



**ALACHUA COUNTY
BOARD OF COUNTY COMMISSIONERS
STAFF REPORT**

Project Number: 2019072901

***Revised Preliminary Development Plan Review for
Celebration Pointe Transit Oriented Development (TOD)***

SUBJECT: Celebration Pointe TOD

DESCRIPTION: Update to TOD boundary to incorporate vacated right of way

AGENT/APPLICANT: NUE Urban Concepts, LLC. & eda engineers-surveyors-planners, Inc.

PROPERTY OWNER: 43rd Street Hotel Partners LLC, Celebration Pointe Community Development District No 1, Celebration Pointe Holdings, Celebration Pointe Holdings II LLC, Celebration Pointe Holdings LLC, City Of Gainesville, James Gray Holdings LLC, Maguire & Maguire Trustee, McRock LLC, Nextran Corporation, PHG Gainesville CP LLC, SDPS Real Estate Investments II LLC, SDPS Real Estate Investments III LLC, SDPSs Real Estate Investments IV LLC, SDPS Real Estate Investments LLC, SDPS Real Estate Investments V LLC, The Commons Guys LLC, The Shops At Celebration Pointe LLC, The Vue At Celebration Pointe LLC

PROPERTY DESCRIPTION:

Location	South of SW 40 th Blvd and West of I-75
Parcel Numbers	06820-002-000, 06828-002-000
Section/Township/Range	Sections 10,15 & 22-T10-R19
Land Use	Mixed Use, Recreation and Medium Density Residential
Zoning	R-1a, R-1aa, R-2 and Business Tourist/Entertainment
Acreage	244.70

CHRONOLOGY:

Preliminary Approvals by the BoCC	11/09/10;07/09/13;06/23/15;11/08/16;10/10/17
Application Submittal	07/29/19
Revised PDP Hearing	09/10/19

STAFF RECOMMENDATION: Recommend **approval** of the Revised Preliminary Development Plan.

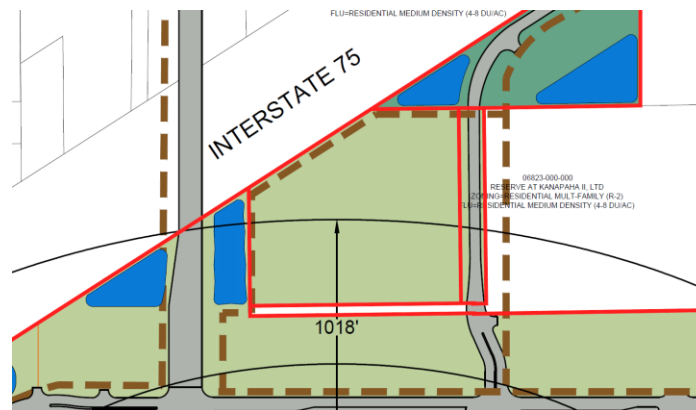
BOCC ACTION: TBD

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DESCRIPTION OF PROPOSED PLAN:

The proposed revised preliminary development exceeds the threshold established in Unified Land Development Code (ULDC) Section 402.44 for review by the Development Review Committee. Therefore, the revised preliminary development plan requires approval by the Board of County Commissioners (BOCC).

This is the 6th revised preliminary development plan for Celebration Pointe TOD. The purpose of the revised preliminary development plan is to incorporate a strip of property between the existing Block 13 and The Reserve at Kanapaha (RAK) that was previously right of way. The right of way has since been vacated.



CONSISTENCY ANALYSIS:

Following is an analysis of the consistency of the proposed plan with the applicable policies of the Comprehensive Plan and Land Development Regulations.

COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT:

The adoption of Comprehensive Plan amendment CPA-08-17 added Objective 1.9 "Celebration Pointe Transit Oriented Development" as well as amended Future Land Use Map 2030 to convert approximately 244.27 acres from Low Density Residential (1-4 dwelling units/acre), Medium Density Residential (4-8 dwelling units/acre) and Tourist/Entertainment to a Mixed Use Land Use designation. The proposed revised preliminary development plan does not include any additional requests or conditions allowed by Policy 1.9.1. The vacated right-of-way will now be designated Mixed Use. There are no changes to entitlements included with this revised preliminary development plan. The previously approved preliminary development plan includes 1,772 dwelling units and 896,000 square feet of non-residential uses. The number of dwelling units and non-residential square footage was based on the calculation using the underlying land use designation and criteria outlined in Comprehensive Plan policies 1.9.2 for Celebration Pointe Transit Oriented Development. The proposed revised preliminary development plan still complies with the policies set forth in Objective 1.7 for Transit Oriented Development and Objective 1.9 for Celebration Pointe TOD.

