

- c. Residential development, as primary or accessory use, shall be permitted to a maximum of 15 percent of the total developable area¹ of ECX at Medium Density Residential density (5.01 to 10 du/ac) and High Density residential (10.01 du/ac to 15 du/ac) and shall comply with all other requirements of Chapter 3 for multifamily developments within activity centers (CACX, RACX, and BPC-1X). Residential units above non-residential uses are encouraged and are not included in the 15 percent residential cap for units above non-residential, the density shall only be limited by setbacks, and height, etc., rather than by units by acre;
 - d. Single-family attached, single-family detached, duplex, and three unit residential buildings shall be prohibited from being used in the ECX; and
 - e. The Floor Area Ratio (FAR) for non-residential development can exceed the base FAR in accordance with Table 4.20.
13. Tourism Commercial Centers (TCCX) – The Floor Area Ratio (FAR) for non-residential development may exceed the base FAR of 0.50 in accordance with Table 4.20.
14. Leisure Recreation (L/R) – In compliance with the Polk County Comprehensive Plan, L/R areas are not intended for permanent residents. In addition to other applicable provisions within this Code and the Polk County Comprehensive Plan, the following regulation shall apply:
- a. Retail uses are limited to 7 percent of the net usable area.
 - b. Retail uses over 7 percent and up to 15 percent may be permitted if developed as part of a mixed use project.
 - c. The number of units per acre, except hotel/motel room accommodations which are limited by the allowable FAQR, is defined in Section 205, Table 2.2 in accordance with the guidelines of Policy 2.115-A4 of the Polk County Comprehensive Plan. The Floor Area Ration (FAR) can exceed the bas FAR in accordance with Table 4.20.

E. *Modified Special Use Requirements (Revised 07/25/07 – Ord. 07-039)*

- 1. Residentially Based Mixed Use Developments (RBMD) Design Standards:
 - a. The design configuration and mix of uses shall emphasize a pedestrian oriented environment;
 - b. The street pattern shall resemble a grid and limit the use of cul-de-sac streets;

¹ For purposes of this section, total developable area of an ECX shall be the group of contiguous parcels designated as ECX not bisected by collector or arterial roads or any physical natural barriers.

- c. Development shall comply with the provisions within the North Ridge SAP regarding Recreation Space, and Open Space in lieu of the Recreation and Open Space requirement of Section 401;
 - d. Residential and non-residential uses, within the development, shall be interconnected to enable efficient flow of pedestrian and vehicular traffic;
 - e. Non-residential uses shall be interconnected to adjacent development to enable efficient flow of pedestrian and vehicular traffic;
 - f. The non-residential uses for the development, such as community facilities, personal services, laundromat, dry cleaners, etc., shall not exceed 12,000 square feet or 20 percent of the area of the development, whichever is more restrictive;
 - g. The residential uses for a development shall be developed in accordance with Table 4.18 and Table 4.21; and
 - h. The non-residential uses for the RBMD are not restricted on location, however, the non-residential uses must provide a buffer in accordance with Section 720 of the Land Development Code when abutting residential uses within or outside of the RBMD.
2. Accessory Uses – Alcoholic beverage sales for consumption on site shall be permitted as an accessory use in timeshares, hotels and other resort communities in those land uses where the uses are allowed.
3. Conditional Uses – In addition to Chapter 3, the following conditions shall apply within the North Ridge SAP:
- a. Agricultural Support, off-site – Any outdoor storage of equipment or equipment repair areas shall be screened with a Type B Buffer;
 - b. Bars, Lounges, Taverns – Bars, Lounges and Taverns shall meet the following conditions:
 - i. Square footage shall not exceed 2,000 in PIX, ECX, NACX, BPC-1X, BPC-2X and INDX, not including a kitchen or storage; and
 - ii. All standards in Section 224 shall apply.
 - c. Boarding of animals – Boarding of animals at a veterinary office shall be considered accessory provided the boarding area is within an enclosed building and provisions are made to attenuate the noise. Exterior run for exercise purposes is permissible;

- d. Bed and Breakfast – In non-residential districts, bed and breakfast facilities shall comply with applicable standards and the following conditions:
 - i. If the bed and breakfast abuts a residential district on one or more sides, the use shall comply with the conditions in Chapter 3. A Type B Buffer shall be required where the bed and breakfast abuts residential districts; and
 - ii. If the bed and breakfast is surrounded by non-residential uses, the use may take on the character of the adjacent and surrounding uses and comply with the district requirements.
- e. Financial Institutions – In addition to all applicable regulations, the following standards shall apply:
 - i. All financial institutions, within BPCX and INDX, shall support the existing developed use; and
 - ii. Financial institutions shall not exceed fifteen percent of the total developed area of the subject land use district. The total developed area shall be calculated based on the inclusion of all existing uses in the subject land use developable area and those with approved and valid site plans, construction plans and plats.
- f. Financial Institutions drive-thru – In addition to all applicable regulations, the following standards shall apply:
 - i. the minimum distance from the drive-thru facility to any residentially designated property shall be 50 feet measured at the narrowest point between the property line of the residential property and either the stacking lanes, service equipment, or speaker box, whichever is closer;
 - ii. All speaker boxes shall be oriented away from adjoining residential property;
 - iii. All drive-thru facilities, including windows and stacking lanes adjacent to property with a residential use shall be screened with a Type C Buffer; and
 - iv. The primary frontage and access shall be on a collector road or better unless contained within a master planned development with access to a collector road or better.
- g. Heliports and Helistops – Heliports and helistops may be permitted as a Level 2 Review in accordance with Section 401.06, Table 4.16;

- h. Hotel/Motel – Hotel/Motel uses within the ECX and PIX districts shall be limited to the percentage cap for retail uses listed in the Comprehensive Plan for this SAP;
- i. Light assembly – the following standards shall apply:
 - i. No outdoor storage of any materials shall be permitted;
 - ii. There shall be no external activity beyond loading and unloading of materials to and from an enclosed structure; and
 - iii. A Type C Buffer (see section 720) shall be provided between a residential use and any structure requiring loading and unloading of commercial vehicle(s).
- j. Mobile Home Sales - the following standards shall apply:
 - i. Any display of mobile homes shall be limited to an outdoor display area of up to 50 percent of the total developable square footage of the subject site;
 - ii. Any site adjacent to a residential use shall provide a Type C Buffer (see Section 720); and
 - iii. Any on-site repairs shall be screened from off-site view.
- k. Nurseries, Retail – The following standards shall apply:
 - i. Nurseries and Greenhouses conditions in Section 303 of this code shall be applicable;
 - ii. In the A/RR land use district:
 - (1.) any retail activity shall be accessory and subordinate to the bona fide agricultural use of the property; and
 - (2.) any structure(s) used for retail activity shall not exceed 1,200 square feet.
- l. Office Park
 - i. All offices, in the office park, shall have vehicular and pedestrian interconnectivity.
 - ii. A maximum of 15 percent of the developable area for the Regional Activity Center (RACX) is permitted as office park. The applicant

must demonstrate that the development does not exceed the 15 percent office park cap.

- iii. An internal sidewalk shall be provided between the offices and parking lots to meet the pedestrian needs of all offices within the office park.
 - iv. The office park shall provide a minimum of 1,000 square feet of landscaped area adjacent to each building/structure.
 - v. At a minimum, a Type A Buffer shall be required at the perimeter of the office park.
- m. Outdoor Storage, Retail – In addition to applicable district regulations in Table 2.2, the following standards shall apply:
- i. all outdoor storage shall be at a minimum of 50 feet from any side lot line, and a minimum of 25 feet from the rear lot line;
 - ii. Retail establishments with outdoor storage shall be required to provide a landscaped bugger at a minimum equal to a Type C buffer (see Section 720) where the boundary abuts a residential use or residential land use district and Type B buffer (section L. of this SAP) where adjacent to a non residential use; and
 - iii.. All activity shall be limited to operation from 8:00 a.m. to 9:00 p.m.
- n. Out door Storage Wholesale – the following standards shall apply:
- i. All outdoor storage shall be at a minimum of 50 feet from any residential use or land use district;
 - ii. All activity shall be limited to operation between the hours of 8:00 a.m. 8:00 p.m.;
 - iii. All speakers shall be setback 100 feet from any residential use or land use district; and
 - iv. All speakers shall be directed away from any residential use or land use district.
- o. Railroad Yard – A Type C Buffer 25 feet in width is required where a railroad yard abuts any residential district, including Agriculture/Residential Rural (A/RRX).
- p. Retail – The following standards shall apply:

- i. Retail uses are limited to 15 percent of the total developable area ECX, PIX, BPCX and INDX;
 - ii. Total area includes the group of contiguous parcels designated a land use that is not bisected by a collector or arterial roads or any physical natural barriers; and
 - iii. Only natural water bodies and untouched wetlands can be removed from the total area calculations.
- q. Short Term Rentals - In addition to the conditions in Chapter 2, single-family detached units shall be a prohibited use for Short Term Rental units in the RACX.
- r. Self Storage Facilities – These facilities shall not be more than ten (10) percent of the total area of the EXC or PIX district. In addition, the individual storage spaces shall not be permitted to be accessed from the outside. All users shall access the individual rented storage space through a common access. Where the facility fronts the collector road, mixed use structures (e.g. office, personal service, commercial with the self-storage above or behind), are required. Out door storage will only be allowed within the courtyard of the facilities, where the surrounding structure is enclosed or semi-enclosed usable space (not just a wall). The courtyard area can not be larger than ½ the area of the footprint of the building surrounding it. Each facade of the facility shall have an office or similar appearance.
- s. Time Shares
- i.. A Type C Buffer shall be required where a time share development abuts a residential district.
 - ii. A Type B Buffer shall be required where a time share development abuts a non-residential district or use.
 - iii. All time share development shall connect to centralized water and wastewater services.
- t. Special Residential – If special residential structure is placed on the edge of the district, the height of the building cannot be more than twice the height of the building in the adjoining district/parcel unless it is approved as part of a master planned development. Parking areas for special residential uses shall not be immediately adjacent to residential Future Land Use districts. Light poles, used for special residential uses, shall not be adjacent to existing residential or property designated with a residential Future Land Use district and alighting shall be directed toward the interior of the development. Alighting plan that includes the fixture type, location, intensity, and

photometric calculations shall be submitted for development review with any special residential project.

- u. Transit Facilities – All outdoor storage shall be screened from off site view and shall be setback 50 feet from any property with a residential structure or residential land use designation.
- v. Truck Stop
 - i. A Type C Buffer 25 feet in width shall be required where the truck stop abuts a residential district or a school.
 - ii. A Type B Buffer shall be required where a truck stop abuts a non-residential district or use.
 - iii. No truck parking, gasoline sales, fuel storage, or truck servicing activities are allowed within 65 feet of the property line that abuts any residential district or a school.
- w. Warehouse and/or distribution facilities – there shall be no loading or unloading forward of the front building line, or adjacent to residentially developed property, or to property with a residential Future Land Use designation.

F. *Development Design Standards and Requirements (Revised 07/25/07 – Ord. 07-039)*

- 1. All non-residential, commercial, and residential development with three dwelling units per acre or higher densities shall utilize underground utilities within the development. Above ground utilities are permitted only along the road or as needed by the utility service provider(s) in order to meet the regional demands of providing the service(s). Lots of records are exempt from this requirement.
- 2. All development shall utilize a water reuse system, where service is available or planned by the County or local municipalities.
- 3. Density bonus points:
 - a. All residential development within Residential Land Uses shall obtain five density bonus points for every one dwelling unit per acre increase above the permitted base density with the total required bonus points coming from at least three categories as shown in Table 4.19. Residential developments within non-residential districts are required to obtain five bonus points for every one dwelling unit per acre of density up to 50 points, and one bonus point for every one dwelling unit per acre du/ac after that; and
 - b. Regional Activity Center (RACX) within the North Ridge SAP:

- i. Residential development is permitted (P) to occur at the density of 10 to 15 dwelling units per acre with a Level 2 Review;
 - ii. Residential development is permitted with density bonus points (B) to occur at densities of 15.001 to 25 dwelling units per acre as a Level 2 Review; and
 - iii. Residential development is permitted with a Planned Development (PD) with bonus points (B) at densities of 25.001 to 50 dwelling units per acre.
- 4. Floor Area Ratio (FAR) bonus points:
 - a. All non-residential development requesting an increase in the Floor Area Ratio (FAR) shall obtain five (5) Floor Area Ratio (FAR) bonus points for every 0.05 FAR increase above the base FAR, with the total required bonus points coming from at least three categories as shown in Table 4.19;
 - b. 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
 - c. All development that is permitted with a Planned Development (PD) with bonus points (B) shall require a Level 3 Review in accordance with Table 4.20 and Table 4.21.
- 5. Building height: limitation other than those specified in this section, shall be in accordance with the standards established by Section 205, Table 2.2 unless approved as part of a master plan development.

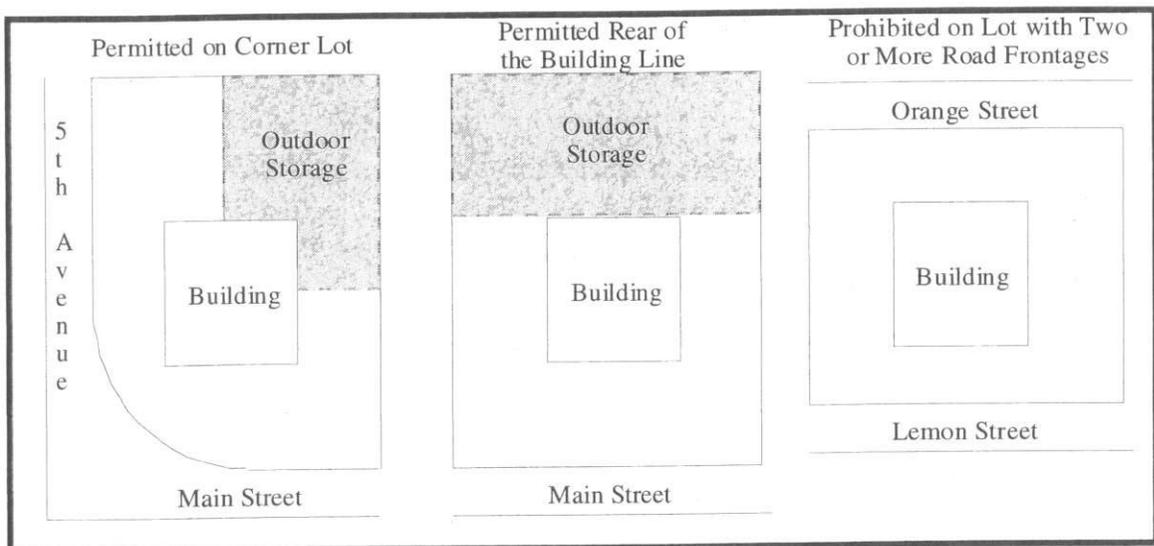
There is no height limitation for development of multi-family buildings in RL-3X AND RL-4X the RMX, RHX, CEX, LCCX, NACX, CACX, TCCX, RACX, ECX, PIX, and INSTX.

- 6. Building setbacks shall be in accordance with Section 205, Table 2.2 with the following exceptions:
 - a. For structures greater than 50 feet in height, the building setback shall be increased, by one-half of one foot for each one foot of height over 50 feet, to a maximum of 25 feet of additional setback unless approved as part of a master plan development; and
 - b. The building setbacks for the Professional Institutional (PIX) and Employment Center (ECX) districts shall comply with the Community Activity Center (CAC) district in accordance with Table 2.2. and with Section a. above.

7. Outdoor storage:

- a. Outdoor storage forward of the rear building line is not allowed in all Future Land Use districts, however, outdoor storage is permitted in the Business Park Center (BPC-1X) and Industrial (INDX) land use districts forward of the rear building line, provided the area is screened from off-site view;
- b. Outdoor storage shall be allowed to the rear of the lot behind the building/structure. On corner lots, outdoor storage shall not extend toward the road frontage by more than one half the length of the building/structure, as shown in Figure 4.1. Except for corner lots, outdoor storage shall be prohibited for non-residential lots with two or more front yards, as shown in Figure 4.1;
- c. Outdoor storage for multiple buildings, within a project or on a parcel, shall be permitted in a manner consistent with the intent of Figure 4.1. In addition, at a minimum, outdoor storage for multiple buildings shall only be permitted behind the rear line of the building that is farthest from any street;
- d. Where outdoor storage of cars, recreational vehicles, and boats is permitted, it shall be to the rear of the building line;
- e. All outdoor storage shall be screened from off-site view; and
- f. All Salvage Yards shall be consistent with the conditions listed in Chapter 3.

Figure 4.1 Outdoor Storage - Permitted and prohibited areas



8. Canopy trees – All canopy trees, at the time of planting for all development, shall be a minimum of ten to twelve feet tall and have a minimum of two inches diameter at breast height (D.B.H.). At maturity, a tree must reach a minimum height of 25 feet with a minimum spread (or crown) of 15 feet.

G. ***Multi-Modal Collector Road System***

The collector road system is designated on the FLUM and shall be established by requiring development to provide a minimum of 40 feet from the centerline for the right-of-way to the County. All other roads shall be in accordance with Section 823.

H. ***Greenway Corridor***

The Greenway Corridor is designated on the FLUM and shall be established as follows:

1. New development or redevelopment bordering the wetlands and floodplains of the Green Swamp CORE shall designate the westerly 50 feet of uplands as a conservation easement and the easterly 50 feet of wetlands or floodplains as a conservation easement;
2. Recreation amenities and stormwater retention areas shall be located adjacent to the Greenway Corridor, unless an alternative location is approved by the Development Review Committee (DRC); and
3. Recreational trails shall be allowed within the Greenway Corridor.

I. ***Horse Creek Corridor***

1. Recreation amenities areas may be located adjacent to the Horse Creek Corridor.
2. Recreational trails and other passive recreation activities shall be allowed within the Horse Creek Corridor.

J. ***Recreation Space (Revised 07/25/07 – Ord. 07-039)***

1. All residential and short-term rental development shall provide 50 percent of the required park and recreation space on-site and an amount established by the County Impact Fee Ordinance as amended will be contributed to the acquisition and/or development of a regional park or community parks.
2. Passive recreation may be used to meet the Open Space requirement.
3. Active recreation areas may be used to meet the Open Space requirement under the following conditions:
 - a. Passive recreation such as parks or pedestrian paths shall be incorporated into the active recreation areas for the use of the residents that the open space is intended for;
 - b. The recreation areas shall be used to link greenways, wetlands, floodplains, water bodies, and other natural areas within and adjacent to the development;

- c. The recreation areas shall be linked to any proposed internal pedestrian network within the development; and
- d. All recreation areas shall be accessible to all residents within the development and shall incorporate unobstructed views from the roadways.

K. *Open Space (Revised 07/25/07 – Ord. 07-039)*

Open space within the North Ridge SAP includes upland, wildlife habitat, wetlands, dry and wet retention ponds, preserved native plant communities, and floodplains.

- 1. All development will be required to provide a minimum of ten percent open space in the SAP, but shall provide a minimum of 30 percent open space if in the Green Swamp.
- 2. A minimum of ten percent of the open space requirement shall be upland.
- 3. Building setbacks are allowed to be used as part of the Open Space for non-residential development.
- 4. Open Space shall not be counted as Recreation Space.
- 5. Lots of record are exempt from providing open space as required by this SAP.
- 6. If retention areas are used as Open Space, the following conditions shall be met:
 - a. The retention areas shall be designed to resemble natural land/water body features; and
 - b. The retention area shall be landscaped in accordance with the planting requirements of a Type A Buffer. These landscape requirements may include plant clustering or alternative planting schemes approved by the Development Review Committee.

