

Map Amendment. That the Future Land Use Map 2030 of the Alachua County Comprehensive Plan 2011-2030, is hereby amended to change the future land use designation on all areas included and shown on Attachment “A”, (legal description and boundary sketch) attached and incorporated herein as a part thereof and included and Tax Parcel Numbers described as in the ~~06684-000-000, 06800-006-003, 06800-006-005, 06817-003-000, 06817-003-001, 06818-000-000, 06820-000-000, 06820-002-000, 06820-002-001, 06820-002-002, 06820-002-003, 06820-002-004, 06820-002-005, 06822-000-000, 06822-001-000, 06823-002-000, 06823-001-000, 06826-001-000, 06827-001-000, 06828-000-000, 06828-001-000, 06828-002-000, 06828-004-000, 06829-001-000, 06830-000-000, 06832-000-000, 06937-000-000, 06937-004-000~~ on approximately +/- 246 acers ~~244.27 acres~~ from Low Density Residential (1-4 dwelling units/acre), Medium Density Residential (4-8 dwelling units/acre), Recreation (R), and Tourist/Entertainment to Celebration Pointe Mixed Use as shown on Attachment “B A”, (map) attached and incorporated herein as a part thereof. The areas shown on Attachments A and B include all existing parcels and all newly created parcels.

Furthermore, that Objective 1.9 of the Future Land Use Element; Alachua County Comprehensive Plan 2011-2030, be added as follows:

Objective 1.9 – CELEBRATION POINTE TRANSIT ORIENTED DEVELOPMENT

To provide for a compact, mixed-use, interconnected development that creates a pedestrian, bicycle and transit friendly environment through site and building design with the densities and intensities of land uses needed to enable a person to live, work, play and shop within a development that provides mobility and accessibility options and that preserves natural areas adjacent to environmentally sensitive lands.

Policy 1.9.1 The area northwest quadrant of I-75 and Archer Road and designated as Mixed-use on the Future Land Use Map shall be known as the Celebration Pointe Transit Oriented Development and shall be developed as Transit Oriented Development consistent with policies under Future Land Use

Element Objective 1.7 except as otherwise provided herein under Objective 1.9. Celebration Pointe TOD shall be:

- (a) Allowed 2,000 dwelling units and 1.5 million square feet of non-residential uses. Non-residential may be converted to additional residential units over the maximum 2,000 units at a reduction of 750 sq. ft. of non-residential per dwelling unit over 2,000. The maximum number of permitted units shall not exceed 2,500. Notwithstanding Policy 1.9.2(c), additional development beyond 2,000 units may be located anywhere within the development. 750 square feet of non-residential land uses for every dwelling unit.
- (b) Allowed to incorporate existing non-residential buildings and dwelling units into the development. Existing buildings, dwelling units and parking areas are not required to meet design elements of Objective 1.9 until they are redeveloped or enlarged.
- (c) Allowed to repurpose surface and structured parking areas throughout the development for infill and expansion of existing buildings up to the approved development entitlements.
- (d) Allowed to propose alternative design concepts where the applicant can demonstrate that deviation is necessary and will result in a better development outcome while maintaining consistency with the intent provided in the Comprehensive Plan and subject to ULDC regulations for alternative compliance in TNDs and TODs.
- (e) Allowed to amend the existing approved Preliminary Development Plan to be consistent with Objective 1.9 and be permitted, if desired by the Developer and approved by the County, to establish specific conditions, criteria and standards on a Preliminary Development Plan that are consistent with Objective 1.9. For any third party or development interest or ownership within Celebration Pointe, a rezoning is not required for any parcel within the development and the Preliminary Development Plan is considered to be the functional equivalent of a Planned Development zoning covering all parcels within Celebration Pointe with a land-use designation of mixed-use.
- (f) Consistent with Unified Land Development Code (ULDC) policies for Transit Oriented Development, except as otherwise provided for under Objective 1.9 of the Future Land Use Element or through conditions, criteria and standards on an approved Preliminary Development Plan that are consistent with Objective 1.9.
- (g) Allowed a multisport and entertainment events center. The events center shall be considered a civic use. The multisport floor area and

ancillary facilities such as locker rooms, offices and restrooms shall not be calculated toward the total non-residential square footage allowance for the development. The events center shall be located within the village center and the front of the center shall be screened along the pedestrian promenade by buildings with various permitted uses, except for the venue entrance. Public pedestrian entrances are not required along the sides and rear of the events center. Non-commercial wall murals, or other exterior treatments approved by the County, may substitute for otherwise required glazing or architectural articulation and material change requirements. Off-street areas for service delivery and pick-up, drop-off and loading zones shall be exempted from shading requirements.

