

APPENDIX 2.131

SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN

This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.

VISION - BASIC PRINCIPLES

The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:

1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.
2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.
3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.
4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.
5. The existing medical facilities will serve as attractors for other medical services and office centers.
6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.
7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.
8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.

9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.
10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.
11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.
12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.
13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.
14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.
15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.

GOAL 2.131-Q: To develop an environmentally sensitive plan which encourages a high quality living environment through an efficient urban-growth pattern based on a balance of employment activities, residential and nonresidential uses, a range of housing opportunities, and short vehicle trips between housing, employment, and shopping in harmony with the special factors of the Green Swamp.

OBJECTIVE 2.131-Q: North Ridge Selected-Area Plan -- Development within the North Ridge Selected Area Plan (SAP) shall occur in accordance with the policies stated within this section in addition to all other policies within the Future Land Use Element and other elements incorporated within the Polk County Comprehensive Plan not in conflict with these policies. Where there is a conflict in policy or standards, the more stringent standard shall apply.

POLICY 2.131-Q1: DESIGNATION AND MAPPING - The North Ridge Selected Area Plan is established as designated on the Future Land Use Map Series. Land use categories shall be designated on the Future Land Use Map Series and the North Ridge Selected Area Plan Map which is included as part of the Future Land Use Map Series.

POLICY 2.131-Q2: LAND USE CATEGORIES ESTABLISHED - The following land use categories shall apply:

A. Activity Centers

1. Tourist Commercial Center (TCCX);

2. Regional Activity Center (RACX);
3. Community Activity Center (CACX);
4. Neighborhood Activity Center (NACX);
5. Convenience Center (CCX);
6. Employment Center (ECX); and
7. Professional Institutional (PIX)

B. Non-Residential

1. Linear Commercial Corridor (LCCX);
2. Recreation and Open Space (ROSX);
3. Preservation (PRESVX);
4. Business Park Center (BPCX);
5. Leisure Recreation (L/RX);
6. Industrial (INDX);
7. Institutional (INSTX);
8. Commercial Enclave (CEX)

C. Residential

1. Agricultural/Rural Residential (A/RRX);
2. Residential Suburban (RSX);
3. Residential Low (RLX)
4. Residential Medium (RMX); and
5. Residential High (RHX)

POLICY 2.131-Q3: GENERAL DEVELOPMENT CRITERIA - Development shall be permitted within this SAP as follows:

- A. **BASIC LAND USE CATEGORIES** - Development shall be permitted for the following land-use categories as specified by the applicable policies in the general land -use element section of the Comprehensive Plan:
1. Recreation and Open Space (ROSX);
 2. Agricultural/Rural Residential (A/RRX);
 3. Residential Suburban (RSX);
 4. Tourist Commercial Center (TCC).
- B. **MODIFIED LAND USE CATEGORIES** - Due to the specific characteristics of this SAP, development shall be more specifically defined and may vary from those allowed under the general provisions of that land use category within the Comprehensive Plan. Development within the following land use categories shall be permitted as specified within this section:
1. Convenience Center (CC);
 2. Neighborhood Activity Center (NAC);
 3. Community Activity Center (CAC);
 4. Regional Activity Center (RAC);
 5. Linear Commercial Corridor (LCC);
 6. Commercial Enclave (CE);
 7. Business Park Center (BPC);
 8. Residential Low (RL);
 9. Residential Medium (RM);
 10. Professional Institutional (PI);
 11. Employment Center (EC);
 12. Preservation (PRESVX)
 13. Industrial (INDX);
 14. Leisure Recreation (L/RX); and
 15. Residential High (RHX).
- C. **MODIFIED SPECIAL USES** - Special uses within the SAP shall be governed as follows:
1. The following special uses shall be permitted pursuant to the general provisions in Future Land Use Element of the Comprehensive Plan pertaining to these uses:

- a. Village Stores (Convenience Store, Village Store)
 - b. Transitional Area;
 - c. Utilities;
 - d. Community Facilities;
 - e. Non-Phosphate Mining;
 - f. Residentially-Based Mixed Use Development;
 - g. Non-Certified Electric-Power Generation Facilities;
 - h. Certified Electric Power Generation Facilities;
 - i. Hazardous Waste Treatment Facility; and
 - j. Agricultural Support Activities
2. Residential is not permitted as a primary use, but is permitted above the non-residential uses as an accessory use at the Medium-Density Residential (5.01 dwelling units/acre to 10.0 dwelling units/acre) for the following Future Land Use districts within the North Ridge SAP: Neighborhood Activity Center (NAC), Community Activity Center (CAC), and Linear Commercial Corridor (LCC). Convenience Center (CC) and Commercial Enclave (CE) land use districts shall be limited to residential above commercial for a total of two stories of residential and one story of commercial (total of 3 story mixed-use building).
 3. Outdoor storage forward of the rear building line shall be permitted, with appropriate buffering/screening from public view, in the Industrial and Business Park Center land use districts only.
 4. Isolated Convenience Stores and adult uses shall be prohibited uses.

D. BASIC OVERLAY DISTRICTS AND AREAS - Development limitations and resource protection rules shall be applied as specified by the applicable policies in the Future Land Use Element of the Comprehensive Plan Section 2.122, 2.123 and 2.124.

