

**GREENFIELD MPUD  
NON-SUBSTANTIAL MODIFICATION  
MUTRM MASTER PLAN**

**Zoning Narrative, LDC, Section 522.5.A.(5):**

The Greenfield MPUD was approved by the Pasco County Board of County Commissioners on November 5, 2014. Condition of Approval COA #33 provides:

33. **Trip Reducing Measures.** The project shall be developed in compliance with the regulations for Mixed Use Trip Reduction Measures (MUTRM) as provided for in the Land Development Code. A MUTRM Master Plan shall be submitted within 6 months of adoption of this MPUD and shall be processed as a non-substantial modification. If during the process of developing a MUTRM Master Plan, it is determined that the project can not physically meet the intent of the MUTRM Ordinance, the Timing & Phasing analysis and the MPUD conditions will need to be revised accordingly. The applicant may modify the dimensional standards of this approval as a non-substantial amendment as necessary to meet trip reduction requirements.

As described in the above Condition of Approval, this application is not actually modifying anything in the approved MPUD. Rather, the Mixed Use Trip Reduction Measures (MUTRM) Master Plan is being submitted as required. Thus, the items in the submittal checklist that were submitted for the approval of the MPUD have not been reproduced for this submittal but are included on the accompanying CD for reference.

The following narrative applies specifically to the Greenfield MUTRM Master Plan attached to this Non-Substantial Modification submittal.

Greenfield is a community for active people of any age with an intense interest in enjoying and learning about their natural environment and a commitment to a healthy lifestyle. Healthy lifestyle includes the avoidance of long, costly, time-consuming, and stressful commutes to work. Greenfield is permitted for over 800,000 s.f. of job producing nonresidential development easily accessed by the sidewalk and multipurpose pedestrian/bicycle/golf cart trail system. This job to housing connection creates more time to live, play, work, and enjoy Greenfield.

Greenfield's location in west-central Pasco Count adjacent to the Suncoast Parkway with easy access to the SR 52/Suncoast Parkway Interchange provides a 30 minute drive to Tampa International Airport and a 45 minute drive to downtown Tampa. All Tampa Bay amenities, attractions, venues, beaches and shopping are within a reasonable driving distance. In addition, all of West Pasco County is quickly accessible through the local street system.

Greenfield provides an extensive multipurpose trail system that connects the residential and nonresidential land uses to a multi-park system and wetlands (including the eastern 96 acre Category I wetland on the east). This wetland contains the headwaters of the Pithlachascotee River. The Greenfield Homeowners Association may promote residents' use of the multipurpose trail system through health and fitness programs administered in any of the 3 Neighborhood Centers and also encourage members to support the environmental protection of their community through environmental educational classes.

A mixture of local- serving residential (1,316 dwelling units) and employment generating land uses (863,465 s.f.) connected by either 5' sidewalks, 12' – 15' pedestrian/bicycle/golf cart trails, or 12' urban walkways in the commercial center combine to incentivize walkability and on-site jobs to housing ratios. In addition, the Bell Fruit/Zeneda Subarea Policy (now known as Greenfield) FLU 7.10.b Guiding Principles include:

(2) The project's overall design shall establish a framework that creates a pedestrian friendly, human scale environment, building a sense of place and community, and providing to the extent reasonably practical, walkability between uses/parcels.

(3) Development of the project shall maintain a balance of at least one (1) job per household at buildout of the project by ensuring that there is adequate land set aside within the project to maintain this balance.

In addition to walkability, the opportunity for public transit is provided throughout the project. A transit station in the Western Greenfield Square will provide a parking area and shelter. Transit stops will be provided in the North and South Neighborhood Centers as well as an additional stop in a residential neighborhood between these two centers. The transit station and three transit stops will each provide a shelter, and all will provide a transit friendly design landscaped with trees, shrubs, groundcover, and seasonal flowers.

With the exception of the designated Future Land Use (FLU) IL Industrial Light and OFF Office acreage, the entire project is planned as a Compact Development Area (CDA) containing 3 Neighborhood Centers with overlapping quarter mile radii. Because the FLUs east of Shady Hills Road are RES-3 and RES-12, retail and office uses are not permitted. However, schools are provided as a commercial replacement.

Local-serving retail/commercial uses which include 103,265 s.f. retail; 45,200 s.f. office; 11,000' service establishments; and 12,000 s.f. civic use optional public library and amphitheater; open space, parks, and plazas as

well as a transit station are located in the western Greenfield Square Neighborhood Center.

The North Neighborhood Center will include parks, a preschool and/or day care as commercial replacement, a civic Garden Club (including a building for horticultural classes, meetings, exhibits, and garden supplies), a formal garden, outdoor seating area, playground, and recreational trail.

The South Neighborhood Center will include parks, a School for Environmental Studies connected to the critical linkage as a commercial replacement; a civic Community Center with fitness facilities, meeting rooms for clubs, etc.; event lawn space, a multi-sport field complex, playground, and recreational trail.

**PASCO COUNTY  
ZONING/CODE COMPLIANCE DEPARTMENT  
MPUD MASTER PLANNED UNIT DEVELOPMENT  
REZONING APPLICATION COMPLETENESS CHECKLIST**

**NONSUBSTANTIAL MODIFICATION**

Date: April 28, 2015

Project Name: Greenfield MPUD - MUTRM Master Plan

Reviewer: Matt Armstrong & staff

**Unless otherwise indicated, persons to receive information will be an authorized agent, attorney, and applicant/developer.**

**Authorized Agent Information:**

Company Name: King Helie Planning Group Inc.

Contact Person: King Helie

Contact Telephone Number: 727- 863- 7006

Contact E-Mail Address: beverly@kinghelie.com

**Attorney Contact Information:**

Company Name: Not Applicable

Contact Person:

Contact Telephone Number:

Contact E-Mail Address:

**Developer Contact Information:**

Company Name: Not Applicable

Contact Person:

Contact Telephone Number:

Contact E-Mail Address:

**Owner Contact Information:**

Company Name: Greenfield Place LLC, Greenfield Place East LLC, Parkway Hills LLC, & Parkway Hills East LLC

Contact Person: c/o King Helie

Contact Telephone Number: 727- 863-7006

Contact E-Mail Address: beverly@kinghelie.com

**Engineer and/or Planner Contact Information:**

Company Name: Not Applicable

Contact Person:

Contact Telephone Number:

Contact E-Mail Address:

**Transportation Consultant Contact Information:**

Company Name: Not Applicable

Contact Person:

Contact Telephone Number:

Contact E-Mail Address:

**Environmental Consultant Contact Information:**

Company Name: Not Applicable

Contact Person:

Contact Telephone Number:

Contact E-Mail Address:

**E-mail addresses are crucial since all correspondence will be via e-mail, if possible.**

*This application is not actually modifying anything. It is the submittal of the Greenfield MUTRM Master Plan.*