- (h) Celebration Pointe shall be permitted one additional multi-tenant sign along Interstate 75 and one along Archer Road, at a size and scale consistent with the existing constructed signs along both corridors. The multisport and entertainment events center shall be permitted multiple display screens along the rear and side of the center oriented towards Interstate 75 and Celebration Pointe Avenue with variable displays occurring throughout the day, evening and the entire year. Celebration Pointe shall be vested for any master sign plans approved by the County.
- (i) Allowed to establish a process in the Preliminary Development Plan that recognizes the majority property owner within Celebration Pointe as the master developer. The master developer shall be permitted to amend the Comprehensive Plan and Preliminary Development Plan, including the addition of property, without the need to obtain owner affidavits from all property owners. The master developer shall not be prohibited from filing any amendments to the Comprehensive Plan or Preliminary Development Plan should an unaffiliated property owner within Celebration Pointe have outstanding taxes, or have unresolved code enforcement, building or site plan matters before the County.
- (j) Allowed to establish processes in the Preliminary Development Plan that allocates entitlements per block by the master developer and allows the owner of one or more parcels within a block to amend its development approvals or amend the Preliminary Development Plan with the consent of the master developer and without the need to obtain owner affidavits from unaffiliated property owners.
- (k) Deemed to have satisfied all concurrency and transportation mitigation requirements for the fully approved development. The Celebration Pointe Development Agreement shall be amended, within one (1) year from the effective date of the ordinance

implementing this comprehensive plan amendment, to reflect an essentially built-out agreement. The amendment shall recognize that Celebration Pointe has more than adequately mitigated its transportation impact through construction of multimodal improvements and that a viable alternative to the Archer Braid trail across Lake Kanapaha has been provided along SW 45th Street and will be provided on Archer Road through state funding, that the dedicated transit land south of SW 32rd Road can be provided through pavement markings along the curbside lanes of SW 45th Street and required transit service to the University of Florida is being provided through the Regional Transit System Transit Transfer Station at the western terminus of Celebration Pointe Avenue.

Policy 1.9.2 Celebration Pointe TOD shall provide:

- (a) A compact and centrally located village center (VC) oriented and designed around a main street and / or pedestrian promenade.
- (b) A transit supportive area (TSA) outside the village center. The extents of the VC, TSA and areas outside the TSA shall be shown on the Preliminary and Final Development Plan.
- (c) The highest concentration of residential dwelling units (DU) shall be within the VC and TSA. The following are the minimum and maximum DU required and allowed within the VC, TSA and outside the TSA:
 - 1. A minimum of 500 DU and a maximum of 1,000 DU in the VC,
 - 2. A minimum of 300 DU and a maximum of 600 DU in the TSA,
 - 3. A minimum of 200 DU and a maximum of 400 DU outside the TSA.
- (d) The highest concentration of non-residential land uses shall be within the VC. The following are the minimum and maximum percentages of NRSF required and allowed with the VC, TSA and outside the TSA:
 - 1. A minimum of 50% NRSF and a maximum of 90% NRSF in the VC,
 - 2. A minimum of 10% NRSF and a maximum of 50% NRSF in the TSA,
 - 3. A minimum of 0% NRSF and a maximum of 10% NRS outside the TSA.

