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NORTH RIDGE
COMMUNITY
REDEVELOPMENT
PLAN

Polk County
North Ridge Community Redevelopment Agency
Board of County Commissioners

North Ridge

Community Redevelopment Plan

Polk County Board of County Commissioners

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1.0 INTRODUCTION

The North Ridge Community Redevelopment Area (CRA) Plan is based on the Polk County Comprehensive Plan and creates, consistent with the Comprehensive Plan, a method for helping to implement the Future Land Use, Transportation, Housing, Leisure Services, Recreation and Open Space, Infrastructure, and Water and Sewer Elements of the Comprehensive Plan. The CRA Plan projections for future land use, transportation, water, sewer, and leisure services use the projections provided in the Comprehensive Plan. The transportation needs analysis utilized the Polk County transportation model for 2025, and is directly related to the Polk County Land Use Element, to determine roadway needs and schedules. The future land use patterns are the adopted future land use patterns for the North Ridge, CR 54/Loughman, and US 27 North Selected Area Plans (SAP's).

Polk County recently adopted the North Ridge SAP, which is one of three SAP's that comprise the rapidly urbanizing northeast section of Polk County. The creation of the North Ridge CRA is one of the implementing strategies adopted as part of the North Ridge SAP. The capital improvements section of the North Ridge SAP contains a policy that all capital improvements shall be financed substantially from development within the North Ridge SAP through appropriate funding mechanisms such as the creation of a CRA among others. Shortly after adopting the North Ridge SAP, the Board of County Commissioners authorized the Planning Division staff to study the feasibility of establishing a CRA for all or part of the North Ridge CRA. The area selected for the North Ridge CRA consists of a portion of the North Ridge SAP, all of the US 27 North SAP, and a small portion of the CR 54/Loughman SAP near the US 27 and Interstate 4 interchange.

This plan for the redevelopment of the area known as the North Ridge CRA has been prepared in compliance with the State of Florida's redevelopment statute Chapter 163 Part III, Florida Statutes. The Board of County Commissioners declared this area blighted and eligible for redevelopment by Resolution (02-19) passed April 17, 2002. The purpose in preparing a

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redevelopment plan is to guide public and private actions to eliminate blighting conditions and provide for continued reinvestment in the neighborhood. This plan includes a description of needed improvements in the CRA and redevelopment projects to address the needs by eliminating blighting conditions.

This plan is designed to eliminate unsafe conditions and obsolete land use patterns, and provide a framework that will increase investor confidence in the renewal of the area. As a result of redevelopment, the County's tax base will be expanded, jobs and housing will be available in the area, parks and open space improvements will be implemented and the environment will be enhanced to increase the enjoyment of area residents and employees.

The plan is built on conservative forecasts and assumptions. An incremental financial plan is proposed that considers different options and time frames for implementation such as the amount of Tax Increment that will accrue to the CRA over what period of time. A variety of financing options are proposed including Tax Increment Financing, impact fees, developer contribution/donation, special taxing districts such as Municipal Service Taxing Units (MSTU) or Municipal Service Benefit Units (MSBU), federal or state funds through the CBDG program or HUD funding, and the issuance of revenue bonds.

Guiding Principles

The following guiding principles were considered important to the Board of County Commissioners when establishing the North Ridge CRA. Therefore, these principles were used in developing the CRA Plan.

- The Polk County Board of County Commissioners will form the Community Redevelopment Agency and will be responsible for adopting and implementing the CRA Plan.
- There will be no increase in tax rates as a result of creating the CRA.
- The CRA Plan will be based on a conservative forecast of growth rates of taxable value in the CRA.
- A conservative approach will be taken in implementing the Plan.
- An incremental financial plan will be developed that considers the time frame for the life of the CRA, the MSTU revenues, and the percent of tax increment allocated to the CRA.

Statutory Requirements

The selected area for a Community Redevelopment Plan must first be found to conform to the provisions of Chapter 163.355, that require that the local government, in this case the Polk County Board of County Commissioners, establish a finding of necessity to conduct redevelopment activities. On April 17, 2002 the Polk County Board of County Commissioners adopted a resolution finding that blight existed in the North Ridge CRA consistent with the provisions of Chapter 163.355. At the same public hearing, the Board of County Commissioners

established the North Ridge Community Redevelopment Agency to conduct redevelopment activities. The Polk County Board of County Commissioners elected to act as the Community Redevelopment Agency for the North Ridge CRA.

Subsequently on [future date], the Polk County Board of County Commissioners adopted an update to the Blight Study to address the inadequacy of library services. This inadequacy has a blighting effect contributing to a lower quality of life for the residents in the community.

Any redevelopment activity undertaken by the Community Redevelopment Agency must be in accordance with an adopted CRA plan. The redevelopment plan must include the requirements of statute as stated in Section 163.362, Florida Statutes (See Appendix A). The plan must indicate areas for acquisition, demolition, redevelopment, improvements and housing rehabilitation. If redevelopment displaces any families, the plan must include a method to relocate the families. The plan must be consistent with the Polk County Comprehensive Plan and indicate any zoning and Future Land Use changes necessary to implement the plan, if any. The plan must address land uses, maximum densities, and building requirements. Among other findings, the CRA plan must give due consideration to community policing, library services, and parks and recreation.

Once the governing body approves the plan, the CRA is empowered to implement the plan. Among the powers the CRA may use are the installation of public facilities, disposition of property for uses specified in the plan, property acquisition, demolition, and administration of a tax increment finance district if a tax increment financing district is created by the governing body.

2.0 DETERMINATION OF BLIGHT

Boundary of the North Ridge CRA

The North Ridge CRA boundary is shown on Figure 2-1 on the following page. A complete legal description, pursuant to Section 163.362(1), F.S., is included at Appendix B. The North Ridge CRA is generally bounded on the north by the Lake County line and on the northeast by the Osceola County line. The northern boundary crosses Interstate 4 below Ronald Reagan Parkway (CR 54) and follows an irregular line eastward to US 17-92 near the intersection with CR 54. The boundary generally follows US 17-92 southwesterly to just north of the City of Davenport where it turns to the west and north along the boundary of the City of Davenport. The boundary follows an irregular course westerly and turns north where it intersects Ridgewood Lakes Boulevard and then proceeds westerly until it intersects the eastern boundary of the Core Boundary of the Green Swamp Area of Critical State Concern north of an extension of Mini Dump Road. The western boundary is an irregular boundary that generally follows the Core Boundary northerly until it intersects the Lake County line.

Land Use

The land use for the North Ridge CRA that was used in the analyses of the roadway network, leisure services, and water and sewer services is the adopted land use pattern in the North Ridge, US 27 and CR 54/Loughman SAP's. The land use distribution in the North Ridge CRA is graphically displayed in Figure 2-2 and shown in Table 2-1. Open space in the form of public parks, recreation/open space and preservation areas, the layout of major streets, and public utility sites such as water/sewage treatment plants within the CRA are shown in Figure 2-2 (See S. 163.362(2)(a) and (d), F.S.).

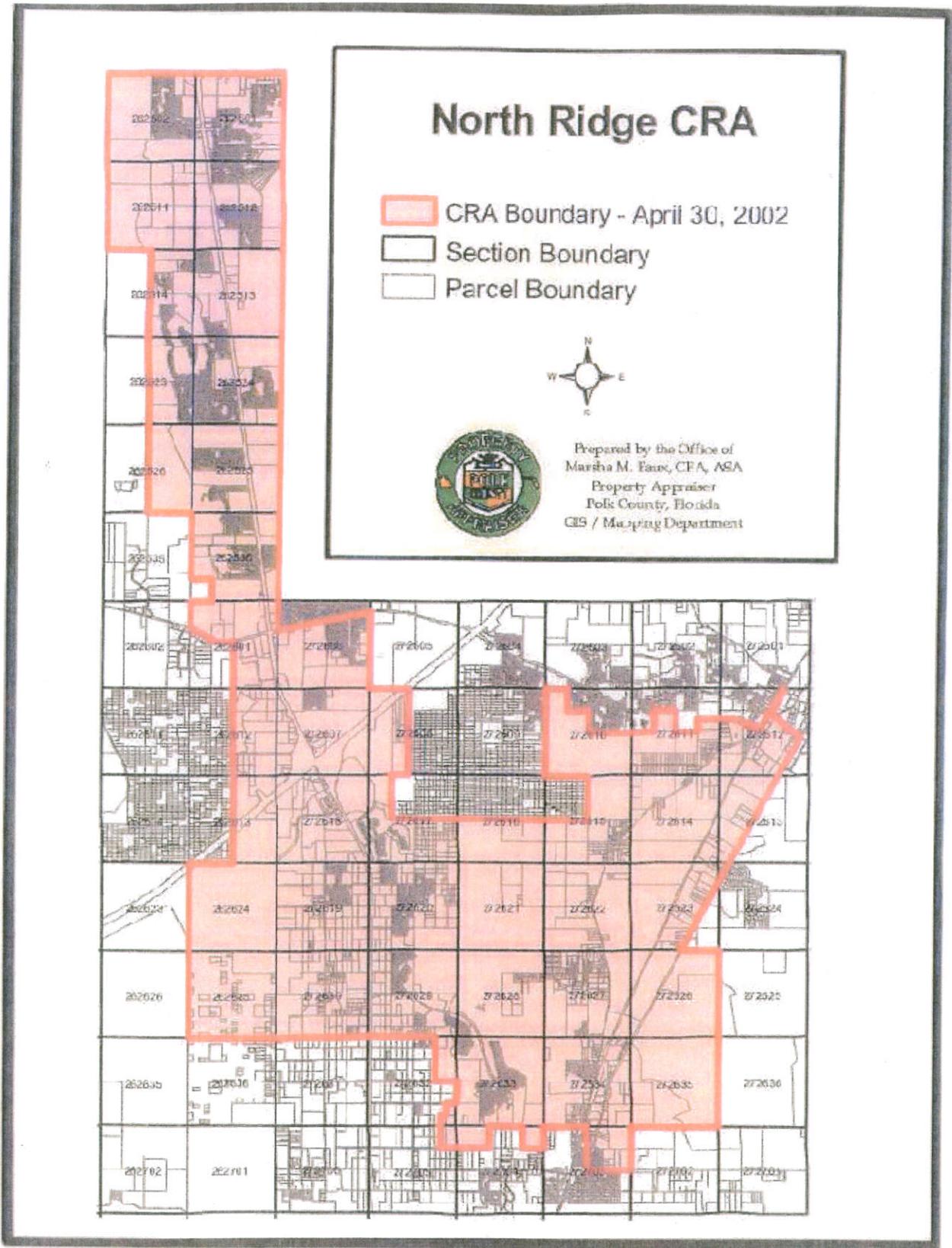


FIGURE 2-1

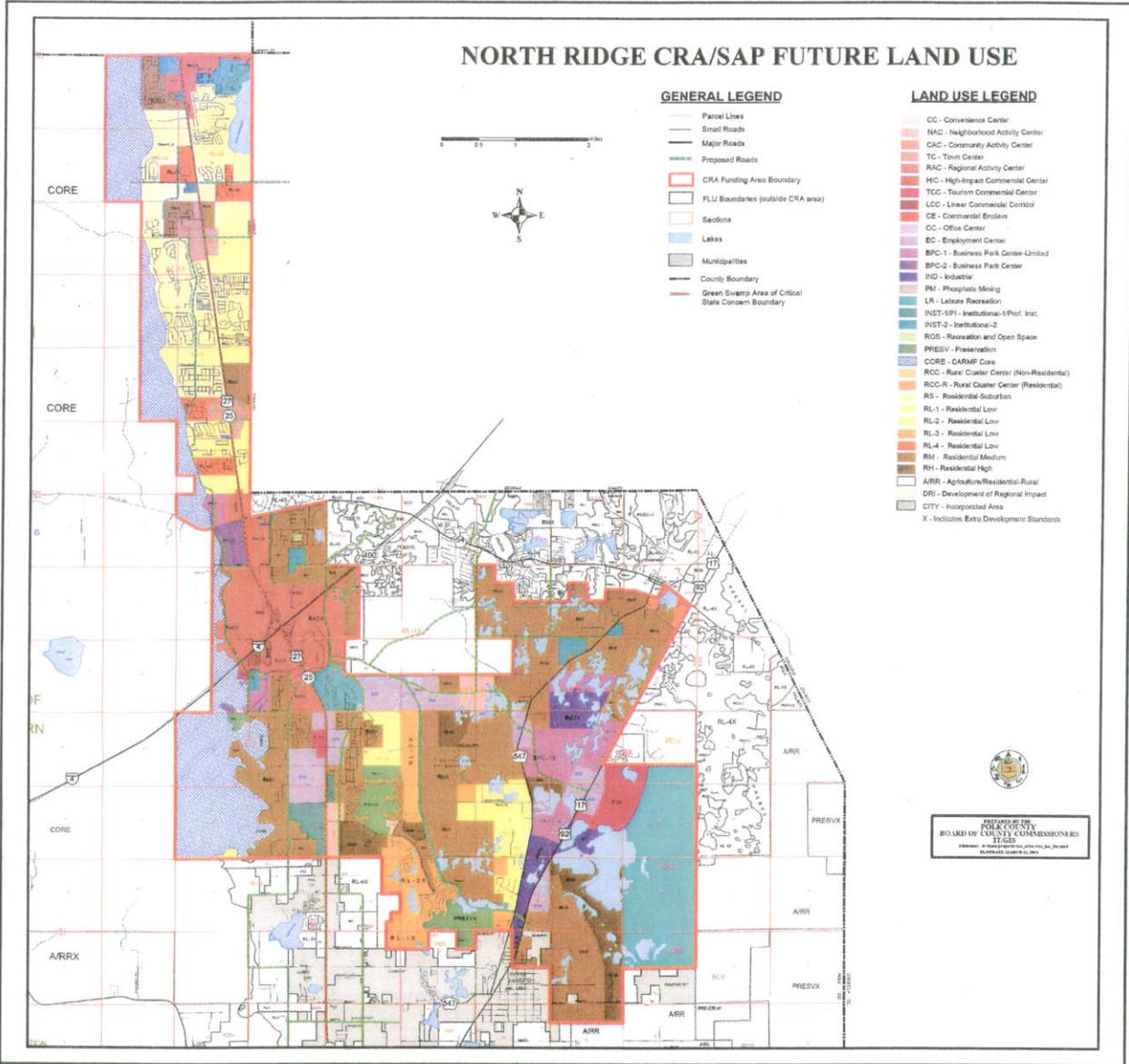


Figure 2-2 North Ridge CRA Future Land Use Map

Table 2-1. North Ridge CRA 2025 Land Use

| | |
|-------------------------|--|
| Single Family | 2557 Dwelling Units |
| Multi Family | 4855 Dwelling Units |
| Total Residential Units | 7412 Dwelling Units |
| Industrial | 317,000 Square Feet Gross Building Area |
| Commercial | 929,200 Square Feet Gross Building Area |
| Service | 1,918,500 Square Feet Gross Building Area |
| Hotel | 1979 Rooms |
| Source: | <i>Polk County 2025 Transportation Plan; Kimley-Horn and Associates, Inc.; and Harlan Hanson, Inc.</i> |

The following Future Land Use designations are found in the CRA:

- Agricultural Rural Residential (A/RR)
- Residential Low (RL)
- Residential Medium (RM)
- Residential Suburban (RS)
- Commercial Enclave (CE)
- Tourism Commercial Center (TCC)
- Convenience Center (CC)
- Linear Commercial Corridor (LCC)
- Neighborhood Activity Center (NAC)
- Community Activity Center (CAC)
- Regional Activity Center (RAC)
- Town Center (TC)
- Office Center (OC)
- Business Park Center (BPC)
- Industrial (IND)
- Institutional (INST)
- Professional Institutional (PI)
- Leisure Recreational (LR)
- Ridgewood Lakes and Circus World (a.k.a. Boardwalk & Baseball) DRI's
- Recreation and Open Space (ROS)

- Preservation
- CORE

When the current Polk County Land Development Code (LDC) became effective on September 1, 2000, zoning was abolished in the County. Land use districts are implemented through the County's LDC. Limitations on the type, size, height, number, and proposed use of buildings in each of the land use districts are defined in the LDC (*See also S. 163.362(2)(b), F.S.*) The dimensional requirements such as setbacks, height, and density for each of the land use districts are included in Appendix C.