<u>Submitted</u>	<u>Number Required</u>	<u>Documents</u>
<input type="checkbox"/>	1	Application for Zoning Amendment (original document)
<input type="checkbox"/>	1	Copy of Warranty Deed(s). Only required if under new ownership since previous approval.
<input type="checkbox"/>	1	Copy of Recent Tax Bill(s). Only required if under new ownership since previous approval.
<input type="checkbox"/>	1	Notarized Agent of Record Letter (signed original)
<input type="checkbox"/>	15	MPUD Master Planned Unit Development Plan (1:200' scale; unless otherwise agreed upon by the Zoning/Code Compliance Administrator)
<input type="checkbox"/>	1	Reduced MPUD Master Planned Unit Development Plan (8½" X 14")
<input type="checkbox"/>	1	Conceptual Layout Plan (plan can be marked "Informational Purposes Only") (will be returned upon request). Only required if density is being changed.
<input checked="" type="checkbox"/>	1	MPUD Master Planned Unit Development Narrative - <i>MUTRM</i>
<input checked="" type="checkbox"/>	1	Appropriate Application Fee

The following information must appear on the master plan (if not feasible to show on plan, the information must accompany the master plan submittal):

General Requirements, LDC, Section 522.5.A.(1):

1. Location map showing the relationship between the area proposed for development and surrounding developments or lots on a current aerial photograph, Geodetic Mapping Section, or satellite photo, which in no case shall be older than that available at the Pasco County Property Appraiser's office, with boundaries of development and roadway layout delineated. The location map shall show all functionally classified roadways established by the Pasco County Comprehensive Plan 2025 Future Roadway Functional Classification Map and Highway Vision Plan within one (1) mile of the development boundary.
2. An Agent of Record letter notarized by the owner.
3. The location of all existing and proposed major public roadways, rights-of-way, and easements adjacent to or within the property.
4. A recent aerial of the site and surrounding areas within 500 feet of the site at a scale of 1:200.

Physical Resources, LDC, Section 522.5.A.(2):

1. Topographic information providing 100-year floodplain and wetland delineations. The most recent U.S. Geological Survey Topographical Survey and U.S. Geological Survey Flood Prone or Federal Emergency Management Agency Mapping may be used for topography on flood-prone delineations. Pasco County wetlands maps or aerial photography interpretation may be used for wetlands delineation.
2. A table showing pre- and postdevelopment acres of wetlands by category (according to the Pasco County Comprehensive Plan) and a conceptual plan for the protection and use of on-site wetlands.

Master Plan, LDC, Section 522.5.A.(3):

1. A master plan with topography; flood-prone areas; Category I, II, and III Wetlands; and critical linkages as defined in the adopted Pasco County Comprehensive Plan, which clearly identifies proposed land uses, open space, proposed preservation or conservation areas, and the proposed location of major streets and thoroughfares, recreation areas, and other major facilities, including a delineation of proposed school sites and fire station sites, if necessary or warranted for the service of the area as developed. The master plan shall also include a legend; title; number of revisions including date; date of plan; scale of plan; north arrow; acreage in the tract being subdivided; total number of lots; and names, addresses, and telephone numbers of the developer, owner, surveyor, and engineer.

- 2. The master plan shall identify the existing zoning, the existing land use (use of property), adopted Future Land Use classification on the site, and the surrounding areas within 500 feet of the site.
- 3. The master plan shall include a phasing plan that describes the proposed timing for, location of, and sequence of phasing or incremental development and the proposed density for each such phase or increment of development. The applicant may provide approved Development of Regional Impact information which satisfies this requirement.
- 4. A table showing acreage for each category of land use including roads; Categories I, II, and III Wetlands; critical linkages; open space; recreation; and a table of proposed maximum gross and net residential acreages for residential land uses.

Yield Analysis, LDC, Section 522.5.A.(4):

- A conceptual lot layout for single-family detached housing and/or a conceptual layout for multifamily housing for non-Development of Regional Impact-related MPUD Master Planned Unit Developments. (Plan can be marked "Informational Purposes Only" and will be returned upon request.) (See checklist above.)

Zoning Narrative, LDC, Section 522.5.A.(5):

- 1. A preliminary zoning classification description in sufficient detail to determine the general intent with respect to the following.
  - a. The general purpose and character of the proposed development.
  - b. Land use by acreage and densities.
  - c. Structural concepts, including height and anticipated building type (if known).
  - d. Recreation and open space.
  - e. Facilities commitments.
- 2. A statement indicating that legal instruments will be created providing for the management of common areas and facilities.

Utilities and Services Plan, LDC, Section 522.5.A.(6):

- 1. Identify the location/source of sanitary sewers, potable water facilities, and the approximate location of existing facilities on the master plan. Provide a statement identifying the supplier of the potable water facilities, the method of disposal of sewage effluent, fire service, and electric service. The developer shall notify the appropriate electrical utility in advance of their intent to request service and provide confirmation to the County of service availability prior to preliminary plan approval.
- 2. The general direction of natural surface drainage of the proposed MPUD Master Planned Unit Development site, including a general statement regarding the disposal of stormwater drainage, including identification of whether a site falls within a basin of special concern and/or lies within the Flood Prone Areas Map of the Pasco County Comprehensive Plan.

Transportation Management, LDC Section 522.5.A.(7):

- A roadway plan for the MPUD Master Planned Unit Development shall be shown on the submitted master plan, including subdivision access locations, internal subdivision collector roadways, and roadways required by Section 610.3, Collector and Arterial Spacing and Design Standards.

Content Meeting, LDC, Section 522.5.A.(8):

- The developer shall schedule and participate in a content review meeting with the Zoning/Code Compliance Administrator or designee prior to the submittal of an application for a rezoning to any MPUD Master Planned Unit Development District. This meeting will determine the completeness of the developer's application materials prior to submittal. A letter will be issued finding the content sufficient or insufficient within three working days of the content review meeting. Following issuance of a letter of completeness, the developer shall be allowed to submit the application. The developer shall submit 25 copies of the master plan to the Zoning/Code Compliance Administrator or designee for processing.

To schedule a content meeting, please contact the Zoning/Code Compliance Department at (727) 847-8132.

**If all the required information is not adequately addressed and, if applicable, does not appear on the master plan, the application may be deemed incomplete for content.**

# GREENFIELD MUTRM MASTER PLAN

Mixed Use Trip Reducing Measures  
Submitted in accordance with  
Condition of Approval #33, Greenfield MPUD  
Zoning Petition No. 7095  
Approved November 5, 2014

**Note:**  
The Greenfield MUTRM Master Plan property has been owned by the same family since 1949. The land use has been agricultural - citrus in the past and currently planted pine. The owner/applicant is not a land developer.