E. SPECIAL-PROVISION AREA - Due to the specific characteristics of this selected area, the uses permitted in land use classifications shall be more specifically defined and may vary from those allowed under the general provisions of a land use classification, and/or basic overlay district, as defined within the following special categories:

1. Green Swamp Protection Area (GSPA)
2. Greenway Corridor
3. Recreational Trail Corridor
4. Horse Creek Corridor

5. Transfer/Purchase of Development rights (TDRs)

- F. JOINT PLANNING AREA - The area included within the city of Haines City Service Area will be defined as a Joint Planning Area (JPA) for the purposes of implementing Development review and permitting guidelines in accordance with an executed interlocal agreement. The basic principles and goals of the JPA will include the following:
1. Encourage business and commercial development that are complimentary but not competing to the Haines City downtown;
 2. Encourage economic growth and new job creation;
 3. Encourage high quality development which serves as the northern entrance in to Haines City; and
 4. Provide balance of land uses with functional relationships to one another; and
 5. Improve the overall land values of the area.
- G. CIRCUS WORLD/BOARDWALK AND BASEBALL AND RIDGEWOOD LAKES DEVELOPMENT OF REGIONAL IMPACT (DRI) - These are the two Developments of Regional Impact within the North Ridge SAP. These DRIs have an approved Development Order that dictates intensities of development. If this SAP and the Development Order are in conflict, the requirements of the valid unexpired Development Order shall prevail.
- H. OTHER USES - Uses not specifically permitted or prohibited under the general provisions of the Basic Land-Use Categories or Modified Land Use Categories of this SAP may only be permitted upon approval by the Board of County Commissioners when it is determined that the proposed use can be developed in accordance with the policies contained within this SAP and all other policies within the Polk County Plan not in conflict with these policies.
- I. CONNECTION BETWEEN DEVELOPMENTS - Interconnectivity between developments will be encouraged to increase internal circulation as required in Policy 2.131-W4.
- J. IMPERVIOUS SURFACE RATIO (ISR)- The ISRs for all land use categories are specified in the Land Development Code. The ISRs for all land uses within the Green Swamp Area of Critical State Concern shall meet the ISR requirements established by the Critical Area Resource Management Plan policy 2.132-B10 d., of this plan.
- K. FLOOR AREA RATIO (FAR) - FAR ranges for each land use categories are established by policy 2.131-Q4 of this SAP.
- L. GREEN SWAMP AREA OF CRITICAL STATE CONCERN - All development within the Green Swamp Area of Critical State Concern shall comply with the Critical Area Resource Management Plan within the Comprehensive Plan and the regulations in Chapter 5 of the Land Development Code.
- M. Transit Supportive Development Area Density and Intensity - For those areas of the County located within the North Ridge SAP and that are in the Transit Supportive Development Areas

(TSDA), if there is a conflict between the density or intensity incentives established in Policy 2.104-A7 for the TSDA or the Transit Corridors and Centers Overlay (TCCO) and the densities and intensities established within the North Ridge SAP, the densities and intensities as established of the TSDA or TSDA with the TCCO shall take precedence. However, where the development criteria established within this SAP are more stringent than the development criteria found within the TSDA or TSDA with the TCCO, the development criteria for this SAP shall take precedence.

POLICY 2.131-Q4: MODIFIED LAND USE CATEGORIES - Land within "modified land-use categories", as enumerated in Policy 2.131-Q2 shall be developed in accordance with the following criteria:

For properties within the Transit Supportive Development Area, higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7.

- A. **CONVENIENCE CENTER (CCX)** - In addition to the other applicable provisions, the following provisions apply:
 - a. Residential is not permitted as a primary use, but is permitted above commercial as an accessory use for a total of two stories of residential over one story of commercial (total of three story mixed-use building).
 - b. The maximum FAR shall be 0.25. Higher FARs, not to exceed 0.50, will be allowed through bonus points per the Land Development Code.
- B. **NEIGHBORHOOD ACTIVITY CENTER (NACX)** - In addition to the other applicable provisions, the following provisions apply:
 - a. Residential is not permitted as a primary use, but is permitted above commercial as an accessory use at the Medium-Density Residential (5.01 dwelling units/acre to 10.0 dwelling units/acre).
 - b. The maximum FAR shall be 0.35. Higher FARs, not to exceed 0.70, will be allowed through bonus points per the Land Development Code.
- C. **COMMUNITY ACTIVITY CENTER (CACX)** - In addition to the other applicable provisions, the following provisions apply:
 - a. Residential is not permitted as a primary use, but is permitted above commercial as an accessory use at the Medium-Density Residential (5.01 dwelling units/acre to 10.0 dwelling units/acre).
 - b. The maximum FAR shall be 0.50. Higher FARs, not to exceed 1.0, will be allowed through bonus points per the Land Development Code.
- D. **REGIONAL ACTIVITY CENTER (RACX)** - In addition to other applicable provisions as defined in Policy 2.110F, the following requirements shall apply:

- a. Special Residential shall be permitted at 10 dwelling units/acre up to 50 dwelling units/acre, for up to twenty five percent (25%) of the entire RACX.
- b. The maximum FAR shall be 1.0. Higher FARs, not to exceed 1.5, will be allowed through bonus points per the Land Development Code.

E. LINEAR COMMERCIAL CORRIDOR (LCCX) - In addition to the other applicable provisions, the LCC shall be governed by the following provisions:

- a. PERMITTED USES -All uses permitted in the LCC as described in the Future Land Use Element of the Comprehensive Plan and the following:
 - New development in infill areas shall be limited to office and professional, and retail uses.
 - Residential is not permitted as a primary use, but is permitted above commercial in a mixed-use building as an accessory use at the Medium Density Residential density.
 - Non-conforming uses cannot be intensified.
 - Mixed use buildings are permitted uses.
- b. PROHIBITED USES - The following uses shall be specifically prohibited:
 - New Industrial (IND) and High Impact Commercial (HIC) development shall not be permitted.
- c. The maximum FAR shall be 0.35. Higher FARs, not to exceed 0.75, will be allowed through bonus points per the Land Development Code.

F. COMMERCIAL ENCLAVE (CEX) - In addition to the other applicable provisions, the following provisions apply:

- a. Residential is not permitted as a primary use, but is permitted above commercial as an accessory use for a total of two stories of residential over one story of commercial (total of 3 story mixed-use building).
- b. The maximum FAR shall be 0.35. Higher FARs, not to exceed 0.6, will be allowed through bonus points per the Land Development Code.