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UNIFIED LAND DEVELOPMENT CODE

ZONING DISTRICT AND USE REGULATIONS:

According to Section 403.02.5 for Traditional Neighborhood Developments and Transit Oriented Developments, “New development within any of the single or multi-family zoning districts, except for RE, shall comply with the following requirements.

- (a) *Projects that are contiguous to a designated Rapid Transit or Express Transit Corridor and that include 150 or more residential units shall be developed as a Traditional Neighborhood Development or Transit Oriented Development in accordance with Chapter 407 Article 7 or shall be located within an Activity Center.”*

The subject properties within Celebration Pointe are designated R-1a, R-1aa, and R-2 zoning districts and are contiguous to the Haile Plantation Express Rapid Transit designated corridor on Archer Road, and therefore required to be developed in accordance with Chapter 407, Article 7. This project provides the densities and intensities required in Chapter 407 Article 7 to support Transit Oriented Development. Many of the detailed requirements outlined in Chapter 407 Article 7 have been provided as elements of each phase with final development plan and site block permit approvals.

According to Section 404.04.5 for Uses within Traditional Neighborhood Developments and Transit Oriented Developments, “*Uses allowed within Traditional Neighborhood Developments and Transit Oriented Developments are listed in the Use Table similar to the Zoning Districts. TND/TOD is not a zoning district. Article 7 of Chapter 407 provides further limitations about the location and design of some uses.*”

The revised preliminary development plan does not propose any changes to the approved residential uses and non-residential uses such as retail, office, and limited industrial. Additional information has been provided with each final development plan phase and site block permit approval to ensure compliance with the uses listed in Article 2 Chapter 404, Use Table.

NATURAL AND HISTORIC RESOURCES PROTECTION:

Conservation Areas

Celebration Pointe has filed and recorded all required Conservation Easements and the Open Space and Conservation Area Management Plans, as well as complied with all the conditions of the final development plan approval for Phase 1.

Open Space

Open Space was approved with Phase 1 of Celebration Pointe. The open space areas previously approved as part of Phase 1 will not change. The calculation of open space based on the change to the total acreage of project area has been amended for accuracy and consistency throughout the plans.

Tree Canopy Preservation

The minimum 5% tree canopy preservation required by ULDC 406.12(a)(3) was approved with the final development plan of Phase 1 in May 2014. At the time of final development plan approval

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124.60 acres or 54.74% of the initial canopy was retained in the open space and conservation areas. No changes to the initial tree canopy retention areas are proposed with the revised preliminary development plan.

GENERAL DEVELOPMENT STANDARDS:

Article 7 Chapter 407 for Traditional Neighborhood Development and Transit Oriented Developments.

Development Concepts 407.63:

(a) Central Point

Each TND or TOD shall have a defined Central Point. The Central Point should be located in a plaza, square, or open space, or be denoted by an architecturally significant feature. Measurements of the size of Village Centers and Transit Supportive Areas shall be measured from the Central Point.

The revised preliminary development plan identifies a Central Point in the Village Center (Sheet SP1.00). The proposed location is within the Walkable Main Street and qualifies as Civic Space.

(b) Village Center

Each TND or TOD shall be designed to include a Village Center that contains the highest densities and intensities of use. The Village Center shall generally extend 1/8 mile from the Central Point and contain a mixture of uses. The Village Center should be designed to provide multiple destinations and to a scale that is comfortable for pedestrians and cyclists.

The revised preliminary development plan provides a Village Center and is identified on blocks no greater than 1/8th of a mile from the Central Point. The Village Center has been approved by the Development Review Committee and includes a mixture of residential and non-residential uses consistent with the ULDC.