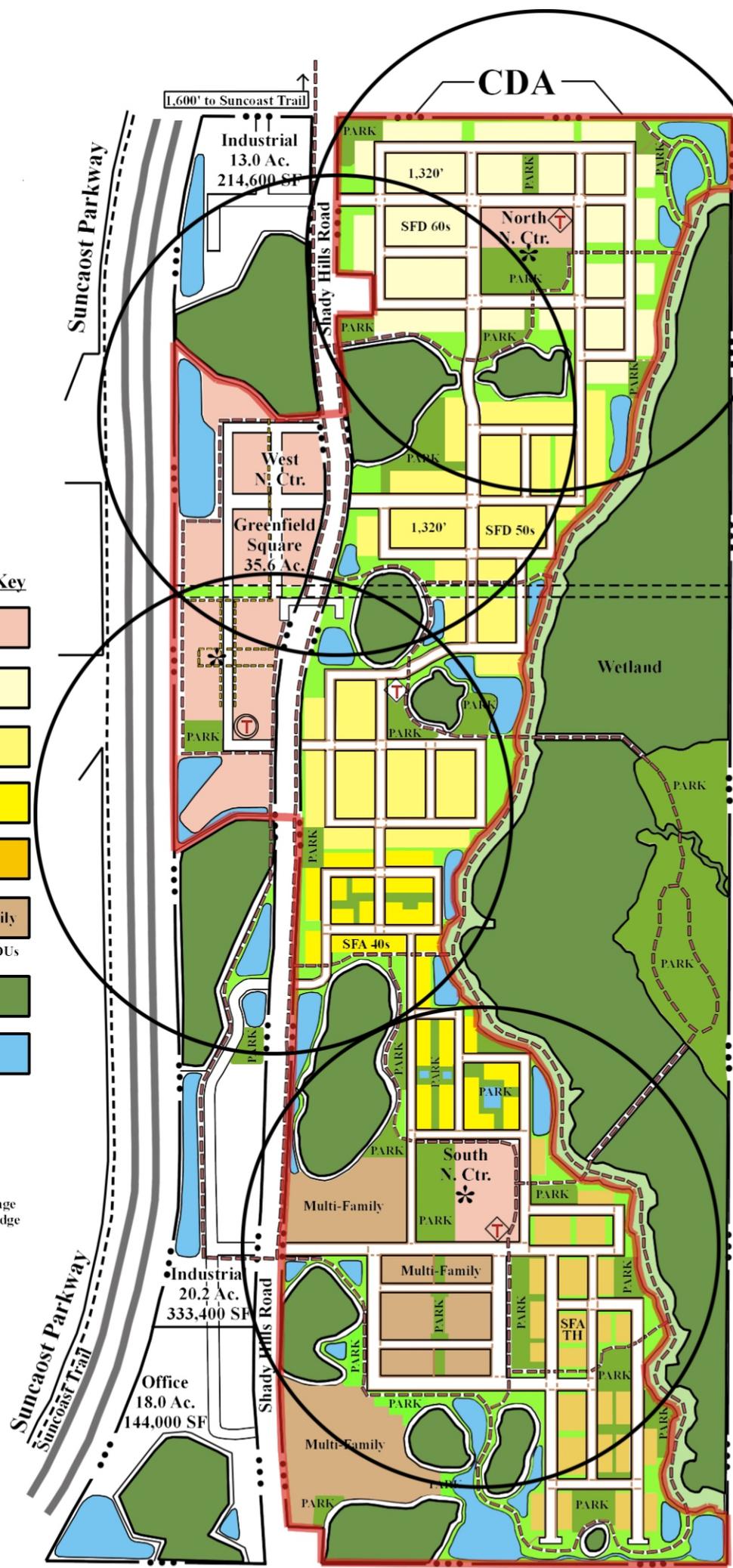
This Greenfield MUTRM Master Plan is based upon current broad market indicators, the approved Greenfield MPUD zoning, and the requirements of the MUTRM Ordinance.

As a future purchaser/developer may use certain residential products or development concepts that differ from this Greenfield MUTRM Master Plan, said plan may be changed administratively, not as a substantial or non-substantial modification. Such changes shall be consistent with the approved Greenfield MPUD Master Plan and Conditions of Approval, the MUTRM Ordinance, and shall in general conform to this MUTRM Master Plan.

**Land Use Key**

- N. Ctr.
- SFD 60s
- SFD 50s
- SFA 40s
- SFA TH
- Multi-Family  
Total 1,316 DUs
- Wetland
- Ponds

Critical Linkage  
100' Upland Edge



**Legend**

- Property Line
- CDA - Compact Development Area
- 60' Utility Easement
- T Transit Stop
- T Transit Station
- 12' - 15' Pedestrian/Bicycle/Golf Cart Trail
- 12' Urban Walk Way
- 5' Residential Sidewalks
- N. Ctr. Neighborhood Center
- SFD Single Family Detached
- SFA Single Family Attached
- TH Townhomes

**STREET TYPOLOGY**

Streets shall form a connected grid system referenced below from Land Development Code Section 901.13 Mixed Use Trip Reduction Measures (MUTRM)

Map symbol	Description
A	Figure 901.13-7: Low Street 30-35 MPH Minor Urban Collector On-street parking, 73'-79' ROW
A-1	Figure 901.13-7: Low Street (modified) Eliminate 5' sidewalk parallel to 15' multipurpose trail ROW is 74'
B	Figure 901.13-2: Yield Street Parking on one side of street 47'-51' ROW
C	Figure 901.13-4: Slow Street 20-25 MPH No on-street parking 56'-62' ROW

- Greenfield Square Neighborhood Center**
- Park(s)
  - Local Serving Commercial/Retail Uses
  - Offices
  - Civic/Public Serving (Library, Amphitheater)
  - Plazas, seating areas, gathering space
  - Playground
  - Recreational trail

- North Neighborhood Center**
- Park(s)
  - Commercial Replacement: Preschool and/or Daycare
  - Civic: Garden Club (building & formal garden)
  - Outdoor seating area
  - Playground
  - Recreational trail

- South Neighborhood Center**
- Park(s)
  - Commercial Replacement: School for Environmental Studies connected to critical linkage
  - Civic - Community Center, event lawn space
  - Multi-sport field
  - Playground
  - Recreational trail

Prepared for: Greenfield Place LLC  
Greenfield Place East LLC  
Parkway Hills LLC  
Parkway Hills East LLC

PREPARED BY:

**KING HELIE PLANNING GROUP, INC.**  
CITY PLANNERS & LAND DEVELOPMENT CONSULTANTS  
P.O. BOX 5062 HUDSON, FLORIDA 34674  
TELEPHONE: (727) 863-7006 FAX: (727) 862-7406



April 15, 2015

Neighborhood Centers  
Quarter Mile Radius Overlay

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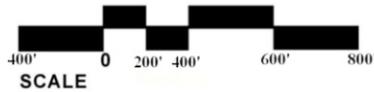
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TELEPHONE: (727) 963-7006 FAX: (727) 963-7406



April 15, 2015

901.13 SUBSECTION	MINIMUM REQUIREMENT	PROPOSED (To Be Filled Out by Applicant)	MEETS MINIMUM REQUIREMENT (Y/N/NA) (To Be Filled Out by Staff)
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**901.13 B. PRINCIPLES**