G. BUSINESS PARK CENTERS (BPCX) - In addition to the other applicable provisions, the following provisions apply:

- a. the BPCX shall be prohibited from having outdoor storage forward of the rear building line, unless screened from off-site view. Residential development shall also be prohibited.
- c. The maximum FAR shall be 0.75. Higher FARs, not to exceed 1.25, will be allowed through bonus points per the Land Development Code.

H. INDUSTRIAL (INDX) - In addition to the other applicable provisions, the following provisions apply:

- a. This classification is the same as defined in Section 2.113. Additional restrictions, established in the CARMP and the Land Development Code, shall apply to the IND located on the west side of US 27, in the Green Swamp. No additional land, within the Green Swamp Area of Critical State Concern, shall be designated as IND in this SAP.
 - b. The maximum FAR shall be 0.75. Higher FARs, not to exceed 1.25, will be allowed through bonus points per the Land Development Code.
- I. RESIDENTIAL-LOW (RLX) - This classification is the same as defined in Section 2.120-C, except that the maximum residential density shall be according to the North Ridge SAP density credit table in the Land Development Code.
 - J. RESIDENTIAL-MEDIUM (RMX) - This classification is the same as defined in Section 2.120-D of this Plan, except that the minimum and maximum residential density shall be according to the North Ridge SAP density credit table as established by Policy 2.131-Q7 of this SAP and per the Land Development Code.
 - K. RESIDENTIAL - HIGH (RHX) - This classification is the same as defined in Section 2.120-E of this Plan, except that the minimum and maximum residential density shall be according to the North Ridge SAP density credit table as established by Policy 2.131-Q7 of this SAP and per the Land Development Code
 - L. PROFESSIONAL INSTITUTIONAL (PIX) - The Professional Institutional is an Activity Center designated only within this SAP that is designed to allow health related and other professional facilities and other support businesses.
 - a. DESIGNATION AND MAPPING - Professional Institutional is designated on the North Ridge SAP Future Land Use Map.
 - b. CHARACTERISTICS -- The PIX is intended to accommodate the employment and functional needs of the medical community as well as associated uses and retail and commercial uses to serve the employees within the PIX and surrounding areas. The PIX will generally contain medical and other professional offices and support facilities including uses to support the employee population. General (approximate) characteristics of the Professional Institutional Xs are:
 - (a) Usable Area: 10 acres or more
 - (b) Minimum Population Support: More than 2,500 people
 - (c) Market-Area Radius: More than 2 miles
 - (d) Typical Tenants: Services to persons needing medical and other specialty services such as administrative, clerical, or professional offices, doctors offices, hospitals, pharmacies, medical supply and other specialty retail stores, assisted living facilities, nursing homes, and small scale retail stores and services for the clients and employees of the land use category. Hotels and motels are also permitted to serve the users of the districts.

- c. **DEVELOPMENT CRITERIA** - Development within a PIX shall conform to the following criteria:
 - (a) Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. New driveways to US 27 may be permitted during the Level 3 Review for the Planned Development.
 - (b) Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.
 - (c) Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
 - (d) Buffering that meets the County development standards as set forth in the adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses. Parking lots, loading areas, dumpsters, utilities and air conditioning units, signage, etc. are examples of facilities which may require special buffering provisions.
 - (e) Residential development, as primary or accessory, will be permitted in up to fifteen percent (15%) of the PIX designation at Medium Densities.
 - (f) The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 1.25.
 - (g) Retail and commercial uses are limited to 25 percent of the PIX district. Future expansions shall require review by the County to meet the then needed infrastructure improvements. At no time may the commercial uses exceed the maximum floor area ratio of 0.70.

M. **EMPLOYMENT CENTER (ECX)** - The Employment Center is an Activity Center designated only within the County's Selected Area Plans (SAP). It is designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County.

- a. **DESIGNATION AND MAPPING** - The Employment Center is designated on the Future Land Use Map Series as "Employment Center X" (ECX).
- b. **CHARACTERISTICS** -- The ECX in this SAP is intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain office and support facilities, college and university uses, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:
 - (a) Minimum Population Support: 20,000,
 - (b) Market Area Radius: 3+ miles,

(c) Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.

c. **DEVELOPMENT CRITERIA** - Development within an ECX shall conform to the following criteria:

(a) Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or some combination of these. No new individual driveways shall be permitted to access US 27.

(b) Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.

(c) Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such shared parking and permeable surface parking design.

(d) Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.

(e) Buffering that meets the County development standards as set forth in the adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.

(f) Residential development, as primary will be permitted in up to 15% of the ECX designation at Medium and High Densities. Location of residential units above non-residential shall be encouraged by not considering such units against the maximum residential densities.

(g) Industrial uses which include at least fifty percent (50%) office space, assemble products, and conduct research and development, but do not manufacture any products.

(h) The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 2.0.

(i) Retail and commercial uses are limited to 20 percent of the ECX district. The maximum floor area ratio for commercial uses shall be 1.0.

(j) All development, when it is feasible, shall take advantage of any mass-transit facilities.

N. **PRESERVATION** - Areas designated as Preservation within this SAP are major wetland areas on which development does not currently exist. Designations are approximate. Development shall not be permitted except for the following:

a. stormwater retention/detention,

- b. passive recreation,
- c. vehicular access for internal circulation as required for proper access, and
- d. bicycle and pedestrian corridors to achieve the Recreational Trails pursuant to Policy 2.131-Q6(C).

O. LEISURE RECREATION - Areas designated as L/R within the North Ridge SAP are the same as defined in Section 2.115 of this Plan, except that up to 15% of the net usable land within a parcel or project can be retail commercial uses when developed as a mixed use project.

POLICY 2.131-Q5: SPECIAL USES - Modified Special Uses shall include Residentially-Based Mixed-Use Developments (RBMD) that shall be developed in accordance with the following criteria:

- A. The development shall provide a mix of residential and non-residential uses that will serve the needs of residential uses within and up to one half mile around the development; this shall be permitted within the Residential Low (RLX), Residential Medium (RMX) districts, and Residential High (RHX).
- B. All development shall provide for integration of pedestrian access, parks, internal traffic, and interconnection of subdivisions in the design of the combined residential and non-residential uses.
- C. Non-residential development is not restricted to specific locations within the development in order to provide market share that is outside of the development.
- D. Public access to the development's commercial uses is required.
- E. Adequate buffering shall be required where the non-residential uses within and outside the development abuts residential uses.