There are no Future Land Use district changes proposed as part of this CRA Plan. (*See also S.163.360 (2)(b), F.S.*) The CRA Plan incorporates the distribution, intensities and densities of the Future Land Use Maps for the SAP's that were adopted in the Future Land Use Element of the Polk County Comprehensive Plan (*See also S. 163.360 (2)(b), F.S.*).

Library System

The Polk County Library Cooperative (PCLC), the library system for Polk County was established in 1997 after many years of informal cooperation between the many municipalities in the county that provided library services. As a result of this library cooperative, Polk County was now eligible for the State Aid to Libraries from the Department of State. Over the past 10 years since its inception, the PCLC has increased resources through the initial funding from the State as well as from the annual appropriation from the county. Since 2005, funds from the library MSTU have been allocated to the PCLC.

The PCLC published a Comprehensive Study in 2007 in which they updated all the new developments regarding the library system. Among the findings included in said study the Polk County Library Cooperative recognizes that there is a lack of library facilities for the growing population in Northeast Polk County. This growth is projected to be tremendous. According to United States Census estimates, Polk County has grown by 16.1 percent from April 2000

through July 2006, almost 3 percent more than the State of Florida during the same period. The Polk County Transportation Planning Organization projects that their East Planning Area, which includes the North Ridge CRA, is expected to grow by over 105,000 people in only the first three decades of the twenty-first century. For purposes of perspective, a population of 105,000 is approximately the size of the City of Clearwater. There is an eminent need for library facilities because of the immense growth that has taken place and is projected to continue. That is why Polk County Library Cooperative recommends, as a “high priority”, the proposed Roseberry Square Branch, which would be located in the Roseberry Square Shopping Center on U.S. Highway 27, one-half mile south of I-4. The proposed facility would be an impermanent solution for providing essential library services to the fast growing vicinity as it would be an express library, located in the store front of a shopping center, providing a limited amount of services until a permanent full service structure can be built.

Moreover, when compared to population peer library systems from across the State of Florida, including the Palm Beach, Brevard, and Lee County Systems, the Polk County Library Cooperative ranks last in local income per capita. Polk County’s total income per capita is less than half of the closest peer county system in the group according to the 2007 Polk County Library Cooperative Comprehensive Study. Polk County’s unincorporated area library system’s income per capita is even lower than the county’s as a whole. The Polk County Library Cooperative recommended a \$20 income per capita in 2001 for Polk County which would be just under \$24 in 2007 dollars. This amount is still less than the next lowest peer system but at least competitive in comparison. Hence, there is a need for additional income. This need can be met by the use of Municipal Service Tax Unit or MSTU revenues and impact fees. The use of library impact fees may be applied to capital improvements related to the proposed new facility located in the Roseberry Square Shopping Center and future construction of permanent library facilities. MSTU generated funds will supplement Projected Tax Increment or TIF revenues and may be used to address current service deficiencies and shortfalls such as the large gap between total income per capita for the Polk County Library Cooperative and population peer county library systems from across the state.

Housing

A small residential enclave known as the Jamestown area, which is located northeast of the City of Davenport, was studied to determine if blighted conditions exist. The housing conditions on nine streets in the Jamestown area and eight streets just north of the Jamestown area were surveyed. Indicators of blight such as broken windows, roof damage, missing siding, damaged/boarded up structures, missing doors, peeling paint, mobile home skirting damaged, poorly maintained/overgrown lots, and junk vehicles/trash or old appliances in yards were noted during the survey. In the Jamestown area 25 homes with indicators of blight were found and 12 homes north of Jamestown had indicators of blight.

Although, municipal and County funds have been spent sporadically over the last two decades on redevelopment projects in the Jamestown area, The neighborhoods in the area continue to lack basic amenities such as properly functioning roadway drainage, community park land, sidewalks and adequate street lighting. These conditions contribute to a lack of pride in the neighborhood and affect the public health, safety and well being of the residents.

Open Space/Parks and Recreation

The County's Parks and Recreation Division recognizes a lack of public park land in Northeast Polk County based on the level of service (LOS) standard of 6.95 acres per 1,000 people which was previously adopted in the Comprehensive Plan. Currently the area is deficient 65 acres and the need is projected to increase to 200 acres through the year 2010 based on anticipated population growth in the North Ridge CRA.

As development occurs in the North Ridge CRA, park and recreation space is required to be provided in each new development to meet the LOS standard. The LDC requires that 50% of the park requirement be satisfied within the development and be related specifically to that development and 50% shall be achieved by making a financial contribution through the form of an impact fee for acquisition, creation, and maintenance of a new community and/or regional park (for developments more than 100 units). Polk County has an unfunded need to purchase a 150-250 acre regional park site in northeast Polk County. The cost to purchase a 150 acre parcel is estimated to be \$5.1 million at \$34,000 per acre in 2003 dollars; however, only \$233,000 was identified in FY 2002 to apply to the purchase of a regional park site. No other funds are identified in subsequent years.

Transportation

A traffic analysis was prepared by Kimley-Horn and Associates, Inc. to determine if transportation blight exists or will exist in the future within the North Ridge CRA. The evaluation of the existing transportation network was evaluated utilizing the data and information available from the Polk County Transportation Planning Organization and the Polk County Comprehensive Plan. The land uses evaluated are projections for 2025 and are consistent with the recently adopted North Ridge SAP as well as the previously adopted CR 54/Loughman and US 27 North SAP's. Data on existing traffic conditions were obtained from the Polk Transportation Planning Organization. The existing roadway network serving the area is limited to a few major roadways with no minor or local roadway system supporting the major roadway

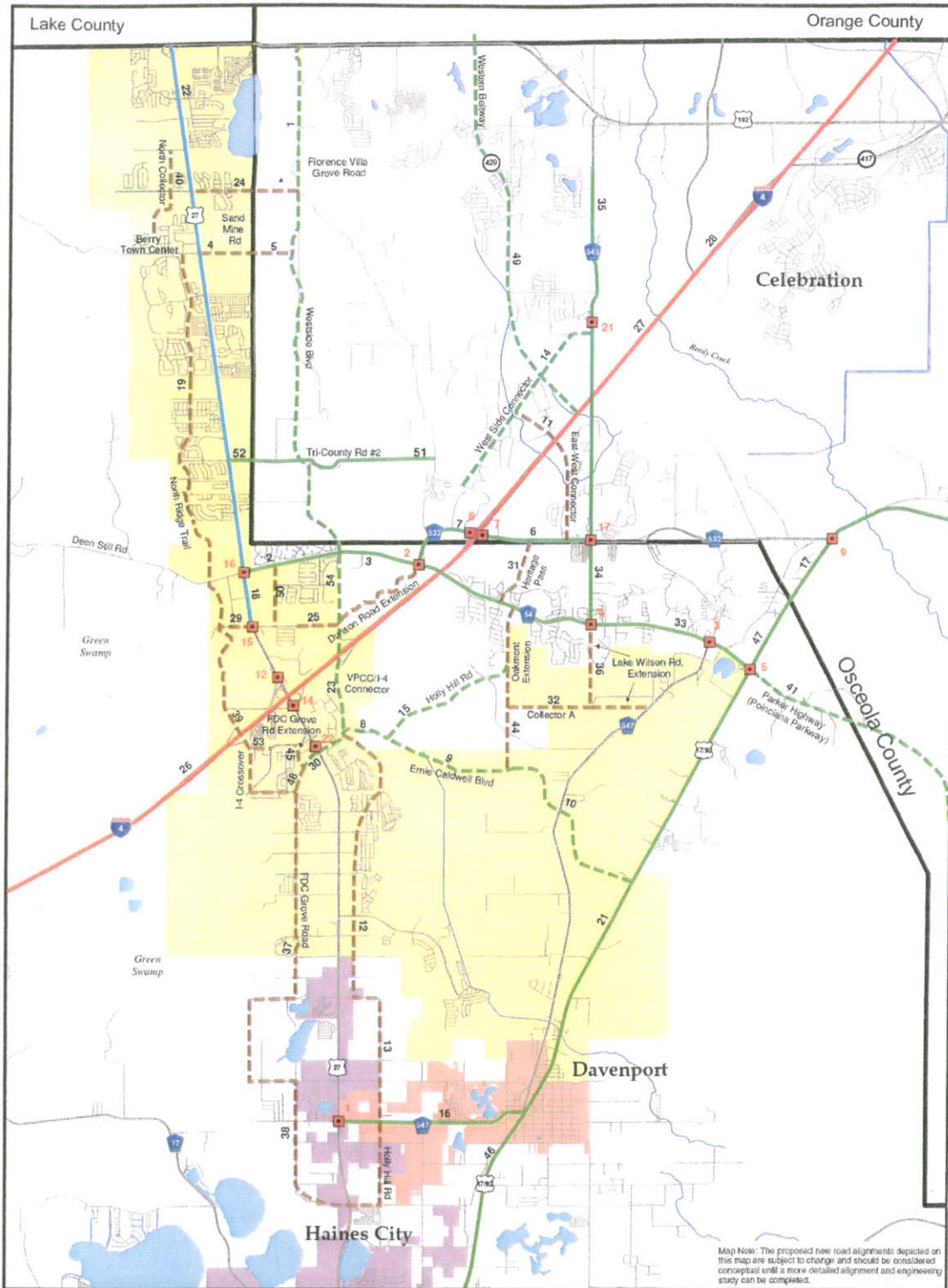
system. The five year road programs for Polk County and the FDOT were reviewed to determine what improvements were programmed for the North Ridge CRA.

The land use data were put into the Polk County Transportation Model and then loaded onto the Polk County Existing plus Committed roadway network. The results of the analysis are summarized in Table 2-2. As shown in the table, US 27 from Ronald Reagan Parkway (CR 54) to CR 547 and US 17-92 from CR 547 to the Osceola County line will have traffic volumes that exceed the adopted LOS standards. Therefore, the existing roadway network with committed improvements, will not be capable of handling the volume of flow into or through the area. These results of the needs analysis are shown graphically in Figure 2-3.

Public Services

The population of the North Ridge CRA is expected to double over the next 20 years based on the population estimates in the Polk County Comprehensive Plan. A substantial amount of nonresidential development is also anticipated over the same time period. This growth will place demands on public services and facilities in the North Ridge CRA. Law Enforcement needs in this area are addressed by the Polk County Sheriff's Office. Without the proper presence of law enforcement, many of the intended improvements of the CRA will not reach their maximum potential. The current facility from which these needs are addressed is the Northeast Command Center located in Winter Haven. To properly serve the North Ridge CRA residents and businesses, as well as surrounding northeast Polk County, a facility within the CRA area must be constructed. No funds have yet been identified for the construction of such a facility. A facility of approximately 20,000 square feet with approximately 5 acres is required. The current cost of construction is approximately \$5,000,000. The location chosen and the date of purchase will determine the cost of land. It is incumbent that the facility be in a high visibility location on Highway 27. The Sheriff's Office is agreeable to commingling locations with other county entities such as parks and recreation, EMS or fire, provided sufficient building and parking space is available.

The area is served by Polk County's Northeast Regional water and wastewater systems. Not all areas within the CRA have central water and sewer service. Polk County plans to expand the water and wastewater systems by increasing capacity and the distribution systems within northeast Polk County. Polk County Utilities



Northeast Polk County - Proposed Road & Intersection Improvements

- Road Widening Projects**
- 4 Lanes
 - 6 Lanes
 - 8/10 Lanes

New Road Projects

- 2 Lanes
- 4 Lanes

Intersection Projects

- Intersection Location

- Northridge CRA
- Road/Centerline
- County Line
- Lakes

- 19 Road ID Number
- 19 Intersection ID Number



August 2006

Division is an enterprise and funds its capital projects with revenues generated by providing water and sewer service. Expansion of the systems must occur in a timely manner concurrent with development in order to sustain the level of economic growth anticipated in northeast Polk County.

Table 2-3 summarizes the demand and existing permitted capacity for potable water and sewer services over the next 20 year period in the Northeast Regional Service Area.

Table 2-3. Water and Wastewater Service Projections

Potable Water

Projected Water Consumption (A) 12.3 MGD
Permitted Water Capacity (B) 3.76 MGD

Wastewater

Projected Generation (A) 8.6 MGD
Permitted Capacity (A) 1.97 MGD
Ultimate Design Capacity (B) 6.0 MGD

*Sources: (A) Four Corners Public Services Study
(B) North Ridge Selected Area Study; Polk County Planning Division*

Summary Need for Redevelopment

The Finding of Necessity adopted by the County Commission concluded that the area defined as the proposed North Ridge CRA is an ideal candidate to be designated as a new CRA in Polk County because of “blighted” conditions. These conditions result from economic blight due to outdated land use patterns because of changing conditions, inadequate library services due to high population growth in the area, and an inadequate transportation system incapable of handling the flow of traffic through the area. The existing roadway network, even with committed improvements, will not be capable of handling the volume of traffic flow. In addition, park land and water and sewer facilities were found to be insufficient. The Jamestown residential area north of the City of Davenport in the southeast corner of the CRA was also determined to have blighted conditions.

If remedial action is not taken now, the potential exists for the continued weakening of economic conditions and a pronounced decline in the quality of life of the overall area. The pattern of inappropriate land uses, weakened local economy, and inadequate transportation and library facilities will lead to diminished property values which will generate less revenue to cover the costs of needed public services and facilities.

3.0 NEIGHBORHOOD IMPACT ELEMENT

The implementation of the CRA plan will result in many positive impacts to the quality of life for the area residents in terms of increased levels of amenity, improved community facilities and infrastructure, improved environment, physical and social quality, and an expanded tax base that will benefit the tax payers of Polk County. The work of redevelopment in this area will be conducted pursuant to this plan.

Relocation and Replacement Housing

At the current time there are no CRA projects proposed that would necessitate the involuntary displacement of any household. One of the first CRA implementation actions will be to undertake a detailed housing analysis of the two areas identified in the CRA boundary as having slum and blighted conditions. It is envisioned that stabilization and enhancement of existing neighborhoods will be the central focus of any housing program undertaken in the CRA. It is anticipated that implementation strategies will specifically seek to promote the reuse of existing structures, provide assistance for neighborhood revitalization, allow the current residents to revitalize their neighborhoods, and avoid clearance except where necessary to protect the public health, safety and welfare. Polk County has a relocation policy that provides equitable treatment for all property owners and tenants in the event of displacement.

Redevelopment of the identified slum and blighted neighborhoods will have a positive impact on the residents of the neighborhoods. Expanded employment opportunities, improved conditions in the neighborhoods, and resulting neighborhood pride are expected to increase property values in the neighborhoods.

Impact on Residents of the Surrounding Area

The North Ridge CRA, located in northeast Polk County, is the major eastern gateway to Polk County from the Orlando metropolitan area. As such, the area is planned with a mix of commercial, professional office, industrial, hotel, and residential uses. Implementation of the CRA plan will allow the market to capitalize on the expanding growth pattern along the Interstate 4/US 27 corridors. This growth, with adequate infrastructure funded by the CRA, will provide jobs for existing and future residents in northeast Polk County. The expanded tax base will help fund other County services and facilities that will benefit residents of the surrounding area. Therefore, the implementation of the CRA plan is expected to have positive benefits.