	Compact development practices and standards include the following design principles and techniques:	GREENFIELD MPUD F/K/A BELL FRUIT/ZENEDA	
1.	The mixture and integration of residential, local-serving commercial and employment generating land uses which contribute to increased walkability and on-site jobs to housing ratios;	<ul style="list-style-type: none"> <li>• Included is a mixture of residential, local-serving commercial and employment generating land uses.</li> <li>• Increased walkability with a system of sidewalks &amp; multi-purpose trails</li> <li>• On-site jobs to housing ratio per Subarea Policy FLU 7.10.b</li> </ul>	
2.	The inclusion of local-serving commercial uses in combination with civic and open space areas, and the incorporation of transit-friendly design features (i.e. design elements/land uses that encourage the use of public transit – shade trees, bus shelters, etc.) to support and encourage the use of transit opportunities to provide an alternative to automobile use. The incorporation of transit-friendly design features shall be provided in locations identified as part of Pasco County Metropolitan Planning Organization’s Long Range Transportation Plan’s (LRTP) Transit Needs Plan and in other locations as deemed necessary through project review;	<ul style="list-style-type: none"> <li>• Local-serving retail provided in Greenfield Square with many parks, plazas, and amphitheater as well as a proposed library site</li> <li>• A transit station with parking in Greenfield Square; 3 transit stops located in residential neighborhoods with shade trees, bus shelters, &amp; benches</li> </ul>	
3.	The use of complete streets characterized by an interconnected street system that prioritizes pedestrian and bicycle movement through the incorporation of roadway standards for compact development as specified in Chapter 19 of the FDOT “Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways”, Chapter 19 and the associated cross-sections, with a revised minimum street planting width of 10 feet, or eight (8) feet with a root containment system. See Figures 901.13-1 through 901.13-7 of this Code;	<ul style="list-style-type: none"> <li>• An interconnected complete grid system including bicycle lanes</li> <li>• Roadways comply with LDC Figures 901.13-1 through 901.13-7 and may be modified to include a 12-15’ wide pedestrian/bike/golf cart trail</li> </ul>	
4.	The ease of pedestrian walkability as determined by block sizes, and the establishment of a comprehensive pedestrian network of sidewalks, bikeways and trails throughout; and	<ul style="list-style-type: none"> <li>• Block sizes comply with MUTRM standards</li> <li>• Sidewalks on both sides of residential streets</li> <li>• A system of multipurpose trails connecting to sidewalks</li> </ul>	
5.	Use of compact development forms including: the placement of buildings close to the street; on street parking; parking lots located to the rear of buildings; wide and shaded sidewalks and trails; and street furnishings. Minimum density (units/acre) or intensity requirements shall also be included to ensure compact	<ul style="list-style-type: none"> <li>• Multifamily buildings and retail, office, &amp; service are placed close to streets with on-street parking</li> <li>• Rear parking for commercial</li> <li>• the residential density exceeds MUTRM</li> </ul>	

901.13 SUBSECTION	MINIMUM REQUIREMENT	PROPOSED (To Be Filled Out by Applicant)	MEETS MINIMUM REQUIREMENT (Y/N/NA) (To Be Filled Out by Staff)
	development.	requirements at 8.4 DUs/acre	
<b>901.13.D. MUTRM PROJECT COMPONENTS</b>			
1.a. Description	<p>A Compact Development Area (CDA) is a specifically designated area in which established development standards shall apply. These standards shall ensure the area functions as a walkable place, as determined by area, street dimensions, block sizes, and the inclusion of a comprehensive pedestrian network of sidewalks, bikeways and/or trails in accordance with this Section, and the inclusion of one or more Neighborhood Centers. Individual CDA's shall effectively be ¼-mile radius in size to promote walkability. Whereas not all site conditions promote an exact ¼-mile radius for development, it is understood that some required CDA areas might fall beyond that dimension. However, to meet the intent of walkability, this excess area shall be minimized. CDA development standards are addressed in Section 901.13.E.1.</p>	<ul style="list-style-type: none"> <li>• The CDA includes 110 Net Residential Upland Acres</li> <li>• Three Neighborhood Centers each with overlapping ¼ mile radii to promote walkability</li> </ul>	
1.b. Minimum Project Area Requirements	<p>A MUTRM project's net residential upland acres represent that portion of the project's total developable area that will be used for residential and/or non-residential development that is not attributed to employment-generating uses in association with Section 901.13.D.1.c. The following summary outlines the associated terminology and calculations for the purposes of Section 901.13:</p> <p>Total Developable Area equals: the entire project area minus wetlands and the associated required buffers, minus areas proposed for preservation or mitigation.</p> <p>(Note: Proposed stormwater management features, such as wet or dry retention areas shall not be deducted to determine this area calculation.)</p> <p>Net Residential Upland acres equals: the total developable area, minus if applicable, non-residential developable acreage attributed to employment-generating uses, minus</p>	<ul style="list-style-type: none"> <li>• See attached MUTRM calculations</li> <li>• The project contains one CDA with 3 Neighborhood Centers</li> <li>• On-site employment (Non-CDA) is provided with 144,000 S.F. Office, and 548,000 S.F. Business Park</li> </ul>	

901.13 SUBSECTION	MINIMUM REQUIREMENT	PROPOSED (To Be Filled Out by Applicant)	MEETS MINIMUM REQUIREMENT (Y/N/NA) (To Be Filled Out by Staff)						
	<p>a 25% reduction for roadway network.</p> <p>In accordance with Section 901.13.E.1.a.(6), development projects shall provide a minimum of fifty percent (50%) of that project's net residential upland acres, in CDA form.</p> <p>The total required CDA acreage for a MUTRM project may be located in one or more designated CDAs. However, no individual CDA may be less than ten (10) net upland acres. If a project is less than ten (10) net upland acres, 100% of the project must meet the CDA requirements.</p> <p>The total required CDA acreage for a MUTRM project may be reduced through the provision of on-site employment in accordance with Section 901.13.D.1.c. However, in no case shall these reductions permit the total required CDA acreage to fall below 30% of the net residential upland acres</p>								
<p>1.c. Reduction Credits for On- Site Employment</p>	<p>The total CDA minimum area requirements for a MUTRM project as specified in Section 901.13.D.1.b. shall be reduced based upon the on-site inclusion of commercial, office or industrial development proposed within the MUTRM Project. Required CDA area shall be reduced in accordance with the following schedule:</p> <table border="0" data-bbox="323 979 772 1073"> <thead> <tr> <th data-bbox="323 979 428 1003">Land Use</th> <th data-bbox="611 979 772 1003">Percent Credit</th> </tr> </thead> <tbody> <tr> <td data-bbox="323 1011 449 1036">Commercial</td> <td data-bbox="716 1011 772 1036">50%</td> </tr> <tr> <td data-bbox="323 1044 527 1068">Office or Industrial</td> <td data-bbox="701 1044 772 1068">150%</td> </tr> </tbody> </table> <p>Explanation: For every one (1) acre of office or industrial land use proposed, the project required total CDA area shall be reduced by one and one-half (½) acre (1 acre x 150%). For every one (1) acre of commercial land use proposed, the total project required CDA area shall be reduced by one-half (½) acre (1 acre x 50%).</p> <p>In order to qualify for CDA reduction credit, on-site employment uses shall provide vehicular, bicycle, and pedestrian connections directly to residential portions of the MUTRM project in order to minimize the need to use external roadways. To meet the intent of</p>	Land Use	Percent Credit	Commercial	50%	Office or Industrial	150%	<ul style="list-style-type: none"> <li data-bbox="1136 784 1650 841">See attached MUTRM calculations and note 1b</li> </ul>	
Land Use	Percent Credit								
Commercial	50%								
Office or Industrial	150%								