(c) Transit Supportive Area

The Transit Supportive Area shall generally extend ¼ mile from the Central Point and include the Village Center. The Transit Supportive Area shall provide a scaling of density and intensity from the Village Center to surrounding land uses.

The Transit Supportive Area is located within 1/4 of a mile from the Central Point. The perimeter blocks, Bass Pro Shops, and areas adjacent to the open space are designated as Transit Supportive Area.

(d) Common Areas

Each TND or TOD shall be designed to provide common areas in the form of plazas, squares, parks, or other open areas. Previous portions of common areas may be used to satisfy the requirements of Chapter 407 Article 5 Open Space. Common Areas shall be dispersed throughout the development and shall be designed to a scale appropriate for the surrounding development.

This requirement has been met in the form of 36.1% of open space approved by the Development Review Committee with Phase 1 and associated Conservation Easements. In addition, all buffers and multi-use paths provide connectivity between the natural areas along the perimeter of the

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development to the developed areas such as the Village Center. In addition to natural resource based common areas, the Village Center contains multiple plazas with hardscape, landscape and recreational amenities. With the approval of the final development plan for Area 2B additional common areas will be constructed as part of the Walkable Main Street.

(e) Transportation Network

The transportation network shall be designed to provide circulation for transit vehicles, automobiles, bicycles, and pedestrians. The transportation network shall provide for multiple points of ingress and egress from developments, provide for connection to adjacent developments, and allow for multiple route choices between locations.

The proposed layout of blocks and streets provide adequate right-of-way widths for circulation of transit vehicles, automobiles, bicycle paths, and sidewalks. There is a transportation hub identified on the corner of SW 50th and 33rd. There is a multi-use path provided along the perimeter of the development that will connect with the Archer Braid trail and internal sidewalks. There will be three points of ingress and egress to the development with the addition of SW 43rd Street. The connection to Archer Road, and SW 30th bridge over I-75 to connect to the east side of I-75 is complete. Ecological systems preclude vehicular access to the north and west of the development.

TRANSPORTATION MITIGATION:

Celebration Pointe Partners, LLC have entered into the Southwest Transportation Improvement Agreement with the Alachua County Board of County Commissioners. The Agreement, adopted by the Board on October 25, 2011, lays out the timing of specific infrastructure elements required by the development and provides that compliance with the Agreement is the mechanism for mitigating impacts to the transportation network. Infrastructure elements in the Agreement include design and construction of the I-75 overpass, the construction of transit lanes on Southwest 45th Street, the design and construction of a portion of Archer Braid Trail, development of a park and ride facility, implementation of traffic management on Archer Road and funding for transit infrastructure and service. Each of the specific projects includes a timing trigger.

The Agreement requires that the developer begin design of each of these projects (with the exception of the transit infrastructure and service) no later than issuance of the building permit for the 1,000th residential unit or for the 350,000th square foot of non-residential development. Construction of the overpass, Archer Braid Trail, dedicated transit lanes and park and ride projects must begin no later than issuance of a building permit for the 1,400th residential unit or the 650,000th square foot of non-residential uses. The Archer Road Traffic Management must be implemented as warranted in conjunction with Alachua County and the Florida Department of Transportation.

Consistent with that agreement, the applicant has designed dedicated transit lanes from the I-75 bridge south to Archer Road. The I-75 overpass itself is under design with construction intended to be completed concurrent with opening of many of the future buildings and well ahead of the required schedule. Because this requirement is based upon issuance of a building permit, and not on the approval of the final development plan, the applicant is not yet required to begin design of the Archer Braid Trail. However, it is anticipated, that the developer will need to begin design in the near future.

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DEVELOPMENT PLAN EXPIRATION:

TODs may establish a longer phasing schedule as agreed upon between the County and the Developer as part of a binding developer's agreement [402.130(b)]. Celebration Pointe TOD has an approved developer's agreement that has been approved by the Board of County Commissioners.

STAFF RECOMMENDATION:

Staff has found the proposed Revised Preliminary Development Plan to be consistent with the Comprehensive Plan and requirements of the Unified Land Development Code.

Staff recommends **approval** of the Revised Preliminary Development Plan for **Celebration Pointe Transit Oriented Development (TOD)**.