for principal and accessory structures shall be provided in both typical illustration and table format. The typical illustration and table shall be included on all development plan submissions as related to the development type, and shall particularly be provided on the Master Site Plan and/or Final Plat Plan.

Analysis: The PUD proposes alternative lot areas, setbacks, and height limitations and provides the required lot typical illustrations.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(3)(a)3.

2. LDC Section 4.2.31.E.(3)(b) provides all setbacks shall be measured from the foundation, walls, or similar building structural support components and/or habitable areas; however eaves, roof overhangs, and other similar non-habitable architectural features may encroach or protrude by not more than two feet into any required setback.

Analysis: The PUD does not propose a setback allowance for non-habitable extensions of the principal structure. Staff recommends adding this language as a note to the development standards table for extensions projecting outward from the principal structure, like porches.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(3)(b).

3. LDC Section 4.2.31.E.(3)(c) provides building pop-outs, cantilevers, and/or other extensions that project outward from the principal structure, particularly those that make up habitable space, shall comply with established principal structure setbacks; however, the PUD may propose authorized encroachments not to exceed two feet into any setback, subject to compliance with building construction standards (e.g., fire code) for the encroachment structure, except no encroachment into an established front yard setback is permitted.

Analysis: The PUD does not propose setback allowance for extensions of the principle structure. Staff recommends adding this language as a note to the

development standards table for extensions projecting outward from the principle structure, like porches.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E(3)(c).

4. LDC Section 4.2.31.E.(3)(d). provides structure to structure setback requirements.

Analysis: Staff find the application **is consistent** with LDC Sec. 4.2.31.E.(3)(d).

G. LDC Section 4.2.31.E.(4) addresses heights.

1. LDC Section 4.2.31.E.(4)(a) addresses maximum structure heights.

Analysis: The PUD proposes a maximum 40’ height for single-family residences and 20’ height for accessory structures.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E.(4)(a).

2. LDC Section 4.2.31.E.(4)(b) addresses PUD heights in relation to dissimilar uses.

Analysis: The PUD does not propose non-residential or multi-family uses; therefore, this section does not apply. However, the PUD proposes lots internal to the PUD may provide two-story residences, whereas lots along the north and east peripheries of the PUD are limited to one-story residences.

As such, staff find the application **is consistent** with LDC Sec. 4.2.31.E.(4)(b).

H. LDC Section 4.2.31.E(5) addresses outdoor lighting to support and encourage a safe and secure environment within the PUD, while limiting potentially adverse impacts within the PUD and to surrounding properties.

Analysis: The PUD plan does not identify the location of exterior lighting. Staff find that a detailed lighting plan is needed to illuminate vulnerable areas to: (1) maintain health and safety and (2) discourage and deter criminal activity. Consistent with CPTED principles, adequate lighting should be provided along pedestrian pathways and crosswalks, at street intersections, and within recreational park areas to enhance visibility, support natural surveillance, and promote a safe and secure environment during nighttime hours. Additionally, the monument signage proposed at the PUD’s main entrance should be illuminated to ensure visibility and reinforce wayfinding and safety at the primary access point. Lighting should maintain a consistent theme throughout the project area to enhance sense of place and community character. As such, staff recommends the following condition:

- At the time of development review, the improvement plan must include a photometric lighting plan that:

- 1) Complies with all applicable Land Development Code outdoor lighting standards.
- 2) Demonstrates the subdivision's pedestrian routes, street intersections, park amenity area, and monument signage are adequately illuminated for safety and visibility.
- 3) An architecturally appealing style of fixture head used consistently throughout the PUD. Cobra heads are not permitted.

I. LDC Section 4.2.31.E.(6) provides buffers shall be provided externally and internally, between the PUD and surroundings and between internal PUD uses, in order to maintain compatibility between uses and avoid and/or limit adverse impacts between uses and nuisance situations as follows:

(a) Buffers shall be provided between the proposed PUD uses and the PUD's surroundings, and between the PUD's internal uses, in a manner that conforms to the requirements of Section 6.8.6; however, a PUD may propose alternative buffer standards and designs provided the intent of the buffer requirement is satisfied,

(b) A PUD may propose the elimination of internal buffers within the PUD; however, for significantly dissimilar uses (e.g., residential versus industrial), mechanisms to ensure future PUD residents and occupants are aware of the elimination of such requirements may be required in response to such a proposal.

Analysis: The provision of perimeter buffers has been previously addressed on page 9. There are no internal buffers needed. A condition has already been recommended to address this requirement.

J. LDC Section 4.2.31.E(7) addresses open space.

1. Staff find that LDC Section 4.2.31.E.(7)(a) **is not applicable**.

2. LDC Section 4.2.31.E.(7)(b) provides for all other PUDs, whether residential, institutional, commercial, industrial, or mixed-use, improved open space (IOS) consistent with Section 6.6.6.B shall be provided as a minimum of 20 percent of the PUD gross land area.

Analysis: The PUD encompasses a 19.75-acre site. Therefore, 3.95 acres of IOS is required. The master plan provides a note recognizing that 3.95 acres of open space is required.

As such, staff find this application **is consistent** with LDC Section 4.2.31.E(7)(b).

3. LDC Section 4.2.31.E.(7)(c) establishes the following design guidelines for open space:
   a. IOS shall be permanently set aside and shall be designated on the PUD and be established as separate properties/tracts to be owned and managed by a governing association for the PUD, whether a private property owners association, community development district, or municipal service unit unless otherwise approved by the Board upon recommendation by the DRC.

b. The PUD's minimum required IOS amounts shall be listed on the PUD's related plans, and shall be depicted depending on the level of development review, allowing for more general with conceptual and proceeding to detailed for platting and/or site planning.
c. IOS is intended to be integrated into the PUD design and provide the primary avenue for satisfying overall landscaping requirements for all development as required in Divisions 6.7, 6.8, and 6.9.
d. IOS shall be integrated throughout the PUD to provide a linked access system to the IOS.
e. IOS shall be improved, including compatible structures, to the extent necessary to complement the PUD uses.

Analysis: The PUD master plan provides notes indicating that an HOA will assume maintenance responsibility of the IOS. The minimum IOS requirement is listed on the master plan. The IOS is integrated into the site design by providing a continuous vegetative buffer surrounding the north, west, and south property lines. The proposed amenity area is connected to the buffers. The proposed open space near the main entry driveway preserves four adult tree, including a 42” and 36” Oak, which provides entry vista and contributes to future neighborhood’s character and sense of place.

4. LDC Section 4.2.31.E.(7)(d) establishes the following improved open space eligibility standards (with irrelevant subsections omitted):
    1. Landscape buffers required for the PUD perimeter to surrounding properties, and within the PUD to provide internal buffering shall be counted at 100 percent,
    2. Parks, playgrounds, beaches, bikeways, pedestrian walks, equestrian trails, and other similarly improved, usable outdoor areas shall be counted at 100 percent,
    3. Up to 25 percent of stormwater facilities may be counted to satisfy area/acreage requirements for required IOS. A higher percentage may be approved by DRC, depending on the design and lay of the facility, wherein the stormwater facilities provide a stable, dry, surface for extended periods of time and are not subject to erosion and/or damage to key design components when subjected to active use by PUD residents, employees, and patrons.
    4. Parking areas and road rights-of-way may not be included in calculations of IOS; however, separate tracts exclusive of rights-of-way providing landscaping buffers, or landscaped pedestrian, bicycle and other non-vehicular multi-use trails may be classified as IOS.
    5. [Staff omitted due to irrelevance]
    6. [Staff omitted due to irrelevance]

Analysis: The PUD master plan submitted in the initial application package does not provide itemized breakdowns of IOS. Prior to BCC, the applicant is expected to provide an itemized list of IOS provided by buffer areas, parks/usable outdoor areas, and 25% of DRA area eligible to be counted towards IOS once the DRA dimensions are determined at the time of Development Review.

K. LDC Section 4.2.31.E.(8)(a through e) address Maximum Commercial Use Area in a Residential PUD in a Residential Future Land Use Designation.

Analysis: Staff find that LDC Section 4.2.31.E.(8)(a-e) **is not applicable.**

L. LDC Section 4.2.31.F. addresses the pre-application meeting.

1. LDC Section 4.2.31.F.1 requires a pre-application meeting be conducted before a PUD rezoning application can be accepted.

Analysis: A pre-application meeting was conducted.

2. LDC Section 4.2.31.F.(2)(a) requires a PUD application be accompanied by a Conceptual Plan, Master Plan, Major Site Plan or Preliminary Plat.

Analysis: The PUD application was submitted with a Master Plan.

3. LDC Section 4.2.31.F.(2)(b) requires the PUD Rezoning Application shall be accompanied by a Conceptual Plan provide documentation addressing the following:
    1. The name of the proposed PUD shall be centered at the top of the sheet along the long dimension of the sheet.
    2. Vicinity map that depicts relationship of the site to the surrounding area within a 1-mile radius.
    3. Drawing of the boundaries of the property showing dimensions of all sides.
    4. Provide the acreage of the subject property along with a legal description of the property.
    5. Identify the Comprehensive Plan future land use and existing zoning of the subject property and for all properties immediately adjacent to the subject property.
    6. Identify existing site improvements on the site.
    7. A list of the uses proposed for the development.
    8. A typical drawing of an interior lot, corner lot, and cul-de-sac lot noting setback requirements. For residential development, the typical drawings will show a standard house size with anticipated accessory structure.
    9. Proposed zoning and development standards (setbacks, FAR, building height, etc.).
    10. Identify proposed phasing on the plan.
    11. Identify proposed buffers.
    12. Identify access to the site.
    13. Preliminary building lot typicals with required yard setbacks and parking lot locations.
    14. Preliminary sidewalk locations.
    15. Proposed parallel access locations.
    16. Show 100-year floodplain on the site.
    17. Show any proposed land or right of way dedication.
    18. Identify any proposed parks or open spaces.

19. A note describing how the construction and maintenance of private roads, parking areas, detention areas, common areas, etc. will be coordinated during development and perpetually after the site is complete.
20. Architectural renderings or color photos detailing the design features, color pallets, buffering details.

Analysis: The application submitted **is consistent** with this LDC Section 4.2.31.F.(2)(b), but some provisions, such as buffers and ROW dedication, may need to be revised before the BCC makes a final decision or as a result of the BCC's decision.

4. LDC Section 4.2.31.F.(3) requires the Development Review Committee (DRC) to make a recommendation for approval, approval with conditions, or for denial to the Planning and Zoning Commission and to the Board.

Analysis: The DRC considered the application at their November 17, 2025 meeting and recommended approval with conditions to the P & Z Commission.

5. LDC Section 4.2.31.F.(4)(a) requires the final development plan (either entire project or phase), submission, shall include but not be limited to, a master plan, a major site plan, improvement plan, a preliminary plat and/or final plat, as deemed necessary for the specific project.

Analysis: If approved by the BCC, the PUD shall continue through the Development Review process and comply with LDC Section 2.1.3 on Order of Plan Approval.

6. LDC Section 4.2.31.F.(4)(b) require final development plan be in accordance with requirements of the Land Development Code and be considered by the DRC. At the direction of the Board, DRC, or Growth Services Director, the final development plan may be brought back to the Board for final action.

Analysis: Staff find that LDC Section 4.2.31.F.(4)(b) **is not applicable** because final plats are administrative actions now, per Florida Statutes.

7. LDC Section 4.2.31.F.(4)(c) provides if necessary, a final development plan (entire project or phase) may be submitted with the conceptual plan for consideration.

Analysis: Staff find that LDC Section 4.2.31.F.(4)(c) **is not applicable** because final plats are administrative actions now, per Florida Statutes.

M. LDC Section 4.2.31.J addresses PUD time limits and provides:

The Board may establish time limits for the submittal of a master plan, major site plan, preliminary plat, or final plat for the development of an approved conceptual plan.

Any such time limits may be extended by the Board for reasonable periods upon the petition of the developer for an amendment to the conceptual plan and based upon good cause, as determined by the Board; provided that any such extension of time shall not automatically extend the normal expiration date of a building permit, site plan approval, or other development order. If time limits contained in the approved development plan are not completed or not extended for good cause, no additional permits will be approved.

Time limits for completion and close out of master plans, major site plans, preliminary plats, and final plats once approved shall be according to Article 2 of this Code Review and approval procedures.

Analysis: Staff does not recommend conditions to address time limits because time limits are provided in LDC Article 2 for Master Plans, Preliminary Plats, and Improvement Plans. These are all valid for 5 years after the date that DRC approves each plan. LDC Section 4.3.21.L also requires a Preliminary Plat to be submitted with 5 years after approval of a PUD master plan.

N. LDC Section 4.2.31.K addresses PUD amendments; LDC Section 4.2.31.L addresses timing; and LDC Section 4.2.31.M address revocation.

Analysis: Staff find that an analysis of these LDC Sections is not applicable at this time.

VI. ALTERNATIVE ACTIONS

A. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, adopt the findings and conclusions contained herein, and make a recommendation to the Board of County Commissioners to **DENY** the rezoning amendment.

B. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, amend the findings and conclusions contained herein so as to support the approval of the Ordinance, and make a recommendation to the Board of County Commissioners to adopt a proposed Ordinance to **APPROVE with amended conditions** the rezoning amendment.

C. Enter into the record the Staff Report and all other competent substantial evidence presented at the hearing, identify any additional data and analysis needed to support a recommendation on the proposed Ordinance, and make a recommendation to the Board of County Commissioners to **TABLE** the application for up to two months in order to provide the identified data and analysis needed to make an informed recommendation on the proposed Ordinance.

VII. STAFF RECOMMENDATION

Staff recommends that the P&Z enter into the record the Staff Report and all other competent, substantial evidence presented at the hearing; adopt the findings and conclusions contained herein; and recommend that the Commission **approve, with conditions**, the proposed rezoning because the application:

A. **Will not adversely** affect the public interest based upon impacts to the surrounding area;

B. **Is consistent** with the following Comprehensive Plan provisions
   1. FLUE Policy 1.1.5, 2.1.18, 2.1.19, 5.1.3, 5.1.4;
   2. TE Policy 2.1.4, and Objective 2.2;
   3. SSE 1.1.3;
   4. PWE 1.6.4;
   5. SE 1.1.4, 1.1.5;

C. **Is compatible** with the surrounding uses.

The following development conditions are proposed to mitigate the potential for any negative impacts to the surrounding area:

1. The PUD shall comply with the PUD Development Buffers listed in Table 2.

TABLE 2. BUFFERS

Direction	Adjoining Use	Parcel ID	Recommended
North	Vacant Single Family w/ LR FLU & A-1 Zoning	35463-000-05 & 35463-000-03	**15' C-Type[1]**
South	ROW	N/A	**15' C-Type**
East	ROW	N/A	**15' C-Type**
West	Undeveloped Westwood Trail Single-Family	35461-000-00	**None**
	Single-Family	35461-001-00	**15' C-Type w/ 6' tall vinyl fence**

Note:
1. Buffer will preserve as much existing, viable vegetation as possible. Any gaps in the required buffer will be planted.

2. The PUD shall comply with the PUD Development Setbacks listed in Table 3.

TABLE 3. ZONING STANDARDS

Standards	Recommended
Lot Area	5,175 SF
Lot Depth	115'
Interior Lot, Lot Width	45'
Corner Lot, Lot Width	60'

Front Setback[1]	20’
Rear Setback	15’
Interior Lot, Side Setback	5’
Corner Lot, Side Setback	15’
Maximum Single-Family Home Height[2]	40’
Maximum Accessory Structure Height	20’
Accessory Structure, Front Setback	20’
Accessory Structure, Rear Setback	5’
Accessory Structure, Side Setback	5’ for Interior Lot 15’ for Corner Lot

Note:
1. Building placement for front setbacks must comply with staggering requirements as provided in the approved PUD resolution conditions. Porches may encroach 2 feet into the front setback area.

2. If any portion of a single-family home is located within 100’ of northern and eastern boundaries of this PUD’s project area, then that single family home is limited to one story.

3. The PUD shall be limited to those uses as indicated within the PUD plan, except when Florida Statutes pre-empts local jurisdiction and allows a specific use. If uses other than those listed are proposed; the property owner’s association or the developer is responsible for submitting a PUD Amendment application to Growth Services, or its equivalent, to ensure due public notice is provided.
4. PUD is limited to 72 single-family detached dwellings units.
5. A property owner’s association OR the developer must care for and maintain all common areas used by residents of the subdivision as well as buffers, stormwater, and any other forms of infrastructure within the subdivision.
6. The developer shall construct and fully complete all required amenities, and ensure such amenities are operational, prior to the issuance of the thirty-sixth (36th) Certificate of Occupancy for residential units within the development.
7. Each residential lot shall provide a minimum of two (2) shade trees. The shade trees shall be a minimum of four (4) inch caliper at the time of planting.
    a. On the side of the street where internal sidewalks are provided, every other lot must locate one (1) of the required shade trees within the front yard and within ten (10) feet of the sidewalk edge.
8. With any group of three (3) consecutive dwelling units along the same street frontage, the front building line of each dwelling shall vary by at least two (2) feet and no more than five (5) feet from the adjacent unit. No more than two (2) consecutive dwellings may have the same front setback. The pattern of setback variation shall be shown on the improvement plan during development review and maintained through building permit review.
9. The developer is required to install approved buffers as provided in Table 2 of this report prior to the issuance of the first (1st) Certificate of Occupancy for residential units within the development the HOA is required to maintain the approved buffers.

10. On the final plat, the property owner will dedicate land for right-of-way along the entire frontage length where the PUD abuts the following roads:
    a. Thirty-five (35) feet wide strip of right-of-way to SW 80th Street
    b. Ten (10) feet wide strip of right-of-way to SW 72nd Court
11. The property owner/developer will provide yelp gate access to SW 72nd Ct.
12. An internal sidewalk, at least five (5) feet wide, on at least one (1) side of the internal street circulation network is required, consistent with the master plan. The developer shall construct and fully complete all required internal sidewalk segments, prior to the issuance of the fiftieth (50th) Certificate of Occupancy for residential units within the development.
13. An eight-foot (8) wide multi-modal path is required along SW 80th St, consistent with the master plan. The developer shall fully construct the multi-modal path, prior to the issuance of the fiftieth (50th) Certificate.
14. At the time of development review, the improvement plan must include a photometric lighting plan that:
    a. Complies with all applicable Land Development Code outdoor lighting standards;
    b. Demonstrates the subdivision's pedestrian routes, street intersections, park amenity area, and monument signage are adequately illuminated for safety and visibility; and
    c. Provides an architecturally appealing style of fixture head used consistently throughout the PUD. Cobra heads are not permitted.

VIII. PLANNING & ZONING COMMISSION RECOMMENDATION

To be determined.

IX. BOARD OF COUNTY COMMISSIONERS ACTION

To be determined.

X. LIST OF ATTACHMENTS

A. Application Package
B. DRC Staff Comments
C. Site Photos
D. MCFR Comments
E. MSCO Comments
F. Westwood Trails Approved PUD Master Plan
G. Traffic Assessment and Methodology

Marion County
Board of County Commissioners

Growth Services • Planning & Zoning

2710 E. Silver Springs Blvd.
Ocala, FL 34470
Phone: 352-438-2600
Fax: 352-438-2601
www.marioncountyfl.org

OFFICE USE ONLY:	
Project Number:	2025 08 0023
App Request No.:	
Case Number:	
Received Date:	
Received By:	
Submission Complete Date:	

PARCEL ACCOUNT NUMBERS: 35460-039-00

APPLICATION FOR PUD REZONING or PUD AMENDMENT

The undersigned hereby requests a zoning change per Marion County Land Development Code (LDC), Article Four, Zoning, on the below described property and area, to **PUD (PLANNED UNIT DEVELOPMENT)** from: Existing A-1 (AGRICULTURAL) Zoning to PUD

Legal description: Attach a copy of the deed(s) with property legal description and demonstrating ownership.

Required documents: Attach a copy of the required PUD Documents listed in the checklist on the reverse side of this application as required by LDC Section 4.2.31.F(2) and LDC Division 2.13.

Total PUD Acreage: 19.62 ACRES **Maximum Proposed Residential Units:** 72 UNITS

Maximum Non-Residential (Commercial or Industrial) Acreage: 0.00

Directions to property (from MC Growth Services): North on SE 25th Ave to SR 40, West on SR 40 to I-75, South on I-75 to SR 200, Southwest on SR 200 to SW 80th Street, West on SW 80th Street to the property, located on the north side of the roadway just after SW 72nd Court. Property address is 7325 SW 80th Street.

The property owner must sign this application unless written authorization naming the listed applicant/agent to act on his/her behalf is attached.

LINDA CAPOZZOLI	PAOLO MASTROSERIO
Property owner name (please print)	**Applicant/agent name (please print)**
7325 SW 80TH STREET	170 SE 32ND PLACE
MAILING ADDRESS	**MAILING ADDRESS**
OCALA, FL, 34476	OCALA, FL 34471
City, state, zip code	**City, state, zip code**
352-209-6114	352-433-2185
Phone number (include area code)	**Phone number (include area code)**
LINDA.KELLYPEST@GMAIL.COM	PAOLO@MASTROSERIOENG.COM
e-Mail Address (include complete address)	**e-Mail Address (include complete address)**
Linda Capozzoli	
Signature	**Signature**

NOTE: A zoning change will not become effective until after a final decision is made by the Marion County Board of County Commissioners and any applicable appeal period concludes. The owner, applicant or agent is encouraged to attend the public hearing where this application will be discussed. If no representative is present and the board requires additional information, the request may be postponed or denied. Notice of said hearing will be mailed to the above-listed address(es). All information given by the owner and/or applicant/agent must be correct and legible in order to be processed.

_____A) Application Fee:

NEW PUD or **PUD Amendment Requiring Board of County Commissioners Approval**	**PUD Amendment** that does **NOT** require Board of County Commissioners Approval
BASE FEE: $1,000.00 ***AND***	**BASE FEE**: $150.00 ***AND***
PLUS $5.00 X maximum number of potential residential dwelling units (DU) (*IF ANY*) ***AND***	**PLUS** $5.00 X maximum number of potential residential dwelling units (DU) (*IF ANY*) ***AND***
PLUS $5.00 X maximum acreage (AC) for non-residential development (commercial, industrial, institutional, etc.) (*IF ANY*).	**PLUS** $5.00 X maximum acreage (AC) for non-residential development (commercial, industrial, institutional, etc.) (*IF ANY*).
Fee Calculation Method Example: (Base Fee - $1,000 or $150.00) + ($ 5.0 X Max DUs) + (0.00 X Max Non-Res AC) = $ 1,360.00 Total Fee	

Fee calculation based on 72 units (5 x 72 = $360.00)

_____B) Conceptual Plan with Architectural information: At a minimum, the PUD Rezoning Application shall be accompanied by a Conceptual Plan, in compliance with Land Development Code Division 2.13 and Land Development Code Section 4.2.31, along with accompanying documentation for review by the County Growth Services Department and shall provide documentation addressing the following: See plans and associated documents for items below.

1. The name of the proposed PUD shall be centered at the top of the sheet along the long dimension of the sheet.
2. Vicinity map that depicts relationship of the site to the surrounding area within a 1 mile radius.
3. Drawing of the boundaries of the property showing dimensions of all sides.
4. Provide the acreage of the subject property along with a legal description of the property.
5. Identify the Comprehensive Plan future land use and existing zoning of the subject property (including acreage of each) and for all properties immediately adjacent to the subject property.
6. Identify existing site improvements on the site.
7. A list of the uses proposed for the development.
8. A typical drawing of an interior lot, corner lot, and cul-de-sac lot noting setback requirements. For residential development, the typical drawings will show a standard house size with anticipated accessory structure.
9. Proposed zoning and development standards (setbacks, FAR, building height, etc.).
10. Identify proposed phasing on the plan.
11. Identify proposed buffers.
12. Identify access to the site.
13. Preliminary building lot typical(s) with required yard setbacks and parking lot locations. (*This information must address all possible principle and accessory structures for all uses.)*
14. Preliminary sidewalk locations.
15. Proposed parallel access locations.
16. Show 100 year floodplain on the site.
17. Show any proposed land or right of way dedication.
18. Identify any proposed parks or open spaces.
19. A note describing how the construction and maintenance of private roads, parking areas, detention areas, common areas, etc. will be coordinated during development and perpetually after the site is complete
20. Architectural renderings or color photos detailing the design features, color pallets, buffering details.
21. Any additional information that may be deemed appropriate for the specific project (*e.g., documentation and/or presentation material by the owner or applicant/agent, or information identified as required or recommended by County staff in the pre-application meeting conducted prior to submitting the application*).

MASTROSERIO
ENGINEERING, INC
CONSULTING CIVIL & ENVIRONMENTAL ENGINEERS
SPECIALIZING IN SITE & SUBDIVISION DEVELOPMENT

170 SE 32ND PLACE, Ocala, FL 34471
PH: (352).433.2185
paolo@mastroserioeng.com

August 27, 2025

Mr. Ken Odom
Marion County Growth Services
2710 EAST SILVER SPRINGS BLVD.
Ocala, Florida 34470

RE: "CAPOZOLLI HILLS" LAND USE & PUD REZONING

Dear Mr. Odom,

I am providing you with the following application and supporting documents for the purpose of requesting a rezoning for the project referenced above:

An executed Land Use application.

An executed Rezoning application.

A check in the amount of $5,000.00 for the Land Use Application fee.

A check in the amount of $1,360.00 for the Rezoning fee.

A Legal Description.

A copy of the Warranty Deed.

A Certified Boundary & Topographical Survey, which includes the Legal Description.

A PUD Conceptual Plan which contains the information as required by code.

A description of the Amenities Proposed and Architectural Styles of the Buildings

An Approved Traffic Study Methodology for this PUD.

An electronic file including all the above information.

If you should have any questions or comments, please feel free to call me at (352) 433-2185

Sincerely,

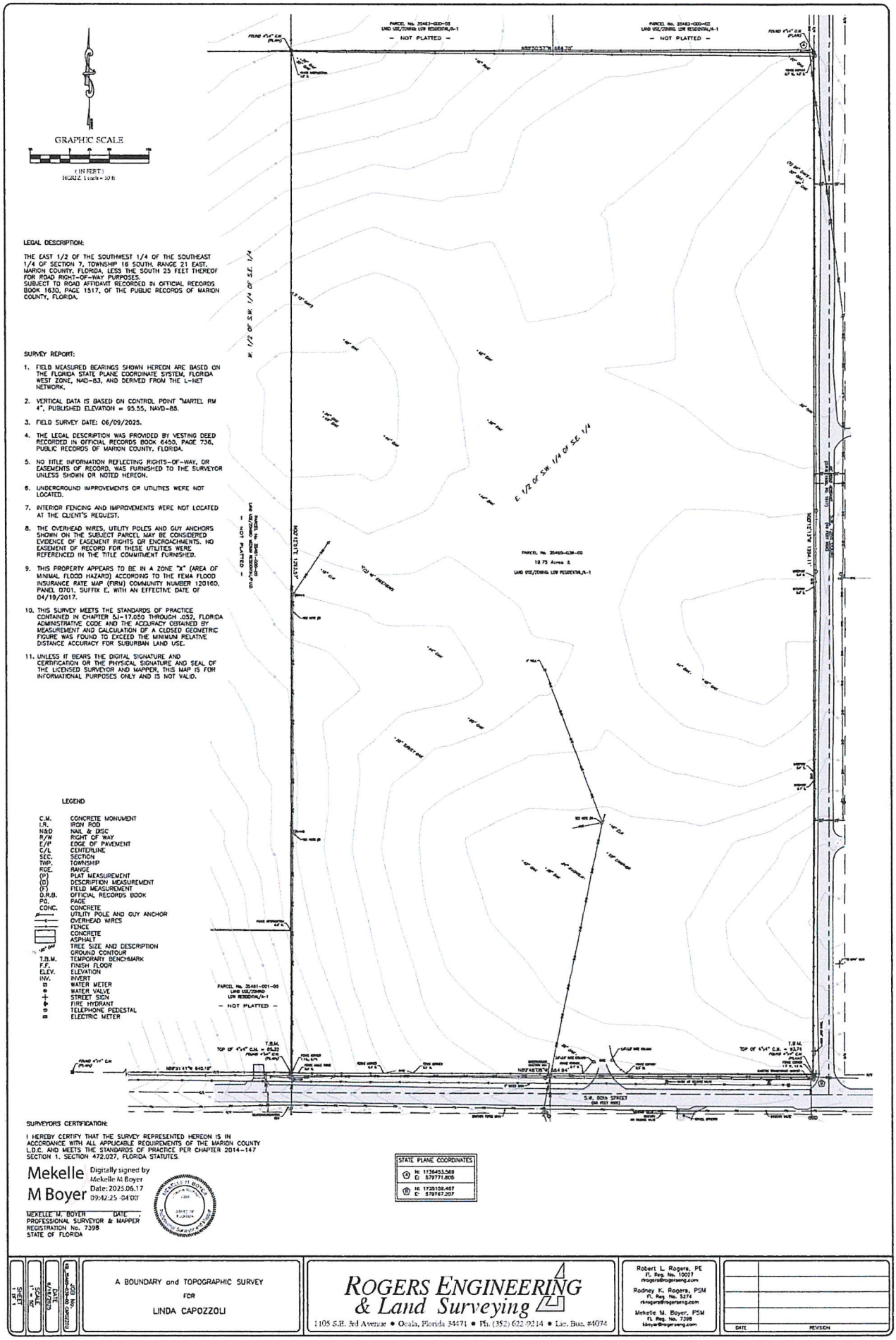
Paolo Mastroserio, P.E.

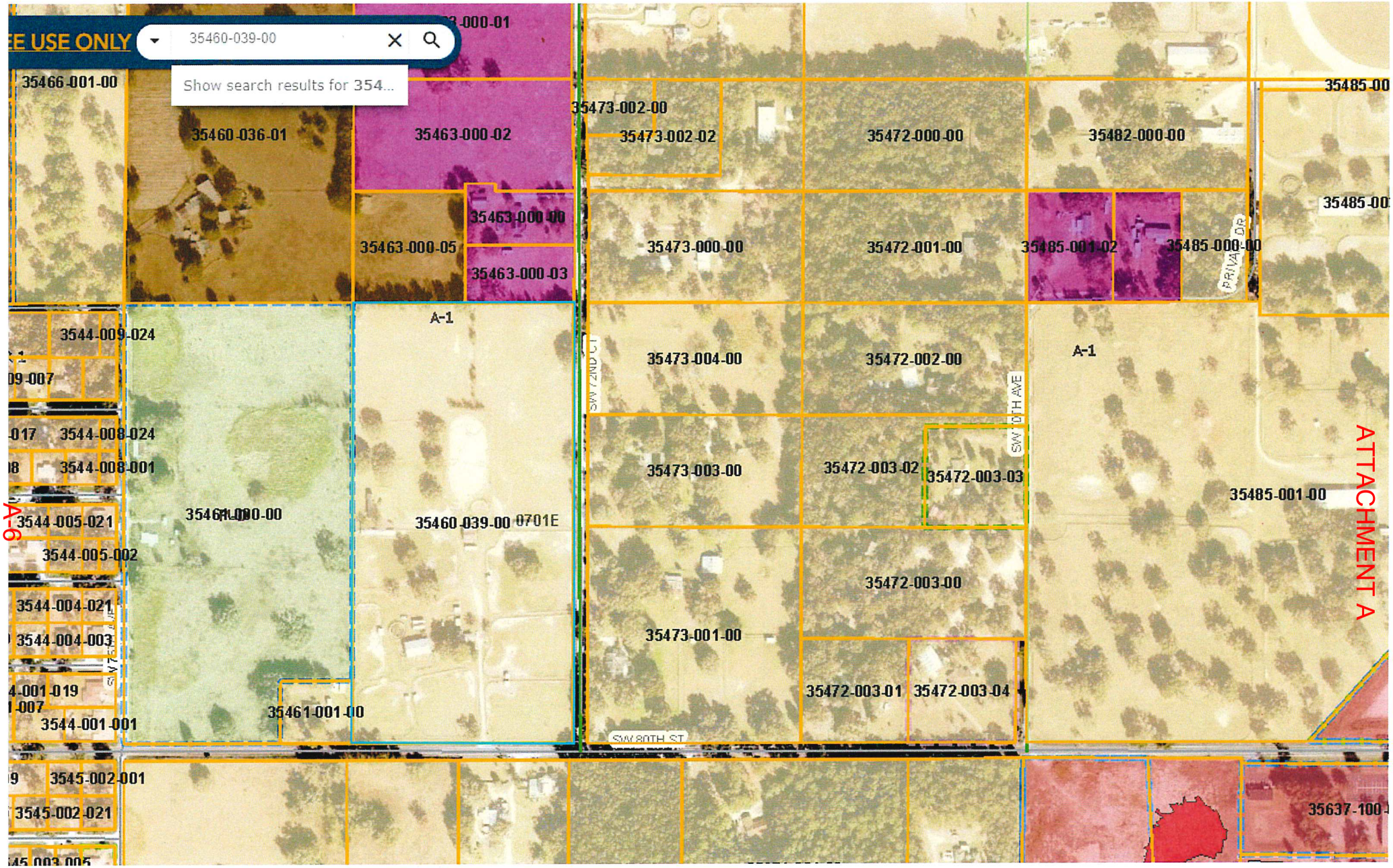
CAPOZZOLI HILLS PUD

LEGAL DESCRIPTION

LEGAL DESCRIPTION:

THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 16 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA; LESS THE SOUTH 25 FEET THEREOF FOR ROAD RIGHT-OF-WAY PURPOSES. SUBJECT TO ROAD AFFIDAVIT RECORDED IN OFFICIAL RECORDS BOOK 1630, PAGE 1517, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA.


GRAPHIC SCALE
(IN FEET)
1 INCH = 20 ft
LEGAL DESCRIPTION:
THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 7, TOWNSHIP 16 SOUTH, RANGE 21 EAST, MARION COUNTY, FLORIDA. LESS THE SOUTH 25 FEET THEREOF FOR ROAD RIGHT-OF-WAY PURPOSES. SUBJECT TO ROAD AFFIDAVIT RECORDED IN OFFICIAL RECORDS BOOK 1630, PAGE 1517, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA.
SURVEY REPORT:
1. FIELD MEASURED BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA WEST ZONE, NAD-83, AND DERIVED FROM THE L-NET NETWORK.
2. VERTICAL DATA IS BASED ON CONTROL POINT "MARTEL RM 4", PUBLISHED ELEVATION = 95.55, NAVD-88.
3. FIELD SURVEY DATE: 06/09/2025.
4. THE LEGAL DESCRIPTION WAS PROVIDED BY VESTING DEED RECORDED IN OFFICIAL RECORDS BOOK 6450, PAGE 736, PUBLIC RECORDS OF MARION COUNTY, FLORIDA.
5. NO TITLE INFORMATION REFLECTING RIGHTS-OF-WAY, OR EASEMENTS OF RECORD, WAS FURNISHED TO THE SURVEYOR UNLESS SHOWN OR NOTED HEREON.
6. UNDERGROUND IMPROVEMENTS OR UTILITIES WERE NOT LOCATED.
7. INTERIOR FENCING AND IMPROVEMENTS WERE NOT LOCATED AT THE CLIENT'S REQUEST.
8. THE OVERHEAD WIRES, UTILITY POLES AND GUY ANCHORS SHOWN ON THE SUBJECT PARCEL MAY BE CONSIDERED EVIDENCE OF EASEMENT RIGHTS OR ENCROACHMENTS. NO EASEMENT OF RECORD FOR THESE UTILITIES WERE REFERENCED IN THE TITLE COMMITMENT FURNISHED.
9. THIS PROPERTY APPEARS TO BE IN A ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY NUMBER 120160, PANEL 0701, SUFFIX E, WITH AN EFFECTIVE DATE OF 04/19/2017.
10. THIS SURVEY MEETS THE STANDARDS OF PRACTICE CONTAINED IN CHAPTER 5J-17.050 THROUGH .052, FLORIDA ADMINISTRATIVE CODE AND THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF A CLOSED GEOMETRIC FIGURE WAS FOUND TO EXCEED THE MINIMUM RELATIVE DISTANCE ACCURACY FOR SUBURBAN LAND USE.
11. UNLESS IT BEARS THE DIGITAL SIGNATURE AND CERTIFICATION OR THE PHYSICAL SIGNATURE AND SEAL OF THE LICENSED SURVEYOR AND MAPPER, THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.
LEGEND
C.M. CONCRETE MONUMENT
I.R. IRON ROD
N&D NAIL & DISC
R/W RIGHT OF WAY
E/P EDGE OF PAVEMENT
C/L CENTERLINE
SEC. SECTION
TWP. TOWNSHIP
RGE. RANGE
(P) PLAT MEASUREMENT
(D) DESCRIPTION MEASUREMENT
(F) FIELD MEASUREMENT
O.R.B. OFFICIAL RECORDS BOOK
PG. PAGE
CONC. CONCRETE
UTILITY POLE AND GUY ANCHOR
OVERHEAD WIRES
FENCE
CONCRETE
ASPHALT
TREE SIZE AND DESCRIPTION
GROUND CONTOUR
T.B.M. TEMPORARY BENCHMARK
F.F. FINISH FLOOR
ELEV. ELEVATION
INV. INVERT
WATER METER
WATER VALVE
STREET SIGN
FIRE HYDRANT
TELEPHONE PEDESTAL
ELECTRIC METER
W. 1/2 OF S.W. 1/4 OF S.E. 1/4
E. 1/2 OF S.W. 1/4 OF S.E. 1/4
PARCEL No. 35483-000-00
LAND USE/ZONING LOW RESIDENTIAL/A-1
- NOT PLATTED -
PARCEL No. 35483-000-02
LAND USE/ZONING LOW RESIDENTIAL/A-1
- NOT PLATTED -
PARCEL No. 35460-039-00
18.75 Acres ±
LAND USE/ZONING LOW RESIDENTIAL/A-1
PARCEL No. 35481-001-00
LAND USE/ZONING LOW RESIDENTIAL/A-1
- NOT PLATTED -
S.W. 80th STREET
(No Fee Title)
SURVEYORS CERTIFICATION:
I HEREBY CERTIFY THAT THE SURVEY REPRESENTED HEREON IS IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF THE MARION COUNTY L.D.C. AND MEETS THE STANDARDS OF PRACTICE PER CHAPTER 2014-147 SECTION 1, SECTION 472.027, FLORIDA STATUTES.
Mekelle M Boyer
Digitally signed by Mekelle M Boyer
Date: 2025.06.17 09:42:25 -04'00'
MEKELLE M. BOYER DATE
PROFESSIONAL SURVEYOR & MAPPER
REGISTRATION No. 7398
STATE OF FLORIDA
STATE PLANE COORDINATES
N: 1736453.569
E: 579771.805
N: 1735109.467
E: 579767.207
A BOUNDARY and TOPOGRAPHIC SURVEY
FOR
LINDA CAPOZZOLI
ROGERS ENGINEERING & Land Surveying
1105 S.E. 3rd Avenue • Ocala, Florida 34471 • Ph. (352) 622-9214 • Lic. Bus. #4074
Robert L. Rogers, PE
Fl. Reg. No. 10021
rlrogers@rogerseng.com
Rodney K. Rogers, PSM
Fl. Reg. No. 5274
rkrogers@rogerseng.com
Mekelle M. Boyer, PSM
Fl. Reg. No. 7398
kboyer@rogerseng.com
DATE
REVISION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35485-001-02
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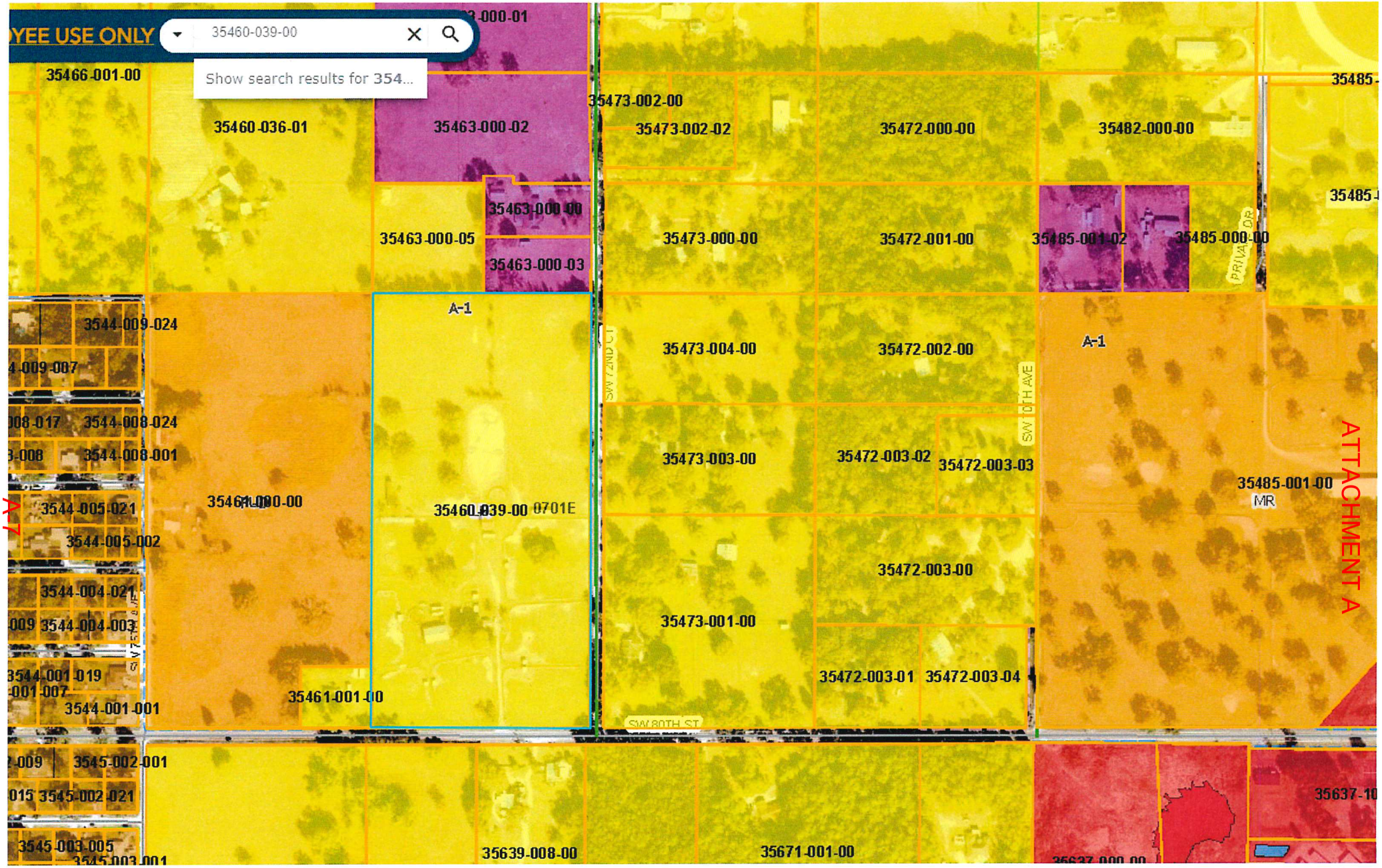
ATTACHMENT A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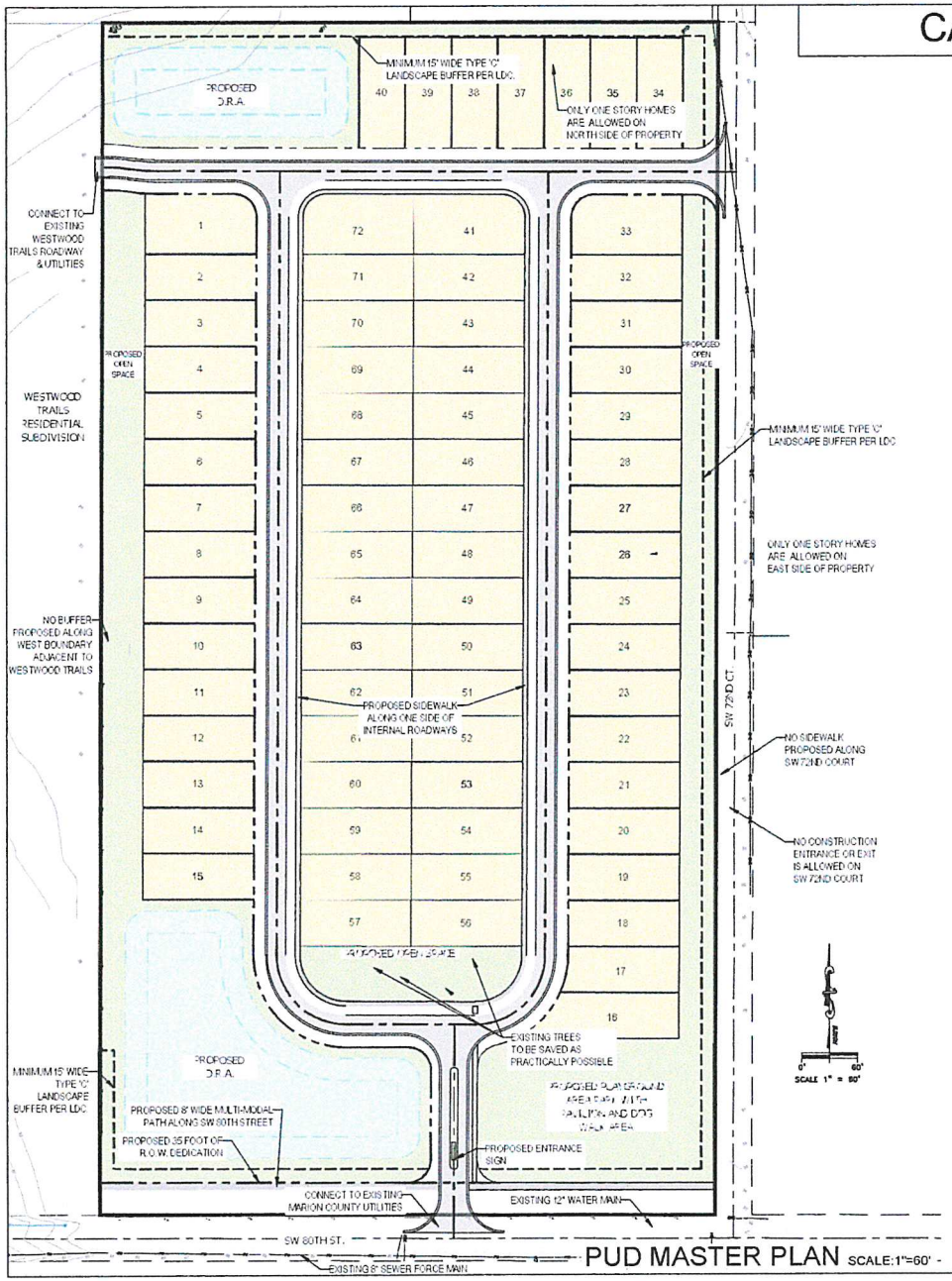
PRIVATE DR
A-1
3544-009-024
4-009-007
008-017
3544-008-024
3-008
3544-008-001
3544-005-021
3544-005-002
35461-000-00
35460-039-00 0701E
3544-004-021
009
3544-004-003
3544-001-019
001-007
3544-001-001
35461-001-00
35473-004-00
35472-002-00
SW 72ND CT
SW 80TH AVE
35473-003-00
35472-003-02
35472-003-03
35485-001-00
MR
35472-003-00
35473-001-00
35472-003-01
35472-003-04
SW 80TH ST
ATTACHMENT A
009
3545-002-001
015
3545-002-021
3545-003-005
35639-008-00
35671-001-00
35637-10

CAPOZOLLI HILLS P.U.D. MASTER PLAN



PUD MASTER PLAN SCALE:1"=60'

RECREATION/OPEN SPACE/MFLA DATA:

PER MARION COUNTY LDC, THE MINIMUM OPEN SPACE REQUIRED IS 25% OF THE GROSS LAND AREA. 19.75 ACRES X 25% = 3.95 ACRES OF OPEN SPACE REQUIRED
15% OR 2.96 ACRES MUST BE MFLA.
60% OR 2.37 ACRES MUST BE IMPROVED OPEN SPACE

ALL AREAS DESIGNATED AS RECREATION / OPEN SPACE SHALL MEET THE CRITERIA OF THE MARION COUNTY LAND DEVELOPMENT CODE, UNLESS A WAIVER IS OBTAINED FOR ADDITIONAL AREA TO BE UTILIZED

THIS PROJECT WILL PROVIDE A MINIMUM OF THE FOLLOWING:
3.95 ACRES OF REQUIRED OPEN SPACE
2.96 ACRES OF THE 3.95 ACRES WILL BE MFLA
2.37 ACRES OF WILL BE IMPROVED OPEN SPACE

TRAFFIC STUDY NOTE:

A TRAFFIC HAS BEEN SUBMITTED AND APPROVED FOR THIS DEVELOPMENT. PLEASE REFER TO PROVIDED & APPROVED TRAFFIC STUDY. NO OFF-SITE TRAFFIC IMPROVEMENTS ARE REQUIRED AS A RESULT OF THE FINAL APPROVED TRAFFIC STUDY.

