

Little-54 Mixed Use Western Hub

Intent: The **Little-54** Mixed Use Western Hub (Western Hub) classification is provides for the logical extension of urban development in a sustainable form while using densities and intensities currently included within the Comprehensive Plan through the reorganization and consolidation of the existing permitted future land uses of RES-3, RES-6, RES-9 (Residential 3, 6, or 9 units per acre), ROR (Retail/Office/Residential), and IH (Industrial Heavy) within the various parcels of predominantly undeveloped lands (comprising approximately 1159.49 acres) located east and west of Little Road, and along the southern side of the State Road 54 corridor.

The Western Hub provides for a variety of land uses supporting residents and employees of diverse ages, incomes and family sizes. The classification will reduce automobile trips and trip lengths through the use of connected, multi-modal transportation systems, create efficiency in planning and the provision of infrastructure and functional open space.

This area has been identified as an area which is established as, and is suitable for, a major center of urban/suburban activity with a high level of public-facility availability along the SR 54 and Little Road arterials. Through the provision of transit centers, the intent is to encourage the horizontal or vertical integration of various residential and nonresidential uses within this area and the development of a high-quality environment for living, working, or visiting.

Residential density and non-residential intensities currently permitted by the Comprehensive Plan will be permitted on the development site at locations consistent with the intent of the classification and sound urban planning principles, incorporating appropriate elements of transit oriented design so as to accommodate the multi-modal transportation plans of the County. Though not intended to require TND throughout the classification, community character creating design features shall be incorporated into the design of development.-

General Range of Potential Uses:

The Western Hub allows for mixed-use developments comprising a wide range of land uses (both residential and nonresidential uses on the development site). The residential developments may include a wide range of unit types and densities including single family, multi-family, live-work, and senior residential uses. The nonresidential developments may include such uses as office, retail, commercial, light industrial; civic/cultural/entertainment buildings and uses; medical facilities; educational institutions and facilities (both public and private); transit stations and related amenities; and attendant-on-site facilities such as utilities and recreation areas.

Special Provisions and Mix of Uses:

1. Residential Uses: Single family and multi –family attached and detached units.
The maximum number of units : 6,846

Non-Residential:

Retail
Office
Light Industry

Research/Corporate Parks
Intensive Commercial
Warehouse/Distribution
Hotels/Motels

Maximum Square Feet: 5,253,161

The specific location of uses shall be determined upon the review and adopting of Master Planned Unit Development(s) [MPUD(s)] during the zoning amendment process.

2. Conservation and Open Space: **Western Hub** is required to provide protection of defined conservation areas and open space, and provide recreation and pedestrian circulation as a component of site design.
3. Urban Open Space: Open spaces shall be located in the urban areas in the form of squares, plazas and parks, and provide for a variety of uses. The open spaces designed to serve the more urban areas should be located in close proximity to transit amenities or pedestrian pathways.
4. Nonresidential-Use Locations: Commercial and other nonresidential uses within **Western Hub** will be placed in locations maximizing the potential for transit oriented design concepts, providing convenient vehicular, pedestrian, and bicycle access for residents of the community. The location of non-residential uses will minimize the impact of these uses on adjacent and surrounding communities.

Guiding Principles

- a. Any parcel of land within the **Western Hub** seeking to increase entitlements shall be required to file an application for an MPUD Master Planned Unit Development Zoning District and said application shall be consistent with the provisions and guiding principles of this Plan. The Master Planned Unit Development zoning must be approved prior to commencement of actual development under the PD.
- b. Development Intensities: The criteria for establishing appropriate intensities and densities within a specific area of the site will be established at the time of MPUD zoning and will include compatibility with surrounding existing and planned uses, adequacy of existing and programmed public services and facilities, economic-development and transit oriented design objectives, and consistency with the Comprehensive Plan.
- c. Compatibility of Uses: **The Western Hub** will provide for a wide mix of land uses intended to achieve functional compatibility through the horizontal and/or vertical integration of appropriate and complimentary uses consistent with sound urban/suburban design principles. External compatibility with adjacent land uses shall be achieved through appropriate transitioning to, or buffering from, adjoining properties.

- d. Access: All development applications within Western Hub shall include transit oriented design elements consistent with the County transportation plans. The **Western Hub** shall be designed to have safe and convenient access for vehicles, bicycles, and pedestrians to travel between and among the several uses and activities. Sidewalks, cross-access easements, connected parking lots, and other similar means of providing internal access shall be required.

External access shall be provided by arterial road connections to the existing and planned roadway system. A minimum of two transit stations will be provided to facilitate access within the site and for the S.R. 54 transportation corridor. The local street system shall provide safe and secure access to residential and non-residential areas.

Residential areas may utilize traffic calming measures, off-street parking, lighting, coordinated directional signs, illuminated house numbers, and security patrols and measures. Non-residential areas may be served by garden parking courts, architectural parking garages with easy illuminated access, grade separated pedestrian walkways, pedestrian crossings with traffic signals, bicycle parking facilities, graphically coordinated pedestrian, bicycle, and vehicular directional signage, security patrols, and multi-modal transit stations. Safety, convenience, security, and predictability shall be the guiding principles for local access.