



# **FINAL CONCEPTUAL STAGE RELOCATION PLAN**

Florida Department of Transportation  
District Five

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY  
I-75 (SR 93) at NW 49<sup>th</sup> Street

Marion County, Florida  
Financial Management Number: 435209-1-22-01  
ETDM Number: 14242

OCTOBER 2020

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.*

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## EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) in conjunction with Marion County is conducting a Project Development and Environment (PD&E) Study for a new interchange on Interstate 75 (I-75) at NW 49 Street, located just west of the City of Ocala in Marion County, Florida. The purpose of this Conceptual Stage Relocation Plan (CSRP) is to identify residences and businesses impacted by the project and to identify special relocation needs. This CSRP is submitted in compliance with Florida Statute 339.09, and the Uniform Relocation Assistance and Real Property Acquisition Act of 1987 (Public Law 91-646) and is consistent with Part 2, Chapter 4 of FDOT's PD&E Manual, last updated July 4, 2020.

The "No-Build" and Transportation Systems Management and Operations (TSM&O) Alternatives would not result in any relocations; however, the "No-Build" and TSM&O Alternatives would not address the needs of the proposed project. The relocation of thirteen signs and one business, Barracuda Boat and RV Storage, is anticipated under the preferred alternative. There would be no residential relocations under the preferred alternative. Replacement commercial sites are available for purchase and lease in the area around the project. Relocation advisory services and assistance will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act).

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# 1 INTRODUCTION

The Florida Department of Transportation (FDOT) in conjunction with Marion County is conducting a Project Development and Environment (PD&E) Study for a new interchange on Interstate 75 (I-75) at NW 49 Street, located just west of the City of Ocala in Marion County, Florida. The proposed interchange is needed to support the economic viability of the Ocala 489, a 489-acre industrial and commercial development, which is intended to serve as an economic engine for job creation in the region.

Within the project area, I-75 generally borders the City of Ocala, seat of Marion County in north central Florida. The greater Ocala area has recently experienced one of the highest growth rates in the country for a city its size, and the Marion County Comprehensive Plan outlines a vision to enhance the livability of its residents and promote economic growth in the region. In this vein, the County has designated approximately 3000 acres adjacent to I-75 as a future commerce park. The Ocala 489, located in this area has been established as a “Florida Enterprise Zone” and is composed of a recently constructed FedEx Ground Distribution Hub, Chewy distribution center, an AutoZone distribution center designated as a CSX Select Site, the Florida Crossroads Logistics Center, a Red Rock Development, and the remaining undeveloped sites. Development in this area will result in traffic volume increases along I-75 and the entire local roadway network.

**Figure 1-1** depicts the project vicinity. There are two existing I-75 interchanges within the project vicinity. The I-75/US 27 interchange is located approximately 2 miles south of the proposed interchange, and the I-75/SR 326 interchange, approximately 2 miles to the north. A recently completed Interchange Justification Report (IJR) (October 2020) concluded that the existing I-75 interchange ramp movements and intersections at US 27 and at SR 326 are expected to operate at failing levels of service in 2035. A new I-75 interchange at NW 49 Street (approximately midway between the two existing interchanges) is proposed to relieve congestion on the adjacent interchanges. The western limit of this project is NW 44 Avenue (west of I-75) and the eastern limit is the future NW 35 Street extension to the northern end of limerock pit, just southeast of the new proposed interchange (Phase 2B). It should be noted that this proposed NW 35 Street extension (Phase 2B) will be constructed by the County and is funded for construction in 2021, so it will be completed prior to the interchange being constructed.

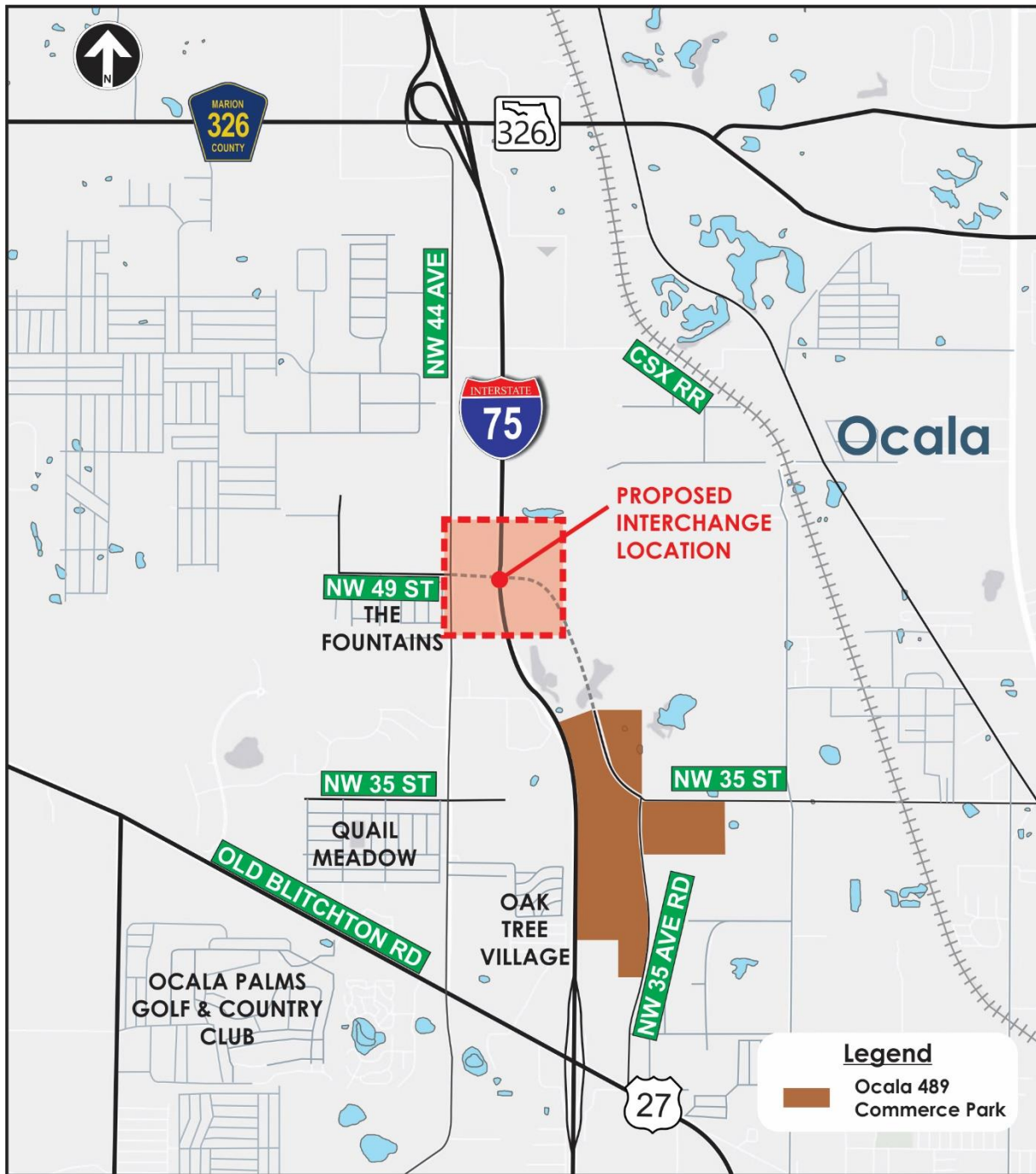


Figure 1-1 Location Map

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## 2 PROJECT PURPOSE AND NEED

### 2.1 Purpose

The purpose of a new I-75 interchange at NW 49/35 Street is to relieve congestion on adjacent interchanges by providing an alternate access to I-75 for the projected increase in truck volumes resulting from the future commerce district.