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	connectivity and receive the reduction credit, an applicant may provide bicycle and pedestrian access, and no vehicular connections to residential portions of the MUTRM project if such uses are obstructed by natural features.		
3. Neighborhood Center	<p>A Neighborhood Center is a designated area comprising the minimum required park area as per Section 901.13.E.1.a.(3), and some combination of the following, in accordance with Section 901.13.E.1.a.(6):</p> <ul style="list-style-type: none"> <li>• local-serving commercial/retail uses;</li> <li>• office;</li> <li>• civic/public-serving land use (e.g., public school, library, civic or cultural assembly building, place of worship, or other similar recreational, educational, or public/semi-public use);</li> </ul> <p>Transit-friendly design features (i.e. design elements/land uses that encourage the use of public transit – shade trees, bus shelters, etc.) to support and encourage the use of existing and future transit opportunities to provide an alternative to automobile use shall be used. Neighborhood Centers are addressed in Section 901.13.E.1.a.(8). The incorporation of transit-friendly design features shall be provided in locations identified as part of the LRTP’s Transit Needs Plan and in other locations as deemed necessary through project review.</p>	<ul style="list-style-type: none"> <li>• Three Neighborhood Centers all with transit accommodations <ul style="list-style-type: none"> <li>I. Greenfield Square Park, local-serving commercial/retail uses; office; civic (library, amphitheater); plazas, seating areas, gathering space; recreational trail</li> <li>II. South Neighborhood Park; Commercial replacement: School/Educational Center for Environmental Studies connected to the critical linkage ; civic Community Center, event lawn space; recreational area and trail</li> <li>III. North Neighborhood Park/recreation area; Commercial replacement: School/ preschool and or daycare; Civic Garden club (building and formal garden); multisport field, recreational trail</li> </ul> </li> </ul>	
<b>901.13.E.1. DEVELOPMENT STANDARDS FOR COMPACT DEVELOPMENT AREAS</b>			
a.(1) Block Structure	All CDA’s shall be arranged in compact interconnected block patterns, which may be rectilinear, curvilinear, or organic in form, and shall comply with the following standards.	<ul style="list-style-type: none"> <li>• Rectilinear grid pattern</li> </ul>	
a.(1)(a) Block Structure - Perimeter	Blocks shall have an average perimeter not to exceed 1,320 feet, measured at the property/right-of-way line of surrounding streets, mid-block pedestrian passages [which shall be a minimum of fifteen (15’) feet in width] or mews, but not including alleys, cul-de-sacs and closes, shall be included within a block for perimeter measurement purposes. However, only one mid-block pedestrian passage or one mew per block may be used for the purpose of defining block size. In no instance shall any block exceed a	<ul style="list-style-type: none"> <li>• Mid-block pedestrian passages or mews will be provided as required</li> <li>• Most block perimeters are 1,320’ or less</li> </ul>	

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	perimeter of 1,500 feet (except as provided in Section 901.13.E.1.a.(1)(b), below). If greater than 50% of the area of a block is located within the CDA, the entirety of that block shall be included in calculating the perimeter average.		
a.(1)(b) Block Structure - Exceptions	<p>Exceptions to the block perimeter requirements may be approved administratively in order to accommodate non-residential uses and natural wetland preservation areas. Lots at the edge of a neighborhood adjacent to wetlands, ponds, upland conservation areas, energy transmission corridors, are not required to be included in the block perimeter average calculation.</p> <p>If proposed lots are located at the edge of an existing development with a pedestrian connection, or within proximity to a pedestrian amenity or destination, a pedestrian connection shall be provided.</p> <p>If the average block perimeter requirement cannot be met for reasons other than those listed in the standards above, a five percent (5%) variation may be administratively approved by the County Administrator or designee. Exceptions to block perimeter requirements are not intended to grant relief from any other compact development design practice or standard as specified herein. Also, exceptions to block perimeter requirements are not intended to grant relief by applying to ponds, lakes and other stormwater management features, unless that feature is located adjacent to an existing wetland system into which it directly discharges (i.e. internal ponds and lakes for the purpose of creating waterfront properties shall not be accepted as a valid reason to deviate from the required block perimeter requirements.</p>	<ul style="list-style-type: none"> <li>• If needed, exceptions to block perimeter requirements may be requested</li> <li>• Pedestrian connections to amenities or destinations are provided at the edges</li> <li>• Average block perimeter requirements will be met.</li> </ul>	
a.(1)(c) Block Depth	All blocks within CDA's that abut non-compact development areas shall have a minimum depth of 200' to provide for ease of transition between CDA and non-CDA areas.	<ul style="list-style-type: none"> <li>• Blocks abutting non-CDA areas have a minimum depth of 200'</li> </ul>	
a.(1)(d) Street Connectivity	Streets shall provide a cohesive roadway system, providing vehicular connections between all abutting neighborhoods and forming compact block sizes that encourage pedestrian activities. Gated communities are not permitted within the compact development area as they do not meet the intent of connectivity. (This does not	<ul style="list-style-type: none"> <li>• Street connections are provided to adjacent when feasible.</li> <li>• No gated communities are proposed</li> <li>• All street types are based on their functional use</li> <li>• Townhomes may have shared driveways</li> </ul>	

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	<p>preclude gating private parking areas, as long as the roadway network and pedestrian flow is not interrupted.) The incorporation of methods to minimize multimodal conflict points within the roadway network shall be encouraged, (e.g., shared driveways).</p>		
a.(2) Street Types	<p>All streets, other than collectors and arterials, shall be designed as either an: "Alley", "Yield Street", "Slow Street", or "Low Street", as specified in Chapter 19 of the FDOT "Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways", and the associated cross-sections, with a revised minimum street planting width of 10 feet, or eight (8) feet with a root containment system. (See Figures 901.13-1 through 901.13-7 of this Code); and shall meet FDOT Complete Street policies and any standards that are established by the FDOT. Designation of street types shall be based upon their functional use as depicted on the Neighborhood Plan(s). Roadway cross sections will vary based upon the accommodation of parking on one, both or neither side(s) of the street.</p> <p>Collector roadways located within a CDA shall be designed to prohibit individual residential unit driveway access, and may include on-street parking where the design speed is 35 mph or less. These collector roadways shall be designed with an urban cross-section, incorporate on-street bikeways, and be located within the minimum width cross-section deemed practical by the County.</p> <p>Street designations shall be consistent with the anticipated traffic volumes, design speed and adjacent land uses associated with each street. Specifications for Collector and Arterial Roadways, Alley, Yield, Slow and Low Streets shall be designated on all master plans as applicable (MPUD, Master Roadway Plan, Neighborhood Plan etc.)</p> <p>For roads that function as county arterial roadways, the County's adopted standard roadway typical sections for arterial roadways shall apply, unless alternative standards are approved.</p>	<ul style="list-style-type: none"> <li>• In accordance with Figures 901.13-1 thru 7, streets will be designed as slow streets and yield streets, or others adjoining 12'-15' multi-purpose trail</li> <li>• Collector roadways will not have residential driveway access</li> <li>• On-street parking will be provided on collectors</li> </ul>	