SIDEWALK NOTE:

INTERNAL SIDEWALKS WILL BE PROVIDED AT TIME OF IMPROVEMENT PLAN SUBMITTAL. INTERNAL SIDEWALKS WILL BE DESIGNED IN SUCH A MANNER TO CONNECT TO THE ADJOINING ROADWAYS ROAD FOR PROPER PEDESTRIAN CIRCULATION AND MOBILITY. SIDEWALKS WILL BE PROVIDED ALONG SW 80TH STREET AND ON ONE SIDE OF THE INTERNAL ROADWAYS

LANDSCAPE BUFFER NOTE:

PROPOSED LANDSCAPE BUFFERS ALONG THE PERIMETER OF THE SITE SHALL COMPLY WITH THE MARION COUNTY LAND DEVELOPMENT CODE AND THE D.O.C. REQUIREMENTS. BUFFER LAYOUT AND PLACEMENT WILL BE FINALIZED AT THE DEVELOPMENT STAGE. BUFFERS MAY VARY DEPENDING ON FINAL LAYOUT AND BUFFER WAIVERS MAY BE REQUIRED. IN THE FUTURE AS THE PROPOSED PROJECT DEVELOPS. IN ALL CASES IN WHICH A BUFFER WITH FENCING OR WALLS, THE PROPOSED LANDSCAPING WILL FACE THE ADJACENT LAND OWNER(S) AND THE WALL WILL BE PLACED BEHIND THE LANDSCAPING.

CONCURRENCY NOTE:

THIS PROPOSED PROJECT THAT HAS NOT BEEN GRANTED CONCURRENCY APPROVAL AND/OR GRANTED AND/OR RESERVED ANY PUBLIC FACILITY CAPACITIES. FUTURE RIGHTS TO DEVELOP THE PROPERTY ARE SUBJECT TO A DEFERRED CONCURRENCY DETERMINATION, AND FINAL APPROVAL TO DEVELOP THE PROPERTY HAS NOT BEEN OBTAINED. THE COMPLETION OF CONCURRENCY REVIEW AND/OR APPROVAL HAS BEEN DEFERRED TO LATER DEVELOPMENT REVIEW STAGES, SUCH AS, BUT NOT LIMITED TO, BUILDING PERMIT REVIEW.

SITE COVERAGE & SUMMARY OF LAND USE ENTITLEMENT ELIGIBILITY:

EXISTING LAND USE:	DENSITY/INTENSITY	ACREAGE	GROSS MAX. DEVELOPMENT
MEDIUM RESIDENTIAL	4 D.U. PER ACRE	19.75 ACRES	79 UNITS

THIS PUD PLAN PROPOSES A MAXIMUM OF 72 RESIDENTIAL UNITS WHICH EQUALS 3.65 UNITS PER ACRE

PLAN NOTES:

1. PROJECT SITE IS LOCATED WITHIN SECTION 07, TOWNSHIP 16, RANGE 21
2. THE TOTAL LAND AREA = 19.75 ACRES ±
3. EXISTING SITE CHARACTERISTICS:
   THE EXISTING SITE IS CURRENTLY DEVELOPED AND UNDEVELOPED, MOSTLY CLEARED PASTURE LAND, WITH MINIMAL TREE COVER. THE TERRAIN IS MOSTLY GENTLY ROLLING WITH CLOSED CONTOURS OF 5' OR LESS. THE SITE ELEVATIONS RANGE BETWEEN 47' AND 64'. BASED UPON THE USDA SOIL SURVEY, THE SOILS ON THIS SITE ARE SANDY, WELL DRAINED SOILS WITH A DEPTH TO A CONFINING LAYER AND WATER TABLE OF GREATER THAN 6 FEET. THE NATURAL LOW AREAS ARE SHOWN ON THIS PLAN.
4. THE EXISTING LAND USE IS LOW DENSITY RESIDENTIAL
5. THE EXISTING ZONING IS A-1
6. THE PROPOSED PROJECT IS A RESIDENTIAL DEVELOPMENT WITH SINGLE FAMILY DWELLINGS. ADDITIONAL IMPROVEMENTS PROPOSED INCLUDE OPEN SPACE / PARK SITES WITHIN THE PROPOSED NEIGHBORHOOD
7. SEE PLAN FOR ADJACENT ZONING & LAND USE CLASSIFICATIONS
8. THE MAJOR ROADS SHOWN ON THIS PLAN INCLUDE SW 72ND COURT AND SW 80TH STREET. ALL PROPOSED INTERNAL ROADWAYS TO THE PROPOSED DEVELOPMENT AREAS WILL BE DESIGNED AT TIME OF IMPROVEMENT PLAN SUBMITTAL FOR EACH DEVELOPMENT AREA AND WILL BE PERMITTED THROUGH THE COUNTY
9. EXISTING UTILITY AND DRAINAGE EASEMENTS ARE SHOWN ON THIS PLAN
10. PROJECT PHASING: THE PROPOSED DEVELOPMENT SHALL BE DEVELOPED IN ONE PHASE
11. UTILITIES: THIS PROJECT SHALL BE SERVED BY MARION COUNTY CENTRAL WATER AND SEWER SYSTEMS.
12. AN H.O.A. SHALL BE FORMED TO OWN, MANAGE AND MAINTAIN ALL COMMON AREAS AND COMMON ELEMENTS OF THE P.U.D. AND SHALL BE THE LEGAL ENTITY RESPONSIBLE FOR MANAGEMENT AND MAINTENANCE OF COMMON AREAS AND COMMON ELEMENTS OF THE P.U.D. INCLUDING ANY STORM WATER MANAGEMENT FACILITIES WHICH ARE PRIVATELY OWNED

TYPICAL LOT STANDARDS

(PRINCIPAL STRUCTURES)	
LOT AREA	9,175 SF (MINIMUM)
LOT DEPTH	115 FEET (MINIMUM)
LOT WIDTH (INTERIOR)	45 FEET (MINIMUM)
LOT WIDTH (CORNER LOT)	60 FEET (MINIMUM)
FRONT SETBACK	20 FEET (MINIMUM)
SIDE SETBACK (INTERIOR)	5 FEET (MINIMUM)
SIDE SETBACK (CORNER LOT)	15 FEET (MINIMUM)
REAR SETBACK	15 FEET (MINIMUM)
MAXIMUM SINGLE FAMILY HOME HEIGHT	40 FEET
MAXIMUM ACCESSORY STRUCTURE HEIGHT	20 FEET

ACCESSORY STRUCTURES:

POOLS, SHED, & OTHER ACCESSORY STRUCTURES
REAR SETBACK: 5 FEET (MINIMUM)

SPRINGS PROTECTION:

THE PROPERTY LIES IN THE SILVER SPRINGS PROTECTION ZONE

FLOOD ZONE:

THE PROPERTY LIES WITHIN FLOOD ZONE X PER FEMA PANEL NUMBER 12083C0070 G, EFFECTIVE DATE APRIL 19, 2017.

IMPORTANT PUD PLAN NOTE:

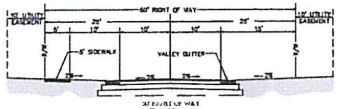
THIS PLAN HAS BEEN DESIGNED TO CONCEPTUALLY ACHIEVE ENGINEERING AND DRAINAGE AND UTILITY INFRASTRUCTURE DESIGN AT THE TIME OF IMPROVEMENT PLAN SUBMITTAL. NO ADDITIONAL DENSITY IS ALLOWED. THE PROJECT MUST ADHERE TO THE REQUIRED OPEN SPACE CRITERIA AS SPECIFIED IN THE LAND DEVELOPMENT CODE

BREAKDOWN OF ACREAGE: (EXISTING)

19.75 ACRES, MORE OR LESS (TOTAL)
19.75 ACRES WITH P.U.D. ZONING & MEDIUM RESIDENTIAL LAND USE

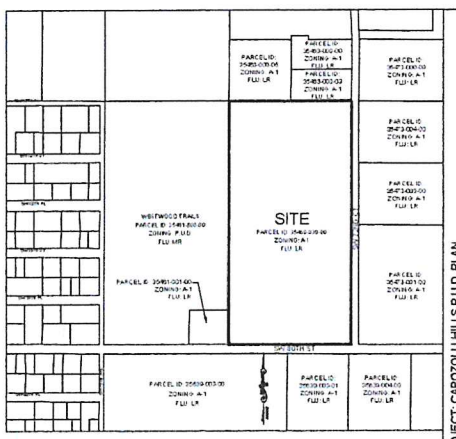
DEVELOPMENT AGREEMENTS:

NONE AT THIS TIME

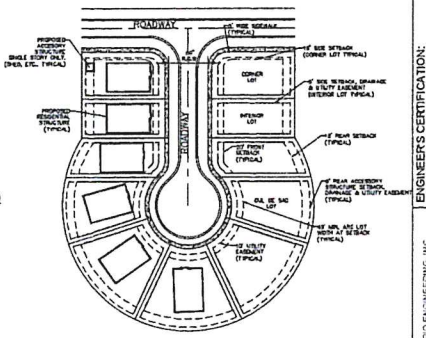


LOCATION MAP

SCALE: 1"=300'



LOT LAYOUT & SETBACKS



MINIMUM LOT WIDTH AT SETBACK = 45 FT.
MINIMUM LOT DEPTH = 115 FT.
MINIMUM LOT SIZE = 9,175 S.F.
N.T.S.

OPERATION & MAINTENANCE:

I HEREBY CERTIFY THAT I, MY SUCCESSORS AND ASSIGNS SHALL PERPETUALLY MAINTAIN THE IMPROVEMENTS AS SHOWN ON THESE PLANS

LINDA CAPOZOLLI
7325 SW 80TH STREET
OCALA, FL 34476
(352) 239-4114

DATE:	REVISION

PROJECT: CAPOZOLLI HILLS P.U.D. PLAN
MARION COUNTY, FL SEC. 07, TWN. 16S, RGE. 21E

TITLE: CAPOZOLLI HILLS P.U.D. MASTER PLAN

ENGINEER'S CERTIFICATION:

DATE

PAUL D. MASTROSERIO, P.E. 60168
MASTROSERIO ENGINEERING, INC.
C.A. #29166
PAUL@MASTROSERIOENG.COM

MASTROSERIO ENGINEERING, INC.
CIVIL • ENVIRONMENTAL • SITE DESIGN
170 SE 32ND PLACE
OCALA, FL 34471
PH: (352) 433-1165
PAUL@MASTROSERIOENG.COM

JOB# 25-10

SHEET C1 OF 1

ATTACHMENT A

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CAPOZOLLI HILLS PUD
ARCHITECTURAL STANDARDS & DESCRIPTION OF AMENITIES

SINGLE FAMILY PUD:

Architectural elements proposed for the Single-Family Units will be similar to what is provided as part of this packet below.

Amenities for this site will include a proposed park with a pavilion and picnic area. This proposed development only has 72 single family units; therefore, minimal amenities are proposed. In the park area, amenities will be in the form of park benches and picnic tables with sodded play areas for the residents, A dog walk area, the area will also include a water fountain. The park will be used as a recreational area for the residents of the community and will not be open to the public.

SINGLE STORY HOME

TWO STORY HOME

This instrument prepared by, record and return to:

Edward Ristaino, Esq.
Akerman LLP
350 E. Las Olas Blvd., Suite 1600
Fort Lauderdale, FL 33301

Parcel Identification Number: 35460-039-00

----------[SPACE ABOVE THIS LINE FOR RECORDING DATA]----------

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made and given this 30th day of August, 2016, by Wayco Holdings, Inc., a Florida corporation, whose address is 450 East Las Olas Boulevard, Suite 1500, Fort Lauderdale, Florida 33301 ("Grantor"), to Linda Capozzoli and Michael Capozzoli, husband and wife, whose address is 7325 SW 80th Street, Ocala, Florida 34476 ("Grantee").

(Whenever used herein, the terms "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.)

W I T N E S S E T H:

THAT, Grantor for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, to have and to hold, that certain real property, situated lying and being in Marion County, Florida, as more particularly described on **Exhibit A** attached hereto, together with all improvements, easements, licenses, privileges, tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining (collectively, the "Property").

TO HAVE AND TO HOLD the same in fee simple forever.

AND Grantor hereby covenants with Grantee that Grantor is lawfully seized of said land in fee simple; that Grantor has good right and lawful authority to convey said land; that Grantor hereby specially warrants that the title to the land is free from all encumbrances made by Grantor, and Grantor will defend the same against the lawful claims of all persons claiming by, through or under the said Grantor, but against none other.

The conveyance made herein, however, is expressly made SUBJECT TO ad valorem real property taxes and assessments for the year 2016 and thereafter, and all covenants, conditions, easements and restrictions of record, if any, the reference to which shall not operate to reimpose the same.

DAVID R ELLSPERMANN CLERK & COMPTROLLER MARION CO
CFN# 2016082906 BK 6450 Pgs 0736-0738 09/06/2016 04:05:55 PM
REC FEE 27.00 INDEX DEED DOC 0.70

IN WITNESS WHEREOF, Grantor has caused these presents to be executed the day and year first above written.

Grantor:

Signed, sealed and delivered
in the presence of:

WAYCO HOLDINGS, INC.,
a Florida corporation

Print Name: Cynthia Trezona

By: _____
Print Name: CRIS V BRANDEN
Title: VICE PRESIDENT

Valerie A. Hinkell
Print Name: VALERIE A. HINKELL

STATE OF FLORIDA)
)ss.
COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me this 30th day of AUGUST, 2016, by CRIS V. BRANDEN as the VP of Wayco Holdings, Inc., a Florida corporation, on behalf of said company, who [V] is personally known to me or [_] has produced _____ as identification.

[Affix Notary Stamp]

Elena Livingood
Signature of Notary
Notary Public, State of FLORIDA
My Commission Expires: 5/9/2018

Notary Public State of Florida
Elena Livingood
My Commission FF 110739
Expires 05/09/2018

{39164091;1}

DAVID R ELLSPERMANN MARION COUNTY FL
CFN# 2016082906 OR BK 6450 PG 737 Pgs 0736-0738 09/06/2016 04:05:55 PM

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

The East ½ of the SW ¼ of the SE ¼ of Section 7, Township 16 South, Range 21 East, Less the South 25 feet thereof for road right-of-way purposes.

Subject to Road Affidavit recorded in OR Book 1630, at Page 1517, of the Public Records of Marion County, Florida

DAVID R ELLSPERMANN MARION COUNTY FL
CFN# 2016082906 OR BK 6450 PG 738 Pgs 0736-0738 09/06/2016 04:05:55 PM

ATTACHMENT A

Jimmy H. Cowan, Jr., CFA
Marion County Property Appraiser

501 SE 25th Avenue, Ocala, FL 34471 Telephone: (352) 368-8300 Fax: (352) 368-8336

2025 Property Record Card

35460-039-00
GOOGLE Street View
Prime Key: 876291

MAP IT+

Current as of 9/11/2025

Property Information

CAPOZZOLI LINDA
7325 SW 80TH ST
OCALA FL 34476-9382

Taxes / Assessments:
Map ID: 130
Millage: 9002 - UNINCORPORATED

M.S.T.U.
PC: 63
Acres: 19.62

More Situs
Situs: 7325 SW 80TH ST OCALA

Current Value

Land Just Value	$765,960		
Buildings	$190,797		
Miscellaneous	$43,224	Impact	($866,351)
Total Just Value	$999,981	Land Class Value	$61,696
Total Assessed Value	$133,630	Total Class Value	$295,717
Exemptions	($50,722)	Ex Codes: 01 38 08	
Total Taxable	$82,908		
School Taxable	$110,702		

History of Assessed Values

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2024	$765,960	$191,501	$43,444	$1,000,905	$127,554	$50,000	$77,554
2023	$478,725	$181,059	$34,502	$694,286	$121,875	$50,000	$71,875
2022	$325,533	$156,252	$34,656	$516,441	$118,718	$50,000	$68,718

Property Transfer History

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
DETH/REGS	10/2021	71 DTH CER	0	U	I	$100
6450/0736	08/2016	06 SPECIAL WARRANTY	0	U	I	$100
2903/1572	12/1999	07 WARRANTY	2 V-SALES VERIFICATION	Q	I	$380,000
2386/0290	07/1997	07 WARRANTY	2 V-SALES VERIFICATION	Q	I	$210,000
1811/0448	02/1992	05 QUIT CLAIM	0	U	I	$100
1151/0604	03/1983	07 WARRANTY	0	U	I	$195,000
0510/0652	06/1972	02 DEED NC	0	U	I	$60,000

Property Description

SEC 07 TWP 16 RGE 21
E 1/2 OF SW 1/4 OF SE 1/4

ATTACHMENT A

EX S 25 FT FOR ROW

Land Data - Warning: Verify Zoning

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class Value	Just Value
0100		660.0	1,295.0	A1	1.00	AC	40,000.0000	1.00	1.46	1.00	58,400	58,400
6302		.0	.0	A1	18.62	AC	40,000.0000	1.00	0.95	1.00	3,296	707,560
9994		.0	.0	A1	1.00	UT	.0000	1.00	1.00	1.00		

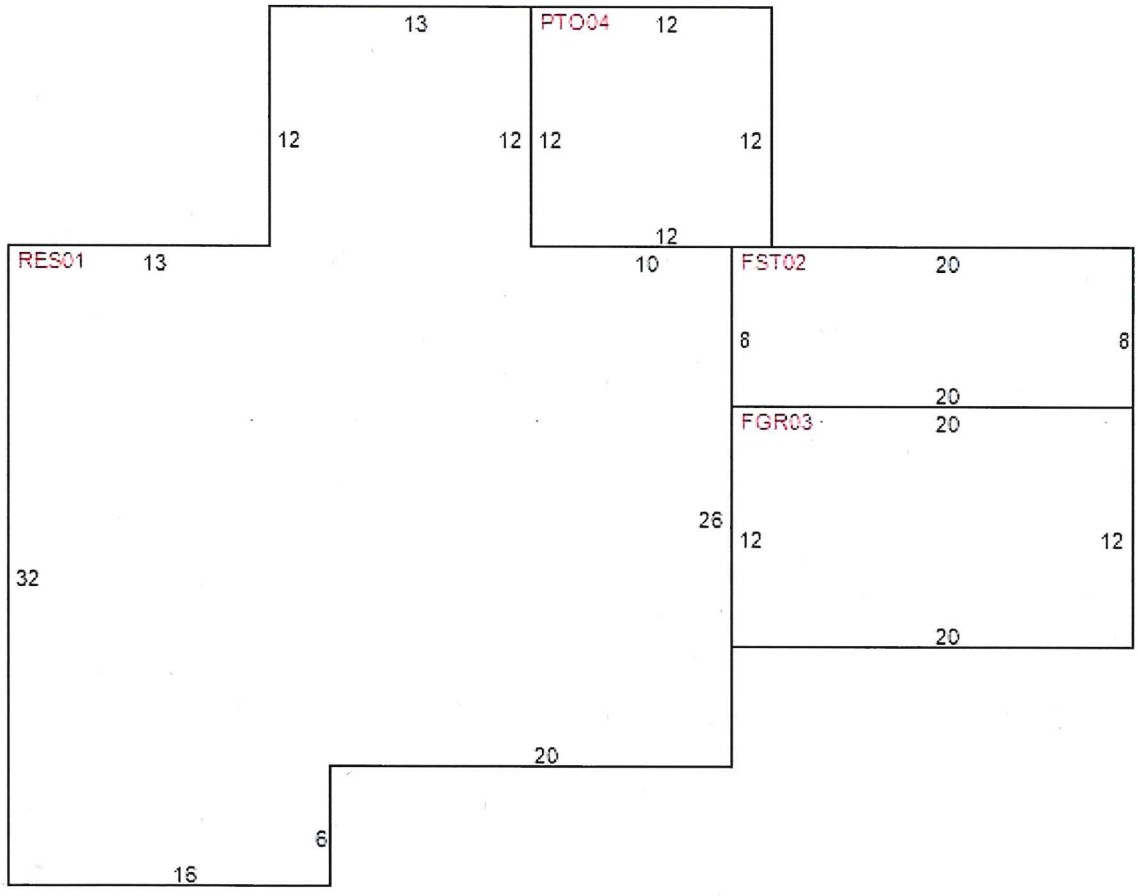
Neighborhood 8371
Mkt: 7 70

Total Land - Class $61,696
Total Land - Just $765,960

Traverse

Building 1 of 2

RES01=D26L20D6L16U32R13U12R13D12R10.
FST02=R20D8L20U8.D8
FGR03=R20D12L20U12.U8R2
PTO04=U12L12D12R12.



Building Characteristics

ATTACHMENT A

500

Improvement	1F - SFR- 01 FAMILY RESID
Effective Age	7 - 30-34 YRS
Condition	2
Quality Grade	500 - FAIR
Inspected on	2/7/2020 by 118

Year Built 1967
Physical Deterioration 0%
Obsolescence: Functional 0%
Obsolescence: Locational 0%
Architecture 0 - STANDARD SFR
Base Perimeter 160

Type	ID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
RES	0124	CONC BLK-PAINT	1.00	1967	N	0 %	0 %	1,188	1,188
FST	0224	CONC BLK-PAINT	1.00	1967	N	0 %	0 %	160	160
FGR	0324	CONC BLK-PAINT	1.00	1967	N	0 %	0 %	240	240
PTO	0401	NO EXTERIOR	1.00	1988	N	0 %	0 %	144	144

Section: 1

Roof Style: 10 GABLE
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 20 HEAT PUMP
Heat Meth 2: 00
Foundation: 7 BLK PERIMETER
A/C: Y

Floor Finish: 34 HARDWD ON CONC
Wall Finish: 20 PLASTER
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 0

Bedrooms: 2
4 Fixture Baths: 0
3 Fixture Baths: 2
2 Fixture Baths: 0
Extra Fixtures: 3

Blt-In Kitchen: Y
Dishwasher: N
Garbage Disposal: Y
Garbage Compactor: N
Intercom: N
Vacuum: N

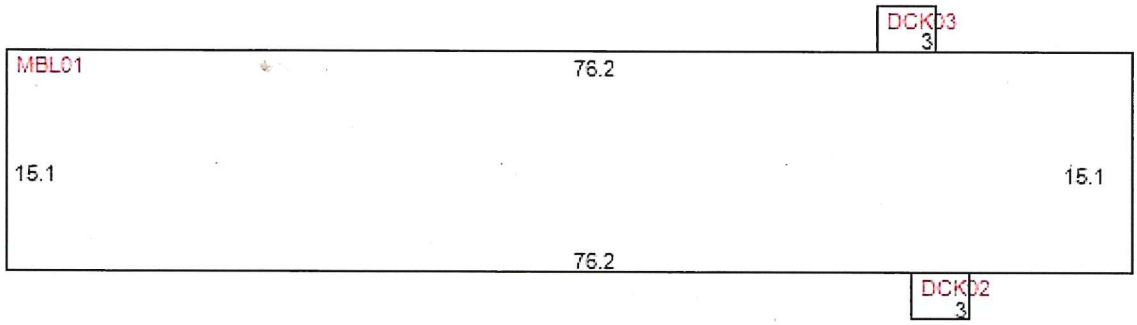
Traverse

Building 2 of 2
MBL01=L76,2U15,1R76,2D15,1.L11
DCK02=D3L4U3R4.R11U15,1L13,3

A-15

ATTACHMENT A

DCK03=U3L4D3R4.



Building Characteristics

Improvement	MH - MOBILE - MOBILE HOME RESID
Effective Age	2 - 05-09 YRS
Condition	0
Quality Grade	600 - AVERAGE
Inspected on	2/7/2020 by 118

Year Built 2016
Physical Deterioration 0%
Obsolescence: Functional 0%
Obsolescence: Locational 0%
Architecture 2 - MBL HOME
Base Perimeter 183

Type ID	Exterior Walls	Stories	Year Built	Finished Attic	Bsmt Area	Bsmt Finish	Ground Floor Area	Total Flr Area
MBL	0121 - MH VINYL SIDING	1.00	2016	N	0 %	0 %	1,151	1,151
DCK	0201 - NO EXTERIOR	1.00	2005	N	0 %	0 %	12	12
DCK	0301 - NO EXTERIOR	1.00	2016	N	0 %	0 %	12	12

Section: 1

Roof Style: 10 GABLE
Roof Cover: 08 FBRGLASS SHNGL
Heat Meth 1: 22 DUCTED FHA
Heat Meth 2: 00
Foundation: 3 PIER
A/C: Y

Floor Finish: 34 HARDWD ON CONC
Wall Finish: 12 PLYWD PANELING
Heat Fuel 1: 10 ELECTRIC
Heat Fuel 2: 00
Fireplaces: 0

Bedrooms: 2
4 Fixture Baths: 1
3 Fixture Baths: 1
2 Fixture Baths: 0
Extra Fixtures: 2

Blt-In Kitchen: Y
Dishwasher: Y
Garbage Disposal: N
Garbage Compactor: N
Intercom: N
Vacuum: N

ATTACHMENT A

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width
256 WELL 1-5 BTH	1.00	UT	99	1973	2	0.0	0.0
190 SEPTIC 1-5 BTH	1.00	UT	99	1973	2	0.0	0.0
009 BARN HORSE	1,536.00	SF	40	1964	3	48.0	32.0
112 FENCE WIRE/BD	3,960.00	LF	10	1975	3	0.0	0.0
114 FENCE BOARD	2,800.00	LF	10	1975	2	0.0	0.0
144 PAVING ASPHALT	4,270.00	SF	5	1973	1	0.0	0.0
048 SHED OPEN	240.00	SF	15	1997	1	20.0	12.0
048 SHED OPEN	1,200.00	SF	15	1997	1	100.0	12.0
048 SHED OPEN	448.00	SF	15	1997	1	32.0	14.0
256 WELL 1-5 BTH	1.00	UT	99	1998	2	0.0	0.0
048 SHED OPEN	720.00	SF	15	1997	1	60.0	12.0
009 BARN HORSE	2,880.00	SF	40	1998	3	40.0	72.0
190 SEPTIC 1-5 BTH	1.00	UT	99	1979	2	0.0	0.0
256 WELL 1-5 BTH	1.00	UT	99	1979	1	0.0	0.0
048 SHED OPEN	220.00	SF	15	1997	1	20.0	11.0
048 SHED OPEN	144.00	SF	15	1997	1	12.0	12.0
048 SHED OPEN	156.00	SF	15	1997	1	13.0	12.0
048 SHED OPEN	144.00	SF	15	2017	1	12.0	12.0
FDU UTILITY-FINISH	308.00	SF	40	2019	5	28.0	11.0
FOP PORCH-OPEN-FIN	44.00	SF	40	2019	5	4.0	11.0

Total Value - $43,224

Appraiser Notes

ADU N/A

Planning and Building

** Permit Search **

Permit Number	Date Issued	Date Completed	Description
2019102074	11/14/2019	11/14/2019	12 X 32 PREFAB SHED WITH 36 INCH DOOR
2019050929	5/13/2019	6/10/2019	REROOF W/SHINGLES 25 SQUARES FL 5444-R14 SHINGLES L 11288-R1
2016090277	9/1/2016	10/13/2016	REPLACEMENT MH
0223034	2/1/1998	3/1/1998	AG. ELEC SERVICE

Cost Summary

Buildings R.C.N.	$209,318	2/14/2023
Total Depreciation	($82,803)	
Bldg - Just Value	$126,515	
Misc - Just Value	$43,224	3/17/2020
Land - Just Value	$765,960	3/5/2025
Total Just Value	$935,699	.

Bldg Nbr	RCN	Depreciation	Depreciated
1	$125,045	($57,521)	$67,524
2	$84,273	($25,282)	$58,991

Marion County
Board of County Commissioners

Office of the County Engineer

412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

September 2, 2025

KIMLEY-HORN
JONATHAN CROSBY
1700 SE 17TH ST SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33186 PARCEL #35460-039-00

Dear Jonathan,

The Traffic Methodology dated August 18, 2025 for the above referenced project was approved by Marion County on September 2, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

Kimley»Horn

August 18, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Office of the County Engineer
Marion County Board of County Commissioners
412 SE 25th Ave.
Ocala, FL 34471

Re: ***Capozzoli PUD – Traffic Assessment Methodology***
Kimley-Horn Project Number 142279015

Dear Mr. Zeigler:

Kimley-Horn prepared this methodology to support a PUD rezoning application for parcel number 35460-039-00 (approximately 19.5 acres) in Marion County, Florida. The project is located northwest of SW 72nd Court at SW 80th Street. The site has an existing future land use (FLU) of low density residential (LR) and A-1 zoning. A FLU of medium density residential (MR) and PUD zoning are proposed.

The proposed development includes up to 72 single-family dwelling units (du), which is less than the maximum allowed by the proposed FLU (78 du). Access to the development is proposed via the existing intersection of SW 72nd Court at SW 80th Street and a new roadway connection on SW 80th Street west of SW 72nd Court. Cross-access will also be provided with the adjacent Westwood Trails (fka Villa Verde). A conceptual site plan of the development is included as an attachment.

The development is projected to generate greater than 50 but less than 100 peak hour trips; therefore, a traffic assessment is required. A buildout year of 2030 will be used for the analysis. This methodology is being submitted for concurrence prior to conducting the traffic assessment. This methodology was prepared according to the Marion County TIA Guidelines.

TRIP GENERATION

Trip generation for the development was determined using data found in the ITE Trip Generation Manual, 11th Edition. ITE land use code 210 (LUC, Single-Family Detached Housing) was applied in the trip generation calculations. No internal capture or pass-by reductions were applied. Relevant excerpts from the ITE Trip Generation Manual are included as an attachment.

Table 1 summarizes the trip generation calculations for the site for the maximum development potential of the existing FLU, maximum development potential of the proposed FLU, and proposed development program.

Table 1 – Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Existing Future Land Use (Max)								
Single Family, Detached	19 DU	219	16	4	12	21	13	8
Proposed Future Land Use (Max)								
Single Family, Detached	78 DU	803	59	15	44	79	50	29
Proposed Development								
Single Family, Detached	72 DU	746	55	14	41	73	46	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (11th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*Ln(X) + 2.68 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*Ln(X) + 0.12 (X is Number of Dwelling Units; 26% in, 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*Ln(X) + 0.27 (X is Number of Dwelling Units; 63% in, 37% out)

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PROJECT TRIP DISTRIBUTION

The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure. The distribution of traffic on SW 80th Street is 68% east and 32% west. The CFRPM output is included as an attachment.

Project traffic can enter and exit the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic will be assigned to enter and exit the new driveway on SW 80th Street.

SITE ACCESS

Site access is proposed via two access connections:

- Full access driveway at SW 80th Street
- Full access driveway at SW 72nd Court

The need for ingress turn lanes will be evaluated using FDOT and/or NCHRP criteria.

STUDY AREA

The study area was determined based on the Marion County TIA Guidelines, which states that roadway segments with a 3% or greater project impact to the peak hour directional maximum service volume (MSV) are considered significantly impacted. Significantly impacted roadway segments, plus one segment beyond, and the adjacent segment(s) were included in the study area.

The project impact was calculated as the PM peak hour net new traffic from the development multiplied by the maximum trip distribution on the segment, divided by the peak hour peak direction service volume. The peak hour peak direction service volumes were obtained from the Ocala Marion TPO Congestion Management Process (CMP) and FDOT Quality / Level of Service Handbook (2020 for non-state, 2023 for state roads). The project impact calculations are provided in the attached **Table 2**. Excerpts from the Ocala Marion TPO CMP are also provided in the attachments.

The following roadway segments will be included within the study area and evaluated for PM peak hour operations:

- SW 80th Street – SR 200 to project driveway
- SW 80th Street – project driveway to SW 80th Avenue (project impact < 3%)

The following major intersections will be included in the study area and evaluated during the AM peak hour and PM peak hour:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

For informational purposes the MSV based on the soon to be approved Comprehensive Plan update was provided. In addition, the site access connections to SW 72nd Court and SW 80th Street will be evaluated. The study area is illustrated in the attached **Figure 1**.

PLANNED IMPROVEMENTS

SW 80th Avenue from SW 90th Street to north of SW 38th Street will be widened from a 2-lane undivided roadway to a 4-lane divided roadway by Marion County. The project is currently in design, with construction beginning in late 2025. The planned intersection geometry and signal timings for SW 80th Street at SW 80th Avenue will be utilized for the analysis.

Additionally, SW 80th Street at SR 200 will be analyzed as a signalized intersection for the future year scenarios.

VOLUME DEVELOPMENT

Turning movement counts previously collected on November 19, 2024 will be utilized to evaluate the following proposed study area intersections:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

Turning movement counts will be collected at the intersection of SW 72nd Court and SW 80th Street, which will be utilized to approximate through traffic at the proposed project driveways.

Existing turning movement counts will be adjusted to peak season using FDOT published peak season conversion factors. A growth rate will be applied to generate background traffic volumes, with vested traffic from the Westwood Trails PUD (fka Villa Verde) and Melody Preserve PUD added. Project traffic will be added to background volumes to generate buildout traffic volumes.

An annual growth rate of 3.61% is proposed based on the reported growth rates from the Ocala Marion TPO CMP (2023) and Ocala Marion TPO Traffic Counts Report (2025) for the adjacent segments of SW 80th Avenue. The attached **Table 3** provides the growth rate calculations.

ANALYSIS METHODOLOGY

The study area intersections and project driveways will be evaluated for AM and PM peak hour operations during the existing, background, and buildout years. Additionally, the study area roadway segments will be evaluated for PM peak hour operations for the existing, background, and buildout years.

The Synchro 12 software program and HCM 7th methodologies will be utilized for the intersection evaluations. Improvements needed to accommodate background or buildout traffic, if any, will be detailed in the forthcoming analysis.

Please review the enclosed information and provide feedback and/or approval. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, PE
ALG / ADC

Attachments: Conceptual Site Plan
ITE Trip Generation Excerpts (LUC 210)
CFRPM Model Output
Figure 1 – Site Location, Trip Distribution and Study Area
Table 2 – Study Area Determination
Table 3 – Growth Rate Calculations
Ocala Marion TPO CMP and Traffic Count Excerpts

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ATTACHMENTS

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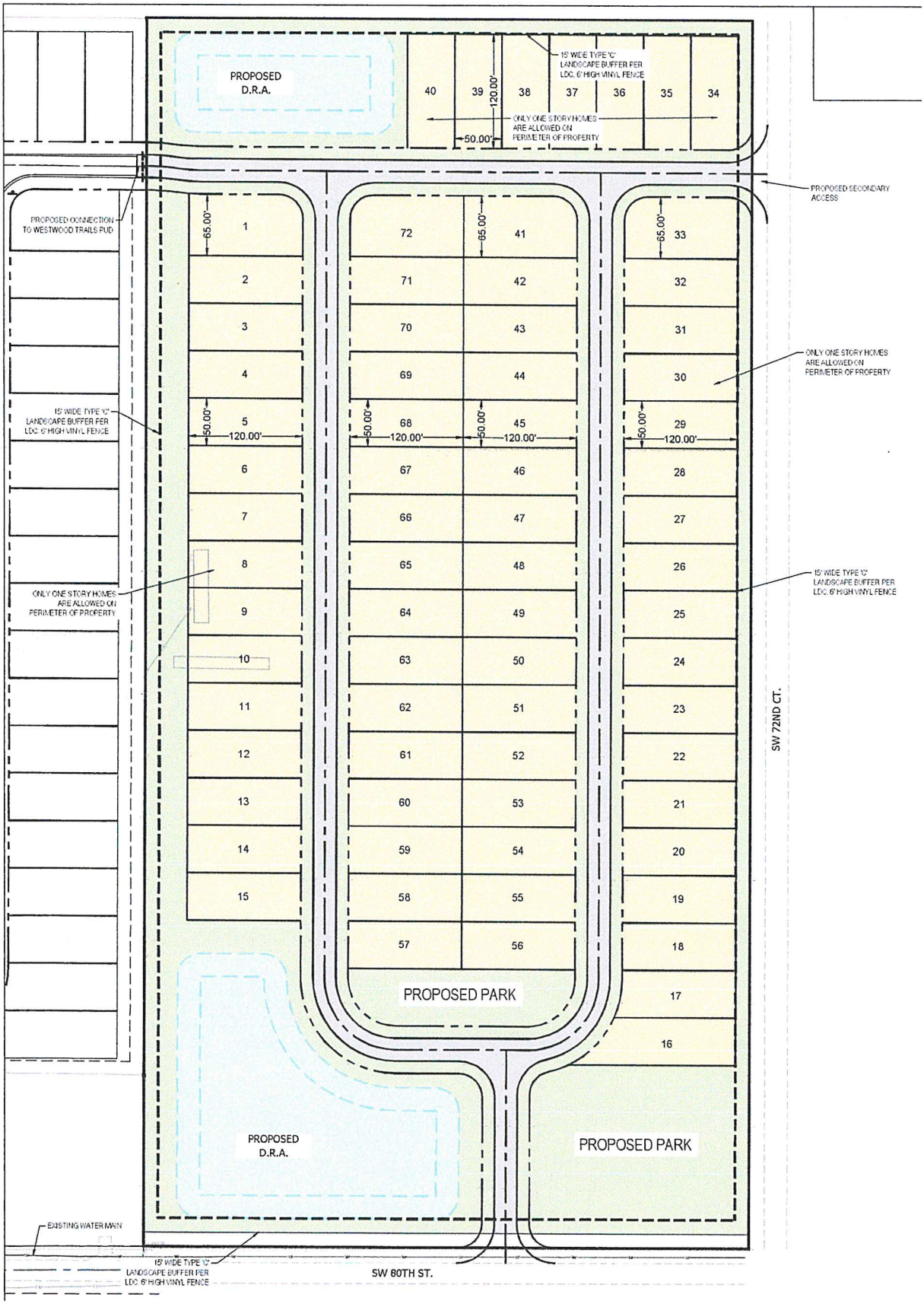
CONCEPTUAL SITE PLAN

kimley-horn.com | 1700 SE 17th Street, Suite 200, Ocala, FL 34471 | 352 438 3000

ATTACHMENT A

PROPOSED DEVELOPMENT FOR CAPOZZOLI

APPROXIMATE ACREAGE: 19.5 ACRES ±
TOTAL 50' X 120' LOTS: 72 LOTS
LOT DENSITY: 3.69 LOTS PER ACRE



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ITE TRIP GENERATION EXCERPTS (LUC 210)

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

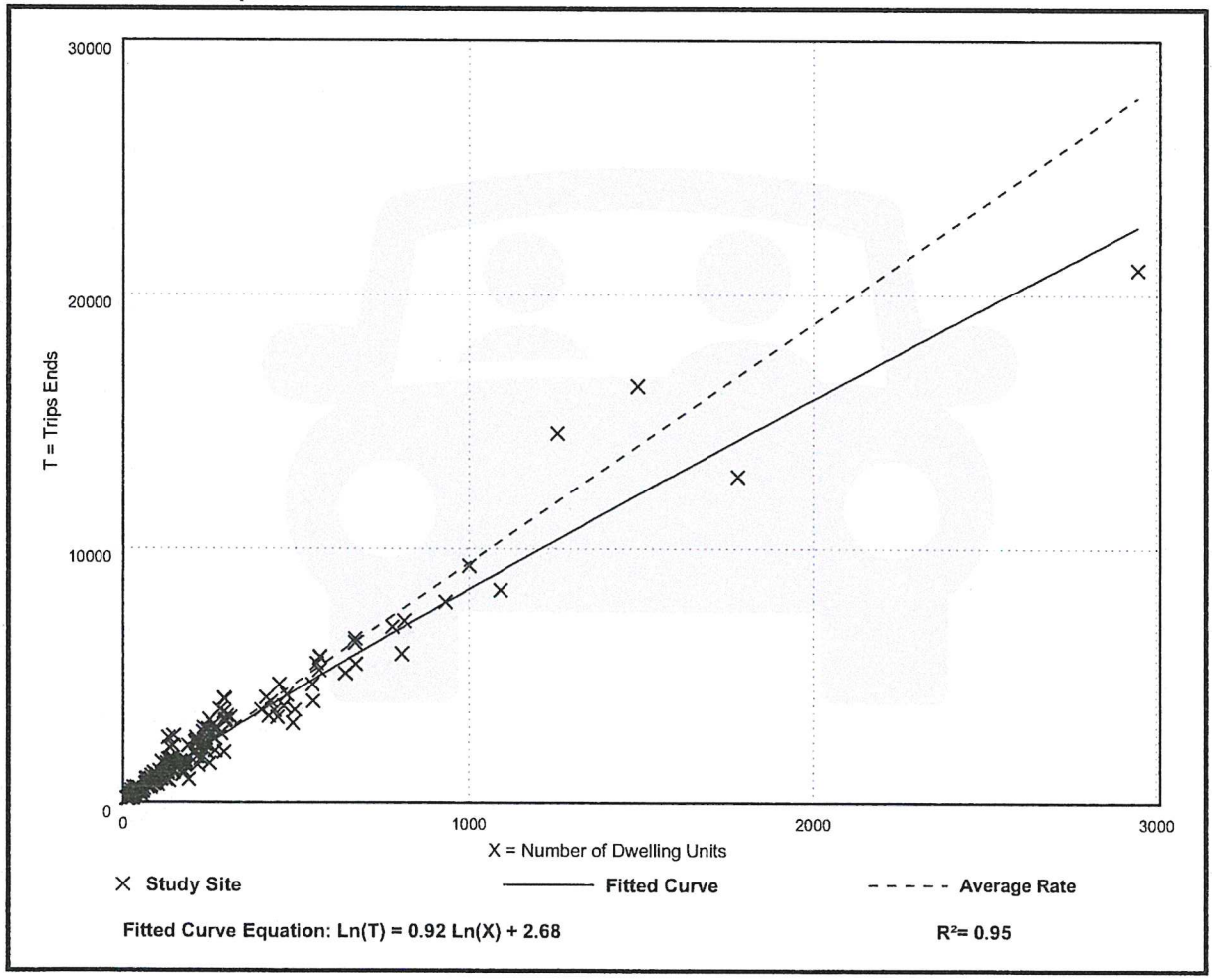
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