POLICY 2.131-Q6 - SPECIAL PROVISION AREAS - Land within ASpecial Provision Areas@ as enumerated in Policy 2.131-Q3 shall be developed in accordance with the following criteria:

- A. GREEN SWAMP PROTECTION AREA (GSPA) - Land within the Green Swamp Protection Area shall be developed in accordance with Objective 2.123-F and Appendix 2.132 of the Comprehensive Plan and with the appropriate chapters and sections of the Land Development Code.
- B. MULTI-MODAL COLLECTOR ROAD SYSTEM - is included as part of the proposed transportation network within this SAP and is further defined in this section and shall be developed pursuant to the following:
 - 1. DESIGNATION AND MAPPING -- The Multi-Modal Collector Road System is designated on the Future Land Use Map. A minimum of 40 feet from the centerline of the road shall be designated as right-of-way to ensure a continuous corridor along the designated collector within the SAP.

2. **PURPOSE** -- The Multi-Modal Collector Road System is intended to establish safe vehicular, bicycle, and pedestrian circulation (including sidewalks) in the area to promote alternative modes of transportation within the North Ridge SAP.

3. **IMPLEMENTATION METHODS** -- The Multi-Modal Collector Road System shall be created as follows:

(a) The County will coordinate planning for the Multi-Modal Collector Road System with the Transportation Planning Organization and other County divisions. Alternative routes may be planned.

(b) Development along the Multi-Modal Collector Road System shall be required to provide a vegetative buffer in accordance with the Land Development Code for this SAP.

(c) The County shall review a variety of options for funding the development of the Multi-Modal Collector Road System that may include, but not be limited to impact fees, density credits, bonus points for dedications, government funding (federal, state, local), and other sources of funding.

(d) If additional right-of-way is required or if the Multi-Modal Collector Road System must be constructed prior to development, the County shall look into acquiring land as needed.

(e) Sidewalks shall be required along both sides of the Multi-Modal Collector Road System as designated on the SAP FLUM. Sidewalks shall be required on other collector roads that are not part of the Multi -Modal Collector Road System on either one side or both sides consistent with the sidewalk location section of the Land Development Code.

(f) Sidewalks shall be required on at least one side of roads that will connect the proposed collector road network to US 27 and US 17/92.

C. SIDEWALK ALONG US 27 AND US 17/92 - Sidewalks shall be required along the entire length and on both side of US 27 and on both sides of US 17/92 within the North Ridge SAP as part of the multi-modal transportation system in the North Ridge SAP.

D. GREENWAY CORRIDOR - The Greenway Corridor on the North Ridge SAP Future Land Use Map indicates land within the North Ridge SAP bordering the CORE area of the Green Swamp Area of Critical State Concern as a Greenway Corridor, and as further defined in this section, shall be developed pursuant to the following:

1. **PURPOSE** -- The Greenway Corridor is intended to become a linear, meandering preservation/conservation and wildlife corridor bordering the Green Swamp CORE and Ridge Special Protection Area. This area will serve as a buffer with no development permitted within this area. This buffer area shall connect to the Greenway Corridor that is required as part of the US 27 North SAP and shall remain undisturbed except for the accommodation of pedestrian/bicycle traffic, underground utilities, and limited access. This corridor shall be a minimum of 50 feet wide on each side of the jurisdictional wetland boundary.

2. **IMPLEMENTATION METHODS** -- The Greenway Corridor shall be created as follows:

- a. New development and redevelopment bordering the jurisdictional wetlands of the Green Swamp shall designate 50 feet east of the jurisdictional wetland boundary as a conservation easement for the Greenway Corridor.
- b. Developments located along the Greenway Corridor shall be required to locate other recreation amenities and stormwater retention areas adjacent to the corridor in order to further enhance it consistent with the requirements of the Land Development Code. All retention areas shall be designed in a manner which minimizes disturbance to the land.

E. HORSE CREEK CORRIDOR - Development shall be restricted to help protect Horse Creek as follows:

- 1. DESIGNATION AND MAPPING -- The Horse Creek Corridor is designated on the Future Land Use Map. The corridor follows the Horse Creek toward the Reedy Creek Swamp.
- 2. PURPOSE -- The Horse Creek Corridor is intended to become a linear, preservation/conservation corridor following Horse Creek. This area will provide a conservation/preservation area and maintain open space along the Horse Creek.
- 3. IMPLEMENTATION METHODS -- The Horse Creek Corridor shall be created as follows:
 - (a) A minimum 50 foot drainage and conservation easement shall be established on each side of the Horse Creek centerline and shall be designated Preservation (PRESVX) for the Horse Creek.
 - (b) Passive recreational uses shall be permitted in accordance with the Land Development Code.

F. TRANSFER / PURCHASE OF DEVELOPMENT RIGHTS (TDRS) - In order to encourage the preservation and conservation of natural or man made environmentally sensitive areas, the County Shall evaluate the applicability of utilizing transferable development right (TDR) programs or purchased development right (PDR) programs as possible mechanisms to preserve land for environmental resources, or specific plant or animal habitats, while encouraging development in more environmentally appropriate areas. To accomplish this, the County will:

- (a) coordinate with the applicable agencies (e.g. Florida Department of Environmental Protection [DEP], Florida Fish and Wild Life Commission, Water Management Districts, etc.) to identify potential areas of concern, habitats and other environmental resources for consideration to be included in a TDR program, and
- (b) create and overlay district as part of the FLUM identifying the sending and receiving areas within the Selected Area Plan.
- (c) established development regulations that creates the necessary tools to implement the adopted program(s).