### 2.2 Need

The overall study was initiated with a detailed, comprehensive analysis of existing/projected substandard conditions. In general terms, some of the most critical potential needs include:

#### **Economic Viability and Job Creation**

The proposed interchange is needed to support the economic viability of the Ocala 489, a 489 acre industrial and commercial development, which is intended to serve as an economic engine for job creation in the region and is envisioned as a strategic central inland hub for freight-related traffic. The Ocala 489 has been established as a Florida Enterprise Zone, a designation which provides numerous tax credits to businesses located within the Commerce Park. In addition, this commerce park includes a site, recently developed by AutoZone, that was designated as a CSX Select Site (the first in Florida). Select Sites are properties identified and vetted as capable locations for future manufacturing facilities along the CSX rail network. FedEx Ground, Florida Crossroads Logistics Center, and Chewy also completed new facilities within the Ocala 489. Marion County has already made infrastructure improvements within the Park with the extension of NW 35 Street as a divided four lane facility.

It should be noted that the Ocala 489 is zoned M-1/M-2 or Light/Heavy Industrial and the businesses that are intended to occupy the commerce park will depend heavily on interstate and regional movement to transport raw materials and finished goods, around the State and beyond. In summary, due to its strategic location and incentives, the Ocala 489 and the commerce district/employment center will provide needed jobs in the area.

#### **Improve Interstate and Regional Mobility**

The proposed interchange will provide a more direct and efficient access to I-75 thus facilitating interstate and regional mobility. As previously stated, I-75 is a vital north-south interstate facility connecting six different states. From a regional perspective Marion County is approximately midway between Miami and Atlanta and occupies a strategic location due to its relative proximity to other important metropolitan areas such as Jacksonville, Orlando, and Tampa. This strategic location coupled with the presence of a major interstate facility such as I-75 makes this area a key potential hub for commercial industry. The proposed interchange is thus needed to support the efficient movements of goods.

#### **Address Locally Supported Long Term Regional Needs**

The proposed project is needed to provide important access to I-75 as part of a locally supported long range vision to provide a future east-west corridor parallel to US 27 and SR 326. This east-west corridor begins at NE 36 Avenue east of I-75 and Downtown Ocala and terminates at NW 70 Avenue west of the proposed I-75 interchange. In conjunction with this new east-west corridor is a connection to US 27 at NW 35 Avenue Road and at NW 60 Avenue.

The proposed I-75 interchange is currently listed as the number one (1) priority project on the Ocala/Marion Transportation Planning Organization (TPO) FY 2025 Priority Projects List. The County has

completed a number of improvements in the area in support of the proposed interchange and the Ocala 489, including extension of NW 35 Avenue Road. Phase 2A of the NW 35 Avenue Road extension was recently completed by the County, Phase 2B is a Marion County project currently in Final Design and programmed for construction in 2021, and Phase 2C is the connection between the proposed interchange and the future NW 35 Avenue Road (Phase 2B) that will be completed as part of the proposed interchange.

**Accommodate Future Traffic Growth**

As previously stated, one of the primary justifications for the new interchange is to accommodate projected future year traffic volumes. Marion County has experienced a significant and sustained growth in population since 1970. This significant growth rate is expected to continue in the future. According to the currently adopted Central Florida Regional Planning Model (CFRPM Version 6.1) socio-economic data for 2010 and 2040, the projected population for Marion County is expected to grow from approximately 325,199 to over 490,204 in population by 2040. As a result of this population growth, traffic volumes are increasing and will continue to increase in the future. As shown on **Table 2-1**, the proposed interchange will result in a reduction in the design year (2045) traffic volumes on US 27 and SR 326, the two contiguous I-75 interchange locations, as well as NW 35 Avenue Road, generally resulting in reduced delays and improved levels of service.

It should be noted that the existing SR 326 interchange located north of the proposed interchange would be a rather indirect option for trucks serving the Ocala 489, and therefore most of the truck traffic associated with the Commerce Park would likely utilize the US 27 interchange, severely degrading operations and safety at the interchange throughout the day. The need for the new interchange is based on projected traffic volumes in design year 2045 from build-out of not only the Ocala 489 but also the adjacent commerce district/employment center totaling 5,000 +/- acres. It is projected from the CFRPM 6.1 model that build-out in design year 2045 will add 25,000 daily trips to the roadway network with approximately 12%, or 3,000 vehicles, of which are projected to be trucks. As a result of this projected population growth, traffic volumes are increasing and will continue to increase in the future.

**Table 2-1 Projected Traffic Effects of the Proposed Interchange (Year 2045)**

LOCATION	% of Traffic Impact Change (AADT)		
	No-Build (2045)	Build (2045)	% Change
US 27 W of I-75	51,100	49,300	-3.52%
US 27 E of I-75	55,300	53,800	-2.71%
I 75 NB Off Ramp at US 27	14,600	12,800	-12.33%
I 75 SB On Ramp at US 27	15,200	13,500	-11.18%
I 75 NB On Ramp at US 27	2,700	3,600	33.33%
I 75 SB Off Ramp at US 27	2,900	4,300	48.28%
NW 35 Ave Rd N of US 27	24,700	21,600	-12.55%
SR 326 W of I-75	12,500	12,200	-2.40%
SR 326 E of I-75	38,200	37,700	-1.31%
NW 49 <sup>th</sup> St East of I-75	14,600	17,500	19.86%
NW 49 <sup>th</sup> St West of I-75	14,600	21,500	47.26%

### 3 PROJECT ALTERNATIVES

#### 3.1 No-Build

The “No Build” alternative assumes the retainment of existing conditions. It is used as a benchmark condition in order to compare the costs and benefits of implementing the proposed improvements to those incurred by continuing to use the existing facilities.

#### 3.2 Preferred Alternative

After a comprehensive evaluation process, one alternative was selected as being the most effective option. This alternative is illustrated on **Figures 3-1 and 3-2**. The preferred alternative, diverging diamond interchange (Alternative 3), consists of a diamond interchange in which the two directions of traffic on the minor road (NW 49 Street) crossover, or diverge, to the opposite side between the signalized crossover intersections at the on/off ramps (shown on **Figure 3-2**). This eliminates the need for left-turning vehicles to cross the paths of approaching through vehicles, facilitating operational maneuvers and increasing safety. This allows for a simple two-phase operation at the two signalized intersections within the interchange (no left turns), thus improving efficiency. The preferred alternative also includes the extension of NW 49 Street from NW 44 Avenue to Marion County’s future NW 35 Street extension (currently in final design). NW 49 Street (shown on **Figure 3-1**) will feature four 12-foot travel lanes with 7-foot bicycle lanes, a 28-foot raised median, and 6-foot sidewalk. The proposed right-of-way for NW 49 Street is 122 feet. NW 49 Street will curve towards the south east of I-75 to connect to Marion County’s future NW 35 Street extension (Phase 2B) connection through the Magnum Materials Mine which is funded for construction in 2021 by the County. Four stormwater treatment and attenuation ponds are shown on Figure 3-2 to meet water management district and FDOT drainage requirements.