Library System

Library services are essential to the population not only as a place to check out books: they provide public access to the internet, personal computing, public programs, and public space. Currently, residents of the North Ridge CRA must travel significant distances to access these vital library services. Expansion of the library system to include, at the least, the proposed Roseberry Square Branch will ease the burdens placed on other Polk County Libraries and even libraries in the surrounding counties, by the use of people residing in the North Ridge Community Redevelopment Area. According to the 2007 Polk County Library Cooperative Comprehensive Study, people residing in the North Ridge CRA utilize other county library facilities including Auburndale, Bartow, Mulberry, Dundee, Lake Alfred, and others. Many of the aforementioned library facilities are too small to offer full service. Outside of the county, from 2005-2006, 16 percent of total items borrowed from the Poinciana Branch Library, less than a mile from the Polk County line, are borrowed by Polk County residents. This statistic does not account for all of the Polk County residents because new card holders do not always get recorded as reciprocal borrowers.

The expansion of library service to this area will also help give residents a sense of place that is currently lacking in the community. Public programs and public space are integral components

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of what a library provides to a community. A sense of community may increase real estate values because the area would have more of an appeal. This could increase tax revenue. An increased sense of community could also be an incentive for residents to take action to reduce deterioration in a neighborhood that they would be able to take more pride in. Both an increase in real property value and a reduction of deterioration can be the catalyst for blight alleviation. An increase in the overall quality of life and alleviation of blight in the North Ridge CRA can happen as a result of having essential library services provided.

Traffic Circulation

The implementation of the CRA plan includes transportation improvement projects that will improve the flow of regional through traffic and local traffic within the CRA. New collectors are proposed along US 27 to provide alternative north-south routes for local traffic and protect capacity on US 27 for regional traffic traversing the CRA. Other improvements will increase capacity on major roads in the CRA that are anticipated to fall below an acceptable level of service standard without the improvements proposed in this plan. The CRA plan identifies right of way acquisition, road construction projects, and funding/timing of projects based on projected levels of growth in the CRA. The transportation projects are a complement to the land use pattern adopted in the North Ridge SAP, which includes a mix of land uses to minimize travel on roadways in the CRA by locating shopping and employment opportunities near residential neighborhoods.

The transportation improvements proposed in the CRA plan will have a positive impact on the CRA and the surrounding areas.

Availability of Community Facilities

The need for water, sewage treatment, solid waste disposal and other community facilities will be increased as a result of redevelopment in the North Ridge CRA. Upgrading of public water and sewer systems will be needed as anticipated growth occurs. The CRA plan anticipates assisting as needed to ensure that improvements to the existing treatment plants to increase capacity to service the projected development in the CRA and available when needed. The CRA may fund water and sewer improvements in advance of development. The CRA will be reimbursed with connection fees as development occurs.

It is anticipated that street lighting, sidewalks, drainage/paving and other neighborhood amenities will be provided once the detailed neighborhood plans are developed.

Polk County has public utility infrastructure in place that can be expanded to meet the needs brought about by the demands of redevelopment.

Environmental Quality

Implementation of the CRA plan will have positive impacts on the environmental quality in the CRA. Specific improvements are anticipated to drainage systems in slum and blighted neighborhoods. The recently adopted North Ridge SAP land development regulations (LDR's) contain stormwater runoff requirements that will protect the natural resources of the area. The LDR's contain requirements for protecting significant existing natural resources and wild life habitat. Landscaping will be added on individual development sites that will supplement existing vegetation. Redevelopment in the CRA will have to be in conformance with the Polk County LDR's.

Water quality will be protected by the adherence to existing development regulations designed to protect water resources. The expansion of public sewer services in the CRA will reduce the

potential for contamination of ground and surface water resources by eliminating the need for individual septic tank systems. The implementation of the CRA plan does not involve the addition of any anticipated point sources of air pollution. Improvements to the transportation system will reduce the potential of air pollution by keeping traffic moving and avoiding delays on the roadway.

Schools

The implementation of the CRA Plan will not increase the demand on schools in the CRA. The land use projections for the North Ridge CRA are the same projections used in the Polk County Comprehensive Plan. No changes to the land use will be made as a result of implementing the CRA Plan; therefore, the anticipated school enrollment will not be affected.

Public Safety

New and improved facilities such as roadways, street lighting, sidewalks and a Sheriff's Office command center will increase public safety and reduce opportunities for crime situations to exist. Increased employment and greater homeowner in neighborhoods can lead to increased pride of community and potentially reduce crime. Together, improved physical conditions and employment opportunities will have a beneficial impact on the community.

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4.0 NORTH RIDGE REDEVELOPMENT PLAN

The redevelopment plan includes several recommendations for addressing blighted conditions in the North Ridge CRA. The work of redevelopment in the North Ridge CRA will be carried out pursuant to this plan. The recommendations in the plan are consistent with the Polk County Comprehensive Plan. The recommendations address the following elements:

- Administrative Programs
- Parks and Recreation
- Transportation System
- Water and Sewer System
- Housing
- Library System

Each of the elements is shown on Table 4-1 and discussed below:

Table 4-1 Community Redevelopment Agency Program 2002-2031

| <u>COST</u> | <u>PROGRAMS</u> | <u>SOURCES OF FUNDS</u> |
|---|--|--|
| To Be Determined | <u>Administration Programs</u> Staff Support PD&E Studies Housing Studies Utilities Studies Advance Acquisition Of R.O.W. | CRA Tax Increment |
| \$10,000,000 - \$20,000,000 | <u>Parks & Recreation (200 Acres)</u> Acquisition (200 Acres) Development | CRA Tax Increment Recreation Fee Developer Participation Grants |
| \$350,000,000-\$450,000,000 | <u>Transportation System</u> Right Of Way Acquisition Design Construction Maintenance Transit Operating Transit Capital | CRA Tax Increment Developer Participation Impact Fees Grants |
| \$10,000,000-\$20,000,000 | <u>Water & Sewer System</u> Collection/Distribution System Design | CRA Tax Increment Public Service Fees Commercial Paper Grants |
| \$5,000,000+Land Acquisition | <u>Housing</u> Housing Rehabilitation Incentive Programs Neighborhood Improvement Paved Streets Water/Sewer/Stormwater | CDBG HOME SHIP HUD Emergency Shelter Section 8 Other |
| \$5,000,000 + Land Acquisition | <u>Public Safety</u> Construction of Sheriff's Office facility | CRA Tax Increment Other |
| To Be Determined + Land Acquisition | <u>Library System</u> Space Lease Design Construction Library System Operation | MSTU Library Impact Fees CRA Tax Increment |

Administrative Programs

Certain administrative programs are necessary to implement the redevelopment plan. Critical to the success of the plan is the identifying the staff necessary to execute the plan. Certain studies may be required such as PD&E studies for needed roadways, housing studies, and utilities studies. Also, advance right of way acquisition may be funded in the early years of the CRA for certain critical roadway links that are subject to development pressures.

A specific amount of funding for these administrative programs has not been identified at this time. As detailed strategic plans are developed, the administrative needs can be quantified. The source of funds identified for administrative programs is Tax Increment financing.

For the Fiscal Year 2003-04, it is recommended that set aside for the initial transportation work on the North Ridge Trail (from Sand Mine Road to Dean Still Road as the first segment and from Jacks Road to Poitras Road 2 as the second segment) be \$200,000. It is expected that these funds would be used to complete a Corridor Alignment Study and for Preliminary Engineering Design.

The majority of this Right-of-way has been obtained by the County and the remaining segment is anticipated to be obtained during the next two years.

Library System

According to United States Census estimates, Polk County has grown by 16.1 percent from April 2000 through July 2006, almost 3 percent more than the State of Florida during the same period. The Polk County Transportation Planning Organization projects that their East Planning Area, which includes the North Ridge CRA, is expected to grow by over 105,000 people by 2030. As the North Ridge CRA continues to urbanize, it will be progressively more imperative to provide library services. The addition of the proposed Roseberry Square Branch, which would

be located in the Roseberry Square Shopping Center, and the maintenance of said facility are needed to support the level of growth projected in the North Ridge CRA. However, the proposed Roseberry Square Branch would be a temporary solution as it would be an express library contained in an existing storefront providing services that are less than full. Construction of a larger, permanent structure in the near future will be essential in order to keep up with the demands that are the consequence of the rapid growth that is expected to continue in the vicinity. Providing essential library services that are currently non-existent are necessary to implement the redevelopment plan.

Funding for these library services minus the initial capital improvement of constructing proposed library facilities will be provided in large part from the Library MSTU and Library Impact Fees. The MSTU and Library Impact Fee generated funds will supplement TIF revenues and may be used to address current and future service deficiencies and shortfalls like the gap between total income per capita for the Polk County Library Cooperative and population peer county library systems across Florida. At the present time, Polk County ranks last in local income per capita with a total income per capita less than half of the system with the next least per income per capita according to the 2007 Polk County Library Cooperative Comprehensive Study. Alleviating the deficiencies in income per capita and providing critical library services that currently do not exist are integral part to the success of the redevelopment plan.

Parks and Recreation

A need has been identified for 200 acres of community or district/regional parks in the CRA area based on the LOS standard for park land adopted in the Polk County Comprehensive Plan.

It is estimated that \$10,000,000 to \$20,000,000 will be necessary to purchase the land and develop the park facilities. A variety of funding sources/strategies are recommended to fund the

needed park improvements in the area. They include Tax Increment financing, contributions from new development as required in the Comprehensive Plan, developer participation, federal or state grants for parks and recreation, and/or Municipal Service Taxing Units (MSTU's) and Municipal Service Benefit Units (MSBU's).

The Board of County Commissioner's (Board) recently approved a study to determine which funding mechanisms/source, the general public may favor to fund park and recreation needs. The Trust for Public Lands (TPL) has been contracted to perform the study. Results will not be available for this annual update but will be available for following updates.

In addition, the Board recently approved a study for the purposes of evaluating the possible implementation of a county-wide park impact fee to be assessed against new residential development. The firm of Henderson, Young and Company is in the process of calculating an impact fee for presentation to the Board for review. Results will not be available for this annual update but will be available for following updates.

Transportation System

Significant improvements to the transportation system are needed in and around the CRA to support the level of growth projected in the North Ridge CRA. The primary focus of the transportation system element of the CRA is to construct roads to decrease the transportation blight. A list of the publicly funded facilities needed in the area are listed in Table 4-2, CRA Proposed Transportation Improvements. The estimate costs in 2006 dollars included in the table are for right of way acquisition, construction costs and other design and engineering costs associated with road construction. The table includes a list of state and county roads that need to be improved in the CRA. Funding for state road improvements is the responsibility of the Florida Department of Transportation (FDOT). The table also includes proposed public transportation projects through the year 2020. These projects will be operated under contractual arrangements with existing transit operator or the future Polk Regional Transportation Authority. It is estimated that \$350,000,000 to \$450,000,000 needed to fund the transportation improvements in the CRA for right of way acquisition, design, construction, maintenance, transit operation and transit capital. Table 4-3A and Figures 4-1 and 4-2, provides a priority ranking of the improvements listed in Table 4-2 as well as graphical depiction.

Intersection and multi-modal improvements- Additionally, an annual set aside of \$250,000 may be required for intersection and multi-modal improvements within the CRA. Table 4-3B identifies candidate intersection and multi-modal improvement projects. This funding should be used for intersection project, e.g. signalization and geometric improvements, pedestrian/bicycle improvements and the transit intermodal center. If not all of the funds are required for a particular fiscal year, then any surplus funds should be used for advanced right-of-way acquisition on CRA road improvements. This program allocation, or set-aside, will provide an opportunity to fund intersection improvements that are needed to meet transportation concurrency requirements. These needs are often identified on a short-term basis, so it will be helpful to have a flexible means or approach to funding these projects.

Prioritizing Roadway Projects- Essentially, due to time constraints, as well as limited funding sources it will be necessary to prioritize candidate road projects. To assist in this effort, a criteria for evaluation of candidate road projects shall be incorporated within the Plan. Road projects that will improve travel and safety conditions, promote economic development, minimize environmental and community impacts, are currently under production, and have secured funding will receive priority over those road projects not satisfying as many criteria. Ultimately, the objective of ranking candidate road projects is to ensure that higher priority road projects will receive funding precedence within the CRA boundary, therefore maximizing productivity as well as increasing the effectiveness of funding allocation. See Table 4-3A and B for further details. Appendix E lists the criteria for evaluating the road projects. Appendix F identifies how each project was ranked including additional commentary.

Public Transportation- As the North Ridge CRA continues to urbanize, it will be increasingly important to provide additional travel choices as part of a balanced multi-modal transportation system. Proposed public transportation services in the area include a North Ridge Circulator Bus Route and Interstate 4 Express Bus Service. The North Ridge Circulator Route, as currently proposed, is depicted in Figure 4-2. This service will be managed and operated by an existing transit provider or the future Polk Regional Transportation Authority (RTA) with CRA funding. The route will be integrated with the LYNX fixed-route system in the US 192 corridor to provide area residents with connections to Orlando-area destinations. In the future, it is anticipated that this route will be integrated with transit service in the Haines City area. As currently proposed, the North Ridge Circulator Route will operate with a one-hour service frequency with complementary American with Disabilities Act (ADA) service, and its stops will include the Victor Posner City Center (VPCC) Intermodal Center on the south and a LYNX transfer site to the north.

Interstate 4 Express Bus Service is planned under the proposed Polk RTA. This service will provide area residents with access to regional public transportation service in the Interstate 4 corridor with connections to HARTline (Plant City) and LYNX (US 192/Kissimmee). The VPCC Intermodal Center will serve as a hub for this regional service, and the planned connections to the HARTline and LYNX transit systems will provide patrons with wider travel opportunities in the central Florida region. The North Ridge CRA will contribute \$100,000 annually towards the operation of this service (expected to start in FY 2010/11).

In the future, the CRA will coordinate with the Polk RTA to address the need for transit service expansion, e.g., circulator service on Ernie Caldwell Boulevard. The Polk RTA is considering a menu of options for funding countywide transit services including future service in northeast Polk County. If the RTA levies ad valorem taxes within the CRA boundaries, the North Ridge CRA will consider granting an exemption to the requirement that the RTA contribute the proceeds of the tax increment to the CRA.

Funding Sources- Sources of funds for local road improvements include Tax Increment financing, developer participation including right of way donation and/or construction, impact fees, grants, and/or Municipal Service Taxing Units (MSTU's) and Municipal Service Benefit Units(MSBU's).

Water and Sewer System

For economic growth to occur, water and sewer facilities must be available concurrent with development. The Polk County Utilities Division is responsible for planning and constructing public water and sewer facilities in the area. Expansions of existing plants are planned to meet the needs for the foreseeable future. As development continues in the area, additional plant and system expansions and extensions will be required to meet the demand for service. It is estimated that \$10,000,000 to \$20,000,000 is needed to fund the necessary expansion of facilities to serve the projected demand.

The Polk County Utilities Division is an enterprise that funds improvements from revenues derived from services they provide. This will continue to be the primary funding source for needed utility expansion. The CRA could fund studies to determine utility needs in the area or advance Polk County Utilities the funds to expand facilities. Polk County Utilities could repay the CRA with revenues from connection fees. Other funding sources or strategies include commercial paper, federal or state grants, public service fees, and/or Municipal Service Taxing Units (MSTU's) and Municipal Service Benefit Units (MSBU's).