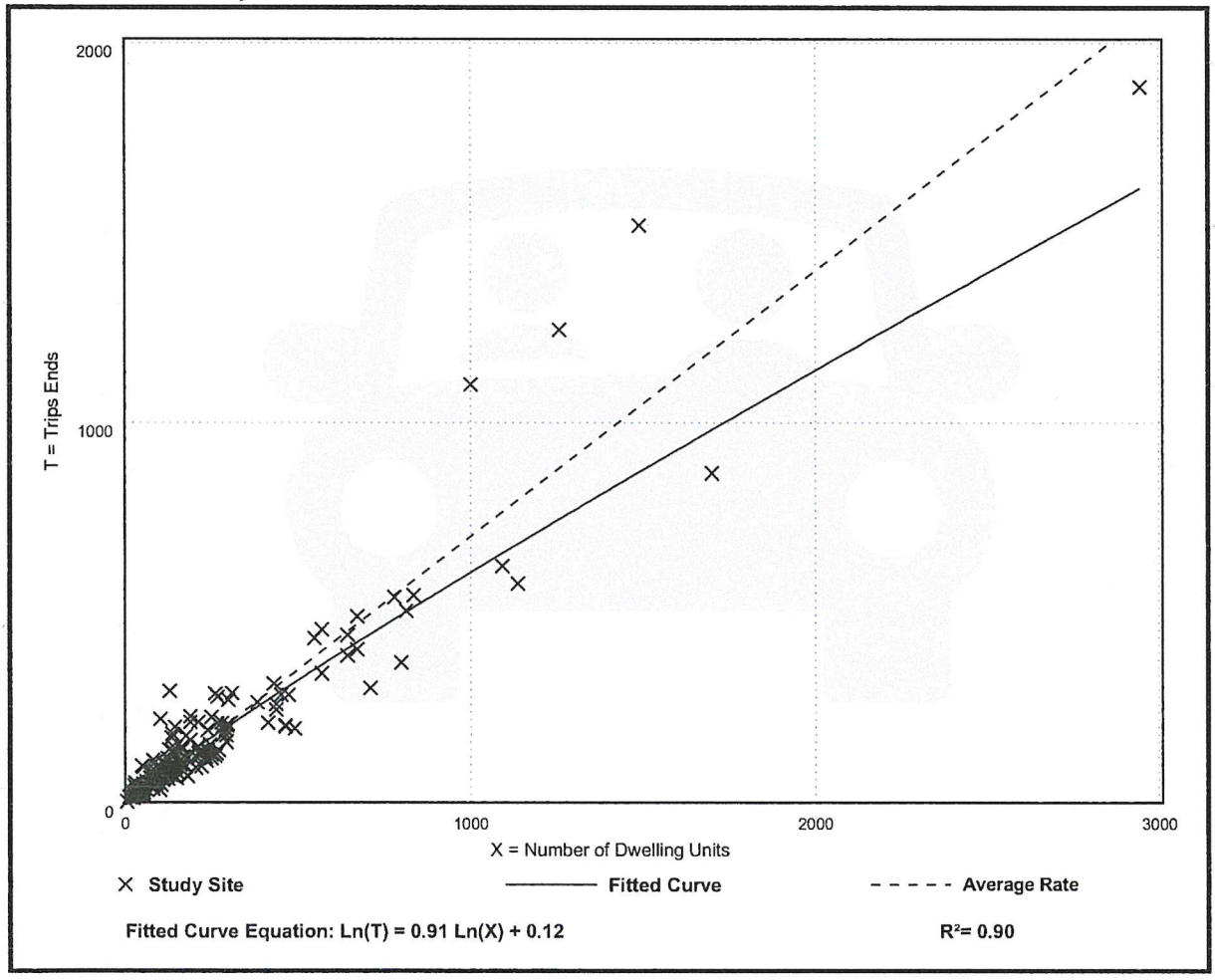
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



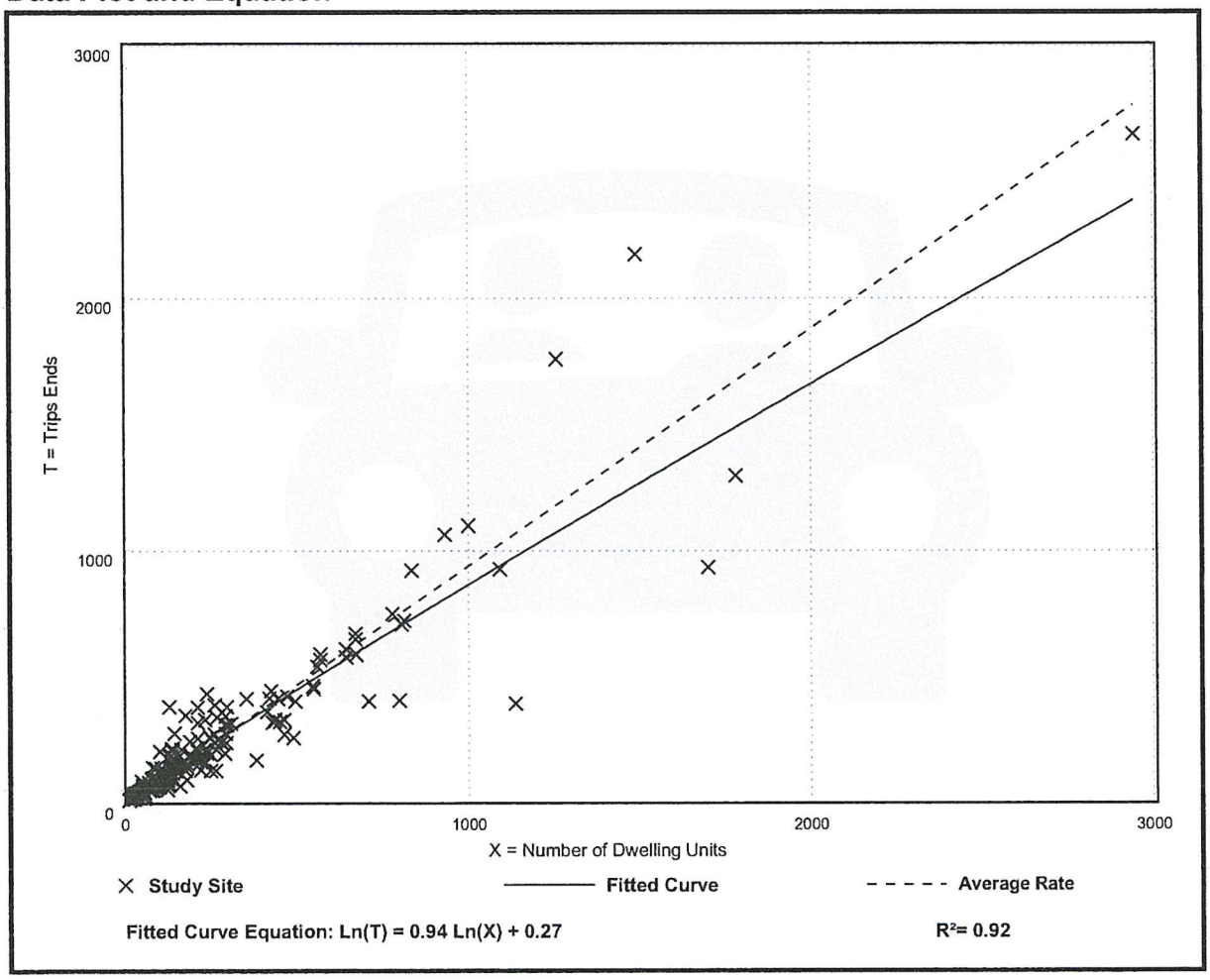
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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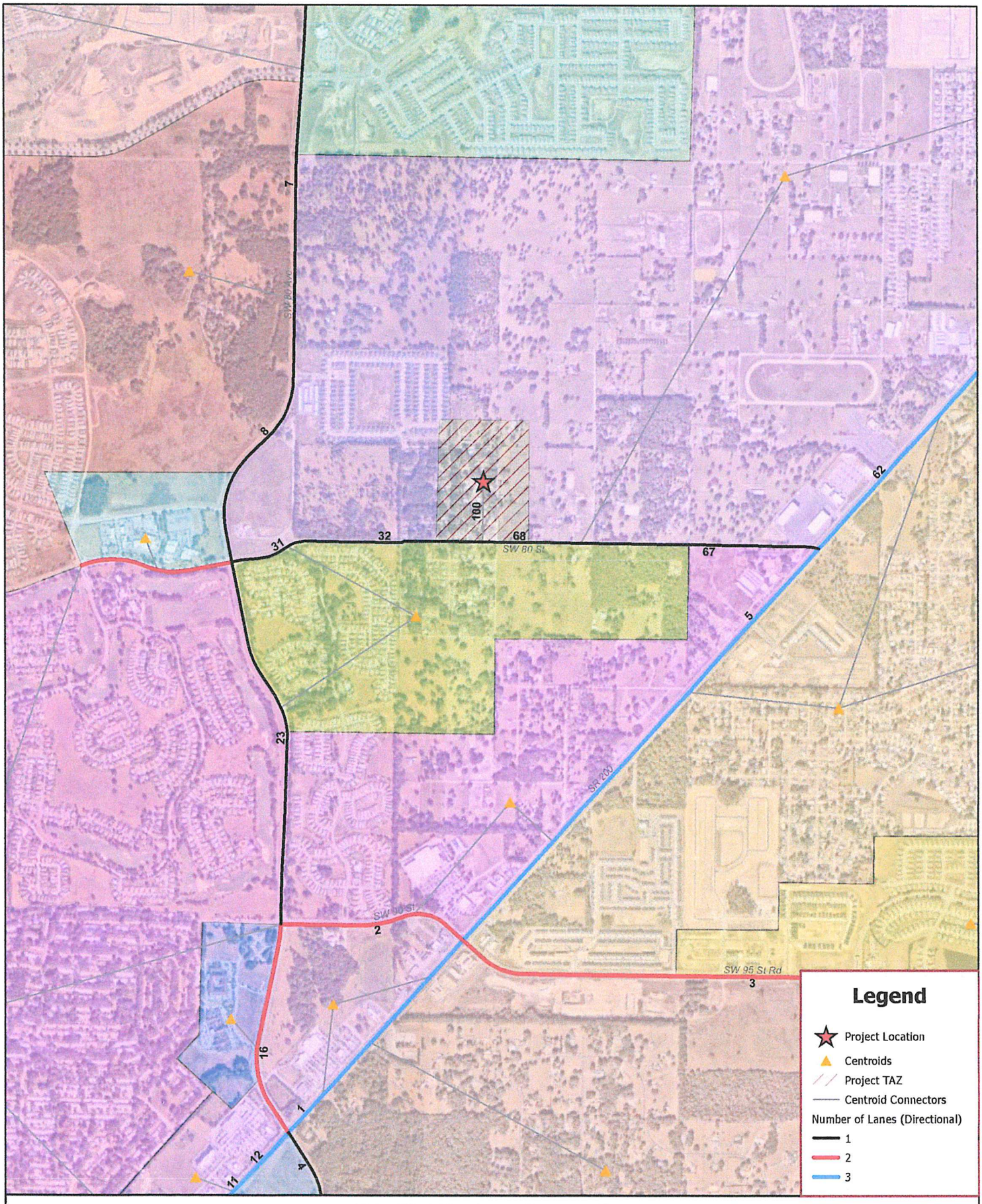
CFRPM MODEL OUTPUT



Trip Distribution - Capozzoli
CFRPMv7 - 2025 - 8/14/2025

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FIGURE 1 – SITE LOCATION, TRIP DISTRIBUTION AND STUDY AREA

ATTACHMENT A

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www.kimley-horn.com Registry No. 35106

PROJECT LOCATION, STUDY AREA, AND TRIP DISTRIBUTION

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

Not To Scale	Project No. 142279015	August 2025	Figure 1

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TABLE 2 – STUDY AREA DETERMINATION

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Table 2: Study Area Determination

Roadway		ROADWAY ATTRIBUTES [1]													EXISTING DAILY TRAFFIC CONDITIONS (2023)			Percent Project Traffic Assignment [3]	PM PEAK HOUR SIGNIFICANCE CALCULATIONS				Include in Study Area? [5]
																			Project Traffic				
From	To	TPO CMP Station	FDOT Classification [2]	Area Type	Adopted LOS	2025 Number of Lanes	2028 Number of Lanes	2025 Daily MSV	2028 Daily MSV	2023 Pk. Hr. Dir. MSV	2028 Pk. Hr. Dir. MSV	New LOS	New 2028 Pk. Hr. Dir. MSV	TPO CMP Growth Rate	TPO Counts Growth Rate	AADT [3]	V/MSV	LOS [3]		NB / EB	SB / WB	Project % Impact	Significant Impact? [4]	
SW 80 ST																							
SR 200	Proect Driveway	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	68.0%	31	18	5.38%	YES	YES
Proect Driveway	SW 80 Av	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	32.0%	9	15	2.60%	--	YES
SW 80 AV																							
SW 90 ST	SW 38 ST	6260.3	NS-UC-C2	Urban	E	2	4	29,340	30,420	634	1,800	D	1,800	2.94%	1.60%	11,100	0.38	C	23.0%	6	11	0.61%	--	--
SR 200																							
SW 80 AV	SW 60 AV	4770.0	C3C	Urban	D	6	--	56,805	--	2,814	--	D	--	1.42%	-1.50%	44,600	0.79	C	62.0%	29	17	1.03%	--	--

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Notes:

1. The roadway attributes and daily volumes were obtained from the 2023 Ocala Marion TPO CMP Database, 2025 Ocala Marion Traffic Counts Report, and 2020 FDOT Quality/Level of Service Tables.
2. In the 2023 CMP service volumes for state and non-state maintained roads were derived using the 2023 and 2020 FDOT Quality/Level of Service Handbook. For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database, roadway segments were assigned a context classification (state roads) or categorized into non-state maintained (ST, NS), interrupted or uninterrupted flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]).
3. Project traffic assignment was assigned as the max percentage across the segment based on the trip distribution and assignment.
4. Per the Marion County TIA Guidelines roadway segments were considered significantly impacted if the project impact was 3% or greater.
5. All significantly impacted roadway segments (project impact >= 3%), plus one segment beyond and adjacent segments, were included in the study area per the Marion County TIA Guidelines.

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TABLE 3 – GROWTH RATE CALCULATIONS

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Table 3: Study Area Growth Rate Calculations

Roadway Segment	2023 CMP AADT [1]	Growth Rates		
		CMP	TPTO Counts Report	Average
SW 80 Avenue				
SR 200 to SW 90 ST	13,100	2.52%	6.80%	4.66%
SW 90 ST to SW 38 ST	11,100	2.94%	1.80%	2.37%
Weighted Average Growth Rates [2]		**2.71%**	**4.51%**	**3.61%**
Proposed Growth Rate		**3.61%**		

Notes:
1. The AADT's were derived from CMP.
2. Growth rates were weighted by AADT.

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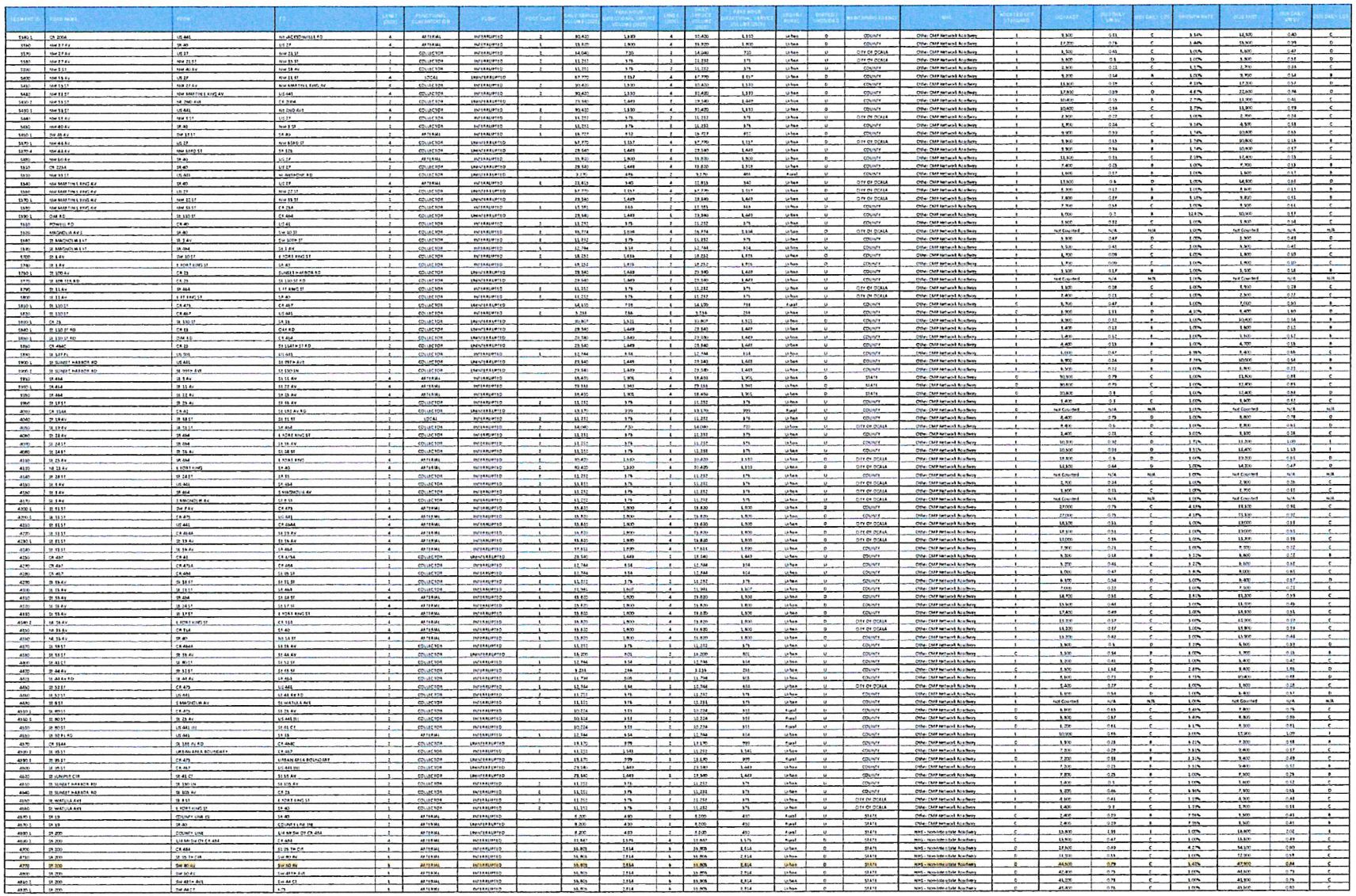
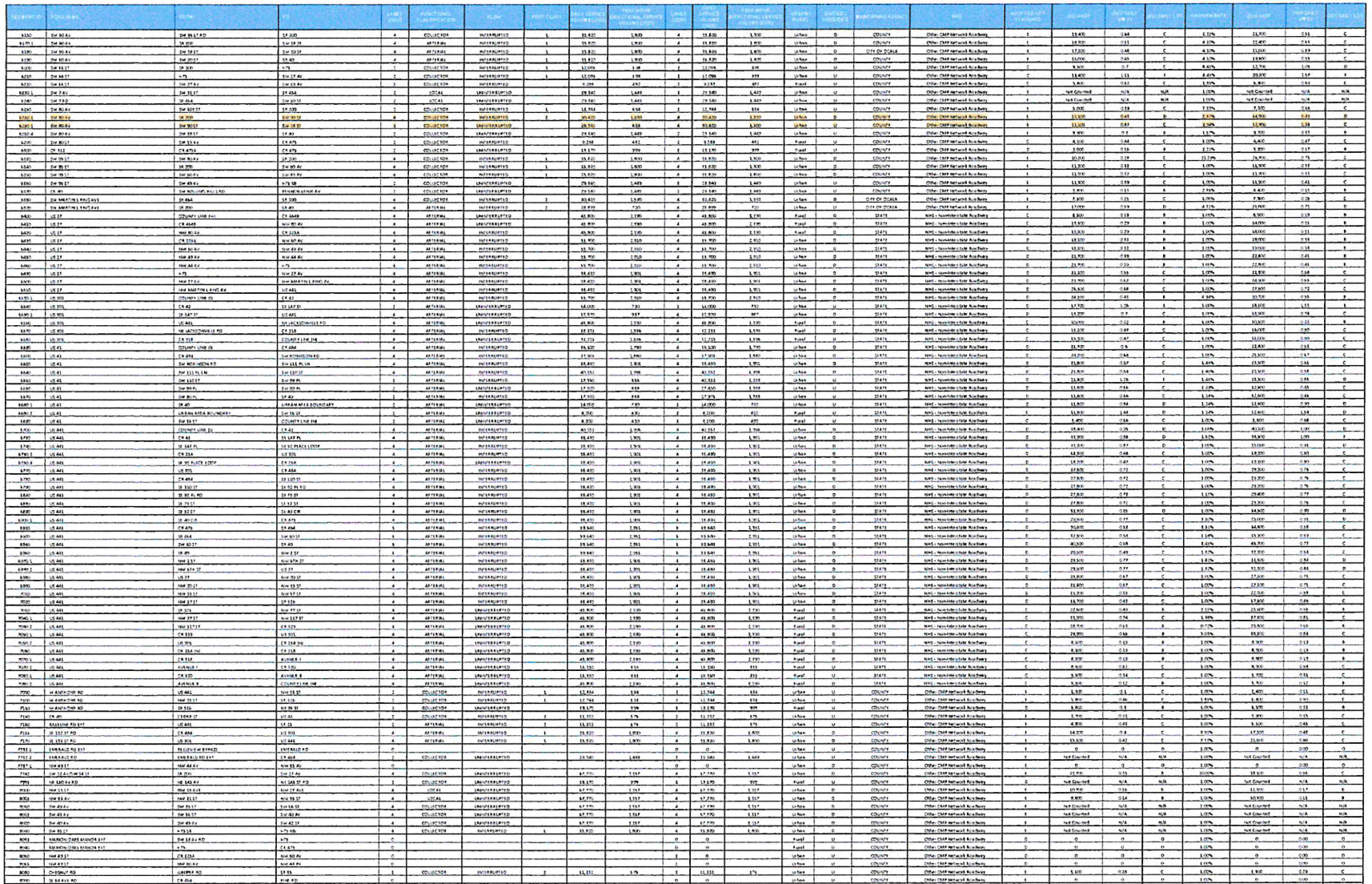
OCALA MARION TPO CMP AND TRAFFIC COUNT REPORT EXCERPTS

kimley-horn.com 1700 SE 17th Street, Suite 200, Ocala, FL 34471 352 438 3000





Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 40 (cont.)								
ML King to SW 27th Avenue	FDOT	4	23,000	23,000	23,000	21,500	22,500	0.5%
SW 27th to SW 33rd	FDOT	4	33,000	32,500	32,500	30,000	31,000	-1.5%
E of CR 314A	FDOT	4	8,100	8,300	8,300	8,000	8,200	0.3%
NE 25th Avenue to NE 36th	FDOT	4	24,500	25,000	28,500	29,500	30,500	5.7%
E of CR 314	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
NE of US 41	FDOT	4	8,200	8,400	8,400	8,600	8,900	2.1%
W of I-75	FDOT	4	30,000	31,000	31,000	28,500	29,500	-0.3%
W of CR 225A	FDOT	4	18,700	19,100	19,100	20,200	21,000	3.0%
NE 11th Avenue to NE 25th	FDOT	4	27,000	28,000	28,000	27,500	28,500	1.4%
0.9 mi E of SR 35	FDOT	4	12,800	13,000	13,000	14,600	15,200	4.5%
W of US 441	FDOT	4	19,200	19,800	20,500	21,400	22,000	3.5%
E of US 441	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%
E of CR 328	FDOT	4	16,200	16,600	17,200	17,900	18,500	3.4%
W of SW 60th Avenue	FDOT	3	23,600	21,500	22,500	23,500	24,500	1.1%
E of SR 326	FDOT	4	17,200	17,600	17,500	18,100	18,700	2.1%
SR 200								
SW MLK to US 441	FDOT	4	26,000	25,500	25,000	27,000	28,000	2.0%
SW 17th Street to SW ML King	FDOT	4	22,000	22,000	22,000	27,000	28,000	6.6%
SW 27th Avenue to SW 17th	FDOT	4	37,500	38,500	33,000	34,500	35,500	-1.0%
SW 26th Street to SW 27th	FDOT	4	36,500	37,500	37,500	36,000	37,000	0.4%
S of CR 484	FDOT	4	15,200	15,600	15,600	17,500	18,100	4.6%
NE of CR 484	FDOT	4	21,000	21,000	26,500	27,500	28,500	8.4%
1 mi NE of CR 484	FDOT	4	30,000	31,000	31,000	26,000	27,000	-2.2%
0.5 mi E of I-75	FDOT	4	42,500	43,500	43,000	45,000	47,000	2.6%
SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,000	39,600	40,800	38,000	44,000	2.1%
W of 60th Avenue	FDOT	4	41,000	42,000	44,000	37,000	38,000	-1.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%

251209ZP Site and Area Photographs

Sign was posted and photos were taken on November 12th, 2025.

Figures 1 & 2

LU/Z Signs on SW 80th St (Close), Facing N

Figure 3

LU/Z Signs on SW 80th St (Far), Facing N

Figure 4

S Neighbor on SW 80th St, Facing S

Figure 5

SW 80th St, Facing E

Figure 6

SW 80th St, Facing W

Figures 7 & 8

LU/Z Signs on SW 72nd Ct (Close), Facing W

Figure 9

LU/Z Signs on SW 72nd Ct (Far), Facing W

Figure 10

SW 72nd Ct, Facing S

Figure 11

E Neighbor on SW 72nd Ct, Facing E

Figure 12

SW 72nd Ct, Facing N

Figure 13

~50 Feet North of Subject Property on SW 72nd Ct, Facing S

Figure 14

Buffer along N Property Line, Facing N

Figure 15

Westwood Trails Construction, Facing W along NW Property Line

Figure 16

Westwood Trails Construction, Facing SW along NW Property Line

Figure 17

Westwood Trails Construction, Facing N from SW 80th St

Development Review Comments Letter

11/5/2025 2:07:40 PM

CAPOZZOLI, LINDA
REZONING TO PUD WITH MASTER PLAN #33384

ID	DESCRIPTION	REMARK	STATUS	DEPT
1	Additional 911 comments		INFO	911
2	2.12.28 - Existing roads marked with official 9-1-1 road names	Roads have bee named on Sheet 04. Please label accordingly on all future submittals.	INFO	911
3	Additional Health comments	Central Sewer/Central Water	INFO	DOH
4	6.13 - Stormwater Management	Please ensure the criteria of LDC Section 6.13 is satisfied with the Improvement Plans/Major Site Plans.	INFO	ENGDRN
5	6.10 - Karst Topography and High Recharge Areas	This item will be reviewed at the with the Improvement Plans/Major Site Plan	INFO	ENGDRN
6	Additional Stormwater comments	If you have questions or would like to discuss the stormwater review comments, please contact Alexander Turnipseed at (352) 671-8376 or at alexander.turnipseed@marionfl.org.	INFO	ENGDRN
7	2.12.13/14/15 - General Exhibits	Provide The following maps: FEMA flood map, Soil survey, USGS Quad, Wetland Map.	NO	ENGDRN
8	2.12.32 - Stormwater Analysis Map	Please provide	NO	ENGDRN
9	2.12.4.K - List of approved waivers, conditions, date of approval	9/24/25-add waivers if requested in future	INFO	ENGIN
10	Additional Development Review Comments	After approval, plans will be electronically stamped by the county. The applicant will receive an email indicating that approved plans are available for download and are located in the ePlans project Approved folder. For Development Review submittals, with the exception of Final Plats and Minor Site Plans, applicants are required to print, obtain required signatures, and sign and seal two 24”x 36” sets of the electronically stamped approved plan and deliver them to the Office of County Engineer, Development Review Section, located at 412 SE 25th Avenue Ocala, FL 34471. Upon receipt, a development order will be issued.	INFO	ENGIN
11	2.12.4.F - Licensed professional certification on cover sheet with signature and seal on all		NO	ENGIN

	sheets prior to plan approval			
12	2.12.4.F(1) - Licensed Design Professional Certification: I hereby certify that these plans and calculations were completed in accordance with all applicable requirements of the Marion County Land Development Code, except as waived.		NO	ENGIN
13	2.12.4.I - Index of sheets and numbering		NO	ENGIN
14	Rezoning to PUD with master plan	A traffic methodology was provided and approved for this application. The traffic methodology indicates that the development will generate 79 PM peak hour trips based on the maximum development potential for the proposed land use. At the proposed density of 72 single family dwelling units, the development will generate 73 pm peak hour trips. This development will only require a Traffic Assessment. The assessment will only include SW 80th Street, the proposed access points, and the intersections of SW 80th Avenue at SW 80th Street and SR 200 at SW 80th Street. The methodology indicates that 68% of the development traffic will head east to SR 200 while 32% of the traffic will head west to SW 80th Avenue. This amounts to a maximum impact of 31 peak hour trips on SW 80th Street, 29 peak hour trips on SR 200, and 11 peak hour trips on SW 80th Avenue. There is sufficient capacity on SR 200 and SW 80th Avenue to meet the current Level of Service standard of D on SR 200 and E on SW 80th Avenue. There is also sufficient capacity to meet the proposed future Level of Service standard of D on SW 80th Avenue. SW 80th Street is currently a Major Local roadway, and the County does not have an adopted Level of Service standard for Major Locals. However, if a Maximum Service Volume for SW 80th Street is assumed at 540 directional peak hour trips, there is sufficient capacity on SW 80th Street. The previously approved Traffic Impact Analysis for Melody Preserve indicates that the intersections of SW 80th Avenue at SW 80th Street and SR 200 at SW 80th Street will operate with an overall Level of Service of C and B, respectively with the traffic from the adjacent Melody Preserve and Villla Verde developments. Therefore, all impacted road segments and intersections are expected to operate acceptably with this approval of	INFO	ENGTRF

		this development, The traffic assessment will further address these Level of Service impacts in addition to providing a detailed operational of the two signalized intersections and the driveway connections. The main access for the subdivision is proposed on SW 80th Street. SW 80th Street is a two-lane County maintained Major Local roadway with approximately 50 feet of right-of-way. Future unfunded plans in the area include realigning SW 80th Street at SR 200 and potentially widening to 4-lanes. This will require 120 feet of right-of-way. This development will need to dedicate at least 35 feet of right-of-way to aid in those future plans. There is also a proposed connection to SW 72nd Court. SW 72nd Court is a non-County maintained unpaved roadway with approximately 40 feet of right-of-way. The development will need to dedicate at least 10 feet of right-of-way to help bring the right-of-way width up to the minimum 60 feet for subdivision streets. Also, the road needs to be paved just past the proposed driveway connection meeting the County design standards for a subdivision street. The development should also accept maintenance of that section of roadway once it is paved.		
15	2.12.38 - Maintenance of improvements	9/15/24 - The master plan needs to note that SW 72nd Court will be maintained by the HOA up to the project entrance once paved.	NO	ENGTRF
16	6.11.9.A - Traffic signals	9/15/25 - Any modifications to the traffic signal on SW 80th Avenue at SW 80th Street will be determined by the traffic assessment.	INFO	ENGTRF
17	6.12.11 - Turn lanes	9/15/25 - The need for turn lanes at the project driveways or at the nearby intersections will be determined by the traffic assessment.	INFO	ENGTRF
18	6.11.3 - Traffic Impact Analysis	9/15/25 - A traffic methodology has been approved. A traffic assessment is required and must be approved prior to approval of the master plan.	NO	ENGTRF
19	6.12.2 - Right-of-way	9/15/25 - A 10' right-of-way dedication is needed along SW 72nd Court to bring it up to the minimum standard for a Local Subdivision street.	NO	ENGTRF
20	6.12.9 - Subdivision roads and related infrastructure	9/15/25 - An entrance is proposed on SW 72nd Court. SW 72nd Court will need to be paved up to the subdivision entrance.	NO	ENGTRF
21	NFPA 1 Chapter 18.2.3 - Fire Dept Access Roads	Please ensure the site plan meets the minimum requirements per NFPA 1 Chapter 18 for fire department access. Need to show fire department access road with a minimum of 20 feet in width of a	INFO	FRMSH

		stabilized surface		
22	6.18.2.G - Painting and Marking of Fire Hydrants	Fire hydrant locations shall be indicated by placement of a blue reflector in the middle of the roadway lane closest to the hydrant.	INFO	FRMSH
23	6.18.2 - Fire Flow/Fire Hydrant	Please show fire hydrants on the improvement site plan in accordance with NFPA 1 Chapter 18.5.2	INFO	FRMSH
24	Rezoning to PUD with master plan	The site improvement plan shall ensure all the minimum requirements are met per Florida Fire Prevention Code 1 Chapter 18 for fire department access and water supply	INFO	FRMSH
25	6.8.6 - Buffers	1. North and West buffers shall be type E or a 6' high opaque fence. Confirm with Zoning	NO	LSCAPE
26	6.5 & 6.6 - Habitat Preservation/Mitigation Provided?	Please include environmental assessment documentation.	NO	LUCURR
27	2.12.16/6.5 - Environmental Assessment for Listed Species (EALS) or EALS Exemption provided?	Please include environmental assessment documentation.	NO	LUCURR
28	Additional Utilities Comments	There is no amenity center, pool, dog park, walking trail, or other amenities proposed that would require water or sewer service.	INFO	UTIL
29	Additional Utilities comments	The proposed development for parcel 35460-039-00 is located within the Marion County Utilities service area and will be served by MCU water and sewer. The Master Plan (Sheet C1, Plan Note #11) states that MCU will provide central utility service to this project. All utility connections will be reviewed and addressed during the improvement plan stage	INFO	UTIL
30	6.16.5.C - Public Wastewater Pump Stations (MCU Standards)	Pending improvement plan and proposed design. No tract or space for a public lift station is identified on the current plans. If a public lift station is proposed, a 50' x 50' tract must be dedicated and shown on both the plats and the improvement plan	INFO	UTIL
31	6.16.4 - Wastewater Collection Systems (Gravity/Pressurized) Design	Pending improvement plan and proposed design.	INFO	UTIL
32	6.15.3 - Fire Protection/Fire Flow Capacity	Water service will be provided by Marion County Utilities. Please consult with Marion County Fire Rescue for any additional comments or requirements related to fire protection.	INFO	UTIL
33	6.14.5.D - Hydraulic Analysis	The Hydraulic Analysis has not been provided for this site. (LDC 6.14.5.C)	INFO	UTIL

34	6.14.2.A - Water Connection Requirements	Connections and connection methods will be reviewed in detail during the improvement plan review stage. If utilities are shown on the Master Plan, no connections will be approved prior to improvement plan review	INFO	UTIL
35	6.14.2.A(1) - Public sewer service area/provider	Marion County Utilities Service Area	INFO	UTIL
36	6.14.2.A(1) - Public water service area/provider	Marion County Utilities Service Area	INFO	UTIL
37	2.12.4.L(10) - Parking requirements, service entrances, space size paved parking isle and access to parking area/6.11.8 - Off-street parking requirements/6.11.7 - Loading areas/6.11.6 - Construction access/route	include parking spaces proposed and required.	NO	ZONE
38	2.12.24 - Landscape requirements/6.8.6 - Buffering	Proposed buffering modification along Westwood Trails requires approval, required buffer is a type E or opaque fence. North parcel abutting A-1 parcels require a type E buffer.	NO	ZONE
39	Additional Zoning comments	Plan notes state the land use is low density residential, needs to be corrected.	INFO	ZONE
40	2.12.27 - Show location of outside storage areas	Verify no outside storage proposed.	INFO	ZONE
41	2.12.6/4.1.4.I - Location of water and sewer	Defer to MC	INFO	ZONE

PUD/RESIDENTIAL APPLICATION IMPACTS TO FIRE RESCUE SERVICES

CAPOZZOLI HILLS

PARCELS # 35460-039-00

Capozzoli Hills

- **Parcel Specifics – Parcel 35460-039-00**
  - **Parcel ID:** 35460-039-00
  - **Acreage:** 19.62 acres
  - **Current Future Land Use (FLU):** Low Residential (LR)
  - **Proposed Future Land Use (FLU):** Medium Residential (MR)
  - **Proposed Use:** 72 single-family residential units with amenities
  - **Estimated Population Impact:** ~180 residents

  - The analysis shown is **parcel-specific** and applies only to the properties identified in the application.

Common Definitions Used By Fire Rescue

Marion County FLORIDA

- ISO- The ISO (Insurance Services Office) rating is a crucial assessment for fire departments in the United States, directly influencing both the department's operations and the community it serves.
  - The ISO's Public Protection Classification (PPC) program evaluates a fire department's ability to protect its community from fire-related incidents and assigns a rating that can affect property insurance rates for homes and businesses within the department's jurisdiction.
  - MCFR has an ISO rating of 2/2Y
- NFPA-The National Fire Protection Association (NFPA) is a global nonprofit organization devoted to eliminating death, injury, property, and economic loss due to fire, electrical, and related hazards.
  - Founded in 1896, the NFPA develops and publishes more than 300 codes and standards that are designed to minimize the risk and effects of fire and other hazards.

Common Definitions Used By Fire Rescue

Marion County FLORIDA

- Response Availability – indicates how often multiple emergency calls occur at the same time within our service area. As the number of overlapping incidents increases, our ability to respond to new calls is reduced.
- This is expressed as a percentage:

Percentage	Service Demand
0–10% (Green)	Normal Operations – calls are handled promptly.
11–20% (Yellow)	Increased Demand – response may be delayed during busy periods.
21–30% or higher (Red)	High Demand – staffing and resources may not keep pace with call volume.

Common Definitions Used By Fire Rescue

- Workload – Workload is a critical factor in evaluating unit performance and operational demands. While it can be measured by simply counting the number of incidents a unit handles over a period, this approach doesn't reflect the complexity or duration of each call.
- A more meaningful assessment considers how often calls for service overlap, placing simultaneous demands on available units. Overlapping incidents can stretch resources thin, reduce response availability, and increase reliance on neighboring units. This measure provides a clearer view of the actual strain on personnel and apparatus, especially during periods of high call volume.
- It's important to note that workload assessments based solely on incident volume do not capture the full scope of a unit's responsibilities, such as training, equipment maintenance, pre-incident planning, and community outreach.

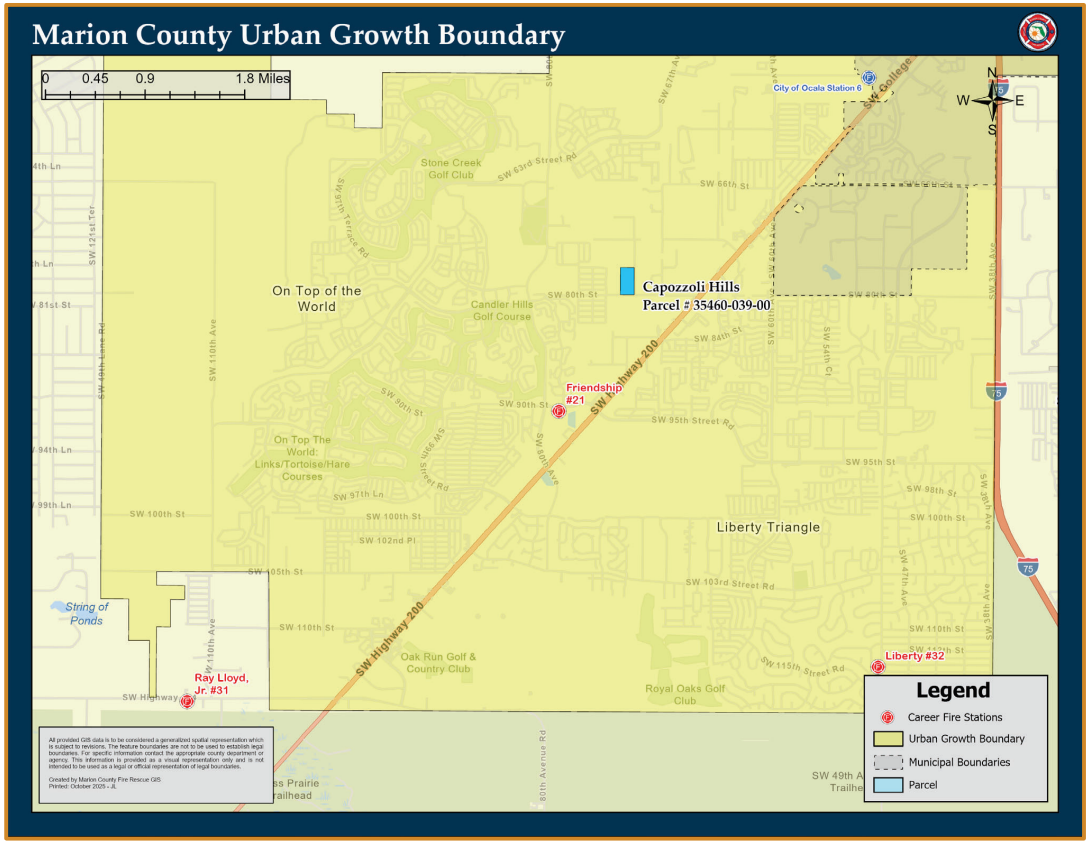
Common Standards Governing Fire Rescue

- NFPA 1061: Standard for Public Safety Telecommunications Personnel Professional Standards Qualifications
- NFPA 1201: Standard for Providing Fire and Emergency Services to the Public
- NFPA 1225, Standard for Emergency Services Communications
- NFPA 1660: Standard for Emergency, Continuity, and Crisis Management: Preparedness, Response, and Recovery
- NFPA 1620: Standard for Pre-Incident Planning
- NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.
- NFPA 1720, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Volunteer Fire Departments.

URBAN GROWTH BOUNDARY

THE PARCEL IS INSIDE THE URBAN GROWTH BOUNDARY.