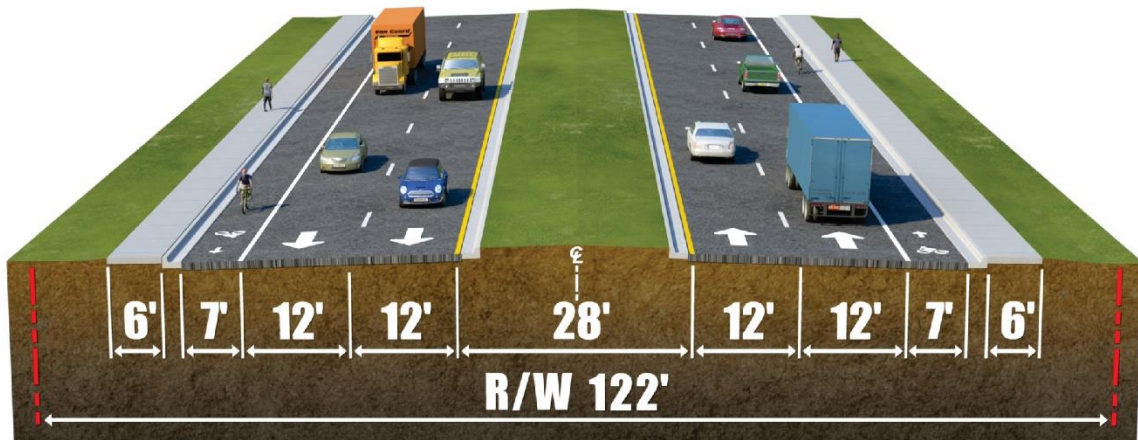


Figure 3-1 NW 49 Street Preferred Typical Section

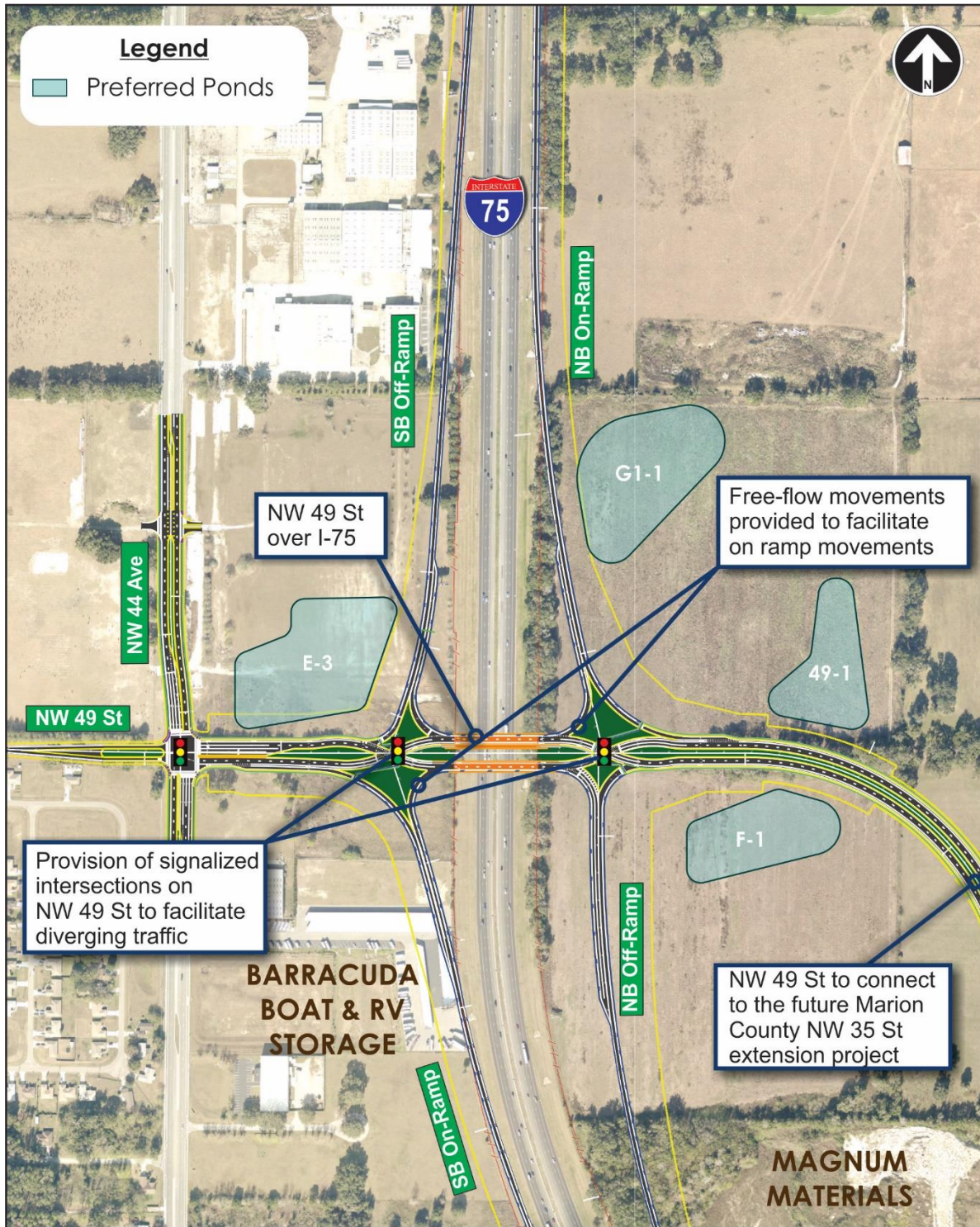


Figure 3-2 Preferred Alternative

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## 4 STUDY METHODOLOGY

Information from the PD&E study, project maps, field investigations and aerial photographs were used to identify properties that would be acquired or directly impacted by the proposed project. Research of available relocation options was conducted using standard online real estate listing databases. Property listings in the vicinity of the project that are available for potential purchase or lease are provided in **Appendix A**.

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## 5 RELOCATION OVERVIEW

The “No-Build” Alternative would not result in any relocations; however, the “No-Build” Alternative would not address the needs of the proposed project. The preferred alternative along I-75 would result in one business relocation and the displacement of thirteen outdoor advertising signs, and no residential relocations.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a Right-of-Way and Relocation Assistance Program in accordance with Florida Statute 421.55 (Relocation of Displaced Persons), and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### 5.1 RELOCATION POTENTIAL

#### Residential Relocations

No residential properties are proposed for relocation under the preferred alternative.

#### Businesses Relocations

One commercial property, Barracuda Boat and RV Storage, is proposed for relocation under the preferred alternative. Information regarding this property is presented in **Table 5-1**, photographs are provided as **Photographs 5-1** and **5-2**, below. Property cards from the Marion County Property Appraiser website are provided in **Appendix A**. Additionally, thirteen outdoor advertising signs are anticipated to be impacted; they are shown in **Appendix B**.

**Table 5-1 Commercial Relocation Details**

Site #	Facility Name	Parcel Numbers	Address/Location	Hazardous Waste Facility ID	Contamination Risk Rating
1	Barracuda Boat and RV Storage	20140283 & 13689-000-00	4707 NW 44th Ave, Ocala, FL 34482	FLD 984184226	Low

#### Publicly Owned Lands and Discussion with Local Officials/ Social Agencies

No publicly owned lands have been identified within the project corridor and no impacts are anticipated.

#### Impact on Cemeteries or Burial Plots

No cemeteries or burial plots have been identified within the project corridor and no impacts are anticipated.

#### Potential Hazardous Waste Concerns

A Contamination Screening Evaluation Report was prepared as part of this PD&E study and identified Barracuda Boat and RV Storage as a Low Risk potentially contaminated site. That site was formerly known as Voyager, Inc.



**Photograph 5-1 Barracuda Boat and RV Storage Entrance, facing east**



**Photograph 5-2 View from South of Barracuda Boat and RV Storage, facing north**

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## 5.2 RELOCATION EFFECTS

### General Effect of Relocation on Local Economy

No significant negative impacts on the local economy are anticipated as a result of this project as no resources would be displaced that provide specialized services that are difficult to duplicate nearby.

### Impacts on the Community and Special Populations

This project is anticipated to result in the displacement of one business. Access to remaining properties will be maintained with the preferred alternative.