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a.(3) Pedestrian Network, Bikeways and Open Space	The pedestrian network shall be designed to result in an interconnected system linking all uses. Sidewalks, other pedestrian walkways and bikeways shall meet the following minimum standards:	<ul style="list-style-type: none"> <li>• The pedestrian and bikeways/golfcart network forms an interconnected system</li> <li>• Subject to adjacent owners' consent, bike/ped/ golf cart trails may connect to eastern or southern properties if feasible</li> </ul>	
a.(3)(a)	Unless alternative standards are approved in conjunction with the MUTRM Master Plan and/or Master Roadway Plan approval as required, all sidewalks and bikeway lanes shall be designed in accordance with Chapter 19 of the FDOT "Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways" and the associated cross-sections, with a revised minimum street planting width of 10 feet, or eight (8) feet with a root containment system. See Figures 901.13-1 through 901.13-7 of this Code, for streets classified as either "alley", "yield street", "slow street" or "low street", and shall meet FDOT Complete Street policies and any standards established by FDOT. Collector and arterial roadways shall meet the requirements of this Code. Upon request by the applicant, the elimination of on-street bikeways on one or both sides of a street based upon the street's specific location and use may be deemed appropriate, where a parallel bicycle or multiuse trail exists, and it meets or exceeds the intent of the Code. Such requests shall be subject to approval by the County Administrator or designee.	<ul style="list-style-type: none"> <li>• All streets are designed as required</li> <li>• the applicant requests modification to allow 12'-15' pedestrian/bicycle/golfcart trails parallel to some adjacent streets</li> <li>• The minimum street planting width will be 10'</li> </ul>	
a.(3)(b)	Sidewalks serving single-family residential uses shall be a minimum of five (5) feet in width.	<ul style="list-style-type: none"> <li>• Sidewalks serving SFR are minimum 5'in width</li> </ul>	
a.(3)(c)	Pedestrianways serving local-serving commercial uses shall be a minimum of 12 feet in width from face of curb to building front to accommodate sufficient space for walking and socializing, as well as the placement of street furniture, street trees, landscaping and utilities. A minimum of five (5) feet in width of the pedestrianway shall be unobstructed in order to provide clear pedestrian movement.	<ul style="list-style-type: none"> <li>• Pedestrian-ways for local-serving commercial are a minimum of 12' in width, with 5' unobstructed</li> </ul>	
a.(3)(d)	For all other uses, sidewalks and pedestrianways shall be of sufficient width to accommodate anticipated pedestrian use. In no event shall the sidewalk width be less than five (5) feet. Generally, pedestrian activity is greater where there is a higher density or intensity of uses, thereby requiring greater widths for sidewalks	<ul style="list-style-type: none"> <li>• In all cases, sidewalks will be a minimum of 5'</li> </ul>	

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	and pedestrianways.		
a.(3)(e)	Should pedestrian mid-block crossings be necessary, curb extensions or bulbouts, extending the width of any on-street parking spaces, shall be required to reduce the crossing distance for pedestrians. In conjunction with mid-block crossings intersecting with four-lane, divided or undivided roadways, pedestrian havens shall be provided.	<ul style="list-style-type: none"> <li>• Curb extensions will be provided for any mid-block crossings on four-lane streets.</li> </ul>	
a.(3)(f)	Roadways at all pedestrian-crossings shall be marked for pedestrian safety through the use of textured pavement or other similar methods that clearly identify the pedestrian crossing area and appropriate signage in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).	<ul style="list-style-type: none"> <li>• Roadway pedestrian crossings will be marked for safety with textured pavement</li> </ul>	
a.(3)(g)	Where bike lanes are located adjacent to the curb the gutter width shall not be considered part of the rideable surface area. All drainage inlets, grates, and utility covers in the bicyclists' expected path shall be designed to be flush with the pavement, well-seated, and have bicycle compatible grates.	<ul style="list-style-type: none"> <li>• Bicycle/pedestrian/golfcart trails will have compatible grates</li> <li>• The gutter width will not be included in the right/walk surface</li> </ul>	
a.(3)(h)	A Master Bicycle/ Pedestrian Plan shall provide pedestrian connections between internal uses and interconnections to adjacent developments. MUTRM projects shall connect with a matching width into the existing or planned County trail system (as depicted on the current Greenways, Trails and Blueways Plan or other County-adopted plans depicting trail systems) where it exists or is planned adjacent to the subject project site. If a planned system does not have an approved minimum width, the on-site path shall be a minimum of 10 feet wide. Site constraints may dictate the need to reduce this minimum width; however, this reduction shall be permitted through approval by the County Administrator when natural site conditions limit the width. The multiuse paths provided as part of the project shall incorporate green space, shade trees, and benches; and should integrate on-site wetlands, wet ponds, or other natural features into the multiuse path as amenity. The multiuse paths shall be landscaped with shade trees and shrubs at an average spacing of 60 feet. Bench seating located next to a shade tree will be required every one-half (½) mile along the multiuse path. Bicycle storage and parking shall	<ul style="list-style-type: none"> <li>• The bike/pedestrian/golfcart trail shall connect to adjacent developments where feasible</li> <li>• the Greenfield trail system may connect to the Suncoast Trail via Shady Hills Road</li> <li>• the multiuse trails will integrate landscaping, shade trees, benches, and wetlands, as required</li> <li>• Bike storage and parking will be provided at Neighborhood Centers and/or other locations including parks</li> </ul>	

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	be provided at trailheads and other locations as deemed appropriate and approved by the County.		
a.(3)(i)	Interconnections for pedestrian walkways shall be such that the residential/multi-family component can easily access office or commercial components by proximity of the pedestrian walkways to the buildings and encourage the use of dual entry features (access front and rear) to encourage walkability.	<ul style="list-style-type: none"> <li>• Interconnections for pedestrian walkways shall provide convenient access between residential and non-residential uses</li> </ul>	
a.(3)(j)	<p>Unless otherwise noted in this Section, each MUTRM project and the associated CDA's shall meet the requirements in Section 905.1 of the Code.</p> <p>In the CDAs, required neighborhood parks shall be accessible to the residents of the development by automobile, foot and bike within one-half mile distance as measured by a clear walkable route. [This requirement is not meant to require designated parking lots at every neighborhood park. Automobile access can be met through the provision of nearby parking (on- or off-street) that links pedestrian access to the park.]</p> <p>In the CDAs the required neighborhood park acreage may be composed of multiple neighborhood parks; however, each required neighborhood park shall be a minimum of 1/4 acre in size. Squares, parks or plazas can be a minimum of 1/6 acre in size and count towards the requirements for neighborhood parks, provided they contain hardscape and/or a programmatic element such as seating, sculpture, fountain, or play structure.</p> <p>Dry detention areas are permitted to count towards meeting the minimum CDA park area requirement as long as useable park area that meets the minimum size requirements of this Section is provided. No more than 50% of a dry detention area shall count towards the associated required CDA park.</p> <p>Open spaces shall be integrated in the multifamily residential areas and the non-residential areas in the form of squares, plazas and parks. Buildings shall, where practical, frame open spaces to create courtyards and squares, and create a sense of place.</p>	<ul style="list-style-type: none"> <li>• CDAs shall meet the requirements in Section 905.1-Neighborhood Parks with accessible parks of varying sizes, minimum ¼ acre</li> <li>• Squares, parks, and plazas are minimum 1/6 acre and are integrated in multifamily and non-residential areas</li> </ul>	