THIS PARCEL IS IN COMMISSION DISTRICT 5



CLOSEST FIRE/EMS STATION LOCATIONS

THE FOLLOWING STATIONS ARE WITHIN 5 MILES OF THE PARCEL:

FIRE STATION 21, 2.1 ROAD MILES

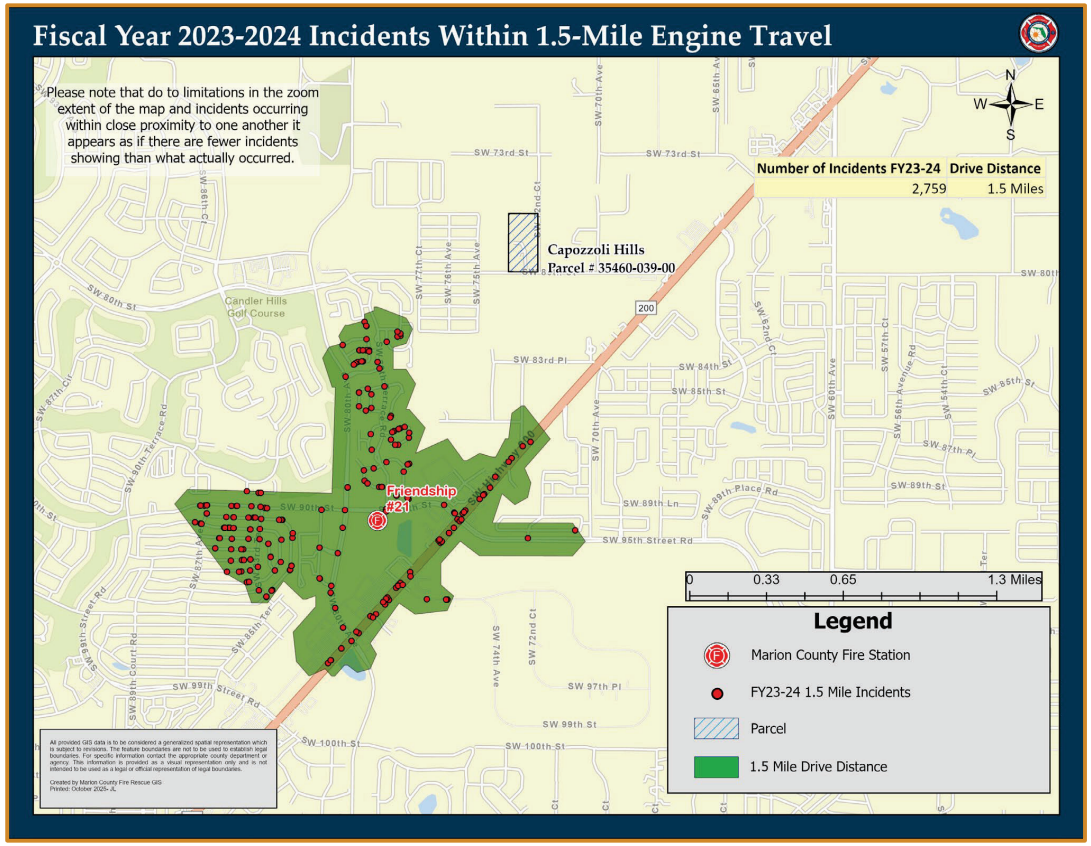
EMS STATION 50, 3.2 ROAD MILES

FIRE STATION 23, 5.4 ROAD MILES

FIRE STATION 32, 6.3 ROAD MILES

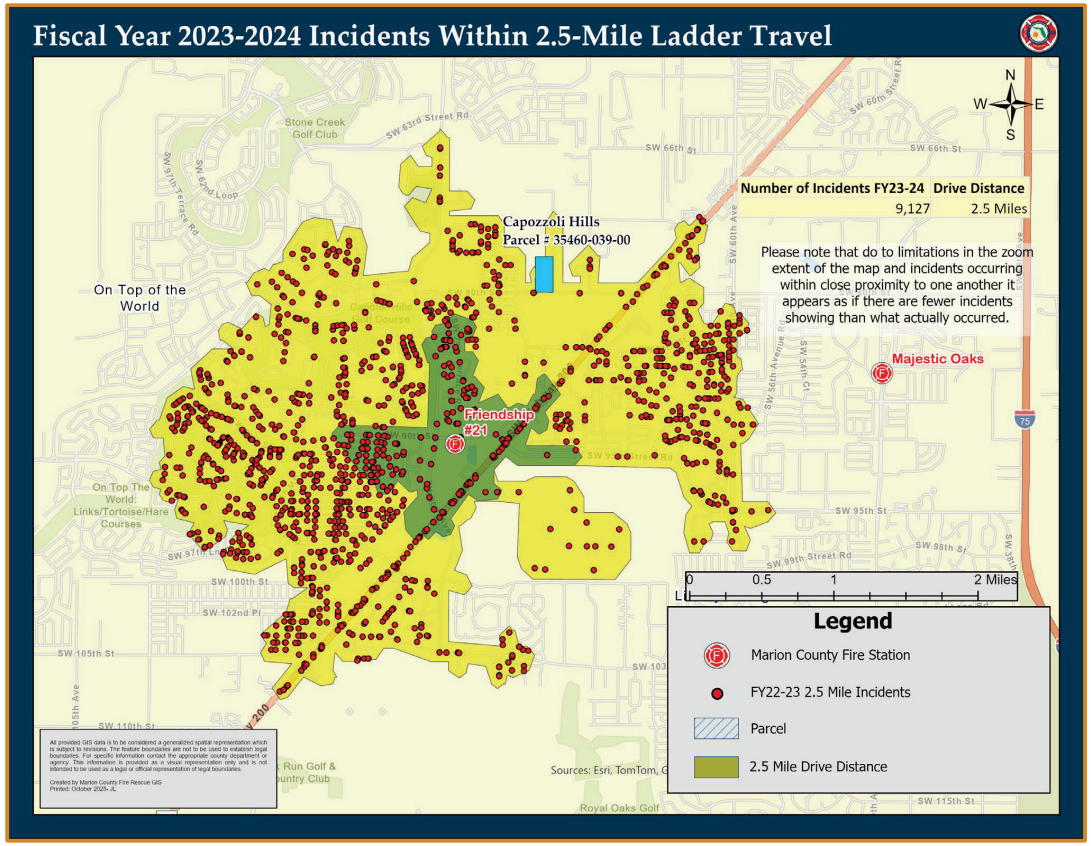
FY23/24 INCIDENTS WITHIN 1.5-MILE ENGINE TRAVEL

THERE WERE 2,759 CALLS FOR SERVICE WITHIN THE 1.5 MILE TRAVEL FOR FIRE STATION 21.



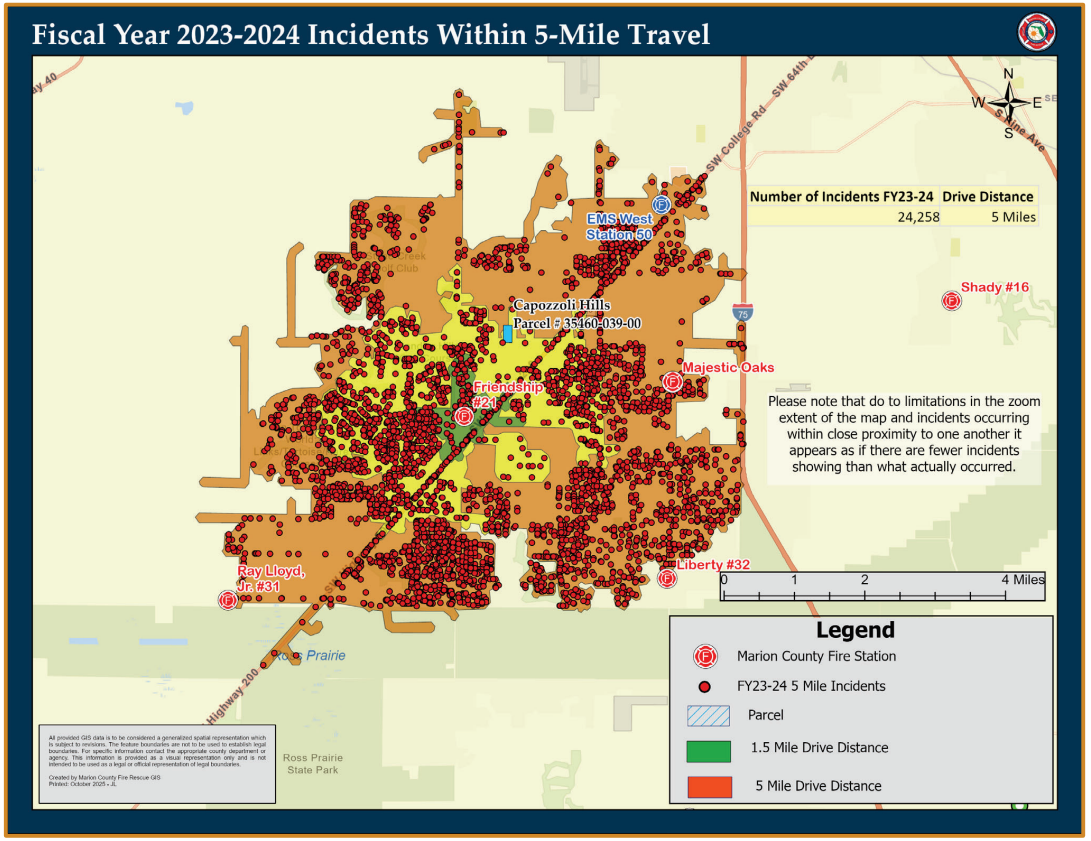
FY23/24 INCIDENTS WITHIN 2.5-MILE LADDER TRAVEL

THERE WERE 9,127 CALLS FOR SERVICE WITHIN THE 2.5 MILE TRAVEL FOR FIRE STATION 21.



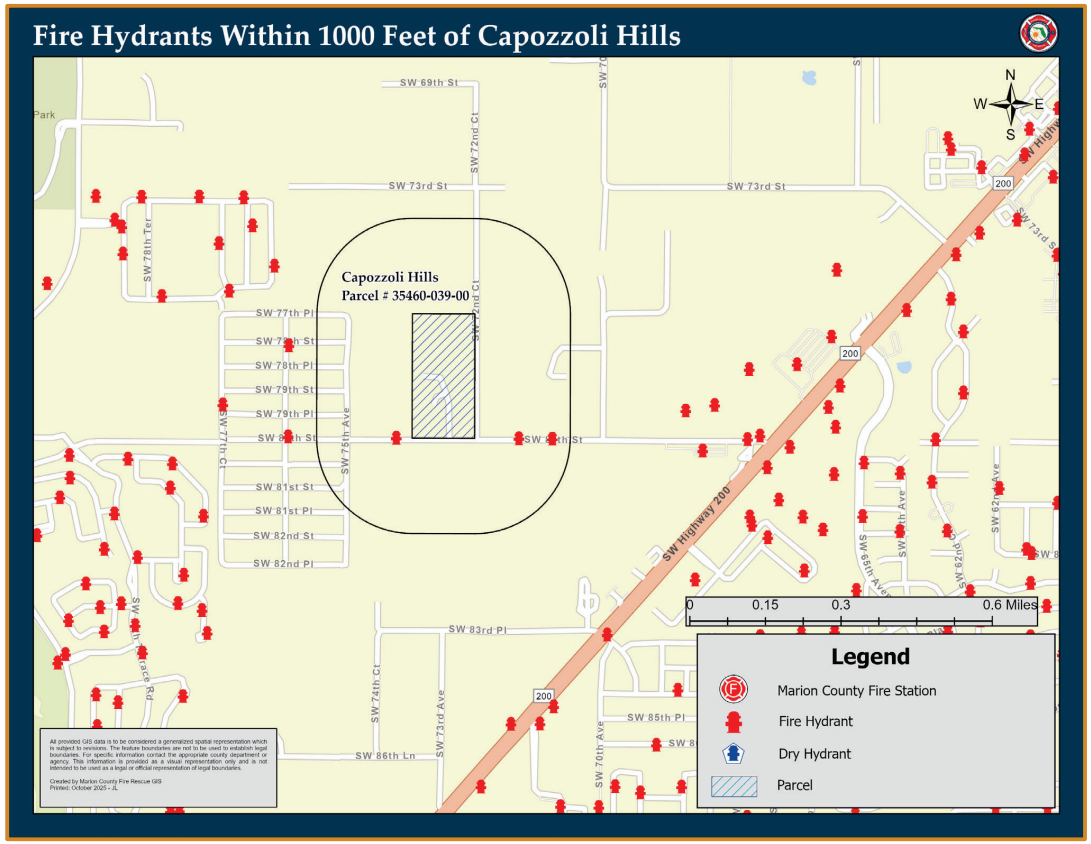
FY23/24 INCIDENTS WITHIN 5-MILE TRAVEL

THERE WERE 24,258 CALLS FOR SERVICE WITHIN THE 5 MILE TRAVEL FOR FIRE STATION 21.



FIRE HYDRANTS WITHIN 1000 FEET

THIS PARCEL IS WITHIN 1,000 FEET OF 3 FIRE HYDRANTS AND 0 DRY HYDRANT.



Closest Fire Suppression Response

- Station 21 (Friendship)
  - 5-minute travel time
  - Overlapping Incidents: FY23/24 suppression unit overlap rate: 6.55% – (Green)
  - 1,077 incidents/unit
- Station 23 (Majestic Oaks)
  - 10-minute travel time
  - Overlapping Incidents: FY23/24 suppression unit overlap rate: 2.63% – (Green)
  - 342 incidents/unit
- Station 32 (Liberty)
  - 13-minute travel time
  - Overlapping Incidents: FY23/24 suppression unit overlap rate: 3.90% – (Green)
  - 1,052 incidents/unit

Note: non-transport units with greater than 2,000 incidents is measure to consider adding additional resources.

Closest Ambulance Response

- Station 21 (Friendship)
  - 5-minute travel time
  - Overlapping Incidents: FY23/24 transport unit overlap rate: 2.86% – (Green)
  - 2,432 incidents/unit (Below Trigger Point)(3 Transport Units)(68 incidents away from trigger point)
- Station 50 (EMS West)
  - 6-minute travel time
  - Overlapping Incidents: FY23/24 transport unit overlap rate: 1.83% – (Green)
  - 1,162 incidents/unit
- Station 32 (Liberty)
  - 13-minute travel time
  - Overlapping Incidents: FY23/24 transport unit overlap rate: 19.27% – (Yellow)
  - 2,615 incidents/unit (Above Trigger Point)(1 Transport Unit)

Note: transport units with greater than 2,500 incidents is measure to consider adding additional resources.

OTHER RESIDENTIAL DEVELOPMENTS

THERE WERE 7 OTHER DEVELOPMENTS CONSIDERING FIRE RESCUE SERVICE LEVELS IN ADDITION TO THIS REQUEST.

Current Status of Fire Rescue Service in the Area.

- There is no additional budgeted units for this area to date.

Recommendations from Fire Rescue

- If approved, additional resources are warranted to handle increased demand from the proposed parcel.
  - The transport unit from one of the three closest fire stations are above the adopted capacity limits currently and additional growth will exacerbate these numbers.

Marion County FLORIDA

QUESTIONS?

MARION COUNTY SHERIFF'S OFFICE

November 5, 2025

Growth Services
2710 E Silver Springs Blvd
Ocala, FL 34470

To Whom It May Concern,

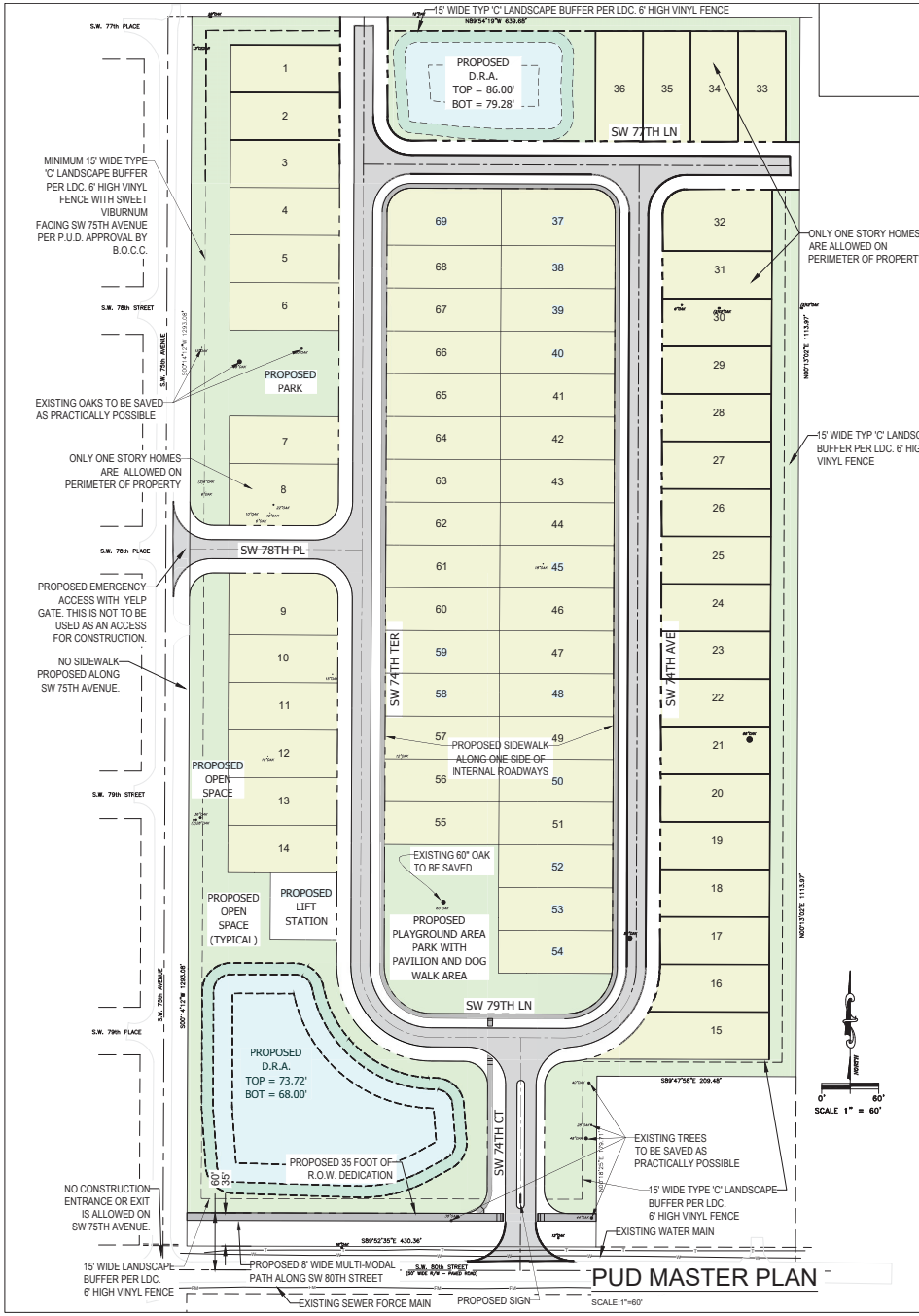
The Capozolli Hills development will potentially bring in 172 new residents. The Marion County Sheriff's Office could absorb the calls created by those residents alone, but if there is other development in the area, additional staffing would be necessary to cover those needs.

Sincerely,

WILLIAM WOODS, SHERIFF

By: _____
Major Louis Pulford
Law Enforcement Bureau

WESTWOOD TRAILS (fka VILLA VERDE)
P.U.D. MASTER PLAN



RECREATION/OPEN SPACE/MFLA DATA:

PER MARION COUNTY LDC, THE MINIMUM OPEN SPACE REQUIRED IS 20% OF THE GROSS LAND AREA. 18.13 ACRES X 20% = 3.63 ACRES OF OPEN SPACE REQUIRED
15% OR 2.72 ACRES MUST BE M.F.L.A.
5.0% OR 0.907 ACRES MUST BE IMPROVED OPEN SPACE

ALL DRA'S DESIGNATED AS RECREATION / OPEN SPACE SHALL MEET THE CRITERIA OF THE MARION COUNTY LAND DEVELOPMENT CODE, UNLESS A WAIVER IS OBTAINED FOR ADDITIONAL AREA TO BE UTILIZED.

THIS PROJECT WILL PROVIDE A MINIMUM OF THE FOLLOWING:
3.63 ACRES OF REQUIRED OPEN SPACE
2.72 ACRES OF THE 3.63 ACRES WILL BE MFLA
0.907 ACRES OF WILL BE IMPROVED OPEN SPACE

TRAFFIC STUDY NOTE:

A TRAFFIC HAS BEEN SUBMITTED AND APPROVED FOR THIS DEVELOPMENT. PLEASE REFER TO PROVIDED & APPROVED TRAFFIC STUDY. NO OFFSITE TRAFFIC IMPROVEMENTS ARE REQUIRED AS A RESULT OF THE FINAL APPROVED TRAFFIC STUDY.

SIDEWALK NOTE:

INTERNAL SIDEWALKS WILL BE PROVIDED AT TIME OF IMPROVEMENT PLAN SUBMITTAL. INTERNAL SIDEWALKS WILL BE DESIGNED IN SUCH A MANNER TO CONNECT TO THE ABUTTING ROADWAYS ROAD FOR PROPER PEDESTRIAN CIRCULATION AND MOBILITY. SIDEWALKS WILL BE PROVIDED ALONG SW 80TH STREET AND ON ONE SIDE OF THE INTERNAL ROADWAYS.

LANDSCAPE BUFFER NOTE:

PROPOSED LANDSCAPE BUFFERS ALONG THE PERIMETER OF THE SITE SHALL COMPLY WITH THE MARION COUNTY LAND DEVELOPMENT CODE AND THE B.O.C.C. REQUIREMENTS. BUFFER LAYOUT AND PLACEMENT WILL BE FINALIZED AT THE DEVELOPMENT STAGE. BUFFERS MAY VARY DEPENDING ON FINAL LAYOUT AND BUFFER WAIVERS MAY BE REQUIRED IN THE FUTURE AS THE PROPOSED PROJECT DEVELOPS. IN ALL CASES INVOLVING BUFFERS WITH FENCING OR WALLS, THE PROPOSED LANDSCAPING WILL FACE THE ADJACENT LAND OWNER(S) AND THE WALL WILL BE PLACED BEHIND THE LANDSCAPING.

CONCURRENCY NOTE:

THIS PROPOSED PROJECT HAS NOT BEEN GRANTED CONCURRENCY APPROVAL AND/OR GRANTED AND/OR RESERVED ANY PUBLIC FACILITY CAPACITIES. FUTURE RIGHTS TO DEVELOP THE PROPERTY ARE SUBJECT TO A DEFERRED CONCURRENCY DETERMINATION, AND FINAL APPROVAL TO DEVELOP THE PROPERTY HAS NOT BEEN OBTAINED. THE COMPLETION OF CONCURRENCY REVIEW AND/OR APPROVAL HAS BEEN DEFERRED TO LATER DEVELOPMENT REVIEW STAGES, SUCH AS, BUT NOT LIMITED TO, BUILDING PERMIT REVIEW.

SITE COVERAGE & SUMMARY OF LAND USE ENTITLEMENT ELIGIBILITY:

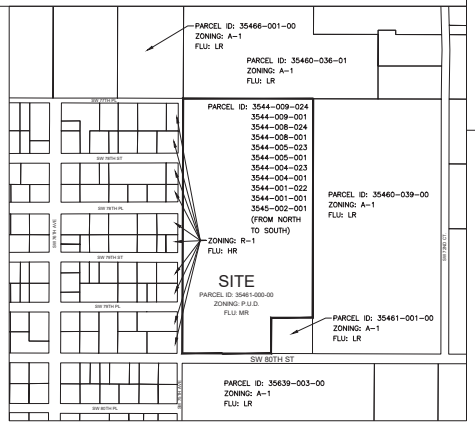
EXISTING LAND USE	DENSITY/INTENSITY	ACREAGE	GROSS MAX. DEVELOPMENT
MEDIUM RESIDENTIAL	4 D.U. PER ACRE	18.13 ACRES	72 UNITS

THEREFORE;

THIS PUD PLAN PROPOSES A MAXIMUM OF 69 RESIDENTIAL UNITS WHICH EQUALS 4 UNITS PER ACRE.

PLAN NOTES:

1. PROJECT SITE IS LOCATED WITHIN SECTION 07, TOWNSHIP 16, RANGE 21.
2. THE TOTAL LAND AREA = 18.13 ACRES±
3. EXISTING SITE CHARACTERISTICS:
   THE EXISTING SITE IS CURRENTLY DEVELOPED AND UNDEVELOPED, MOSTLY CLEARED PASTURE LAND, WITH APPROXIMATELY 2% OF THE SITE HAVING SCATTERED TREE COVER. THE TERRAIN IS MOSTLY GENTLY ROLLING WITH APPROXIMATELY 99% OF THE SITE HAVING SLOPES OF 5% OR LESS. THE REMAINING PROPERTY HAS SLOPES BETWEEN 5 - 12%. THE SITE ELEVATIONS RANGE BETWEEN 68 AND 94. BASED UPON THE USDA SOIL SURVEY, THE SOILS ON THIS SITE ARE SANDY, WELL DRAINED SOILS WITH A DEPTH TO A CONFINING LAYER AND WATER TABLE OF GREATER THAN 6.5 FEET. THE NATURAL LOW AREAS ARE SHOWN ON THIS PLAN.
4. THE EXISTING LAND USE IS MEDIUM DENSITY RESIDENTIAL, HAVING A MAXIMUM OF 72 RESIDENTIAL UNITS.
5. THE EXISTING ZONING IS P.U.D.
6. THE PROPOSED PROJECT IS A RESIDENTIAL DEVELOPMENT WITH SINGLE FAMILY DWELLINGS; ADDITIONAL IMPROVEMENTS PROPOSED INCLUDE OPEN SPACE / PARK SITES WITHIN THE PROPOSED NEIGHBORHOOD.
7. SEE PLAN FOR ADJACENT ZONING & LAND USE CLASSIFICATIONS.
8. THE MAJOR ROADS SHOWN ON THIS PLAN INCLUDE SW 75TH AVENUE AND SW 80TH STREET. ALL PROPOSED INTERNAL ROADWAYS TO THE PROPOSED DEVELOPMENT AREAS WILL BE DESIGNED AT TIME OF IMPROVEMENT PLAN SUBMITTAL FOR EACH DEVELOPMENT AREA AND WILL BE PERMITTED THROUGH THE COUNTY.
9. EXISTING UTILITY AND DRAINAGE EASEMENTS ARE SHOWN ON THIS PLAN.
10. PROJECT PHASING: THE PROPOSED DEVELOPMENT SHALL BE DEVELOPED IN ONE PHASE.
11. UTILITIES: THIS PROJECT SHALL BE SERVED BY MARION COUNTY CENTRAL WATER AND SEWER SYSTEMS.
12. AN H.O.A. SHALL BE FORMED TO OWN, MANAGE AND MAINTAIN ALL COMMON AREAS AND COMMON ELEMENTS OF THE PUD, AND SHALL BE THE LEGAL ENTITY RESPONSIBLE FOR MANAGEMENT AND MAINTENANCE OF COMMON AREAS AND COMMON ELEMENTS OF THE PUD, INCLUDING ANY STORM WATER MANAGEMENT FACILITIES WHICH ARE PRIVATELY OWNED.



LOCATION MAP
SCALE:1"=300'

TYPICAL LOT STANDARDS

(PRINCIPAL STRUCTURES)

LOT AREA	5,175 SF (MINIMUM)
LOT DEPTH	115 FEET (MINIMUM)
LOT WIDTH (INTERIOR)	45 FEET (MINIMUM)
LOT WIDTH (CORNER LOT)	60 FEET (MINIMUM)
FRONT SETBACK	20 FEET (MINIMUM)
SIDE SETBACK (INTERIOR)	5 FEET (MINIMUM)
SIDE SETBACK (CORNER LOT)	15 FEET (MINIMUM)
REAR SETBACK	15 FEET (MINIMUM)
MAXIMUM SINGLE FAMILY HOME HEIGHT	40 FEET
MAXIMUM ACCESSORY STRUCTURE HEIGHT	20 FEET

ACCESSORY STRUCTURES:

POOLS, SHEDS, & OTHER ACCESSORY STRUCTURES.
REAR SETBACK: 5 FEET (MINIMUM)

SPRINGS PROTECTION:

THE PROPERTY LIES IN THE SECONDARY SPRINGS PROTECTION ZONE

FLOOD ZONE:

THE PROPERTY LIES WITHIN FLOOD ZONE X PER FEMA PANEL NUMBER 12019I0070'E, EFFECTIVE DATE APRIL 19, 2017.

BREAKDOWN OF ACREAGE: (EXISTING)

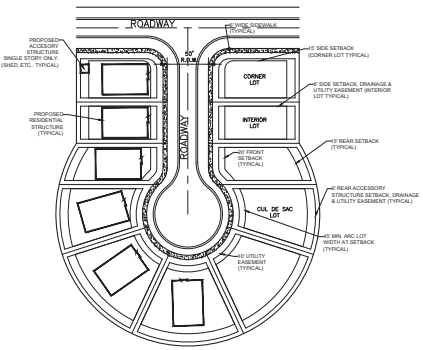
18.13 ACRES, MORE OR LESS (TOTAL)
18.13 ACRES WITH P.U.D. ZONING & MEDIUM RESIDENTIAL LAND USE

DEVELOPMENT AGREEMENTS:

NONE AT THIS TIME

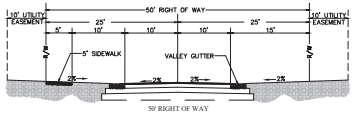
IMPORTANT PUD PLAN NOTE:

THIS PLAN AND DESIGN IS SUBJECT TO CHANGE BASED ON DRAINAGE AND UTILITY INFRASTRUCTURE DESIGN AT THE TIME OF IMPROVEMENT PLAN SUBMITTAL. NO ADDITIONAL DENSITY IS ALLOWED. THE PROJECT MUST ADHERE TO THE REQUIRED OPEN SPACE CRITERIA AS SPECIFIED IN THE LAND DEVELOPMENT CODE.



LOT LAYOUT & SETBACKS

MINIMUM LOT WIDTH AT SETBACK = 45 FT.
MINIMUM LOT DEPTH = 115 FT.
MINIMUM LOT SIZE = 5,175 S.F.
N.T.S.



SHEET INDEX:

C001 P.U.D. MASTER PLAN

REQUESTED WAIVERS:

CODE REFERENCE	DESCRIPTION	STATUS	CONDITIONS	DATE

ENGINEER'S CERTIFICATION:

I HEREBY CERTIFY THAT THESE PLANS AND CALCULATIONS WERE COMPLETED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF THE MARION COUNTY LAND DEVELOPMENT CODE, EXCEPT AS WAIVED. THE DRIVEWAY ACCESS MEETS FOOT SIGHT DISTANCE REQUIREMENTS.

PAOLO MASTROSERIO LICENSE No. 58691 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE:

PAOLO MASTROSERIO, P.E. 58691
MASTROSERIO ENGINEERING, INC. C.A.#26159
170 SE 32ND PLACE
OCALA, FL 34471

OWNER'S CERTIFICATION:

I HEREBY CERTIFY THAT I AND MY SUCCESSORS AND ASSIGNS SHALL PERPETUALLY MAINTAIN AND OPERATE THE IMPROVEMENTS AS SHOWN ON THIS PLAN.

JON KURTZ, MGR
FUN N GAMES, LLC
230 NE 25TH AVE., SUITE 311
OCALA, FL 34471

TITLE: WESTWOOD TRAILS (fka VILLA VERDE) P.U.D. MASTER PLAN
LOCATION: MARION COUNTY, FL SEC. 7, TWP. 16, RGE. 21

MASTROSERIO ENGINEERING, INC
CIVIL * ENVIRONMENTAL * SITE DESIGN
170 SE 32ND PLACE
OCALA, FL 34471
PH: (352)433-2185
PAOLO@MASTROSERIOENG.COM

DATE:	REVISION
06-04-2025:	35' R/W DEDICATION S.W. 80TH STREET
05-08-2025:	PUD PLAN UPDATED FOR IMPROVEMENT PLAN
11-07-2024:	REVISED PER COUNTY COMMENTS
09-05-2024:	REVISED PER COUNTY COMMENTS

JOB#: 23-12

SHEET C1 OF 1

Marion County
Board of County Commissioners
Office of the County Engineer
412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

October 23, 2025

KIMLEY-HORN
ALEX CAMPANO
1700 SE 17TH STREET, SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC ASSESSMENT APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33374 PARCEL #35460-039-00

Dear Alex,

The Traffic Assessment dated October 6, 2025 for the above referenced project was approved by Marion County on October 23, 2025.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

October 6, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Marion County Office of the County Engineer
412 SE 25th Avenue
Ocala, FL 34471

RE: ***Capozzoli PUD – Traffic Assessment; Marion County, Florida***
Kimley-Horn Project No. 142279015

Dear Mr. Zeigler:

A Planned Unit Development (PUD) rezoning application has been submitted for a +/- 19.5-acre property (Parcel 35460-039-00) located north of SW 80th Street and west of SW 72nd Court in unincorporated Marion County, Florida. The site has an existing Future Land Use (FLU) of low density residential and A-1 zoning. A FLU of medium density residential and PUD zoning is proposed.

The project is expected to generate between 50 and 100 peak hour trips; therefore, a Traffic Assessment is required per the Marion County Traffic Impact Analysis (TIA) Guidelines. The methodology for the traffic assessment was previously approved by Marion County and is attached for reference.

This traffic assessment provides project analysis of the anticipated trip generation, trip distribution, site access circulation, and evaluates the potential project impact on the study area. The buildout year of 2030 was utilized.

PROJECT TRAFFIC

Trip generation for the development was determined using data within the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. ITE Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation calculations. The trip generation provided within the methodology document was based on the 11th Edition of the ITE Trip Generation Manual and has been updated to reflect the most recently published data. No internal capture or pass-by reductions were applied. Excerpts from the ITE Trip Generation Manual are provided in the attachments.

Trip generation potential for the site was calculated to determine the maximum number of trips generated based on the existing FLU, proposed FLU, and proposed number of dwelling units. The existing (Low Density Residential, 1 DU/acre) and proposed (Medium Density Residential, 4 DU/acre) FLU produce a maximum intensity of 19 and 78 dwelling units. A maximum of 72 dwelling units is proposed for the development, which is less than the maximum allowed.

Table 1 summarizes the trip generation calculations for the site.

Table 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Single Family, Detached								
Existing Future Land Use (Max)	19 DU	419	18	5	13	21	13	8
Proposed Future Land Use (Max)	78 DU	895	58	16	42	77	48	29
Proposed Development	72 DU	846	54	15	39	71	44	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (12th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1 DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	T = 8.07*(X) + 265.45 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	T = 0.67*(X) + 5.59 (X is Number of Dwelling Units; 27% in, 73% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.92*Ln(X) + 0.33 (X is Number of Dwelling Units; 62% in, 38% out)

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The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure (FSUTMS). The distribution of traffic on SW 80th Street is 68% to the east and 32% to the west. The CFRPM output is included as an attachment.

Project traffic can enter the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic was assigned to enter and exit the new driveway on SW 80th Street.

VOLUME DEVELOPMENT

Turning movement counts were collected at the following intersections during the AM peak periods (7AM - 9AM) and PM peak periods (4PM – 6PM):

- SW 80th Avenue at SW 80th Street (collected 11/19/2024)
- SR 200 at SW 80th Street (collected 11/19/2024)
- SW 72nd Court at SW 80th Street (collected 08/14/2025)

The observed turning movement counts were adjusted to peak season using the Florida Department of Transportation (FDOT) provided peak season factors. The turning movement counts collected at the intersection of SW 72nd Court and SW 80th Street were used to determine through traffic at the project driveways. Approach and departure volumes from the intersection analysis were utilized to determine the existing peak season volumes for the roadway segment analysis.

A background annual growth rate of 3.61% was applied to the existing peak season traffic volumes, per the approved methodology.

Vested traffic was included for the following developments:

- Westwood Villas (formerly named Villa Verde)
- Melody Preserve

The background traffic volumes at the intersection of SW 80th Street at SR 200 were re-allocated based on the future signalized condition, which will allow for eastbound left-turn movements at the intersection. Based on the existing directionality of traffic entering SW 80th Street from SR 200, an allocation of 90% eastbound left and 10% eastbound right was applied to the background traffic approach volume on SW 80th Street. The eastbound left-turn volume was removed from the northbound through volume as the existing travel patterns would require movements destined northbound on SR 200 to make a U-turn at the downstream intersection and travel northbound through the intersection with SW 80th Street.

Buildout traffic was derived by adding project traffic to background traffic growth through to the buildout year. The buildout traffic volumes are illustrated in **Figure 1**, which is provided in the attachments. The intersection volume development sheets are also attached.

PM PEAK HOUR ROADWAY SEGMENT ANALYSIS

The following roadway segments were evaluated for PM peak hour roadway segment level of service (LOS) during the existing, background, and buildout scenarios:

- SW 80th Street – SW 80th Avenue to SR 200

The directional hourly maximum service volume (MSV) utilized for the analysis was derived using the 2020 FDOT Quality/Level of Service Handbook. The adopted LOS was based on the current adopted Comprehensive Plan. Per request of Marion County, the MSV using the proposed LOS standards currently contemplated by the Board of County Commissioners for adoption in 2026 is provided for reference. The current adopted LOS is E, with a proposed LOS standard of D for roadways within the urbanized area.

Table 2 summarizes the existing, background, and buildout PM peak hour roadway segment analysis. Project impact on the adjacent segment was found to be less than the threshold for study area inclusion based on the Marion County TIA Guidelines (< 3%).

The adjacent study area segment is anticipated to operate with LOS D for PM peak hour volumes prior to and with the addition of project traffic. Project traffic does not have a significant or adverse impact on the study area roadway.

Table 2: PM Peak Hour Roadway Segment Analysis

Roadway		ROADWAY ATTRIBUTES [1]					EXISTING TRAFFIC (2024 / 25)						Applied Growth Rate	BACKGROUND NON-PROJECT TRAFFIC (2030)									Percent Project Traffic Assignment[5]	PM Peak Hour Project Traffic			BUILDOUT TRAFFIC (2030)					
							Volumes[2]		V/C Ratios		LOS[3]			Background Growth		Vested Volumes		Total Volumes[4]		V/C Ratios		LOS[3]					Volumes[6]		V/C Ratios		LOS[3]	
From	To	TPO CMP Station	Adopted LOS	New LOS	Pk. Hr. Dir. Service Volume (2023)	New Pk Hr Dir MSV	EB/NB	WB/SB	EB	WB	EB	WB		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB	Percent Impact	EB	WB	EB	WB	EB	WB
SW 80 ST																																	
Project Driveway	SW 80 AV	--	E	D	576	540	102	193	0.18	0.34	C	C	3.61%	126	239	31	35	157	273	0.27	0.47	C	D	32%	9	14	2.4%	166	287	0.29	0.50	C	D
SR 200	Project Driveway	--	E	D	576	540	118	186	0.20	0.32	C	C	3.61%	146	230	28	47	174	277	0.30	0.48	C	D	68%	30	18	5.2%	204	295	0.35	0.51	C	D

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Notes:

1. Roadway attributes were obtained from the Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP) Database and the FDOT Quality/Level of Service Handbook.
2. Existing volumes were derived from the existing turning movement counts adjusted to peak season.
3. The adopted LOS was derived from the FDOT Q/LOS Tables (2020), with adjustment factors applied via multiplication, not summation.
4. The background volumes were derived by applying the areawide 3.61% growth rate and adding vested traffic.
5. Project traffic assignment was calculated as the maximum across the segment from the CFRPM model output.
6. Total buildout volumes are the summation of background plus project traffic.

INTERSECTION ANALYSIS

The following intersections (non-project driveways) were evaluated for AM and PM peak hour intersection LOS and volume-to-capacity (v/c) during the existing, background, and buildout scenarios:

- SW 80th Avenue at SW 80th Street
- SR 200 at SW 80th Street

Per discussions with Marion County, the existing SW 80th Street at SR 200 intersection geometry was evaluated with planned signalization since the improvement is expected to be completed prior to project buildout.

Table 3 provides the AM and PM peak hour intersection operations at the study area intersections for the existing, background, and buildout scenarios. All study area intersections are anticipated to operate acceptably (v/c < 1, LOS E or better) prior to and with the addition of project traffic. Project traffic does not have a significant or adverse impact on the study area intersections.

Table 3: AM & PM Peak Hour Intersection Analysis Summary

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
SW 80th Avenue at SW 80th Street[2]						
Existing (2024)	D	36.7	0.92	C	28.5	0.86
Background (2030)	C	25.2	0.79	C	23.8	0.77
Buildout (2030)	C	25.2	0.79	C	23.9	0.77
SR 200 at SW 80th Street						
Existing (2024)[1]	C	16.6	0.25	E	37.2	0.47
Background (2030)[2]	B	11.9	0.85	B	12.6	0.84
Buildout (2030)[2]	B	13.3	0.86	B	13.8	0.85

Notes:

1. Intersection LOS, delay, and v/c at were reported for the stop controlled approach of the existing SR 200 at SW 80th Street intersection.
2. For signalized intersections LOS and delay at were reported for the overall intersection. SR 200 at SW 80th Street signalization is a planned improvement with completion planned prior to project buildout.
3. Turning movement counts collected Novemeber 2024 were utilized for the SW 80th Av and SR 200 at SW 80th St intersections.

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SITE ACCESS ANALYSIS

Intersection operational analyses were performed for the proposed project driveways. The driveways were evaluated for future buildout traffic conditions with forecasted AM and PM peak hour traffic.

Table 4 shows the results of the operational analysis for the buildout AM and PM peak hour scenarios. The proposed driveways are shown to operate with acceptable LOS and v/c ratios with buildout traffic.

Table 4: Driveway Analysis Summary (2030)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
Project Driveway at						
SW 80th Street	B	11.4	0.06	B	12.3	0.06
SW 72nd Court	A	8.4	0.01	A	8.4	0.01

Notes:
1. For unsignalized intersections LOS, delay, and v/c were reported for the stop-controlled approaches only.

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The need for ingress turn lanes at the proposed driveway connections was evaluated utilizing the procedures outlined in National Highway Cooperative Research Program (NCHRP) Report 457. For left-turn lanes, the NCHRP criteria evaluates the advancing volume, percent left-turns, opposing volume, and speed limit. The NCHRP right-turn criteria evaluates the advancing volume, right-turning volume and speed limit.

Based on the projected future buildout traffic volumes at the project driveways, the low expected ingress traffic, and the posted speed limit, exclusive ingress turn lanes are not warranted. Additionally, the Synchro analysis shows a less than one vehicle queue for the eastbound left-turn movement on SW 80th Street at the project driveway. Ingress turn lanes are not needed.

The NCHRP Report 457 worksheets are provided as an attachment.

CONCLUSION

The PUD development program is anticipated to generate 50 to 99 peak hour trips; therefore, a traffic assessment is required. The minimal trip generation for the site will not have a significant impact on the surrounding transportation network. The driveway connection to SW 80th Street is projected to operate acceptably. Ingress turn lanes at the project driveways are not warranted based on the minimal trip generation of the site. No off-site transportation improvements are necessary to support traffic from the proposed development.