G. FDC GROVE ROAD CORRIDOR/NORTHWEST QUADRANT – Non Residential Future Land Use designations in the NW Quadrant of the FDC Grove Road corridor shall limit their impact to the FDC Grove Road and surrounding properties according to the following:

1. DESIGNATION – the NW Quadrant designation on the Future Land Use Map. This corridor runs between Minute Maid Ramp Road 3 and just south of Holly Hill Grove Road 2 on the west side of FDC Grove Road.
2. PURPOSE – the identified corridor shall help establish requirements for non-residential development as it relates to land use compatibility and transportation impacts to FDC Grove road and the east-west roads within the vicinity:
 - (a) Any warehouse use that develops within the identified BPCX Land Use designation as defined above shall not be permitted to develop at an FAR greater than 0.34.
 - (b) Non-residential truck traffic generated from a Non-residential Future Land Use designation – shall not be permitted on any east-west road intersecting FDC Grove Road and US 27 where the north and south sides are both a residential Future Land Use designation. Truck traffic from BPCX, ECX, and PIX shall have access to Homerun Boulevard and/or FDC Grove Road. Access from FDC Grove Road shall be from a point no further south then six hundred feet of Minute Maid Ramp Road #3 and have a direct or close connection into the FDC Grove Road Connector. Truck traffic related to residential deliveries shall be permitted on FDC Grove Road and the east-west roads. These deliveries include, but not limited to US postal packages, large deliveries for items similar to furniture, and Home Occupations are permitted to use FDC Grove Road.
 - (c) Prohibited Future Land Use Designations – The industrial Future Land Use designation should be prohibited on the west side of FDC Grove Road.
 - (d) Building Design Standards – The building design shall incorporate an office front architecture design that helps minimize any visual impacts to surrounding properties and residential land uses. The design standards shall also minimize the potential noise and light impacts.
 - (e) Buffering Standards – All non-residential land uses shall at a minimum provide a buffer that is consistent with the requirements in the North Ridge Selected Area Plan or Chapter 7 of the LDC, whichever is more restrictive. However, when non-residential development is adjacent to residential the non-residential development shall provide a buffer that is more restrictive then what is required in the North Ridge Selected Area Plan or Chapter 7 of the LDC. When referring to residential this includes short-term rental development.
 - (f) Lighting Standards – Outdoor lighting fixtures shall be arranged to direct light down and away from adjacent residential land uses.
 - (g) Noise Abatement Standards – There shall be no outdoor public sound (address) system, bell ringers, loud speakers, or any similar noise generator when adjacent to residential land uses.

POLICY 2.131-Q7 - DENSITY AND FAR SCHEDULE - Density and FAR bonuses are used in the North Ridge Selected Area Plan to encourage development designs consistent with the intent of the plan. Within the Center and Core of the Transit Corridor and Center Overlay (TCCO), the base density for RMX is established at six dwelling units per acre (6 du/ac), and for RHX at ten dwelling units per acre (10 du/ac). Based on a density point system development within RLX can be permitted at densities of up to eight dwelling units per acre (8 du/ac) from the established sub-district while development within RMX can be permitted at densities of up to 15 dwelling units per acre (15 du/ac) and within the RHX, they can be permitted at densities of up to 20 dwelling units per acre (20 du/ac). Densities in the RMX and RHX outside the Center and Core of the TCCO may only occur below the base through the density bonus system within Land Development Code.

As establish in Policy 2.131-Q4, the FAR ranges for land use districts where bonuses apply are as follows:

	Land Use										
	CCX	CEX	LCCX	NACX	ECX	PIX	INDX	BPCX	TCCX	CACX	RACX
FAR	.25-.65	.35B.75	.35-.75	.35-1.0	.7-2.00	.7-1.25	.75-1.25	.75-1.25	.5-1.0	.5-1.0	1.0-1.5

For properties within the Transit Supportive Development Area, higher densities and intensities can be achieved in accordance with the criteria established in Policy 2.104-A7.

As established in the Land Development Code, Density and FAR Bonus Schedule, bonus points will be given for development that provides, at a minimum:

- a. Public infrastructure and service such as public safety sites, sidewalks above the required, and right-of-way dedication, etc;
- b. Special design criteria such as internal street lighting, vertical and mixed use development and structures, varying lot sizes and mixed housing types, incorporating neo-traditional or village elements such as recessed garages, and providing landscaped areas above the requirement, etc;
- c. Alternative transportation opportunities such as vehicular and pedestrian interconnectivity, demonstrated internal capture of vehicular trips, curb and gutter, providing connector roads from one public road to another, connecting residential and commercial centers via sidewalks, etc;
- d. Internal recreation facilities, and connection to public recreation facilities via sidewalks or multi-use trails;
- e. Increased protection for wetlands, wildlife habitat and upland vegetative communities, open space above minimum requirements and transfer of development rights.
- f. Preservation or conservation easements for native vegetative/plant communities.
- g. Development of self-sufficient villages, affordable housing, and no short-term rental units in residential districts.
- h. Other criteria, as defined in the Land Development Code, which might enhance the quality of the development, the quality of life for the community, and the protection of unique historical or environmental features that may occur in the area.

The applicant will be required to provide points from at least three different categories and in some cases obtain an approval for a conditional use permit, before an increase (or decrease) is allowed.

The Impervious Surface Ratio (ISR) shall be consistent with the requirements of the Critical Area Resource Management Plan, policy 2.131-B9, of this plan.

Except where stated in this Plan, if the property is in the Green Swamp Area of Critical State Concern, more restrictive guidelines in Section 2.132, Critical Area Resource Management Plan of this Plan will apply.

OBJECTIVE 2.131-R: Within the North Ridge SAP, Recreation and Open Space shall be established as development occurs to meet the needs within the area.