L. *Buffers (See Figure 4.2)*

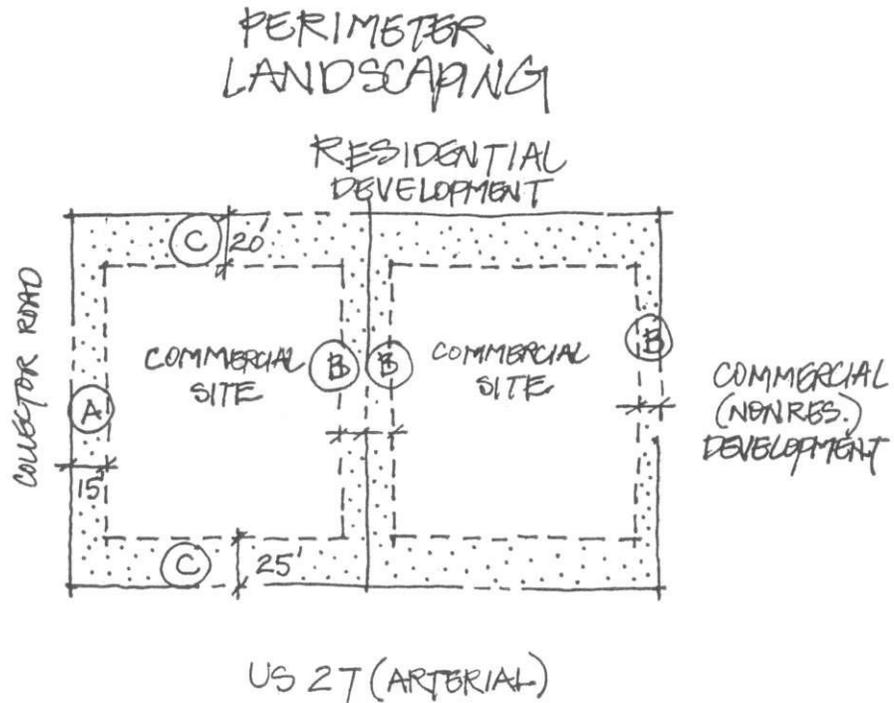
- 1. A landscaped buffer, 25 feet in width, shall be required along arterial roads consistent with the planting requirements of a Type C buffer for all development. The required sidewalk may be incorporated into the landscape buffer provided an access easement is recorded at the time of Level 5 Review.
- 2. Developers of properties along US 27 shall plant Live Oak trees at a ratio of one tree for every 40 linear feet of right-of-way frontage.
- 3. A landscaped buffer 15 feet in width shall be required along all collector roads, consistent with the planting requirements of a Type A buffer, for all development.

The sidewalk may be incorporated into the landscape buffer provided an access easement is recorded at the time of Level 5 Review.

4. A landscaped buffer consistent with the Type C buffer in Section 720 shall be required where non-residential development abuts any vacant or developed residential districts. This buffer may be reduced to ten feet if a masonry wall is incorporated into the buffer.
5. A five foot landscaped buffer consistent with the Type B Buffer, in accordance to Section 720, shall be required between all non-residential developments as follows:
 - a. Where a proposed non-residential use abuts an existing non-residential use, a Type B Buffer, in accordance to Section 720, is required, unless the existing use has an equivalent buffer.
 - b. Where the proposed non-residential use abuts a non-residential district, that is vacant and without approved development plans from the County, the proposed use shall provide the equivalent of half of the required plantings of the Type B Buffer, in accordance to Section 720.
 - c. If the abutting non-residential use, whether it is an existing use or received development approval from the County, has a clustered landscaped buffer, the abutting use shall cluster the landscaped buffer on-center between the proposed or existing clustered landscaping. The proposed non-residential use in this situation, cannot apply for a waiver from the required landscaping.
 - d. The plantings of the required landscape buffer between non-residential uses may be clustered, provided the separation between clusters is no greater than 30 feet.
 - e. Half of the required understory tree and shrub plantings, from the Type B Buffer between non-residential uses, may be transferred from the perimeter landscape to landscaping surrounding the building(s) for the development.
 - f. Where the buildings abut each other and utilize shared parking areas, a landscape buffer shall not be required to separate the two uses.
 - g. All landscaped buffers, including those within the building setbacks, are allowed to be counted toward the required Open Space for non-residential development.
6. Existing trees, including citrus trees, can be counted toward the buffer requirement per Section 721 and Table 4.17 of the Land Development Code. In non-residential uses, up to 50 percent of the citrus trees can be counted toward the buffer requirement per Section 721 and Table 4.17.

7. Only block with stucco, brick, or decorative precast masonry walls shall be permitted as part of the landscape buffer as required by Section 720. Privacy fences for residential and non-residential uses that are not part of the landscape buffer are allowed as permitted by Section 210.
8. Landscaped buffers within the right-of-ways shall not count toward the required Open Space.

Figure 4.2 Landscaping between non-residential uses

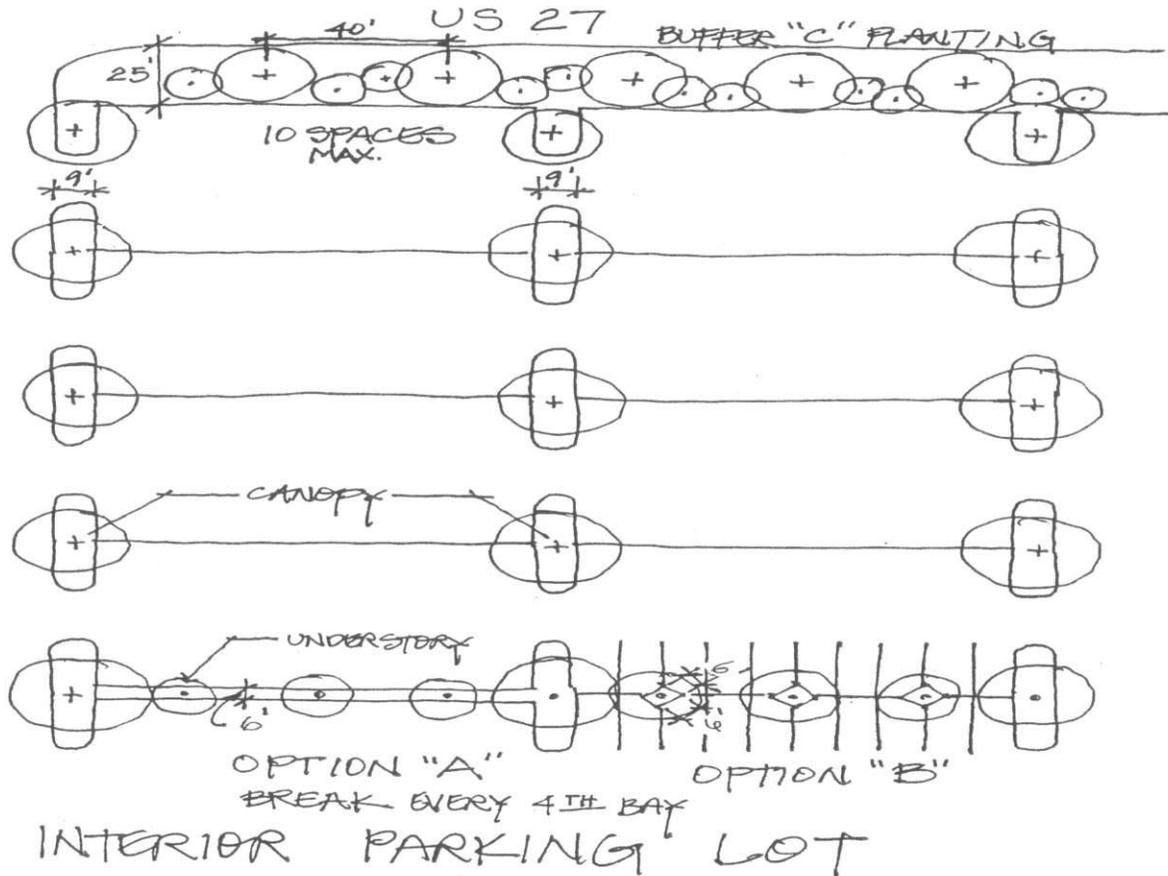


M. *Parking Lot Landscaping (See Figure 4.3)*

1. All parking lot landscaping and buffer requirements shall meet the requirements of this section; the landscaping requirements of Section 720 C. and D. shall not be applicable in this SAP.
2. Xeriscape landscaping and native plant materials are encouraged to be incorporated into the parking lot landscaping.
3. At least 30 percent of the required canopy trees in the parking lot landscaping shall be native to the ridge or drought resistant.
4. The minimum landscaping for each parking lot shall be provided within the interior of a required paved off-street parking area as follows:
 - a. Each aisle of parking spaces shall be terminated by landscaped islands which measure not less than nine feet in width, as measured from face of curb to face of curb, and not less than 18 feet in length. At least one canopy tree shall be planted in each terminal island;
 - b. Mandatory terminal islands shall be surrounded with a continuous, raised curb.
 - c. Landscaped divider medians may be used to meet interior landscape requirements. If divider medians are used, they shall form a continuous landscaped strip between abutting rows of parking spaces. The minimum width of divider median shall be a minimum six foot wide divider median, as measured from face of curb to face of curb. One under story tree shall be planted for each 30 linear feet of divider median, or fraction thereof. Trees in a divider median may be planted singly or in clusters. The maximum spacing between clusters shall be 60 feet;
 - d. A minimum six foot wide divider median, as measured from face of curb to face of curb, shall be required every fourth bay of parking as shown in Figure 4.2. A minimum of one understory tree shall be planted for each 30 linear feet of divider median. An alternative option, three diamond shaped islands may be substituted for the continuous six foot wide divider median, as shown in Figure 4.2;
 - e. Optional interior islands and divider medians shall be protected by curbing or wheel stops; and
 - f. Each parking bay shall have no more than ten continuous parking spaces unbroken by a landscape island that shall be the width of a parking space, as measured from face of curb to face of curb.
5. Location of landscaping – Landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and to guide traffic flow.

6. A Type A buffer 15 feet in width shall be required between all frontage roads and parking lots in accordance with Section 720.
7. Required landscaping where off-street parking abuts public right-of-way: A landscaped strip of land shall be provided consistent with this section and Section 720 with at least one drought resistant, native to the ridge, tree for each 75 lineal feet, or fraction thereof shall be planted. Trees may be planted separately or in clusters.
8. No landscaping shall be provided in the right-of-way unless the County or FDOT gives the owner approval to do so. In addition, a completed agreement as to who will maintain the landscaping within the right-of-way shall be submitted by the developer and the owner of the right-of-way(s) prior to Level Review 2 approval.

Figure 4.3 Parking Lot Design



N. *Tree Planting*

The minimum number of trees to be planted or preserved in addition to buffering and landscaping requirements is listed in Table 4.17.

Table 4.17 Number of Trees to Plant or Preserve for Development

Future Land Use	Minimum Trees Required
A/RRX, RSX, RLX, RMX	8 trees per developable acre
CCX	2 trees per developable acre
L/RX, TCCX, NACX, PIX, ECX	4 trees per developable acre
CEX, LCCX, CACX, RACX	6 trees per developable acre

O. *Credits for Existing Trees*

Credits for existing trees shall be consistent with Section 721.

P. *Signs*

1. Off-Premise signs shall be prohibited except as temporary real estate signs advertising the availability of commercial space and special events as permitted per Section 760 of the Land Development Code.
2. On-premise signs shall be permitted in accordance with Section 760.
3. On-premise signs shall be permitted in the Professional Institutional (PIXX) and Employment Center (ECX) districts consistent with the Community Activity Center (CACX) standards per Section 760.
4. All other signs shall be permitted in accordance with Section 760.

Q. *Transportation Network and Road Frontage Requirements (Revised 06/08/04 Ord. 03-94)*

1. Transportation improvements shall comply with the following:
 - a. Improvements or construction of arterial, collector, or local roadways shall be consistent with FDOT plans and the County's proposed collector road system for this SAP, and other applicable adopted plans;

- b. Prior to Level 2 Review or Level 5 Review, rights-of-way shall be dedicated for roads designated on the FLUM by all development, and shall comply with the widths required in this Section and Chapter 8. Dedication may be provided prior to Certificate of Occupancy if approved by the County Attorney and the Planning Division; and
 - c. Curb cut criteria shall be consistent with Rule 14-96 and Rule 14-97, Florida Administrative Code, as amended, and the access management plan for the jurisdiction of that facility.
2. To comply with the conditions of approval for the level of service variance on US 27 (DOT Case No.: 06-117), FDC Grove Road and Holly Hill road will be improved within this SAP as follows:
 - a. The Corridor Alignment Study for FDC Grove Road and Holly Hill Road, as approved by the Polk County BoCC, will define the typical section and location of these two roads; and
 - b. For parcels adjacent or contiguous to the FDC Grove Road and Holly Hill Road corridor alignments, the applicant will be required to dedicate and construct those portions of FDC Grove Road or Holly Hill Road which are part of or contiguous to the development or site. This shall be done prior to site plan (Level 2) approval.
3. All access and subdivision of land shall comply with the following:
 - a. All access to collector and local road shall be consistent with this Section and Chapter 8;
 - b. Only one driveway shall be permitted along US 27 every 1,320 feet between any perpendicular roadway intersection with US 27;
 - c. Any subdivision of property along all arterial roadways shall have a minimum frontage of 600 feet. This may be reduced if access is not from US 27 and access is gained from a shared driveway, consistent with item 2b above, internal road or cross access easement;
 - d. The required frontage may be reduced if access is gained through a joint or shared access, a side road, or other internal road; and
 - e. Where access is shared by more than one user, an easement shall be located on the site plan at Level 2 Review and any required plat. A completed access agreement shall be provided prior to any Level 2 Review approval.
4. In order to provide safe and efficient local traffic movement, the County shall designate cross-access corridors along US 27, US 17/92, all urban collector roads within the SAP, and other roads that may be designated in the future. Said corridors

shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare. Each corridor shall include the following elements:

- a. A continuous linear travel corridor extending the entire length of the block which it serves, or at least 1,000 feet of linear frontage along the thoroughfare, and having a design speed of ten mph. Final design of the facility shall be approved by the County Engineer;
- b. At a minimum, meet the County's local road requirements of Appendix A of the Land Development Code in order to have sufficient width to accommodate two-way travel aisles for automobiles, service vehicles, and loading vehicles;
- c. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development;
- d. Linkage to other cross-access corridors in the area;
- e. Where a cross-access corridor is designated, no subdivision plat, site plan or other development shall be approved unless the property owner grants an easement allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land;
- f. Wherever a cross-access corridor has been designated, the sites shall be so designed for coordinated or joint parking, access and circulation systems. These sites shall include stub-outs and other design features necessary to make it visually obvious that the abutting properties may be connected to a unified system;
- g. If a site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be connected to a unified system at a later date; and
- h. If a site abuts an existing developed property, it shall be so designed to connect to the abutting parking, access, and circulation unless the Planning Director and County Engineer determines this to be impractical.

R. *Environmental Protection*

All development within this SAP shall be designed to protect upland wildlife habitats, native plant communities, wetlands, and other natural resources.

1. All mining within the North Ridge SAP shall meet the requirements of Section 2.304 of the Comprehensive Plan. The county will encourage the mining of vacant,

undeveloped land that is designated within the Mineral Resource Protection District prior to being developed.

2. Building setbacks shall be 50 feet from environmentally sensitive areas. Wider setbacks may be required by the County depending on the environmental sensitivity of the area and the intensity of the development proposed adjacent to the area.
3. Underground petroleum storage tanks shall be allowed within the North Ridge SAP in accordance with the Comprehensive Plan and federal and state requirements.

S. ***Density and Dimensional Regulations***

1. The allowable densities and density bonus points for this SAP are shown in Tables 4.18 and 4.19, respectively. If the Green Swamp Area of Critical State Concern regulations are more restrictive, then they shall apply to the development.
2. Planned Developments shall be required as specified in Table 4.18, Table 4.20, and Table 4.21.

- b. Prior to Level 2 Review or Level 5 Review, rights-of-way shall be dedicated for roads designated on the FLUM by all development, and shall comply with the widths required in this Section and Chapter 8. Dedication may be provided prior to Certificate of Occupancy if approved by the County Attorney and the Planning Division; and
 - c. Curb cut criteria shall be consistent with Rule 14-96 and Rule 14-97, Florida Administrative Code, as amended, and the access management plan for the jurisdiction of that facility.
 2. To comply with the conditions of approval for the level of service variance on US 27 (DOT Case No.: 06-117), FDC Grove Road and Holly Hill road will be improved within this SAP as follows:
 - a. The Corridor Alignment Study for FDC Grove Road and Holly Hill Road, as approved by the Polk County BoCC, will define the typical section and location of these two roads; and
 - b. For parcels adjacent or contiguous to the FDC Grove Road and Holly Hill Road corridor alignments, the applicant will be required to dedicate and construct those portions of FDC Grove Road or Holly Hill Road which are part of or contiguous to the development or site. This shall be done prior to site plan (Level 2) approval.
 3. All access and subdivision of land shall comply with the following:
 - a. All access to collector and local road shall be consistent with this Section and Chapter 8;
 - b. Only one driveway shall be permitted along US 27 every 1,320 feet between any perpendicular roadway intersection with US 27;
 - c. Any subdivision of property along all arterial roadways shall have a minimum frontage of 600 feet. This may be reduced if access is not from US 27 and access is gained from a shared driveway, consistent with item 2b above, internal road or cross access easement;
 - d. The required frontage may be reduced if access is gained through a joint or shared access, a side road, or other internal road; and
 - e. Where access is shared by more than one user, an easement shall be located on the site plan at Level 2 Review and any required plat. A completed access agreement shall be provided prior to any Level 2 Review approval.
 4. In order to provide safe and efficient local traffic movement, the County shall designate cross-access corridors along US 27, US 17/92, all urban collector roads within the SAP, and other roads that may be designated in the future. Said corridors

shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare. Each corridor shall include the following elements:

- a. A continuous linear travel corridor extending the entire length of the block which it serves, or at least 1,000 feet of linear frontage along the thoroughfare, and having a design speed of ten mph. Final design of the facility shall be approved by the County Engineer;
- b. At a minimum, meet the County's local road requirements of Appendix A of the Land Development Code in order to have sufficient width to accommodate two-way travel aisles for automobiles, service vehicles, and loading vehicles;
- c. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development;
- d. Linkage to other cross-access corridors in the area;
- e. Where a cross-access corridor is designated, no subdivision plat, site plan or other development shall be approved unless the property owner grants an easement allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land;
- f. Wherever a cross-access corridor has been designated, the sites shall be so designed for coordinated or joint parking, access and circulation systems. These sites shall include stub-outs and other design features necessary to make it visually obvious that the abutting properties may be connected to a unified system;
- g. If a site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be connected to a unified system at a later date; and
- h. If a site abuts an existing developed property, it shall be so designed to connect to the abutting parking, access, and circulation unless the Planning Director and County Engineer determines this to be impractical.

R. *Environmental Protection*

All development within this SAP shall be designed to protect upland wildlife habitats, native plant communities, wetlands, and other natural resources.

1. All mining within the North Ridge SAP shall meet the requirements of Section 2.304 of the Comprehensive Plan. The county will encourage the mining of vacant,

Table 4.18 Density Limits for North Ridge SAP ⁽¹⁾ (Revised 07/25/07 – Ord. 07-039)

Land Use	DU/A	FAR	ISR	
			Green Swamp (GS)	Non GS
RL-1X	0-3 ⁽²⁾	0.25 ⁽⁷⁾	0.5	0.6
RL-2X	0-4 ⁽²⁾	0.25 ⁽⁷⁾	0.5	0.6
RL-3X	> 1-5 ⁽²⁾	0.25 ⁽⁷⁾	0.5	0.6
RL-4X	> 3-8 ⁽²⁾	0.25 ⁽⁷⁾	0.5	0.6
RMX	6 - 15 ⁽²⁾	0.25 ⁽⁷⁾	0.5	0.7
RHX	10-20 ⁽²⁾	0.25 ⁽⁷⁾	0.5	0.7
L/RX	0	0.35	0.5	0.5
ECX	5 - 10 ⁽³⁾	0.70 ⁽⁶⁾	0.7	0.7
INSTX	0	0.35	0.7	0.7
ROX	0	0.10	0.25	0.25
PIX	5 - 10 ⁽³⁾	0.70 - 1.25 ⁽⁶⁾	0.7	0.7
BPC-1X	0	0.75 - 1.25 ⁽⁶⁾	0.7	0.7
INDX	0	0.75 - 1.25 ⁽⁶⁾	0.7	0.7
TCCX	0	0.50 - 1.0 ⁽⁶⁾	0.7	0.7
CCX	0 ⁽³⁾	0.25 - 0.65 ⁽⁶⁾	0.6	0.6
CEX	0 ⁽³⁾	0.35 - 0.75 ⁽⁶⁾	0.7	0.7
LCCX	5 - 10 ⁽⁴⁾	0.35 - 0.75 ⁽⁶⁾	0.7	0.7
NACX	5 - 10 ⁽⁴⁾	0.35 - 0.70 ⁽⁶⁾	0.6	0.6
CACX	5 - 10 ⁽⁴⁾	0.50 - 1.0 ⁽⁶⁾	0.7	0.7
RACX	10 - 50 ⁽⁵⁾	1.0 - 1.5 ⁽⁶⁾	0.7	0.7

⁽¹⁾ Densities and intensities in the Green Swamp Area of Critical State Concern (GSACSC) shall conform to Table 4.18 or Table 5.3, whichever is more restrictive.