Sincerely,
KIMLEY-HORN

Alex Campano, EI

Attachments: Figures
Traffic Data
Vested Development Information
Buildout Volume Development
Synchro Output
NCHRP 457 Output
Previously Approved TIA Methodology

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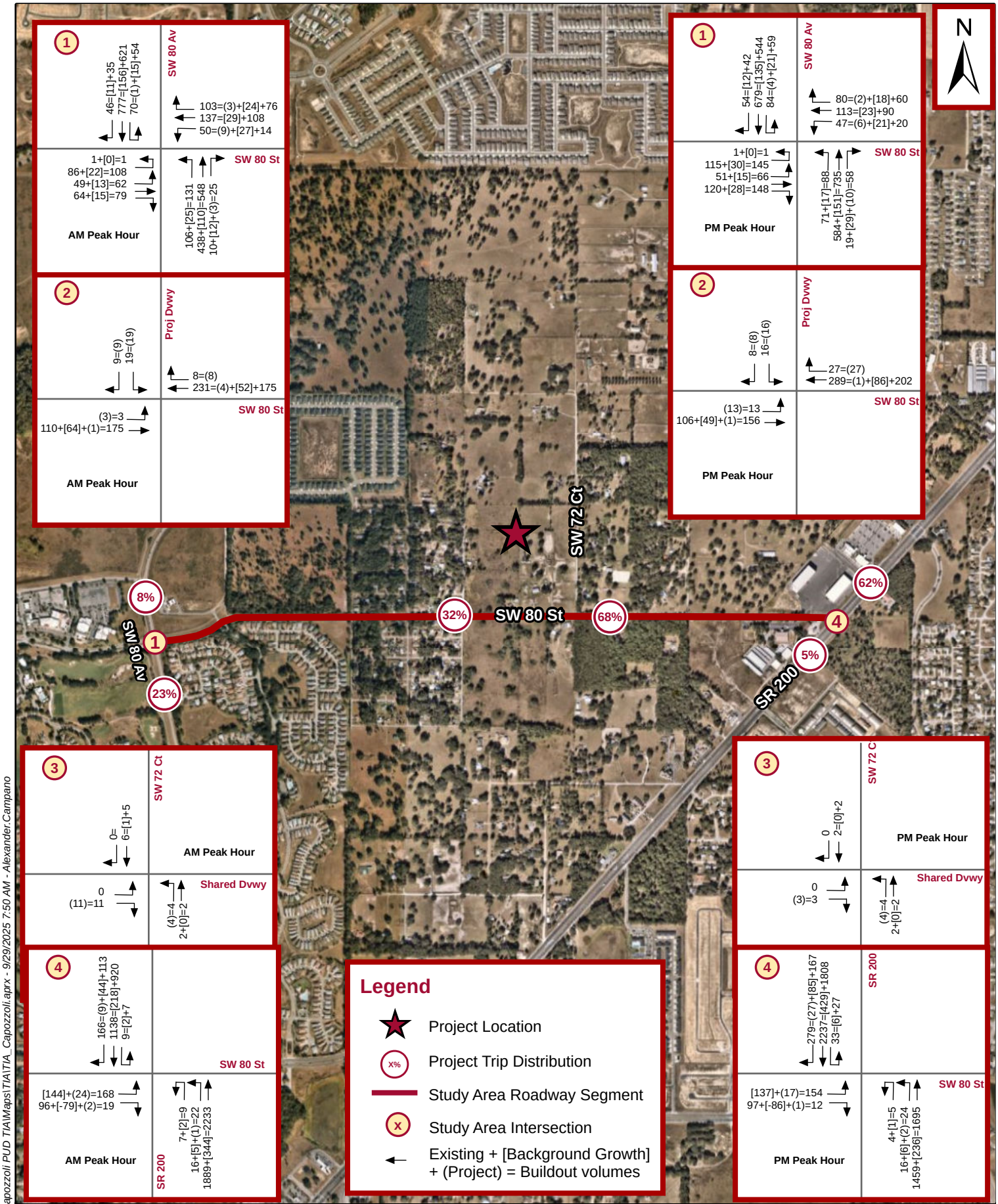
ATTACHMENTS

FIGURES



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Kimley»Horn
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1700 SE 17th Street, Suite 200, Ocala, FL 34471
Phone: (352) 438-3000
www.kimley-horn.com Registry No. 35106

PROJECT LOCATION, TRIP DISTRIBUTION, STUDY AREA & BUILDOUT VOLUMES

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

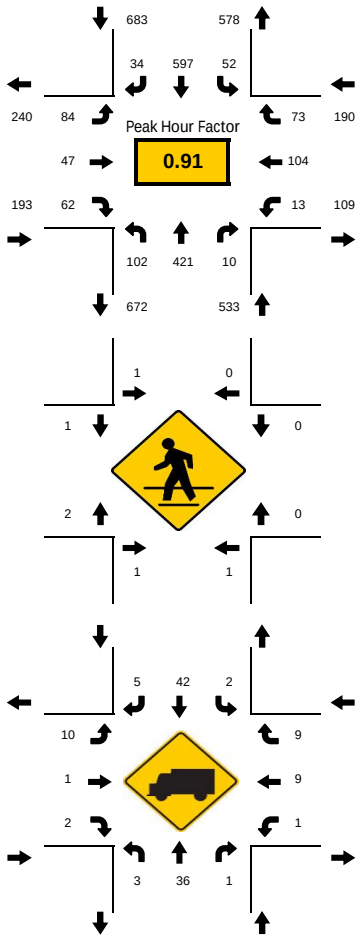
Not To Scale	Project No. 142279015	October 2025	FIGURE 1

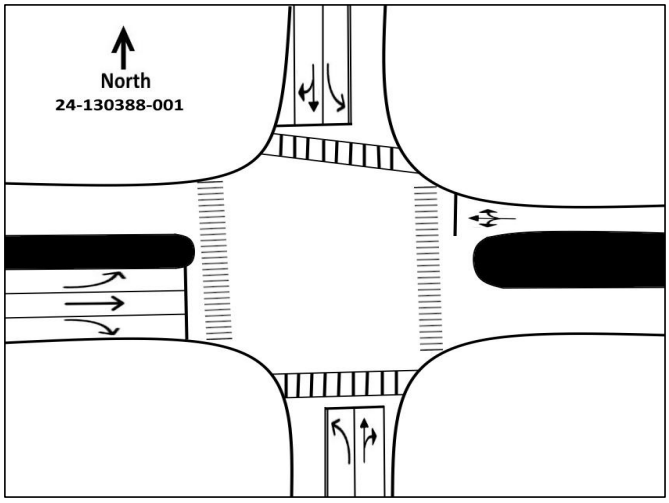
TRAFFIC DATA

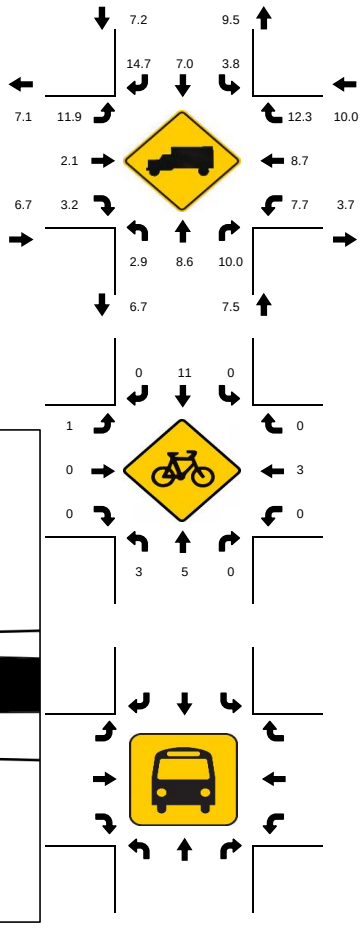
LOCATION: SW 80th Ave & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-001
DATE: Tue, Nov 19, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





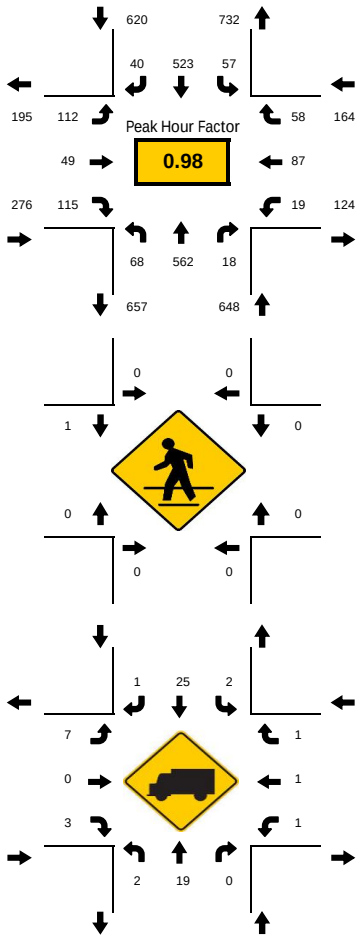


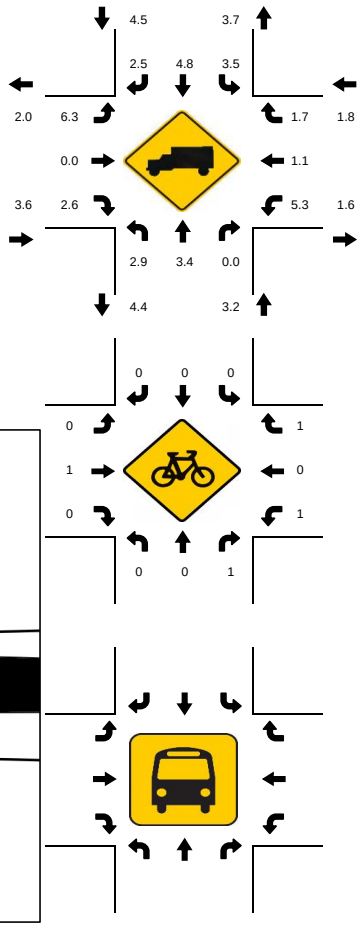
15-Min Count Period Beginning At	SW 80th Ave Northbound					SW 80th Ave Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	14	81	1	0		5	58	12	0		18	10	8	0		5	12	12	0		236	1280
7:15 AM	12	115	6	0		6	84	8	0		22	11	12	0		1	18	9	0		304	1481
7:30 AM	23	153	3	0		11	98	15	0		16	5	8	0		0	16	15	0		363	1590
7:45 AM	22	137	1	0		12	111	17	0		11	13	10	0		1	24	18	0		377	1595
8:00 AM	23	175	1	0		17	125	8	0		21	10	18	0		2	18	19	0		437	1599
8:15 AM	30	99	3	0		13	169	10	0		21	12	9	0		1	31	15	0		413	1162
8:30 AM	21	72	2	0		10	161	11	0		20	11	15	1		0	24	20	0		368	749
8:45 AM	28	75	4	0		12	142	5	0		21	14	20	0		10	31	19	0		381	381
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	120	700	16	0		68	676	44	0		84	56	80	4		40	124	80	0		**2092**	
Heavy Trucks	8	48	4	0		8	60	8	0		20	4	4	0		4	20	16	0		**204**	
Pedestrians		4					4					4					0				**12**	
Bicycles	4	12	0	4		0	40	0	0		4	0	0	0		0	8	0	0		**68**	
Buses																						
Stopped Buses																						

LOCATION: SW 80th Ave & SW 80th St
CITY/STATE: Ocala, FL

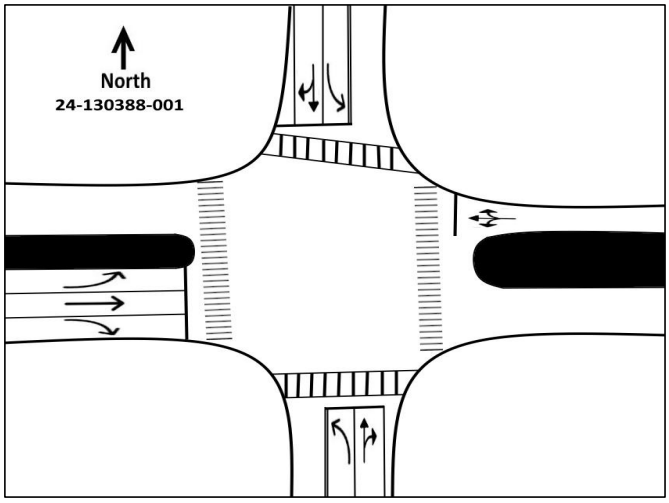
PROJECT ID: 24-130388-001
DATE: Tue, Nov 19, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM





National Data & Surveying Services

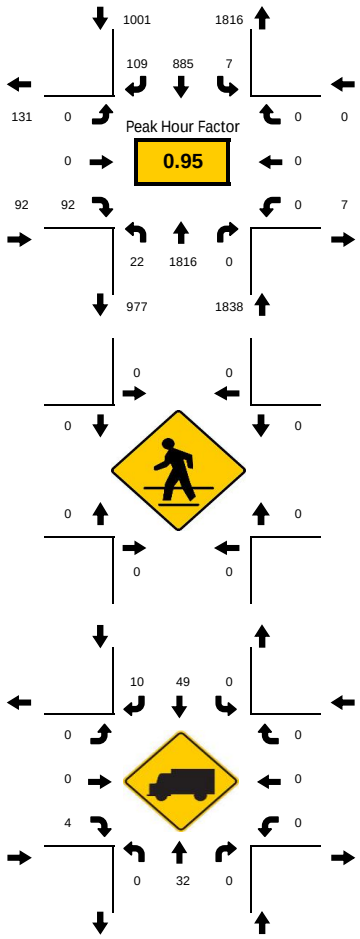


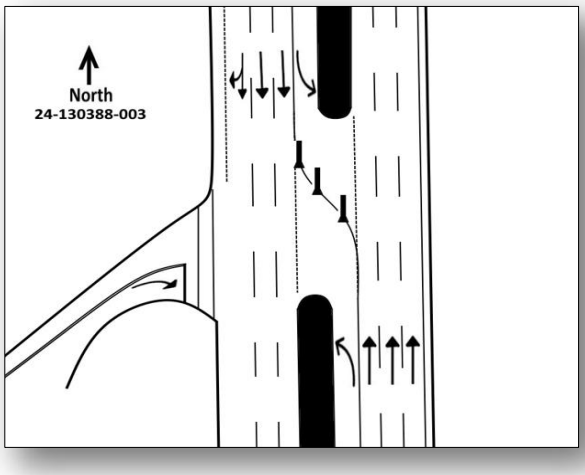
15-Min Count Period Beginning At	SW 80th Ave Northbound					SW 80th Ave Southbound					SW 80th St Eastbound					SW 80th St Westbound						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Hourly Total
4:00 PM	24	146	5	0		13	106	15	0		48	13	24	0		2	21	16	0		433	1708
4:15 PM	15	138	3	0		14	132	10	0		22	10	25	1		7	24	7	0		408	1695
4:30 PM	17	133	6	0		19	132	3	0		18	16	34	0		7	28	19	0		432	1690
4:45 PM	12	145	4	0		11	153	12	0		23	10	32	0		3	14	16	0		435	1613
5:00 PM	11	123	4	0		18	137	4	0		16	20	44	0		7	12	23	1		420	1487
5:15 PM	14	131	8	0		11	139	8	0		23	5	22	0		2	20	20	0		403	1067
5:30 PM	10	96	4	0		7	148	9	0		19	12	15	0		2	15	18	0		355	664
5:45 PM	12	103	2	0		12	123	7	0		10	7	8	0		4	13	8	0		309	309
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	96	584	24	0		76	612	60	0		192	64	136	4		28	112	76	0		**2064**	
Heavy Trucks	4	32	0	0		4	40	4	0		20	0	8	0		4	4	4	0		**124**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	4	0		0	0	0	0		0	4	0	0		4	0	4	0		**16**	
Buses																						
Stopped Buses																						

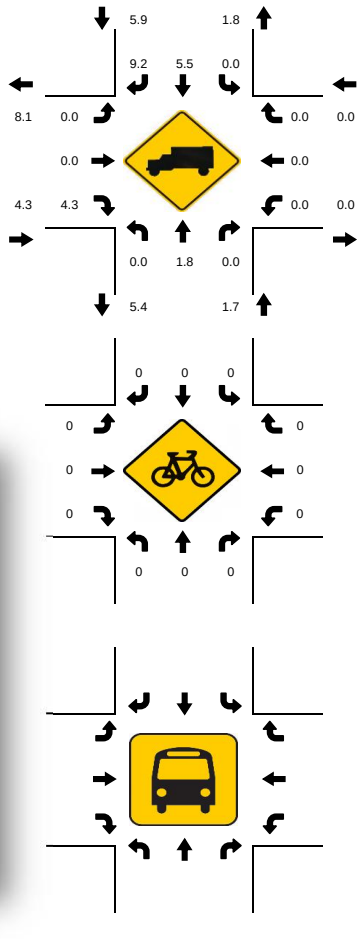
LOCATION: SR 200 & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-003
DATE: Tue, Nov 19, 2024

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:15 AM - 07:30 AM





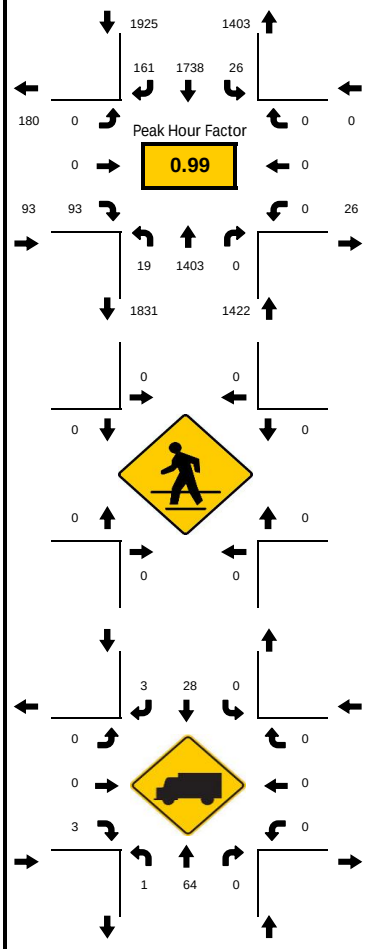


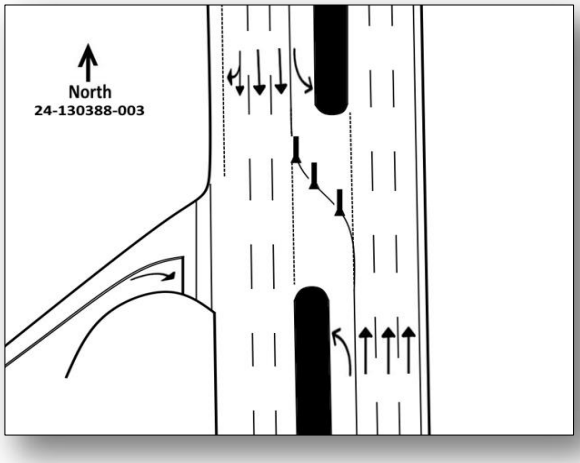
15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	460	0	2		0	185	24	2		0	0	22	0		0	0	0	0		700	2931
7:15 AM	0	520	0	4		0	206	22	1		0	0	20	0		0	0	0	0		773	2924
7:30 AM	3	469	0	0		0	225	33	1		0	0	23	0		0	0	0	0		754	2873
7:45 AM	7	367	0	1		0	269	30	3		0	0	27	0		0	0	0	0		704	2843
8:00 AM	4	371	0	2		0	259	32	4		0	0	21	0		0	0	0	0		693	2883
8:15 AM	4	408	0	1		0	241	37	5		0	0	26	0		0	0	0	0		722	2190
8:30 AM	4	372	0	0		0	281	37	2		0	0	28	0		0	0	0	0		724	1468
8:45 AM	5	374	0	0		0	287	46	8		0	0	24	0		0	0	0	0		744	744
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	2080	0	16		0	1076	132	12		0	0	108	0		0	0	0	0		**3452**	
Heavy Trucks	0	32	0	0		0	60	12	0		0	0	8	0		0	0	0	0		**112**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

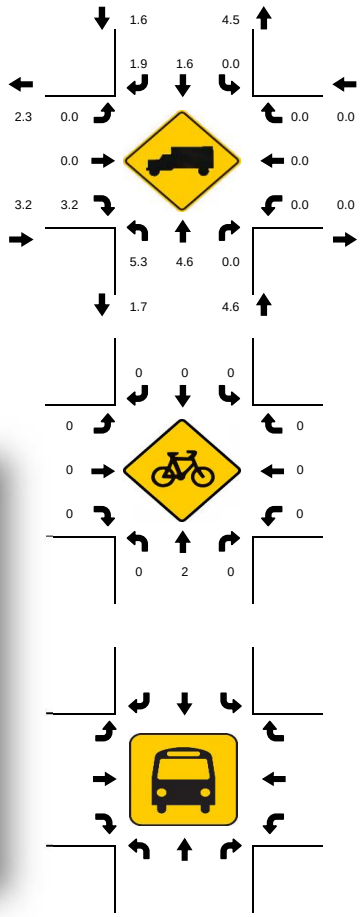
LOCATION: SR 200 & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-003
DATE: Tue, Nov 19, 2024

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:15 PM - 04:30 PM







15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	338	0	0		0	409	41	14		0	0	19	0		0	0	0	0		824	3414
4:15 PM	3	322	0	0		0	462	53	9		0	0	20	0		0	0	0	0		869	3440
4:30 PM	5	321	0	1		0	463	31	11		0	0	27	0		0	0	0	0		859	3390
4:45 PM	2	381	0	0		0	414	39	4		0	0	22	0		0	0	0	0		862	3345
5:00 PM	5	379	0	3		0	399	38	2		0	0	24	0		0	0	0	0		850	3168
5:15 PM	3	350	0	0		0	402	39	6		0	0	19	0		0	0	0	0		819	2318
5:30 PM	1	302	0	1		0	441	48	5		0	0	16	0		0	0	0	0		814	1499
5:45 PM	1	280	0	2		0	347	29	6		0	0	20	0		0	0	0	0		685	685
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	20	1524	0	12		0	1852	212	44		0	0	108	0		0	0	0	0		3772	
Heavy Trucks	4	76	0	0		0	44	8	0		0	0	4	0		0	0	0	0		136	
Pedestrians		0					0					0					0				0	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

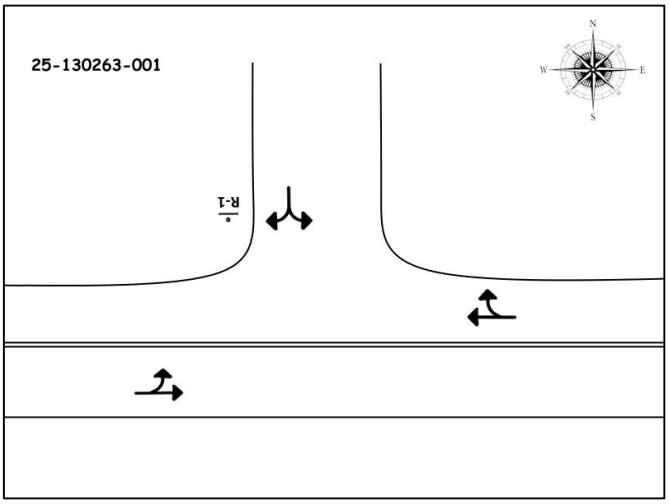
LOCATION: SW 72nd Ct & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 25-130263-001
DATE: Thu, Aug 14, 2025

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

Peak Hour Factor: 0.86

National Data & Surveying Services



15-Min Count Period Beginning At	SW 72nd Ct Northbound					SW 72nd Ct Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		2	0	0	0		0	25	0	0		0	18	0	0		45	223
7:15 AM	0	0	0	0		3	0	0	0		0	24	0	0		0	21	1	0		49	250
7:30 AM	0	0	0	0		0	0	0	0		0	27	0	0		0	43	0	0		70	259
7:45 AM	0	0	0	0		2	0	0	0		0	22	0	0		0	35	0	0		59	266
8:00 AM	0	0	0	0		0	0	1	0		0	26	0	0		0	44	1	0		72	262
8:15 AM	0	0	0	0		0	0	0	0		1	26	0	0		0	31	0	0		58	190
8:30 AM	0	0	0	0		1	0	1	0		0	26	0	0		0	49	0	0		77	132
8:45 AM	0	0	0	0		0	0	0	0		0	23	0	0		0	32	0	0		55	55
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		8	0	4	0		4	104	0	0		0	196	4	0		**320**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	28	0	0		**36**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

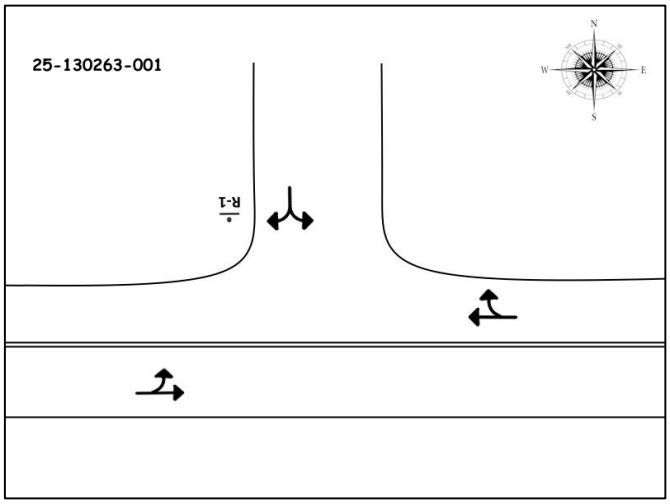
LOCATION: SW 72nd Ct & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 25-130263-001
DATE: Thu, Aug 14, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

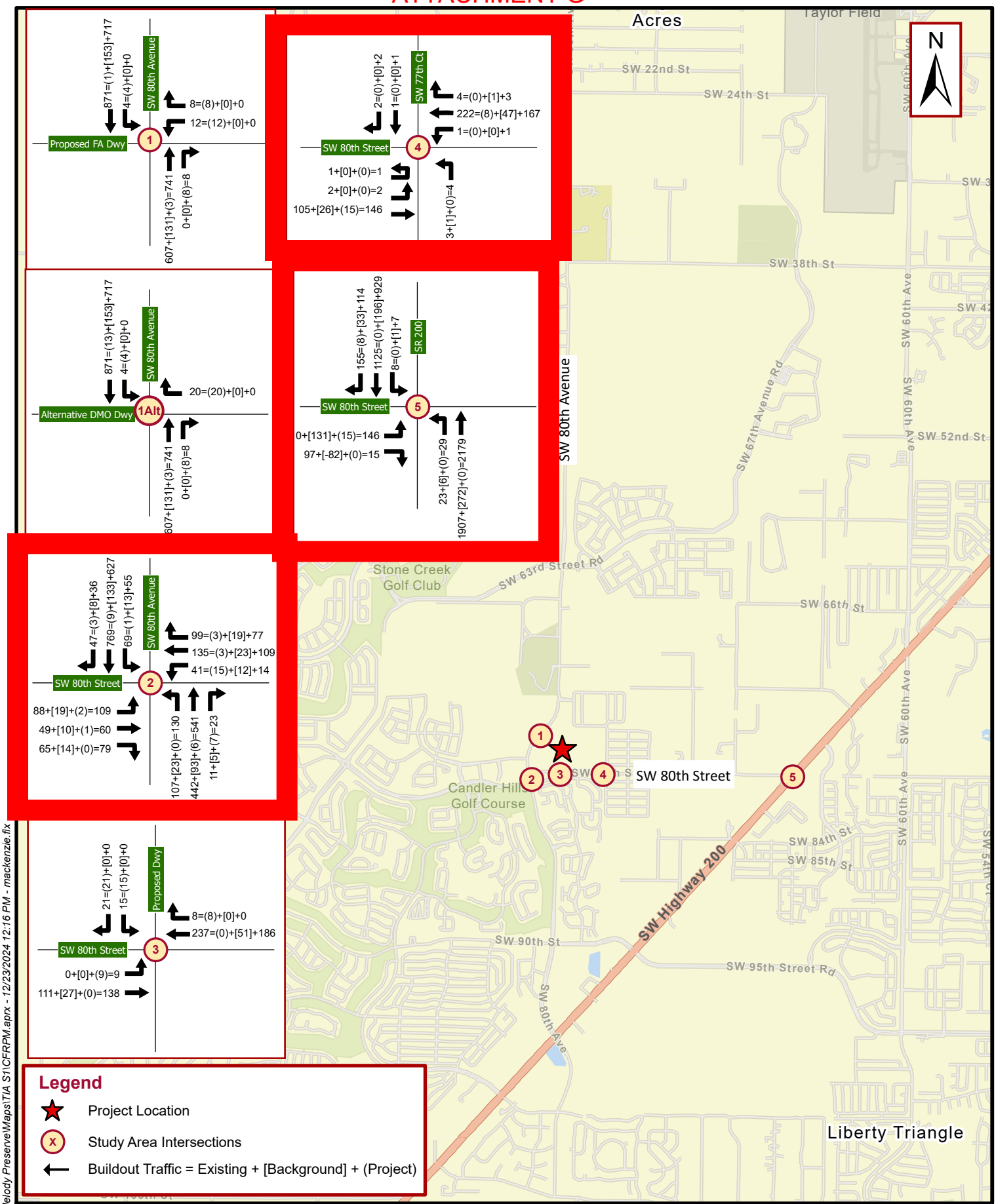
Peak Hour Factor: 0.83

National Data & Surveying Services



15-Min Count Period Beginning At	SW 72nd Ct Northbound					SW 72nd Ct Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		1	0	0	0		3	28	0	0		0	46	2	0		80	279
4:15 PM	0	0	0	0		0	0	0	0		0	24	0	0		0	50	0	0		74	285
4:30 PM	0	0	0	0		0	0	1	0		0	17	0	0		0	36	0	0		54	271
4:45 PM	0	0	0	0		1	0	0	0		0	33	0	0		0	36	1	0		71	265
5:00 PM	0	0	0	0		0	0	0	0		0	23	0	0		0	62	1	0		86	245
5:15 PM	0	0	0	0		0	0	0	0		0	21	0	0		0	38	1	0		60	159
5:30 PM	0	0	0	0		0	0	0	0		1	10	0	0		0	37	0	0		48	99
5:45 PM	0	0	0	0		1	0	1	0		2	14	0	0		0	32	1	0		51	51
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	0	0	0		4	0	4	0		0	132	0	0		0	248	4	0		**392**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	8	0	0		**16**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

VESTED DEVELOPMENT INFORMATION



K:\OCA_GIS\242248009-Melody Preserve\Maps\TIA S1\CFRPM.aprx - 12/23/2024 12:16 PM - mackenzie.fix

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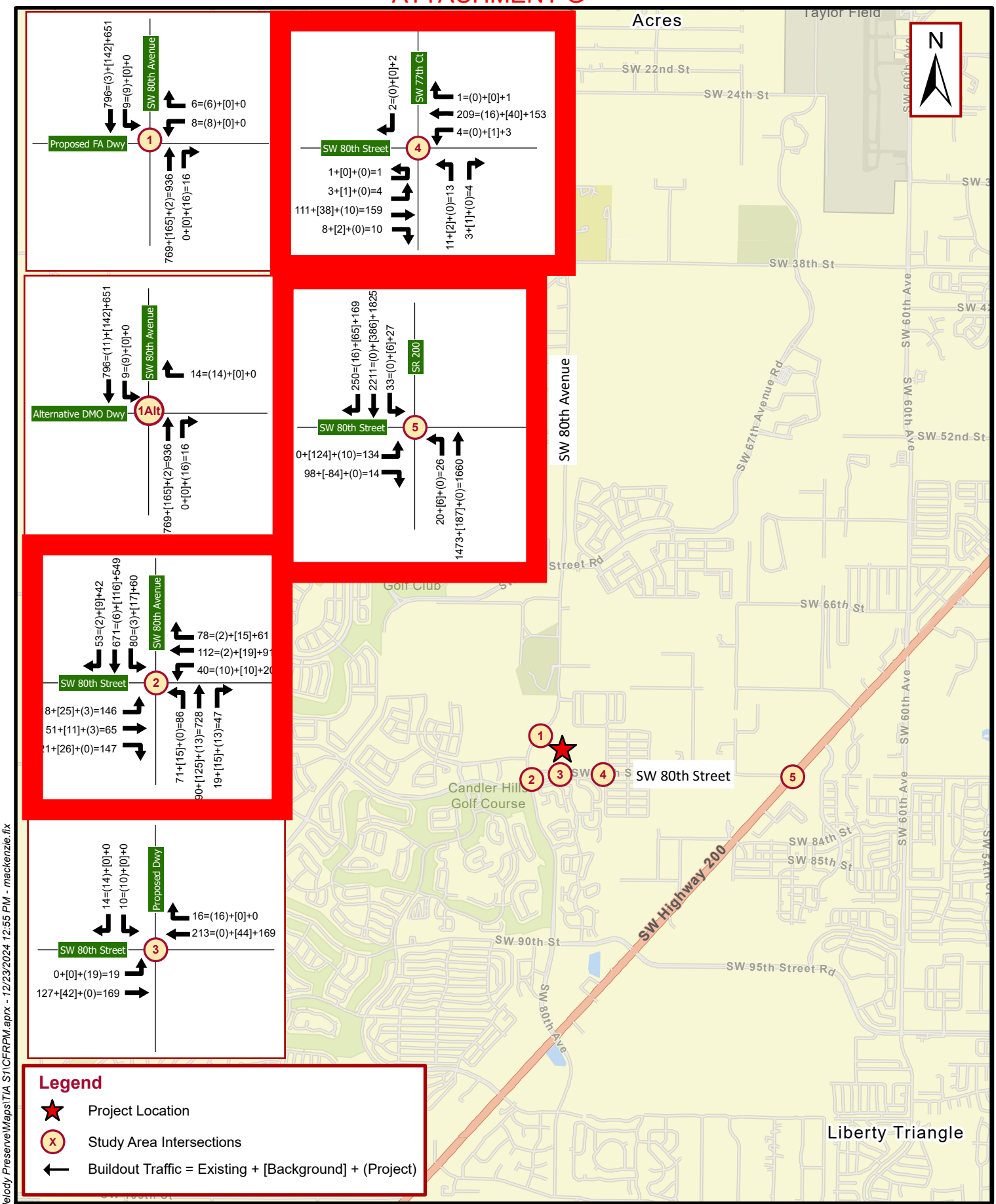
Phone: (352) 438-3000 | www.kimley-horn.com
Kimley-Horn Registry No. 35106

AM PEAK HOUR BUILDOUT VOLUME

MELODY PRESERVE
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142990402	January 2025	Page 18



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Kimley-Horn Registry No. 35106

PM PEAK HOUR BUILDOUT VOLUME

MELODY PRESERVE
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142990402	January 2025	Page 19

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SW 80th St & Project Driveway**
AM COUNT DATE:	**June 25, 2024**
PM COUNT DATE:	**June 25, 2024**
AM PEAK HOUR FACTOR:	**0.79**
PM PEAK HOUR FACTOR:	**0.86**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	83	0	0	0	140	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**0**	**89**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	106	0	0	0	140	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**0**	**113**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
AM NON-PROJECT TRAFFIC	**0**	**0**	**93**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
PM NON-PROJECT TRAFFIC	**0**	**0**	**118**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		32.0%						68.0%								
	Exiting														68.0%		32.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		32.0%						68.0%								
	Exiting														68.0%		32.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		4						10						28		13
AM TOTAL PROJECT TRAFFIC		0	4	0	0	0	0	0	10	0	0	0	0	0	28	0	13

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		15						31						18		9
PM TOTAL PROJECT TRAFFIC		0	15	0	0	0	0	0	31	0	0	0	0	0	18	0	9

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SR 200 & SW 80th Street**
AM COUNT DATE:	**July 16, 2024**
PM COUNT DATE:	**July 16, 2024**
AM PEAK HOUR FACTOR:	**0.98**
PM PEAK HOUR FACTOR:	**0.93**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	92	0	0	0	0	3	14	1,574	0	10	0	910	131
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**3**	**15**	**1,684**	**0**	**11**	**0**	**974**	**140**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	74	0	0	0	0	3	8	1,217	0	32	0	1,605	147
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**3**	**9**	**1,302**	**0**	**34**	**0**	**1,717**	**157**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	4	0	0	0	0	0	1	68	0	0	0	40	6
AM NON-PROJECT TRAFFIC	**0**	**92**	**0**	**10**	**0**	**0**	**0**	**0**	**3**	**16**	**1,660**	**0**	**11**	**0**	**1,014**	**146**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	3	0	0	0	0	0	0	53	0	1	0	70	6
PM NON-PROJECT TRAFFIC	**0**	**78**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**9**	**1,277**	**0**	**35**	**0**	**1,787**	**163**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		25		2						1						9
AM TOTAL PROJECT TRAFFIC		**0**	**25**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		17		1						2						29
PM TOTAL PROJECT TRAFFIC		**0**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SW 80th Avenue and SW 80th Street**
AM COUNT DATE:	**June 25, 2024**
PM COUNT DATE:	**June 25, 2024**
AM PEAK HOUR FACTOR:	**0.93**
PM PEAK HOUR FACTOR:	**0.93**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	64	31	49	0	16	71	78	0	88	326	6	0	38	404	39
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**68**	**33**	**52**	**0**	**17**	**76**	**83**	**0**	**94**	**349**	**6**	**0**	**41**	**432**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	60	36	94	0	7	60	71	0	49	422	17	0	60	493	32
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**64**	**39**	**101**	**0**	**7**	**64**	**76**	**0**	**52**	**452**	**18**	**0**	**64**	**528**	**34**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH	0	6	3	4	0	1	6	7	0	8	29	0	0	3	36	3
AM NON-PROJECT TRAFFIC	**0**	**74**	**36**	**56**	**0**	**18**	**82**	**90**	**0**	**102**	**378**	**6**	**0**	**44**	**468**	**45**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH	0	5	3	8	0	1	5	6	0	4	37	1	0	5	44	3
PM NON-PROJECT TRAFFIC	**0**	**69**	**42**	**109**	**0**	**8**	**69**	**82**	**0**	**56**	**489**	**19**	**0**	**69**	**572**	**37**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						9		3				3		1		
AM TOTAL PROJECT TRAFFIC		0	0	0	0	0	9	0	3	0	0	0	3	0	1	0	0

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						6		2				11		4		
PM TOTAL PROJECT TRAFFIC		0	0	0	0	0	6	0	2	0	0	0	11	0	4	0	0

BUILDOUT VOLUME DEVELOPMENT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 3600 MARION COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.05	1.09
4	01/21/2024 - 01/27/2024	1.03	1.07
5	01/28/2024 - 02/03/2024	1.02	1.06
6	02/04/2024 - 02/10/2024	1.00	1.04
* 7	02/11/2024 - 02/17/2024	0.98	1.02
* 8	02/18/2024 - 02/24/2024	0.97	1.01
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.95	0.99
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.99	1.03
21	05/19/2024 - 05/25/2024	0.99	1.03
22	05/26/2024 - 06/01/2024	0.99	1.03
23	06/02/2024 - 06/08/2024	0.99	1.03
24	06/09/2024 - 06/15/2024	1.00	1.04
25	06/16/2024 - 06/22/2024	1.00	1.04
26	06/23/2024 - 06/29/2024	1.01	1.05
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.02	1.06
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.04	1.08
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.05	1.09
33	08/11/2024 - 08/17/2024	1.05	1.09
34	08/18/2024 - 08/24/2024	1.06	1.10
35	08/25/2024 - 08/31/2024	1.06	1.10
36	09/01/2024 - 09/07/2024	1.07	1.11
37	09/08/2024 - 09/14/2024	1.07	1.11
38	09/15/2024 - 09/21/2024	1.08	1.13
39	09/22/2024 - 09/28/2024	1.06	1.10
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.00	1.04
43	10/20/2024 - 10/26/2024	1.00	1.04
44	10/27/2024 - 11/02/2024	1.00	1.04
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.01	1.05
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.05	1.09

* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 5_3600_PKSEASON.TXT

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing
(210)

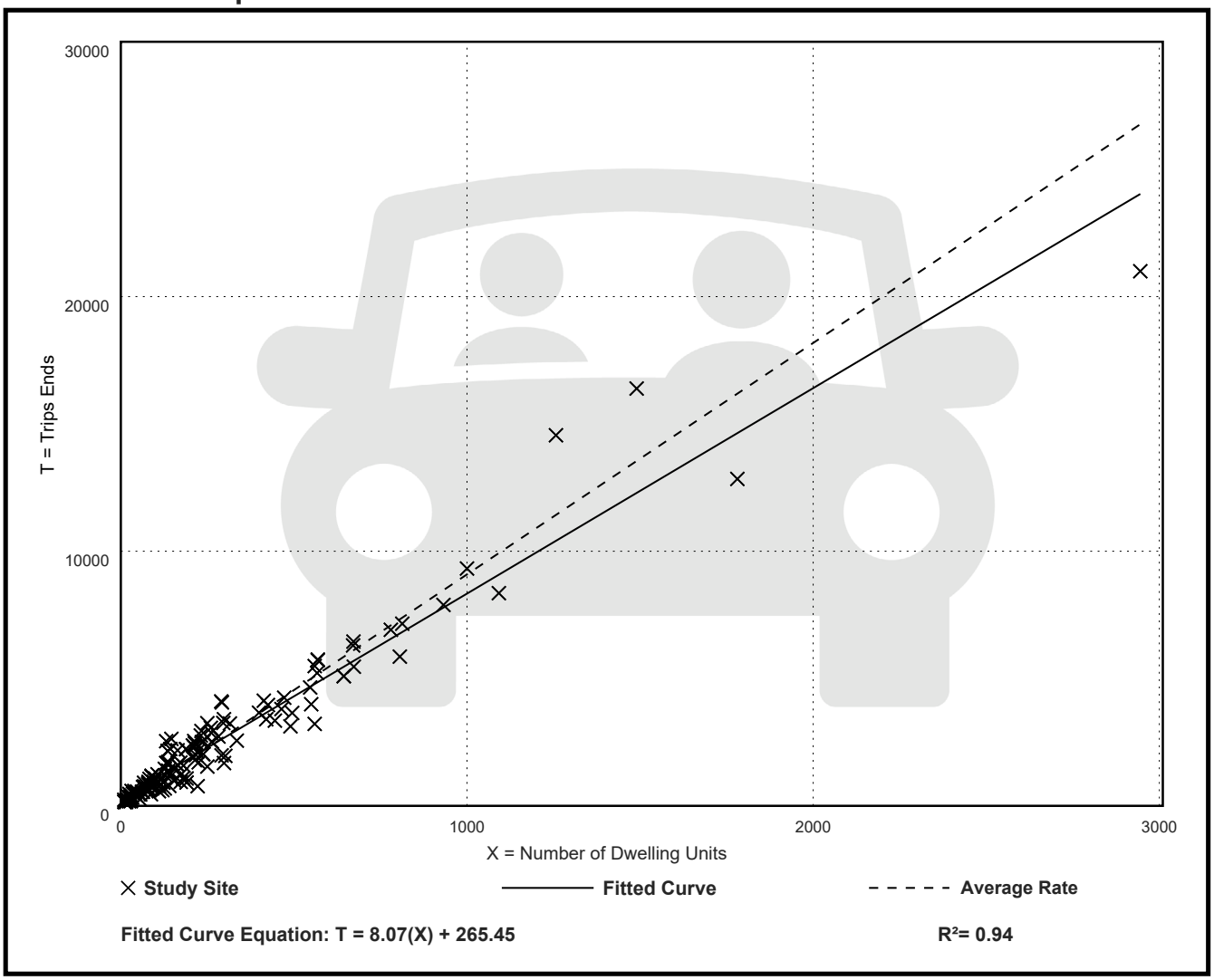
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

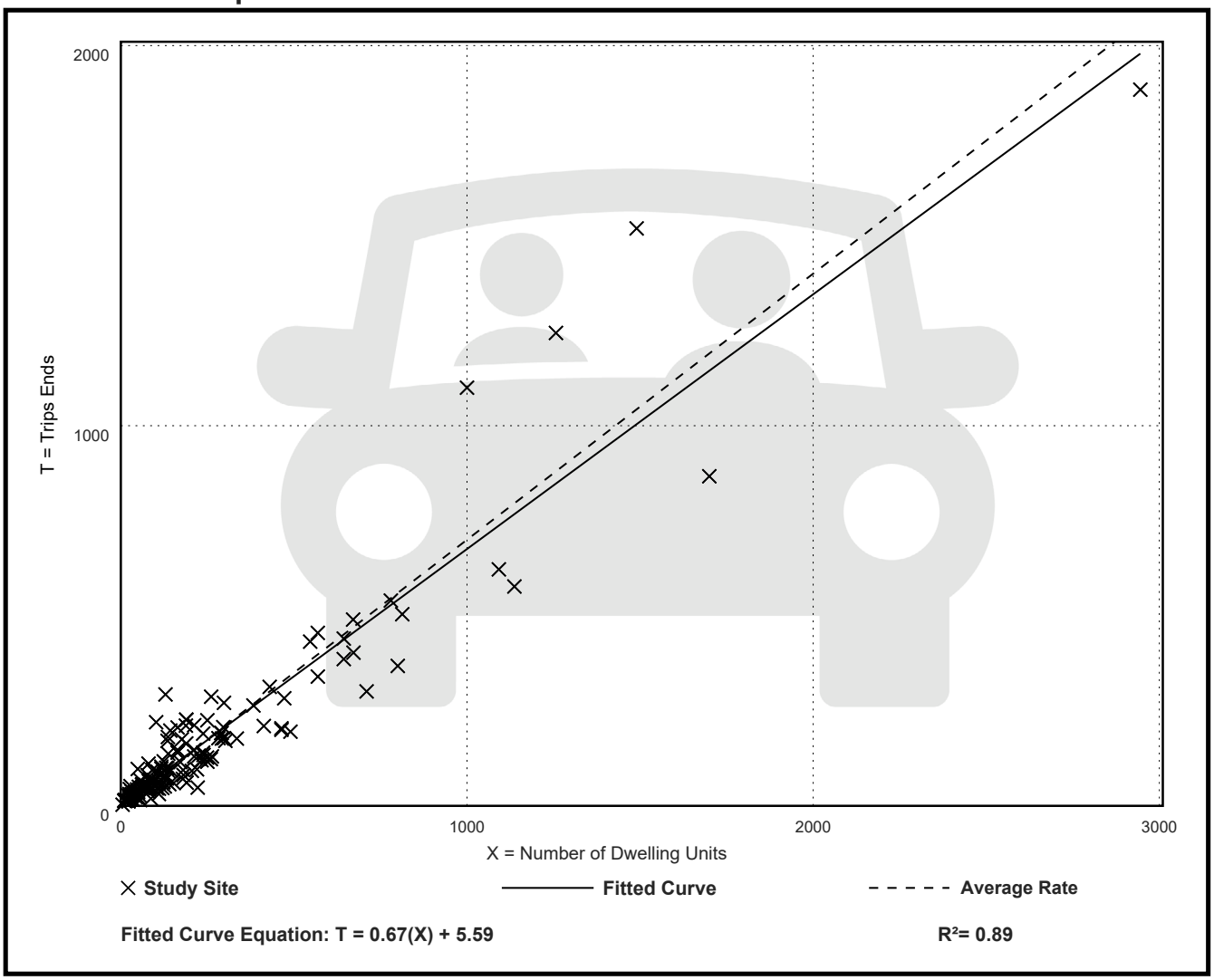
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