Table 4-2
North Ridge Community Redevelopment Agency
Proposed Transportation Improvements

| Proposed Road Improvement Projects 2007-2016 | | | | | |
|---|--|---|-------------------------------------|------------------|--------------------------|
| ROAD ID | ROAD NAME | FROM | TO | ROAD IMPROVEMENT | COST (\$1,000) |
| 30 | Ernie Caldwell Boulevard | FDC Grove Rd | US 27 | 2/4 Lanes | |
| 8, 9, 10, 48 | Ernie Caldwell Boulevard | US 27 | US 17/92 | 4 Lanes | \$69,880 |
| 45 | FDC Grove Road Extension | Ernie Caldwell Boulevard | Homerun Blvd | 2 Lanes | \$5,152 |
| 44 | Pine Tree Trail (aka Oakmont Extension) | Ernie Caldwell Boulevard | CR 54 | 2 Lanes | \$12,420 |
| N/A | Basic Alignment Study | | | | |
| Box | VPCC/I-4 Connector | Westside Blvd, FDC Grove Road and Holly Hill Road | | | \$1,500 |
| Interchange | I-4 Ramps | Ernie Caldwell Boulevard | I-4 Ramps | 4 Lanes | \$20,570 |
| 54 | Westside Blvd (Part of Box Interchange) | Interstate 4 | CR 54 | 4 Lanes | \$19,000 |
| 19 | North Ridge Trail | Dean Still Rd | Sand Mine Rd | 2 Lanes | \$12,642 |
| 40 | North Collector | Sand Mine Rd | Poitras Rd 2 | 2 Lanes | \$24,875 |
| Box | I-4 Crossover | Home Run Blvd | Dean Still Rd | 2 Lanes | \$7,912 |
| Interchange | I-4 Ramps | @ I-4 Crossover Road | | | \$30,760 |
| 2 | CR 54 (Ronald Reagan Parkway) | US 27 | Westside Blvd | 2 to 4 Lanes | \$19,000 |
| 18 | US 27 | | | | \$12,061 |
| 22 | US 27 | Dunson Rd | CR 54 (Ronald Reagan Parkway) | 4 to 6 Lanes | \$7,181 |
| | | CR 54 (Ronald Reagan Parkway) | US 192 | 4 to 6 Lanes | \$60,109 |
| Proposed Road Improvement Projects 2017-2032 | | | | | |
| ROAD ID | ROAD NAME | FROM | TO | ROAD IMPROVEMENT | COST (\$1,000) |
| 4 | Sand Mine Rd | US 27 | Osceola County Line | 2 Lanes | \$6,770 |
| 12 | Holly Hill Rd | CRA Boundary (FL Development Road) | Ernie Caldwell Boulevard | 2 Lanes | \$25,018 |
| 37 | FDC Grove Road | Massee Rd | Ernie Caldwell Boulevard | 2 Lanes | \$23,625 |
| 24 | Florence Villa Grove Road | US 27 | Westside Blvd | 2 Lanes | \$6,900 |
| 36 | Lake Wilson Road Extension | CR 54 (Ronald Reagan Parkway) | CR 547 (Lee Jackson Highway) | 2 Lanes | \$17,350 |
| 32 | Collector A | Oakmont Extension | Lake Wilson Road Extension | 2 Lanes | \$9,898 |
| 29 | Dunson Road Extension | Green Swamp Trail | W of US 27 | 2 Lanes | \$5,022 |
| 52 | Tri-County Road #2 | US 27 | Osceola County Line | 4 Lanes | \$3,662 |
| 53 | Green Swamp Connector | Green Swamp Trail | Green Swamp Connector East Terminus | 2 Lanes | \$4,000 |
| 21 | US 17/92 | CRA Boundary/Fuller St. | CRA Boundary @ CR 54 | 2 to 4 Lanes | \$51,850 |
| Total | | | | | \$457,377 |
| Proposed Public Transportation Projects 2007-2020 | | | | | |
| PROJECT DESCRIPTION | | | | | |
| | Infermodal Passenger Center @ Victor Posner City Center (VPCC) | | | | ESTIMATED COST (\$1,000) |
| | North Ridge Circulator Bus Route - Service Starts in FY 2008/09 | | | | \$4,541 |
| | Purchase of 2 Full-Size Buses - Initial Bus in FY 2007/08 and Replacement in FY 2017/18 | | | | \$813 |
| | Interstate 4 Express Bus Service - Service Starts in FY 2010/11 (\$100K Annual Contribution) | | | | \$1,000 |
| Total | | | | | \$6,354 |
| Grand Total | | | | | \$463,731 |

NOTE:

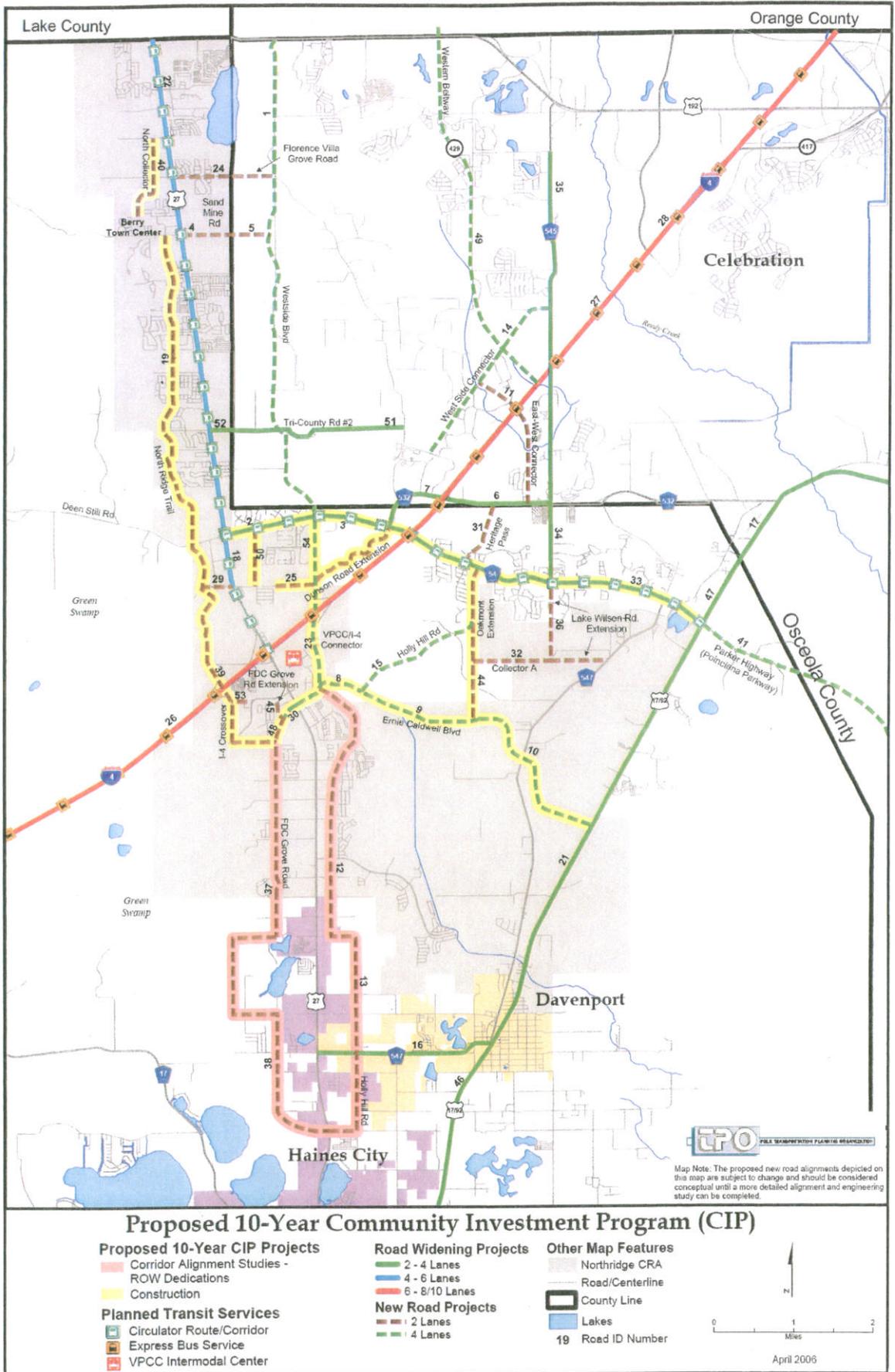
- All improvements are eligible for municipal funds or to be funded partially or in total by private developers.
- The priorities listed in this table may be altered based on funding and other timing issues as deemed appropriate by the North Ridge CRA Board.
- Road costs are in Year 2006 \$. Public transportation costs are in future year \$ (assumed 4% inflation rate).

Table 4-3A
 North Ridge Community Redevelopment Agency
 10-Year Transportation Community Investment Program

| ROAD ID | ROAD NAME | FROM | TO | IMPROVEMENT | ESTIMATED COST (\$1,000) | PRIORITY | COMMENT | CANDIDATE FUNDING SOURCES |
|--|---|---|---------------|--------------|--------------------------|----------|--|---------------------------|
| 30 | Ernie Caldwell Boulevard | FDC Grove Rd | US 27 | 2 1/4 Lanes | \$69,880 | 1 | Project under design (FY 05/06). Road is on Regional Road Network - eligible for TRIP funds. | CRA / TRIP |
| 8, 9, 10, 48 | Ernie Caldwell Boulevard | US 27 | US 17/92 | 4 Lanes | \$5,152 | | | |
| 45 | FDC Grove Road Extension | Ernie Caldwell Boulevard | Homerun Blvd | 2 Lanes | | | | |
| 44 | Pine Tree Trail (aka Oakmont Extension) | Ernie Caldwell Boulevard | CR 54 | 2 Lanes | \$12,420 | 2 | Project under design (FY 05/06). | CRA / Private |
| N/A | Basic Alignment Study | Westside Blvd, FDC Grove Road and Holly Hill Road | | | \$1,500 | 3 | Need to identify corridor alignments to obtain/protect ROW. | CRA |
| Box Interchange | VPCC/I-4 Connector | Ernie Caldwell Boulevard | I-4 Ramps | 4 Lanes | \$20,570 | | Project on Regional Road Network - eligible for TRIP funds. I/P is being prepared by Kimley-Horn for VPCC. | CRA / TRIP |
| 54 | Westside Blvd (Part of Box Interchange) | @ VPCC/I-4 Connector Road | | | \$19,000 | 4 | | |
| 19 | North Ridge Trail | Interstate 4 | CR 54 | 4 Lanes | \$12,642 | 5 | Project is on Regional Road Network - eligible for TRIP funds. | Impact Fees |
| 40 | North Collector | Dean Still Rd | Sand Mine Rd | 2 Lanes | \$24,875 | 6 | Alignment Study is complete. | CRA |
| Box Interchange | I-4 Crossover | Home Run Blvd | Potras Rd 2 | 2 Lanes | \$7,912 | 7 | Alignment Study is complete. | CRA |
| 2 | I-4 Ramps | @ I-4 Crossover Road | Dean Still Rd | 2 Lanes | \$30,780 | 8 | Project on Regional Road Network - eligible for TRIP funds. I/P is being prepared by Kimley-Horn for VPCC. | CRA / TRIP |
| | CR 54 (Ronald Reagan Parkway) | US 27 | Westside Blvd | 2 to 4 Lanes | \$12,061 | 9 | Project is on Regional Road Network - eligible for TRIP funds. | Impact Fees |
| Total | | | | | \$235,792 | | | |
| Proposed Public Transportation Projects 2007-2016 | | | | | | | | |
| | | PROJECT DESCRIPTION | | | ESTIMATED COST (\$1,000) | PRIORITY | COMMENT | CANDIDATE FUNDING SOURCES |
| | Intermodal Passenger Center | @ Victor Posner City Center (VPCC) | | | | 1 | DRI Requirement | Private |
| | North Ridge Circulator Bus Route (1 Vehicle with 60 Minute Service Frequency and Complementary ADA Service) | | | | \$2,785 | 2 | Service to start in FY 2008/09. Service integrated with LYNX System. | CRA |
| | Purchase 1 Full-Size Bus in FY 2007/08 | | | | \$328 | | Joint project with Polk RTA. Service start in 2010. Annual contribution = \$100k. | CRA / TRIP |
| | Interstate 4 Express Bus Service | | | | \$600 | 3 | | |
| Total | | | | | \$3,713 | | | |
| Grand Total | | | | | \$239,505 | | | |

NOTE:

- All improvements are eligible for municipal funds or to be funded partially or in total by private developers.
- All improvements are within Phase I of the 2030 Polk Transportation Planning Organization Long Range Transportation Plan.
- The priorities listed in this table may be altered based on funding and other timing issues as deemed appropriate by the North Ridge CRA Board.
- TRIP - Transportation Regional Incentive Program
- Road costs are in Year 2008 \$. Public transportation costs are in future year \$ (assumed 4% inflation rate).