⁽²⁾ Densities and intensities are based on the base density for each district or subdistrict outlined in Table 4.21 and density bonuses outlined in Table 4.19.

⁽³⁾ Mixed use buildings are allowed to a maximum of three stories with up to two stories of residential above the non-residential use.

⁽⁴⁾ Densities and intensities are based on the Medium Residential Density and are only allowable in mixed use buildings.

⁽⁵⁾ Densities and intensities are based on the Special Residential Density, as modified within the North Ridge SAP. Bonus points are awarded as outlined in Table 4.20.

⁽⁶⁾ Any development seeking a Floor Area Ratio (FAR) above the base FAR shall obtain density bonus points and/or a Planned Development in accordance with Table 4.20.

⁽⁷⁾ Non-residential FAR only; there is no FAR for residential development.

Table 4.19 Density and Floor Area Ratio Bonus Point Schedule ⁽¹⁾ (Revised 07/25/07 – Ord. 07-039)

INFRASTRUCTURE AND SERVICE	
Donation of usable land for public safety ⁽²⁾	2 pts per acre (up to 6 pts)
Donation of usable land for schools ⁽²⁾	2 pts per 5 acres (up to 10 pts)
Donation of usable land for community or regional parks ⁽²⁾	2 pts per 5 acres (up to 10 pts)
Extending sidewalks beyond frontage	2 pts per 1/4 mile (up to 8 pts)
Internal sidewalks (local roads)	1 pt per 50 dwelling units (up to 10 pts) 1 pt per 300 lineal feet for non-residential development up to 10 pts
Dedicated pedestrian ways from off-site access to building(s)	2 pts
Internal street lighting	2 pts
DESIGN	
Public Art	2 pts
Canopy trees in common areas (beyond buffer requirements and include a mix of species)	1 pt/5,000 sq ft of coverage at maturity (up to 10 pts)
Open space (beyond requirements)	2 pts per 5% (up to 12 pts)
Vertical development (does not include single unit residential development)	2 pts per story above 1 (up to 10 pts)
Mixed use building (does not include single unit residential development)	2 pts per non-residential use type (up to 10 pts)
Traffic calming (1) On street parking (2) Crosswalks with cobblestone or other similar pavers (3) Intersections with cobblestone or other similar pavers (4) Tree lined roads with sidewalks (5) Tree lined medians (6) Roundabouts (7) Others approved by DRC	1 point 2 points 3 points 3 points 3 points 3 points 3 points
Alternative driveways (alleys)	3 pts per phase
Side garage entrance or recessed garage	2 pts per phase
Zero lot line/cluster development	2 pts
Village design (See definition)	5 pts
Landscaping of storm water ponds with type "A" buffer or better	2 pts
Landscape on all sides of external wall	2 pts
TRANSPORTATION	
Multiple access from different roads	2 pts
Interconnectivity (direct links to adjoining developments and	

Table 4.19 Density and Floor Area Ratio Bonus Point Schedule ⁽¹⁾ (Revised 07/25/07 – Ord. 07-039)

INFRASTRUCTURE AND SERVICE		
properties)		
	vehicular	2 pts
	pedestrian	2 pts
Rear or side parking lot		3 pts
Parking lot lighting		2 pts
Open space with pedestrian use area or corridors to break up parking areas		2 pts
Sidewalks in divider median of parking lots to separate pedestrian and vehicular traffic		2 pts
Internal capture (based on traffic study)		2 pts
Curb and gutter for internal roads (less than 3 du/ac)		2 pts
Connector road from one public road to another		2 pts
Mass transit stop (even if not available or on a planned route)		2 pts
Parking garage (exempt from FAR calculation)		5 pts
RECREATION		
Active recreation (Includes pool, tennis/basketball/volleyball courts, tot lot, club house/recreational facility, and other active sport courts)		3 pts
Passive recreation (walking paths/trails, bikeway, nature/hiking trail)		3 pts
Centrally located recreation facilities		2 pts
CONSERVATION		
Xeriscaping (at least 25% of required landscaping)		3 pts
Restoration/creation of wildlife habitat		4 pts
Greenway Corridor		1 pt per 1/5 acre
Upland conservation		
	15% of site	3 pts
	20% of site	4 pts
	25% of site	5 pts
Wildlife habitat or native plant community open space		5 pts per acre
Wetland/Waterbody buffer (in addition to the required vegetative buffer)		
	25 feet upland (non-Green Swamp); 50 feet upland (Green	1 pt

Table 4.19 Density and Floor Area Ratio Bonus Point Schedule ⁽¹⁾ (Revised 07/25/07 – Ord. 07-039)

INFRASTRUCTURE AND SERVICE		
	Swamp)	
	50 feet upland (non-Green Swamp); 75 feet upland (Green Swamp)	2 pts
	75 feet upland (non-Green Swamp); 100 feet upland (Green Swamp)	3 pts
Wildlife habitat/Native plant community buffer		
	15 feet upland (non-Green Swamp); 25 feet upland (Green Swamp)	1 pt
	30 feet upland (non-Green Swamp); 50 feet upland (Green Swamp)	2 pts
	50 feet upland (non-Green Swamp); 75 feet upland (Green Swamp)	3 pts
DEVELOPMENT		
	Affordable housing (based on HUD standards)	2 pts per 10% of project
	No short-term rental	5 pts
<p>Notes:</p> <p>⁽¹⁾DENSITY AND FAR BONUS POINTS RATIO:</p> <p>All development must obtain the required bonus points for the project from at least three of the categories in Table 4.19.</p> <ul style="list-style-type: none"> a) Residential development within residential districts and Pix and ECX shall obtain five bonus points for every one du/ac increase in density from the permitted density as shown in Table 4.21. b) Residential developments within non-residential districts are required to obtain five bonus points for every one dwelling unit per acre of density up to 50 points, and one bonus point for every one dwelling unit per acre du/ac after that. c) Non-Residential development must obtain five density bonus points for every 0.05 increase in Floor Area Ratio (FAR) as shown in Table 4.20. <p>⁽²⁾ Agreement must be made with the service provider prior to any approvals/acceptance.</p>		

Table 4.20 North Ridge SAP Floor Area Ratio (FAR) Bonus Points Awarded (Non-Residential Development) ⁽¹⁾ (Revised 07/25/07 – Ord. 07-039)

Uses	CCX	CEX	LCCX	NACX /L/RX	TCCX	CACX	ECX	PIX	RACX	BPC-1X	INDX
P	0.25	0.35	0.35	0.35	0.50	0.5	0.70	0.70	1.0	0.75	0.75
B	0.50	0.60	0.60	0.60	0.80	0.8	0.95	0.95	1.3	0.95	0.95
PD	0.65	0.75	0.75	0.70	1.0	1.0	2.0	1.25	1.5	1.25	1.25

Notes:

P = Permitted with a Level 2 Review in the North Ridge SAP.

B = Density Bonus Points are required and permitted with a Level 2 Review in the North Ridge SAP.

PD = Planned Development with the necessary Density Bonus Points are required and permitted with a Level 3 Review in the North Ridge SAP.

⁽¹⁾ For every 0.05 increase in Floor Area Ratio (FAR) five density bonus points must be obtained from at least three categories as shown in Table 4.19.

Table 4.21 North Ridge SAP Density Bonus Awarded (Residential Districts)

Residential Low - X ^{(1), (4)} (Maximum Density - du/ac) Minimum Lot Size (Square Feet) ⁽²⁾					Residential Medium - X ^{(1), (3), (4), (6)} (Maximum Density - du/ac) Minimum Lot Size (Square Feet) ⁽²⁾	
Density (du/ac)	RL-1X	RL-2X	RL-3X ^{(2), (5)}	RL-4X ^{(2), (5)}	Density (du/ac)	RMX
≤ 1	P 40,000	B 15,000			6 - 8	B 4,000
> 1 - 2	B 15,000	P 15,000	B 10,000		> 8 - 10	P 4,000
> 2 - 3	PD 10,000	B 10,000	P 10,000	B 6,000	> 10 - 12	B 4,000
> 3 - 4		PD 7,500	B 7,500	P 6,000	> 12 - 15	PD < 4,000
> 4 - 5			PD 6,000	B 5,000		
> 5 - 6				B 5,000		
> 6 - 8				PD 4,000		

Notes for Table 4.21:

P = Permitted with a Level 2 Review in the North Ridge SAP.

B = Density Bonus Points are required and permitted with a Level 2 Review in the North Ridge SAP.

PD = Planned Development with the necessary Density Bonus Points are required and permitted with a Level 3 Review in the North Ridge SAP.

- (1) If a higher density than is allowed by this table is requested, a district change or comprehensive plan amendment will be required.
- (2) Duplexes and single family attached units are allowed to have a minimum lot size of 6,000 square feet for each unit in RL-3X and 4,000 square feet for each unit in RL-4X. In RMX, duplexes and single family attached units are allowed to have a minimum lot size of 3,000 square feet and less than 3,000 square feet with a Planned Development.
- (3) Duplexes and single family attached units are allowed to have a minimum lot size of 4,000 square feet for each unit and less than 4,000 square feet for each unit with a Planned Development in the RMX.
- (4) Parcels or lots in the Green Swamp shall meet all requirements of Chapter 5 of the Land Development Code and the Comprehensive Plan.
- (5) Multifamily units in RL-3X and RL-4X will allow up to four (4) units per building.
- (6) Multifamily units in RMX will allow up to eight (8) units per building; there is no minimum lot size for multifamily units. Multifamily units in RMX may allow more than eight (8) units per building with a Planned Development.

A. *Purpose and Intent*

The Ronald Reagan Parkway Plan district implements the Ronald Reagan Parkway Selected Area Plan (SAP) portion of the Polk County Comprehensive Plan. The Ronald Reagan Parkway Selected Area Plan vision is to create a series of urban communities and neighborhoods interspersed within the natural environment while creating commerce nodes and villages to foster community interaction and public gathering spaces. The district encompasses a wide residential spectrum, commercial centers, corporate centers and natural preserves arranged in a manner to ensure an environmental, economic, and socially sustainable community.

The Ronald Reagan SAP is intended to develop as a more urban community relative to the rest of Polk County. The majority of the housing stock in this community serves three main residential markets; Orlando Metro Area Commuter, Extended Stay Tourist, and Empty Nesters. Retail and employment uses must be granted flexibility to meet the needs of these three different markets. Within the selected area plan there is a mix of regional retail, regional employment centers, and residential neighborhoods that form an interconnected hierarchy of streets, public spaces and vistas.

B. *Applicability*

Development within the CR 54 plan district shall comply with all land use requirements and development standards contained in the CR 54 SAP in Section 2.131-B of the Polk County Comprehensive Plan. This Section applies to development within the CR 54 plan district, the boundaries of which are shown on the FLUMS.

C. *Use Table*

Ronald Reagan Selected Area Plan (SAP) establishes modified future land use districts that include urban uses and urban design aspects that more specifically target the positive market forces attracting development to the area. These vary from those allowed under the general provisions for each specific land use category in with the Comprehensive Plan because of the differences in development styles and urban perspective that this area of the County embodies. Where plan language is in conflict between the standards and characteristics of this Selected Area Plan and other areas of the Comprehensive Plan the provisions of this Selected Area Plan shall apply. The land use categories and uses allowable in this district are shown in Table 4.3. Land use categories and uses not shown are prohibited. Land uses shown with a C1, C2, C3 or C4, shall comply with applicable review processes that correspond with their number.

D. *Density and Dimensional Regulations*

The density and dimensional regulations for these SAP districts are outlined in Table 4.4, Density limits for the Ronald Reagan Parkway SAP.

Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan (Revised 11/09/05 - Ord. - 65; 01/03/05 - Ord 04-80; 03/25/03 - Ord. 03-23; 01/30/03 - Ord. 03-14; 10/23/02 - Ord. 02-71; 4/23/02 - Ord. 02-20; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

	RL-1X	RL-4X	RMX	CCX	NACX	TCX	CACX	RACX	OCX	ECX	BPC-1X	BPC-2X	INDX	INST1X	INST2X	ROSX	PRESVX
Key to Table: P = Permitted by right; C = Conditional Use/Level of Review; if blank = Not Permitted																	
Residential Uses																	
Duplex or Two-family Attached	C3	C2	P			C2											
Fly-in Community																	
Group Living Facility, Family Care Home	P	P	P														
Group Living Facility, Group Home		C3	P											C2	P		
Group living Facility, Congregate	C3	C3	P											C2	P		
Mobile Home Park			C3														
Mobile Homes, Individual & Subdivision	C1	C4															
Multi-family	C3	C2	P	C2	C2	C2	C2	C2	C2	C2	C3			C3	C3		
Shprt-Term Rental Unit	C3	C2															
Single-family Detached Home & Subdivision	P	P	C3														
Special Residential						C2	C2	C2									
Mixed Uses																	
Planned Development	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3
Residentially Based Mixed Development (RBMD)	C3	C3	C3														
Transitional Area Development	C3	C3	C3														
All Other Uses																	
Adult Use								C1	C1								
Alcohol Package Sales				C1	C1	C1	C1	C1	C1	C1	C1	C1	C1				
Bars, Lounges, and Taverns				C3	C2	C2	C1	C1	C1	C1	C2	C2	C2				
Bed and Breakfast	C3	C3	P			C2				C2							
Car Wash, Full Service									P	P							
Car Wash, Incidental				C2	C2				P	P							
Car Wash, Self Service									P	P							

Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan (Revised 11/09/05 - Ord. - 65; 01/03/05 - Ord 04-80; 03/25/03 - Ord. 03-23; 01/30/03 - Ord. 03-14; 10/23/02 - Ord. 02-71; 4/23/02 - Ord. 02-20; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

	RL-1X	RL-4X	RMX	CCX	NACX	TCX	CACX	RACX	OCX	ECX	BPC-1X	BPC-2X	INDX	INST1X	INST2X	ROSX	PRESVX
Key to Table: P = Permitted by right; C = Conditional Use/Level of Review; if blank = Not Permitted																	
Cemetery																	
Childcare Center	C3	C3	C2		P	P	P	P	C2	C2	C2	C2			C2	P	
Clinics & Medical Offices				C2	C2	C2	P	P	P						P		
Communication Towers, Guyed and Lattice							C3	C3		C3	C3	C2	C2	C2	C2	C3	C3
Communication Tower, Monopole							C2	C2		C2	C2	C2	C2	C2	C2	C3	C3
Community Center	C3	C3	C3	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C2	C4	
Convenience Store				P	P	C2	P	P			C2	C2					
Cultural Facility	C3	C3	C3	C2	C2	P	C2	C2	C2		C2	C2	C2	C2	C2	C4	
Emergency Shelter	C3																
Equipment Repair Major															P	P	
Family Daycare	P	P	P								C2	C2	P		C2		
Farming General	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Financial Institution				P	P	C2	P	P	C3	C2	C2	C2	C2	C3			
Financial Institution, Drive Through				C2	P		P	P			C2	C2	C2				
Flea Market								C3									
Funeral Home & Related Facilities									C2						C2		
Gas Station				P	P		P	P		C2	C2	C2	C2	C3			
Government Facility	C3	C3	C2					C3	P		P	P	P	P	P	C3	
Heliports							C2	C2		C2	C2	C2	C2	C2	C2		
Helistops	C3	C3	C3	C3	C3		C3	C2	C3	C2	C2	C2	C2	C2	C2	C2	
Hospitals															C3	C2	
Hotels and Motels					C3	C3	P	P		C2	C2	C2	C2				
Institutional Campground	C3	C3												P	P		
Kennels, Boarding and Breeding					C2		C1	P			C3	C2	P				
Manufacturing, Explosives/ Volatile Material													P				

Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan (Revised 11/09/05 - Ord. - 65; 01/03/05 - Ord 04-80; 03/25/03 - Ord. 03-23; 01/30/03 - Ord. 03-14; 10/23/02 - Ord. 02-71; 4/23/02 - Ord. 02-20; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

	RL-1X	RL-4X	RMX	CCX	NACX	TCX	CACX	RACX	OCX	ECX	BPC-1X	BPC-2X	INDX	INST1X	INST2X	ROSX	PRESVX
Key to Table: P = Permitted by right; C = Conditional Use/Level of Review; if blank = Not Permitted																	
Manufacturing, General																	
Manufacturing, Light																	
Mining, Non-phosphate	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4
Mdtr Freight Terminal																	
Nightclubs and Dance Halls						C3	C3	C1		C2							
Nurseries, Retail					P		P	P			C2	C2	C2				
Nurseries and Greenhouses	P										P	P	P				
Nursing Home																	
Office																	
Office Park					C2	C2	P	P	P	P	P	P	P	P	C2	C2	
Outdoor Storage, Retail																	
Outdoor Storage, Wholesale							C3	C3			P	P	P	C2	C2		
Personal Service																	
Recreation, Active					C2	C2	P	P	C2	C2	P	P	P				
Recreation, High Intensity	C3	C3	C3	C3	C3	C2	P	P	C2	C2				P	P	P	
Recreation, Low Intensity	C3	C3	C3				P	P	P	P				C3	P	C3	
Recreation & Amusement Intensive	P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	C2
Recreation & Amusement General																	
Religious Institution	C3	C3	C3	C2	C2	C3	C2	C2	C2		C2	C2	C2	C2	C2	C4	
Research & Development																	
Restaurant, Drive-thru/Drive-in					C2	C2	C2	C2	P	P	P	P	P	C3	C3		
Restaurant, Sit-down/Take-out					C2	C2	P	P			C2	C2	C2				
Retail, Less than 5000 sq. ft.					C2	P	P	P	C3	P	C2	C2	C2				
Retail, 5,000 - 19,999 sq. ft.					C3	P	P	P	C3	P	C2	C2	C2				

Table 4.3 Use Table for Standard Land Use Districts for the Ronald Reagan Selected Area Plan (Revised 11/09/05 - Ord. - 65; 01/03/05 - Ord 04-80; 03/25/03 - Ord. 03-23; 01/30/03 - Ord. 03-14; 10/23/02 - Ord. 02-71; 4/23/02 - Ord. 02-20; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