## 5.3 RELOCATION ASSISTANCE

### Replacement Housing Remedy

No replacement housing will be necessary because there are no residential displacements. When residential relocations are necessary, comparable decent, safe, and sanitary replacement dwellings within the financial means of the displacees will be provided. Should replacement housing not be available because of insufficient inventory, or available comparable dwellings are not within the financial means of the displacees, or are not within the decent, safe, and sanitary standards of the Agency, cost effective *Replacement Housing of Last Resort* may be provided. Variations from the usual methods of obtaining comparability will result neither in a lowering of housing standards nor quality of living style for the displaced households. Physical characteristics of the comparable replacement dwelling may be dissimilar to those of the displacement dwelling, but they will not be inferior. If Housing of Last Resort becomes necessary, compensation greater than the current maximum replacement housing payment will be provided. Additional replacement housing options are available to persons being relocated under Housing of Last Resort provisions.

### Special Relocation Advisory Services

Relocation advisory services are extremely important in order to effectively accomplish relocation goals. Relocation services will be provided and will include appropriate Advisory Services as well as Relocation Assistance. Property acquisitions and relocation services will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (the Uniform Act), Title VI of the 14 Civil Rights Act, Title VIII of the Civil Rights Act of 1968, and relocation resources in the form of relocation advisory services. Relocation assistance will be provided to displaced residential and business entities without discrimination. The objectives of the Uniform Act are to:

- Provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects.
- Ensure that relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement.
- Ensure that no household is displaced unless decent, safe, and sanitary housing is available within the displaced household's financial means.
- Encourage and expedite property acquisition by agreement and without coercion.

A relocation specialist is assigned to assist all affected parties, to provide relocation advisory services, relocation assistance, aid in finding suitable replacement locations, and to assist with the submission of relocation claims. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

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## **6 EARLY CONSULTATION WITH LOCAL GOVERNMENTS**

Potential relocations were presented to the public and discussed at the Alternatives Public Workshop held on February 6, 2019. In addition, meetings with the Barracuda Boat & RV Storage were held on March 12, 2019 and October 8, 2019.

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## 7 CONCLUSION

The relocation of one business, Barracuda Boat and RV Storage, and thirteen signs are anticipated under the preferred alternative. Nearby replacement commercial sites are available and are shown in **Appendix C**. There would be no residential relocations under the preferred alternative. Relocation advisory services and assistance will be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The number of relocations associated with the preferred alternative are shown in **Table 7-1**.

**Table 7-1 Relocation Summary**

Relocations			
Residential	Business	Signs	Personal Property
0	1	13	0

## Appendix A: Property Cards of Impacted Properties

Villie M. Smith, CFA, ASA

**Marion County Property Appraiser**

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

**2019****13689-000-00**

Prime Key: 261688

[MAP IT](#)

Current as of 4/11/2019

[Property Information](#)

BARRACUDA BOAT & RV  
STORAGE OCALA LLC  
195 SW 129TH TER  
NEWBERRY FL 32669

[Taxes / Assessments:](#)

Map ID: 144

[Millage:](#) 9002[M.S.T.U.](#)[PC:](#) 49

Acres: 7.00

Situs: 4707 NW 44TH AVE OCALA

**Current Values NOT Available**[Ex Codes:](#)[History of Assessed Values](#)

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2018	\$259,182	\$296,424	\$116,786	\$672,392	\$513,616	\$0	\$513,616
2017	\$50,960	\$298,802	\$117,162	\$466,924	\$466,924	\$0	\$466,924
2016	\$50,960	\$213,737	\$117,539	\$433,279	\$433,279	\$0	\$433,279

[Property Transfer History](#)

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
<a href="#">5972/0684</a>	11/2013	09 EASEMNT	0	U	I	\$100
<a href="#">5872/1175</a>	04/2013	09 EASEMNT	0	U	V	\$100
<a href="#">5730/1928</a>	08/2012	07 WARRANTY	9 UNVERIFIED	Q	V	\$315,000
<a href="#">5590/1801</a>	10/2011	02 DEED NC	0	U	V	\$100
<a href="#">5590/1796</a>	10/2011	43 R-O-W	0	U	V	\$100
<a href="#">5105/1960</a>	10/2008	43 R-O-W	0	U	V	\$100
<a href="#">4578/1674</a>	09/2006	06 WARANTY	8 ALLOCATED	U	V	\$3,208,400
<a href="#">4578/1665</a>	09/2006	77 AFFIDAVIT	0	U	V	\$100
<a href="#">3304/0904</a>	12/2002	06 WARANTY	8 ALLOCATED	U	I	\$5,000,000
<a href="#">3015/0052</a>	09/2001	31 CERT TL	0	U	V	\$100
<a href="#">1867/0009</a>	10/1992	07 WARRANTY	9 UNVERIFIED	U	V	\$140,500
<a href="#">1723/1051</a>	03/1991	07 WARRANTY	0	U	V	\$100
<a href="#">1131/1048</a>	11/1982	07 WARRANTY	4 V-APPRAISERS OPINION	U	V	\$198,855

[Property Description](#)

SEC 34 TWP 14 RGE 21  
COM AT NW COR OF S 480 FT OF N 1080 FT OF W 1/2 OF NE 1/4 OF SEC 34  
TH S 89-45-18 E 66.97 FT TO PT ON E ROW LINE OF NW 44TH AVE & POB  
TH S 89-45-18 E 37264 FT TH N 00-35-41 E 33 FT TH S 89-45-18 E 580.37  
FT TO PT ON W ROW LINE OF I 75 SAID PT BEING ON A 3424.17 FT RAD CURVE  
CONCAVE ELY HAVING A CHORD BEARING & DIS OF S 06-17-27 E 516.36 FT TH

SELY ALG ROW LINE A CURVE THROUGH CENTRAL ANGLE OF 08-38-54 A DIS OF  
 516.85 FT TH N 89-45-18 W 495.91 FT TH N 00-00-41 E 354.53 FT TH N 89-25-09 W  
 515.34 FT TH N 00-34-29 E 122.46 FT TO POB.

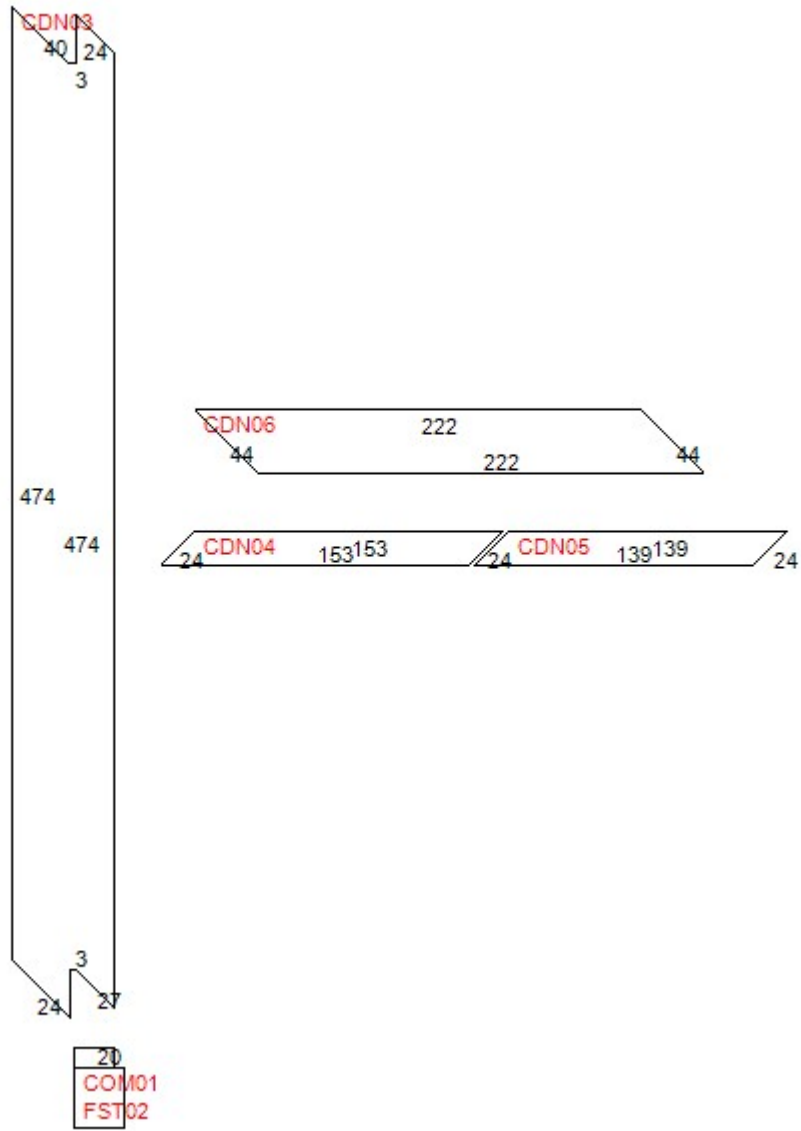
[Land Data - Warning: Verify Zoning](#)