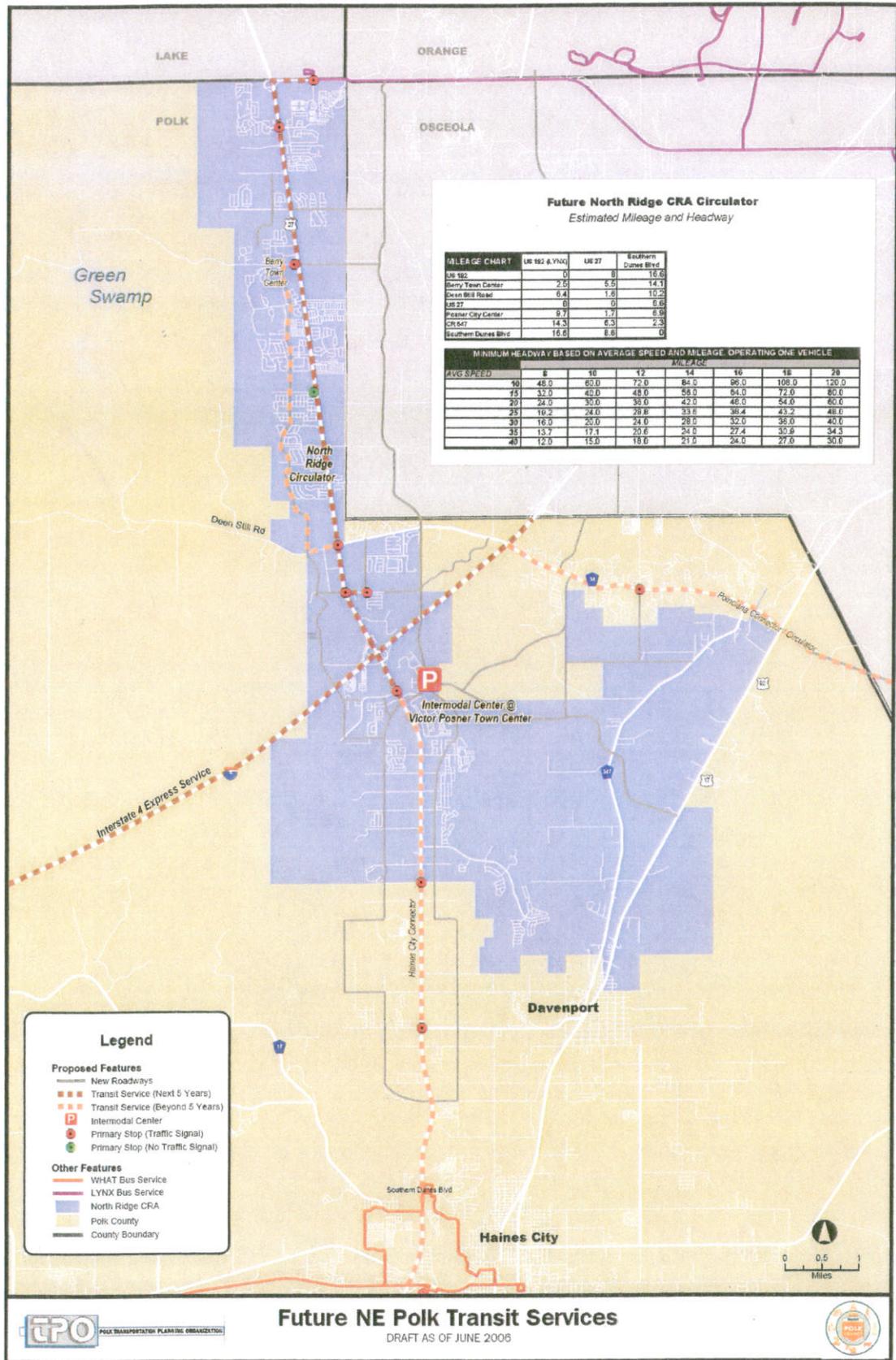


Table 4-3B
Candidate Intersection and Multi-Modal Improvements

| ID ¹ | Intersection | Improvement | Year Needed ² |
|-----------------|--|---|--------------------------|
| NA | Transit Intermodal Center / Park-n-Ride | New Facility | 2008 |
| 12 | US 27 & I-4 Westbound ramps | Add eastbound left-turn lane Re-time signal | 2012 |
| 22 | US 27 & Posner Blvd. | Add westbound right-turn lane Add northbound right-turn lane Add southbound right-turn lane Add eastbound right-turn lane Re-time signal | 2012 |
| 14 | US 27 & I-4 Eastbound ramps | Add eastbound right-turn lane Add westbound left-turn lane Add southbound right-turn lane Re-time signal | 2018 |
| 12 | US 27 & I-4 Westbound ramps | Add westbound right-turn lane Add northbound right-turn lane Re-time signal | 2018 |
| 15 | US 27 & Dunson Rd. | Re-stripe lanes to include eastbound left-turn lane and an eastbound-shared through/right-turn lane. Add 2 westbound left-turn lanes Re-stripe lanes to include northbound shared through/right-turn lane Re-time signal | 2018 |
| 16 | US 27 & CR 54 | Add eastbound right-turn lane Add southbound left-turn lane Re-stripe lanes to include a northbound shared through/right-turn lane and a southbound shared through/right-turn lane Re-time signal | 2018 |
| 22 | US 27 & East-West Collector (Stadium Dr.) | Add northbound right-turn lane Provide eastbound through lane Adjust traffic signal hardware Re-time signal | 2018 |
| 22 | US 27 & Posner Blvd. | Add eastbound left-turn lane Add eastbound through lane Add northbound left-turn lane Re-time signal | 2018 |

¹ ID number references the intersections numbers as shown on the Northeast Polk County - Proposed Road & Intersection improvements

² The timing and need for intersection improvements is subject to monitoring. Additional improvements may be identified through monitoring.

Housing

The housing element of the Community Redevelopment Plan is designed to help meet the affordable housing needs of the North Ridge CRA. Polk County has an aggressive housing program aimed at improving housing conditions in the County. Several housing programs are available for rehabilitation, replacement or emergency repairs. These housing programs are financed by federal, state and the Polk County Housing Finance Authority funds. Several housing programs are discussed below that may be appropriate for the Jamestown area.

Down Payment and Closing Cost Assistance: The purpose of this strategy is to provide down payment and closing cost assistance to SHIP and HOME eligible buyers. Down payment/closing cost assistance may be for the purchase of existing homes, for newly constructed homes, or for rehabilitated existing homes.

In all cases, applicants are required to obtain a first mortgage for the balance of the purchase price. To be eligible applicants cannot currently own a home. While the program is open to very low, low, and moderate-income households, historical experience has been that primarily low and moderate income households are able to qualify for first mortgage financing for loans.

The down payment assistance under this program is secured through a deferred, no interest subordinate mortgage. The amount of the subordinate mortgage is forgiven at a rate of 10 percent per year over 10 years. If the home is sold, title is transferred, or the home ceases to be the primary residence of the applicant, the amount of assistance that has not yet been forgiven must be repaid. Closing cost assistance and sponsor fees are provided as a grant.

Minor Repairs: This strategy provides one-time assistance with roofs, septic systems or sewer, wells or water systems, and eliminates architectural barriers for the physically disabled and/or handicapped for SHIP-eligible very low, low, and moderate-income owner-occupied homes.

Mobile homes and manufactured homes are not eligible for assistance. The Polk County Housing and Neighborhood Development Division administers the program.

Homes requiring repairs costing up to \$6,500 are not required to be repaired to meet Polk County's Housing Rehabilitation Standards. Eligible repairs must correct substantial code violations, eliminate architectural barriers for the physically disabled and/or handicapped, or be improvements that correct deficiencies posing an immediate threat to the health or safety of the occupant(s).

Substantial Housing Rehabilitation: This strategy provides substantial rehabilitation for SHIP and HOME income eligible owner occupied homes. Mobile homes and manufactured homes are not eligible for assistance. The program is administered by the Polk County Housing and Neighborhood Development Division. Eligible homes requiring substantial rehabilitation (repairs exceeding \$6,500 but no greater than \$35,500) are repaired to meet Polk County's Housing Rehabilitation Standards. A grant of up to \$5,500.00 will be provided for temporary relocation expenses (if necessary), permits, Ownership and Encumbrance Reports, and service delivery costs. Substantial rehabilitation costs for very low-income homeowners will be secured with a deferred no interest subordinate lien.

Substantial rehabilitation costs for low-income homeowners will be secured with a zero-interest loan that will be amortized for up to 20 years. For moderate-income homeowners, assistance will be in the form of a loan with an interest rate not to exceed 3% based upon the homeowner's cash flow and ability to pay, that will be amortized for up to 20 years. If the home is sold, title is transferred, or the home ceases to be the primary residence of the applicant, the loan must be repaid. This strategy may be combined with other state, federal, or local programs.

Reconstruction: This strategy provides replacement housing for SHIP and HOME income eligible owner occupied homes that are unfeasible for rehabilitation, especially those homes that

are owned by the elderly (over age 55). Mobile homes and manufactured homes are not eligible for assistance unless the owner agrees that the mobile/manufactured home will be removed from the site. The program is administered by the Polk County Housing and Neighborhood Development Division.

Under the current County policy, no owner-occupied dwelling will be subject to condemnation. Only those dwellings occupied by eligible homeowners wishing to participate in a voluntary demolition will be considered qualified for replacement if certain criteria can be met. If assistance is required, a grant of up to \$5,500.00 will be provided for temporary relocation expenses, permits, Ownership and Encumbrance (O&E) Reports, and service delivery costs.

Housing replacement costs for very low income homeowners under age 55 will be secured with a 10-year deferred zero-interest loan not to exceed \$30,000.00 that will be forgiven at a rate of 10 percent per year over 10 years. For elderly homeowners, the entire amount will be deferred and forgiven on a schedule. If the home is sold, title is transferred, or the home ceases to be the primary residence of the applicant, the amount of assistance that has not yet been forgiven must be repaid.

It is recommended that code enforcement become a priority in targeted housing areas in the CRA. The County now manages their code enforcement program on a complaint basis. The elimination of dilapidated or abandoned houses, trailers and vehicles throughout the area will make a significant improvement in the visual appearance in the neighborhoods and begin to build community pride.

The Housing and Code Enforcement Strategies for this plan include:

- Continue the County's housing assistance program and take advantage of new State and Federal funding opportunities.
- Consider establishing a schedule of inspections by County code enforcement officials.

- Consider establishing a public-private partnership to involve the North Ridge CRA and lessen the burden on County inspectors.
- Establish a North Ridge CRA Committee to file periodic reports of violations to the code Enforcement Staff in order to prioritize the worst violations and to create a regular presence and schedule of inspections.

In addition, the implementation of a program to provide adequate drainage, paving and street lighting is envisioned for the targeted housing areas with blighted conditions. The cost to implement a housing program in the North Ridge CRA to effectively eliminate blighted conditions and improve the public health, safety and welfare is estimated to be \$5,000,000 to \$10,000,000.

Public Safety

A need for a law enforcement facility in the CRA area has been identified. It is estimated that \$5,000,000 will be necessary to construct the facility in addition to the cost of land acquisition. It is recommended that this facility be partially funded by the North Ridge CRA tax increment.

Financing/Phasing

The redevelopment plan lists publicly funded redevelopment projects that the CRA proposes to implement. The County has several sources of funds and strategies to finance these projects including tax increment financing, road impact fees, recreation fees, connection fees for sewer and water, public service fees, developer contributions, grants, bond financing, and other sources of federal and state assistance for housing.

Tax Increment Financing: The ability to use tax increment revenues for community redevelopment is authorized by Chapter 163, Part III, Florida Statutes. Once the County designates an area as the Redevelopment Area, the assessed valuation of the area is “frozen” commencing with the certified tax rolls as of a specified year, as the base year, in order to derive tax increment revenues. Such revenues must be used by the agency to pay for approved projects within the Redevelopment Area, either on a pay-as-you-go basis or as security for bonds, the proceeds of which must be used for such lawful purposes as described in Chapter 163, Florida Statutes.

Upon the adoption of this Plan, a Tax Increment Financing Plan may be implemented with the creation of a Redevelopment Trust Fund, as specified in Section 163.387, F.S. The CRA shall establish a time certain for completing all redevelopment financed by increment revenues, which shall occur not later than 30 years after the fiscal year in which the plan is adopted, as required by Section 163.362(10) F.S.

Benjamin Withers, AICP, prepared a study to estimate the potential tax increment that could be generated in the CRA. A full copy of the report is included in Appendix D. Table 4-4 shows the projected annual tax incremental increase of the tax base. Table 4-5 shows an estimate of the potential tax increment revenue that could be generated in the CRA for the period 2003-2031

assuming a base year of 2001. The table shows the tax increment base and the County Ad
North Ridge Community Redevelopment Plan

Valorem revenues that would result. The tax base is assumed to grow at 15% for the first two years, 9% for the years 2005-2015 and 5% for the balance of the life of the CRA. The available tax increment revenues were calculated at 95%, 75% and 50% of the County revenues for each of the years. The maximum allowed is 95%. This means that after the tax base is frozen, either 5%, 25% or 50% of the tax revenue will go the County's General Fund. A cumulative total is also shown for each year. As can be seen in the table, the increment grows slowly at first; however, by the end of the 30-year period the annual increment has grown substantially. A summary of the cumulative totals at the end of 30 years for the 95%, 75% and 50% are shown in Table 4-6 below:

Table 4-6 Year 2031 Cumulative Increment

| | |
|-----------------------|---------------|
| 95% of County Revenue | \$713,643,428 |
| 75% of County Revenue | \$563,402,706 |
| 50% of County Revenue | \$375,601,804 |

Library MSTU: In the June 1, 2005 meeting of the Polk County Board of Commissioners in which the MSTU was adopted, Linda McKinley, the Polk County Deputy County Attorney, stated that Library MSTU funds can only be levied in the unincorporated area of the county and would provide a dedicated source of funding for library facilities and services. She further explained that if an MSTU is created, the millage that will be applied for this municipal service will be considered and set by the Board during the regular budget process. She estimated that a 2 mill would produce approximately \$6.5 million in FY 2006.

Library Impact Fees: The Library Impact Fees would only apply to new developments to pay for library facilities in Polk County. The purpose for these fees is to reimburse the local government, in this case Unincorporated Polk County, for the capital cost of public facilities, specifically library facilities, that are needed to serve new development and the new population. Library Impact fees will only be charged to new residential development.

Including buildings, collections, and public access computers the capital cost per person is evaluated to be \$80.58, according to a study conducted by Henderson Young and Company issued in September of 2005. Taking into account the cost of library facilities per dwelling unit the impact fee will be \$197.42 per single family home, \$145.04 per multi-family home, and \$132.15 per mobile home.

**TABLE 4-4 (15-9-5) 30-year Program
PROJECTED ANNUAL TAX INCREMENTAL INCREASE OF TAX BASE
"CONSENSUS SCENARIO" 15-9-5
NORTH RIDGE-US 27 CRA STUDY AREA**

| Year | Growth Rate | Change of Taxable Value From Appreciation & Development | | | Tax Increment |
|------|-------------|---|---|---------------------|-----------------|
| | | Taxable Value | Net Taxable Value From New Development ⁽³⁾ | Total Taxable Value | |
| 2002 | 0% | \$740,440,173 | \$0 | \$740,440,173 | \$0 |
| 2003 | 15% | \$851,506,199 | \$0 | \$851,506,199 | \$111,066,026 |
| 2004 | 15% | \$979,232,129 | \$0 | \$979,232,129 | \$238,791,956 |
| 2005 | 9% | \$1,067,363,020 | \$0 | \$1,067,363,020 | \$326,922,847 |
| 2006 | 9% | \$1,163,425,692 | \$0 | \$1,163,425,692 | \$422,985,519 |
| 2007 | 9% | \$1,268,134,005 | \$0 | \$1,268,134,005 | \$527,693,832 |
| 2008 | 9% | \$1,382,266,065 | \$355,175,000 | \$1,737,441,065 | \$997,000,892 |
| 2009 | 9% | \$1,861,845,011 | \$0 | \$1,861,845,011 | \$1,121,404,838 |
| 2010 | 9% | \$2,029,411,062 | \$0 | \$2,029,411,062 | \$1,288,970,889 |
| 2011 | 9% | \$2,212,058,057 | \$0 | \$2,212,058,057 | \$1,471,617,884 |
| 2012 | 9% | \$2,411,143,282 | \$0 | \$2,411,143,282 | \$1,670,703,109 |
| 2013 | 9% | \$2,628,146,178 | \$0 | \$2,628,146,178 | \$1,887,706,005 |
| 2014 | 9% | \$2,864,679,334 | \$0 | \$2,864,679,334 | \$2,124,239,161 |
| 2015 | 9% | \$3,122,500,474 | \$355,175,000 | \$3,477,675,474 | \$2,737,235,301 |
| 2016 | 5% | \$3,633,800,498 | \$0 | \$3,633,800,498 | \$2,893,360,325 |
| 2017 | 5% | \$3,815,490,523 | \$0 | \$3,815,490,523 | \$3,075,050,350 |
| 2018 | 5% | \$4,006,265,049 | \$0 | \$4,006,265,049 | \$3,265,824,876 |
| 2019 | 5% | \$4,206,578,301 | \$0 | \$4,206,578,301 | \$3,466,138,128 |
| 2020 | 5% | \$4,416,907,216 | \$355,175,000 | \$4,772,082,216 | \$4,031,642,043 |
| 2021 | 5% | \$4,992,927,577 | \$0 | \$4,992,927,577 | \$4,252,487,404 |
| 2022 | 5% | \$5,242,573,956 | \$0 | \$5,242,573,956 | \$4,502,133,783 |
| 2023 | 5% | \$5,504,702,654 | \$0 | \$5,504,702,654 | \$4,764,262,481 |
| 2024 | 5% | \$5,779,937,786 | \$0 | \$5,779,937,786 | \$5,039,497,613 |
| 2025 | 5% | \$6,068,934,676 | \$355,175,000 | \$6,424,109,676 | \$5,683,669,503 |
| 2026 | 5% | \$6,727,556,409 | \$0 | \$6,727,556,409 | \$5,987,116,236 |
| 2027 | 5% | \$7,063,934,230 | \$0 | \$7,063,934,230 | \$6,323,494,057 |
| 2028 | 5% | \$7,417,130,941 | \$0 | \$7,417,130,941 | \$6,676,690,768 |
| 2029 | 5% | \$7,787,987,488 | \$0 | \$7,787,987,488 | \$7,047,547,315 |
| 2030 | 5% | \$8,177,386,863 | \$0 | \$8,177,386,863 | \$7,436,946,690 |
| 2031 | 5% | \$8,586,256,206 | \$0 | \$8,586,256,206 | \$7,845,816,033 |

| Annual Growth Rate Inflation | |
|--|--------|
| Annual Growth Rate for First Two Years | 1.1500 |
| Annual Growth Rate for 2004 - 2015 | 1.0900 |
| Annual Growth Rate for 2016 - 2031 | 1.0500 |

NOTES:

1. Assessed value and taxable value data were provided for the proposed CRA by the Polk County Property Appraiser's office. For the purpose of this analysis, assumptions regarding standard exemptions have been made in order to arrive at a preliminary estimate of taxable value for the CRA. All other projections are based on this preliminary estimate of taxable value.
2. Base values appreciated by annual growth inflation (1+% annual increase). Value of new development added in appropriate year and "appreciated" subsequently.
3. Represents periodic increase in taxable value from new development. Values represent net amount of land value adjustment plus value of new construction minus taxable value of demolition.