	RL-1X	RL-4X	RMX	CCX	NACX	TCX	CACX	RACX	OCX	ECX	BPC-1X	BPC-2X	INDX	INST1X	INST2X	ROSX	PRESVX
Key to Table: P = Permitted by right; C = Conditional Use/Level of Review; if blank = Not Permitted																	
Retail, 20,000 - 49,999 sq. ft.					C3	C3	P	P		C2	C2	C2	C2				
Retail, More than 50,000 sq. ft.					C3		P	P			C3	C3	C3				
Salvage Yard													C4				
School, Elementary	C2	C2	C2											P	C2		
School, Middle	C2	C2	C2											P	C2		
School, High	C3	C3	C2											C3	P		
School, Leisure/Special Interest			C3	C3	C2		P	P	C3	C2	C2	C2	C3	P	P	P	
School, Technical/Vocational/Trade				C3	C3		C2	C2	C2	P	C2	C2	P	C3	P		
School, Training				C3	C3		C2	C2	C2	P	C2	C2	P	C3	P		
School, University/College					C3		C3	C3		P	C2	C2	C3	C3	P		
Self-storage Facility						C3	C4	C3			C2	C2	C2	C3	P		
Riding Academies											C2	C2	C2				
Studio, Production	C3	C3														C3	
Truck Stop								P	P	P	P	P	P				
Utilities, Class I	P	P	P	P			P	P	P		C2	C2	C2				
Utilities, Class II	C1	C1	C1	P	P	P	P	P	C1	P	P	P	P	P	P	P	P
Utilities, Class III	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C2	C4	C3	C4	
Vehicle Repair, Auto Body													P				
Vehicle Service, Mechanical					P		P	P		C3	P	P	P				
Vehicle Sales, Leasing							C2	P		C2	C2						
Veterinary Service				C1	P		P	P	P				C2				
Warehousing																	
Wholesale, Enclosed											P	P	P		C3		

Table 4.4 Density and Dimensional Regulations for the Ronald Reagan Selected Area Plan (revised 11/09/05 - Ord. - 65)

	RL-1X	RL-4X	RMX	CCX	TCX	NACX	CACX	RACX	OCX	ECX	BPC-1X	BPC-2X	INDX	INST-1X	INST-2X	ROSX	PRESVX
RESIDENTIAL GROSS DENSITY (1)(2)(3)(3)	1 du/ac 1 du/ac	3 du/ac 5 du/ac	6 du/ac 15 du/ac	5 du/ac 10 du/ac	15 du/ac 25 du/ac	5 du/ac 10 du/ac	15 du/ac 25 du/ac	15 du/ac 25 du/ac	5 du/ac 10 du/ac	10 du/ac 15 du/ac	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MINIMUM MAXIMUM																	
AVERAGE RESIDENTIAL LOT AREA	40,000 sf	5,000 sf	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
MAX. NON-RESIDENTIAL IMPERVIOUS SURFACE RATIO (USEV)(4)(15)	0.50	0.70	0.80	0.80	0.90	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.75	0.70	0.70	0.20	0.0001
MAX. NON-RESIDENTIAL FLOOR AREA RATIO (FAR)(5)(2)	0.25	0.25	0.30	0.25	0.5	0.25	0.40	0.40	0.30	0.75	0.75	0.75	0.75	0.25	0.25	0.10	0.00005
MINIMUM SETBACKS FROM ROAD RIGHTS-OF-WAY (6)(9)(12)																	
LIMITED ACCESS	100'	50'	50'	50'	50'	50'	50'	50'	50'	50'	50'	50'	50'	50'	50'	50'	100'
PRINCIPAL ARTERIAL	65'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	65'
MINOR ARTERIAL	50'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	50'
URBAN COLLECTOR	35'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	35'
LOCAL ROAD	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'	15'
MINIMUM SETBACKS (Principal Structure / Accessory Structures)																	
INTERIOR SIDE (8)(10)(15)(12)	10' / 5'	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	15' / 15
INTERIOR REAR (8)(10)(13)	15' / 10'	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	5' / 0	30' / 10
MAX. STRUCTURE HEIGHT (ft) (7)(10)(11)	50'	50'	50'	50'	50'	50'	75'	75'	50'	75'	75'	100'	N/A ¹⁸	50'	130'	25' ⁽¹⁹⁾	25'

See footnotes for Table 4.4.

1. Residential density is the average number of dwelling units per acre of land. Gross density is calculated by dividing the total number of dwelling units on a site by the gross site area, exclusive of existing water bodies (Note: The term "water bodies" does not include man-made wet-retention/detention areas, man made lakes, or man made ponds). The area for computing gross density shall include all public and institutional land areas (e.g. internal streets, sewer plants, schools, and parks) located within a site, as well as one-half of the right-of-way area for perimeter local streets, and one-fourth of the right-of-way area for perimeter local street intersections.
2. Higher densities and Floor Area Ratio (FAR) may be achieved through a Planned Development. See Sections 303 and 401.02.E.7

3. Residential is only permitted in NACX, CCX, and OCX when accessory to commercial or office development.
4. The impervious surface ratio (ISR) is the relationship between the total amount of impervious surface which is present on a site and the total site area. Impervious surfaces are those which do not absorb water. They include buildings, parking areas, driveways, roads, sidewalks, and any areas of concrete or asphalt. The ISR is calculated by dividing the total area of all impervious surfaces on a site by the gross site area, excluding existing water bodies (*Note: The term "water bodies" does not include man-made wet-retention/detention areas, man made lakes, or man made ponds*).
5. The floor area ratio (FAR) is the relationship between the total floor area on a site and the total site area. The FAR is calculated by adding together all floor areas of all floors and dividing this total by the gross site area, exclusive of existing water bodies (*Note: The term "water bodies" does not include man-made wet-retention/detention areas, man made lakes, or man made ponds*).
6. Front, exterior side, and exterior rear setbacks for principal and accessory structures shall be determined by the distance from the road right-of-way (R/W). Setbacks from private roads shall be calculated in the same manner or from the edge of pavement, whichever is greater. All linear dimensions are given in feet.
7. Residential structures exceeding 35 feet in height, setbacks shall be increased by one-half of one foot for each one foot of height over 35 feet.
8. All development is subject to Section 610 - Setbacks from lakes and surface waters.
9. All development is subject to Section 220 - Compatibility.
10. Chimneys, smoke stacks, communication towers, and Religious Institution symbols, including but not limited to: minarets, prayer towers, steeples, crosses, menorahs, Stars of David, and bell towers are exempt from the structure height limitations.
11. All structures are subject to compliance with the Polk County Airport Zoning Regulations, adopted and administered by the Joint Airport Zoning Board (JAZB).
12. All residential garage entrances for vehicles shall be setback a minimum of 20 feet from the property line or right-of-way easement.
13. All structures shall comply with Section 214 - Distance between Buildings.
15. Impervious surface ratio (ISR) does not apply to single family residential development. GS indicates lower ISR standard for properties in the Green Swamp Area of Critical State Concern.
16. Minimum interior side setbacks for non-residential uses which adjoin non-residential districts may utilize a zero setback in accordance with the provisions in Section 755, provided that side adjoins a non-residential district.
17. Recreational lighting, seating, press boxes, and other similar appurtenances are excluded from height restrictions when approved through a Level 3 Conditional Use process.
18. The Building Official may approve a reduction in the required setbacks of up to ten percent (10%) of the requirement through a Level 1 Review process.

E. *Performance Standards*

The performance standards for development in the Ronald Reagan Parkway SAP are embodied in seven primary categories; Vehicle Transportation, Pedestrian Accessibility, Recreation, Wetlands, Landscaping, Signs, and Specific Use Standards.

1. Transportation - To accommodate the urban densities and intensities intended for this planning area, a network of collector roads is needed to provide multiple routes to the major transportation corridors that connect this area with the Orlando Metropolitan Area. Ronald Reagan Parkway (CR54), US Highway 27, Lake Wilson Road, and U.S. Highway 17/92 alone cannot provide the needed capacity in the long run. Parallel routes must be created to divert traffic seeking a multitude of destinations. Employment, retail, and residential development must be interconnected to mitigate the burden of growth upon this area. The following standards apply to all development within the SAP:
 - a. Where a future roadway is indicated on the Comprehensive Plan Future Land Use Map to lie within the property to be developed, there are two options
 - i. The developer may construct the road, as set forth in the SAP, through the property from the general location depicted on the FLUMS where it enters the property to the general location where it terminates; or,
 - ii. The developer may dedicate, fee simple prior to Level 2 development approval, the maximum amount of right-of-way to the County for the road type specified in the plan per the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways.
 - b. Where different types¹ of development meet there shall be at least one direct vehicle connection to the greatest extent practicable.
 - c. All residential development of two hundred (200) units or more shall have more than one access or entrance.
 - d. All residential development of more than five hundred units shall have at least three forms of access or entrance.
 - e. Within developments that have an internal roadway system, streets will be designed to be as narrow as possible, without compromising auto safety and access to public service vehicles. Table 4.5 shall be used as a guide:

¹General types such as residential, commercial, office, service, employment etc.

Table 4.5

TYPE OF ROADWAY	ROW	TRAFFIC LANES	FRONT SETBACK	MIN. SIDEWALK WIDTH	MIN. PLANTER WIDTH	SIDE W/ PARALLEL PARKING
RESIDENTIAL STREETS						
Residential Alley	14'	2	5'	N/A	*	N/A
Parkside Neighborhood Street	24'-32'	2	15'	4'-5'	5'	**
Frontage Road	24'-32'	2	15'	4'-5'	5'*****	1**
Minor Neighborhood St.	24'-32'	2	15'	4'-5'	5'	2**
Neighborhood Collector	30'-38'	2	7' or 15'****	4'-5'	5'	2**
Mid-Block Green	46' min.	2 one-way loop	15'	4'-5'	5' & 10' min.	2
Neighborhood Boulevard	56' min	2	15'	4'-5'	8'***	2***&**
COMMERCIAL STREETS						
Commercial Main Street	34'	2	10'	15'	8'***	2**
Commercial Street	36'	2	10'	15'	6'	2
Collector	58'	4	20'	6' Bike (opt.)	7'	N/A
Arterial	112'	6	20'	6' Bike (opt.)	7'	N/A

NOTES:

- * 5' planter within rear yard setback.
- ** See CR 54/ Loughman Development Handbook.
- *** Parallel parking and planter share same 7 foot width of ROW and alternative.
- **** 7' setback at side yard.
- ***** Tree wells at 40' on-center in parking areas.

2. Pedestrian Accessibility - In order to ensure adequate safety for the non-motorized public in an area developed to an urban intensity, it is imperative that stabilized pedestrian facilities are provided internally and externally in all development to create an efficient, effective and safe circulation throughout the plan's area. All development shall include an internal pedestrian network that links directly to adjacent development and to existing or planned external pedestrian facilities. The following criteria identify the minimum extent of internal sidewalk patterns and pedestrian connections:
 - a. Where streets exceed an uninterrupted² distance of 800 feet or more, there shall be sidewalks on both sides.
 - b. Where streets terminate with a cul-de-sac, sidewalks may be discontinued within 150 feet of the end of pavement unless there is a corresponding pedestrian connection located within that distance.

- c. Where open space areas, recreation areas, utility easements or stormwater tracts from neighboring developments meet, a pedestrian connection shall be constructed. Such facility shall be a minimum 4 feet wide and constructed of a dust free surface or clearly marked stabilized base surface.
3. Recreation Facilities - 380 square feet of park-and-recreation space per unit shall be provided within each residential development and related specifically to that development. Each dwelling unit shall be within 1/4 mile of park or recreation facility within the residential development. The following types of land shall be allowed to meet the park-and-recreation space requirements:
 - a. Right-of-way over-sizing with accommodation for pedestrian sidewalks, bicycle pathways and pocket parks.
 - b. Stormwater retention/detention provided it is designed in an aesthetically pleasing manner that creates a sense of place and opportunities for community gatherings and includes a pedestrian/bicycle path that is connected to a linked system;
 - c. Passive recreation areas; and
 - d. Active recreation areas.
4. Wetlands - All wetland areas deemed under the jurisdiction of the Army Corps of Engineers, Florida Department of Environmental Protection or the Water Management District (South or Southwest Florida) are considered Preservation (PRESVX) regardless of their appearance on the generalized Future Land Use Map. The purpose of the preservation district is to offset and mitigate the impact upon the regional environmental system that is anticipated to result from the urbanization of the area. The following uses shall be the only development allowed in wetlands:
 - a. access to the site where other alternatives do not exist;
 - b. internal traffic or pedestrian circulation, where other alternatives do not exist, or for purposes of public safety;
 - c. utility transmission and collection lines;
 - d. passive recreation facilities; and,
 - e. pre-treated storm-water management.
5. Landscaping and Reforestation - It is essential when creating an urban environment to replenish and protect the natural landscape. The benefits are: reduction of ambient temperatures, creation a more drought tolerant environment, mitigation of the hardscape of urban areas, restoration of wildlife habitat, reduction of noise pollution,

and the reduction of light pollution. The Ronald Reagan Parkway SAP requires the following minimum standards for Canopy Tree Planting, Roadway Landscape and Parking Lot Areas in all development:

- a. Canopy trees shall be planted in all development and consist of mixture of deciduous and non-deciduous trees. The minimum number of canopy trees, exclusive of buffers, to be planted or preserved as follows:
 - i. Residential Low (RLX) -- 1 tree shall be planted or preserved for every 5,000 square feet of developable residential land area or fraction thereof, up to a maximum of 8 trees.
 - ii. Residential Medium (RMX) and Residential High (RHX) -- 8 trees per gross developable acre shall be planted or preserved.
 - iii. Activity Centers (RACX, CACX, NACX, CCX, OCX, and ECX) and Institutional (INSTX) -- 6 trees per gross developable acre shall be planted or preserved.
 - iv. Industrial (INDX), Business Park Center (BPCX) -- 4 trees per gross developable acre shall be planted or preserved.
- b. Roadway Landscape Design within all development shall conform to the following:
 - i. A 25'-wide landscape/buffer area shall be provided on both sides of all arterial collector roads. This landscape/buffer area shall be landscaped with trees and shrubs to achieve a 25% coverage after one year of planting. Landscape/Buffer areas are in addition to the street right-of-way.
 - ii. Landscaping shall also be encouraged within road rights-of-way but must be based on a plan approved by the County.
 - iii. Developers of properties shall plant Live Oak trees along collector and arterial roadways at a ratio of one tree for every 40 linear feet of right-of-way frontage.
 - iv. A site plan showing the easement landscape plan and driveway access points shall be required prior to the approval of horizontal plans.

- c. Parking lots shall be landscaped pursuant to the following provisions:
- 1) Parking lots shall be required to be landscaped so that no less than 50% of the parking is underneath a canopy at tree maturity.
 - 2) Minimum Landscaped Area - A minimum area not less than 5% of the total off-street parking area shall be devoted to landscaping.
 - 3) Location - Not more than 20% of the parking area landscaping requirement may be provided adjacent to the building it is intended to serve. All other landscaping shall be provided in the form of interior islands, divider medians, and perimeter landscape strips. Landscaped areas shall be located in such a manner as to divide and breakup the expanse of paving and to guide traffic flow. Landscape islands and divider medians shall measure not less than 5 feet in width. At least 1 tree shall be provided in each landscaped area. The remainder of the area shall be landscaped using grass, ground cover, mulch, shrubs, trees, or other landscaping material excluding sand or pavement. All landscaped areas shall avoid overhang encroachment with curb stops or bumpers. If curbing is used abutting landscaped areas, it shall be perforated to permit drainage where necessary.
 - 4) Required Landscaping Adjacent to Public ROWs -- Where a paved off-street parking area is abutting a public right-of-way, landscaping shall be provided between the off-street parking area and the right-of-way in accordance with the following:
 - i. landscaped strip of land, a minimum of five feet in width, shall extend along the length of the boundary between the parking area and the abutting right-of-way except at point of access. This landscaped strip shall contain at least one (1) tree for each 75 lineal feet, or fraction thereof. Trees may be planted separately or in clusters.
 - ii. The required landscaped strip shall contain a hedge, wall, fence, berm, or other opaque screen, a minimum of 3 feet high, but no more than 6 feet high attained within one year of installation. If non-living barriers are used, one shrub or vine shall be planted along the street side for each 15 lineal feet of screen. The remainder of the landscaped strip shall be landscaped with grass, ground cover, or other appropriate landscaped treatment.

- d. Parking shall be minimized and provided the least priority in the Ronald Reagan SAP to provide for more desired openspace or to encourage pedestrian activity in an urban environment. Parking requirements of Section 720 may be reduced through shared parking agreements and for all mixed use and interconnected developments by approval of the Land Development Director.
6. Signs - Signage shall be more restrictive than typical standards for Polk County. The SAP shall use visually pleasing, lower height and smaller signs to compliment the overall selected-area site and building design. Flapping flags, blinking lights, and portable signs shall be prohibited. The construction of billboards along the roadways and Interstate 4 shall be specifically prohibited except for temporary billboards advertising the availability of industrial and commercial space located within the SAP for the respective property(ies).
 7. Planned Development - Densities may be increased and a greater floor area ratio may be sought provided the following is accomplished with design and approved by the Planning Commission:
 - a. substantial effort is made to soften the hardscape of development through:
 - 1) preservation of mature landscaping or increased and more mature plantings; and,
 - 2) curved streets and drive aisles,
 - b. multiple connections a provided to adjacent properties (both pedestrian and vehicle); and
 - c. a substantial effort has been made to step down intensity and ease the transition to abutting existing developments of lesser intensity.

Table 4.6 and 4.7 Deleted due to Ordinance 05-65 Adopted November 14, 2005

Section 401.03 North US 27 Selected Area Plan

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. 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. The approach utilized in the SAP districts includes the creation of traditional neighborhood villages and a town center while preserving sensitive environmental resources.

B. **Applicability**

This Section applies to development within the North US 27 SAP, the boundaries of which are shown on the FLUMS.

C. **Use Table**

The land use categories and uses allowable in this district are shown in Table 4.8. Land use categories and uses not shown are prohibited. Land uses shown with a C1, C2, C3 or C4 shall comply with applicable Criteria for Conditional Uses in Chapter 3.

D. **Density and Dimensional Regulations (Revised 2/11/02 - Ord. 02-05)**

The allowable densities for this SAP are shown in Table 4.9. Density bonuses are shown in Table 4.10. Excess density credit, earned above the actual constructed density³, may be transferred off-site throughout the SAP so long as the gross density of the receiving area does not exceed the maximum permitted density within the district. To receive density transfers, a minimum of 30 bonus points is required of the receiving development. Town Center (TC) is a mixed-use district that has both a density by right as well as a floor-area-ratio.

For the entire SAP, height and setbacks are based upon compatibility with adjacent uses and not limited by table 2.2. This SAP also has a minimum gross density per district. To develop below the minimum gross density, bonus points must also be achieved (see Table 4.11).

E. **Performance Standards (Revised 4/4/02 - Ord. 02-18; 2/11/02 - Ord. 02-05)**

In addition to all other applicable provisions in this Code, the following conditions and performance standards are imposed for all development within this SAP. Additional standards for the Town Center are outlined in Subsection H.

1. Linked recreation and open space system shall be provided in compliance with Section 401.C.
2. Buffers shall be utilized to create reforestation opportunities and to reduce visual and noise impacts on residential uses. A landscaped buffer 25 feet in width shall be required, according to Buffer Type C in Section 720, along all collector and arterial roads.
3. Special landscaping standards shall apply to all public rights-of-way and private lands used for parking and located along rights-of-way in compliance with Section 401.02.E.3. Xeriscape design is encouraged.
4. Billboards and other off-site signs are prohibited except as outlined below.
 - a. Entrance features may incorporate signs for off-site uses within the SAP.