POLICY 2.131-R1 - RECREATION SYSTEM -- Within the North Ridge SAP, a Recreation and Open Space system shall be established as development occurs, governed by the following provisions:

- A. **DESIGNATION AND MAPPING:** Recreation and Open Space shall be incorporated into the Future Land Use Map when suitable sites for County parks are identified.
- B. **PURPOSE** -- The ROS is intended to provide open space, recreation space, and special ambience to this part of Polk County by ensuring that the natural amenity is preserved, enhanced, and made useable for the natural and man-made environment.
- C. **LEVEL OF SERVICE STANDARD** -- The County-wide adopted LOS of 6.95 acres per 1,000 people for Recreation and Open Space (ROS), in accordance with Policy 3.502-E2 of this Plan, shall be applied to the North Ridge SAP.
- D. **POLK COUNTY COMMITMENTS** -- Polk County shall commit to holding land acquired by the County for the creation of parks and open space in its undeveloped state until such time as funding mechanisms are established to pay for the improvement and maintenance of them. This can be accomplished comprehensively through the establishment of an area-wide funding mechanism or other appropriate means developed by the County.
- E. **DEVELOPMENT STANDARDS** -- All new development shall be required to meet the Level-of-Service standard to contribute to the creation of a park system which includes:
 - 1. 300 acres of community and regional parks at-build-out;
 - 2. Recreation Trail Corridor within the North Ridge SAP;
 - 3. A Park Impact fee and other funding mechanisms will be implemented in order to meet the needs of the area;
 - 4. Fifty percent (50%) of park and recreation space requirements shall be provided within the development and related specifically to that development, to include such spaces as: village commons, waterfront acres for public access, upland linear connectors, access through or adjacent to private golf courses, etc.

5. All new development and redevelopment shall provide pedestrian/bikeway connections.

OBJECTIVE 2.131-S: Development within the North Ridge corridor shall conform to special buffering and landscape criteria to reduce potential incompatibility between land uses, negative visual impacts of development, and to help ensure reforestation.

POLICY 2.131-S1: BUFFERING -- Buffering shall be utilized to reduce potential incompatibilities between adjacent land uses, create reforestation opportunities, and lessen the impact between residential and non-residential uses according to criteria of the Land Development Code.

POLICY 2.131-S2: PARKING LOT LANDSCAPING STANDARDS -- Parking lots shall be landscaped to provide a visually appealing appearance that enhances the development in accordance with the criteria established by the Land Development Code.

POLICY 2.131-S3: XERISCAPE - Development shall be encouraged to incorporate xeriscape and native, water conserving, species into the landscape design to the greatest extent practicable.

POLICY 2.131-S4: ROADWAY LANDSCAPE DESIGN -- Roadway Landscaping shall be provided to establish a visually appealing appearance that enhances development along collector and arterial roads within the North Ridge SAP, in accordance with the criteria established by the Land Development Code.

POLICY 2.131-S5: TREE PLANTING REQUIREMENTS -- Tree planting shall be provided to establish a visually appealing appearance that enhances the development, in accordance with the criteria established by the Land Development Code.

OBJECTIVE 2.131-T Signage requirements shall be more restrictive than typical standards for Polk County.

POLICY 2.131-T1: All signs within this SAP shall conform to the standards within the Polk County Land Development Code in addition to the policies within this SAP.

POLICY 2.131-T2: The SAP shall generally use visually pleasing, lower height, and smaller signs to compliment the overall-selected-area site and building design. Flapping flags, banners, blinking lights, signs affixed to fencing or poles, and portable signs shall be prohibited.

POLICY 2.131-T3: The construction of any new billboards along any roadway within this SAP shall be specifically prohibited, except for temporary billboards advertising the availability of commercial space located within the SAP for the respective property(ies). The relocation of any billboard existing at the time of adoption of this SAP is specifically prohibited except in the case of a taking due to roadway improvements.

OBJECTIVE 2.131-U: New development shall continue the provision of open space and the protection of native-plant and animal communities within the US 27 Corridor.

POLICY 2.131-U1: Ten percent (10%) of open space (30% for the area within the Green Swamp) shall be required of all development, to ensure an aesthetic and visually pleasing sense of place.

POLICY 2.131-U2: The developer shall design and locate proposed improvements to minimize the removal of native vegetative communities. However, it is not the intent of this provision to preclude

the reasonable use of a lot or parcel of land consistent with the Comprehensive Plan and Land Development Code. For parcels containing significant native plant communities, the County shall identify these on the Resource Protection Maps and work with land owners to purchase them for preservation.

POLICY 2.131-U3: Wetlands, wet and dry retention, landscaped buffers, recreational areas and required buffers from environmentally sensitive areas may count for up to Ninety percent (90%) of the required open space, in accordance with the criteria established in the Land Development Code.

POLICY 2.131-U4: Reforestation shall be encouraged to enhance current wildlife areas and improve water quality within, and adjacent to, the Green Swamp and within the North Ridge SAP.

POLICY 2.131-U5: Polk County shall evaluate the applicability of utilizing transferable development right (TDR) programs or purchased of development right (PDR) programs as possible mechanisms to preserve land for environmental resources, or specific plant or animal habitats, while encouraging development in more environmentally appropriate areas within this SAP.

OBJECTIVE 2.131-V: All land alteration activities shall be sensitive to the unique natural resources within the North Ridge Corridor.

POLICY 2.131-V1: Where disturbance of a wetland or wetlands is unavoidable, mitigation shall be completed in accordance with the guidelines of the appropriate regulatory agencies. Receiving zones, within Polk County, will be identified to assist these agencies in providing options for off-site mitigation in order to protect, enhance, or restore local environmentally sensitive systems. This wetland mitigation project shall occur in Polk County as approved by the regulatory agencies.

POLICY 2.131-V 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.

POLICY 2.131-V 3: In order to prevent soil erosion and protect water quality by providing natural filtration of surface water runoff, a natural undisturbed vegetative buffer shall be required around all surface water bodies and wetlands, in accordance with the Land Development Code.

POLICY 2.131-V4: Underground petroleum storage tanks shall be allowed within the North Ridge SAP in accordance with this Comprehensive Plan and the Federal and State requirements.