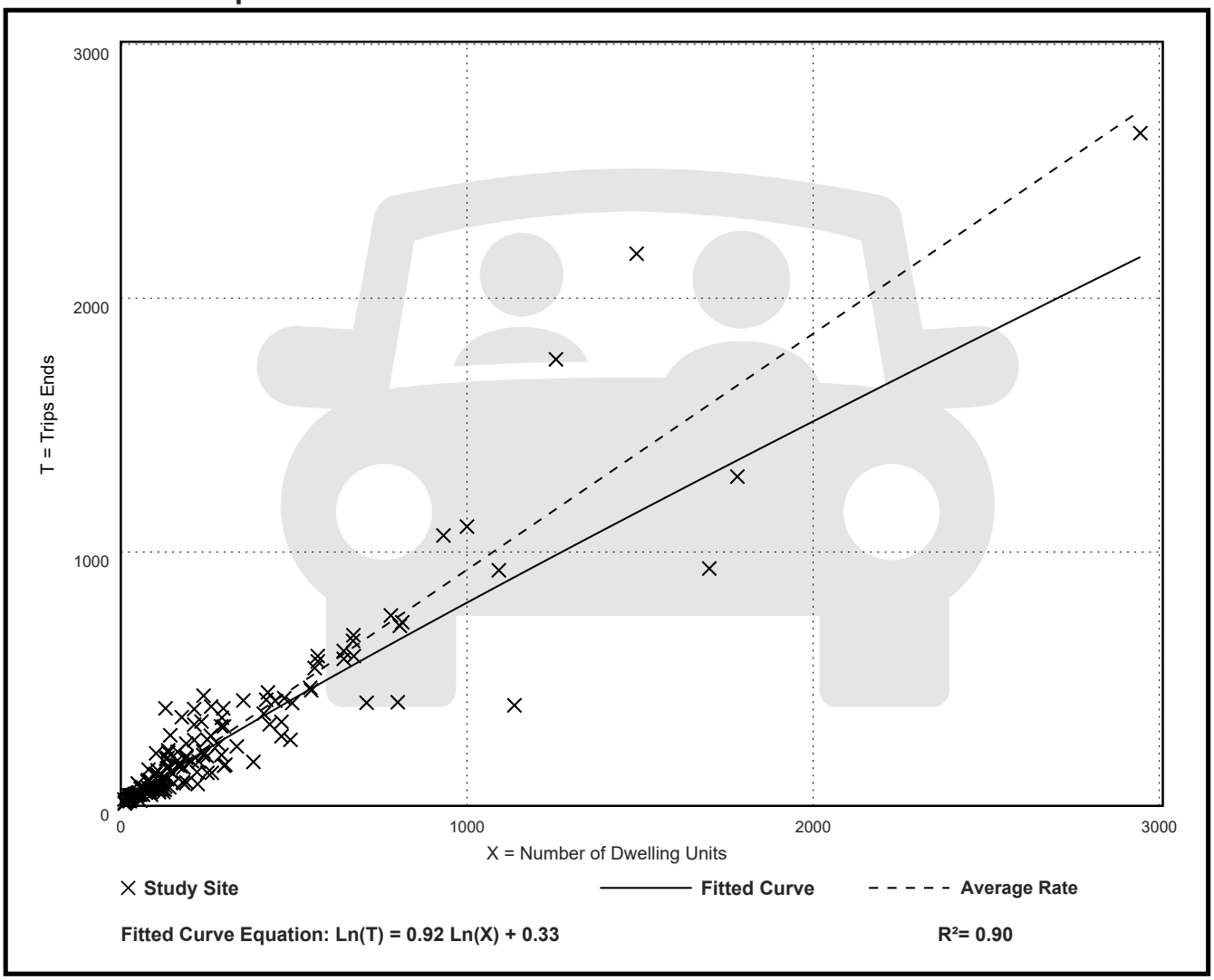
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	166
Avg. Num. of Dwelling Units:	266
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION: SW 80th Av at SW 80 St
COUNT DATE: November 19, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	1	83	47	62	0	13	104	73	0	102	421	10	0	52	597	34
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
AM EXISTING CONDITIONS	**1**	**86**	**49**	**64**	**0**	**14**	**108**	**76**	**0**	**106**	**438**	**10**	**0**	**54**	**621**	**35**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	1	111	49	115	0	19	87	58	0	68	562	18	0	57	523	40
PM EXISTING CONDITIONS	**1**	**115**	**51**	**120**	**0**	**20**	**90**	**60**	**0**	**71**	**584**	**19**	**0**	**59**	**544**	**42**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)						9		3				3		1		
Melody Preserve		2	1			15	3	3			6	7		1	9	3
TOTAL "VESTED" TRAFFIC	0	2	1	0	0	24	3	6	0	0	6	10	0	2	9	3
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH	0	20	12	15	0	3	26	18	0	25	104	2	0	13	147	8
AM NON-PROJECT TRAFFIC	**1**	**108**	**62**	**79**	**0**	**41**	**137**	**100**	**0**	**131**	**548**	**22**	**0**	**69**	**777**	**46**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)						6		2				11		4		
Melody Preserve		3	3			10	2	2			13	13		3	6	2
TOTAL "VESTED" TRAFFIC	0	3	3	0	0	16	2	4	0	0	13	24	0	7	6	2
PM BACKGROUND TRAFFIC GROWTH	0	27	12	28	0	5	21	14	0	17	138	5	0	14	129	10
PM NON-PROJECT TRAFFIC	**1**	**145**	**66**	**148**	**0**	**41**	**113**	**78**	**0**	**88**	**735**	**48**	**0**	**80**	**679**	**54**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						9		3				3		1		
AM TOTAL PROJECT TRAFFIC		0	0	0	0	0	9	0	3	0	0	0	3	0	1	0	0
AM TOTAL TRAFFIC		**1**	**108**	**62**	**79**	**0**	**50**	**137**	**103**	**0**	**131**	**548**	**25**	**0**	**70**	**777**	**46**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						6		2				10		4		
PM TOTAL PROJECT TRAFFIC		0	0	0	0	0	6	0	2	0	0	0	10	0	4	0	0
PM TOTAL TRAFFIC		**1**	**145**	**66**	**148**	**0**	**47**	**113**	**80**	**0**	**88**	**735**	**58**	**0**	**84**	**679**	**54**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION:	**Project dvwy at SW 80 St**
COUNT DATE:	**August 14, 2025**
AM PEAK HOUR FACTOR:	**0.86**
PM PEAK HOUR FACTOR:	**0.83**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	101	0		0	161	0		0	0	0		0	0	0
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
AM EXISTING CONDITIONS		**0**	**110**	**0**		**0**	**175**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	97	0		0	185	0		0	0	0		0	0	0
PM EXISTING CONDITIONS		**0**	**106**	**0**		**0**	**202**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)			28				10									
Melody Preserve			15				8									
TOTAL "VESTED" TRAFFIC		0	43	0		0	18	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH		0	21	0		0	34	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**174**	**0**		**0**	**227**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)			18				31									
Melody Preserve			10				16									
TOTAL "VESTED" TRAFFIC		0	28	0		0	47	0		0	0	0		0	0	0
PM BACKGROUND TRAFFIC GROWTH		0	21	0		0	39	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**155**	**0**		**0**	**288**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		29.0%	3.0%					61.0%								
	Exiting							3.0%							61.0%		29.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		3	1				4	8						19		9
AM TOTAL PROJECT TRAFFIC			**3**	**1**	**0**		**0**	**4**	**8**		**0**	**0**	**0**		**19**	**0**	**9**
AM TOTAL TRAFFIC			**3**	**175**	**0**		**0**	**231**	**8**		**0**	**0**	**0**		**19**	**0**	**9**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		13	1				1	27						16		8
PM TOTAL PROJECT TRAFFIC			**13**	**1**	**0**		**0**	**1**	**27**		**0**	**0**	**0**		**16**	**0**	**8**
PM TOTAL TRAFFIC			**13**	**156**	**0**		**0**	**289**	**27**		**0**	**0**	**0**		**16**	**0**	**8**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION:	**Project Dvwy at SW 72 Ct**
COUNT DATE:	**August 14, 2025**
AM PEAK HOUR FACTOR:	**0.88**
PM PEAK HOUR FACTOR:	**0.50**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	2	0		0	5	0
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**5**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	2	0		0	2	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**2**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)																
Melody Preserve																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	1	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**6**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)																
Melody Preserve																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**2**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										10.0%						
	Exiting				10.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New				11						4						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**11**		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**11**		**0**	**0**	**0**		**4**	**2**	**0**		**0**	**6**	**0**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New				3						4						
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**		**4**	**2**	**0**		**0**	**2**	**0**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION: SR 200 at SW 80 St
COUNT DATE: November 19, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	92	0	0	0	0	7	15	1,816	0	7	0	885	109
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
AM EXISTING CONDITIONS	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**0**	**7**	**16**	**1,889**	**0**	**7**	**0**	**920**	**113**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	93	0	0	0	0	4	15	1,403	0	26	0	1,738	161
PM EXISTING CONDITIONS	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**4**	**16**	**1,459**	**0**	**27**	**0**	**1,808**	**167**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)		25		2						1						9
Melody Preserve		15														8
TOTAL "VESTED" TRAFFIC	0	40	0	2	0	0	0	0	0	1	0	0	0	0	0	17
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	23	0	0	0	0	2	4	448	0	2	0	218	27
AM NON-PROJECT TRAFFIC	**0**	**144**	**0**	**17**	**0**	**0**	**0**	**0**	**9**	**21**	**2,233**	**0**	**9**	**0**	**1,138**	**157**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)		17		1						2						29
Melody Preserve		10		0												16
TOTAL "VESTED" TRAFFIC	0	27	0	1	0	0	0	0	0	2	0	0	0	0	0	45
PM BACKGROUND TRAFFIC GROWTH	0	0	0	23	0	0	0	0	1	4	346	0	6	0	429	40
PM NON-PROJECT TRAFFIC	**0**	**137**	**0**	**11**	**0**	**0**	**0**	**0**	**5**	**22**	**1,695**	**0**	**33**	**0**	**2,237**	**252**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		24		2						1						9
AM TOTAL PROJECT TRAFFIC		**0**	**24**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**
AM TOTAL TRAFFIC		**0**	**168**	**0**	**19**	**0**	**0**	**0**	**0**	**9**	**22**	**2,233**	**0**	**9**	**0**	**1,138**	**166**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		17		1						2						27
PM TOTAL PROJECT TRAFFIC		**0**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**27**
PM TOTAL TRAFFIC		**0**	**154**	**0**	**12**	**0**	**0**	**0**	**0**	**5**	**24**	**1,695**	**0**	**33**	**0**	**2,237**	**279**

SYNCHRO OUTPUT

EXISTING AM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

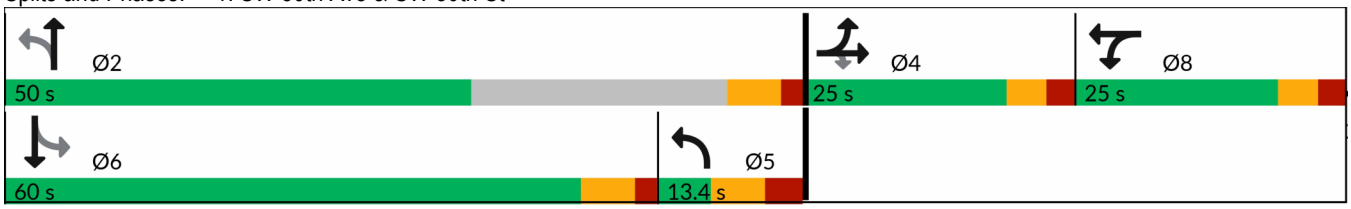
Existing Conditions (2025)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	49	64	14	108	76	106	438	10	54	621	35
Future Volume (vph)	87	49	64	14	108	76	106	438	10	54	621	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	96	54	70	15	119	84	116	481	11	59	682	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	54	70	0	218	0	116	492	0	59	720	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		5.0	25.0		25.0	25.0	
Minimum Split (s)	18.2	18.2	18.2	18.2	18.2		13.4	32.0		32.0	32.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.4	50.0		60.0	60.0	
Total Split (%)	20.3%	20.3%	20.3%	20.3%	20.3%		10.9%	40.5%		48.6%	48.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		3.4	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2	6.2		6.2		8.4	7.0		7.0	7.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
v/c Ratio	0.48	0.26	0.22		0.82		0.55	0.50		0.20	0.93	
Control Delay (s/veh)	57.2	50.9	1.5		67.6		35.6	17.9		22.6	49.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	57.2	50.9	1.5		67.6		35.6	17.9		22.6	49.8	
Queue Length 50th (ft)	70	38	0		143		40	210		26	485	
Queue Length 95th (ft)	126	79	0		#279		76	329		61	#785	
Internal Link Dist (ft)		580			876			1030			671	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	281	296	388		290		211	1033		308	829	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.34	0.18	0.18		0.75		0.55	0.48		0.19	0.87	

Intersection Summary

Cycle Length: 123.4
Actuated Cycle Length: 113.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	49	64	14	108	76	106	438	10	54	621	35
Future Volume (veh/h)	87	49	64	14	108	76	106	438	10	54	621	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	96	54	58	15	119	55	116	481	11	59	682	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	198	207	176	18	140	65	174	953	22	298	739	37
Arrive On Green	0.12	0.12	0.12	0.13	0.13	0.13	0.05	0.55	0.55	0.44	0.44	0.44
Sat Flow, veh/h	1711	1796	1522	132	1044	483	1697	1735	40	869	1696	85
Grp Volume(v), veh/h	96	54	58	189	0	0	116	0	492	59	0	716
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1658	0	0	1697	0	1774	869	0	1781
Q Serve(g_s), s	5.5	2.8	3.6	11.5	0.0	0.0	1.0	0.0	17.9	5.6	0.0	39.3
Cycle Q Clear(g_c), s	5.5	2.8	3.6	11.5	0.0	0.0	1.0	0.0	17.9	23.5	0.0	39.3
Prop In Lane	1.00		1.00	0.08		0.29	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	198	207	176	223	0	0	174	0	975	298	0	776
V/C Ratio(X)	0.49	0.26	0.33	0.85	0.00	0.00	0.67	0.00	0.50	0.20	0.00	0.92
Avail Cap(c_a), veh/h	310	326	276	301	0	0	177	0	975	364	0	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	41.8	42.1	43.8	0.0	0.0	46.8	0.0	14.5	30.2	0.0	27.6
Incr Delay (d2), s/veh	1.8	0.7	1.1	15.5	0.0	0.0	8.9	0.0	0.4	0.3	0.0	13.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	2.3	2.5	9.6	0.0	0.0	5.8	0.0	10.7	2.1	0.0	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	42.5	43.2	59.3	0.0	0.0	55.7	0.0	15.0	30.5	0.0	41.0
LnGrp LOS	D	D	D	E			E		B	C		D
Approach Vol, veh/h		208			189			608			775	
Approach Delay, s/veh		43.8			59.3			22.7			40.2	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.4		18.2	13.2	52.1		20.1				
Change Period (Y+Rc), s		* 8.4		6.2	8.4	7.0		6.2				
Max Green Setting (Gmax), s		* 43		18.8	5.0	53.0		18.8				
Max Q Clear Time (g_c+I1), s		19.9		7.5	3.0	41.3		13.5				
Green Ext Time (p_c), s		2.8		0.5	0.0	3.8		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.7									
HCM 7th LOS			D									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	96	7	16	1889	7	920	113
Future Volume (vph)	0	96	7	16	1889	7	920	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	101	7	17	1988	7	968	119
Shared Lane Traffic (%)		10%						
Lane Group Flow (vph)	10	91	0	24	1988	7	1087	0
Sign Control	Stop				Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	96	7	16	1889	7	920	113
Future Vol, veh/h	0	96	7	16	1889	7	920	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	540	-	520	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	6	6	6
Mvmt Flow	0	101	7	17	1988	7	968	119

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	544	794	1087	0	1452	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.18	5.64	5.34	-	5.72	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.94	2.32	3.12	-	2.36	-	-
Pot Cap-1 Maneuver	0	410	572	355	-	236	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	410	375	375	-	236	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.63	0.18	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	375	-	410	236	-	-
HCM Lane V/C Ratio	0.065	-	0.247	0.031	-	-
HCM Control Delay (s/veh)	15.3	-	16.6	20.8	-	-
HCM Lane LOS	C	-	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-

EXISTING PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

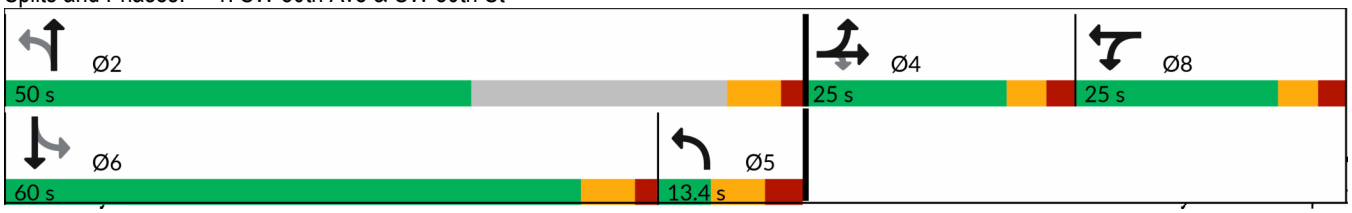
Existing Conditions (2025)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	51	120	20	90	60	71	584	19	59	544	42
Future Volume (vph)	116	51	120	20	90	60	71	584	19	59	544	42
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	118	52	122	20	92	61	72	596	19	60	555	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	52	122	0	173	0	72	615	0	60	598	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		5.0	25.0		25.0	25.0	
Minimum Split (s)	18.2	18.2	18.2	18.2	18.2		13.4	32.0		32.0	32.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.4	50.0		60.0	60.0	
Total Split (%)	20.3%	20.3%	20.3%	20.3%	20.3%		10.9%	40.5%		48.6%	48.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		3.4	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2	6.2		6.2		8.4	7.0		7.0	7.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
v/c Ratio	0.47	0.20	0.34		0.60		0.26	0.68		0.37	0.85	
Control Delay (s/veh)	50.1	44.6	5.1		47.8		19.4	22.6		30.9	40.3	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.1	44.6	5.1		47.8		19.4	22.6		30.9	40.3	
Queue Length 50th (ft)	70	30	0		91		22	256		26	330	
Queue Length 95th (ft)	150	76	24		194		52	450		72	553	
Internal Link Dist (ft)		580			902			719			645	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	346	364	441		366		273	1294		231	1008	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.34	0.14	0.28		0.47		0.26	0.48		0.26	0.59	

Intersection Summary

Cycle Length: 123.4
Actuated Cycle Length: 98.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	51	120	20	90	60	71	584	19	59	544	42
Future Volume (veh/h)	116	51	120	20	90	60	71	584	19	59	544	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	118	52	88	20	92	38	72	596	18	60	555	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	233	244	207	31	141	58	210	909	27	189	647	45
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.05	0.51	0.51	0.38	0.38	0.38
Sat Flow, veh/h	1753	1841	1560	237	1090	450	1767	1792	54	789	1686	118
Grp Volume(v), veh/h	118	52	88	150	0	0	72	0	614	60	0	594
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1777	0	0	1767	0	1846	789	0	1805
Q Serve(g_s), s	5.7	2.3	4.7	7.2	0.0	0.0	0.0	0.0	22.2	6.4	0.0	27.3
Cycle Q Clear(g_c), s	5.7	2.3	4.7	7.2	0.0	0.0	0.0	0.0	22.2	28.6	0.0	27.3
Prop In Lane	1.00		1.00	0.13		0.25	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	233	244	207	231	0	0	210	0	936	189	0	692
V/C Ratio(X)	0.51	0.21	0.43	0.65	0.00	0.00	0.34	0.00	0.66	0.32	0.00	0.86
Avail Cap(c_a), veh/h	365	383	325	370	0	0	226	0	936	349	0	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	35.0	36.0	37.4	0.0	0.0	39.3	0.0	16.4	36.3	0.0	25.6
Incr Delay (d2), s/veh	1.7	0.4	1.4	3.1	0.0	0.0	1.0	0.0	1.7	1.0	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	1.9	3.3	5.9	0.0	0.0	2.7	0.0	13.3	2.2	0.0	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	35.4	37.4	40.4	0.0	0.0	40.3	0.0	18.1	37.3	0.0	30.2
LnGrp LOS	D	D	D	D			D		B	D		C
Approach Vol, veh/h		258			150			686			654	
Approach Delay, s/veh		37.3			40.4			20.4			30.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.2		18.2	12.6	41.6		17.9				
Change Period (Y+Rc), s		* 8.4		6.2	8.4	7.0		6.2				
Max Green Setting (Gmax), s		* 43		18.8	5.0	53.0		18.8				
Max Q Clear Time (g_c+I1), s		24.2		7.7	2.0	30.6		9.2				
Green Ext Time (p_c), s		3.6		0.7	0.0	4.1		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

Existing Conditions (2025)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	97	4	16	1459	27	1808	167
Future Volume (vph)	0	97	4	16	1459	27	1808	167
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	0	98	4	16	1474	27	1826	169
Shared Lane Traffic (%)		10%						
Lane Group Flow (vph)	10	88	0	20	1474	27	1995	0
Sign Control	Stop				Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	97	4	16	1459	27	1808	167
Future Vol, veh/h	0	97	4	16	1459	27	1808	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	540	-	520	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	5	5	5	2	2	2
Mvmt Flow	0	98	4	16	1474	27	1826	169

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	997	1456	1995	0	1076	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.16	5.7	5.4	-	5.64	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	2.35	3.15	-	2.32	-	-
Pot Cap-1 Maneuver	0	207	237	121	-	399	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	207	122	122	-	399	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	37.17	0.55	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	122	-	207	399	-	-
HCM Lane V/C Ratio	0.166	-	0.474	0.068	-	-
HCM Control Delay (s/veh)	40.3	-	37.2	14.7	-	-
HCM Lane LOS	E	-	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	2.3	0.2	-	-

BACKGROUND AM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

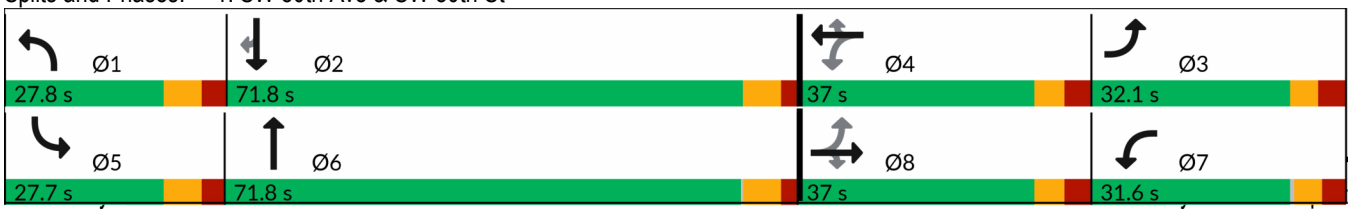
Background Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	62	79	41	137	100	131	548	22	69	777	46
Future Volume (vph)	109	62	79	41	137	100	131	548	22	69	777	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	120	68	87	45	151	110	144	602	24	76	854	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	68	87	45	151	110	144	626	0	76	854	51
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.45	0.27	0.27	0.12	0.58	0.34	0.58	0.45		0.44	0.75	0.09
Control Delay (s/veh)	39.6	51.7	6.0	30.0	53.4	9.9	54.6	24.8		56.4	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	51.7	6.0	30.0	53.4	9.9	54.6	24.8		56.4	36.0	0.3
Queue Length 50th (ft)	61	43	0	22	94	0	90	159		48	259	0
Queue Length 95th (ft)	126	103	24	56	189	45	187	261		112	400	0
Internal Link Dist (ft)		580			606			804			745	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	553	528	533	602	514	521	331	2148		335	2176	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.13	0.16	0.07	0.29	0.21	0.44	0.29		0.23	0.39	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 104.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	62	79	41	137	100	131	548	22	69	777	46
Future Volume (veh/h)	109	62	79	41	137	100	131	548	22	69	777	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	120	68	72	45	151	73	144	602	24	76	854	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	247	232	197	303	226	192	181	1277	51	98	1140	508
Arrive On Green	0.06	0.13	0.13	0.06	0.13	0.13	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1668	1752	1485	1697	3318	132	1711	3413	1522
Grp Volume(v), veh/h	120	68	72	45	151	73	144	307	319	76	854	46
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1668	1752	1485	1697	1692	1758	1711	1706	1522
Q Serve(g_s), s	0.0	2.7	2.2	0.0	6.4	2.5	6.4	10.6	10.6	3.4	17.2	1.0
Cycle Q Clear(g_c), s	0.0	2.7	2.2	0.0	6.4	2.5	6.4	10.6	10.6	3.4	17.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	247	232	197	303	226	192	181	651	676	98	1140	508
V/C Ratio(X)	0.49	0.29	0.37	0.15	0.67	0.38	0.79	0.47	0.47	0.78	0.75	0.09
Avail Cap(c_a), veh/h	697	696	590	742	678	575	438	1420	1475	442	2864	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.5	13.3	28.8	32.2	15.9	33.8	17.9	17.9	36.0	22.9	7.3
Incr Delay (d2), s/veh	1.5	0.7	1.1	0.2	3.4	1.2	7.6	0.5	0.5	12.2	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	2.1	2.2	1.3	5.1	2.3	5.1	6.7	7.0	3.0	10.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	31.2	14.5	29.0	35.5	17.1	41.4	18.4	18.4	48.2	23.9	7.4
LnGrp LOS	C	C	B	C	D	B	D	B	B	D	C	A
Approach Vol, veh/h		260			269			770			976	
Approach Delay, s/veh		28.3			29.4			22.7			25.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	32.7	11.7	17.0	12.1	36.6	11.7	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	8.4	19.2	2.0	8.4	5.4	12.6	2.0	4.7
Green Ext Time (p_c), s	0.3	6.6	0.3	1.0	0.1	3.8	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

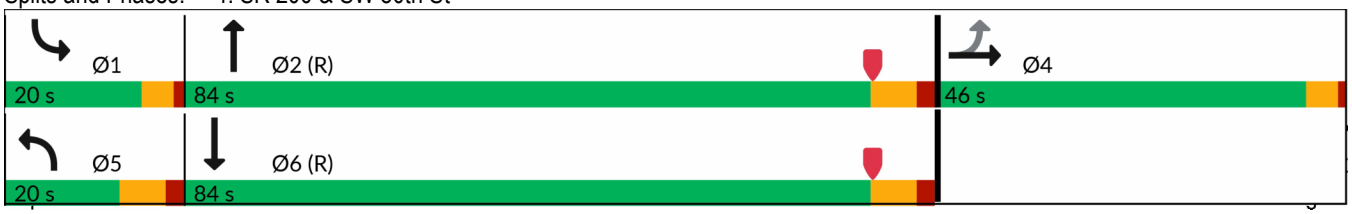
Background Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	0	17	0	0	0	30	2233	0	9	1138	157
Future Volume (vph)	144	0	17	0	0	0	30	2233	0	9	1138	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	152	0	18	0	0	0	32	2351	0	9	1198	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	0	0	32	2351	0	9	1363	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	46.0	46.0					20.0	84.0		20.0	84.0	
Total Split (%)	30.7%	30.7%					13.3%	56.0%		13.3%	56.0%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.75					0.33	0.57		0.13	0.37	
Control Delay (s/veh)		53.1					76.7	6.5		72.2	7.3	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		53.1					76.7	6.5		72.2	7.3	
Queue Length 50th (ft)		86					31	212		9	162	
Queue Length 95th (ft)		163					67	476		29	242	
Internal Link Dist (ft)		7062			76			649			880	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		535					152	4149		175	3686	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.32					0.21	0.57		0.05	0.37	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 147.4 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	0	17	0	0	0	30	2233	0	9	1138	157
Future Volume (veh/h)	144	0	17	0	0	0	30	2233	0	9	1138	157
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1870	1870	0	1811	1811	1811
Adj Flow Rate, veh/h	152	0	18				32	2351	0	9	1198	165
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4				2	2	0	6	6	6
Cap, veh/h	179	0	21				44	3913	0	18	3228	445
Arrive On Green	0.12	0.00	0.12				0.02	0.77	0.00	0.01	0.73	0.73
Sat Flow, veh/h	1547	0	183				1781	5274	0	1725	4393	605
Grp Volume(v), veh/h	170	0	0				32	2351	0	9	899	464
Grp Sat Flow(s),veh/h/ln	1730	0	0				1781	1702	0	1725	1648	1702
Q Serve(g_s), s	14.4	0.0	0.0				2.7	29.9	0.0	0.8	14.9	14.9
Cycle Q Clear(g_c), s	14.4	0.0	0.0				2.7	29.9	0.0	0.8	14.9	14.9
Prop In Lane	0.89		0.11				1.00		0.00	1.00		0.36
Lane Grp Cap(c), veh/h	201	0	0				44	3913	0	18	2422	1251
V/C Ratio(X)	0.85	0.00	0.00				0.73	0.60	0.00	0.50	0.37	0.37
Avail Cap(c_a), veh/h	479	0	0				153	3913	0	178	2422	1251
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	0.0	0.0				72.7	7.6	0.0	73.8	7.3	7.3
Incr Delay (d2), s/veh	9.5	0.0	0.0				20.7	0.7	0.0	19.9	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	0.0				2.6	13.8	0.0	0.8	8.2	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.5	0.0	0.0				93.4	8.3	0.0	93.7	7.7	8.1
LnGrp LOS	E						F	A		F	A	A
Approach Vol, veh/h		170						2383			1372	
Approach Delay, s/veh		74.5						9.4			8.4	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.1	122.0		21.9	10.8	117.3
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	76.9		41.5	12.9	76.9
Max Q Clear Time (g_c+I1), s	2.8	31.9		16.4	4.7	16.9
Green Ext Time (p_c), s	0.0	28.1		1.0	0.0	11.4

Intersection Summary			
HCM 7th Control Delay, s/veh			11.9
HCM 7th LOS			B

BACKGROUND PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

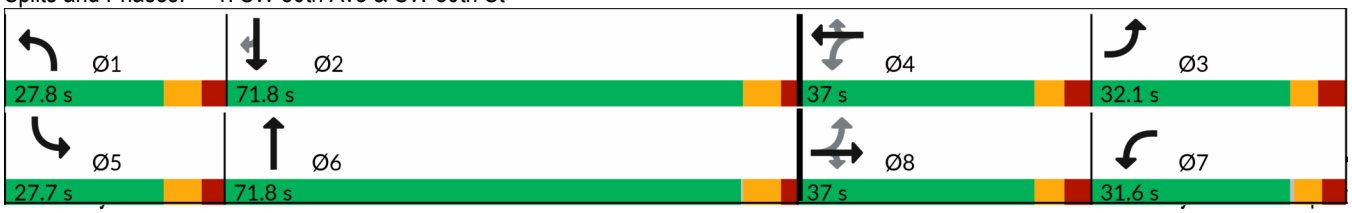
Background Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	66	148	41	113	78	88	735	48	80	679	54
Future Volume (vph)	146	66	148	41	113	78	88	735	48	80	679	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	149	67	151	42	115	80	90	750	49	82	693	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	67	151	42	115	80	90	799	0	82	693	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.40	0.18	0.35	0.11	0.44	0.25	0.42	0.63		0.41	0.64	0.10
Control Delay (s/veh)	32.3	41.9	10.3	26.3	45.2	4.5	47.2	28.3		47.6	29.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.3	41.9	10.3	26.3	45.2	4.5	47.2	28.3		47.6	29.9	0.3
Queue Length 50th (ft)	64	36	0	17	62	0	48	204		44	173	0
Queue Length 95th (ft)	140	93	61	49	138	17	115	324		107	279	0
Internal Link Dist (ft)		580			594			862			763	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	689	620	627	703	632	616	396	2560		389	2529	1163
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.11	0.24	0.06	0.18	0.13	0.23	0.31		0.21	0.27	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 91.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	66	148	41	113	78	88	735	48	80	679	54
Future Volume (veh/h)	146	66	148	41	113	78	88	735	48	80	679	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	149	67	109	42	115	49	90	750	46	82	693	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	336	270	229	367	274	232	118	1024	63	107	1028	459
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.30	0.30	0.06	0.30	0.30
Sat Flow, veh/h	1753	1841	1560	1781	1870	1585	1767	3374	207	1739	3469	1547
Grp Volume(v), veh/h	149	67	109	42	115	49	90	392	404	82	693	50
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1870	1585	1767	1763	1818	1739	1735	1547
Q Serve(g_s), s	0.0	2.2	2.9	0.0	3.8	1.3	3.4	13.6	13.6	3.2	12.0	1.0
Cycle Q Clear(g_c), s	0.0	2.2	2.9	0.0	3.8	1.3	3.4	13.6	13.6	3.2	12.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	336	270	229	367	274	232	118	535	552	107	1028	459
V/C Ratio(X)	0.44	0.25	0.48	0.11	0.42	0.21	0.76	0.73	0.73	0.77	0.67	0.11
Avail Cap(c_a), veh/h	858	810	687	897	823	698	519	1681	1734	510	3309	1476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	25.7	11.9	23.5	26.4	11.7	31.3	21.3	21.3	31.5	21.1	6.5
Incr Delay (d2), s/veh	0.9	0.5	1.5	0.1	1.0	0.4	9.7	2.0	1.9	11.0	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	1.7	2.9	1.0	3.1	1.2	3.0	8.8	9.1	2.8	7.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	26.2	13.4	23.7	27.5	12.1	41.0	23.2	23.2	42.5	21.9	6.6
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	C	A
Approach Vol, veh/h		325			206			886			825	
Approach Delay, s/veh		22.8			23.0			25.0			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.0	11.8	17.0	11.9	27.5	11.8	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.0	5.8	5.2	15.6	2.0	4.9
Green Ext Time (p_c), s	0.2	5.1	0.4	0.7	0.1	5.1	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

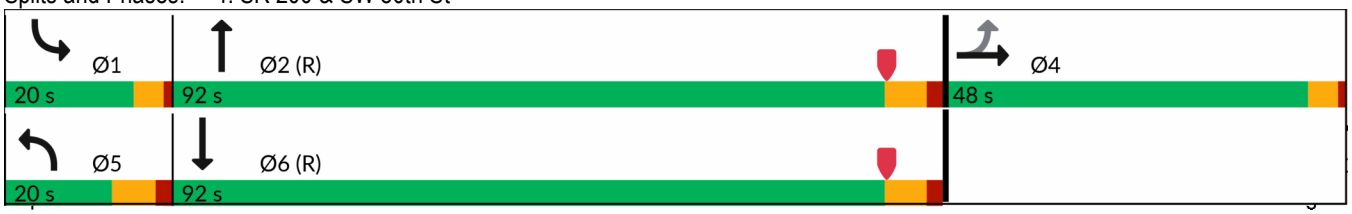
Background Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	0	11	0	0	0	27	1695	0	33	2237	252
Future Volume (vph)	137	0	11	0	0	0	27	1695	0	33	2237	252
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	138	0	11	0	0	0	27	1712	0	33	2260	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	27	1712	0	33	2515	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	48.0	48.0					20.0	92.0		20.0	92.0	
Total Split (%)	30.0%	30.0%					12.5%	57.5%		12.5%	57.5%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.73					0.32	0.44		0.35	0.64	
Control Delay (s/veh)		54.1					82.2	7.2		82.8	9.8	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		54.1					82.2	7.2		82.8	9.8	
Queue Length 50th (ft)		75					28	205		34	420	
Queue Length 95th (ft)		150					63	304		72	594	
Internal Link Dist (ft)		7116			76			1161			603	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		530					138	3860		171	3952	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.28					0.20	0.44		0.19	0.64	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Background Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	0	11	0	0	0	27	1695	0	33	2237	252
Future Volume (veh/h)	137	0	11	0	0	0	27	1695	0	33	2237	252
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1826	1826	0	1870	1870	1870
Adj Flow Rate, veh/h	138	0	11				27	1712	0	33	2260	255
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				5	5	0	2	2	2
Cap, veh/h	164	0	13				38	3859	0	43	3546	392
Arrive On Green	0.10	0.00	0.10				0.02	0.77	0.00	0.02	0.76	0.76
Sat Flow, veh/h	1622	0	129				1739	5149	0	1781	4665	516
Grp Volume(v), veh/h	149	0	0				27	1712	0	33	1637	878
Grp Sat Flow(s),veh/h/ln	1751	0	0				1739	1662	0	1781	1702	1777
Q Serve(g_s), s	13.4	0.0	0.0				2.5	18.9	0.0	2.9	35.6	37.5
Cycle Q Clear(g_c), s	13.4	0.0	0.0				2.5	18.9	0.0	2.9	35.6	37.5
Prop In Lane	0.93		0.07				1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	177	0	0				38	3859	0	43	2587	1351
V/C Ratio(X)	0.84	0.00	0.00				0.71	0.44	0.00	0.77	0.63	0.65
Avail Cap(c_a), veh/h	476	0	0				140	3859	0	173	2587	1351
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	0.0	0.0				77.8	6.2	0.0	77.6	8.9	9.1
Incr Delay (d2), s/veh	10.1	0.0	0.0				21.6	0.4	0.0	24.6	1.2	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	0.0	0.0				2.4	9.5	0.0	2.9	16.8	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.8	0.0	0.0				99.4	6.6	0.0	102.3	10.1	11.5
LnGrp LOS	F						F	A		F	B	B
Approach Vol, veh/h		149						1739			2548	
Approach Delay, s/veh		80.8						8.0			11.8	
Approach LOS		F						A			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.3	131.0		20.7	10.6	128.7
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	84.9		43.5	12.9	84.9
Max Q Clear Time (g_c+I1), s	4.9	20.9		15.4	4.5	39.5
Green Ext Time (p_c), s	0.0	18.5		0.8	0.0	29.6

Intersection Summary		
HCM 7th Control Delay, s/veh		12.6
HCM 7th LOS		B

BUILDOUT AM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

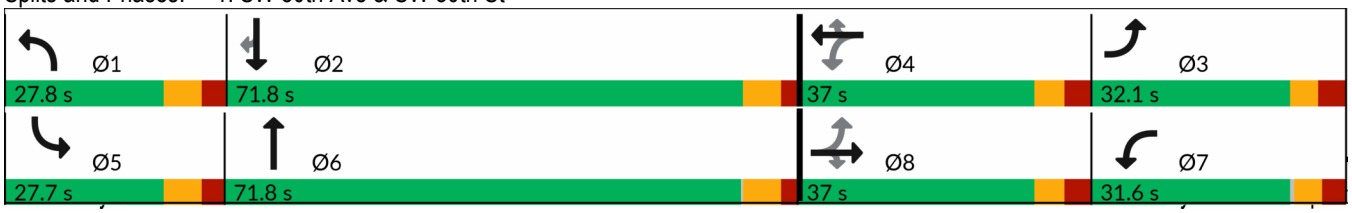
Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	62	79	50	137	103	131	548	25	70	777	46
Future Volume (vph)	109	62	79	50	137	103	131	548	25	70	777	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	120	68	87	55	151	113	144	602	27	77	854	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	68	87	55	151	113	144	629	0	77	854	51
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.45	0.27	0.27	0.14	0.58	0.35	0.58	0.45		0.44	0.75	0.09
Control Delay (s/veh)	39.6	51.7	6.0	30.4	53.4	10.5	54.6	24.9		56.5	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	51.7	6.0	30.4	53.4	10.5	54.6	24.9		56.5	36.0	0.3
Queue Length 50th (ft)	61	43	0	27	94	0	90	160		49	259	0
Queue Length 95th (ft)	126	103	24	65	189	48	187	262		114	400	0
Internal Link Dist (ft)		580			606			804			745	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	553	528	533	602	514	521	331	2148		335	2176	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.13	0.16	0.09	0.29	0.22	0.44	0.29		0.23	0.39	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 104.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

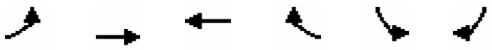
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	62	79	50	137	103	131	548	25	70	777	46
Future Volume (veh/h)	109	62	79	50	137	103	131	548	25	70	777	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	120	68	72	55	151	75	144	602	27	77	854	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	247	232	196	303	226	192	181	1267	57	99	1140	508
Arrive On Green	0.06	0.13	0.13	0.06	0.13	0.13	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1668	1752	1485	1697	3299	148	1711	3413	1522
Grp Volume(v), veh/h	120	68	72	55	151	75	144	309	320	77	854	46
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1668	1752	1485	1697	1692	1755	1711	1706	1522
Q Serve(g_s), s	0.0	2.7	2.2	0.0	6.4	2.6	6.4	10.6	10.7	3.4	17.2	1.0
Cycle Q Clear(g_c), s	0.0	2.7	2.2	0.0	6.4	2.6	6.4	10.6	10.7	3.4	17.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	247	232	196	303	226	192	181	650	674	99	1140	508
V/C Ratio(X)	0.49	0.29	0.37	0.18	0.67	0.39	0.79	0.47	0.48	0.77	0.75	0.09
Avail Cap(c_a), veh/h	697	696	590	742	678	575	438	1420	1472	442	2864	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.5	13.3	29.1	32.2	15.8	33.8	18.0	18.0	36.0	22.9	7.3
Incr Delay (d2), s/veh	1.5	0.7	1.1	0.3	3.4	1.3	7.6	0.5	0.5	12.0	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	2.1	2.2	1.6	5.1	2.3	5.1	6.8	7.0	3.0	10.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	31.2	14.5	29.3	35.5	17.1	41.4	18.5	18.5	48.0	23.9	7.4
LnGrp LOS	C	C	B	C	D	B	D	B	B	D	C	A
Approach Vol, veh/h		260			281			773			977	
Approach Delay, s/veh		28.3			29.4			22.8			25.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	32.7	11.7	17.0	12.2	36.5	11.7	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	8.4	19.2	2.0	8.4	5.4	12.7	2.0	4.7
Green Ext Time (p_c), s	0.3	6.6	0.3	1.0	0.1	3.8	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	175	231	8	19	9
Future Volume (vph)	3	175	231	8	19	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	11%	11%	2%	2%
Adj. Flow (vph)	3	203	269	9	22	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	206	278	0	32	0
Sign Control		Free	Free		Stop	

Intersection Summary
Control Type: Unsignalized

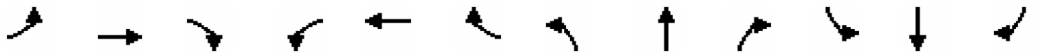
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	175	231	8	19	9
Future Vol, veh/h	3	175	231	8	19	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	4	11	11	2	2
Mvmt Flow	3	203	269	9	22	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	484	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1273	-	-	-	542	765
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	540	765
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	11.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	597
HCM Lane V/C Ratio	0.003	-	-	-	0.055
HCM Control Delay (s/veh)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	11	0	0	0	4	2	0	0	6	0
Future Volume (vph)	0	0	11	0	0	0	4	2	0	0	6	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	13	0	0	0	5	2	0	0	7	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	0	0	0	7	0	0	7	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	0	0	0	4	2	0	0	6	0
Future Vol, veh/h	0	0	11	0	0	0	4	2	0	0	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	0	5	2	0	0	7	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	18	7	18	18	2	7	0	0	2	0	0
Stage 1	7	7	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	-	7	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	876	1076	996	876	1082	1614	-	-	1620	-	-
Stage 1	1015	890	-	1009	886	-	-	-	-	-	-	-
Stage 2	1009	886	-	1015	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	993	873	1076	982	873	1082	1614	-	-	1620	-	-
Mov Cap-2 Maneuver	993	873	-	982	873	-	-	-	-	-	-	-
Stage 1	1015	890	-	1006	884	-	-	-	-	-	-	-
Stage 2	1006	884	-	1003	890	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.39	0	4.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	1076	-	1620	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	-	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