³Actual constructed density must be above the density permitted by right to qualify for TDRs.
Adopted 3/01/00; Effective 9/01/00

- b. Temporary signs for real estate sales and special events are permitted as per Section 760.
5. Transportation improvements shall comply with the following:
- a. Arterial and collector roadways shall adhere to the adopted road plan for US 27.
 - b. Arterial roads shall be considered controlled direct access roads and access points shall be at least 300 feet apart.
 - c. Rights-of-way shall be dedicated for roads designated on the FLUMS and shall comply with the widths required in Section 823.
 - d. Curb cut criteria shall be:

US 27

Median opening (full access)	2640 feet on center
Median opening (directional)	1320 feet on center
Curb cuts right in/right out	660 feet on center

Arterial roadways

Median opening	600 feet on center
Curb cuts	300 feet on center

Collector roadways

Curb cuts	200 feet on center
-----------	--------------------

6. In order to provide safe and efficient local traffic movement, the County may designate cross-access corridors along certain roadways. Said corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare. Each corridor shall include the following elements:

Table 4.8 Use Table for U.S. 27 Selected Area Plan Land Use District (Revised 7/25/07 – Ord. 07-39; 02/16/05 - Ord. 05-05; 3/25/03 - Ord. 03/23; 4/23/02 - Ord. 02-20; 2/11/02 - Ord. 02-05; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

Green Swamp ACSC Districts Outlined in Heavy Border	TCX	RACX	PIX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	INSTX	TCX	RACX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	LRX
RESIDENTIAL USES																	
Duplex, Two-Family Attached				C2	C3	C3	C3	C3				C2	C3	C3	C3	C3	C3
Group-Living Facility, Family Care Home				P	P	P	P	P				P	P	P	P	P	
Group-Living Facility, Group Home			C2	P								P					
Group-Living Facility, Congregate Living			C2	C3	C3	C3	C3	C3	P			C3	C3	C3	C3	C3	
Mobile Home Park & Subdivision				C3	C3	C3	C3	C3				C3	C3	C3	C3	C3	C3
Mobile Homes-Individual				C1	C1	C1	C1	C1				C1	C1	C1	C1	C1	
Multi-Family	C3	C3	C2	P	C3	C3	C3	C3		C3	C3	P	C3	C3	C3	C3	C3
Residential Infill Development					C2	C2	C2	C2					C2	C2	C2	C2	
Short-Term Rental Unit			C2	P	C3	C3	C3	C3				C3	C3	C3	C3	C3	P
Single-Family Detached Home & Subdivision				P	P	P	P	P				P	P	P	P	P	P
MIXED USES																	
Planned Development (PD)	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3
Residentially Based Mixed Development (RBMD)				C3	C3	C3	C3	C3				C3	C3	C3	C3	C3	
Transitional Area Development													C3	C3	C3	C3	
ALL OTHER USES																	
Agricultural Support, On-Site	P	P		P	P	P	P	P	P	P	P	P	P	P	P	P	P
Alcohol Package Sales	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
Bars, Lounges, and Taverns	C3									C3							C1
Bed & Breakfast	P			P	C3	C3	C3	C3		P	C3		C3	C3	C3	C3	P
Car Wash, Incidental	C2	C2								C2	C2						

Table 4.8 Use Table for U.S. 27 Selected Area Plan Land Use District (Revised 7/25/07 – Ord. 07-39; 02/16/05 - Ord. 05-05; 3/25/03 - Ord. 03/23; 4/23/02 - Ord. 02-20; 2/11/02 - Ord. 02-05; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

Green Swamp ACSC Districts Outlined in Heavy Border	TCX	RACX	PIX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	INSTX	TCX	RAC X	RMX	RL-1X	RL-2X	RL-3X	RL-4X	LRX
Cemeteries		C2							P		C2						
Childcare Center	P	P	C2	C3	C3	C3	C3	C3	P	P	P	C3	C3	C3	C3	C3	C3
Clinics and Medical Offices	P	P	P						P	P	P						
Communication Towers, Guyed and Lattice		C3							C2		C3						
Communication Towers, Monopole	C3	C3	C3						C2	C3	C3						C3
Community Center	P	P		C2	C2	C2	C2	C2	C2	P	P	C2	C2	C2	C2	C2	P
Cultural Facilities	P	P	P	C3	C3	C3	C3	C3	P	P	P	C3	C3	C3	C3	C3	P
Family Daycare				P	P	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
Financial Institution	P	P	P						P	P	P						
Financial Institution, Drive-thru	P	P	P						P	P	P						
Gas Stations	P	P								P	P						
Heliports	C3		C2														C2
Helistops	C2	C2	C2						C3	C3							
Hospitals	C3	P	C3						C2	C2	C2						C2
Hotels and Motels	P	P	C2						P	C3	P						
Marina										P	P						C3
Nightclubs and Dance Halls	C3																P
Nursery, Retail	P	P							C3								C3
Nursing Home	P	P	P						P	P	P						
Offices	P	P	P						P	P	P						
Office Park	C2	C2	C2							P	P	C3					C3

Table 4.8 Use Table for U.S. 27 Selected Area Plan Land Use District (Revised 7/25/07 – Ord. 07-39; 02/16/05 - Ord. 05-05; 3/25/03 - Ord. 03/23; 4/23/02 - Ord. 02-20; 2/11/02 - Ord. 02-05; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

Green Swamp ACSC Districts Outlined in Heavy Border	TCX	RACX	PIX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	INSTX	TCX	RACX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	LRX
Outdoor Storage, Retail	C3	C3								C3	C3						C3
Personal Services	P	P	C2							P	P						C2
Recreation, High Intensity	C3	P		C3	C3	C3	C3	C3	P	C3	P	C3	C3	C3	C3	C3	P
Recreation, Low Intensity	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Recreation and Amusement, Intensive	C3	C3								C3	C3						C3
Recreation and Amusement, General	P	P								P	P						P
Recreational Vehicle Park																	
Religious Institution	P	P	C3	C3	C3	C3			P	P	P	C3	C3	C3			C3
Research & Development			P														
Residential Treatment Facility									C4								
Restaurant, Drive-thru/Drive-in	C2	C2								C2	C2						
Restaurant, Sit-down/Take-out	P	P	C2							P	P						C2
Retail, Less than 5,000 square feet	P	P	C2							P	P						C2
Retail, 5,000 - 49,999 square feet.	C2	P	C3							C2	P						C2
Retail, More than 50,000 square feet	C3	P								C3	P						C2
Schools, Elementary									P								
Schools, Middle									P								
School, High			C3						P								
School, Leisure/Special Interest	C2		C2						P	C2							

Table 4.8 Use Table for U.S. 27 Selected Area Plan Land Use District (Revised 7/25/07 – Ord. 07-39; 02/16/05 - Ord. 05-05; 3/25/03 - Ord. 03/23; 4/23/02 - Ord. 02-20; 2/11/02 - Ord. 02-05; 12/28/01 - Ord. 01-92; 11/1/01 - Ord. 01-44; 7/25/01 - Ord. 01-57)

Green Swamp ACSC Districts Outlined in Heavy Border	TCX	RACX	PIX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	INSTX	TCX	RACX	RMX	RL-1X	RL-2X	RL-3X	RL-4X	LRX
School, Technical/Vocational/Trade	C2		C2						P	C2							
School, Training	C2		C2						P	C2							
School, University/College	C3		C3						P	C3		C3				C3	
Transit Facilities		C3									C3						
Utilities, Class I	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Utilities, Class II	C1	P	P	C1	C1	C1	C1	C1	C1	C1	P	C1	C1	C1	C1	C1	C1
Utilities, Class III	C4	C4	C2	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4	C4
Vehicle Service, Mechanical	C3									C3							C3
Vehicle Sales, Leasing	C3	P								C3	P						
Veterinary Services	P	P	C2							P	P						
Water Ski Schools	C3								C3	C3							C3

Table 4.9 Density Limits for U.S. 27 SAP (Revised 7/25/07 – Ord. 07-39; 02/11/02 - Ord. 02-05; 11/1/01 - Ord. 01-44)

Land Use	DU/A	FAR	ISR
RL-1X	0-8 ⁽¹⁾	0.25	0.6
RL-2X	0-8 ⁽¹⁾	0.25	0.6
RL-3X	0-8 ⁽¹⁾	0.25	0.6
RL-4X	0-8 ⁽¹⁾	0.25	0.6
RMX	0-15 ⁽²⁾	0.25	0.7
RACX	15-25	0.35	0.7
TCX	25 ⁽²⁾	0.50	0.5
L/RX	10	0.35	0.5
PIX	10	0.7	0.7
INSTX	0	0.35	0.5
ROSX	0	0	0.25
⁽¹⁾	Densities over 4 du/a may be achieved by following the Density Bonuses outlined in Table 4.10.		
⁽²⁾	Densities over 6 du/a may be achieved by following the Density Bonuses outlined in Table 4.10.		
⁽³⁾	Densities and intensities in the GSACSC shall conform to Table 5.3.		

- a. A continuous linear travel corridor extending the entire length of the block which it serves, or at least 1,000 feet of linear frontage along the thoroughfare, and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
- b. Sufficient width to accommodate two-way travel aisles for automobiles, service vehicles, and loading vehicles.
- c. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development.
- d. Linkage to other cross-access corridors in the area.
- e. Where a cross-access corridor is designated by the County, no subdivision plat, site plan or other development shall be approved unless the property owner grants an easement allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land.
- f. Wherever a cross-access corridor has been designated, the sites shall be so designed for coordinated or joint parking, access and circulation systems. These sites shall include stub-outs and other design features necessary to make it visually obvious that the abutting properties may be connected to a unified system.

Table 4.10 (Revised 02/11/02 - Ord. 02-05)

US 27 Density Bonus Point System (proposed amendment)	POINTS AWARDED
INFRASTRUCTURE AND SERVICES	
Donation for Usable Land (Public Safety, Schools, Parks)	2 per acre
Extending Sidewalks Beyond the Site along Collector and/or Arterial Road Frontage	2 per 1/4 mile
Internal Sidewalks per Units Connected	1 per 50 units
Right of Way Dedication for Planned Connectors	1 per 2 ac
Street Lighting Internal	2
DESIGN	
Decorative Streetlights Internal	2
Canopy Tree in Common Area (over and above buffering requirements and other canopy coverage requirements)	1 per 5000 sf of coverage at maturity
Upland Open Space above the Required 10% for Planned Development	2 for every extra 5% Open Space
Vertical Development	2 per story above 1
Mixed Use Building	2 per story above 1
Size Variations of Single Family Lots (10 % of Total Min /Max)	2 per 3X variation
Width Variations of Single Family Lots (10 % of Total Min /Max)	2 per 2X variation
Traffic Calming - (See Guidelines)	0-8 (decided by DRC)
Alternative Driveways for Single Family, Duplex and Town Homes (Shared Alleys, Rear entrances, Common Parking)	2 per phase
Zero Lot Line or Cluster Development (20% min reduction)	2
Landscaping of Storm Water Ponds (Type A Buffer Standards or better)	2
Landscaping of all sides of External Walls (Type A Buffer Standards or better)	2
TRANSPORTATION	
Access to more than one collector road or better (includes Green Swamp Parkway)	2
Interconnectivity (direct links to adjoining developments and properties)	
vehicular	2
pedestrian	2
residential to non-residential (and vice-versa)	2
Internal capture (mixtures of uses that prevent potential automobile traffic from exiting the site or entering collector or arterial roads)	2
Curb and gutter at lower densities (less than 3 du/ac.)	2
Connector road from one public road to another	5

Table 4.10 (Revised 02/11/02 - Ord. 02-05)

US 27 Density Bonus Point System (proposed amendment)		POINTS AWARDED
Distance to Retail Commercial Districts		
	Connected by Sidewalk within One Mile	1
	Connected by Sidewalk within ½ mile	2
	Within 1/4 mile	1
RECREATION		
Community Recreation Facilities Provided within the Development		
	pool	4 / facility (2,000 s.f. minimum)
	athletic courts or ball fields	2
	tot lot	2 / facility
	clubhouse	3 / facility
	facilities centrally located within the development	2
	golf course	3/ 9 holes
	horseback riding stables	1/ each 5 stalls
	community gardening area	1/ acre
	passive recreation (walking paths, trails)	1 to 3 (decided by DRC)
Proximity to Public Recreation		
	connected by sidewalk within one mile	1
	connected by sidewalk within ½ mile	2
	within 1/4 mile	1
RESOURCE PROTECTION		
Wetland Buffer		
	100 feet upland	1
	150 feet upland	2
	200 feet upland	3
Upland Conservation		
	15% of Site	1
	20% of Site	2
	25% of Site	3
	Xeriscaping	1
	Preservation of 40% of natural vegetation	1
	Maintain Original Hydrologic Pattern	1

Table 4.11 (Revised 7/25/07 – Ord. 07-039; 02/11/02 - Ord. 02-05)

U.S. 27 BONUS POINTS WORKSHEET					
Density by Right:	Residential Low		Residential Medium		Town Center
	4		6		10
Density based on bonus points:	# Points	New Density	# Points	New Density	
	25 pts or more	1.5	30 pts or more	3	
	20 pts or more	2	25 pts or more	3.5	
	15 pts or more	2.5	20 pts or more	4	
	10 pts or more	3	15 pts or more	4.5	
	5 pts or more	3.5	10 pts or more	5	
	0 pts	4	5 pts or more	5.5	
	5 pts or more	5	0 pts	6	# Points New Density
	10 pts or more	6	5 pts or more	7	20 pts or more 6
	15 pts or more	7	10 pts or more	8	15 pts or more 7
	20 pts or more	8	15 pts or more	9	10 pts or more 8
			20 pts or more	10	5 pts or more 9
			25 pts or more	11	0 pts 10
			30 pts or more	12	5 pts or more 11
			35 pts or more	13	10 pts or more 12
			40 pts or more	14	15 pts or more 13
			45 pts or more	15	20 pts or more 14
					25 pts or more 15
					30 pts or more 16
					35 pts or more 17
					40 pts or more 18
					45 pts or more 19
					50 pts or more 20
					55 pts or more 21
					60 pts or more 22
					65 pts or more 23
					70 pts or more 24
					75 pts or more 25
			PROFESSIONAL INSTITUTIONAL (PIX)		
			10 pts or more	7	
			8 pts or more	8	
			6 pts or more	9	
			4 pts or more	10	

- g. If a site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be connected to a unified system at a later date.

- h. If a site abuts an existing developed property, it shall be so designed to connect to the abutting parking, access and circulation unless the Planning Director determines this to be impractical.

F. ***Environmental Protection (Revised 02/11/02 - Ord. 02-05)***

All development within this SAP shall be designed to protect upland wildlife habitats, native plant communities, wetlands, and other natural resources.

1. If land proposed for development contains a native plant community or communities which equals or exceeds 50 percent of the total pervious open space of the project it shall retain this native vegetation including understory vegetation. If the area of existing native plant community or communities is less than 50 percent of this total pervious open space, then all of the natural vegetation shall be retained. Stormwater ponds or conveyance areas are exempt from this calculation.
2. Land alteration activity which destroys, reduces, impairs a wetland or natural body of water, shall be prohibited, unless there is no recourse in order to allow reasonable use of the land.
3. Wider setbacks may be required by the County to mitigate potential adverse impacts to environmentally sensitive areas.
4. Building setbacks shall be 50 feet from environmentally sensitive areas. Wider setbacks may be required by the County depending on the environmental sensitivity of the area and the intensity of the development proposed adjacent to the area.
5. No filling, excavating, or placement of permanent structures or other impervious surfaces shall be allowed within setbacks except for the installation of a sprinkler system, utility lines, or landscaping; or except as approved by the County for the construction of a road essential for access, construction of a stormwater retention or detention basin or stormwater conveyance, construction of a boardwalk or their stilted structure, grade finishing to provide a gradual slope between the setback line and the environmentally sensitive area, or the limited use of pervious paving material.
6. No underground petroleum storage tanks shall be allowed within the North US 27 SAP, unless the tanks are double walled and provide for monitoring of the interstitial space between the inner and outer tanks.

G. ***Town Center-X Performance Standards (Revised 2/11/02 - Ord. 02-05)***

In order to develop the Town Center-X in accordance with the intent outlined in the Polk County Comprehensive Plan, the following performance standards shall apply. Said standards are in addition to those outlined in this Section, which apply to the entire SAP.

1. The architectural, streetscapes, local road, pedestrian and bicycle network scheme for all public and private improvements shall be consistent.
2. A system of pedestrian walkways shall be provided to link the Town Center-X with surrounding neighborhoods.
3. A street grid system shall be established and continued for all development.
4. Landmarks and focal points shall be incorporated into the Town Center-X to visually connect to the residential areas.
5. Compliance with the linked open space and recreation system as required in Section 401.C.
6. Road networks shall contain a hierarchy of streets based on pedestrian usage as shown in Table 4.7.
7. Alternative parking approaches will be considered if proven to be adequate to serve the project while encouraging an improved pedestrian environment and design compatibility.
8. Lands within the TCX designation are entitled to 10 units per acre and 1.0 non-residential floor-area-ratio by right. Higher densities may be achieved through a density bonus system provided in Table 4.10 and 4.11 not to exceed 25 dwelling units per acre (25 du./ac.).

H. ***Professional Institutional -X Performance Standards (Added 7/25/07 – Ord. 07-039)***

1. Development shall be consistent with the following:
 - a. On-premise signs shall meet the requirements of Section 760 for the 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 CAC in accordance with Section 205, Table 2.2.;
 - c. Multifamily residential development, as a primary, shall be permitted to a maximum of 15 percent of the total developable area of a PIX area at densities ranging from 6 du/ac 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;

- d. Retail uses that complement office establishments are permitted to a maximum of 25 percent of the total developable area of a PIX area
- e. Single-family attached, single-family detached, duplex, and three unit residential buildings shall be prohibited from being used in the PIX; and
- f. Development within the Professional Institutional district shall comply with the following criteria (Policy 2.131-C4e.3. of the Comprehensive Plan).
 - i. Non-residential Floor Area Ratio (FAR) shall not exceed 0.70;
 - ii. Impervious Surface Ratio shall not exceed 0.60;
 - iii. Residential densities shall not be less than 7 dwelling units per gross acre nor exceed 10 dwelling units per gross acre.
 - iv. Lands shall only be divided as part of a master subdivision plan and all individual lots shall be accessible via internal local roadways;
 - v. No direct access to US Highway 27 shall be permitted for either driveway connections or parking areas located within the district;
 - vi. All developments shall provide on-site pedestrian pathways connections to provide access from all parking areas and abutting residential development where appropriate, to the primary uses of the district;
 - vii. Non-residential building entrances shall be oriented towards abutting rights-of-way in order to create a village like appearance along primary streets; furthermore, no more than two rows of parking shall be placed forward of the front building facade;
 - viii. Off street parking areas for non-residential uses shall be designed to complement the building facade and emphasize the building appearance and relationship to abutting rights-of-way;
 - ix. Single occupancy, detached residential dwellings and duplexes are prohibited in the Professional Institutional district;
 - x. Short-term rental units shall include a management office on the same site as the individual units; and
 - xi. Loading docks, drive-thru facilities, utility facilities, and storage areas shall be designed to minimize their visibility from abutting collector and/or arterial rights-of-way without diminishing their utility of intended function.

2. 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.

Appendix D

Tax Increment Finance Analysis

TAX INCREMENT FINANCE ANALYSIS

NORTH RIDGE-US 27 CRA STUDY AREA

INTRODUCTION

This is an analysis of the financial considerations relating to the preliminary estimate of incremental tax revenues from the proposed North Ridge-US 27 Community Redevelopment Area (CRA) in Polk County, Florida. These incremental tax revenues are the additional property taxes generated through value appreciation and new development that follow a specified "base value" at the beginning of the analysis and programming period. Under Florida law these incremental tax revenues are available for critical uses in implementing the CRA plan and development program, including amortization of revenue bonds for public facilities within the district.

The purpose of this report is to test the potential incremental tax revenue that can be expected from three development scenarios that address three sets of growth conditions for the CRA area as a whole, as well as changes to the developer's proposed development schedule.

It should be emphasized that these *preliminary estimates* are based on analysis of current conditions and recent trends exhibited by taxable values in the CRA district. These trends and conditions were secured from the Polk County Property Appraiser. This information contained a complete database of taxable property in the CRA district, its current valuation by parcel, and its development status.

These conditions are subject to change over time, and the forecasts of tax increments should be periodically evaluated to adjust them as needed. Further, the estimated increments resulting from major development activities are based on general planning concepts available at the time, and the actual sequence and timing of major development activities is presented from an overall planning and development perspective. Thus, actual development timing is subject to change in response to market conditions and County actions.

CONCLUSIONS

These conclusions are based upon the assumptions, limiting conditions, and economic parameters described in subsequent sections of this report. No conclusions based on other information can be reasonably inferred. Further, since the analysis efforts to date have not included specific engineering design, subsequent data regarding these considerations may result in a modification of this financial analysis.