- (e) A vertical orientation and mixture of uses by requiring that a minimum of 25% of the allowed non-residential square footage shall be within multistory buildings.
- (f) Densities of residential uses and intensity of non-residential uses that encourages walking, bicycling, micromobility devices, low speed electric transport ~~such as bikes~~, vehicles such as, golf-carts, ~~Segways~~, trolleys, autonomous transit, and short vehicular trips.
- (g) A network of streets that provides interconnectivity, mobility and accessibility achieved through establishment of the following maximum perimeter block lengths:
 - 1. A maximum of 2,000 linear feet in the VC
 - 2. A maximum of 2,300 linear feet in the TSA,
 - 3. A maximum of 2,700 linear feet outside the TSA,
 - 4. The maximum perimeter block length maybe extended an additional 700 linear feet where a multiuse path forms an internal block length consistent with the perimeter block lengths in Policy 1.9.2 (g) 1. 2. 3.
 - 5. A maximum of 3,000 linear feet for blocks with a parking garage or single-use retail building 25,000 square feet of greater in size,
- (h) A centrally located multimodal center that allows for bike, micromobility, and car share programs, a park and ride, drop-off and loading areas for ride share programs, transit and autonomous transit, charging stations for electric vehicles, bikes and personal e-transport, and structured parking to promote a park-once environment.
- (i) For the continued maintenance, per the Conservation Management Area Management Plan, of 88.23 acres of environmentally sensitive land protected through a conservation easement approved on May 27th, 2014 and recorded on June 16th, 2014.

Policy 1.9.3 Site, Building, Parking, and Street Design

Site, building, parking and street design shall be oriented towards creating a multimodal supportive development that encourages walking, biking, transit, shared mobility and a park once environment.

- (a) The site, building, parking and street design shall create an environment that promotes walking and bicycling as a primary means of mobility. There shall be limited distances between attractors and generators and a mixture of land uses. Visual interest shall be provided through site and building design and orientation.

- (b) Building design and placement shall be at a pedestrian scale with primary entrances located at the front of the building oriented towards a public space such as a street, park, plaza, woonerf, open space or square. Outdoor seating is encouraged and allowed for all land uses. Shade shall be provided for pedestrians through means such as terraces, balconies, awnings, architectural features, buildings and trees.
- (c) Buffers within the development and along external boundaries are only required when adjacent to external single family detached dwellings on individual lots, or as required for outdoor storage. Any required street buffers shall be measured from the back of curb and may include existing right-of-way and pedestrian facilities.
- (d) To the extent feasible, utilities, except for life safety, shall be located to the rear and side of buildings. Underground utilities are encouraged. Above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves shall be screened from the street and sidewalks through architectural features and/or landscaping.
- (e) Innovative solutions to reduce parking requirements, decoupling parking from residential uses, provision of shared parking to serve multiple uses and alternative paving materials are allowed. No off-street surface parking is required for any use. Off-street parking may be shared and pooled between uses throughout the development.
- (f) Parking structures may be located throughout the development, except immediately adjacent to conservation areas and the village center main street/pedestrian promenade. Parking structures shall make provisions for liner buildings, bottom floor uses or landscaping when fronting a street.
- (g) Off-street surface parking areas shall be located to the rear of buildings in the VC and TSA. Parking areas along the external property boundaries of the Celebration Pointe TOD are not required to be screened by buildings at the property boundary. Outside the TSA, off-street surface parking areas are permitted around all sides of buildings and are not required to be screened by liner buildings or pocket parks. For buildings that are more than three stories in height, floors above the third story shall be counted towards meeting block coverage requirements to ensure that density, vertically oriented development is not penalized for building vertically as opposed to spreading out horizontally.