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class	Value	Just Value
GISF		.0	.0	M2	304,920.00	SF	.8500	1.00	1.00	1.00			
Neighborhood 9919 - COMMERCIAL NW 44TH AVENUE													
Mkt: 2 70													

[Traverse](#)

**Building 1 of 1**

COM01=L25D30R25U30.L5  
 FST02=U10L20D10R20.U30  
 CDN03=A315|27L3D24A315|40U474A135|40R3U24A135|27D474.U237R40  
 CDN04=R153A225|24L153A45|24.R156  
 CDN05=R139A225|24L139A45|24.L156U60  
 CDN06=R222A135|44L222A315|44.



Building Characteristics

<b>Structure</b>	2 - STUD FRAME WOODMTL	<b>Year Built</b>	2013
<b>Effective Age</b>	1 - 00-04 YRS	<b>Physical Deterioration</b>	0%
<b>Condition</b>	1	<b>Obsolescence: Functional</b>	0%
<b>Quality Grade</b>	500 - FAIR	<b>Obsolescence: Locational</b>	0%
<b>Inspected on</b>	12/9/2016 by 211	<b>Base Perimeter</b>	110

**Exterior Wall** 39 HARDEE BOARD

Section	Wall Height	Stories	Year Built	Basement %	Ground Flr Area	Interior Finish	Sprinkler A/C		
1	8.0	1.00	2013	0	750	F17 OFFICE	100 %	N	Y
2	8.0	1.00	2013	0	200	FST UTILITY-FINISH	100 %	N	N
3	16.0	1.00	2013	0	23,806	CDN CANOPY-DETACHD	100 %	N	N
4	16.0	1.00	2016	0	2,596	CDN CANOPY-DETACHD	100 %	N	N
5	16.0	1.00	2016	0	2,359	CDN CANOPY-DETACHD	100 %	N	N
6	16.0	1.00	2016	0	6,907	CDN CANOPY-DETACHD	100 %	N	N

Section: 1

<b>Elevator Shafts:</b> 0	<b>Aprtments:</b> 0	<b>Kitchens:</b> 0	<b>4 Fixture Baths:</b> 0	<b>2 Fixture Baths:</b> 2
<b>Elevator Landings:</b> 0	<b>Escalators:</b> 0	<b>Fireplaces:</b> 0	<b>3 Fixture Baths:</b> 0	<b>Extra Fixtures:</b> 3

Miscellaneous Improvements

Type	Nbr Units	Type	Life	Year In	Grade	Length	Width	Depr Value
115 FENCE ALUMINUM	145.00	LF	20	2013	3	0.0	0.0	
105 FENCE CHAIN LK	1,380.00	LF	20	2013	3	0.0	0.0	
144 PAVING ASPHALT	167,364.00	SF	5	2013	3	0.0	0.0	
159 PAV CONCRETE	228.00	SF	20	2013	5	0.0	0.0	
159 PAV CONCRETE	215.00	SF	20	2013	3	0.0	0.0	
256 WELL 1-5 BTH	1.00	UT	99	2013	1	0.0	0.0	
190 SEPTIC 1-5 BTH	1.00	UT	99	2013	1	0.0	0.0	

Appraiser Notes

BARRACUDA BOAT &amp; RV STORAGE

12/2016

ADDED 3 CANOPYS

Planning and Building\*\* Permit Search \*\*

Permit Number	Amount Issued	Date Complete	Date Description
2016091683	\$68,843	9/16/2016	11/4/2016 CANOPY
2016080466	\$123,730	8/4/2016	10/6/2016 CANOPY
2013100031	\$2,400	10/3/2013	3/26/2014 SHADE SYSTEM CANOPY
2013051383	\$240,000	5/13/2013	11/19/2013 CANOPY
2013030475	\$80,000	3/4/2013	9/6/2013 OFFICE BLDG
2013030372	\$80,000	3/3/2013	6/18/2013 INSTALL & HOOK UP SIGN TO EXISTING ELECTRIC

Villie M. Smith, CFA, ASA

# Marion County Property Appraiser



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

2019

20140283

Prime Key: 3778502

[MAP IT](#)

Current as of 4/11/2019

[Property Information](#)

[More Names](#)

BARRACUDA BOAT & RV  
STORAGE  
C/O MICHAEL STANLEY  
195 SW 129TH TER  
NEWBERRY FL 32669-2787

[Taxes / Assessments:](#)

Map ID: 144  
[Millage:](#) 9002

[M.S.T.U.](#)

[PC:](#) 42  
Acres: .00

Situs: 4707 NW 44TH AVE OCALA

## Current Values NOT Available

[Ex Codes:](#) 31

[History of Assessed Values](#)

Year	Land Just	Building	Misc Value	Mkt/Just	Assessed Val	Exemptions	Taxable Val
2018	\$0	\$0	\$87,086	\$87,086	\$87,086	\$25,000	\$62,086
2017	\$0	\$0	\$100,118	\$100,118	\$100,118	\$25,000	\$75,118
2016	\$0	\$0	\$115,086	\$115,086	\$115,086	\$25,000	\$90,086

[Property Transfer History](#)

Book/Page	Date	Instrument	Code	Q/U	V/I	Price
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[Property Description](#)

SEC 34 TWP 14 RGE 21  
STORAGE  
Parent Parcel: 13689-000-00

[Land Data - Warning: Verify Zoning](#)

Use	CUse	Front	Depth	Zoning	Units	Type	Rate	Loc	Shp	Phy	Class	Value	Just Value
Neighborhood													

Mkt:

[Miscellaneous Improvements](#)

Type	Nbr	Units	Type	Life	Year In	Grade	Length	Width	Depr Value
------	-----	-------	------	------	---------	-------	--------	-------	------------

[Appraiser Notes](#)

[Planning and Building](#)