The following conclusions present quantitative results for the CRA revitalization scenario. Of particular note, the CRA district contains more development parcels than can be realistically

absorbed within the foreseeable future; therefore, the initial redevelopment program focuses on the portion of the district that exhibits the most likely potential for market responsive development and effective use of public revenues. When considering the following conclusions it is important to remember that the study area contains more than 13,000 parcels and has a current tax base of \$766 million. A modest one-percent annual increase in this aggregate value will amount to \$\$7.66 million and approximately \$592,000 in incremental tax revenues to Polk County at current millage rates.

Increases of Taxable Values

The Polk County Tax Roll shows that existing residential and nonresidential properties within the proposed CRA district have exhibited unusually high but variable rates of value appreciation during the past several years. When questioned about this pattern, senior staff members in the Property Appraiser's office stated that the subject area had previously been appraised for tax purposes at rates that were materially lower than the market supported. Therefore, it has been County policy to increase the appraised taxable value of these properties each year over the past half-decade to bring the area into greater conformance to other comparable areas. This resulted in annual increases of taxable values that are too high to be reasonably expected in the future.

**TABLE 2. PROJECTED ANNUAL INCREASES OF TAXABLE VALUES
BASED ON SALES DATA FOR INDIVIDUAL PROPERTIES
NORTH RIDGE-US 27 CRA STUDY AREA**

Scenario	Vacant Property	Improved Property
Conservative	4.68%	2.09%
Likely	17.59%	15.00%
Aggressive	30.50%	27.91%

SOURCES: Polk County Property Appraiser Database; Benjamin Withers, FAICP

The methodology for making an appropriate time adjustment for this proposed CRA area involved use of actual qualified sales in the area. These sales, reported in the Tax Roll, included both vacant and improved properties. The date of sales was kept within the past three years to more appropriately reflect the market forces currently acting on the area. When examining the rates of annual increase expressed in Table 2, readers should bear in mind that the higher percentages identified for vacant properties represent strong market conditions as well as a lower absolute base of dollar values. Thus, the higher percentage of increase represents a lower total value than that of improved properties.

Alternative Growth Scenarios

The methodologies used in this analysis yielded three alternative scenarios: "Conservative," "Likely," and "Aggressive." These terms should be considered generally descriptive instead of probability assessments. They are based primarily on the anticipated rate of "background" growth

in the CRA area, as well as a commensurate change in the project absorption rate. The "background" growth rate includes the extent to which existing properties (vacant and improved) are appreciating in value in response to broader market conditions, as well as the new development that can be expected to take place even if the subject project did not exist.

New Development

The project absorption rate, "New Development," reflects the impacts of the subject project(s) that are incorporated into the CRA Plan as major catalyst activities.

**TABLE 3A. PRELIMINARY DEVELOPMENT SCHEDULE
PROPOSED NORTH RIDGE-US 27 CRA STUDY AREA**

Land Use	# Units	Units	Conversion	# Units	Units
SF Housing	11,577	DU	3.50	3,308	Acres
MF Housing	11,459	DU	15.00	764	Acres
Industrial	1,253,000	SF	0.35	82	Acres
Commercial	1,468,800	SF	0.25	135	Acres
Services	2,254,500	SF	0.30	173	Acres
Hotels	2,663	Rooms	50.00	53	Acres

**TABLE 3B. ALLOCATION OF PRELIMINARY DEVELOPMENT SCHEDULE
PROPOSED NORTH RIDGE-US 27 CRA STUDY AREA**

Land Use	Total Acres	Incremental New Development			
		Acres Developed in 2021-25	Acres Developed in 2015-20	Acres Developed in 2009-14	Acres Developed in 2002-08
SF Housing	3,308	827	827	827	827
MF Housing	764	191	191	191	191
Industrial	82	21	21	21	21
Commercial	135	34	34	34	34
Services	173	43	43	43	43
Hotels	53	13	13	13	13

**TABLE 3C. ESTIMATED TAXABLE VALUE OF NEW DEVELOPMENT
PROPOSED NORTH RIDGE-US 27 CRA STUDY AREA**

Land Use	Value/Acre	Taxable Value of Incremental New Development			
		Value of Acres Developed in 2021-25	Value of Acres Developed in 2015-20	Value of Acres Developed in 2009-14	Value of Acres Developed in 2002-08
SF Housing	\$250,000	\$206,750,000	\$206,750,000	\$206,750,000	\$206,750,000
MF Housing	\$600,000	\$114,600,000	\$114,600,000	\$114,600,000	\$114,600,000
Industrial	\$100,000	\$2,050,000	\$2,050,000	\$2,050,000	\$2,050,000
Commercial	\$400,000	\$13,500,000	\$13,500,000	\$13,500,000	\$13,500,000
Services	\$300,000	\$12,975,000	\$12,975,000	\$12,975,000	\$12,975,000
Hotels	\$400,000	\$5,300,000	\$5,300,000	\$5,300,000	\$5,300,000

The taxable value of new development is based upon analysis of the current taxable value per acre for each major land use group found in the Study Area, rounded to the nearest thousand dollars. These values were computed from the current Tax Roll and are contained in Table 3C, above.

Summary of Taxable Value Projections

Since the program of new development was held constant for each Scenario in this analysis, the projections of taxable value are very strongly affected by the rates of increase for existing development. These were calculated in detail in the Scenario Models contained at the end of this report, but a summary of them are exhibited in Tables 4A-4C, following.

**TABLE 4A: CONSERVATIVE SCENARIO
SUMMARY OF PROJECTED TAXABLE VALUES**

Year	"Background" Value	Value of New Development	Total Taxable Value
2002	\$766,095,848	\$0	\$766,095,848
2008	\$897,737,012	\$355,175,000	\$1,252,912,012
2012	\$1,378,035,525	\$0	\$1,378,035,525
2017	\$1,574,330,277	\$355,175,000	\$1,929,505,277
2022	\$1,429,741,779	\$355,175,000	\$1,784,916,779
2027	\$2,131,474,528	\$355,175,000	\$2,486,649,528

**TABLE 4B: LIKELY SCENARIO
SUMMARY OF PROJECTED TAXABLE VALUES**

Year	"Background" Value	Value of New Development	Total Taxable Value
2002	\$766,095,848	\$0	\$766,095,848
2008	\$1,826,791,085	\$355,175,000	\$2,181,966,085
2012	\$3,806,594,355	\$0	\$3,806,594,355
2017	\$7,908,028,631	\$355,175,000	\$8,263,203,631
2022	\$17,119,436,530	\$355,175,000	\$17,474,611,530
2027	\$36,203,487,476	\$355,175,000	\$36,558,662,476

**TABLE 4C: AGGRESSIVE SCENARIO
SUMMARY OF PROJECTED TAXABLE VALUES**

Year	"Background" Value	Value of New Development	Total Taxable Value
2002	\$766,095,848	\$0	\$766,095,848
2008	\$3,447,831,391	\$355,175,000	\$3,803,006,391
2012	\$10,155,282,593	\$0	\$10,155,282,593
2017	\$35,726,253,877	\$355,175,000	\$36,081,428,877
2022	\$126,879,880,381	\$355,175,000	\$127,235,055,381
2027	\$448,008,008,653	\$355,175,000	\$448,363,183,653

The figures shown in Tables 4A-4C are very large, but readers should bear in mind that this study area begins with a existing assessed valuation of \$766,095,848 and even small percentage growth rates can yield large amounts of value each year. Because of this, further adjustments have been made to the preliminary estimates of bonding capacity that can result from the incremental property taxes reflected in this increase of taxable value.

Summary of Tax Revenue Projections

The tax revenue projections are dependent upon maintenance of existing annual increases of property values, plus the current Polk County millage rate for general County operations (7.7270 per thousand dollars of valuation). Change of either of these parameters will result in a change in the amount of incremental tax revenue that will be generated within the study area. The detailed calculations of revenue projections are presented in the model at the end of the report, but a summary is presented below in Tables 5A-5C.

**TABLE 5A: CONSERVATIVE SCENARIO
SUMMARY OF PROJECTED TAX REVENUES**

Year	Available Tax Increment	
	For Year	Cumulative
2002	\$0	\$0
2008	\$3,573,547	\$5,903,103
2012	\$4,492,035	\$22,378,277
2017	\$8,540,181	\$56,791,873
2022	\$13,102,449	\$112,960,958
2027	\$18,253,624	\$193,675,769

**TABLE 5B: LIKELY SCENARIO
SUMMARY OF PROJECTED TAX REVENUES**

Year	Available Tax Increment	
	For Year	Cumulative
2002	\$0	\$0
2008	\$10,393,408	\$26,598,037
2012	\$22,319,235	\$95,264,982
2017	\$55,033,644	\$295,653,594
2022	\$122,651,366	\$754,235,374
2027	\$262,740,704	\$1,747,301,462

**TABLE 5C: AGGRESSIVE SCENARIO
SUMMARY OF PROJECTED TAX REVENUES**

Year	Available Tax Increment	
	For Year	Cumulative
2002	\$0	\$0
2008	\$22,292,897	\$57,626,777
2012	\$68,922,734	\$247,969,851
2017	\$259,237,499	\$1,070,564,022
2022	\$928,364,368	\$4,046,436,556
2027	\$3,285,653,563	\$14,603,533,071

NOTES:

1. "Available Tax Increment For Year" is incremental revenue generated for indicated year.
2. "Cumulative" tax increment is total incremental revenue generated from base year (2002) to indicated year.

TABLE 7A
PROJECTED ANNUAL TAX INCREMENTAL INCREASE OF TAX BASE
SCENARIO #1: CONSERVATIVE GROWTH RATE
NORTH RIDGE-US 27 CRA STUDY AREA

Year	Change of Taxable Value From Appreciation & Development				Tax Value Increment From Base
	Taxable Value of Developed Property ⁽²⁾	Net Taxable Value From New Development ⁽³⁾	Taxable Value of Vacant Property	Total Taxable Value	
2002	\$600,493,654	\$0	\$165,602,194	\$766,095,848	\$0
2003	\$613,043,971	\$0	\$173,352,377	\$786,396,348	\$20,300,500
2004	\$625,856,590	\$0	\$181,465,268	\$807,321,858	\$41,226,010
2005	\$638,936,993	\$0	\$189,957,842	\$828,894,836	\$62,798,988
2006	\$652,290,776	\$0	\$198,847,869	\$851,138,646	\$85,042,798
2007	\$665,923,653	\$0	\$208,153,950	\$874,077,603	\$107,981,755
2008	\$679,841,458	\$355,175,000	\$217,895,555	\$1,252,912,012	\$486,816,164
2009	\$1,049,225,144	\$0	\$228,093,067	\$1,277,318,211	\$511,222,363
2010	\$1,071,153,950	\$0	\$238,767,822	\$1,309,921,772	\$543,825,924
2011	\$1,093,541,067	\$0	\$249,942,156	\$1,343,483,224	\$577,387,376
2012	\$1,116,396,076	\$0	\$261,639,449	\$1,378,035,525	\$611,939,677
2013	\$1,139,728,754	\$0	\$273,884,175	\$1,413,612,929	\$647,517,081
2014	\$1,163,549,085	\$0	\$286,701,955	\$1,450,251,039	\$684,155,191
2015	\$1,187,867,260	\$355,175,000	\$300,119,806	\$1,843,161,867	\$1,077,066,019
2016	\$1,567,868,686	\$0	\$314,165,204	\$1,882,033,890	\$1,115,938,042
2017	\$1,600,637,142	\$0	\$328,868,135	\$1,929,505,277	\$1,163,409,429
2018	\$1,634,090,458	\$0	\$344,259,164	\$1,978,349,622	\$1,212,253,774
2019	\$1,668,242,949	\$0	\$360,370,493	\$2,028,613,441	\$1,262,517,593
2020	\$1,703,109,226	\$355,175,000	\$377,235,832	\$2,435,520,058	\$1,669,424,210
2021	\$2,093,879,209	\$0	\$394,890,469	\$2,488,769,678	\$1,722,673,830
2022	\$2,137,641,285	\$0	\$413,371,343	\$2,551,012,627	\$1,784,916,779
2023	\$2,182,317,987	\$0	\$432,717,122	\$2,615,035,109	\$1,848,939,261
2024	\$2,227,928,433	\$0	\$452,968,283	\$2,680,896,716	\$1,914,800,868
2025	\$2,274,492,138	\$355,175,000	\$474,167,199	\$3,103,834,336	\$2,337,738,488
2026	\$2,677,204,023	\$0	\$496,358,223	\$3,173,562,247	\$2,407,466,399
2027	\$2,733,157,587	\$0	\$519,587,788	\$3,252,745,376	\$2,486,649,528
2028	\$2,790,280,581	\$0	\$543,904,497	\$3,334,185,078	\$2,568,089,230
2029	\$2,848,597,445	\$0	\$569,359,227	\$3,417,956,672	\$2,651,860,824
2030	\$2,908,133,132	\$0	\$596,005,239	\$3,504,138,371	\$2,738,042,523
2031	\$2,968,913,114	\$0	\$623,898,284	\$3,592,811,398	\$2,826,715,550

Annual Growth Rate Inflatons

Developed Property	1.0209
Vacant Land	1.0468

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 inflatons (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.

Summary of Projected Bonding Potentials

Calculation of precise bonding potentials that can be supported by the incremental tax revenues is beyond the scope of this analysis and should be undertaken by a specialist in governmental finance or a bond underwriter. Numerous fiscal considerations that are unique to Polk County's past financial performance will affect the bond rating assigned to the County by underwriters. Nonetheless, a general indication of the potential bonding capacity that will result from the projected incremental tax revenues is important to decision-makers.

The technique used in this report is one that provides a highly generalized estimate that only identifies general orders of magnitude, allowing for substantial variation to take place within each alternative growth scenario. This method is based on the typical underwriter's required relationship between the size of the "debt service reserve fund" (DSRF) and the amount of the bond issue. The debt service reserve fund is somewhat like a savings account to cover annual payment requirements if the tax revenues are not adequate to meet debt service. In most underwriting situations a cash "DSRF" of 10% of the face value of the bond issue is required to provide this safety net to the bond purchasers.

Because the incremental tax revenues can fluctuate in response to a number of factors, many underwriters exercise a substantial amount of fiscal conservatism and will permit less than 100% of the total projected revenues to be credited toward potential debt service when issuing the securities. Choosing to err on the side of conservatism in this analysis, the maximum potential bonding potentials are accompanied with several estimates that would be supported by only a portion of the projected incremental taxes. Furthermore, the incremental taxes that would serve as a debt service reserve fund are calculated from those generated during the individual period stated in the table. These are summarized below in Table 6A-6C.

**TABLE 6A: CONSERVATIVE SCENARIO
PRELIMINARY ESTIMATE OF BONDING CAPACITY**

Period	Available Tax Increment	Potential Bonding Capacity			
		100%	75%	50%	25%
2002-2008	\$5,903,103	\$59,031,030	\$44,273,273	\$29,515,515	\$14,757,758
2008-2012	\$16,475,174	\$164,751,740	\$123,563,805	\$82,375,870	\$41,187,935
2012-2017	\$34,413,596	\$344,135,960	\$258,101,970	\$172,067,980	\$86,033,990
2017-2022	\$56,169,085	\$561,690,850	\$421,268,138	\$280,845,425	\$140,422,713
2022-2027	\$80,714,811	\$807,148,110	\$605,361,083	\$403,574,055	\$201,787,028

**TABLE 6B: LIKELY SCENARIO
PRELIMINARY ESTIMATE OF BONDING CAPACITY**

Period	Available Tax Increment	Potential Bonding Capacity			
		100%	75%	50%	25%
2002-2008	\$26,598,037	\$265,980,370	\$199,485,278	\$132,990,185	\$66,495,093
2008-2012	\$68,666,945	\$686,669,450	\$515,002,088	\$343,334,725	\$171,667,363
2012-2017	\$200,388,612	\$2,003,886,120	\$1,502,914,590	\$1,001,943,060	\$500,971,530
2017-2022	\$458,581,780	\$4,585,817,800	\$3,439,363,350	\$2,292,908,900	\$1,146,454,450
2022-2027	\$993,066,088	\$9,930,660,880	\$7,447,995,660	\$4,965,330,440	\$2,482,665,220

**TABLE 6C: AGGRESSIVE SCENARIO
PRELIMINARY ESTIMATE OF BONDING CAPACITY**

Period	Available Tax Increment	Potential Bonding Capacity			
		100%	75%	50%	25%
2002-2008	\$57,626,777	\$576,267,770	\$432,200,828	\$288,133,885	\$144,066,943
2008-2012	\$190,343,074	\$1,903,430,740	\$1,427,573,055	\$951,715,370	\$475,857,685
2012-2017	\$822,594,171	\$8,225,941,710	\$6,169,456,283	\$4,112,970,855	\$2,056,485,428
2017-2022	\$2,975,871,534	\$29,758,715,340	\$22,319,036,505	\$14,879,357,670	\$7,439,678,835
2022-2027	\$10,557,097,000	\$105,570,970,000	\$79,178,227,500	\$52,785,485,000	\$26,392,742,500

ASSUMPTIONS AND CONDITIONS OF ANALYSIS

In general, the assumptions and limiting conditions of this analysis are based upon the redevelopment plan prepared by Harlan Hanson, Inc. Specifically, these assumptions and conditions include:

- The strong market conditions that have already been established in the North Ridge-US 27 CRA study area will continue to prevail within the next five years. Afterward, if not before, a new assessment of market conditions should be made.
- Professional real estate development and marketing firms will aggressively market individual projects included in this analysis.
- The project developers will have the expertise and experience to undertake mixed-use projects of the size and character of those represented in the redevelopment plan.
- The regulatory entitlements (Land Use Plan and Zoning regulations) sufficient to implement the master development plan will be approved by Polk County.

- Polk County and other appropriate units of government will make the required infrastructure improvements on a timely basis.

COST AND FINANCIAL PARAMETERS

This section should be read with care because the information contained within it has a material affect on the analysis and projections presented in this report. It documents the sources of data used in the analysis, critical analysis techniques, specific assumptions regarding individual data items, and confidence levels of data. All information used in this report was taken from sources believed to be accurate and authoritative, as well as appropriate for the analysis contained in this report. The methodologies used in conducting this study are based upon established principles of urban planning and economic analysis. Data from recognized, authoritative sources form the basis for analysis of historical trends. However, responsibility for the fundamental accuracy of the data is that of the originating agency, not the consultant. The consultant applied commonly accepted analysis techniques to the information in order to derive the results presented herein.

Projections

Similarly, projections made by authoritative organizations are incorporated into the analysis whenever possible. When not available, the consultant prepared projections on the basis of identifiable trends. All conclusions and projections in this report are based on facts believed to be accurate within reasonable limits and upon assumptions believed to be valid within the context of demographic and economic conditions in the area. Projections and prospective values presented in this report are intended to reflect the current expectations and perceptions of market participants as well as available factual data. They are presented as a result of these facts and assumptions, not as absolute forecasts of conditions that will inevitably occur, and the projections should be judged on their market support when they were made. The consultant has made a conscious effort to include consideration of the salient factors affecting projections at the time of this assignment, but does not assume responsibility for unforeseeable events. Should any of the assumptions and/or conditions found during the conduct of this study change significantly, the findings of this analysis may require a re-evaluation for possible modification in light of the changed conditions.

Parcel and Improvement Values

Information regarding all property tax values was taken from the records of the Polk County Property Appraiser. The values used in this analysis are "taxable values" and should not be viewed as actual market values, which are normally greater than taxable values. Values were examined in terms of both vacant land and improved properties.

All coefficients for taxable values were computed in terms of current dollars per acre from data in the current Polk County Tax Roll.

Appreciation Rates

Appreciation rates used in this analysis are those that are current in the CRA study area. Provided by Property Appraiser records, the historical sales information was evaluated for individual properties in the area. Since the Property Appraiser has been raising the tax appraisals in the CRA study area at an accelerated rate, the total increase of taxable value during the past five years does not represent a reasonable rate of growth for the future. Therefore, it was necessary to examine qualified sales of individual properties within the study area to compute the rate at which their values had increased recently.