Table 4-5 Projected Tax Incremental Revenue Available for Distribution

TABLE 4-5 (15-9-5) 30-year Program
 PROJECTED TAX INCREMENTAL REVENUE AVAILABLE FOR DISTRIBUTION
 "CONSENSUS SCENARIO" - NORTH RIDGE-US 27 CRA STUDY AREA

| Year | Tax Increment | County Revenues | Available Tax Incremental Revenues | | | | Annual Increment @ 50% | Cumulative Increment @ 50% |
|------|-----------------|-----------------|------------------------------------|----------------------------|------------------------|----------------------------|------------------------|----------------------------|
| | | | Annual Increment @ 95% | Cumulative Increment @ 95% | Annual Increment @ 75% | Cumulative Increment @ 75% | | |
| 2002 | \$740,440,173 | \$5,721,381 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| 2003 | \$111,066,026 | \$858,207 | \$815,287 | \$815,287 | \$643,855 | \$643,855 | \$428,104 | |
| 2004 | \$238,791,956 | \$1,845,146 | \$1,752,888 | \$2,568,185 | \$1,383,859 | \$2,027,514 | \$922,573 | |
| 2005 | \$326,822,847 | \$2,526,133 | \$2,389,826 | \$4,968,011 | \$1,894,600 | \$3,922,114 | \$1,283,066 | |
| 2006 | \$422,985,519 | \$3,288,408 | \$3,104,989 | \$8,073,000 | \$2,451,307 | \$6,373,421 | \$1,634,205 | |
| 2007 | \$527,893,832 | \$4,077,490 | \$3,873,616 | \$11,946,616 | \$3,058,118 | \$9,431,538 | \$2,088,745 | |
| 2008 | \$697,000,892 | \$7,703,828 | \$7,318,635 | \$19,265,250 | \$5,777,869 | \$15,209,408 | \$3,851,913 | |
| 2009 | \$1,121,404,838 | \$9,665,095 | \$9,231,840 | \$27,497,091 | \$6,498,821 | \$21,708,229 | \$4,332,548 | |
| 2010 | \$1,288,970,869 | \$9,959,878 | \$9,481,894 | \$36,958,975 | \$7,469,908 | \$29,178,138 | \$4,979,939 | |
| 2011 | \$1,471,817,884 | \$11,371,191 | \$10,802,632 | \$47,761,607 | \$8,528,394 | \$37,706,531 | \$5,685,596 | |
| 2012 | \$1,870,703,109 | \$12,909,523 | \$12,264,047 | \$60,025,653 | \$9,882,142 | \$47,388,674 | \$6,454,781 | |
| 2013 | \$1,887,706,005 | \$14,586,304 | \$13,856,989 | \$73,882,642 | \$10,939,728 | \$58,328,402 | \$7,293,152 | |
| 2014 | \$2,124,239,161 | \$16,413,996 | \$15,593,296 | \$89,475,939 | \$12,310,497 | \$70,638,889 | \$8,206,999 | |
| 2015 | \$2,737,235,301 | \$21,150,617 | \$20,093,088 | \$109,569,025 | \$15,882,963 | \$86,501,862 | \$10,575,309 | |
| 2016 | \$2,893,360,325 | \$22,356,995 | \$21,239,145 | \$130,808,170 | \$16,767,746 | \$103,269,608 | \$11,178,498 | |
| 2017 | \$3,075,050,350 | \$23,760,914 | \$22,572,868 | \$153,381,039 | \$17,820,686 | \$121,090,294 | \$11,880,457 | |
| 2018 | \$3,285,824,876 | \$25,235,029 | \$23,973,277 | \$177,354,316 | \$18,928,272 | \$140,016,566 | \$12,617,514 | |
| 2019 | \$3,466,139,128 | \$26,782,849 | \$25,443,707 | \$202,798,023 | \$20,087,137 | \$160,103,702 | \$13,391,425 | |
| 2020 | \$4,031,842,043 | \$31,152,488 | \$29,584,873 | \$232,392,895 | \$23,264,374 | \$183,468,076 | \$15,576,249 | |
| 2021 | \$4,252,487,404 | \$32,858,970 | \$31,216,022 | \$263,605,918 | \$24,644,228 | \$208,112,304 | \$16,428,485 | |
| 2022 | \$4,502,133,783 | \$34,787,988 | \$33,048,588 | \$286,657,506 | \$26,090,991 | \$234,203,294 | \$17,393,984 | |
| 2023 | \$4,764,262,481 | \$36,813,455 | \$34,872,783 | \$301,630,290 | \$27,610,092 | \$261,813,386 | \$18,406,728 | |
| 2024 | \$5,039,497,613 | \$38,340,198 | \$36,993,188 | \$359,623,478 | \$29,205,149 | \$291,018,535 | \$19,470,089 | |
| 2025 | \$5,683,659,503 | \$43,917,714 | \$41,721,829 | \$410,345,306 | \$32,938,285 | \$323,956,821 | \$21,958,857 | |
| 2026 | \$5,987,116,236 | \$46,262,447 | \$43,949,325 | \$454,294,631 | \$34,696,835 | \$358,653,656 | \$23,131,224 | |
| 2027 | \$6,323,494,057 | \$48,881,638 | \$46,418,557 | \$500,713,188 | \$36,646,229 | \$395,299,885 | \$24,430,819 | |
| 2028 | \$6,676,690,788 | \$51,590,790 | \$49,011,250 | \$549,724,438 | \$38,693,062 | \$433,992,977 | \$25,795,395 | |
| 2029 | \$7,047,547,315 | \$54,456,396 | \$51,733,578 | \$601,458,016 | \$40,842,299 | \$474,835,276 | \$27,228,199 | |
| 2030 | \$7,436,846,690 | \$57,465,287 | \$54,592,023 | \$656,050,039 | \$43,098,965 | \$517,934,241 | \$28,732,844 | |
| 2031 | \$7,845,816,033 | \$60,824,620 | \$57,593,368 | \$713,643,428 | \$45,468,465 | \$563,402,706 | \$30,312,310 | |

Forecast based on 15% annual increase for 2003 and 2004
 Forecast based on 9% annual increase for 2005 through 2015
 Forecast based on 5% from 2016 through 2031

1. Based on millage rate of 7.727 mils

CRA / TIF Forecast

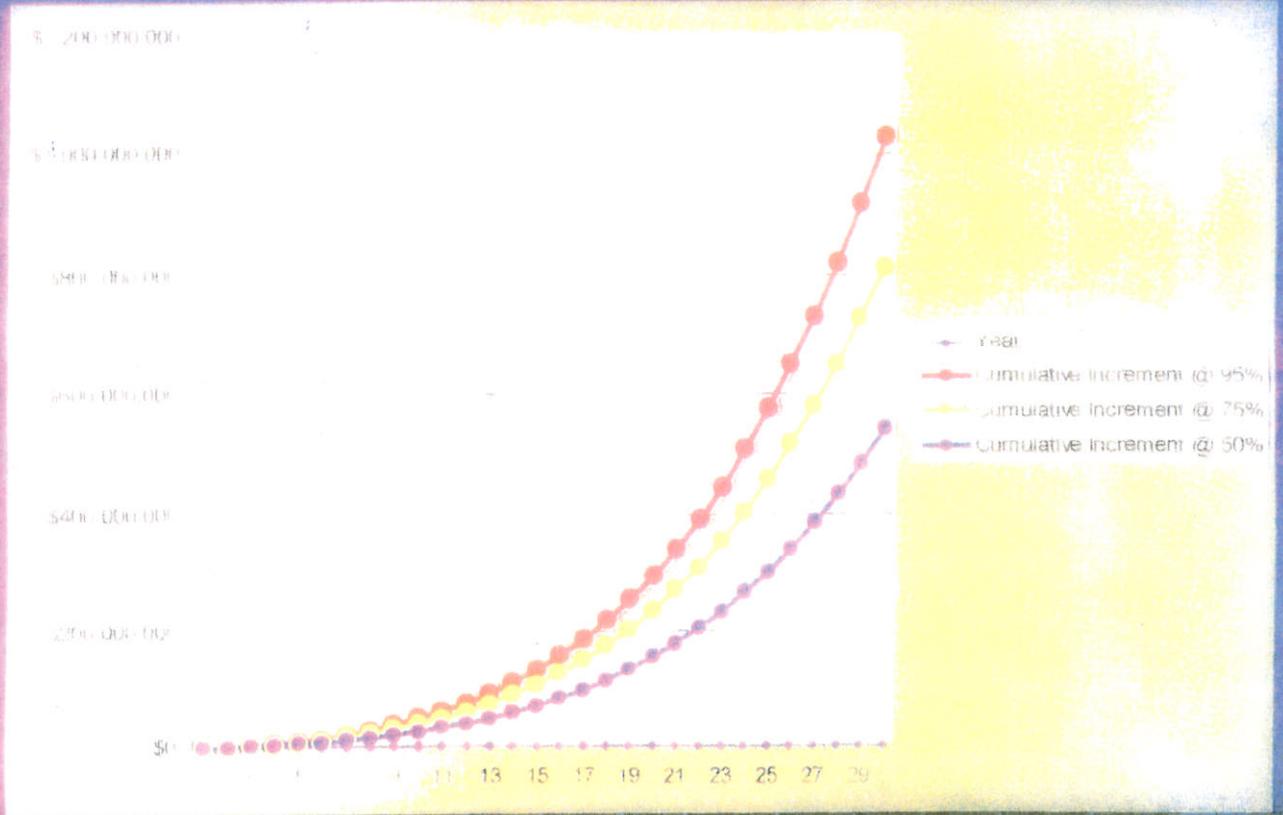


FIGURE 4-3

A graph is included that shows a comparison of the growth in the cumulative increments at the 95%, 75% and the 50% (See Figure 4-3).

Transportation Impact Fees: Road impact fees are an important source of funding that can be used in conjunction with other sources in the CRA to construct needed transportation improvements. To date, the North Ridge area and the US 27 North and Ronald Reagan SAP's have received little benefit from road impact fees. The impact fees for this district are committed through the year 2006 to be spent for improvements outside the three SAP's.

Table 4-7 provides an estimate of the transportation impact fees, based on the current impact fee rate, which could be collected in the North Ridge CRA over the next 30 years. As shown on the graph in Figure 4-4 impact fees were estimated based on a straight-line growth projection. The actual development may occur at a different rate; however, the straight-line projection is conservative. At the end of 30 years it is estimated that a total of \$30,635,795 in impact fees could be collected in the North Ridge CRA that could be used to fund transportation improvements in the North Ridge area.

This plan recommends that consideration be given to realigning current transportation impact fees district boundaries and create an impact fee district that is more consistent with the North Ridge, US 27 North and Ronald Regan SAP's.

Total Annual Estimated Impact Fees for the Period Generated from Development within the CRA Area

| Year | Annual Impact Fee | Cumulative Impact Fees |
|------|-------------------|------------------------|
| 2003 | Committed | Committed |
| 2004 | Committed | Committed |
| 2005 | Committed | Committed |
| 2006 | Committed | Committed |
| 2007 | \$1,225,431.80 | \$1,225,431.80 |
| 2008 | \$1,225,431.80 | \$2,450,863.60 |
| 2009 | \$1,225,431.80 | \$3,676,295.40 |
| 2010 | \$1,225,431.80 | \$4,901,727.20 |
| 2011 | \$1,225,431.80 | \$6,127,159.00 |
| 2012 | \$1,225,431.80 | \$7,352,590.80 |
| 2013 | \$1,225,431.80 | \$8,578,022.60 |
| 2014 | \$1,225,431.80 | \$9,803,454.40 |
| 2015 | \$1,225,431.80 | \$11,028,886.20 |
| 2016 | \$1,225,431.80 | \$12,254,318.00 |
| 2017 | \$1,225,431.80 | \$13,479,749.80 |
| 2018 | \$1,225,431.80 | \$14,705,181.60 |
| 2019 | \$1,225,431.80 | \$15,930,613.40 |
| 2020 | \$1,225,431.80 | \$17,156,045.20 |
| 2021 | \$1,225,431.80 | \$18,381,477.00 |
| 2022 | \$1,225,431.80 | \$19,606,908.80 |
| 2023 | \$1,225,431.80 | \$20,832,340.60 |
| 2024 | \$1,225,431.80 | \$22,057,772.40 |
| 2025 | \$1,225,431.80 | \$23,283,204.20 |
| 2026 | \$1,225,431.80 | \$24,508,636.00 |
| 2027 | \$1,225,431.80 | \$25,734,067.80 |
| 2028 | \$1,225,431.80 | \$26,959,499.60 |
| 2029 | \$1,225,431.80 | \$28,184,931.40 |
| 2030 | \$1,225,431.80 | \$29,410,363.20 |
| 2031 | \$1,225,431.80 | \$30,635,795.00 |