- (h) Liner buildings are encouraged but are not required for off-street parking. If liner buildings are not proposed, landscaping within a buffer an average of ten (10) feet in width with canopy trees every forty (40) foot on center or understory trees every twenty (20) foot on center, or some combination thereof, and bushes or shrubs which grow to 2 ½ feet or taller shall be provided to screen off-street parking areas, consistent with ULDC requirements for landscaping off-street parking in TODs.
- (i) Temporary off-street surface parking areas may be permitted throughout the development to allow for construction of parking structures. The time frame for temporary parking areas shall be included on a Preliminary Development Plan.
- (j) Travel lanes may be ten feet in width on public roads within the development that also include on-street bike lanes. Travel lanes on private roads may be as narrow as nine feet in width or fourteen feet in total width for living streets and alleys. Traffic calming, raised intersections, curb extensions, along with other appropriate techniques are permitted along private roads within the development.
- (k) In order to promote walkability and safe multiple modes of travel, speed limits may be posted as low as permissible under state statute, for public roads, or as low as can be demonstrated safe for private roads.
- (l) The use of golf carts and low-speed electric vehicles are permitted on all designated streets within the development. The use of golf carts and low-speed electric vehicles on Celebration Pointe Avenue over Interstate 75 and on SW 45th Street, south of the entrance to the Reserve at Kanapaha shall only be allowed if permitted by the County Engineer. The use of golf carts and low-speed electric vehicles on designated off-street facilities may be allowed subject to approval by the County Engineer.
- (m) A circulator system that provides access to the transit transfer station east of Interstate 75 shall be permitted on all roads within the development and may address the development's requirements to provide transit service, if included in a developer agreement approved by Alachua County. The circulator may utilize dedicated transit lanes if approved by the County Engineer.
- (n) To provide the highest level of pedestrian and bicycle accommodation, land uses with drive-thru facilities are prohibited in the VC. In recognition of greater levels of vehicular traffic on SW 45th

Street and Celebration Pointe Avenue, land uses with drive-thru facilities in the TSA are allowed so long as the drive-thru facilities are located to the rear of the building and screened from adjacent streets. In recognition of existing commercial and tourist entertainment land uses oriented to serve demand from Interstate 75 and Archer Road, drive-thru facilities outside the TSA are permitted and shall be developed consistent with the general standards of the land development regulations applicable to all districts where said use is permitted. Where drive-thru facilities cross a pedestrian facility, appropriate marking and /or materials shall be provided to provide for safe pedestrian crossing.

- (o) To provide the highest level of pedestrian and bicycle accommodation, land uses for the dispensing of fuel, cleaning or servicing of vehicles are prohibited in the VC and TSA. In recognition of existing commercial and tourist entertainment land uses oriented to serve demand from Interstate 75 and Archer Road, land uses for the dispensing of fuel, cleaning or servicing of vehicles are allowed outside the TSA are permitted and shall be developed consistent with the general standards of the land use development regulations applicable to all districts where said use is permitted.
- (p) Mini-storage land uses are prohibited within the VC. Mini-storage uses are permitted within the TSA and outside the TSA so long as they are located along the periphery. The square footage of mini-storage units shall be calculated at 50% towards the non-residential allowances for the development.
- (q) Outdoor storage of boats, recreational vehicles, golf carts, jet skis, trailers and all-terrain vehicles may be provided for residents of the development for non-commercial purposes along the periphery of the TSA and outside the TSA. Outdoor storage shall be enclosed by a 10' tall masonry wall and a medium density landscape buffer.
- (r) In recognition of the impact of Covid-19 on restaurant uses, temporary parking areas for food pick-up and delivery maybe provided along SW 45th Street within the VC where existing buildings front the pedestrian promenade. In addition, multiple drive-thru lanes maybe provided as market conditions warrant for uses outside the TSA. The temporary parking areas shall meet the minimum buffer requirements of Policy 1.9.3 (h) and ADA accessibility requirements.

Policy 1.9.4 Landscaping

- (a) A tree mitigation phasing plan shall be provided, subject to County approval, to phase the planting of trees within blocks and stormwater

management areas concurrent with development of adjacent buildings. Trees required for public roads shall be planted prior to acceptance of the roads by the County and warranted per the same requirements as established for roads.

- (b) In recognition of the 100 plus acres of land set aside as permanent conservation, as well as the mixture of land uses, reduced parking, parking structures, and utility conflicts within the development, tree mitigation credit, at a rate of 50 inches per acres, shall be provided for each acre set aside in permanent conversation, along with acreage dedicated to the County for permanent conservation. The tree mitigation credit maybe utilized through-out the development. The tree mitigation credit shall not exempt off-street parking areas and stormwater management areas designed as open space from meeting minimum tree planting requirements specified in the land development code.