First, the sales examined in this analysis were restricted to qualified arms-length transactions represented by warranty deeds. They were also examined to avoid transactions that involved construction of a new building during the property transfer. Nonetheless, readers should bear in mind that the price appreciation rates stated in this report are those exhibited by the current market and can change materially over time. Since the current market is strong, the appreciation rates of property values is also strong. When coupled with a large total tax base, these appreciation rates will yield a very large growth of absolute values when held constant over the next twenty-five years. This may result in an optimistic projection of a future tax base that would yield revenues beyond those that could be reasonably expected. Therefore, it is recommended that a higher degree of uncertainty be associated with property values projected for more than five years into the future.

The primary element of comparison was the taxable value per acre. No specific adjustments were made. The sales prices in these sales were subjected to statistical analysis to determine the mean, median, and standard deviation for each land use group. This analysis served as the basis for establishing guidelines for growth rates that represent each scenario.

Taxable Value Per Acre

The taxable value per acre provides a direct coefficient for estimating the total incremental taxable value that will come from new development after the tax base has been "frozen." For example, the current taxable value of commercial development in the CRA area is \$400,000 per acre, while that value for industrial development is only \$100,000 per acre.

Application of these coefficients to the projected land use demand makes it possible to forecast the incremental property taxes that will come from new development.

Millage Rates

Existing millage rates for County have been held constant for the term of this analysis.

**TAX INCREMENT FINANCE MODELS
NORTH RIDGE-US 27 CRA STUDY AREA**

Scenario #1: Conservative

Tables 7A-7D

Scenario #2: Likely

Tables 8A-8D

Scenario #3: Aggressive

Tables 9A-9D

**TABLE 7B
PROJECTED POLK COUNTY
MILLAGE RATES BY YEAR (1)**

Tax Year	County	City	Total
2002	7.7270		7.7270
2003	7.7270		7.7270
2004	7.7270		7.7270
2005	7.7270		7.7270
2006	7.7270		7.7270
2007	7.7270		7.7270
2008	7.7270		7.7270
2009	7.7270		7.7270
2010	7.7270		7.7270
2011	7.7270		7.7270
2012	7.7270		7.7270
2013	7.7270		7.7270
2014	7.7270		7.7270
2015	7.7270		7.7270
2016	7.7270		7.7270
2017	7.7270		7.7270
2018	7.7270		7.7270
2019	7.7270		7.7270
2020	7.7270		7.7270
2021	7.7270		7.7270
2022	7.7270		7.7270
2023	7.7270		7.7270
2024	7.7270		7.7270
2025	7.7270		7.7270
2026	7.7270		7.7270
2027	7.7270		7.7270
2028	7.7270		7.7270
2029	7.7270		7.7270
2030	7.7270		7.7270
2031	7.7270		7.7270

(1) Assumes only millage associated with operations or general funds and is based on current millages.

**TABLE 7D
INCREMENTAL CHANGES IN TAXABLE VALUE FROM MAJOR DEVELOPMENT ACTIVITY
SCENARIO #2: CONSERVATIVE GROWTH RATE
NORTHRIDGE-US 27 CRA STUDY AREA**

Phase	Year	Prior Use	New Use	Major Development Activity	Incremental Tax Values			Total Increment
					From Demolition	From New Construction	From Land Adjustment	
I	2008	Vacant	SF Housing	New Development		\$206,750,000		\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000		\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000		\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000		\$13,500,000
		Vacant	Services	New Development		\$12,975,000		\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000		\$5,300,000
TOTALS FOR YEAR					\$0	\$355,175,000	\$0	\$355,175,000
II	2014	Vacant	SF Housing	New Development		\$206,750,000		\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000		\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000		\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000		\$13,500,000
		Vacant	Services	New Development		\$12,975,000		\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000		\$5,300,000
TOTALS FOR YEAR					\$0	\$355,175,000	\$0	\$355,175,000
III	2020	Vacant	SF Housing	New Development		\$206,750,000		\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000		\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000		\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000		\$13,500,000
		Vacant	Services	New Development		\$12,975,000		\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000		\$5,300,000
TOTALS FOR YEAR					\$0	\$355,175,000	\$0	\$355,175,000
IV	2025	Vacant	SF Housing	New Development		\$206,750,000		\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000		\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000		\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000		\$13,500,000
		Vacant	Services	New Development		\$12,975,000		\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000		\$5,300,000
TOTALS FOR YEAR					\$0	\$355,175,000	\$0	\$355,175,000

NOTE: Major development activity based on market study and revitalization plan. Economic parameters addressed elsewhere in report.

TABLE 8A
PROJECTED ANNUAL TAX INCREMENTAL INCREASE OF TAX BASE
SCENARIO #2: MOST LIKELY GROWTH RATE
NORTH RIDGE-US 27 CRA STUDY AREA

Year	Change of Taxable Value From Appreciation & Development				Tax Value Increment From Base
	Taxable Value of Developed Property ⁽²⁾	Net Taxable Value From New Development ⁽³⁾	Taxable Value of Vacant Property	Total Taxable Value	
2002	\$600,493,654	\$0	\$165,602,194	\$766,095,848	\$0
2003	\$690,567,702	\$0	\$194,731,620	\$885,299,322	\$119,203,474
2004	\$794,152,857	\$0	\$228,984,912	\$1,023,137,769	\$257,041,921
2005	\$913,275,786	\$0	\$269,263,358	\$1,182,539,144	\$416,443,296
2006	\$1,050,267,154	\$0	\$316,626,783	\$1,366,893,936	\$600,798,088
2007	\$1,207,807,227	\$0	\$372,321,434	\$1,580,128,661	\$814,032,813
2008	\$1,388,978,311	\$355,175,000	\$437,812,774	\$2,181,966,085	\$1,415,870,237
2009	\$1,952,500,058	\$0	\$514,824,041	\$2,467,324,098	\$1,701,228,250
2010	\$2,245,375,066	\$0	\$605,381,589	\$2,850,756,656	\$2,084,660,808
2011	\$2,582,181,326	\$0	\$711,868,211	\$3,294,049,537	\$2,527,953,689
2012	\$2,969,508,525	\$0	\$837,085,829	\$3,806,594,355	\$3,040,498,507
2013	\$3,414,934,804	\$0	\$984,329,227	\$4,399,264,031	\$3,633,168,183
2014	\$3,927,175,025	\$0	\$1,157,472,738	\$5,084,647,762	\$4,318,551,914
2015	\$4,516,251,278	\$355,175,000	\$1,361,072,192	\$6,232,498,471	\$5,466,402,623
2016	\$5,548,863,970	\$0	\$1,600,484,791	\$7,149,348,761	\$6,383,252,913
2017	\$6,381,193,566	\$0	\$1,882,010,065	\$8,263,203,631	\$7,497,107,783
2018	\$7,338,372,601	\$0	\$2,213,055,636	\$9,551,428,236	\$8,785,332,388
2019	\$8,439,128,491	\$0	\$2,602,332,122	\$11,041,460,613	\$10,275,364,765
2020	\$9,704,997,764	\$355,175,000	\$3,060,082,343	\$13,120,255,107	\$12,354,159,259
2021	\$11,515,922,429	\$0	\$3,598,350,827	\$15,114,273,255	\$14,348,177,407
2022	\$13,243,310,793	\$0	\$4,231,300,737	\$17,474,611,530	\$16,708,515,682
2023	\$15,229,807,412	\$0	\$4,975,586,537	\$20,205,393,949	\$19,439,298,101
2024	\$17,514,278,524	\$0	\$5,850,792,208	\$23,365,070,732	\$22,598,974,884
2025	\$20,141,420,303	\$355,175,000	\$6,879,946,558	\$27,376,541,861	\$26,610,446,013
2026	\$23,517,808,348	\$0	\$8,090,129,157	\$31,607,937,505	\$30,841,841,657
2027	\$27,045,479,600	\$0	\$9,513,182,876	\$36,558,662,476	\$35,792,566,628
2028	\$31,102,301,540	\$0	\$11,186,551,744	\$42,288,853,284	\$41,522,757,436
2029	\$35,767,646,771	\$0	\$13,154,266,196	\$48,921,912,967	\$48,155,817,119
2030	\$41,132,793,787	\$0	\$15,468,101,620	\$56,600,895,407	\$55,834,799,559
2031	\$47,302,712,855	\$0	\$18,188,940,695	\$65,491,653,550	\$64,725,557,702

Annual Growth Rate Inflatons

Developed Property	1.1500
Vacant Land	1.1759

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 inflators (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 8B
PROJECTED POLK COUNTY
MILLAGE RATES BY YEAR (1)**

Tax Year	County	City	Total
2002	7.7270		7.7270
2003	7.7270		7.7270
2004	7.7270		7.7270
2005	7.7270		7.7270
2006	7.7270		7.7270
2007	7.7270		7.7270
2008	7.7270		7.7270
2009	7.7270		7.7270
2010	7.7270		7.7270
2011	7.7270		7.7270
2012	7.7270		7.7270
2013	7.7270		7.7270
2014	7.7270		7.7270
2015	7.7270		7.7270
2016	7.7270		7.7270
2017	7.7270		7.7270
2018	7.7270		7.7270
2019	7.7270		7.7270
2020	7.7270		7.7270
2021	7.7270		7.7270
2022	7.7270		7.7270
2023	7.7270		7.7270
2024	7.7270		7.7270
2025	7.7270		7.7270
2026	7.7270		7.7270
2027	7.7270		7.7270
2028	7.7270		7.7270
2029	7.7270		7.7270
2030	7.7270		7.7270
2031	7.7270		7.7270

(1) Assumes only millage associated with operations or general funds and is based on current millages.

TABLE 8C
PROJECTED TAX INCREMENT REVENUE AVAILABLE FOR DISTRIBUTION
SCENARIO #2: MOST LIKELY GROWTH RATE
BASED ON HISTORICAL TRENDS IN MILLAGE RATES
NORTH RIDGE-US 27 CRA STUDY AREA

Year	Tax Increment Base	Gross Tax Increment ⁽¹⁾		Statutory Adjustment ⁽²⁾	Available Tax Increment	
		County Revenues	City Revenues		By Each Year	Cumulative Increment
2002	\$0	\$0	\$0	95%	\$0	\$0
2003	\$119,203,474	\$921,085	\$0	95%	\$875,031	\$875,031
2004	\$257,041,921	\$1,986,163	\$0	95%	\$1,886,855	\$2,761,886
2005	\$416,443,296	\$3,217,857	\$0	95%	\$3,056,964	\$5,818,850
2006	\$600,798,088	\$4,642,367	\$0	95%	\$4,410,248	\$10,229,099
2007	\$814,032,813	\$6,290,032	\$0	95%	\$5,975,530	\$16,204,629
2008	\$1,415,870,237	\$10,940,429	\$0	95%	\$10,393,408	\$26,598,037
2009	\$1,701,228,250	\$13,145,391	\$0	95%	\$12,488,121	\$39,086,158
2010	\$2,084,660,808	\$16,108,174	\$0	95%	\$15,302,765	\$54,388,923
2011	\$2,527,953,689	\$19,533,498	\$0	95%	\$18,556,823	\$72,945,746
2012	\$3,040,498,507	\$23,493,932	\$0	95%	\$22,319,235	\$95,264,982
2013	\$3,633,168,183	\$28,073,491	\$0	95%	\$26,669,816	\$121,934,798
2014	\$4,318,551,914	\$33,369,451	\$0	95%	\$31,700,978	\$153,635,776
2015	\$5,466,402,623	\$42,238,893	\$0	95%	\$40,126,948	\$193,762,724
2016	\$6,383,252,913	\$49,323,395	\$0	95%	\$46,857,225	\$240,619,950
2017	\$7,497,107,783	\$57,930,152	\$0	95%	\$55,033,644	\$295,653,594
2018	\$8,785,332,388	\$67,884,263	\$0	95%	\$64,490,050	\$360,143,644
2019	\$10,275,364,765	\$79,397,744	\$0	95%	\$75,427,856	\$435,571,501
2020	\$12,354,159,259	\$95,460,589	\$0	95%	\$90,687,559	\$526,259,060
2021	\$14,348,177,407	\$110,868,367	\$0	95%	\$105,324,948	\$631,584,008
2022	\$16,708,515,682	\$129,106,701	\$0	95%	\$122,651,366	\$754,235,374
2023	\$19,439,298,101	\$150,207,456	\$0	95%	\$142,697,084	\$896,932,457
2024	\$22,598,974,884	\$174,622,279	\$0	95%	\$165,891,165	\$1,062,823,622
2025	\$26,610,446,013	\$205,618,916	\$0	95%	\$195,337,971	\$1,258,161,593
2026	\$30,841,841,657	\$238,314,910	\$0	95%	\$226,399,165	\$1,484,560,758
2027	\$35,792,566,628	\$276,569,162	\$0	95%	\$262,740,704	\$1,747,301,462
2028	\$41,522,757,436	\$320,846,347	\$0	95%	\$304,804,029	\$2,052,105,491
2029	\$48,155,817,119	\$372,099,999	\$0	95%	\$353,494,999	\$2,405,600,490
2030	\$55,834,799,559	\$431,435,496	\$0	95%	\$409,863,721	\$2,815,464,212
2031	\$64,725,557,702	\$500,134,384	\$0	95%	\$475,127,665	\$3,290,591,877

NOTES:

1. Based on 2001 general/operating millage rates for the County
2. By Florida law, the revenue actually available to the CRA is ninety-five percent of the calculated gross tax increment.

TABLE 8D
INCREMENTAL CHANGES IN TAXABLE VALUE FROM MAJOR DEVELOPMENT ACTIVITY
SCENARIO #2: MOST LIKELY GROWTH RATE
NORTH RIDGE-US 27 CRA STUDY AREA

Phase	Year	Prior Use	New Use	Major Development Activity	Incremental Tax Values			Total Increment
					From Demolition	From New Construction	From Land Adjustment	
I	2008	Vacant	SF Housing	New Development		\$206,750,000	\$0	\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000	\$0	\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000	\$0	\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000	\$0	\$13,500,000
		Vacant	Services	New Development		\$12,975,000	\$0	\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000	\$0	\$5,300,000
							\$355,175,000	\$0
II	2014	Vacant	SF Housing	New Development		\$206,750,000	\$0	\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000	\$0	\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000	\$0	\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000	\$0	\$13,500,000
		Vacant	Services	New Development		\$12,975,000	\$0	\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000	\$0	\$5,300,000
						\$355,175,000	\$0	\$355,175,000
TOTALS FOR YEAR								
III	2020	Vacant	SF Housing	New Development		\$206,750,000	\$0	\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000	\$0	\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000	\$0	\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000	\$0	\$13,500,000
		Vacant	Services	New Development		\$12,975,000	\$0	\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000	\$0	\$5,300,000
						\$355,175,000	\$0	\$355,175,000
TOTALS FOR YEAR								
IV	2025	Vacant	SF Housing	New Development		\$206,750,000	\$0	\$206,750,000
		Vacant	MF Housing	New Development		\$114,600,000	\$0	\$114,600,000
		Vacant	Industrial	New Development		\$2,050,000	\$0	\$2,050,000
		Vacant	Commercial	New Development		\$13,500,000	\$0	\$13,500,000
		Vacant	Services	New Development		\$12,975,000	\$0	\$12,975,000
		Vacant	Hotels/Motels	New Development		\$5,300,000	\$0	\$5,300,000
						\$355,175,000	\$0	\$355,175,000
TOTALS FOR YEAR								

NOTE: Major development activity based on market study and revitalization plan. Economic parameters addressed elsewhere in report.

TABLE 9A
PROJECTED ANNUAL TAX INCREMENTAL INCREASE OF TAX BASE
SCENARIO #3: AGGRESSIVE GROWTH RATE
NORTH RIDGE-US 27 CRA STUDY AREA

Year	Change of Taxable Value From Appreciation & Development				Tax Value Increment From Base
	Taxable Value of Developed Property ⁽²⁾	Net Taxable Value From New Development ⁽³⁾	Taxable Value of Vacant Property	Total Taxable Value	
2002	\$600,493,654	\$0	\$165,602,194	\$766,095,848	\$0
2003	\$768,091,433	\$0	\$216,110,863	\$984,202,296	\$218,106,448
2004	\$982,465,752	\$0	\$282,024,676	\$1,264,490,428	\$498,394,580
2005	\$1,256,671,943	\$0	\$368,042,203	\$1,624,714,146	\$858,618,298
2006	\$1,607,409,082	\$0	\$480,295,075	\$2,087,704,157	\$1,321,608,309
2007	\$2,056,036,957	\$0	\$626,785,072	\$2,682,822,030	\$1,916,726,182
2008	\$2,629,876,872	\$355,175,000	\$817,954,519	\$3,803,006,391	\$3,036,910,543
2009	\$3,719,050,507	\$0	\$1,067,430,648	\$4,786,481,155	\$4,020,385,307
2010	\$4,757,037,503	\$0	\$1,392,996,995	\$6,150,034,499	\$5,383,938,651
2011	\$6,084,726,671	\$0	\$1,817,861,079	\$7,902,587,750	\$7,136,491,902
2012	\$7,782,973,884	\$0	\$2,372,308,708	\$10,155,282,593	\$9,389,186,745
2013	\$9,955,201,896	\$0	\$3,095,862,864	\$13,051,064,760	\$12,284,968,912
2014	\$12,733,698,745	\$0	\$4,040,101,038	\$16,773,799,782	\$16,007,703,934
2015	\$16,287,674,064	\$355,175,000	\$5,272,331,854	\$21,915,180,918	\$21,149,085,070
2016	\$21,188,738,896	\$0	\$6,880,393,070	\$28,069,131,965	\$27,303,036,117
2017	\$27,102,515,921	\$0	\$8,978,912,956	\$36,081,428,877	\$35,315,333,029
2018	\$34,666,828,115	\$0	\$11,717,481,407	\$46,384,309,522	\$45,618,213,674
2019	\$44,342,339,842	\$0	\$15,291,313,237	\$59,633,653,079	\$58,867,557,231
2020	\$56,718,286,892	\$355,175,000	\$19,955,163,774	\$77,028,625,666	\$76,262,529,818
2021	\$72,903,535,764	\$0	\$26,041,488,725	\$98,945,024,488	\$98,178,928,640
2022	\$93,250,912,595	\$0	\$33,984,142,786	\$127,235,055,381	\$126,468,959,533
2023	\$119,277,242,300	\$0	\$44,349,306,335	\$163,626,548,636	\$162,860,452,788
2024	\$152,567,520,627	\$0	\$57,875,844,768	\$210,443,365,394	\$209,677,269,546
2025	\$195,149,115,633	\$355,175,000	\$75,527,977,422	\$271,032,268,055	\$270,266,172,207
2026	\$249,970,408,807	\$0	\$98,564,010,535	\$348,534,419,342	\$347,768,323,494
2027	\$319,737,149,905	\$0	\$128,626,033,749	\$448,363,183,653	\$447,597,087,805
2028	\$408,975,788,443	\$0	\$167,856,974,042	\$576,832,762,485	\$576,066,666,637
2029	\$523,120,930,997	\$0	\$219,053,351,125	\$742,174,282,122	\$741,408,186,274
2030	\$669,123,982,839	\$0	\$285,864,623,218	\$954,988,606,057	\$954,222,510,209
2031	\$855,876,486,449	\$0	\$373,053,333,299	\$1,228,929,819,748	\$1,228,163,723,900

Annual Growth Rate Inflatior

Developed Property	1.2791
Vacant Land	1.3050

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 inflators (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 9B
PROJECTED POLK COUNTY
MILLAGE RATES BY YEAR (1)**

Tax Year	County	City	Total
2002	7.7270		7.7270
2003	7.7270		7.7270
2004	7.7270		7.7270
2005	7.7270		7.7270
2006	7.7270		7.7270
2007	7.7270		7.7270
2008	7.7270		7.7270
2009	7.7270		7.7270
2010	7.7270		7.7270
2011	7.7270		7.7270
2012	7.7270		7.7270
2013	7.7270		7.7270
2014	7.7270		7.7270
2015	7.7270		7.7270
2016	7.7270		7.7270
2017	7.7270		7.7270
2018	7.7270		7.7270
2019	7.7270		7.7270
2020	7.7270		7.7270
2021	7.7270		7.7270
2022	7.7270		7.7270
2023	7.7270		7.7270
2024	7.7270		7.7270
2025	7.7270		7.7270
2026	7.7270		7.7270
2027	7.7270		7.7270
2028	7.7270		7.7270
2029	7.7270		7.7270
2030	7.7270		7.7270
2031	7.7270		7.7270

(1) Assumes only millage associated with operations or general funds and is based on current millages.