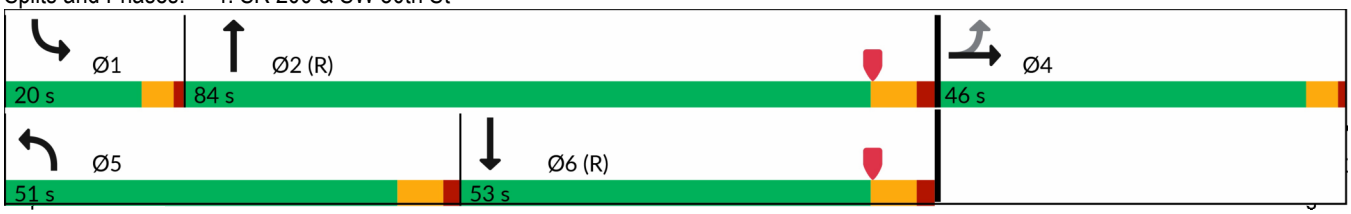
Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	0	19	0	0	0	31	2233	0	9	1138	166
Future Volume (vph)	168	0	19	0	0	0	31	2233	0	9	1138	166
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	177	0	20	0	0	0	33	2351	0	9	1198	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	0	0	33	2351	0	9	1373	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	46.0	46.0					51.0	84.0		20.0	53.0	
Total Split (%)	30.7%	30.7%					34.0%	56.0%		13.3%	35.3%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.77					0.34	0.57		0.13	0.38	
Control Delay (s/veh)		46.9					76.8	6.4		72.2	8.1	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		46.9					76.8	6.4		72.2	8.1	
Queue Length 50th (ft)		80					32	208		9	163	
Queue Length 95th (ft)		162					68	481		29	249	
Internal Link Dist (ft)		2979			76			649			880	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		559					518	4158		175	3597	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.35					0.06	0.57		0.05	0.38	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 147.4 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	0	19	0	0	0	31	2233	0	9	1138	166
Future Volume (veh/h)	168	0	19	0	0	0	31	2233	0	9	1138	166
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1870	1870	0	1811	1811	1811
Adj Flow Rate, veh/h	177	0	20				33	2351	0	9	1198	175
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4				2	2	0	6	6	6
Cap, veh/h	206	0	23				44	3830	0	18	3129	457
Arrive On Green	0.13	0.00	0.13				0.02	0.75	0.00	0.01	0.72	0.72
Sat Flow, veh/h	1556	0	176				1781	5274	0	1725	4356	636
Grp Volume(v), veh/h	197	0	0				33	2351	0	9	906	467
Grp Sat Flow(s),veh/h/ln	1731	0	0				1781	1702	0	1725	1648	1697
Q Serve(g_s), s	16.7	0.0	0.0				2.8	32.0	0.0	0.8	16.0	16.0
Cycle Q Clear(g_c), s	16.7	0.0	0.0				2.8	32.0	0.0	0.8	16.0	16.0
Prop In Lane	0.90		0.10				1.00		0.00	1.00		0.38
Lane Grp Cap(c), veh/h	229	0	0				44	3830	0	18	2368	1219
V/C Ratio(X)	0.86	0.00	0.00				0.74	0.61	0.00	0.50	0.38	0.38
Avail Cap(c_a), veh/h	479	0	0				521	3830	0	178	2368	1219
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	0.0	0.0				72.7	8.7	0.0	73.8	8.2	8.2
Incr Delay (d2), s/veh	9.2	0.0	0.0				21.5	0.7	0.0	19.9	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	0.0	0.0				2.7	15.0	0.0	0.8	8.8	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.9	0.0	0.0				94.1	9.4	0.0	93.7	8.7	9.1
LnGrp LOS	E						F	A		F	A	A
Approach Vol, veh/h		197						2384			1382	
Approach Delay, s/veh		72.9						10.6			9.4	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.1	119.6		24.3	10.8	114.8
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	76.9		41.5	43.9	45.9
Max Q Clear Time (g_c+I1), s	2.8	34.0		18.7	4.8	18.0
Green Ext Time (p_c), s	0.0	27.3		1.1	0.1	9.9

Intersection Summary		
HCM 7th Control Delay, s/veh		13.3
HCM 7th LOS		B

BUILDOUT PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

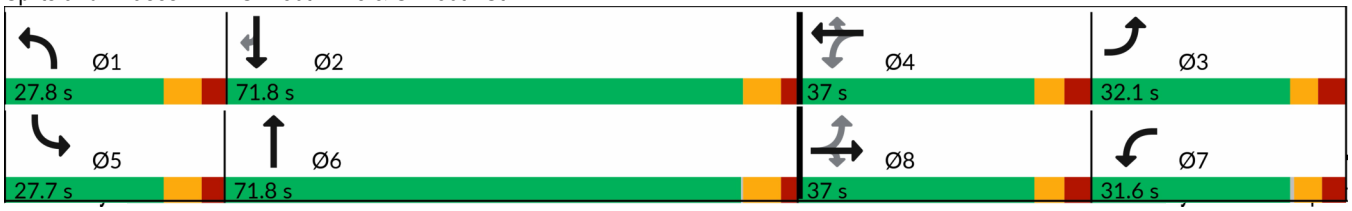
Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	66	148	47	113	80	88	735	58	84	679	54
Future Volume (vph)	146	66	148	47	113	80	88	735	58	84	679	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	149	67	151	48	115	82	90	750	59	86	693	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	67	151	48	115	82	90	809	0	86	693	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.43	0.23	0.40	0.12	0.44	0.25	0.43	0.64		0.42	0.63	0.10
Control Delay (s/veh)	33.3	44.5	11.2	26.6	45.8	4.8	47.9	28.5		48.1	29.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.3	44.5	11.2	26.6	45.8	4.8	47.9	28.5		48.1	29.7	0.3
Queue Length 50th (ft)	65	36	0	19	62	0	49	209		47	174	0
Queue Length 95th (ft)	140	93	62	55	139	19	115	331		111	279	0
Internal Link Dist (ft)		580			594			862			763	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	661	614	622	696	626	612	392	2531		385	2505	1154
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.23	0.11	0.24	0.07	0.18	0.13	0.23	0.32		0.22	0.28	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 92.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: PM Peak Hour

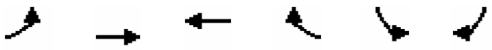
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	66	148	47	113	80	88	735	58	84	679	54
Future Volume (veh/h)	146	66	148	47	113	80	88	735	58	84	679	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	149	67	109	48	115	50	90	750	56	86	693	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	332	267	227	363	272	230	118	1019	76	112	1050	468
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.31	0.31	0.06	0.30	0.30
Sat Flow, veh/h	1753	1841	1560	1781	1870	1585	1767	3325	248	1739	3469	1547
Grp Volume(v), veh/h	149	67	109	48	115	50	90	397	409	86	693	50
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1870	1585	1767	1763	1811	1739	1735	1547
Q Serve(g_s), s	0.0	2.2	3.0	0.0	3.9	1.3	3.4	13.9	13.9	3.4	12.0	1.0
Cycle Q Clear(g_c), s	0.0	2.2	3.0	0.0	3.9	1.3	3.4	13.9	13.9	3.4	12.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	332	267	227	363	272	230	118	540	555	112	1050	468
V/C Ratio(X)	0.45	0.25	0.48	0.13	0.42	0.22	0.76	0.74	0.74	0.77	0.66	0.11
Avail Cap(c_a), veh/h	848	802	680	888	815	691	513	1664	1710	505	3276	1461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	26.1	12.1	24.0	26.8	11.8	31.6	21.4	21.4	31.7	20.9	6.5
Incr Delay (d2), s/veh	1.0	0.5	1.6	0.2	1.0	0.5	9.7	2.0	1.9	10.5	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	1.7	2.9	1.2	3.1	1.3	3.0	9.0	9.2	2.9	7.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	26.6	13.7	24.2	27.8	12.3	41.3	23.3	23.3	42.2	21.6	6.6
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	C	A
Approach Vol, veh/h		325			213			896			829	
Approach Delay, s/veh		23.2			23.4			25.1			22.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.6	11.8	17.0	12.1	27.9	11.8	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.0	5.9	5.4	15.9	2.0	5.0
Green Ext Time (p_c), s	0.2	5.1	0.4	0.7	0.1	5.2	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	156	289	27	16	8
Future Volume (vph)	13	156	289	27	16	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	7%	2%	2%	2%	2%
Adj. Flow (vph)	16	188	348	33	19	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	204	381	0	29	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

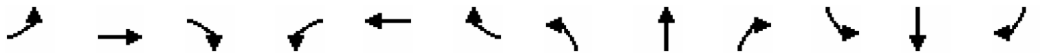
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	156	289	27	16	8
Future Vol, veh/h	13	156	289	27	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	16	188	348	33	19	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	381	0	-	0	584	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.17	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1151	-	-	-	474	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	467	681
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.63	0	12.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	138	-	-	-	521
HCM Lane V/C Ratio	0.014	-	-	-	0.055
HCM Control Delay (s/veh)	8.2	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	0	0	0	4	2	0	0	2	0
Future Volume (vph)	0	0	3	0	0	0	4	2	0	0	2	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	0	0	6	0	0	0	8	4	0	0	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	0	0	0	12	0	0	4	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	0	0	0	4	2	0	0	2	0
Future Vol, veh/h	0	0	3	0	0	0	4	2	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	0	8	4	0	0	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	24	24	4	24	24	4	4	0	-	-	-	0
Stage 1	4	4	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	987	869	1080	987	869	1080	1618	-	0	0	-	-
Stage 1	1018	892	-	999	879	-	-	-	0	0	-	-
Stage 2	999	879	-	1018	892	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	982	865	1080	977	865	1080	1618	-	-	-	-	-
Mov Cap-2 Maneuver	982	865	-	977	865	-	-	-	-	-	-	-
Stage 1	1018	892	-	994	874	-	-	-	-	-	-	-
Stage 2	994	874	-	1013	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.35	0	4.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1080	-	-	-
HCM Lane V/C Ratio	0.005	-	0.006	-	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	0	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

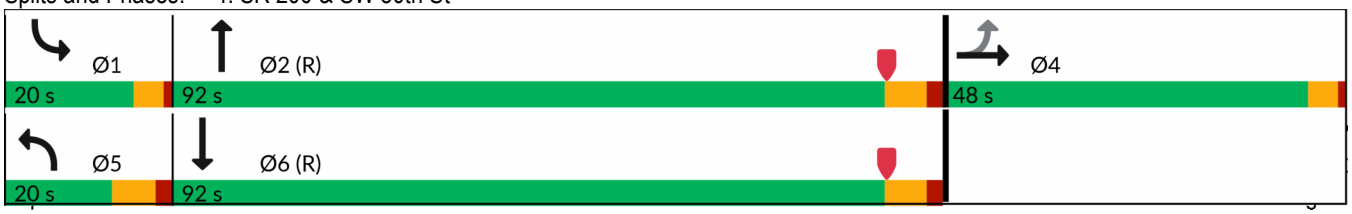
Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	0	12	0	0	0	29	1695	0	33	2237	279
Future Volume (vph)	154	0	12	0	0	0	29	1695	0	33	2237	279
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	156	0	12	0	0	0	29	1712	0	33	2260	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	0	0	29	1712	0	33	2542	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	48.0	48.0					20.0	92.0		20.0	92.0	
Total Split (%)	30.0%	30.0%					12.5%	57.5%		12.5%	57.5%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.75					0.33	0.45		0.35	0.65	
Control Delay (s/veh)		58.1					82.4	7.9		82.8	11.0	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		58.1					82.4	7.9		82.8	11.0	
Queue Length 50th (ft)		95					30	217		34	456	
Queue Length 95th (ft)		173					66	321		72	644	
Internal Link Dist (ft)		2997			76			1161			603	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		530					138	3805		171	3885	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.32					0.21	0.45		0.19	0.65	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	0	12	0	0	0	29	1695	0	33	2237	279
Future Volume (veh/h)	154	0	12	0	0	0	29	1695	0	33	2237	279
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1826	1826	0	1870	1870	1870
Adj Flow Rate, veh/h	156	0	12				29	1712	0	33	2260	282
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				5	5	0	2	2	2
Cap, veh/h	183	0	14				39	3802	0	43	3448	421
Arrive On Green	0.11	0.00	0.11				0.02	0.76	0.00	0.02	0.75	0.75
Sat Flow, veh/h	1627	0	125				1739	5149	0	1781	4611	563
Grp Volume(v), veh/h	168	0	0				29	1712	0	33	1655	887
Grp Sat Flow(s),veh/h/ln	1752	0	0				1739	1662	0	1781	1702	1769
Q Serve(g_s), s	15.1	0.0	0.0				2.7	19.9	0.0	2.9	38.2	40.5
Cycle Q Clear(g_c), s	15.1	0.0	0.0				2.7	19.9	0.0	2.9	38.2	40.5
Prop In Lane	0.93		0.07				1.00		0.00	1.00		0.32
Lane Grp Cap(c), veh/h	197	0	0				39	3802	0	43	2546	1323
V/C Ratio(X)	0.85	0.00	0.00				0.74	0.45	0.00	0.77	0.65	0.67
Avail Cap(c_a), veh/h	476	0	0				140	3802	0	173	2546	1323
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	0.0	0.0				77.7	6.9	0.0	77.6	9.9	10.2
Incr Delay (d2), s/veh	9.9	0.0	0.0				23.1	0.4	0.0	24.6	1.3	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.0	0.0				2.6	10.0	0.0	2.9	18.2	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.6	0.0	0.0				100.8	7.2	0.0	102.3	11.2	12.9
LnGrp LOS	E						F	A		F	B	B
Approach Vol, veh/h		168						1741			2575	
Approach Delay, s/veh		79.6						8.8			13.0	
Approach LOS		E						A			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.3	129.1		22.5	10.7	126.8
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	84.9		43.5	12.9	84.9
Max Q Clear Time (g_c+I1), s	4.9	21.9		17.1	4.7	42.5
Green Ext Time (p_c), s	0.0	18.4		1.0	0.0	28.7

Intersection Summary		
HCM 7th Control Delay, s/veh		13.8
HCM 7th LOS		B

NCHRP 457 OUTPUT

NCHRP 457, Eastbound Left
Buildout AM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

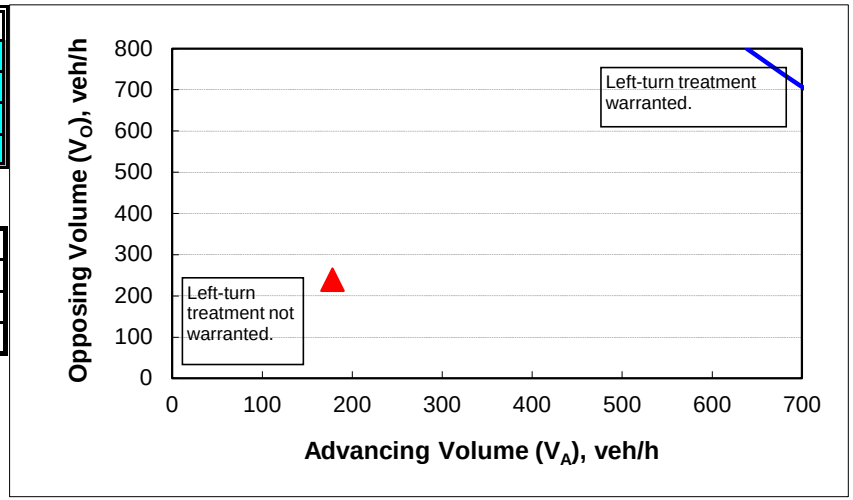
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	178
Opposing volume (V_O), veh/h:	239

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1141
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Eastbound Left
Buildout PM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

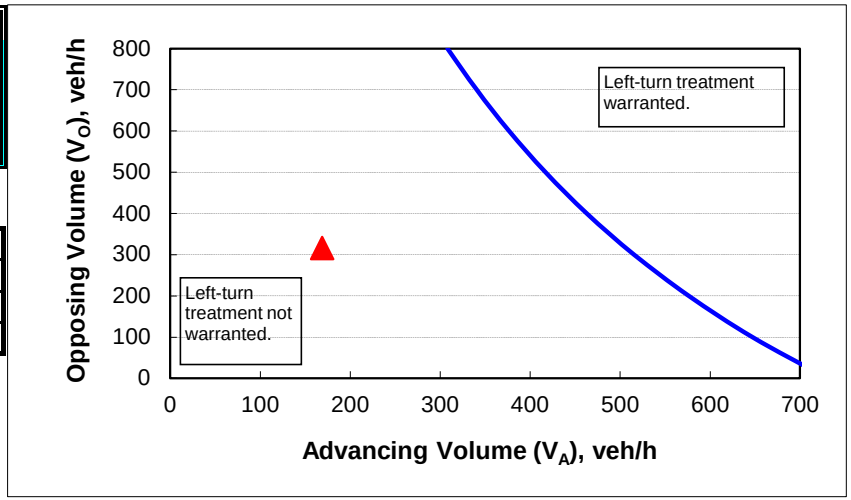
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	169
Opposing volume (V_O), veh/h:	316

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	507
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Northbound Left
Buildout AM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

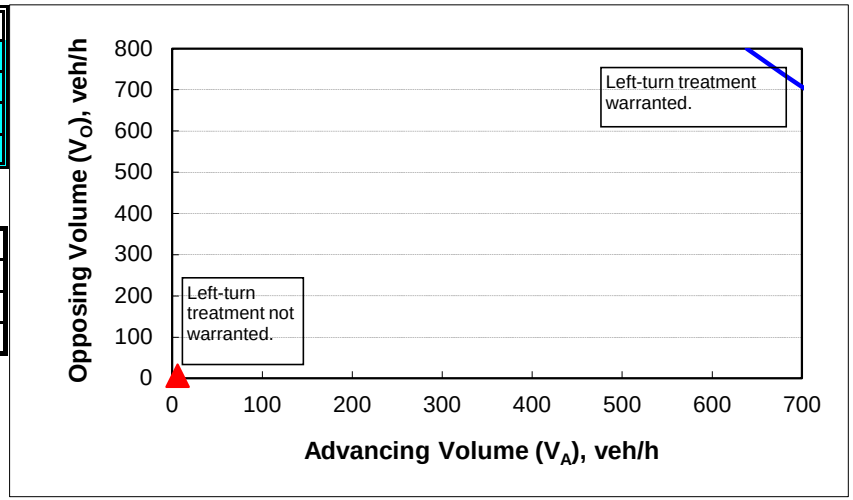
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	6
Opposing volume (V_O), veh/h:	6

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1141
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Northboud Left
Buildout PM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

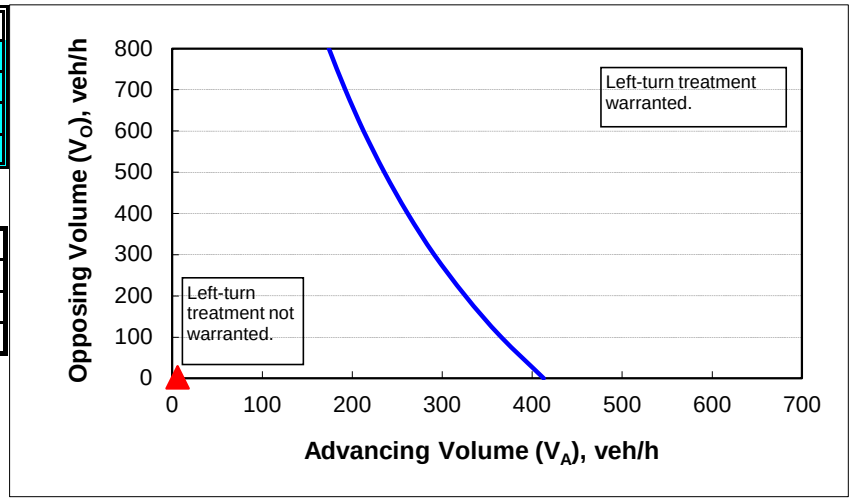
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	6
Opposing volume (V_O), veh/h:	2

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	412
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457, Westbound Right
Buildout AM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

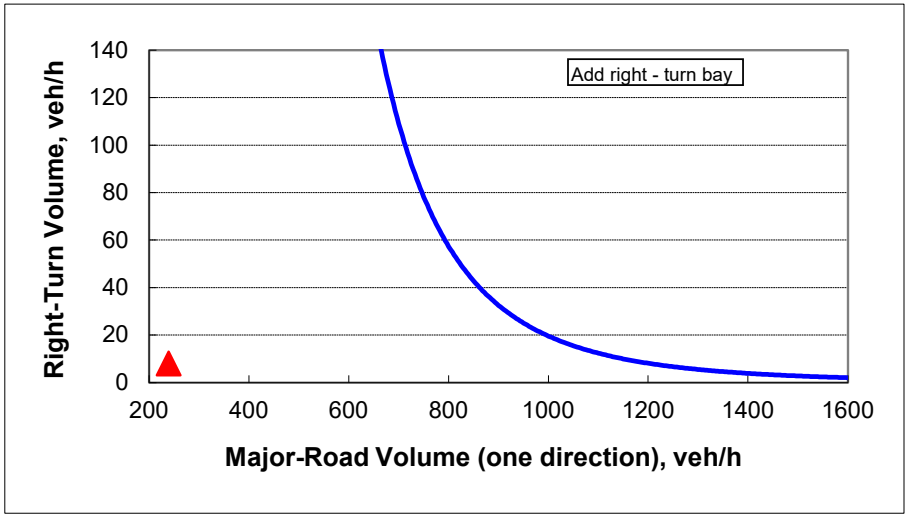
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	239
Right-turn volume, veh/h:	8

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19338
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Westbound Right
Buildout PM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

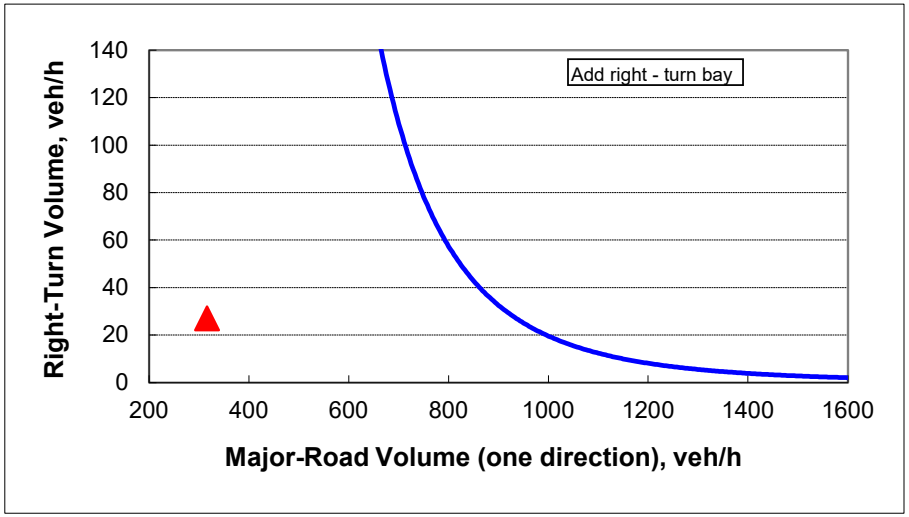
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	316
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	5034
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



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NCHRP 457, Southbound Right
Buildout AM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

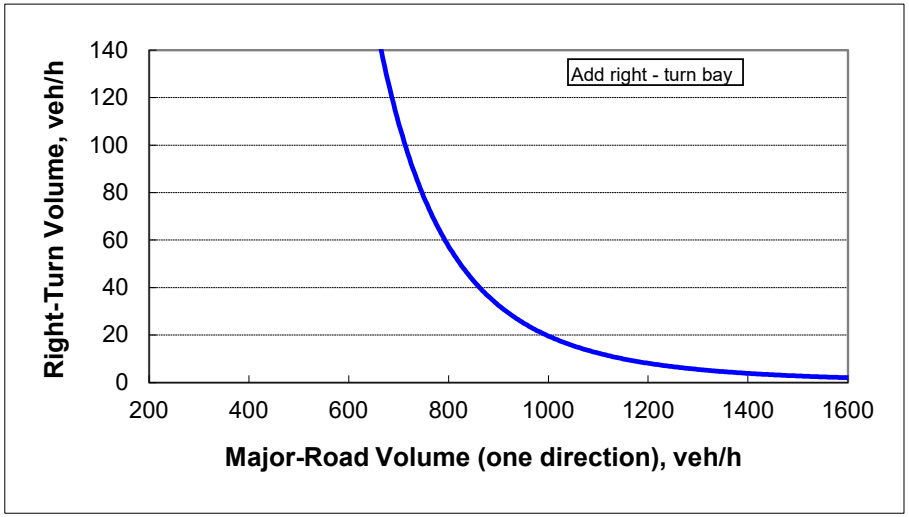
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	6
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19338
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Southbound Right
Buildout PM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

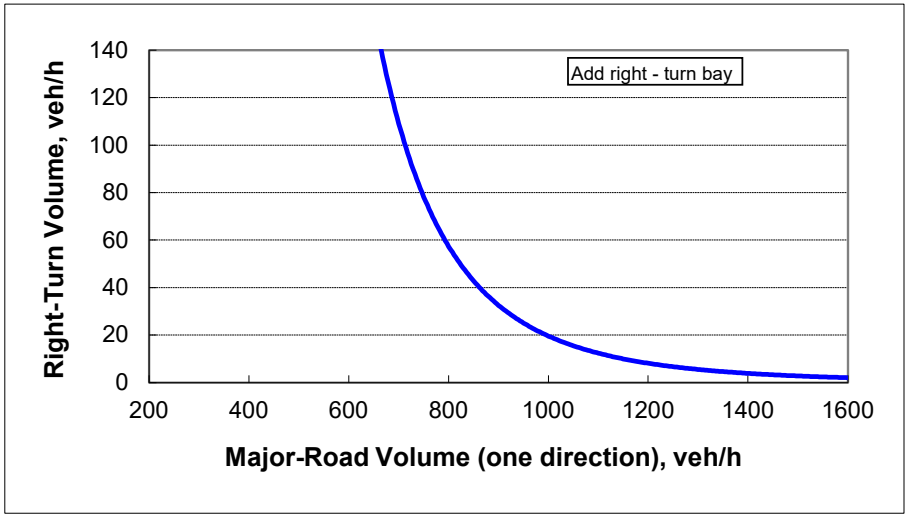
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	2
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	##########
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



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PREVIOUSLY APPROVED TIA METHODOLOGY

Marion County
Board of County Commissioners
Office of the County Engineer
412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

September 2, 2025

KIMLEY-HORN
JONATHAN CROSBY
1700 SE 17TH ST SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33186 PARCEL #35460-039-00

Dear Jonathan,

The Traffic Methodology dated August 18, 2025 for the above referenced project was approved by Marion County on September 2, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

Kimley»Horn

August 18, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Office of the County Engineer
Marion County Board of County Commissioners
412 SE 25th Ave.
Ocala, FL 34471

Re: ***Capozzoli PUD – Traffic Assessment Methodology***
Kimley-Horn Project Number 142279015

Dear Mr. Zeigler:

Kimley-Horn prepared this methodology to support a PUD rezoning application for parcel number 35460-039-00 (approximately 19.5 acres) in Marion County, Florida. The project is located northwest of SW 72nd Court at SW 80th Street. The site has an existing future land use (FLU) of low density residential (LR) and A-1 zoning. A FLU of medium density residential (MR) and PUD zoning are proposed.

The proposed development includes up to 72 single-family dwelling units (du), which is less than the maximum allowed by the proposed FLU (78 du). Access to the development is proposed via the existing intersection of SW 72nd Court at SW 80th Street and a new roadway connection on SW 80th Street west of SW 72nd Court. Cross-access will also be provided with the adjacent Westwood Trails (fka Villa Verde). A conceptual site plan of the development is included as an attachment.

The development is projected to generate greater than 50 but less than 100 peak hour trips; therefore, a traffic assessment is required. A buildout year of 2030 will be used for the analysis. This methodology is being submitted for concurrence prior to conducting the traffic assessment. This methodology was prepared according to the Marion County TIA Guidelines.

TRIP GENERATION

Trip generation for the development was determined using data found in the ITE Trip Generation Manual, 11th Edition. ITE land use code 210 (LUC, Single-Family Detached Housing) was applied in the trip generation calculations. No internal capture or pass-by reductions were applied. Relevant excerpts from the ITE Trip Generation Manual are included as an attachment.

Table 1 summarizes the trip generation calculations for the site for the maximum development potential of the existing FLU, maximum development potential of the proposed FLU, and proposed development program.

Table 1 – Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Existing Future Land Use (Max)								
Single Family, Detached	19 DU	219	16	4	12	21	13	8
Proposed Future Land Use (Max)								
Single Family, Detached	78 DU	803	59	15	44	79	50	29
Proposed Development								
Single Family, Detached	72 DU	746	55	14	41	73	46	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (11th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*Ln(X) + 2.68 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*Ln(X) + 0.12 (X is Number of Dwelling Units; 26% in, 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*Ln(X) + 0.27 (X is Number of Dwelling Units; 63% in, 37% out)

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PROJECT TRIP DISTRIBUTION

The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure. The distribution of traffic on SW 80th Street is 68% east and 32% west. The CFRPM output is included as an attachment.

Project traffic can enter and exit the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic will be assigned to enter and exit the new driveway on SW 80th Street.

SITE ACCESS

Site access is proposed via two access connections:

- Full access driveway at SW 80th Street
- Full access driveway at SW 72nd Court

The need for ingress turn lanes will be evaluated using FDOT and/or NCHRP criteria.

STUDY AREA

The study area was determined based on the Marion County TIA Guidelines, which states that roadway segments with a 3% or greater project impact to the peak hour directional maximum service volume (MSV) are considered significantly impacted. Significantly impacted roadway segments, plus one segment beyond, and the adjacent segment(s) were included in the study area.

The project impact was calculated as the PM peak hour net new traffic from the development multiplied by the maximum trip distribution on the segment, divided by the peak hour peak direction service volume. The peak hour peak direction service volumes were obtained from the Ocala Marion TPO Congestion Management Process (CMP) and FDOT Quality / Level of Service Handbook (2020 for non-state, 2023 for state roads). The project impact calculations are provided in the attached **Table 2**. Excerpts from the Ocala Marion TPO CMP are also provided in the attachments.

The following roadway segments will be included within the study area and evaluated for PM peak hour operations:

- SW 80th Street – SR 200 to project driveway
- SW 80th Street – project driveway to SW 80th Avenue (project impact < 3%)

The following major intersections will be included in the study area and evaluated during the AM peak hour and PM peak hour:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

For informational purposes the MSV based on the soon to be approved Comprehensive Plan update was provided. In addition, the site access connections to SW 72nd Court and SW 80th Street will be evaluated. The study area is illustrated in the attached **Figure 1**.

PLANNED IMPROVEMENTS

SW 80th Avenue from SW 90th Street to north of SW 38th Street will be widened from a 2-lane undivided roadway to a 4-lane divided roadway by Marion County. The project is currently in design, with construction beginning in late 2025. The planned intersection geometry and signal timings for SW 80th Street at SW 80th Avenue will be utilized for the analysis.

Additionally, SW 80th Street at SR 200 will be analyzed as a signalized intersection for the future year scenarios.

VOLUME DEVELOPMENT

Turning movement counts previously collected on November 19, 2024 will be utilized to evaluate the following proposed study area intersections:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

Turning movement counts will be collected at the intersection of SW 72nd Court and SW 80th Street, which will be utilized to approximate through traffic at the proposed project driveways.

Existing turning movement counts will be adjusted to peak season using FDOT published peak season conversion factors. A growth rate will be applied to generate background traffic volumes, with vested traffic from the Westwood Trails PUD (fka Villa Verde) and Melody Preserve PUD added. Project traffic will be added to background volumes to generate buildout traffic volumes.

An annual growth rate of 3.61% is proposed based on the reported growth rates from the Ocala Marion TPO CMP (2023) and Ocala Marion TPO Traffic Counts Report (2025) for the adjacent segments of SW 80th Avenue. The attached **Table 3** provides the growth rate calculations.

ANALYSIS METHODOLOGY

The study area intersections and project driveways will be evaluated for AM and PM peak hour operations during the existing, background, and buildout years. Additionally, the study area roadway segments will be evaluated for PM peak hour operations for the existing, background, and buildout years.

The Synchro 12 software program and HCM 7th methodologies will be utilized for the intersection evaluations. Improvements needed to accommodate background or buildout traffic, if any, will be detailed in the forthcoming analysis.

Please review the enclosed information and provide feedback and/or approval. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, PE
ALG / ADC

Attachments: Conceptual Site Plan
ITE Trip Generation Excerpts (LUC 210)
CFRPM Model Output
Figure 1 – Site Location, Trip Distribution and Study Area
Table 2 – Study Area Determination
Table 3 – Growth Rate Calculations
Ocala Marion TPO CMP and Traffic Count Excerpts

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Kimley»Horn

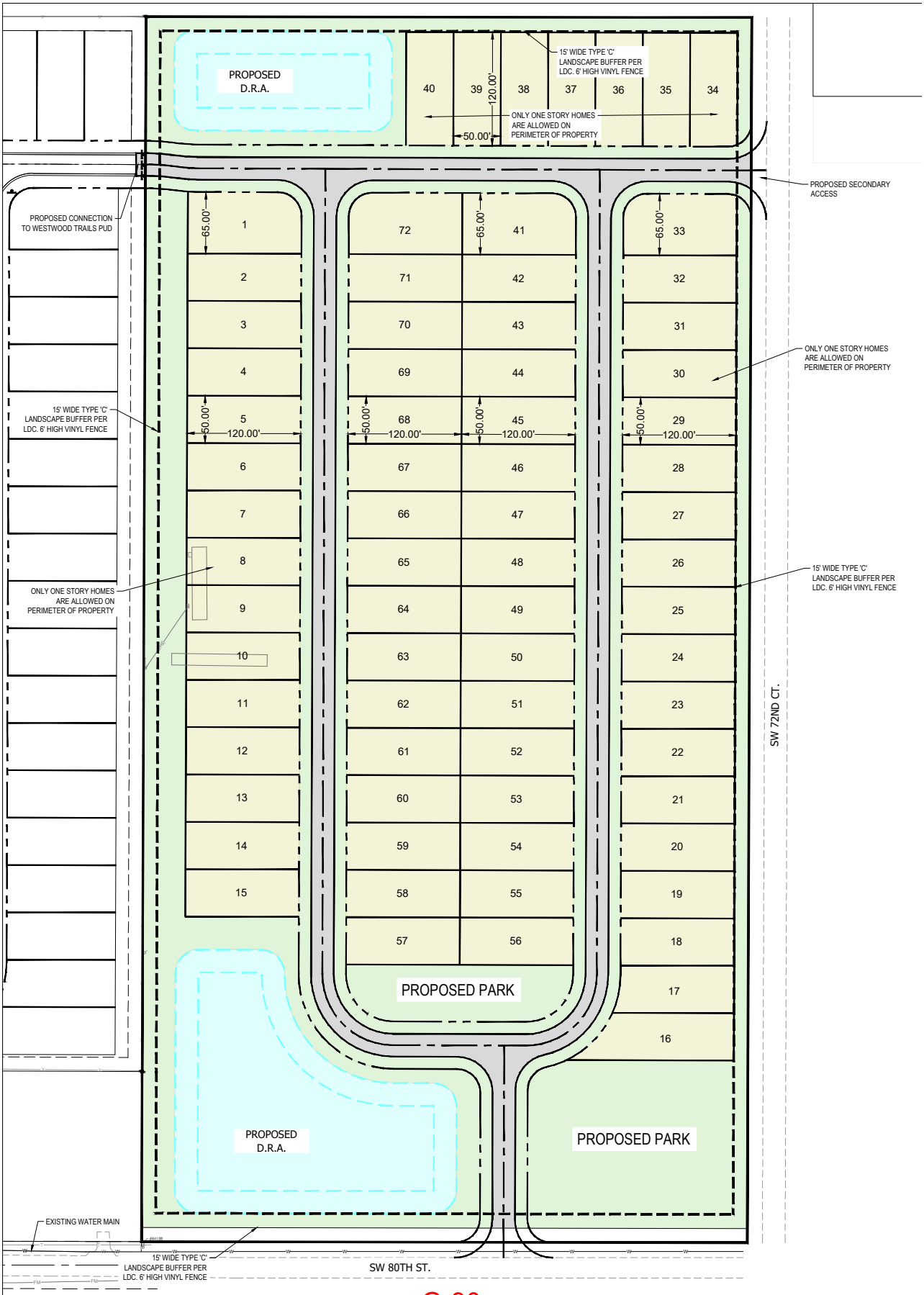
ATTACHMENTS

Kimley»Horn

CONCEPTUAL SITE PLAN

PROPOSED DEVELOPMENT FOR CAPOZZOLI

APPROXIMATE ACREAGE:	19.5 ACRES ±
TOTAL 50' X 120' LOTS:	72 LOTS
LOT DENSITY:	3.69 LOTS PER ACRE



Kimley»Horn

ITE TRIP GENERATION EXCERPTS (LUC 210)

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

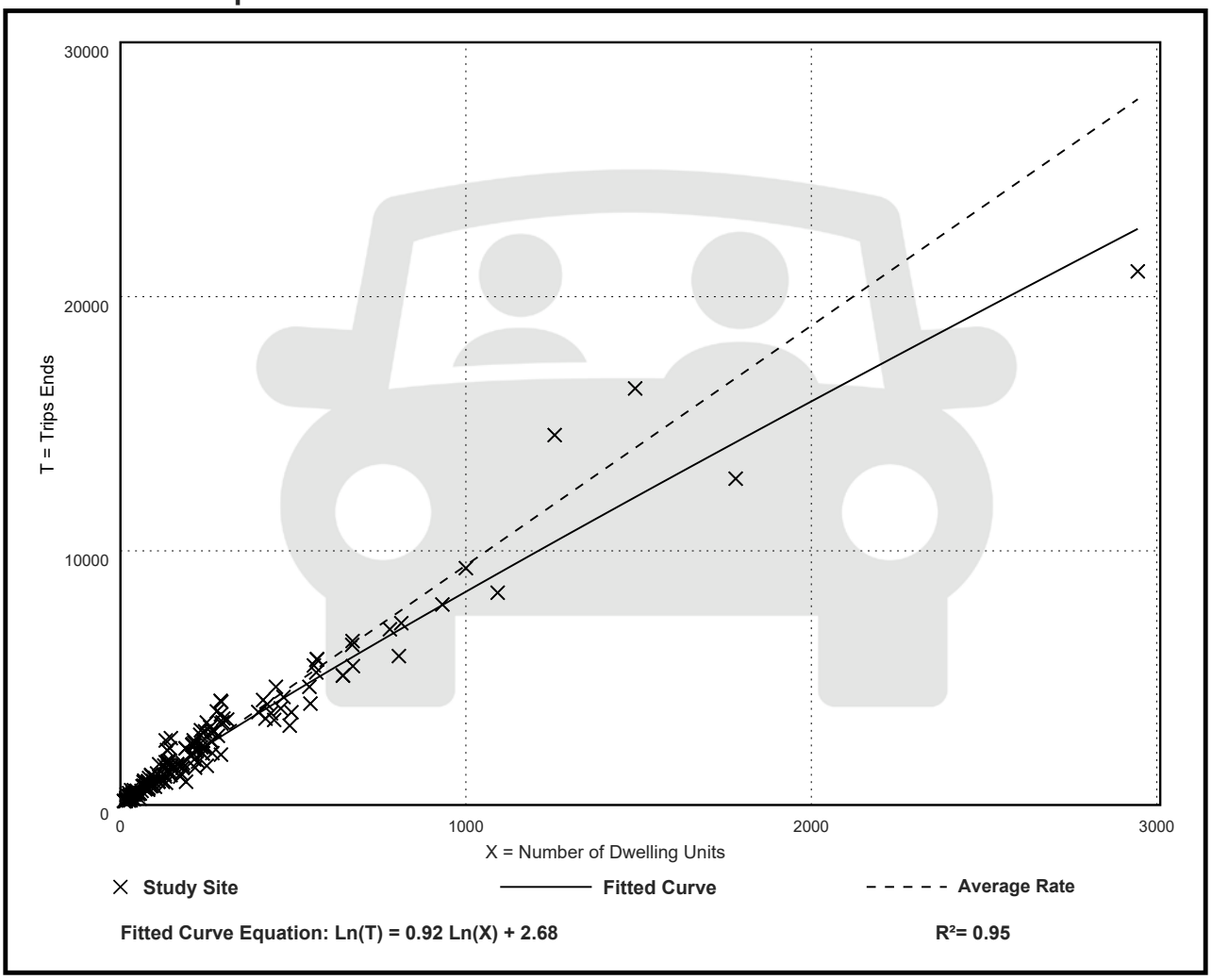
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

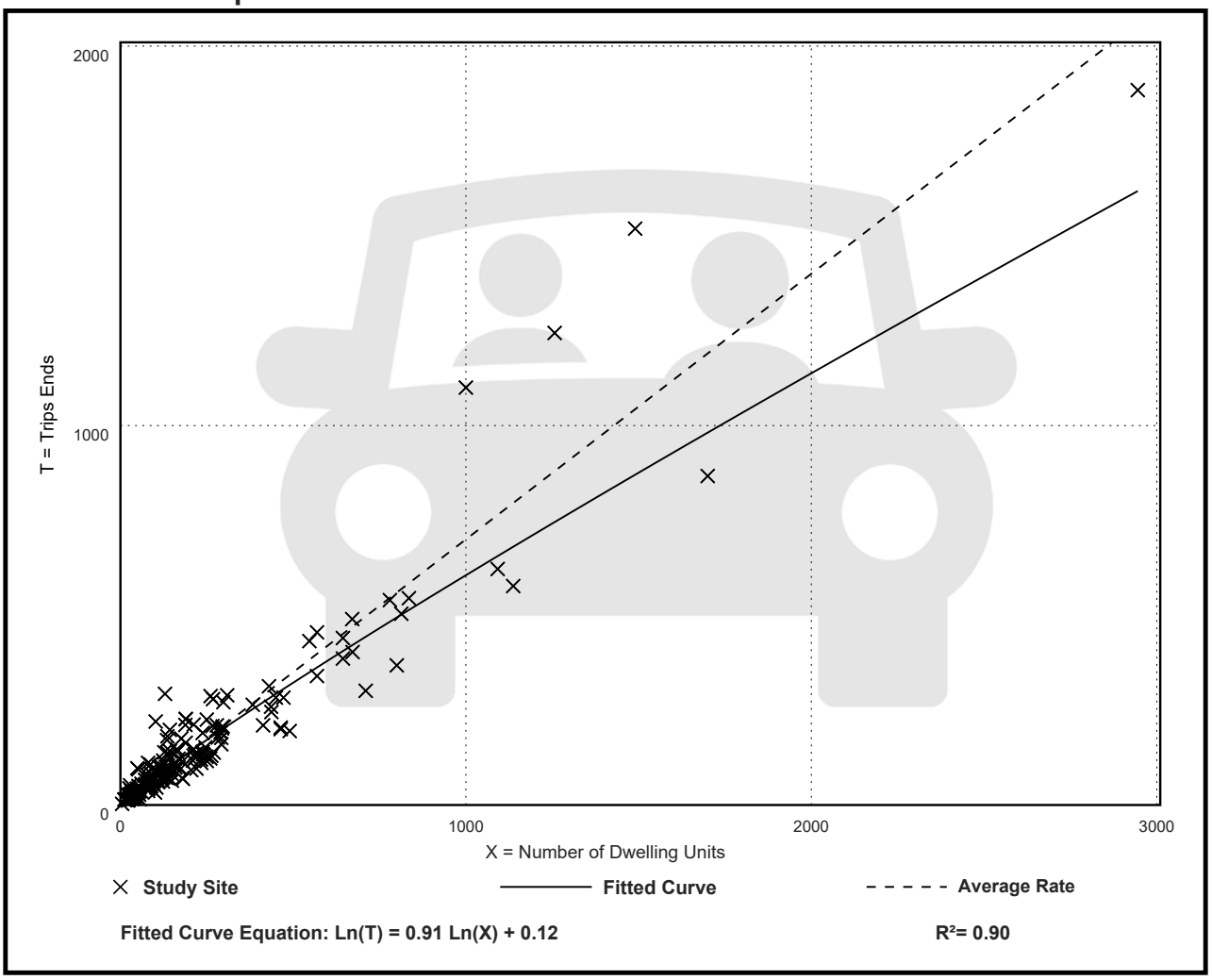
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