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a.(4) Buffering	The intent and purpose of providing landscape buffering and screening is to ensure an aesthetically pleasing developed environment that provides interest to motorists and pedestrians, and to provide separation between uses and intensities where appropriate. Unless otherwise specified in this Section, the requirements of Section 905.2 of this Code shall be met.	<ul style="list-style-type: none"> <li>• Aesthetically pleasing landscape buffering and screening are provided</li> <li>• Buffering will provide interest to passersby and separation between uses</li> </ul>	
a.(4)(a) Buffering – Internal Blocks	Blocks that are internal to a CDA do not have to comply with the buffer requirements as per Section 905.2.D of this Code, except that the requirements associated with Sections 905.2.D.3 and 905.2.D.4 shall be met for vehicle use areas and building perimeters, respectively.	<ul style="list-style-type: none"> <li>• Sections 905.2.D.3 and 905.2.D.4 will be met for vehicle use areas and building perimeters respectively</li> </ul>	
a.(4)(b) Buffering – Collector Roads	<p>An applicant will meet the requirements for buffering/screening on Collector Roads, either through the provision of:</p> <p>(i) A minimum of 10 feet of landscaped buffering along both sides of collector roads with a Type D planting scheme; or</p> <p>(ii) A system of street trees (with spacing appropriate for the selected tree species, within a minimum 10-foot wide buffer) as approved by Planning and Development Department Staff.</p> <p>This buffering/screening requirement may be administratively amended for collector roads that do not exceed a 35 mph design speed limit where on-street parking is provided. The reduction in the required buffering/screening shall be addressed at preliminary site plan review.</p>	<ul style="list-style-type: none"> <li>• Buffering/screening on Collector Roads will have a minimum 10' landscape buffer on both sides with Type D or approved system of trees</li> </ul>	
a.(4)(c) Buffering – Incompatible Land Uses	<p>Those uses that are deemed to be incompatible must provide a minimum width of 10 feet of landscape buffering between uses with a Type B planting scheme, excluding berms. Additional buffering and screening may be required depending on the specific incompatible uses identified.</p> <p>The use of a parcel of land in a manner which interrupts, conflicts, or otherwise interferes with the use of a neighboring parcel of land such that the neighboring land is impaired for its original intended</p>	<ul style="list-style-type: none"> <li>• To our knowledge, there are no incompatible land uses</li> <li>• Should land uses be deemed incompatible, the appropriate and necessary buffers shall be provided</li> </ul>	

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	use is deemed to be incompatible		
a.(5) Building and Parking Stds	Shared and on-street parking is permitted and encouraged for all development in accordance with this Code, Section 601.7.E.3.b.(5).	<ul style="list-style-type: none"> <li>On-street parking occurs throughout</li> <li>Shared parking is available in Neighborhood Centers</li> </ul>	
a.(5)(a) Building and Parking Stds – Single-Family Detached Residential	Single-family detached residential development shall meet the requirements of this Code, Section 907 unless this Section or applicable conditions of approval delineate otherwise. At least one of the required parking spaces that may be provided on-street shall be located proximate to the dwelling unit.	<ul style="list-style-type: none"> <li>Single-family detached parking shall comply and if provided, at least one on-street space will be proximate to the dwelling</li> </ul>	
a.(5)(b) Building and Parking Stds – All Other Development	<p>To ensure compact forms of development for all non-single family detached residential uses the following design standards shall apply:</p> <p>(i) A building’s primary orientation shall be toward the pedestrian environment, which shall connect to the street;</p> <p>(ii) Pedestrian use and access areas shall extend from the back of curb to building front, and may contain street furnishings and landscaping, as described in Section 901.13.E.1.a.(3)(c); and Except for on-street parking, all primary parking lots shall be located at the rear or side of principle buildings, away from the main entrances that front on pedestrian activity centers, (e.g., courtyards, sidewalks adjacent to the front entryway and the primary street network, etc.). Parking quantity shall meet the requirements of this Code, Section 907 unless this Section or applicable conditions of approval delineate otherwise.</p>	<ul style="list-style-type: none"> <li>Non-single family detached residential uses, whatever they may be, shall orient toward the pedestrian environment</li> <li>Primary parking lots shall be at the rear or side of buildings</li> </ul>	
a.(6) Residential Density	The average net density of all combined CDA residential areas shall be in compliance with the minimum density requirements outlined in Table 1. (See Attachment 1.) Accessory dwelling units shall count towards the residential density requirement.	<ul style="list-style-type: none"> <li>The average net density of all combined CDAs shall be in excess of the minimum density requirements</li> </ul>	
a.(7) Commercial and Office Standards	<p>Local-Serving Commercial:</p> <p>Commercial uses (as per Section 901.13.E.1.b.) within Neighborhood Centers shall be provided at a minimum ratio of 22 square feet of gross leasable area (GLA) per CDA residential unit, per individual CDA (i.e. 500 units @ 22 SF GLA/unit = 11,000 SF IS</p>	<ul style="list-style-type: none"> <li>Commercial uses exceed the minimum ratio of 22 s.f. of GLA per CDA residential unit (10,120 s.f.)</li> <li>Office uses may be located either inside or outside the CDA and exceed the required minimum ratio of 22 s.f. of GLA</li> </ul>	

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	<p>GLA), in accordance with Table 1 of this Section.</p> <p>Office:</p> <p>When office is provided, yet no local-serving commercial is provided, the minimum office required shall be based on a one-to-one (1:1) jobs to housing ratio for the entire project, with a minimum of 133 SF per job; (i.e. 500 units @ 1:1 jobs to housing = 500 jobs x 133 SF per job = 66,500 SF.) Office uses may be located either inside or outside of the CDA to meet this requirement. A minimum of 22 square feet per CDA unit shall be located within the neighborhood center(s).</p> <p>When office is provided in conjunction with local-serving commercial within each individual CDA, the office use need only meet the minimum established for local-serving commercial</p>	per CDA residential unit (10,120 s.f.)	
a.(8) Neighborhood Center Standards	Distinguishable Neighborhood Center(s), in accordance with Section 901.13.D.3, shall be located approximately every one-half (½) mile, and shall be depicted on the MUTRM Master Plan and more completely described and detailed on the required Neighborhood Plan(s).	<ul style="list-style-type: none"> <li>• Three distinguishable Neighborhood Centers are located within overlapping 1/2 mile radii</li> <li>• The Neighborhood Plan shall be provided at time of PDP/PSP</li> </ul>	
a.(8)(a) Neighborhood Center Standards - Composition	<p>Each Neighborhood Center shall include the minimum required park area as per Section 901.13.E.1.a.(3) and at least two of the following uses in accordance with Table 1:</p> <p>(i) Local-serving commercial/retail;</p> <p>(ii) Office; and/or</p> <p>(iii) Civic/public serving land use (i.e. school, library, civic or cultural assembly building, place of worship, or other similar civic, recreational, or educational use).</p>	<ul style="list-style-type: none"> <li>• Refer to #3</li> </ul>	
a.(8)(b) Neighborhood Center Standards - Commercial	Local-serving commercial uses, as per Section 901.13.E.1.b., shall be oriented toward the street and in proximity to each other in order to create an enhanced walkable pedestrian environment. A maximum building setback of 20 feet as measured to the back of curb shall be provided.	<ul style="list-style-type: none"> <li>• An enhanced walkable environment is provided with local-serving commercial uses oriented toward the street and maximum building setbacks of 20'</li> </ul>	
a.(8)(c) Neighborhood	A required neighborhood center may vertically incorporate	<ul style="list-style-type: none"> <li>• Vertical development may be incorporated</li> </ul>	