OBJECTIVE 2.131-W: The County shall optimize the capacity of US 27 and US 17/92 as the primary transportation roadways. (Section revised by CPA-2003A-04) July 9, 2003)

POLICY 2.131-W1: Access to new development or redevelopment will comply with FDOT access management guidelines for the US 27 transportation corridor.

POLICY 2.131-W2: New development and redevelopment is encouraged to increase internal-capture rate to reduce external trips by focusing compatible land uses which provide a full range of activities, thereby reducing external trips.

POLICY 2.131-W 3: All new development and redevelopment fronting US 27 shall provide access via a frontage, parallel (back) road, or a side street. A cross access easement agreement, or a shared ingress/egress access easement agreement, or any other shared access method as approved by the

Planning Division Director or his designee shall be required. Such easement agreements shall be recorded as in the public records of Polk County and shall constitute a covenant running with the land. As established by the Land Development Code, temporary right-in/right-out access may be granted.

POLICY 2.131-W 4: CONNECTION BETWEEN DEVELOPMENTS - All new development and redevelopment shall be encouraged to provide connection between developments and pedestrian/bikeway connections between adjacent parcels and roadway connections along existing and SAP proposed arterial and collector roads. All development adjacent to any of the proposed collector road systems shall be required to provide connections to the proposed roads. If conditions warrant, the County may require:

1. Service Roads;
2. Internal roadways/frontage roads;
3. Road connections that may extend beyond the SAP;
4. Shared ingress/egress access; and
5. Cross-access easements

POLICY 2.131-W5: MULTI-MODAL COLLECTOR ROAD SYSTEM-- Future collector roadways within the North Ridge SAP are depicted on the SAP FLUM in terms of their general location. Their final placement may deviate somewhat from these general locations without the necessity of processing a Comprehensive Plan Amendment (CPA) provided that the transportation access and capacity provided by that transportation corridor is generally maintained.

- A. Improvements to, and rights-of-way acquisition for, arterial or collector roadways shall be funded consistent with the Polk County Capital Improvement Program which shall identify revenue sources for these projects.
- B. Right-of-way shall be provided at time of development to the County to implement the collector roadways proposed on the North Ridge SAP FLUM and consistent with the Land Development Code.
- C. The right-of-way provided shall incorporate bike lanes and sidewalks.
- D. Arterial and collector roads built by developers shall conform to the adopted road plan for the North Ridge SAP. Polk County shall amend the following transportation maps in the Comprehensive Plan Map Series to reflect the designed road plan for the North Ridge SAP:
 1. Lakeland and Winter Haven Urbanized Areas/Small Urban Areas (Figure GF-3.214-3),
 2. 2020 Future Roadway Laneage (Figure GF-3.214-4), and
 3. 2020 Future Roadway Functional Classification (Figure GF-3.214-5).

POLICY 2.131-W6: CURB CUTS AND JOINT ACCESS -- The following curb cut and joint access criteria shall be implemented along US 27, US 17/92, and collector roadways consistent with the following:

- A. Curb Cuts--Curb cuts for US 27 and US 17/92 shall be consistent with the requirements established by the Florida Department of Transportation.
- B. Unified Access and Joint-Use Driveways
 - 1. Unified Access and Circulation -- All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
 - 2. Joint Use Driveways -- The County shall require the establishment of a joint-use driveway serving abutting building sites, with cross-access easements.
- C. Cross-Access Corridors -- The County shall designate cross-access corridors on properties adjacent to roadways. Such designation may be made in connection with the approval of any subdivision or site plan within the affected area, or as part of an overall planning program.
- D. Design of Cross-Access Corridors -- Cross-access corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare, in order to assist in local traffic movement. Each corridor should be designed to include the following elements:
 - 1. A continuous linear travel corridor extending the entire length of the block which it serves, or approximately 1,000 feet parallel to the thoroughfare and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
 - 2. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
 - 3. 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.
 - 4. Linkage to other cross-access corridors in the area.
- E. Easements Required to be Dedicated -- 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 shall grant an easement, running with the land, 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. Coordinated or Joint Parking Design -- Wherever a cross-access corridor has been designated, the business sites within the affected area shall be so designed as to provide for mutually coordinated or joint access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied in to create a unified system.

G. Development Prior to Abutting Use -- In the event that the building site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be easily connected to create a unified system at a later date.

H. Existing Abutting Uses -- In the event that the building site abuts an existing developed property, it shall be so designed as to connect to the abutting parking, access and circulation to create a unified system unless the County Engineer finds that this would be impractical.

POLICY 2.131-W7: The County shall encourage mass-transit facilities consistent with the plans of the Polk Transportation Planning Organization and the Transportation Element of Comprehensive Plan.

POLICY 2.131-W8: Pedestrian and bikeway systems shall be developed in accordance with standards in the Land Development Code and consistent with the Polk TPO 2025 Long Range Plan. The standards shall include guidelines for the location and type of improvements. The County shall encourage developers to provide for pedestrian/ bikeway systems in all development.

POLICY 2.131-W9: Road projects in the North Ridge SAP shall be funded by adopting and implementing a Municipal Service Benefit Unit (MSBU), Municipal Service Taxing Unit (MSTU), ASSESSMENT DISTRICT, Community Redevelopment Area (CRA), or similar financial instrument.

OBJECTIVE 2.131-X: The North Ridge Selected Area Plan shall identify the necessary capital improvements to support the proposed development and the funding sources to implement these improvements for regional parks, EMS, Fire and Sheriff’s facilities, Fire station, Sheriff’s facility, arterial roads, collector roads, intersections, and recreational trails.

POLICY 2.131-X1: Roadway, utility, parks and open space, and public safety improvements that benefit the SAP landowners shall be the responsibility of all landowners within the SAP.

A. All land owners shall be responsible for the funding of all mechanisms to finance all public improvements such as, but not limited to, transportation and recreation/open space improvements.

