

the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood to reduce the distances of travel between uses and promote the internal capture of trips, reduce impact on external roadways, and promote transit use. Transportation network design shall be consistent with policies 1.6.7 through 1.6.7.13 of this element.

Policy 1.7.8 Parking: To promote a walkable urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to minimize visibility from the street. Parking design shall be consistent with Policy 1.6.8 of this element and the following:

Policy 1.7.8.1 For projects with more than 2,000 cumulative peak hour trips, 50% of all required parking shall be provided via parking structures and on-street parking.

Policy 1.7.8.2 Non-residential uses shall be provided on the exterior of the 1st floor of any parking structure fronting a street, except for parking structures surrounded by liner buildings. Criteria shall be established for the exterior portions of parking structures not surrounded by liner buildings.

Policy 1.7.9 Express Transit Service shall be provided from the development to the University of Florida consistent with [Express Transit Corridors Map](#). The frequency and span of service required shall be consistent with the requirements of the [Transportation Mobility Element](#). The Express Transit Service shall be funded for a fifteen (15) year period. Standards shall be established in the Land Development Regulations (LDRs) to ensure the level of funding is provided on a proportional basis. The employees, employers and residents of the development that contribute towards the Express Transit Service shall be provided with a mechanism that ensures they ride fare free so long as the development funds transit. The funding mechanism, details, and cost to provide Express Transit Service shall be memorialized in an enforceable developer agreement between the developer and the County in consultation with the Regional Transit System. Annexation into a municipality shall not absolve the developments requirement to fund express transit service.

Policy 1.7.10 Dedicated transit lane(s), transit turnouts (bus bays) and park and ride facilities shall be provided consistent with policies 1.6.7.11 through 1.6.7.13 of this element.

OBJECTIVE 1.8 COTTAGE NEIGHBORHOODS

Cottage Neighborhoods offer opportunities for creative, diverse and high quality infill development within the Urban Cluster and promote a variety of housing types and sizes available within the community to meet the needs of a population diverse in age, income, and household composition. These neighborhoods provide for more efficient use of land through density bonuses consistent with Housing Element Policy 1.2.2, which provides incentives for development of affordable housing. Cottage Neighborhoods encourage the creation of more usable open space for residents of the development and maximize resident and pedestrian oriented outdoor spaces while minimizing the impact of automobile traffic and parking.

Policy 1.8.1 Cottage Neighborhoods are groups of smaller homes built around a common green space.

Policy 1.8.2 Design criteria for Cottage Neighborhoods shall be established in the Unified Land Development Code and shall include, but not be limited to, provisions for clustering, and maximum neighborhood size.

Policy 1.8.3 Cottage Neighborhoods meeting the design requirements for such neighborhoods in the Unified Land Development Code shall be allowed to develop at two times the maximum units per acre of the zoning district designation.

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 northwest quadrant of 1-75 and Archer Road 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 nonresidential uses. Upon entering into an agreement with the County that guarantees 10% of additional units over 2,000 are affordable to households earning up to 50% of the Area Median Income, an additional 500 units may be approved. Additional units over 2,000 will require a reduction of 750 sq. ft. of non-residential per dwelling unit. 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.
- (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.
- (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 and shall not have a maximum building footprint size.