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Center Standards – Mixed-Use	residential uses with the commercial/office component.		
a.(8)(d) Neighborhood Center Standards – Commercial Reverter Option for Alternative Use	<p>Any parcel or parcels located within a CDA and designated for local-serving commercial or office uses as specified in Section 901.13.E.1.a.(7) shall not be redesigned to any alternative use until such time as 75% of the associated required CDA residential units have been issued a certificate of occupancy (CO). After achieving 75% occupancy for that individual CDA, the developer or entity that controls any designated local-serving commercial or office use parcel may at their option, redesignate that parcel or parcels for other permitted uses in accordance with Section 901.13.E.1.b. Such redesignation shall not constitute a substantial amendment to the approved MUTRM plan.</p> <p>Upon intent to utilize this Option, an applicant shall provide official written notification to the County of such intent to redesignate the subject parcel(s). The notification shall include the exiting land use designation, the proposed land use designation, and associated proof of 75% CO issuance of the required CDA residential units.</p>	<ul style="list-style-type: none"> <li>No alternative use redesign shall occur except as described.</li> </ul>	
b. Land Uses	Development land uses shall be arranged to provide the integration of residential, local-serving commercial, office and employment generating land uses.	<ul style="list-style-type: none"> <li>The various land uses shall be integrated as permitted by the underlying FLU Classifications.</li> </ul>	
b.(1) Land Uses - Residential	All residential use types are permitted provided the overall residential density requirements as defined in this Section are met.	<ul style="list-style-type: none"> <li>Density requirements are met</li> </ul>	
b.(2) Land Uses - Commercial	Minimum commercial requirements within a CDA shall be met by local-serving commercial uses in accordance with Section 901.13.E.1.a.(7). As it relates to MUTRM projects, local-serving commercial uses are those uses primarily comprised of retail, and personal service businesses that directly serve the day-to-day needs of local residents. These uses include those businesses that typically serve as satellite uses located within grocery-anchored neighborhood and community-scale shopping centers. The most common of these businesses include: restaurants; local food markets or groceries; ethnic food sales; liquor stores; card and gift shops; ice cream shops; dry cleaners; small fitness facilities; hair,	<ul style="list-style-type: none"> <li>Local-serving commercial uses as described are intended for Greenfield square</li> <li>Due to the underlying RES-3 FLU east of Shady Hills Road, schools are intended as a replacement commercial use in the eastern Neighborhood Centers</li> </ul>	

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	nail and beauty salons; pool supply sales; and other similar uses.		
b.(3) Land Uses - Office	Minimum office requirements within a CDA shall be met in accordance with Section 901.13.E.1.a.(7).	<ul style="list-style-type: none"> <li>Minimum office requirements shall be met.</li> </ul>	
b.(4) Land Uses – School Sites	<p>Schools meet the civic use requirement. Due to the transportation impact mitigation associated with schools located in close proximity to residences, public schools that are required on-site as part of a Master Planned Unit Development (MPUD) approval and are located within the CDA may count towards a portion of the commercial/office land use requirement. If a school site is used to meet the commercial or office land use requirement, it would not also meet the civic use requirement of this Section.</p> <p>The portion of required commercial or office that a school site can replace is the average total required local-serving commercial or office per proposed number of Neighborhood Centers (NC), as expressed below:</p> <p>School Site (as replacement use) =</p> $\frac{\text{Total Required Local-Serving Commercial or Office}}{\text{Proposed \# of Neighborhood Centers}}$ <p>If an individual CDA is required to have less commercial or office square footage than is reduced by the provision of the school, the difference may not be reduced from the required commercial or office square footage in the other designated CDAs.</p> <p>If an individual CDA is required to have more commercial or office square footage than is reduced by the provision of the school, the difference shall be provided in that same individual CDA</p>	<ul style="list-style-type: none"> <li>Due to the underlying RES-3 FLU east of Shady Hills Road, Schools will be a replacement use for commercial/office in the two eastern Neighborhood Centers</li> </ul>	
b.(5) Land Uses – Mixed-Use	A required neighborhood center may vertically incorporate residential uses with the commercial/office component.	<ul style="list-style-type: none"> <li>Neighborhood Centers may vertically incorporate residential uses with nonresidential uses</li> </ul>	
<b>901.13.E.2. DEVELOPMENT STANDARDS FOR NON-COMPACT DEVELOPMENT AREAS</b>			
	Development standards outside of a CDA shall be specified through MPUD Conditions of Approval. However, all non-CDA development		

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	shall incorporate the following development practices. Where inconsistencies result, the following shall take precedence:		
a. Street Connectivity	All streets shall, to the maximum extent feasible, provide a cohesive roadway system with the goal of providing vehicular connections between all abutting neighborhoods and forming block sizes that encourage pedestrian activities. While gated communities are permitted within the non-compact development area, gated roadways do not meet the intent or associated requirements of street connectivity. Where necessary, restricted access points leading into a gated community can be located off of a non-restricted interconnect.	<ul style="list-style-type: none"> <li>All streets will be part of a connected roadway system</li> </ul>	
b. Open Space Systems	Open space systems shall be established that include preserved wetlands and uplands and their buffer edges, proposed parks, proposed lakes and other potential open space amenities. These open space systems shall provide connection to CDA-designated open spaces where possible.	<ul style="list-style-type: none"> <li>Open space will be provided with connections to CDA open spaces where feasible</li> </ul>	
c. Pedestrian Systems	Sidewalks and multi-purpose trails shall be provided throughout the project in accordance with this Code and any additional standards as required in the MPUD conditions of approval.	<ul style="list-style-type: none"> <li>Required sidewalks and multipurpose trails are provided</li> </ul>	
d. Integration of Mixed-Uses	The various proposed project land uses shall be integrated to promote ease of pedestrian access between uses and to assist in the reduction of automobile dependency.	<ul style="list-style-type: none"> <li>All proposed uses are integrated and accessible through the multipurpose trail and sidewalk systems</li> </ul>	
e. Employment- Generating Uses	The amount and location of employment-generating uses (office, research and development, manufacturing, assembly, etc.), shall be as depicted on the MUTRM Master Plan.	<ul style="list-style-type: none"> <li>The non-CDA employment generating uses are depicted</li> </ul>	

**See Attachment 1** – Table 1 Minimum MUTRM Density Requirements

**See Attachment 2** – CDA Calculation Spreadsheet

**See Attachment 3** – Approval Process for MUTRM Projects

**See Attachment 4** – Alternative Standards