B. A Transportation Concurrency Management Area (TCMA), in accordance with Section 163.3180(7) F.S./Rule 9J-5.0055(5), or alternative long-term transportation management programs that are acceptable to Polk County and the Department Economic Opportunity (DEO), to include the North Ridge, US 27, and C.R. 54/Loughman Selected Area Plans shall be established.

POLICY 2.131-X2: CAPITAL IMPROVEMENTS: The following capital improvements are projected for the North Ridge SAP:

	2000	2005	2010	2015	2020
Schools:	(student stations)				
Elementary	-146	781	1,708	2,641	3,575
Middle	33	494	954	1,418	1,883

High	625	1,039	1,454	1,871	2,288
Regional Parks (acres)	200 acre park is currently needed - buildout of this SAP will require an additional 300 acres				
EMS and Fire	An EMS and Fire station facility will be needed within this SAP, approximately near the intersection of US 27 and CR 547.				
Sheriff	The nearest station is located on Thompson Nursery Road near Lake Wales. A Sheriff's facility is needed near the center of all the SAPs in northeast Polk County.				

COLLECTOR ROADS	APPROXIMATE LENGTH	IMPROVEMENT ⁽¹⁾
		U 2 lanes ⁽²⁾
Collector I North-South west parallel to US 27	6.3 miles	30.9 Million
Collector II North-South east parallel to US 27	8 miles	23.5 Million
Collector III East-West	10.8 miles	10.8 Million
⁽¹⁾ The improvement estimates only include right-of-way and construction cost, not maintenance costs. These cost estimates are based on current 2000 dollars. ⁽²⁾ Multi-modal corridor - Two lane undivided plus bicycle path and sidewalks on both sides of the road.		

- A. All capital improvements, including right-of-way acquisition, shall be financed substantially from development within the North Ridge SAP either through impact fees or other appropriate funding instruments such as the establishment of a Municipal Service Benefit Unit or a Community Redevelopment Area.
- B. Impact fees proposed for the North Ridge SAP may be in addition to other fees which may be relevant to meet County-wide needs. It is not the intent of this SAP to create excessive impact fees for this area so as to eliminate the competitive advantage of locating in Polk County rather than neighboring counties.
- C. A means of providing for impact-fee credits for contributions made in lieu of fees for school sites, parks, land for government buildings, and other facilities provided by developers or property owners shall be established. Credits, if required, shall be negotiated and established in a development agreement.
- D. Development shall be monitored to assure that fees levied remain sufficient to support the necessary infrastructure and, if necessary, be adjusted relative to actual demand.
- E. The construction of schools requires special attention. Donation of sites, with credit from existing public-facility impact-fees being given, is encouraged.
- F. The County shall consider the establishment of a separate transportation impact-fee zone for the North Ridge SAP in conjunction with the US 27 and CR 54/Loughman SAPs. All proceeds from this impact fee shall be applied to transportation projects within the SAPs in addition to historical funding rates.

- G. Roads which principally benefit site-specific development shall be the responsibility of the land owner or developer, as shall relevant off-site transportation improvements. Rights-of-way and improvement costs associated 100% with a development shall not offset impact fees, if imposed. Rights-of-way costs and construction costs deemed necessary to satisfy "area-wide" transportation needs shall offset impact fees, if imposed.
- H. Full-cost recovery for the operation and maintenance of water and sewer systems is necessary. Future connection and monthly use charges shall reflect these total costs.
- I. More flexible revenue sources may be developed to complement other capital resources. These revenue sources could be pledged as revenue streams to support bonded indebtedness for selected capital projects.
- J. The North East Polk County TCMA, or alternative long-term transportation management programs that are acceptable to Polk County and DCA, shall include a 10 year plan to address backlog problems. The plan shall include interim level of service standards, schedule of capital improvements to correct existing deficiencies, funding sources, and provisions for facilities required to accommodate new development.

Revision History Section 2.131-Q North Ridge SAP	
APPENDIX 2.131	CPA 01B-17 (Ord. 01-110) 12/19/01
SECTION 2.131-Q	CPA 06B-01 (Ord. 06-089) 12/6/06
OBJECTIVE 2.131-Q	CPA 06B-01 (Ord. 06-089) 12/6/06
POLICY 2.131-Q1	CPA 11B-06 (Ord. 11-038) 12/8/11;
POLICY 2.131-Q2	CPA 06B-01 (Ord. 06-089) 12/6/06
POLICY 2.131-Q3	CPA 10B-04 (Ord. 10-043) 8/4/10; CPA 10B-03 (Ord. 10-042) 9/1/10; CPA 06B-01 (Ord. 06-089) 12/6/06; CPA 03A-04 (Ord. 03-42) 7/9/03
POLICY 2.131-Q4	CPA 16B-09 (Ord. 16-20) 4/19/16; CPA 10B-01 (Ord. 10-039) 8/4/10; CPA 06B-01 (Ord. 06-089) 12/6/06; CPA 03A-04 (Ord. 03-42) 7/9/03;
POLICY 2.131-Q4	CPA 16B-09 (Ord. 16-020) 4/19/2016
POLICY 2.131 Q6	CPA 09A-11 (Ord. 09-036) 6/17/09; CPA 06B-01 (Ord. 06-089) 12/6/06; CPA 03A-04 (Ord. 03-42) 7/9/03
POLICY 2.131-Q7	CPA 15D-02 (Ord 15-063) 10/06/15; CPA 10B-01 (Ord. 10-039) 8/4/10; CPA 06B-01 (Ord. 06-089) 12/6/06
POLICY 2.131-R1	CPA 06B-02 (Ord. 06-85) 12/6/06
POLICY 2.131-S3	CPA 06B-01 (Ord. 06-089) 12/6/06
OBJECTIVE 2.131-U	CPA 06B-01 (Ord. 06-089) 12/6/06; CPA 03-A-04 (Ord. 03-42) 7/9/03;
POLICY 2.131-U5	CPA 06B-01 (Ord. 06-089) 12/6/06
POLICY 2.131-X1	CPA 12E-02 (Ord 12-038)