TABLE 9C
PROJECTED TAX INCREMENT REVENUE AVAILABLE FOR DISTRIBUTION
SCENARIO #3: AGGRESSIVE GROWTH RATE
BASED ON HISTORICAL TRENDS IN MILLAGE RATES
NORTH RIDGE-US 27 CRA STUDY AREA

Year	Tax Increment Base	Gross Tax Increment ⁽¹⁾		Statutory Adjustment ⁽²⁾	Available Tax Increment	
		County Revenues	City Revenues		By Each Year	Cumulative Increment
2002	\$0	\$0	\$0	95%	\$0	\$0
2003	\$218,106,448	\$1,685,309	\$0	95%	\$1,601,043	\$1,601,043
2004	\$498,394,580	\$3,851,095	\$0	95%	\$3,658,540	\$5,259,583
2005	\$858,618,298	\$6,634,544	\$0	95%	\$6,302,816	\$11,562,400
2006	\$1,321,608,309	\$10,212,067	\$0	95%	\$9,701,464	\$21,263,864
2007	\$1,916,726,182	\$14,810,543	\$0	95%	\$14,070,016	\$35,333,880
2008	\$3,036,910,543	\$23,466,208	\$0	95%	\$22,292,897	\$57,626,777
2009	\$4,020,385,307	\$31,065,517	\$0	95%	\$29,512,241	\$87,139,019
2010	\$5,383,938,651	\$41,601,694	\$0	95%	\$39,521,609	\$126,660,628
2011	\$7,136,491,902	\$55,143,673	\$0	95%	\$52,386,489	\$179,047,117
2012	\$9,389,186,745	\$72,550,246	\$0	95%	\$68,922,734	\$247,969,851
2013	\$12,284,968,912	\$94,925,955	\$0	95%	\$90,179,657	\$338,149,508
2014	\$16,007,703,934	\$123,691,528	\$0	95%	\$117,506,952	\$455,656,460
2015	\$21,149,085,070	\$163,418,980	\$0	95%	\$155,248,031	\$610,904,491
2016	\$27,303,036,117	\$210,970,560	\$0	95%	\$200,422,032	\$811,326,523
2017	\$35,315,333,029	\$272,881,578	\$0	95%	\$259,237,499	\$1,070,564,022
2018	\$45,618,213,674	\$352,491,937	\$0	95%	\$334,867,340	\$1,405,431,363
2019	\$58,867,557,231	\$454,869,615	\$0	95%	\$432,126,134	\$1,837,557,497
2020	\$76,262,529,818	\$589,280,588	\$0	95%	\$559,816,540	\$2,397,374,036
2021	\$98,178,928,640	\$758,628,582	\$0	95%	\$720,897,153	\$3,118,071,189
2022	\$126,468,959,533	\$977,225,650	\$0	95%	\$928,364,388	\$4,046,435,558
2023	\$162,860,452,788	\$1,258,422,719	\$0	95%	\$1,195,501,583	\$5,241,937,139
2024	\$209,677,269,546	\$1,620,176,262	\$0	95%	\$1,539,167,449	\$6,781,104,588
2025	\$270,266,172,207	\$2,088,346,713	\$0	95%	\$1,983,929,377	\$8,765,033,965
2026	\$347,768,323,494	\$2,687,205,836	\$0	95%	\$2,552,845,544	\$11,317,879,509
2027	\$447,597,087,805	\$3,458,582,697	\$0	95%	\$3,285,653,563	\$14,603,533,071
2028	\$576,066,666,637	\$4,451,267,133	\$0	95%	\$4,228,703,776	\$18,832,236,848
2029	\$741,408,186,274	\$5,728,861,055	\$0	95%	\$5,442,418,003	\$24,274,654,850
2030	\$954,222,510,209	\$7,373,277,336	\$0	95%	\$7,004,613,470	\$31,279,268,320
2031	\$1,228,183,723,900	\$9,490,021,095	\$0	95%	\$9,015,520,040	\$40,294,788,360

NOTES:

1. Based on 2001 general/operating millage rates for the County
2. By Florida law, the revenue actually available to the CRA is ninety-five percent of the calculated gross tax increment.

**TABLE 9D
INCREMENTAL CHANGES IN TAXABLE VALUE FROM MAJOR DEVELOPMENT ACTIVITY
SCENARIO #3: AGGRESSIVE GROWTH RATE
NORTH RIDGE-US 27 CRA STUDY AREA**

Phase	Year	Prior Use	New Use	Major Development Activity	Incremental Tax Values			Total Increment
					From Demolition	From New Construction	From Land Adjustment	
I	2008	Vacant	SF Housing	New Development	\$0	\$206,750,000	\$0	\$206,750,000
		Vacant	MF Housing	New Development	\$0	\$114,600,000	\$0	\$114,600,000
		Vacant	Industrial	New Development	\$0	\$2,050,000	\$0	\$2,050,000
		Vacant	Commercial	New Development	\$0	\$13,500,000	\$0	\$13,500,000
		Vacant	Services	New Development	\$0	\$12,975,000	\$0	\$12,975,000
		Vacant	Hotels/Motels	New Development	\$0	\$5,300,000	\$0	\$5,300,000
TOTALS FOR YEAR								
II	2014	Vacant	SF Housing	New Development	\$0	\$355,175,000	\$0	\$355,175,000
		Vacant	MF Housing	New Development	\$0	\$206,750,000	\$0	\$206,750,000
		Vacant	Industrial	New Development	\$0	\$114,600,000	\$0	\$114,600,000
		Vacant	Commercial	New Development	\$0	\$2,050,000	\$0	\$2,050,000
		Vacant	Services	New Development	\$0	\$13,500,000	\$0	\$13,500,000
		Vacant	Hotels/Motels	New Development	\$0	\$12,975,000	\$0	\$12,975,000
TOTALS FOR YEAR								
III	2020	Vacant	SF Housing	New Development	\$0	\$355,175,000	\$0	\$355,175,000
		Vacant	MF Housing	New Development	\$0	\$206,750,000	\$0	\$206,750,000
		Vacant	Industrial	New Development	\$0	\$114,600,000	\$0	\$114,600,000
		Vacant	Commercial	New Development	\$0	\$2,050,000	\$0	\$2,050,000
		Vacant	Services	New Development	\$0	\$13,500,000	\$0	\$13,500,000
		Vacant	Hotels/Motels	New Development	\$0	\$12,975,000	\$0	\$12,975,000
TOTALS FOR YEAR								
IV	2025	Vacant	SF Housing	New Development	\$0	\$355,175,000	\$0	\$355,175,000
		Vacant	MF Housing	New Development	\$0	\$206,750,000	\$0	\$206,750,000
		Vacant	Industrial	New Development	\$0	\$114,600,000	\$0	\$114,600,000
		Vacant	Commercial	New Development	\$0	\$2,050,000	\$0	\$2,050,000
		Vacant	Services	New Development	\$0	\$13,500,000	\$0	\$13,500,000
		Vacant	Hotels/Motels	New Development	\$0	\$12,975,000	\$0	\$12,975,000
TOTALS FOR YEAR								

NOTE: Major development activity based on market study and revitalization plan. Economic parameters addressed elsewhere in report.

CRA ROAD IMPROVEMENT

Road	From	Extents To	Improvement	Approximate Length (mi)	Classification
US 27	CR 547	I-4	4L → 6L		
US 27	I-4	CR 54	4L → 6L		
US 27	CR 547	US 192	4L → 6L		
US 17/92	CR 547	Osceola County Line	2L → 4L		
CR 54	US 27	US 17/92	2L → 4L		
Green Swamp Parkway	Dean Still Road	Lake Co. Line	New 2L	9.8	Urban
I-4 Crossover (Green Swamp to FDC)			Bridge over I-4	1.0	Urban
FDC Grove Road	CR 547	Dean Still Road	New 2L	5.9	Rural
Dunson Road Ext.	Dunson Road	CR 54 @ CR 532 Ext.	New 2L	1.6	Rural
Holly Hill Road	CR 547	Bowen Rd Ext	New 2L	6.5	Rural
Bowen Road Extension	Bowen Rd Ext	CR 532	New 4L	3.1	Rural
	US 27	Holly Hill Road	New 4L	0.8	Rural
CR 532 (Osceola)	Holly Hill Road	US 17/92	New 2L	3.8	Rural
	Lake Wilson Road	I-4	2L → 4L	1.3	Rural
	Widen to 4L at CR 54		2L → 4L	0.3	Rural
VPCC/I-4 Connector	I-4	Bowen Rd Ext	New 4L	0.9	Rural
VPCC/I-4 Connector Ramps	I-4 WB	VPCC/I-4 Connector Rd	New Ramp		Rural
	VPCC/I-4 Connector Rd	I-4 EB	New Ramp	0.8	Rural

PROGRAM

Right-of-Way	Construction Cost per mile	Construction Cost	Additional * 40%	Calculated COSTS	TOTAL COSTS
				\$ 3,181,000	\$ 3,181,000
				\$ 14,838,000	\$ 14,838,000
				\$ 31,000,000	\$ 31,000,000
SUM \$					49,019,000

(FDOT funded)
(FDOT funded)
(FDOT funded)
(FDOT funded)

\$ 8,000,000	\$ 2,492,700	\$ 24,429,000	\$ 9,772,000	\$ 36,000,000	\$ 36,000,000
\$ 4,500,000		\$ 4,500,000	\$ 1,800,000	\$ 42,201,000	\$ 42,200,000
\$ 5,900,000	\$ 1,623,400	\$ 9,579,000	\$ 3,832,000	\$ 10,800,000	\$ 10,800,000
\$ 1,500,000	\$ 1,623,400	\$ 2,598,000	\$ 1,039,000	\$ 19,311,000	\$ 19,400,000
\$ 4,100,000	\$ 1,623,400	\$ 10,553,000	\$ 4,221,000	\$ 5,137,000	\$ 5,200,000
\$ 3,500,000	\$ 2,842,000	\$ 8,811,000	\$ 3,524,000	\$ 18,874,000	\$ 18,900,000
\$ 900,000	\$ 2,842,000	\$ 2,274,000	\$ 910,000	\$ 15,835,000	\$ 15,900,000
\$ 2,900,000	\$ 1,623,400	\$ 6,169,000	\$ 2,468,000	\$ 4,084,000	\$ 4,100,000
	\$ 1,809,400	\$ 2,353,000	\$ 941,000	\$ 11,537,000	\$ 11,600,000
	\$ 1,809,400	\$ 543,000	\$ 217,000	\$ 3,294,000	\$ 3,300,000
	\$ 2,842,000	\$ 2,558,000	\$ 1,023,000	\$ 760,000	\$ 800,000
	\$ 1,279,600	\$ 1,024,000	\$ 410,000	\$ 3,581,000	\$ 3,600,000
				\$ 6,100,000	\$ 6,100,000
				\$ 1,434,000	\$ 1,500,000
SUM \$					179,400,000

* Comprised of:

- CEI (15%)
- Contingency (10%)
- Unlisted (15%)

Appendix E

Priority Ranking of Candidate CRA Road Improvements

**Northeast Polk County Subarea Transportation Plan
Recommended Criteria for Evaluation of Candidate Road Projects**

<i>CRITERIA</i>		<i>SCORING</i>		<i>MAXIMUM POINTS</i>
IMPROVE TRAVEL CONDITIONS				
Transportation Concurrency Road or intersection project will improve or relieve traffic congestion on A or B. <i>(check one)</i>	10	A. Road segment or intersection is projected to operate below minimum acceptable LOS standard within five (5) years.		20
	20	B. Road segment or intersection is currently operating below minimum acceptable LOS standard.		
Safety	15	Project will correct existing safety issues, e.g., skewed intersections, dangerous curves and narrow lanes.		15
Improve Subarea Road Network <i>(check all that apply)</i>	5	Project supports the development of a grid collector road system.		15
	5	Project will reduce vehicle trips on regional highway network, e.g., US 27 and Interstate 4.		
	5	Project will provide access to important community facilities, e.g., schools, hospitals, and community centers.		
COMMUNITY BENEFITS/IMPACTS				
Promote Economic Development <i>(check all that apply)</i>	5	Project will provide access to currently inaccessible areas consistent with the comprehensive plan.		15
	10	Project will facilitate permanent job growth.		
Community Impacts* <i>(check one)</i>	0	Has major negative impacts		10
	5	Has moderate negative impacts		
	10	Has minimal or no discernable negative impacts		

Environmental Impacts* (check one)	0	Has major negative impacts	10
	5	Has moderate negative impacts	
	10	Has minimal or no discernable negative impacts	
PROJECT PRODUCTION			
Funding (check all that apply)	5	Majority of right-of-way is available for proposed project.	10
	5	Funding partnerships are available to facilitate the proposed project (including right-of-way donations).	
Project Status	5	Project is already under production.	5
Total Possible Points			100

* **Environmental and Community Impacts are defined as follows:**

Community Impacts	<p><i>Does a project negatively impact:</i></p> <ul style="list-style-type: none"> • The relocation of a significant number of residents from a low-income, minority or otherwise established neighborhood; • The division of such communities; • Elimination of, or encroachment on, historic or cultural resources; • Elimination of, or encroachment on, community recreation facilities; • Increased through-traffic in neighborhoods; or • Adverse impacts to business districts and area businesses?
Environmental Screening	<p><i>Does a project negatively impact:</i></p> <ul style="list-style-type: none"> • Endangered/Threatened Species; • Wetlands (extensive impacts); • Preservation/Conservation Areas; • Recreation/Open Space; or • Environmentally-Sensitive Areas?

Appendix F E

*Northeast Polk County subarea Transportation Plan Recommended Criteria for
Evaluation of Candidate Road Projects*

Evaluation of Candidate CRA Road Improvements

ID	ROAD NAME	FROM	TO	TRANSPORTATION CONGRUENCY	SAFETY	SUPPORTS GRID SYSTEM	REDUCE TRIPS ON REGIONAL NETWORK	ACCESS TO COMMUNITY FACILITIES	ACCESS TO ECONOMIC DEVELOPMENT	PERMANENT JOB GROWTH	ENVIRONMENTAL IMPACTS	POW AVAILABLE	FINDING PARTNERSHIP	TOTAL POINTS	COMMENTS	
6	East-West Collector Road	US 27	Holly Hill Road Extension	10	0	5	5	0	5	10	10	5	5	5	70	Provides additional east-west capacity to relieve CR 54. Eastern most terminus of the collector is in a 100 year flood zone.
19	Green Swamp Parkway	Dean Still Rd	Sand Mine Rd	10	0	5	5	5	5	10	10	5	5	0	70	Project will separate local traffic from regional traffic on US 27. It will help relieve projected traffic congestion on US 27. The proposed road will improve access to adjacent subdivisions as intended in US 27 North SAP. Road will not introduce through-traffic into area. There are rare and endangered plant and animal species in the vicinity, however, these are outside corridor.
40	North Collector	Jackie Rd	Poltras Rd 2	10	0	5	5	5	5	10	10	5	5	0	70	Project will help separate local traffic from regional traffic on US 27; it will help relieve traffic congestion. The proposed collector would be an excellent connection to the local subdivisions. There is only one minor environmental concern.
9	East-West Collector Road	Holly Hill Road Extension	Oakmont Extension	10	0	5	5	0	5	10	0	5	5	5	60	Provides additional east-west capacity to relieve CR 54. Wetlands run throughout the entire proposed collector road. It is also in a 100 year flood zone. In addition, there are numerous rare birds and/or plants which would be affected on the northern most terminus of the collector.
10	East-West Collector Road	Oakmont Extension	US 1792	10	0	5	5	0	5	10	0	5	5	5	60	Provides additional east-west capacity to relieve CR 54. Wetlands surround the proposed collector road. Southern most terminus of the collector road could possibly affect two species of endangered birds.
30	East-West Collector Road	FDC Grove Rd	US 27	0	0	5	5	0	5	10	10	5	0	5	55	No discernible community or environmental impacts.
18	US 27	Dunson Rd	CR 54 (Ronald Reagan Parkway)	10	0	0	0	5	0	10	5	5	0	5	50	With vested traffic, US 27 projected to fall below LOS 'C' within 5 years. There is a concern for rare plants and animals in the vicinity of the road. No discernible community impacts.
22	US 27	CR 54 (Ronald Reagan Parkway)	US 192	10	0	0	0	5	0	10	5	5	0	5	50	US 27 is currently identified as "rural" uninterrupted flow facility. With additional traffic signals, US 27 will be identified as "urban" or interrupted flow facility with a much lower capacity. With lower capacity, LOS will fall below minimum acceptable standard of LOS "C." No discernible community impacts. There are two environmental concerns: 1) Adjacent to the west of the road there is a sinkhole; and 2) Adjacent to the east there are endangered and rare plant and animal species.
25	Dunson Road Extension	Dunson Road (E Terminus)	CR 54 (@ CR 532)	10	0	5	5	5	0	0	10	5	5	0	50	Project will provide alternate route to CR 54 and help relieve traffic congestion. No discernible community impacts. Numerous animal species could be affected by new roadway (path in middle of observed rare and endangered species). Northern terminus impacts wetland.
23	VPCCH-4 Connector	East-West Collector Road	Proposed I-4 Interchange	0	0	0	5	0	0	10	10	5	5	0	45	No discernible community or environmental impacts.
2	CR 54 (Ronald Reagan Parkway)	US 27	Westside Blvd	10	0	5	0	0	0	5	5	5	5	5	40	With vested project traffic, CR 54 is projected to have unacceptable LOS within 5 years. CR 54 Corridor Study identifies moderate negative community and environmental impacts.
4	Sand Mine Rd	US 27	Oscacia County Line	0	0	5	0	5	0	10	10	0	0	0	40	No discernible community or environmental impacts.
39	I-4 Crossover	FDC Grove Rd	Dean Still Rd	10	0	5	5	0	5	0	10	5	0	0	40	Project provides parallel capacity to US 27. No discernible community impacts. The area to the west is in a flood zone A. The most northern terminus has endangered plants and animals.

Evaluation of Candidate CRA Road Improvements

ID	ROAD NAME	FROM	TO	TRANSPORTATION CONCURRENCY	SAFETY	SUPPORTS GRID SYSTEM	REDUCE TRIPS ON REGIONAL NETWORK	ACCESS TO COMMUNITY FACILITIES	ACCESS TO COMMUNITY FACILITIES	PERMANENT ECONOMIC DEVELOPMENT	PERMANENT JOB GROWTH	ENVIRONMENTAL IMPACTS	ENVIRONMENTAL IMPACTS	RCM AVAILABLE	FINDING PARTNERSHIP	TOTAL POINTS	COMMENTS
46	Homenan Blvd Connector	East-West Collector Road	Homenan Blvd	0	0	5	5	0	0	0	10	5	0	0	5	40	No discernible community or environmental impacts.
12	Holly Hill Rd	CRA Boundary (FL Dav Rd)	East-West Collector Road	0	0	5	5	0	5	0	10	5	5	0	0	35	Northern most terminus of the proposed road would be within a wetland, 100 year flood zone. There are historic sites nearby however not directly affected by the proposed roadway. Road should improve access to existing subdivisions without displacement of homes.
37	FDC Grove Road	Missesee Rd	East-West Collector Road	0	0	5	5	5	0	0	10	0	0	0	0	35	There is a rare plant nearby to the southeast but not directly at the proposed site
21	IUS 17/92	CRA Boundary / Davenport	CR 54	0	0	0	0	5	0	0	10	0	0	0	0	15	No discernible community impacts. In terms of environmental impacts, the proposed road widening will impact numerous plant and animal species surrounding the road on the west and east. Road traverses 100 year flood zone. Two sinkholes are in project vicinity.