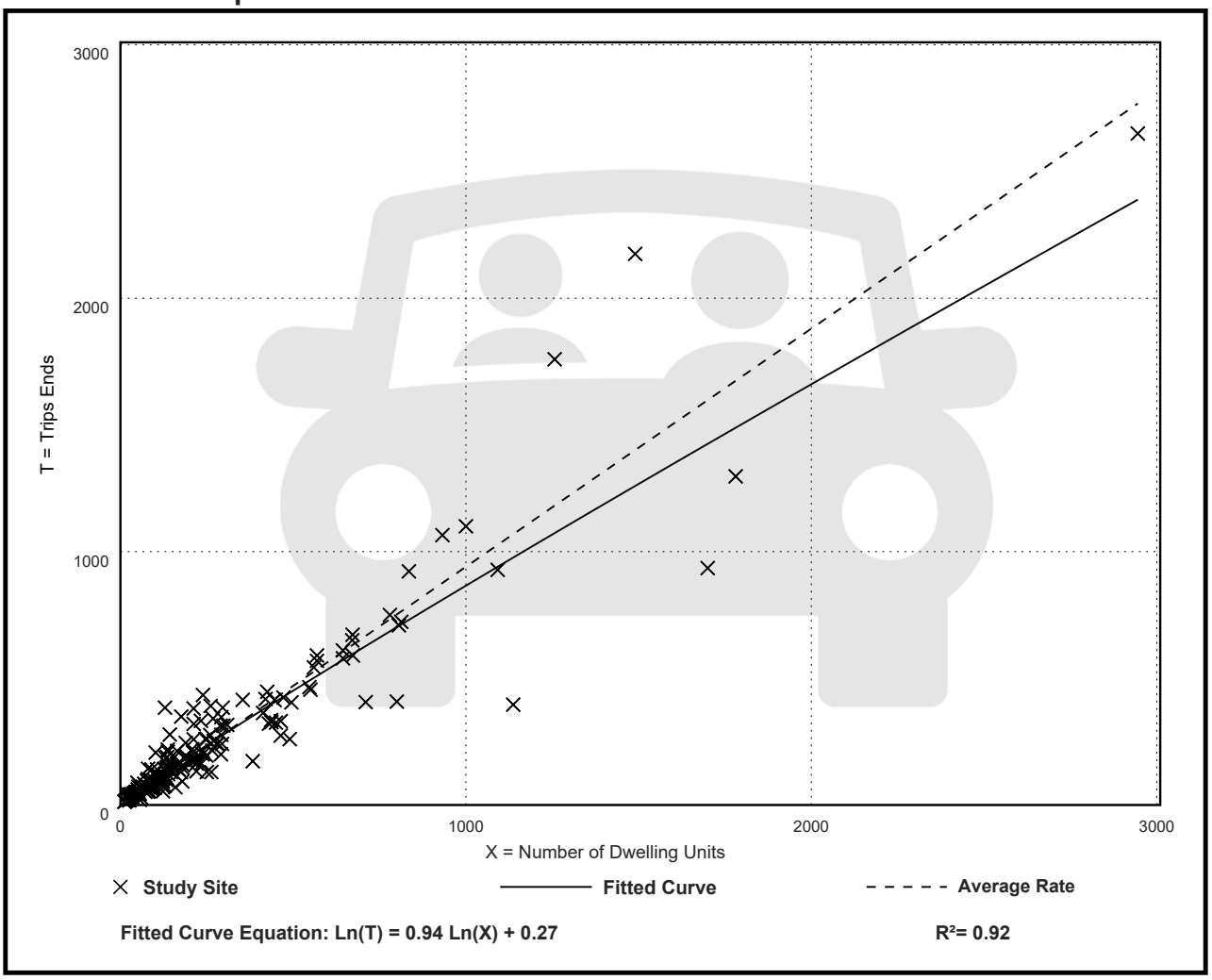
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation

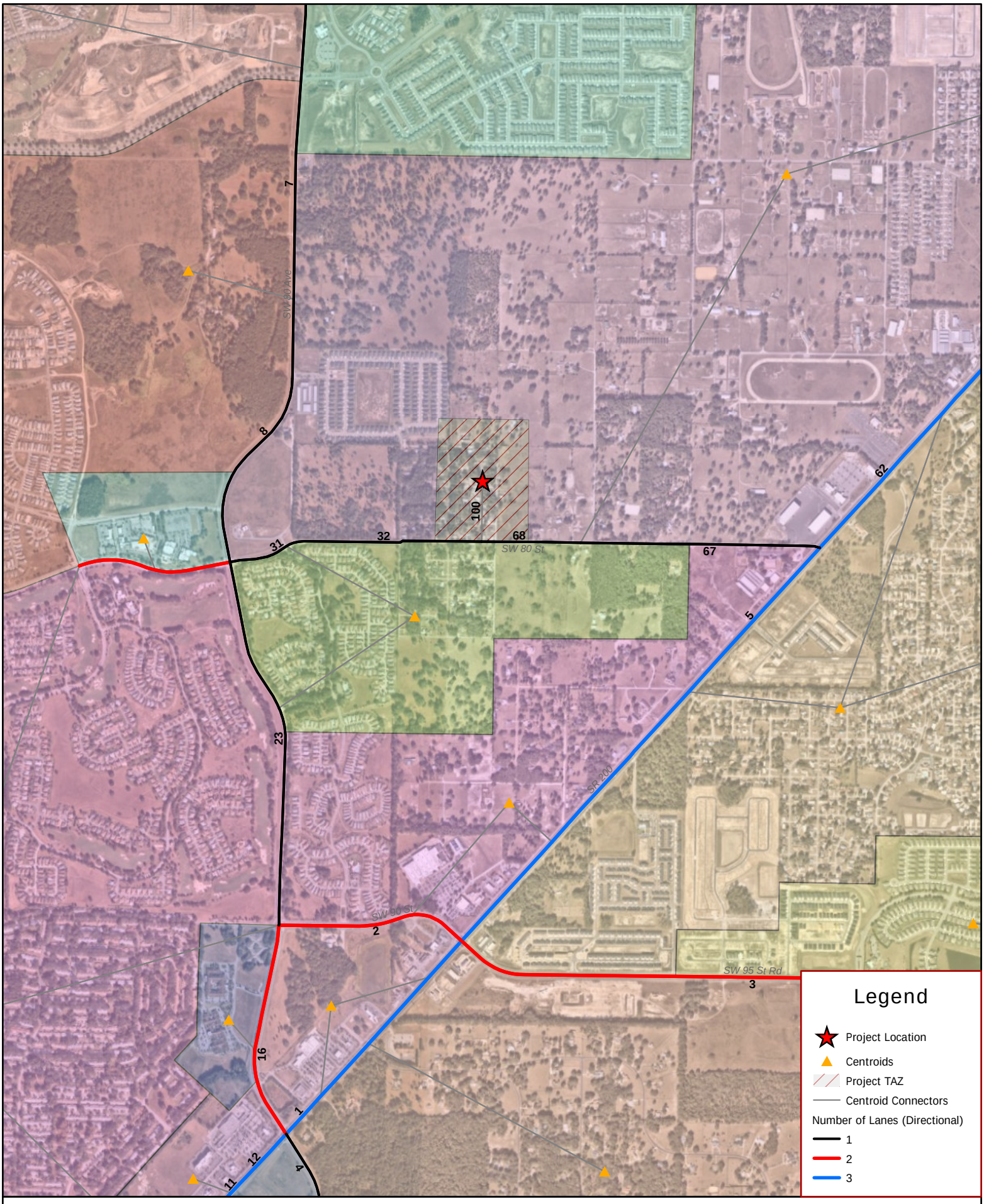


Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Kimley»Horn

CFRPM MODEL OUTPUT



Trip Distribution - Capozzoli
CFRPMv7 - 2025 - 8/14/2025

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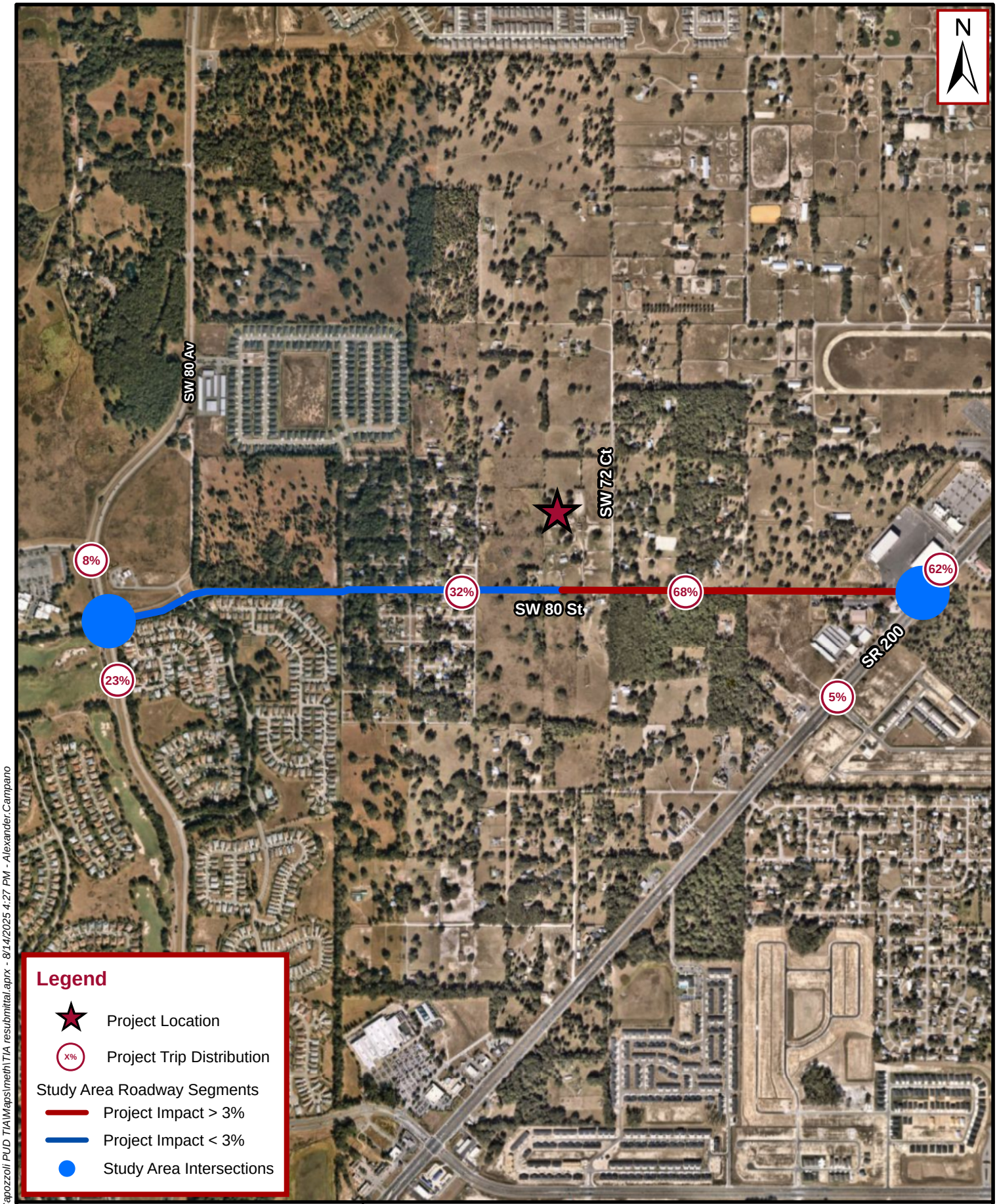
FIGURE 1 – SITE LOCATION, TRIP DISTRIBUTION AND STUDY AREA



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PROJECT LOCATION, STUDY AREA, AND TRIP DISTRIBUTION

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

Not To Scale	Project No. 142279015	August 2025	Figure 1

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TABLE 2 – STUDY AREA DETERMINATION

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Table 2: Study Area Determination

Roadway From	To	ROADWAY ATTRIBUTES [1] TPO CMP Station	FDOT Classification [2]	Area Type	Adopted LOS	2025 Number of Lanes	2028 Number of Lanes	2025 Daily MSV	2028 Daily MSV	2023 Pk. Hr. Dir. MSV	2028 Pk. Hr. Dir. MSV	New LOS	New 2028 Pk. Hr. Dir. MSV	TPO CMP Growth Rate	TPO Counts Growth Rate	EXISTING DAILY TRAFFIC CONDITIONS (2023) AADT [1]	V/MSV	LOS [1]	Percent Project Traffic Assignment [3]	PM PEAK HOUR SIGNIFICANCE CALCULATIONS Project Traffic NB / EB	SB / WB	Project % Impact	Significant Impact? [4]	Include in Study Area? [5]
SW 80 ST																								
SR 200	Proect Driveway	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	68.0%	31	18	5.38%	YES	YES
Proect Driveway	SW 80 Av	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	32.0%	9	15	2.60%	--	YES
SW 80 AV																								
SW 90 ST	SW 38 ST	6260.3	NS-UC-C2	Urban	E	2	4	29,340	30,420	634	1,800	D	1,800	2.94%	1.80%	11,100	0.38	C	23.0%	6	11	0.61%	--	--
SR 200																								
SW 80 AV	SW 60 AV	4770.0	C3C	Urban	D	6	--	56,805	--	2,814	--	D	--	1.42%	-1.50%	44,600	0.79	C	62.0%	29	17	1.03%	--	--

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Notes:
1. The roadway attributes and daily volumes were obtained from the 2023 Ocala Marion TPO CMP Database, 2025 Ocala Marion Traffic Counts Report, and 2020 FDOT Quality/Level of Service Tables.

2. In the 2023 CMP service volumes for state and non-state maintained roads were derived using the 2023 and 2020 FDOT Quality/Level of Service Handbook. For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database, roadway segments were assigned a context classification (state roads) or categorized into non-state maintained (ST, NS), interrupted or uninterrupted flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]).

3. Project traffic assignment was assigned as the max percentage across the segment based on the trip distribution and assignment.
4. Per the Marion County TIA Guidelines roadway segments were considered significantly impacted if the project impact was 3% or greater.
5. All significantly impacted roadway segments (project impact >= 3%), plus one segment beyond and adjacent segments, were included in the study area per the Marion County TIA Guidelines.

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TABLE 3 – GROWTH RATE CALCULATIONS

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Table 3: Study Area Growth Rate Calculations

Roadway Segment	2023 CMP AADT [1]	Growth Rates		
		CMP	TPTO Counts Report	Average
SW 80 Avenue				
SR 200 to SW 90 ST	13,100	2.52%	6.80%	4.66%
SW 90 ST to SW 38 ST	11,100	2.94%	1.80%	2.37%
Weighted Average Growth Rates [2]		2.71%	4.51%	3.61%
Proposed Growth Rate		3.61%		

Notes:
1. The AADT's were derived from CMP.
2. Growth rates were weighted by AADT.

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OCALA MARION TPO CMP AND TRAFFIC COUNT REPORT EXCERPTS

ATTACHMENT G

Ocala Marion TPO CMP Database - August 2023

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	9,500	0.31	C	5.34%	12,300	0.40	C
3360	NW 27 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,200	0.76	C	5.44%	35,500	0.99	D
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,300	0.45	C	1.00%	6,600	0.47	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D	1.00%	5,800	0.52	D
3390	NW 3 ST	NW 40 AV	NW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,500	0.22	C	1.37%	2,700	0.24	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.14	B	1.00%	9,700	0.14	B
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	11,500	0.38	C	8.35%	17,200	0.57	D
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	17,800	0.59	D	4.87%	22,600	0.74	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	2.79%	11,900	0.41	C
3430.3	NW 35 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,400	0.34	C	2.79%	11,900	0.39	C
3440	NW 38 AV	NW 3 ST	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,500	0.22	C	1.00%	2,700	0.24	C
3450	NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.24	C	9.34%	4,300	0.38	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2	ARTERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.59	C	1.74%	10,800	0.65	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.74%	10,800	0.37	C
3480	NW 60 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,100	0.31	C	2.38%	12,400	0.35	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	7,400	0.25	B	1.00%	7,700	0.15	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,600	0.17	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	13,600	0.6	D	1.00%	14,300	0.63	D
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	B	1.00%	8,600	0.13	B
3570.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,800	0.27	B	3.18%	9,200	0.31	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.58	C	1.00%	8,100	0.61	C
3590.1	OAK RD	SE 110 ST	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.2	B	12.82%	10,900	0.37	C
3610	POWELL RD	CR 40	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.32	C	1.00%	3,800	0.34	C
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	O	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.47	D	1.00%	5,500	0.49	D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,500	0.43	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	1.00%	5,300	0.18	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3790	SE 11 AV	SR 464	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,100	0.28	C	1.00%	3,300	0.29	C
3800	SE 11 AV	E FT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,400	0.21	C	1.00%	2,500	0.22	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,700	0.47	B	1.00%	7,000	0.50	B
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,900	1.31	D	4.10%	8,400	1.60	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.32	B	1.00%	10,400	0.34	B
3840.1	SE 110 ST RD	CR 25	OAK RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3850.1	SE 110 ST RD	OAK RD	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3860	CR 464C	CR 25	SE 114TH ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,700	0.16	B
3880	SE 147 PL	US 301	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	6.96%	8,400	0.66	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.24	B	7.78%	10,000	0.34	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	1.00%	6,800	0.23	B
3910	SR 464	SE 3 AV	SE 11 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.79	C	1.00%	31,800	0.83	C
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.79	C	1.00%	32,400	0.83	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.8	C	1.00%	32,400	0.84	D
3960	SE 17 ST	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4040	SE 19 AV	SE 38 ST	SE 31 ST	2	LOCAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.75	D	1.00%	8,800	0.78	D
4050	SE 19 AV	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,400	0.6	D	1.00%	8,800	0.63	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.21	C	5.02%	3,100	0.28	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,300	0.92	D	1.71%	11,200	1.00	E
4080	SE 24 ST	SE 36 AV	SE 28 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.93	D	3.51%	12,400	1.10	F
4110	SE 25 AV	SR 464	E FORT KING	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.00%	19,200	0.63	D
4130	NE 25 AV	E FORT KING	SR 40	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.44	D	1.00%	14,200	0.47	D
4140	SE 28 ST	SE 24 ST	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	US 441	SR 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,700	0.24	C	1.00%	2,900	0.26	C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,500	0.31	C	1.00%	3,700	0.33	C
4170	SE 3 AV	S MAGNOLIA AV	SE 8 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4200.1	SE 31 ST	SW 7 AV	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4200.2	SE 31 ST	CR 475	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4210	SE 31 ST	US 441	CR 464A	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C	1.00%	19,000	0.53	C
4220	SE 31 ST	CR 464A	SE 19 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C	1.00%	19,000	0.53	C
4230.1	SE 31 ST	SE 19 AV	SE 36 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,000	0.36	C	1.00%	13,700	0.38	C
4240	SE 31 ST	SE 36 AV	SR 464	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.21	C	1.00%	8,300	0.22	C
4250	CR 467	CR 42	CR 475A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	B	5.22%	6,600	0.22	B
4270	CR 467	CR 475A	CR 484	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.41	C	5.22%	6,600	0.52	C
4280	CR 467	CR 484	SE 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	5.80%	8,000	0.63	C
4290	SE 36 AV	SE 38 ST	SE 31 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57	D
4300	SE 36 AV	SE 31 ST	SR 464	4	COLLECTOR	INTERRUPTED	2	31,941	1,607	4	31,941	1,607	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.22	C	1.00%	7,300	0.23	C
4310	SE 36 AV	SR 464	SE 24 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,700	0.52	C	2.61%	21,200	0.59	C
4320	SE 36 AV	SE 24 ST	SE 17 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,600	0.44	C	1.00%	16,300	0.46	C
4330	SE 36 AV	SE 17 ST	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	17,400	0.49	C	1.00%	18,300	0.51	C
4340.2	NE 36 AV	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4350	NE 36 AV	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4360	NE 36 AV	SR 40	NE 14 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,200	0.42	C	1.00%	15,900	0.44	C
4370	SE 38 ST	CR 464A	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.5	D	3.29%	6,600	0.59	D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2	COLLECTOR	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	5,500	0.34	B	1.00%	5,700	0.35	B
4400	SE 41 CT	SE 80 ST	SE 52 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.41	C	1.00%	5,400	0.42	C
4420	SE 44 AV	SE 52 ST	SE 38 ST	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	1.62	D	2.88%	9,800	1.86	D
4425	SE 44 AV RD	SE 44 AV	SR 464	2	COLLECTOR	INTERRUPTED	2	11,794	605	2	11,794	605	Urban	U	COUNTY	Other CMP Network Roadway	E	8,600	0.73	D	3.76%	10,400	0.88	D
4450	SE 52 ST	CR 475	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.27	C	1.00%	3,600	0.28	C
4460	SE 52 ST	US 441	SE 44 AV RD	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57	D
4470	SE 8 ST	S MAGNOLIA AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4510.1	SE 80 ST	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,600	0.65	C	3.46%	7,800	0.76	C
4510.2	SE 80 ST	SE 25 AV	US 441 (E)	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,800	0.67	C	5.49%	8,800	0.86	C
4530	SE 80 ST	US 441 (E)	SE 41 CT	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.61	C	6.17%	8,300	0.81	C
4550	SE 92 PL RD	US 441	SR 35	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,900	0.86	C	5.00%	13,900	1.09	F
4570	CR 314A	SE 183 AV RD	CR 464C	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,300	0.28	B	6.21%	7,200	0.38	B
4590.2	SE 95 ST	URBAN AREA BOUNDARY	CR 467	2	COLLECTOR	INTERRUPTED	2	11,232	1,341	2	11,232	1,341	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.28	B	5.51%	9,400	0.37	C
4590.3	SE 95 ST	CR 475	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	7,200	0.38	B	5.51%	9,400	0.49	C
4600	SE 95 ST	CR 467	US 441 (N)	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	5.51%	9,400	0.32	B
4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	1.00%	7,500	0.26	B
4630	SE SUNSET HARBOR RD	SE 150 LN	SE 105 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4640	SE SUNSET HARBOR RD	SE 105 AV	CR 25	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.46	C	6.96%	7,300	0.65	D
4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,600	0.41	C	1.39%	4,900	0.44	C
4660	SE WATULA AVE	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.3	C	1.39%	3,700	0.33	C
4670.1	SR 19	COUNTY LINE (S)	SR 40	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	Other CMP Network Roadway	C	2,400	0.29	B	7.96%	3,500	0.43	B
4670.2	SR 19	SR 40	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	Other CMP Network Roadway	C	2,400	0.29	B	7.96%	3,500	0.43	B
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	15,800	1.93	E	1.00%	16,600	2.02	E
4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4	ARTERIAL	INTERRUPTED		33,847	1,676	4	33,847	1,676	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,800	0.47	C	1.00%	16,600	0.49	C
4700	SR 200	CR 484	SE 95 TH CIR	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,600	0.49	C	4.27%	34,100	0.60	C
4710	SR 200	SE 95 TH CIR	SW 80 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,300	0.55	C	1.00%	32,900	0.58	C
4770	SR 200	SW 80 AV	SW 60 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,600	0.79	C	1.42%	47,900	0.84	C
4800	SR 200	SW 60 AV	SW 48TH AVE	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	42,400	0.75	C	1.00%	44,600	0.79	C
4810.2	SR 200	SW 48TH AVE	SW 44 CT	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,200	0.73	C	1.00%	43,300	0.76	C
4820.1	SR 200	SW 44 CT	I-75	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,400	0.76	C	1.00%	45,600	0.80	C

ATTACHMENT G

Ocala Marion TPO CMP Database - August 2023

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,400	0.54	C	2.25%	21,700	0.61	C
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	7.33%	7,200	0.56	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	13,100	0.43	D	2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED		29,340	634	4	30,420	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.87	C	2.94%	12,900	0.36	C
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.67%	9,700	0.33	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.28	C	21.29%	26,700	0.75	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	1.00%	11,900	0.41	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	21,000	0.73	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	C	1.00%	24,900	0.65	C
6510	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,300	0.68	C	1.00%	27,600	0.72	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,700	1.26	E	1.00%	18,600	1.33	E
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED		32,970	987	4	32,970	987	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	B	1.00%	10,500	0.23	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED		32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED		36,100	1,790	4	36,100	1,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.6	C	1.00%	22,800	0.63	C
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,200	0.64	C	1.00%	25,500	0.67	C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C	1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	C	1.46%	23,500	0.58	C
6650	US 41	SW 110 ST	SW 99 PL	2	ARTERIAL	INTERRUPTED		17,360	856	4	40,352	1,358	Urban	U	STATE	NHS - Non-Interstate Roadway	D	21,800	1.26	F	1.46%	23,500	0.86	D
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED		17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED		17,920	888	4	27,975	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.84	D	1.24%	12,600	0.90	D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,400	0.66	C	1.00%	5,600	0.68	C
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.95	D	1.00%	40,300	1.00	D
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.87	D	1.00%	35,000	0.91	D
6750.2	US 441	CR 25A	US 301	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.48	C	1.00%	19,200	0.50	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	ARTERIAL	UNINTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,200	0.47	C	1.00%	19,100	0.50	C
6770	US 441	US 301	CR 484	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6780	US 441	CR 484	SE 110 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6790	US 441	SE 110 ST	SE 92 PL RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.13%	29,400	0.77	C
6880	US 441	SE 73 ST	SE 52 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6890	US 441	SE 52 ST	SE 40 CIR	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,800	0.85	D	1.00%	34,500	0.90	D
6900.1	US 441	SE 40 CIR	CR 475	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	3.50%	35,000	0.91	D
6920	US 441	CR 475	SR 464	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,800	0.52	C	2.51%	34,800	0.58	C
6930	US 441	SR 464	SW 10 ST	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,500	0.54	C	1.64%	35,300	0.59	C
6940	US 441	SW 10 ST	SR 40	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,500	0.68	C	2.45%	45,700	0.77	C
6960	US 441	SR 40	NW 2 ST	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.49	C	1.82%	32,300	0.54	C
6970.1	US 441	NW 2 ST	NW 6TH ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	1.82%	32,300	0.84	D
6970.2	US 441	NW 6TH ST	US 27	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	1.82%	32,300	0.84	D
6980	US 441	US 27	NW 20 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C	1.00%	27,100	0.71	C
6990	US 441	NW 20 ST	NW 35 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C	1.00%	27,100	0.71	C
7010	US 441	NW 35 ST	NW 57 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
7020	US 441	NW 57 ST	SR 326	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,700	0.43	C	1.00%	17,500	0.46	C
7030	US 441	SR 326	NW 77 ST	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,600	0.49	B	2.55%	25,600	0.56	B
7040.1	US 441	NW 77 ST	NW 117 ST	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	33,900	0.74	C	1.98%	37,300	0.81	C
7040.2	US 441	NW 117 ST	CR 329	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	28,700	0.63	B	0.72%	29,800	0.65	B
7050.1	US 441	CR 329	US 301	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	29,900	0.65	B	5.03%	38,300	0.84	C
7050.2	US 441	US 301	CR 25A (N)	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7060	US 441	CR 25A (N)	CR 318	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7070.1	US 441	CR 318	AVENUE I	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7070.2	US 441	AVENUE I	CR 320	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,500	0.52	C	1.00%	8,900	0.54	C
7080.1	US 441	CR 320	AVENUE B	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,500	0.34	C	1.00%	5,700	0.35	C
7080.2	US 441	AVENUE B	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	5,500	0.12	B	1.00%	5,700	0.12	B
7090	W ANTHONY RD	US 441	NW 35 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,300	0.1	C	1.00%	1,400	0.11	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.46	C	1.85%	6,400	0.50	C
7110	W ANTHONY RD	SR 326	NE 95 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,800	0.3	B	1.00%	6,100	0.32	B
7150	CR 40	CEDAR ST	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
7160	BASELINE RD EXT	US 441	SR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.43	C	1.00%	5,100	0.45	C
7165	SE 132 ST RD	CR 484	US 301	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,200	0.4	C	3.93%	17,300	0.48	C
7170	SE 132 ST RD	US 301	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,100	0.42	C	7.33%	21,600	0.60	C
7732.1	EMERALD RD EXT	BELLEVIEW BYPASS	EMERALD RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
7732.2	EMERALD RD	EMERALD RD EXT	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
7737.1	NW 49 ST	NW 44 AV	NW 35 AV	0						0	0		Urban	D	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
7742	SW 32 AV/SW 34 ST	SR 200	SW 27 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	23,700	0.35	B	10.00%	38,100	0.56	C
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000	NW 35 ST	NW 35 AVE	NW 27 AVE	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	10,700	0.16	B	1.00%	11,300	0.17	B
8005	NW 35 AV	NW 21 ST	NW 35 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.14	B	1.00%	10,300	0.15	B
8010	SW 49 AV	SW 85 ST	SW 66 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015	SW 49 AV	SW 66 ST	SW 40 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8020	SW 40 AV	SW 49 AV	SW 42 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8030	SW 95 ST	I-75 SB	I-75 NB	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8035	MARION OAKS MANOR EXT	SW 18 AV RD	I-75	0						0	0		Rural	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8040	MARION OAKS MANOR EXT	I-75	CR 475	0						0	0		Rural	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8060	NW 49 ST	CR 225A	NW 60 AV	0						2	0		Urban	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8065	NW 49 ST	NW 60 AV	NW 44 AV	0						2	0		Urban	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8080	CHESNUT RD	JUNIPER RD	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,100	0.28	C	1.00%	3,300	0.29	C
8090	SE 64 AVE RD	CR 464	PINE RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8100	PINE RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8110	SILVER RD	MIDWAY RD	OAK RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 40 (cont.)								
ML King to SW 27th Avenue	FDOT	4	23,000	23,000	23,000	21,500	22,500	0.5%
SW 27th to SW 33rd	FDOT	4	33,000	32,500	32,500	30,000	31,000	-1.5%
E of CR 314A	FDOT	4	8,100	8,300	8,300	8,000	8,200	0.3%
NE 25th Avenue to NE 36th	FDOT	4	24,500	25,000	28,500	29,500	30,500	5.7%
E of CR 314	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
NE of US 41	FDOT	4	8,200	8,400	8,400	8,600	8,900	2.1%
W of I-75	FDOT	4	30,000	31,000	31,000	28,500	29,500	-0.3%
W of CR 225A	FDOT	4	18,700	19,100	19,100	20,200	21,000	3.0%
NE 11th Avenue to NE 25th	FDOT	4	27,000	28,000	28,000	27,500	28,500	1.4%
0.9 mi E of SR 35	FDOT	4	12,800	13,000	13,000	14,600	15,200	4.5%
W of US 441	FDOT	4	19,200	19,800	20,500	21,400	22,000	3.5%
E of US 441	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%
E of CR 328	FDOT	4	16,200	16,600	17,200	17,900	18,500	3.4%
W of SW 60th Avenue	FDOT	3	23,600	21,500	22,500	23,500	24,500	1.1%
E of SR 326	FDOT	4	17,200	17,600	17,500	18,100	18,700	2.1%
SR 200								
SW MLK to US 441	FDOT	4	26,000	25,500	25,000	27,000	28,000	2.0%
SW 17th Street to SW ML King	FDOT	4	22,000	22,000	22,000	27,000	28,000	6.6%
SW 27th Avenue to SW 17th	FDOT	4	37,500	38,500	33,000	34,500	35,500	-1.0%
SW 26th Street to SW 27th	FDOT	4	36,500	37,500	37,500	36,000	37,000	0.4%
S of CR 484	FDOT	4	15,200	15,600	15,600	17,500	18,100	4.6%
NE of CR 484	FDOT	4	21,000	21,000	26,500	27,500	28,500	8.4%
1 mi NE of CR 484	FDOT	4	30,000	31,000	31,000	26,000	27,000	-2.2%
0.5 mi E of I-75	FDOT	4	42,500	43,500	43,000	45,000	47,000	2.6%
SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,000	39,600	40,800	38,000	44,000	2.1%
W of 60th Avenue	FDOT	4	41,000	42,000	44,000	37,000	38,000	-1.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%

Marion County

Planning & Zoning Commission

Agenda Item

File No.: 2025-21325 **Agenda Date:** 11/24/2025 **Agenda No.:** 4.1.

SUBJECT:
October 27, 2025

DESCRIPTION/BACKGROUND:
Minutes from the previous Planning and Zoning Commission Public Hearing.

All records pertaining to notice to property owners, all correspondence and other related information pertaining to individual Zoning Change and Special Use Permit requests are located in the Planning and Zoning Department files for record purposes.

The Marion County Planning and Zoning Commission met on October 27, 2025, at 5:30 pm in the Board of County Commissioners Auditorium, 601 SE 25th Avenue, Ocala, Florida.

PLEDGE OF ALLEGIANCE AND INVOCATION

Michael Behar led the Invocation and the Pledge of Allegiance.

CALL TO ORDER

Board members present were Chair Michael Kroitor, Michael Behar, Jerry Lourenco, Andy Bonner, Alternate Paul Stentiford, and Alternate Len Racioppi.

Staff members present were Assistant County Administrator Tracy Straub, Chief Assistant County Attorney Dana Olesky, Director Chuck Varadin, Deputy Director Ken Weyrauch, Planners Chris Rison, Ken Odom, Sarah Wells, Erik Kramer, Jared Rivera, Code Enforcement Supervisor Thomas Sapp, Administrative Staff Assistant Autumn Williams, and Staff Assistant IV Kim Lamb.

ACKNOWLEDGEMENT OF PROOF OF PUBLICATION AND MAILING AND POSTING OF NOTICE

Autumn Williams read the Proofs of Publication and the Affidavit of Mailing and Posting of Notice and advised that the meeting was properly advertised.

EXPLANATION OF PROCEDURE FOR HEARING REQUESTS

Chair Michael Kroitor and Assistant County Attorney Dana Olesky explained the procedure for hearing requests to the audience.

1. Items on the Consent Agenda

251101SU – Thomas Grimes

Special Use Permit to Allow for Commercial Vehicle Parking of One (1) Semi-Truck and One (1) Semi-Truck Trailer, in a General Agriculture (A-1) Zone, 3.24 Acre Parcel, Parcel Account Number 46072-001-08, Site Address 14612 SE 80th Avenue, Summerfield, FL 34491

251106SU – Young Life

Special Use Permit Modification to Special Use Permit SUP 210110SU-B / RESO 21-R-083 to Add New Maintenance Building and Access (for Existing Recreation Camp Facility; Conversion of Farm Structure), in a General Agriculture (A-1) Zone, 8.80 Acre Parcel, Parcel Account Number

40263-001-00, Site Addresses 9596, 9600 SE 183rd Avenue Road, and 18285 NE 95th Street Road, Ocklawaha, FL 32179
251107SU - Jajolo Limited Partnership

Special Use Permit to Allow for a Fenced Outdoor Display Area, Sidewalk Display Area, and Propane Tank, in a Community Business (B-2) Zone, 6.69 Acre Parcel, Parcel Account Number 35013-002-00, Site Address 8602 SW Highway 200, Ocala, FL 34481

Michael Behar made a motion to agree with the staff's findings and recommendations, and recommend approval of the applications on the consent agenda because they will not adversely affect the public interest, are consistent with the Marion County Comprehensive Plan, and are compatible with the surrounding land uses. Seconded by Andy Bonner. The motion passed unanimously, 4-0.

2. Consider the Following Individual Requests

251102SU – Krystal Rodriguez DeLeon & Kemuel Rodriguez Rivera (PULLED FROM CONSENT)

Special Use Permit to Allow for the Parking of Two (2) Commercial Vehicles with a Weight Greater than 16,000 Pounds, One (1) Semi-Truck Trailer, and Two (2) Storage Trailers, in a General Agriculture (A-1) Zone, 4.0 Acre Parcel, Parcel Account Number 44997-000-15, Site Address 12160 SE 112th Avenue Road, Belleview, FL 34420

Planner Ken Odom, Growth Services, presented the case and read the report into the record. Staff recommends approval with conditions.

Krystal Rodriguez De Leon, 12160 SE 112th Avenue Road, Belleview, 34420, the property owner and applicant, addressed the Board.

1. Sean Sullivan – 11990 SE 112th Avenue Road, Belleview
    - Opposed, safety concerns, increased noise, additional traffic, and the potential wear and degradation of the dirt road caused by these vehicles. Feels the presence of such vehicles is visually disruptive and diminishes the scenic quality of the area. Additionally, reports having personally witnessed the applicants performing motor replacement work on-site at this location.

Michael Behar made a motion to agree with the staff's findings and recommendation and recommend approval with conditions of this application because it will not adversely affect the public interest, is consistent with the Marion County Comprehensive Plan, and is compatible with the surrounding land uses. Seconded by Jerry Lourenco. The motion passed 3-1, with Andy Bonner dissenting.

251109ZC – On Top of The World Communities, LLC (PULLED FROM CONSENT)

Zoning Change from Improved Agriculture (A-2), Multiple Family Dwelling (R-3), and Community Business (B-2) to Regional Business (B-4) and Multiple Family Dwelling (R-3) Zone, for All Permitted Uses, on an approximate 24.10 Acre Portion of a 37.14 Acre Tract, Parcel Account Numbers 35300-000-03, 35300-001-17, and a portion of 35300-000-16, No Address Assigned

Deputy Director Ken Weyrauch, Growth Services, presented the case and read the report into the record. Staff recommends approval.

Fred Roberts, 40 SE 11th Avenue, Ocala, 34471, on behalf of the property owner and applicant, addressed the Board.

The following members of the public spoke during Public Comment:

1. Thomas Hotte – 8708 SW 95th Lane, Unit D, Ocala
    - Withdrew his previously stated opposition at this time.

Andy Bonner made a motion to agree with the staff's findings and recommendation and recommend approval with conditions of this application because it will not adversely affect the public interest, is consistent with the Marion County Comprehensive Plan, and is compatible with the surrounding land uses. Seconded by Michael Behar. The motion passed unanimously, 4-0.

251103SU – Ocala Freedom Investments LLC

Special Use Permit to Allow for Storage Facility Related to Commercial Business, in a Single-Family Dwelling (R-1) Zone, 0.41 Acre Parcel, Parcel Account Number 3578-017-030, Site Address 10320 SW 42nd Avenue, Ocala, FL 34476

Planner Jared Rivera, Growth Services, presented the case and read the report into the record. Staff recommends denial.

Luis Moises, 2533 Pearl Cider Street, Orlando, 32824, on behalf of the property owner and applicant, addressed the Board.

The following members of the public spoke during Public Comment:

1. Anna Signore – 10284 SW 42nd Avenue, Ocala
    - Opposed, states significant safety concerns in a pedestrian-heavy neighborhood with narrow roads and no sidewalks. Explains that children walk to school daily, and families frequently use the area for walking, biking, and outdoor activities with pets. The proposed driveway directly faces a cul-de-sac commonly used by children for play. Feels the storage of heavy equipment is incompatible with the residential character of the neighborhood and potentially hazardous to both children and other residents.

2. Michelle Balmer – 4225 SW 103rd Street, Ocala

    - Opposed, states the presence of multiple heavy equipment machines regularly loaded, unloaded, and serviced on-site throughout the day. Reports operations occurring from 5:00 AM to 11:00 PM daily, contributing to excessive noise and disruption. Notes damage to the roadways by the equipment and raises serious concerns about the safety of children in the area.

Andy Bonner made a motion to agree with the staff's findings and recommendation and recommend denial of this application because it will adversely affect the public interest, is not consistent with the Marion County Comprehensive Plan, and is not compatible with the surrounding land uses. Seconded by Michael Behar. The motion passed unanimously, 4-0.

251104SU – Roberto Solares Alvera

Special Use Permit to Allow for Commercial Parking of Two (2) Semi-Trucks, Two (2) Trailers, and Work Equipment, in a General Agriculture (A-1) Zone, 1.0 Acre Parcel, Parcel Account Number 41869-012-01, Site Address 2255 SE 150th Street, Summerfield, FL 34491

Planner Erik Kramer, Growth Services, presented the case and read the report into the record. Staff recommends denial.

Roberto Solares Alvera, 2255 SE 150th Street, Summerfield, 34491, property owner and applicant, and Adalberto Hernandez, 17401 SW 17th Circle, Ocala, 34473, translating on behalf of the property owner and applicant, addressed the Board.

There were no members of the public who spoke during Public Comment.

Michael Behar made a motion to agree with the staff's findings and recommendation and recommend denial of this application because it will adversely affect the public interest, is not consistent with the Marion County Comprehensive Plan, and is not compatible with the surrounding land uses. Seconded by Andy Bonner. The motion passed unanimously, 4-0.

251105SU - On Top of The World Communities, LLC

Special Use Permit, to Allow for Outdoor Storage and Sales for a Home Depot, Inc., in a Planned Unit Development (PUD) Zone, on an approximate 13.25 Acre Portion of a 22.62 Acre Parcel, on Parcel Account Number 3530-1001-18, Site Address 8151 SW Highway 200, Ocala, FL 34481

Planner Ken Odom, Growth Services, presented the case and read the report into the record. Staff recommends approval with conditions.

Gene Losito, 1700 SE 17th Street, Suite 200, Ocala, 34471, on behalf of the property owner and applicant, addressed the Board.

1. Thomas Hotte – 8708 SW 95th Lane, Unit D, Ocala
    - Opposed, requests a more substantial buffer than the existing vegetation alone, noting that the natural screening is often sparse or ineffective during certain times of the year. Specifically asks for a concrete wall to ensure consistent visual and noise protection. Emphasizes the need to safeguard existing residents and preserve neighborhood character. Also, raises traffic concerns, pointing out that the original traffic study was conducted prior to the recent wave of development and may no longer reflect current conditions
2. Gwen Garcia – 9758 SW 100th Avenue Road, Ocala
    - Accepts that something will be going here but requests clarification regarding site access, including how vehicles will enter and exit the property
3. Robyn Cyr – 8639 SW 95th Lane, Unit C, Ocala
    - Opposed, asks about site access, noting that the area is particularly narrow and may not safely accommodate increased traffic. Raises both traffic and safety concerns for local residents. Requests the implementation of a buffer zone similar to what exists near the Sprouts location up the street, to help mitigate impacts.
4. Stu Grossberg - 13363 SW 111th Circle, Dunnellon
    - Opposed, traffic concerns due to the current traffic infrastructure, which is not designed to support the existing volumes. Requests a new traffic study that accounts for the significant growth and development that have occurred in the area, emphasizing the need for updated data.

Michael Behar made a motion to agree with the staff's findings and recommendation and recommend approval with conditions of this application because it will not adversely affect the public interest, is consistent with the Marion County Comprehensive Plan, and is compatible with the surrounding land uses. Seconded by Andy Bonner. The motion passed unanimously, 4-0.

251108ZC - Agri-Source, Inc.

Zoning Change from General Agriculture (A-1) Zone to Heavy Industrial (M-2) Zone, for All Permitted Uses, on an approximate 1.6 Acre Portion of a 36.77 Acre Parcel, Parcel Account Number 15861-000-00, Site Address 4001 NE 35th Street, Ocala, FL 34479

Planner Kathleen Brugnoli, Growth Services, presented the case and read the report into the record. Staff recommends denial.

Austin Daily, 40 SE 11th Avenue, Ocala, 34471, on behalf of the property owner and applicant, addressed the Board.

There were no members of the public who spoke during Public Comment.

Jerry Lourenco made a motion to disagree with the staff's findings and recommendation and recommend approval of this application because it will not adversely affect the public interest, is consistent with the Marion County Comprehensive Plan, and is compatible with the surrounding land uses. Seconded by Michael Behar. The motion passed, 3-1, with Andy Bonner dissenting.

251110ZP - Drake Ranch, LLC

Zoning Change from General Agriculture (A-1) and Community Business (B-2) to Planned Unit Development (PUD) Zone, on an approximate ±446.72 Acre Portion of a 1,473.78 Acre Tract, Parcel Account Numbers 40866-000-00, 41109-006-00, 41109-005-00, 41109-017-01, 41109-015-00 & 41109-009-00, Site Address 13210 SW Highway 200, Dunnellon, FL 34432

Planner Jared Rivera, Growth Services, presented the case and read the report into the record. Staff recommends denial.

David Tillman, 1720 SE 16th Avenue, Bldg 100, Ocala, 34471, on behalf of the property owner and applicant, addressed the Board.

The following members of the public spoke during Public Comment:

1. Stu Grossberg - 13363 SW 111th Circle, Dunnellon
    - Opposed, traffic concerns.
2. Kathy Peare – 10182 SW 156th Place, Dunnellon
    - Opposed, traffic concerns, and noted the impact the proposed 40 families will have on the Withlacoochee River.

Michael Behar made a motion to disagree with the staff's findings and recommendation and recommend approval with conditions of this application because it will not adversely affect the public interest, is consistent with the Marion County Comprehensive Plan, and is compatible with the surrounding land uses. Seconded by Andy Bonner. The motion passed unanimously, 4-0.

1. **Other Business**

    Special Set Planning & Zoning Commission Meeting to discuss EAR-Based Comprehensive Plan Amendments on Monday, November 10, 2025, at 5:30 PM

    Ken Weyrauch confirmed the date and time of the meeting with the board.

2. **Review the Minutes of the Previous Meeting**

    Andy Bonner made a motion to approve the minutes from the September 29, 2025, Planning and Zoning Commission meeting. Seconded by Jerry Lourenco. The motion passed unanimously, 4-0.

DRAFT

ADJOURNMENT

The meeting adjourned at 9:02PM

Attest:

_____
Michael Kroitor, Chairman

_____
Autumn Williams
Administrative Staff Assistant

DRAFT

Planning & Zoning Attendance Report

2025		January	February	March	April	May	June	July	August	September	October	November	December
Michael Behar	Board Member	X	X		X		X	X	X		X		
Danny Gaekwad	Board Member	X	X	X		X				X			
Greg Lord	Board Member	X		X	X	X		X	X				
Jerry Lourenco	Board Member		X	X	X	X	X		X		X		
Michael Kroitor	Board Member	X	X	X	X		X	X	X	X	X		
Andy Bonner	Board Member	X	X	X	X	X	X	X	X	X	X		
Donald Johnson	Board Member	-	-	-	-	X		X	X	X			
*Thomas Fisher Term ended 08/2025	Alternate	*	*	*	*	*		*		-	-	-	-
Len Racioppi	Alternate	-	-	-	-	-	-	-	-	*	*		
*Paul Stentiford	Alternate	-	-	-	-	-		*	*	*	*		

- N/A

X Present; attendance is counted towards quorum

* Alternate Present; attendance not counted towards quorum

Updated 10-28-25 aw