TABLE – 4-7

Impact Fees

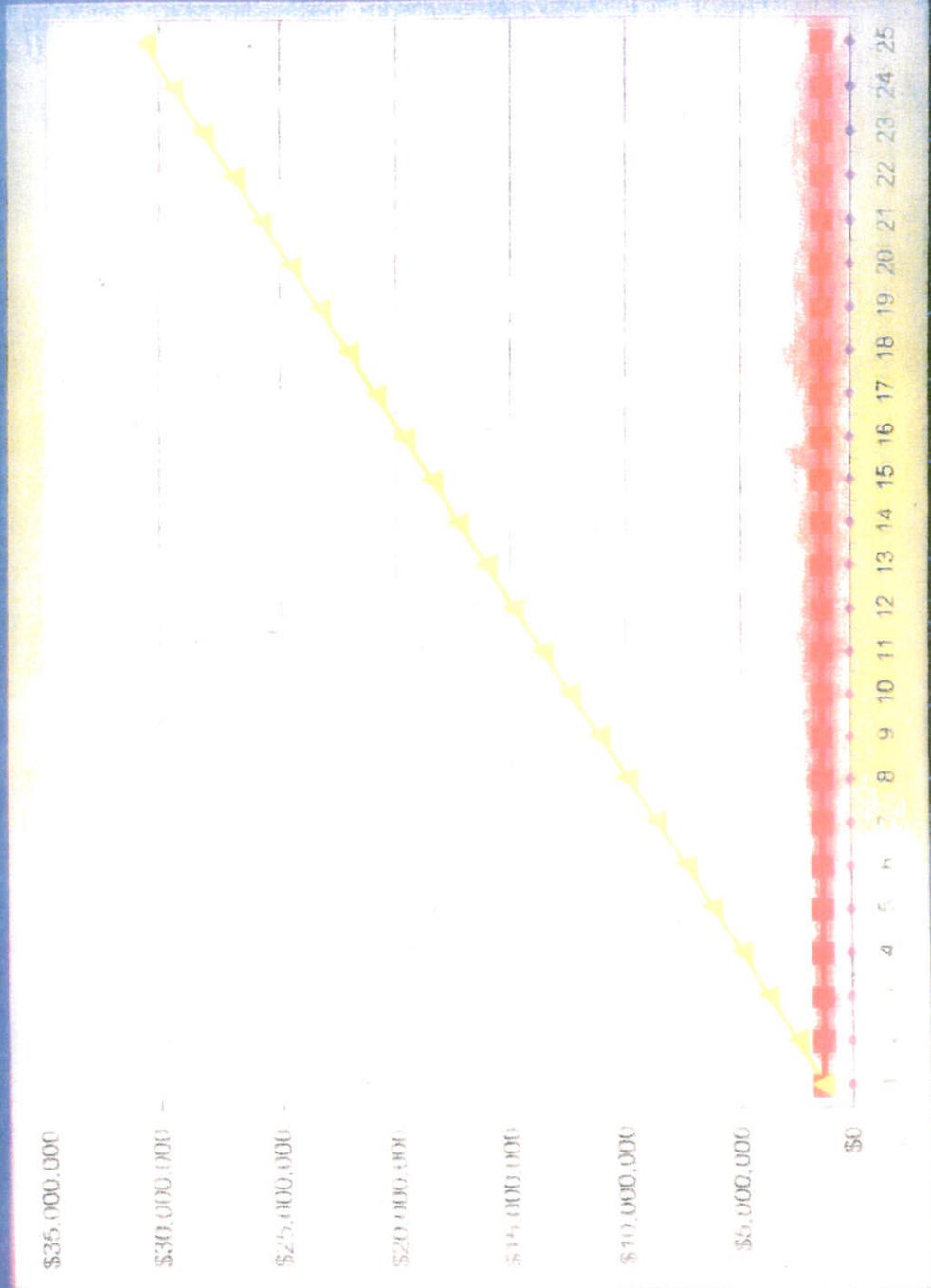


FIGURE 4-4

Table 4-8 Financial Plan Program (15-9-5) 30-year Program
TAX INCREMENT REVENUE AVAILABLE FOR DISTRIBUTION

| Growth Rate | Year | Available Tax Increment Revenues | | | | | |
|-------------|------|----------------------------------|-----------------------------|----------------------------------|-----------------------------|----------------------------------|-----------------------------|
| | | Available Annual Increment @ 95% | Cumulative Increment at 95% | Available Annual Increment @ 75% | Cumulative Increment at 75% | Available Annual Increment @ 50% | Cumulative Increment at 50% |
| 15% | 2003 | \$815,297 | \$815,297 | | | | |
| 15% | 2004 | \$1,752,888 | \$2,568,185 | | | | |
| 9% | 2005 | \$2,399,826 | \$4,968,011 | | | | |
| 9% | 2006 | \$3,104,989 | \$8,073,000 | | | | |
| 9% | 2007 | \$3,873,616 | \$11,946,616 | | | | |
| 9% | 2008 | \$7,318,635 | \$19,265,250 | | | | |
| 9% | 2009 | \$8,231,840 | \$27,497,091 | | | | |
| 9% | 2010 | \$9,461,884 | \$36,958,975 | | | | |
| 9% | 2011 | \$10,802,632 | \$47,761,607 | | | | |
| 9% | 2012 | \$12,264,047 | \$60,025,653 | | | | |
| 9% | 2013 | | | \$10,939,728 | \$70,965,382 | | |
| 9% | 2014 | | | \$12,310,497 | \$83,275,879 | | |
| 9% | 2015 | | | \$15,662,963 | \$98,938,841 | | |
| 5% | 2016 | | | \$16,787,746 | \$115,906,588 | | |
| 5% | 2017 | | | \$17,820,686 | \$133,727,273 | | |
| 5% | 2018 | | | \$18,925,272 | \$152,653,545 | | |
| 5% | 2019 | | | \$20,087,137 | \$172,740,682 | | |
| 5% | 2020 | | | \$23,364,374 | \$196,105,056 | | |
| 5% | 2021 | | | | | \$16,429,485 | \$212,534,541 |
| 5% | 2022 | | | | | \$17,393,994 | \$229,928,535 |
| 5% | 2023 | | | | | \$18,406,728 | \$248,335,263 |
| 5% | 2024 | | | | | \$19,470,099 | \$267,805,362 |
| 5% | 2025 | | | | | \$21,858,857 | \$289,764,219 |
| 5% | 2026 | | | | | \$23,131,224 | \$312,895,442 |
| 5% | 2027 | | | | | \$24,430,819 | \$337,326,262 |
| 5% | 2028 | | | | | \$25,795,395 | \$363,121,656 |
| 5% | 2029 | | | | | \$27,228,199 | \$390,349,855 |
| 5% | 2030 | | | | | \$28,732,644 | \$419,082,499 |
| 5% | 2031 | | | | | \$30,312,310 | \$449,394,809 |
| 5% | 2032 | | | | | \$31,970,960 | \$481,365,770 |

1. Based on millage rate of 7.727

Financial Plan Program

Table 4-8 illustrates the financial plan for funding the improvements in the North Ridge CRA based on the estimate of tax increment revenue available for the next 30 years. The financial plan includes:

- Life of CRA: 30 Years
- Growth in tax base: 2002-2004 – 15%
2005-2015 – 9%
2016-2031 – 5%
- Percent of Increment Going to CRA: 2003-2012 – 95% (10Years)
2013-2020 – 75% (8 Years)
2021-2032 - 50% (12 Years)

The financial plan is an incremental approach that involves a higher percentage of tax increment revenue going to the CRA in the early years when the actual amount of available revenue is relatively small. During the later years, when the available revenue is larger, less revenue will be used to fund the CRA.

Actual amounts will vary from estimates based on changes in growth rates of development, which will affect the growth of increment available. The length of the life of the CRA can be shortened, which may influence the incremental approach to the increment being allocated to the CRA on an annual basis.

Safeguards and Retention of Control

This Plan is the guiding document for redevelopment in the North Ridge CRA. The Polk County Board of County Commissioners retains the authority and responsibility for:

1. Granting final approval for CRA plans and modifications to adopted plans.
2. Authorizing the issuance of redevelopment revenue bonds as set forth in Sec. 163.385(1)(a) F.S. The Polk County Board of County Commissioners would have to authorize or approve by resolution the issuance of redevelopment revenue bonds to finance any improvements in the CRA.
3. Approval of the acquisition, demolition, removal or disposal of property as provided in Sec. 163.370(3) F.S.

The CRA shall provide safeguards to ensure that all leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions and/or covenants to run with the land and its uses, or other provisions necessary to carry out the goals and objectives of the Plan.

Appendix A

Community Redevelopment Requirements

163.362 Contents of community redevelopment plan.--Every community redevelopment plan shall:

(1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.

(2) Show by diagram and in general terms:

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

(b) Limitations on the type, size, height, number, and proposed use of buildings.

(c) The approximate number of dwelling units.

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

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

(4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

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

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

(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

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

(9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

(10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1).

(11) Subsections (1), (3), (4), and (8), as amended by s. 10, chapter 84-356, Laws of Florida, and subsections (9) and (10) do not apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body has approved and adopted a community redevelopment plan pursuant to s. 163.360 before chapter 84-356 became a law; nor do they apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body or agency has adopted an ordinance or resolution authorizing the issuance of any bonds, notes, or other forms of indebtedness to which is pledged increment revenues pursuant only to a community redevelopment plan as approved and adopted before chapter 84-356 became a law.

Appendix B

Legal Description of North Ridge CRA

NORTH RIDGE CRA - REVISED LEGAL DESCRIPTION

Township 25S, Range 26E

| | |
|---------------------------------------|--|
| Sections 1, 2, 11, 12, 13, 24, and 25 | Entire Sections |
| Section 14 | E 1/2 of Section 14 |
| Section 23 | E 1/2 of Section 23 |
| Section 26 | E 1/2 of Section 26 |
| Section 36 | Entire Section 36 less and except the SW 1/4 of the SW 1/4 of Section 36 |

Township 26 South, Range 26 East

| | |
|------------|--|
| Section 1 | E 1/2 of Section 1; and that portion of Section 1 lying North of CR 54 |
| Section 12 | E 1/2 of Section 12 |
| Section 13 | E 1/2 of Section 13 |
| Section 24 | Entire Section |
| Section 25 | Entire Section |

Township 26 South, Range 27 East

| | |
|------------|--|
| Section 6 | All that portion of Section 6 lying South of Right-of-Way of CR-54 |
| Section 7 | Entire Section |
| Section 18 | Entire Section |

| | |
|------------|--|
| Section 8 | West 1/4 of Section 8; and the West 965 feet of the E 1/2 of the W 1/2 of Section 8 |
| Section 17 | The S 1/2 of Section 17; and the W 1/2 of the NW 1/4 of Section 17 |
| Section 16 | S 1/2 of Section 16 |
| Section 10 | The NW 1/4 of Section 10 less and except the NE 1/4 of the NW 1/4 of Section 10; and the S 1/2 of Section 10 |
| Section 11 | The S 1/2 of Section 11; and the SE 1/4 of the NW 1/4 of Section 11; and the South 791.2 feet of the SE 1/4 of the NE 1/4 |
| Section 12 | That portion of Section 12 lying West of Hwy 17-92, and South of CR-54; and that portion of the Seaboard Coastline Railroad (as shown in Map V-3 FLA-44) lying within Section 12. Less and except that part of Section 12 bounded by CR-54 to the North and Old School House Rd (Redgrave Rd) to the South and the Seaboard Coastline Railroad (as shown in Map V-3 FLA-44) to the East. |
| Section 15 | S 1/2 of Section 15; and NE 1/4 of Section 15 |
| Section 14 | Entire Section |
| Section 13 | That portion of Section 13 lying West of Hwy 17-92 |
| Section 19 | Entire Section |
| Section 20 | Entire Section |
| Section 21 | Entire Section |
| Section 22 | Entire Section |

| | |
|------------|--|
| Section 23 | That portion of Section 23 lying West of Hwy 17-92 |
| Section 24 | That portion of Section 24 lying west of Hwy 17-92 |
| Section 30 | Entire Section |
| Section 29 | Entire Section |
| Section 28 | Entire Section |
| Section 27 | Entire Section |
| Section 26 | Entire Section |
| Section 33 | Entire Section |
| Section 34 | Entire Section |
| Section 35 | Entire Section |
| Section 32 | E 1/2 of the NE 1/4 of Section 32; and the E 1/2 of the E 1/2 of the S 1/2 of the SE 1/4 of Section 32; and E 1/2 of the S 1/2 of the W 1/2 of the E 1/2 of the S 1/2 of the SE 1/4 of Section 32. |

Township 27 South, Range 27 East

| | |
|-----------|---|
| Section 3 | NE 1/4 of Section 3 |
| Section 4 | The west 1980 feet of the N 1/2 of the NW 1/4 of Section 4; and the East 1320 feet of the North 1/2 of the NE 1/4 of Section 4. |
| Section 5 | The East 990 feet of the north 1/2 of the Northeast 1/4 of Section 5. |

Appendix C

Development Requirements

North Ridge SAP

County Road 54 SAP

North US 27 SAP

barrier wall six feet in height will be constructed running east and west along the northern property line.

H. *Archeological and Historical Resources*

Prior to initiating any project related land clearing or ground disturbing activities within undisturbed upland portions of the project area, a systematic, professional archeological and historical survey will take place within sites identified by the State Division of Historical Resources. At the time of development approval, all state guidelines shall be followed.

Section 401.06 The North Ridge Selected Area Plan (Revised 03/06/02 - Ord. 02-13)

A. *Purpose and Intent*

This Selected Area Plan (SAP) was adopted in the Polk County Comprehensive Plan to recognize the anticipated high level of urbanization during the next twenty years along the US 27 corridor between Haines City and Interstate 4 and along US 17/92 north of Haines City and south of CR 54. The districts and performance standards that follow implement the public/private initiatives outlined in the Plan. In order to achieve an efficient and highly desirable urban growth pattern, a balance of residential and non-residential uses is required, as well as a range of housing opportunities and short trips between housing, employment, and shopping including access management. The approach utilized in the SAP districts include the creation of traditional neighborhood villages and access management standards while preserving sensitive environmental resources.

B. *Applicability*

This section applies to development within the North Ridge SAP, the boundaries of which are shown on the FLUM.

C. *Allowable Uses and Intensity of Development*

The land use categories and uses allowable in this district are shown in Table 4.16. Land use categories and uses not shown are prohibited.

1. All development that is permitted (P) or permitted with density bonus points (B) shall require a Level 2 Review in accordance with Table 4.20 and Table 4.21.
2. Land uses shown with a C1, C2, C3 or C4 shall comply with applicable Criteria for Conditional Uses in the North Ridge SAP in addition to the requirements of Chapter 3 of the Land Development Code.
3. All development that is permitted with a Planned Development (PD) shall require a Level 3 Review in accordance with Table 4.20 and Table 4.21.

Table 4.16 Use Table for Standard Land Use Districts (Higher density/intensity development may require bonus points or a planned development in the North Ridge SAP (Revised 07/25/07 – Ord. 07-039; 03/25/03 - Ord. 03-23; 05/15/02 - Ord. 02-22)

| | A/R | RS | RL | RM | RH | CC | CE | LCC | NAC | CAC | RAC | TCC | BPC | IND | PI | L/R | EC | INST | ROS | PRESV | | |
|--|-----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|------|-----|-------|----|---|
| | X | X | 1X | 2X | 3X | 4X | X | X | X | X | X | X | X | X | X | X | X | X | 1X | X | X | X | X | X | X | | | |
| Mixed Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Planned Development | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | |
| Residentially-Based Mixed-Use Development (RBMD) | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | | | | | | | | | | | | | | | | | |
| Rural Mixed Development (RMD) | C3 | C3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transitional Area Development | | C3 | C3 | C3 | C3 | C3 | C3 | | | | | | | | | |
| All Other Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agricultural Support, Off-Site | C3 | C3 | | | | | | | | | | | P | P | | | | | | | | | | | | | | |
| Agricultural Support, On-Site | P | C3 | P | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | P | | | | | |
| Agriculture Transfer, Off-site | C3 | C3 | C3 | | | | | | | | | | P | P | | | | | | | | | | | | | | |
| Agriculture Transfer, On-site | P | C3 | P | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | | | | | | |
| Airport | C4 | | | | | | | | | | | | | | | | | | | | | | | C4 | | | | |
| Alcohol Packaged Sales | | | | | | | | | | | | C1 | C1 | C1 | C1 | C1 | C1 | C1 | C1 | C1 | C1 | C1 | C1 | | | | | |
| Animal Grazing | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P |
| Animal Farm, Intensive | P | C3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Animal Farm, Small, Specialty | P | C3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aquiculture | P | C3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Assembly, Light | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bar / Lounge / Tavern | | | | | | | | | | | | | C3 | C3 | C3 | C1 | C1 | C1 | C1 | C2 | C1 | C1 | | | | | | |