\*\* Permit Search \*\*

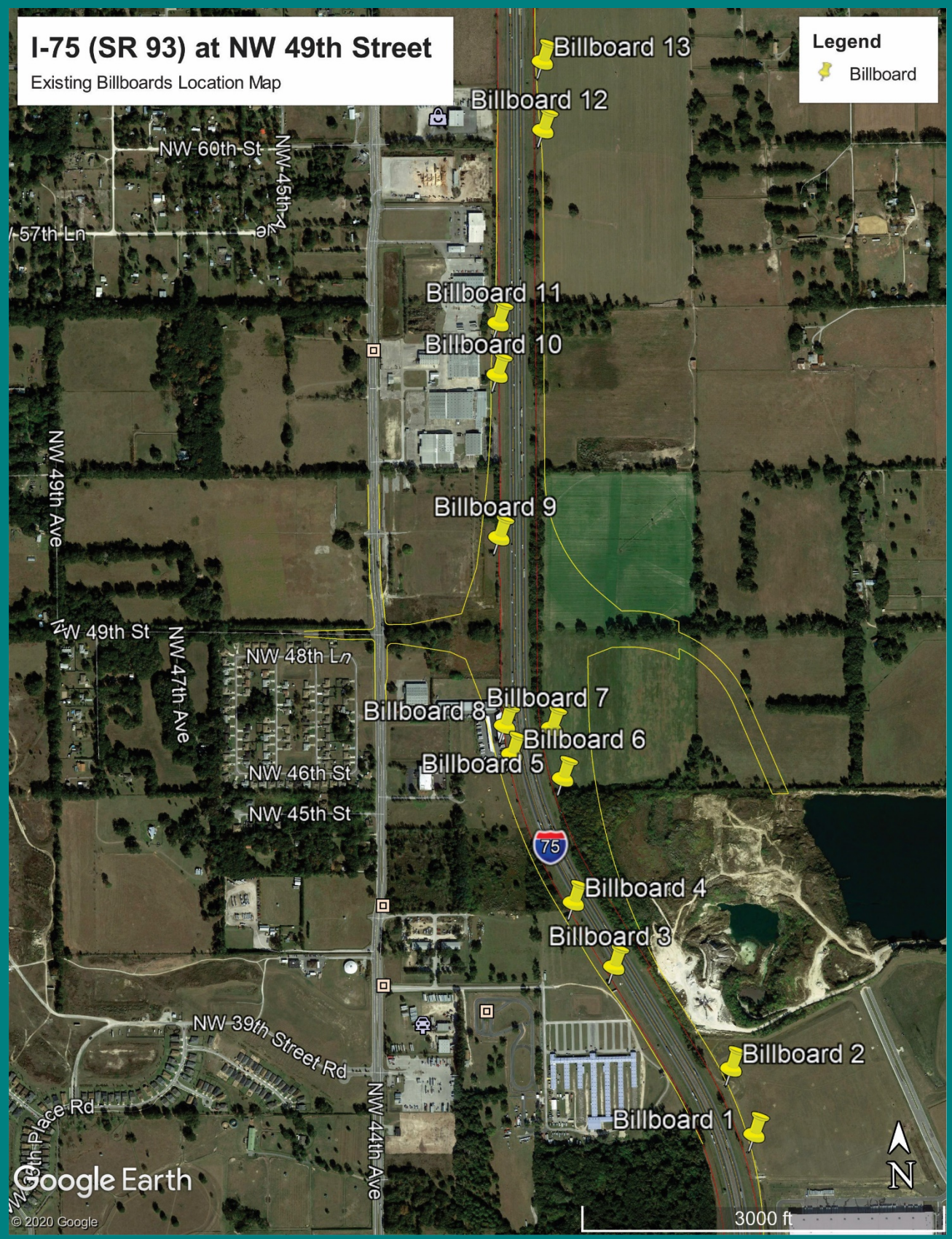
## Appendix B: Outdoor Advertising Signs

# I-75 (SR 93) at NW 49th Street

Existing Billboards Location Map

## Legend

 Billboard



Google Earth

© 2020 Google

3000 ft

**Billboard 1**



**Billboard 2**



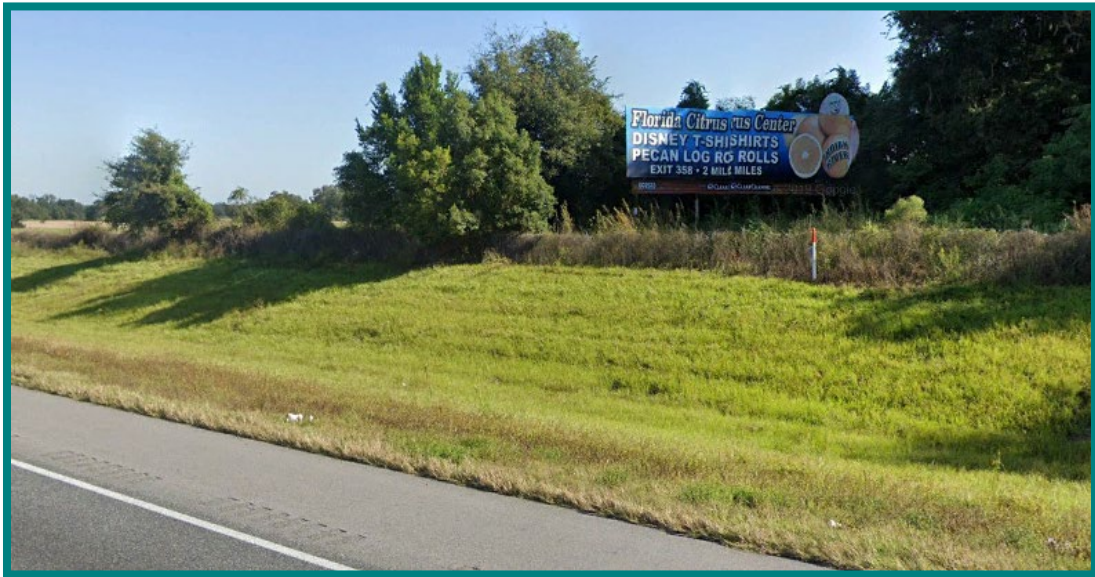
**Billboard 3**



**Billboard 4**



**Billboard 5**



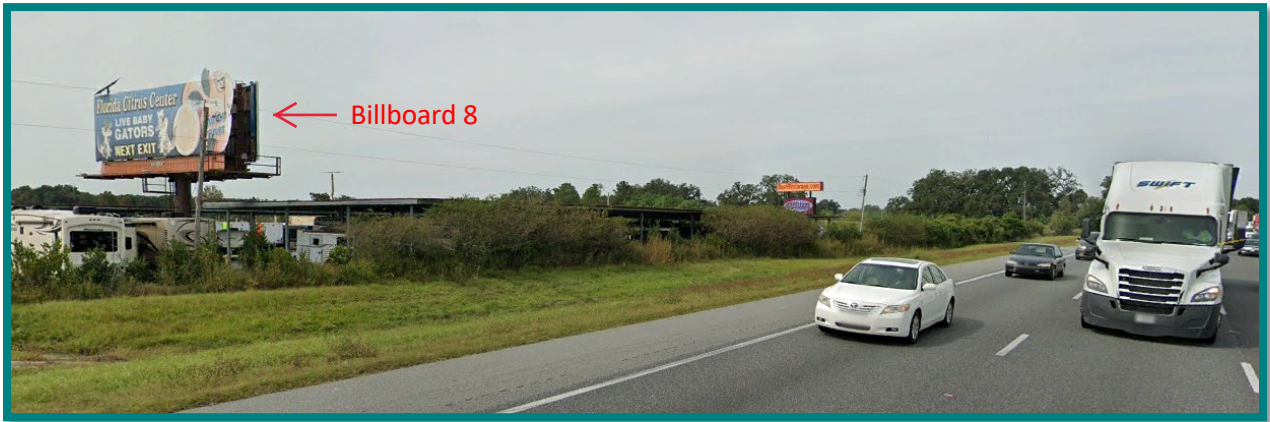
**Billboard 6**



Billboard 7



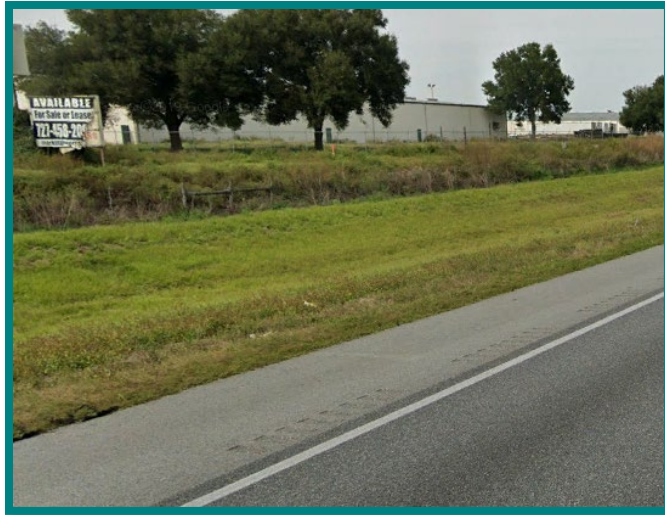
Billboard 8



Billboard 9



**Billboard 10**



**Billboard 11**



**Billboard 12**



Billboard 13



## Appendix C: Available Commercial Sites

# 1205 NW 27th AVENUE, Ocala, FL 34475

← BACK TO SEARCH



SALE **\$1,300,000** | **Mixed Use**

Courtesy Of Gus Galloway Realty, Inc.