Table 4.16 Use Table for Standard Land Use Districts (Higher density/intensity development may require bonus points or a planned development in the North Ridge SAP (Revised 07/25/07 – Ord. 07-039; 03/25/03 - Ord. 03-23; 05/15/02 - Ord. 02-22))

| | A/RR | RS | RL 1X | RL 2X | RL 3X | RL 4X | RM | RH | CC | CE | LCC | NAC | CAC | RAC | TCC | BPC 1X | IND | PI | L/R | EC | INST | ROS | PRESV |
|---|------|----|-------|-------|-------|-------|----|----|----|----|-----|-----|-----|-----|-----|--------|-----|----|-----|----|------|-----|-------|
| Bed and Breakfast | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | | | C2 | C2 | C2 | | C2 | | | X | X | X | X | | |
| Breeding Facility, Wild or Exotic | C4 | | | | | | | | | | | | | | | | | | | | | | |
| Car Wash, Incidental | | | | | | | | | C2 | | | | P | P | P | | | | | | | | |
| Cemetery | C2 | C3 | | | | | | | C3 | C3 | C3 | C3 | C2 | C2 | C3 | | | | | | C2 | | |
| Childcare Center | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | | C2 | P | P | P | P | P | | | C2 | C2 | C2 | P | | |
| Clinics & Medical Offices | | | | | | | | | | | P | C2 | P | P | P | | | P | | C3 | | | |
| Communication Towers, Guyed and Lattice | C2 | | | | | | | | | | | | C3 | C3 | | C3 | C2 | | | | C2 | C3 | |
| Communication Tower, Monopole | C2 | | | | | | | | | | C3 | | C2 | C2 | C2 | C2 | C2 | C2 | C3 | C3 | C2 | C3 | |
| Community Center | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | | | C2 | C2 | P | P | P | | | | P | P | P | | |
| Convenience Stores, Isolated | C2 | C2 | | | | | | | | | | | | | | C2 | C2 | | C2 | | C2 | | |
| Convenience Store | | | | | | | | | P | C3 | C2 | C2 | P | P | P | C2 | C2 | C2 | | | | | |
| Correctional Facility | C4 | | | | | | | | | | | | | | | | | | | | C2 | | |
| Cultural Facility | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | P | P | P | P | P | P | P | | | P | P | P | P | C4 | C4 |
| Dairies | P | C2 | | | | | | | | | | | | | | | | | | | | | |
| Emergency Shelter | C3 | C3 | C3 | | | | | | | | | | | | | | | | | | P | | |
| Equipment Repair Major | | | | | | | | | | | | | | | | P | | | | | | | |
| Fish Camp | | | | | | | | | | | | | | | | | | | | P | | | |
| Family Daycare | P | P | P | P | P | P | P | P | | | | | | | | | | | | | | | |
| Farming General | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P |
| Financial Institution | | | | | | | | | C3 | C3 | C2 | P | P | P | P | C2 | C2 | C2 | | | P | | |
| Financial Institution, Drive Through | | | | | | | | | C3 | C3 | C2 | P | P | P | P | C2 | C2 | C2 | | | P | | |

Table 4.16 Use Table for Standard Land Use Districts (Higher density/intensity development may require bonus points or a planned development in the North Ridge SAP (Revised 07/25/07 – Ord. 07-039; 03/25/03 – Ord. 03-23; 05/15/02 – Ord. 02-22))

| | A/RR | RS | RL 1X | RL 2X | RL 3X | RL 4X | RM | RH | CC | CE | LCC | NAC | CAC | RAC | TCC | BPC | IND | PI | L/R | EC | INST | ROS | PRESV |
|----------------------------------|------|----|-------|-------|-------|-------|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|------|-----|-------|
| Mobile Home Sales | X | | | | | | | | | C3 | C2 | | | P | | | | X | X | X | | X | |
| Motor Freight Terminal | | | | | | | | | | | C3 | | | | | | P | | | | | | |
| Nightclub / Dance Hall | | | | | | | | | C3 | C3 | C3 | | C3 | C1 | C2 | C3 | | | C2 | | | | |
| Nurseries, Retail | | | | | | | | | C2 | P | P | P | P | P | | | | | | | | | |
| Nurseries and Greenhouses | P | C2 | | | | | | | C2 | P | P | P | P | | | | | | | | | | |
| Nursing Home | | | | | | | | | | | P | P | P | P | | | | | | | | | |
| Office | | | | | | | | | C2 | C2 | P | C2 | P | P | P | P | P | P | | | | | |
| Office Park | | | | | | | | | | | P | | | C2 | P | | | | | | | | |
| Outdoor Storage, Retail | | | | | | | | | | C3 | C2 | | C3 | C3 | C3 | | | | | | | | |
| Outdoor Storage, Wholesale | | | | | | | | | | | | | | | | | P | | | | | | |
| Personal Service | | | | | | | | | C1 | C1 | P | C2 | P | P | P | P | P | C2 | C2 | P | | | |
| Printing & Publishing | | | | | | | | | | | C2 | | | | P | P | | | | P | | | |
| Railroad Yard | | | | | | | | | | | | | | | | | C3 | | | | | | |
| Recreation, High Intensity | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | | | C2 | | P | P | P | | | | C3 | | P | P | |
| Recreation, Low Intensity | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | C2 |
| Recreation & Amusement Intensive | | | | | | | | | C3 | C3 | | | | C3 | C3 | | | | | | | | |
| Recreation & Amusement General | | | | | | | | | | C3 | P | | P | P | P | | | | C3 | | | | |
| Recreational Vehicle Park | | | | | | | | | | | | | | | P | | | | C2 | | | | |
| Religious Institution | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | P | P | P | P | P | P | P | | | | C3 | C3 | C3 | P | |
| Institutional Camp | C3 | C3 | | | | | | | | | | | | | | | | | P | | | | |
| Research & Development | | | | | | | | | | | | | | | P | P | P | P | P | P | | | |

Table 4.16 Use Table for Standard Land Use Districts (Higher density/intensity development may require bonus points or a planned development in the North Ridge SAP (Revised 07/25/07 – Ord. 07-039; 03/25/03 - Ord. 03-23; 05/15/02 - Ord. 02-22))

| | A/RR | RS | RL 1X | RL 2X | RL 3X | RL 4X | RM | RH | CC | CE | LCC | NAC | CAC | RAC | TCC | BPC | IND | PI | L/R | EC | INST | ROS | PRESV |
|-----------------------------|------|----|-------|-------|-------|-------|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|----|-----|----|------|-----|-------|
| Utilities, Class I | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | P | X | X | X |
| Utilities, Class II | C1 | C1 | C1 | C1 | C1 | C1 | C1 | C1 | P | P | P | P | P | P | P | P | P | P | P | C1 | P | P | |
| Utilities, Class III | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C4 | C2 | C2 | C4 | C4 | C4 | C4 | |
| Vehicle Repair, Auto Body | | | | | | | | | C4 | C3 | | | | | | | P | | | | | | |
| Vehicle Service, Mechanical | | | | | | | | | C4 | C2 | P | P | P | P | P | | P | | | | | | |
| Vehicle Sales, Leasing | | | | | | | | | C4 | C2 | | | C2 | P | C2 | | | | | | | | |
| Veterinary Service | P | | | | | | | | C1 | C1 | P | P | P | P | P | | | C2 | | | | | |
| Warehousing | | | | | | | | | | | | | | | | P | P | | | | | | |
| Water Ski Schools | C4 | C4 | | | | | | | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | | C3 | | C3 | C3 | |
| Wholesale, Enclosed | | | | | | | | | C3 | C2 | | | P | P | | P | P | | | | | | |

D. *Modified Land Use Requirements (Revised 07/25/07 – Ord. 07-039)*

1. In all land uses, sand mining has historically occurred on lands within the North Ridge SAP. It is anticipated that sand mining will continue to be allowed within this SAP. Expansions of over 25 percent of mined areas of currently permitted mines and new mines will be allowed with the approval of a conditional use for a mine plan in accordance with the provisions.
2. Residential Low - 3 (RL-3X) and Residential Low - 4 (RL-4X) – In addition to the other applicable provisions, the following regulations shall apply:
 - a. Duplexes and single family attached units
 - i. In RL-3X, the minimum lot size is 6,000 square feet for each unit, provided the following conditions are met:
 - (1) The duplex or single family attached unit development is adjacent to or abuts a residential development, that is developed or has final development approval for residential development at a density greater than two dwelling units per acre (2 du/acre);
 - (2) The duplex or single family attached unit development abuts a vacant and undeveloped residential district; or
 - (3) If none of the above conditions can be met, then each duplex or single family attached buildings shall have a minimum lot size of 12,000 square feet for each unit in the RL-3X.
 - ii. In RL-4X, the minimum lot size is 4,000 square feet for each unit, provided the following conditions are met:
 - (1) The duplex or single family attached unit development is adjacent to or abuts a residential development, that is developed or has final development approval for residential development at a density greater than two dwelling units per acre (2 du/acre);
 - (2) The duplex or single family attached unit development abuts a vacant and undeveloped residential district; or
 - (3) If none of the above conditions can be met, then each duplex or single family attached buildings shall have a minimum lot size of 6,000 square feet for each unit in the RL-4X.
 - iii. Duplexes and single family attached buildings are permitted as a Level 2 Review in the RL-3X and RL-4X;

- iv. Duplexes and single family attached buildings are permitted on public or private roads, provided the road is paved and meets County standards or other type frontage as provided for in this SAP or within other sections;
 - v. A Type B Buffer is required where a duplex or single family attached unit development abuts a residential district; and
 - vi. Setbacks and height, except for multifamily buildings, must meet the requirements outlined in Section 205, Table 2.2 for RL-3 and RL-4.
- b. Multifamily buildings:
- i. Permitted to have up to four units per building in the RL-3X and RL-4X provided the overall density for the district is maintained in accordance with Table 4.16 and 4.18; and
 - ii. There is no minimum lot size or height limitation for multifamily building in the RL-3X and RL-4X. Setbacks must meet the requirements of Section 205, Table 2.2 as modified by Section F.6. of this SAP.
3. Residential Medium (RMX) – In addition to the other applicable provisions, the following regulations shall apply:
- a. Duplexes and single family attached buildings:
- i. The minimum lot size is 3,000 square feet for each unit or may be reduced with a Planned Development;
 - ii. Duplexes are permitted on public or private roads provided the road is paved and meets County standards or other type frontage as provided for in this SAP or within the Comprehensive Plan; and
 - iii. Setbacks and height, except for multifamily buildings, must meet the requirements outlined in Section 205, Table 2.2 for RM.
- b. Multifamily units:
- i. Permitted to have up to 16 units per building provided the overall density for the district is maintained. A Planned Development shall be required if more than 16 units per building is developed, provided the overall density for the district is maintained in accordance with Table 4.16 and 4.18; and

- ii. There is no minimum lot size or height limitation for multifamily building. Setbacks must meet the requirements of Section 205, Table 2.2 as modified by Section F.6. of this SAP.
- 4. Residential High (RHX) – In addition to the other applicable provisions, the following regulations shall apply:
 - a. Multifamily units:
 - i. There is no maximum number of units per building provided the overall density for the district is maintained. A Planned Development shall be required if more than 32 units per building is developed, provided the overall density for the district is maintained in accordance with Table 4.16 and 4.18; and
 - ii. There is no minimum lot size or height limitation for multifamily buildings. Setbacks must meet the requirements of Section 205, Table 2.2 for RH as modified by Section F.6.of this SAP.

- 5. Convenience Center (CCX) -- In addition to the other applicable provisions, residential use is not permitted as a primary use, but is permitted above non-residential uses as an accessory use for a total of two stories of residential over one story of non-residential uses (total of three story mixed-use building).
- 6. Neighborhood Activity Center (NACX) -- In addition to the other applicable provisions, residential use is not permitted as a primary use, but is permitted above non-residential uses as an accessory use at the Medium-Density Residential density (5.01 du/ac to 10.0 du/ac).

There is no minimum lot size or height limitation for multifamily buildings. Setbacks must meet the requirements of Section 205, Table 2.2 for NAC as modified by Section F.6.of this SAP.

- 7. Community Activity Center (CACX) -- In addition to the other applicable provisions, residential use is not permitted as a primary use, but is permitted above non-residential uses as an accessory use at the Medium-Density Residential density (5.01 du/ac to 10.0 du/ac). The Floor Area Ratio (FAR) can exceed the base FAR in accordance with Table 4.20.

There is no minimum lot size or height limitation for multifamily buildings. Setbacks must meet the requirements of Section 205, Table 2.2 for CAC as modified by Section F.6.of this SAP.

- 8. Regional Activity Center (RACX)
 - a. Residential uses – Residential units developed at the Special Residential Density of ten to 50 dwelling units per acre for up to 25 percent of the district

are permitted provided that the applicant demonstrates that the development will not exceed the 25 percent maximum of residential development for the RACX area of each corner of the intersection of I-4 and US 27 within this SAP. There is no minimum lot size or height limitation for multifamily buildings.

- b. Non-Residential uses:
 - i. Mixed use buildings with non-residential uses as the primary use and accessory residential units above the non-residential uses are not included in the 25 percent maximum residential calculations. The density shall only be limited by the setbacks, FAR, etc., rather than by units per acre;
 - ii. The Floor Area Ratio (FAR) for non-residential development may exceed the base FAR of 1.0 in accordance with Table 4.20; and
 - iii. There is no height limitation for buildings. Setbacks must meet the requirements of Section 205, Table 2.2 for RAC as modified by Section F.6.of this SAP.

- 9. Commercial Enclave (CEX) – In addition to the other applicable provisions, residential use is not permitted as a primary use, but is permitted above non-residential uses as an accessory use for a total of two stories of residential over non-residential uses (mixed-use building).

Height limitation and setbacks must meet the requirements of Section 205, Table 2.2 for CE as modified by Section F.5.and 6.of this SAP.

- 10. Linear Commercial Corridor (LCCX) – This Future Land Use designation recognizes existing developed LCCX within the North Ridge SAP. The following requirements will be met for redevelopment:
 - a. Non-conforming uses cannot be intensified;
 - b. New Industrial (IND) and High Impact Commercial (HIC) uses are not permitted within the LCCX;
 - c. New development in infill areas shall be limited to office, professional offices, and retail uses;
 - d. Mixed use buildings are permitted; and
 - e. Residential use is not permitted as a primary use, but is permitted above non-residential uses in a mixed-use building as an accessory use at the Medium Density Residential density (5.01 du/ac to10.0 du/ac).

- f. There is no height limitation for buildings. Setbacks must meet the requirements of Section 205, Table 2.2 for LCC as modified by Section F.6.of this SAP.
11. Professional Institutional (PIX) – Development shall be consistent with the following:
- a. On-premise signs shall meet the requirements of Section 760 for Community Activity Center (CAC) and shall be reduced by 15 percent for sign height and area within the SAP;
 - b. The setbacks and building height shall meet the requirements of the Community Activity Center “X” (CACX) in accordance with Section F.6. of this SAP, Development Design Standards and Requirements;
 - c. Residential development, as a primary or accessory use, shall be permitted to a maximum of 15 percent of the total developable area of a PIX area at Medium Density Residential density (5.01 to 10 du/ac) and shall comply with all other requirements of Chapter 3 for multifamily developments within activity centers (CAC, RAC, and BPC-1). Residential units above non-residential uses, at Medium Density Residential density, are encouraged and are not included in the 15 percent residential cap;
- For purposes of this section, total developable area of a PIX shall be the group of contiguous parcels designated as PIX not bisected by collector or arterial roads or any physical natural barriers.
- d. Single-family attached, single-family detached, duplex, and three unit residential buildings shall be prohibited from being used in the PIX; and
 - e. The Floor Area Ratio (FAR) for non-residential development may exceed the base FAR of 0.70 in accordance with Table 4.20.
12. Employment Center (ECX) – Development shall be consistent with the following:
- a. On-premise signs shall meet the requirements of the Community Activity Center (CAC) and shall be reduced by 15% for the SAP in accordance with Section 760 of the Land Development Code;
 - b. The setbacks and building height shall meet the requirements of Section F.5. and 6.of this SAP, Development Design Standards and Requirements;