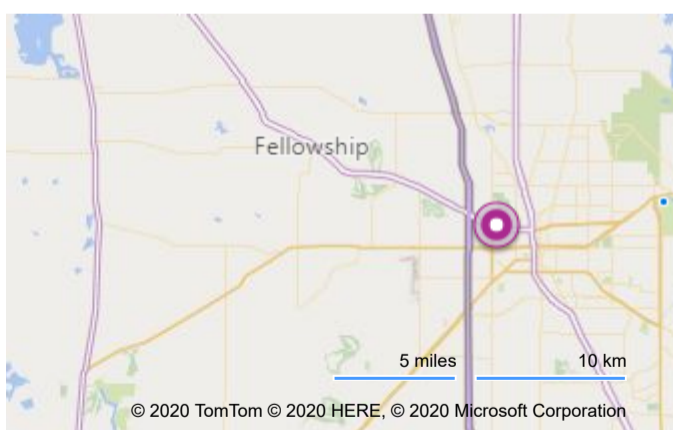
Incredibly flexible site with 4.5+ acres of paved yard and 11,936 SF wood-truss building. The B5 zoning can accommodate a variety of uses AND allows the full use of the expansive laydown yard. This property is security fenced, has two ingress/egress points on NW 27th Ave., and totals 8.3 acres in two parcels. Its proximity to I-75 (1 mile to US 27 Interchange) and the new Rural King puts this property right in the path for future commercial growth in Ocala.

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## Property Features

- Age: **31-40 Years Old**
- Architecture Style: **Other**
- Building Units: **5**
- Floors: **1.0**
- Legal Description: **SEC 12 TWP 15 RGE 21 COM AT W1/4 COR E 25 FT FOR POB S 00-23-40 E 620.05 FT TH S 63-49-55 E 181.34 FT TH N 12-20-11 E 13**
- MLSID: **OM560083**
- Number of Rooms: **0**
- Roof Type: **Unknown**



## Directions to This Property

1205 NW 27th AVENUE, Ocala, FL 34475

GET DIRECTIONS

## Demographic Data for 1205 NW 27th AVENUE, Ocala, FL 34475

Average Age

**35.0**

Married

**24%**

Number of Homes

**4,425**

Homes with children

**1,220**

# 0 Ne 21st Street, Ocala, FL 34470

← BACK TO SEARCH



SALE **\$7,500,000** | **Commercial**

Courtesy Of RE/MAX Premier Realty

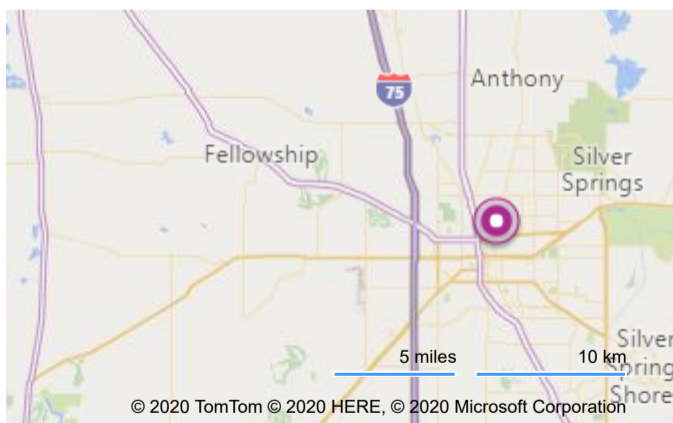
Price Reduction! Excellent opportunity to take advantage of the largest vacant land for sale in City limits Zoned PUD. Contiguous to New DR Horton Single Family Subdivision. Located in an explosive area for development that is in need of a Multi-Family Community. Located within 1 mile radius of Walmart, restaurants, retail, and walking distance to Appleton Museum, Ocala Civic Theater and public transportation. Property is wooded and consists of 5 parcels. Boundary, Tree & Topographic Survey and Conceptual Residential PUD available. Owner has paid for City Sewer and Water hook up at entrance.

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## Property Features

- Architecture Style: **Other**
- Legal Description: **SEC 02 TWP 15 RGE 22 W 1/2 OF SW 1/4 OF SE 1/4 & EXC W 200 FT THEREOF & EXC S 25 FT THEREOF FOR RD ROW**
- MLSID: **G5008417**
- Roof Type: **Unknown**



## Directions to This Property

0 Ne 21st Street, Ocala, FL 34470

Starting Address

## Demographic Data for 0 Ne 21st Street, Ocala, FL 34470

Average Age

**44.0**

Married

**35%**

Number of Homes

**8,282**

Homes with children

**1,613**

# 0 SE 58th AVENUE, Ocala, FL 34472

← BACK TO SEARCH



SALE **\$1,900,000** | **Commercial**

Courtesy Of Foxfire Realty

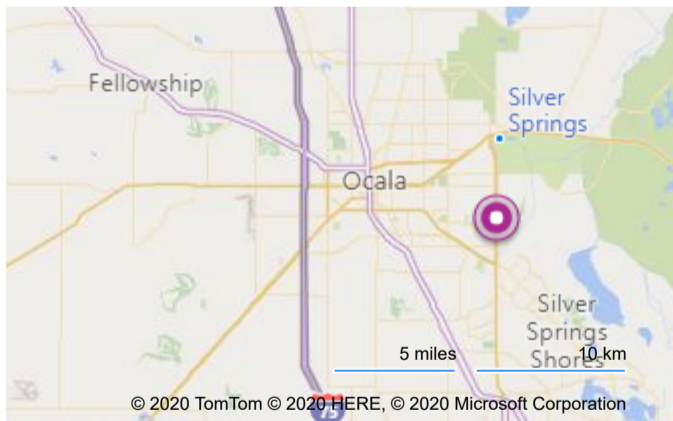
ESTATE SALE. COMP COMMERCE DISTRICT. ZONING B-5 WHOLESALE BUSINESS & INDUSTRIAL PUD MARION COUNTY. CITY OF BELLEVIEW WATER & SEWER. RAIL SERVICE PROVIDED BY FLORIDA NORTHERN. MEDIAN CUT AT ASPEN ROAD.

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## Property Features

- Architecture Style: **Other**
- Legal Description: **LENGTHY IN LISTING OFFICE.**
- MLSID: **OM543953**
- Number of Rooms: **0**
- Roof Type: **Unknown**



## Directions to This Property

0 SE 58th AVENUE, Ocala, FL 34472

Starting Address

## Demographic Data for 0 SE 58th AVENUE, Ocala, FL 34472

Average Age

**38.0**

Married

**38%**

Number of Homes

**10,943**

Homes with children

**3,567**

Age Population ▾

# 0 SW State Rd 200, Ocala, FL 34481

← BACK TO SEARCH



SALE **\$2,950,000** | **Commercial**

Courtesy Of Keller Williams Cornerstone Realty

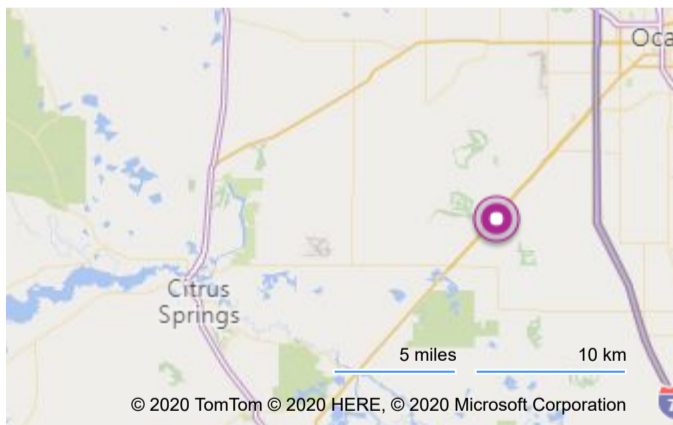
The property features direct access to State Road 200 and Sw 110th Street which is a signalized intersection. County water and sewer available at the site. Retail, Office, Land available in counties fastest growing corridor.

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## Property Features

- Architecture Style: **Other**
- Legal Description: **SEC 26 TWP 16 RGE 20PLAT BOOK 012 PAGE 043OAK RIDGE BUSINESS CENTER III PARCEL 8**
- MLSID: **OM570090**
- Number of Rooms: **0**
- Roof Type: **Unknown**



## Directions to This Property

0 SW State Rd 200, Ocala, FL 34481

Starting Address

## Demographic Data for 0 SW State Rd 200, Ocala, FL 34481

Average Age

**72.0**

Married

**55%**

Number of Homes

**12,070**

Homes with children

**677**

Age Population ▼

# 6660 Sw Hwy 200, Ocala, FL 34476

← BACK TO SEARCH



SALE **\$2,500,000** | **Commercial**

Courtesy Of Century 21 ListSmart

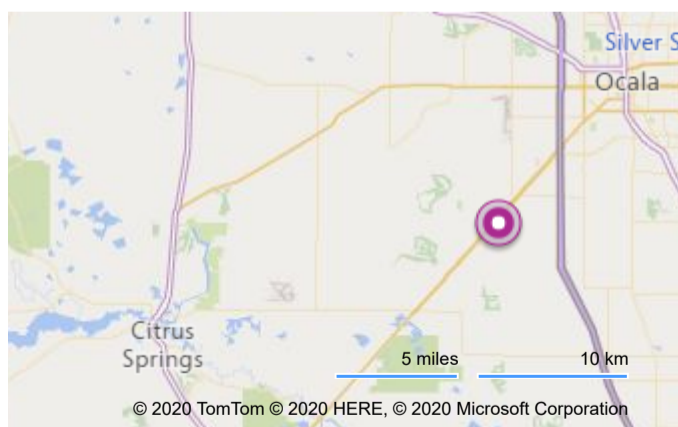
19.66 acres of B2/A1 zoned vacant land with over 800' frontage along SR200. Property is 4.77 miles east of CR484 and Walmart. 1 mile East of Top of the World .Ocala/Marion County is a community rich in cultural and natural resources. The arts flourish through the Appleton Museum, with its outstanding cultural exhibits, and the Ocala Civic Theatre with a wide array of award-winning dramatic and musical productions. Opportunities exist for music appreciation through the Central Florida Symphony Orchestra and the Marion Civic Chorale. West Port High School serves as the Marion County Center for the Arts. In addition, the Marion Cultural Alliance is a community-sponsored agency that encourages programs and appreciation of all cultural activities in the community.

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## Property Features

- Architecture Style: **Other**
- Legal Description: **SEC 17 TWP 16 RGE 21 BEGIN AT THE NE COR OF NW 1/4 OF SEC 17 TH N 00-29-50 E 25 FT TH TH S 00-29-50 W 1520.36 FT TH N...**
- MLSID: **OM562630**
- Number of Rooms: **0**
- Roof Type: **Unknown**



## Directions to This Property

6660 Sw Hwy 200, Ocala, FL 34476

Starting Address

## Demographic Data for 6660 Sw Hwy 200, Ocala, FL 34476

Average Age

**56.0**

Married

**50%**

Number of Homes

**10,757**

Homes with children

**1,585**

# 3949 SW College Road, Ocala, FL 34474

← BACK TO SEARCH



SALE **\$4,500,000** | **Possible Use**

Courtesy Of Bosshardt Realty Services, LLC

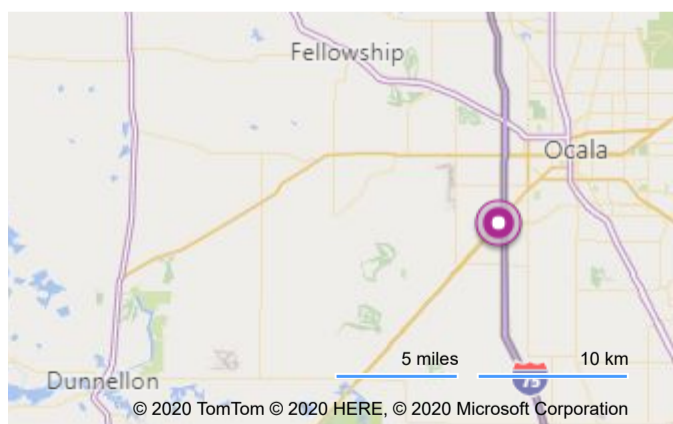
Great opportunity to own prime real estate in Ocala Florida, better known as the Horse Capital of the World. Ocala owes this distinction due in large part to the blessing of the limestone that is an all-natural supplement nutrition that allows horses to thrive! Home to many equine events and facilities such as HITS, Ocala Breeders Sales, and the soon to be World Equestrian Center, Ocala has earned the name Horse Capital of the World. Located in the Heart of Florida, Ocala is a very convenient City. Ocala is located in Marion County, which has a population of 344,417 and is the fourth largest county in Florida. With the new Fed-Ex distribution center, up and coming Chewy distribution center, as well as the AutoZone distribution center, Ocala is continuing to grow each and every day. On average there are over 39,000 vehicles that travel SR 200 each day, which totals around 14.2 million vehicles annually. This property is located on SR 200, just four tenths of a mile West of I-75.

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## Property Features

- Architecture Style: **Other**
- Legal Description: **Please see attached. Two separate property tax ID numbers make up this listing. # 23896-002-008 # 23896-002-006**
- MLSID: **429598**
- Roof Type: **Unknown**



## Directions to This Property

3949 SW College Road, Ocala, FL 34474

## Demographic Data for 3949 SW College Road, Ocala, FL 34474

Average Age

Married

Number of Homes

Homes with children

COMMERCIAL-REAL-ESTATE-FOR-LEASE

2626 NW 35th St

Ocala, FL 34475

- Northwest Ocala (/cont/northwest-ocala-ocala-fl/industrial-space-for-lease)

\$3,500/Mo

Manufacturing For Lease • 6,000 SF



352-572-9109  
(tel:352-572-9109)

Gus Galloway Realty  
Inc.

First Name

Last Name

Phone

Email

Your Message

Contact Broker

Media	Map	Street View
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Very flexible 4.39 Acre site with M-1 Zoning. Bldg #1 is leased Bldg #2 is 6,000 SF and is 50% Office/Showroom and 50% warehouse with two grade level roll up doors. Median cut on NW 35th St and ample parking. Easy access to I-75, Hwy 441, and close proximity to the New Amazon, FedEx, Chewy, and Autozone distribution centers. Excellent location on newly restructure NW 35th St in a busy industrial area with easy access to major roadways.