

ORDINANCE NO. 121107

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3 **An ordinance of the City of Gainesville, Florida, amending Policy 4.3.6 of the**
4 **Future Land Use Element of the City of Gainesville Comprehensive Plan**
5 **relating to the Butler Development Planned Use District (PUD) that is**
6 **generally located north of Archer Road, west of SW 34th Street, east of I-75,**
7 **and south of SW 24th Avenue; amending the Future Land Use Map Series in**
8 **the Future Land Use Element of the Comprehensive Plan by deleting and**
9 **replacing two maps depicting the Butler Development PUD and the**
10 **underlying land use categories for the properties within the Butler**
11 **Development PUD; providing directions to the City Manager; providing a**
12 **severability clause; providing a repealing clause; and providing an effective**
13 **date.**

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15
16 **WHEREAS,** the Planned Use District (PUD) land use category is an overlay land use
17 district that may be applied to any specific property in the City to allow unique, innovative or
18 narrowly construed land use proposals that might otherwise not be allowed in the underlying
19 land use category; and

20 **WHEREAS,** each PUD land use overlay shall be adopted by an ordinance with land use
21 regulations that address density and intensity, permitted uses, access by car, foot, bicycle, and
22 transit, trip generation and trip capture, environmental features and, when necessary, buffering of
23 adjacent uses; and

24 **WHEREAS,** upon the adoption of a PUD land use overlay, the underlying land use
25 categories are neither abandoned nor repealed, but are inapplicable as long as the subject property
26 is developed and used in accordance with the PUD land use overlay and the implementing
27 Planned Development (PD) zoning ordinance; and

28 **WHEREAS,** on August 5, 2010, the City Commission adopted Ordinance No. 090537,
9 which overlaid the PUD land use category on the subject property and established implementing

1 land use regulations through the creation of Policy 4.3.6 of the Future Land Use Element of the
2 City of Gainesville Comprehensive Plan; and

3 **WHEREAS**, on August 15, 2013, the City adopted Evaluation and Appraisal
4 Comprehensive Plan Amendment Ordinance No. 120370, which, among other things, amended
5 Policy 4.3.6 of the Future Land Use Element of the City of Gainesville Comprehensive Plan; and

6 **WHEREAS**, by initiation of a petition by the owners of the subject property, notice was
7 given as required by law that the subject property's PUD land use overlay and implementing land
8 use regulations be amended by amending Policy 4.3.6 of the Future Land Use Element of the City
9 of Gainesville Comprehensive Plan and the Future Land Use Map Series; and

10 **WHEREAS**, notice was given as required by law and a public hearing regarding the
11 petition was held by the City Plan Board on February 19, 2013; and

12 **WHEREAS**, notice was given as required by law and a public hearing regarding the
13 petition was held by the City Commission on May 29, 2013; and

14 **WHEREAS**, pursuant to law, an advertisement no less than two columns wide by 10
15 inches long was placed in a newspaper of general circulation and provided the public with at
16 least seven (7) days' advance notice of the first public hearing (transmittal stage) of this
17 ordinance to be held in the City Hall Auditorium located on the first floor of City Hall in the City
18 of Gainesville; and

19 **WHEREAS**, pursuant to law, after the public hearing at the transmittal stage, the City
20 transmitted copies of this proposed amendment to the reviewing agencies and any other local
21 government or governmental agency that requested same; and

22 **WHEREAS**, a second advertisement no less than two columns wide by 10 inches long
23 was placed in the aforesaid newspaper and provided the public with at least five (5) days'

1 • *Environmentally Significant Land and Resources Map Series:*

- 2
- 3 ■ 100-Year Floodplain
 - 4 ■ Wellfield Protection Zones
 - 5 ■ Floridan Aquifer High Recharge Area
 - 6 ■ Surface Waters & Wetlands
 - 7 ■ Strategic Ecosystems
- 8

9 • *Historic Preservation Map Series:*

- 10
- 11 ■ Northeast Gainesville Residential Historic District
 - 12 ■ Pleasant Street Historic District
 - 13 ■ Southeast Gainesville Historic District
 - 14 ■ University Heights Historic District—North
 - 15 ■ University Heights Historic District—South
 - 16 ■ Designated Historically Significant Properties
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18 **Section 3.** Policy 4.3.6 of the Future Land Use Element of the City of Gainesville

19 Comprehensive Plan, which shall govern and control the use and development of the Butler
20 Development Planned Use District (PUD) property described in Exhibit “A,” is deleted in its
21 entirety and replaced as follows:

22 ~~Policy 4.3.6—The property governed by this policy shall be known as the Butler Development~~
23 ~~“Butler Plaza.” Butler Plaza shall be divided into three (3) subareas as depicted on~~
24 ~~the map labeled “PUD Future Land Use Overlay” attached hereto as Exhibit “B”~~
25 ~~and made a part hereof as if set forth in full. Comprehensive Plan policies of~~
26 ~~general applicability shall apply to the subject property. In the event of express~~
27 ~~conflict or inconsistency between the general Comprehensive Plan policies and~~
28 ~~specific policies set forth below, the specific policies shall govern. Butler Plaza~~
29 ~~shall be governed by the following specific policies:~~

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31 a. ~~Subareas 1, 2 and 3 shall be designated PUD (Planned Use District) on the~~
32 ~~Future Land Use Map.~~

33

34 b. ~~The maximum levels of intensity and allowable uses are established within~~
35 ~~each subarea below:~~

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37 Subarea 1: ~~Commercial uses: 1,000,408 square feet~~

38

39 Subarea 2: ~~Commercial uses: 600,000 square feet~~

40 ~~Office uses: 50,000 square feet~~

41 ~~Hotel/motel uses: 100 rooms~~

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1 Subarea 3: Commercial uses: 900,000 square feet
2 Office uses: 200,000 square feet
3 Hotel/motel rooms: 400 rooms
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5 e. All subareas:
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7 1. A maximum of 1,000 residential units shall be allowed in Butler
8 Plaza. The units may be allocated to any of the three subareas.
9 Twenty percent of the residential units constructed, whether rental
10 or owner occupied, shall be "eligible", "affordable housing" units
11 for "very low income", "low income," or "moderate income"
12 "persons or households" as those terms are defined in the City's
13 Local Housing Assistance Program (LHAP) at the time of
14 construction. The affordability of such units shall be maintained for
15 a period of 10 years, shall run with the land and shall be
16 enforceable by the City through recorded covenants or restrictions.
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18 2. Among the subareas that allow commercial uses or office uses, the
19 owner may transfer up to 20% of the maximum allowable intensity
20 between the same uses. By way of example, the owner may transfer
21 120,000 square feet of commercial uses from subarea 2 to subarea
22 1. However, the overall maximum intensity for the combined sub
23 areas shall not be increased, and specific uses that are prohibited in
24 certain subareas as provided below, are not permitted by a transfer
25 of allowable intensity.
26

27 3. The maximum cumulative development program for Butler Plaza
28 (including existing development, redevelopment and development
29 within all subareas) is also limited by the maximum trip generation
30 which is not to exceed 37,591 average daily trips for all subareas.
31 There are 12,224 average daily trips associated with the existing
32 development in subarea 1; the owner may transfer up to 20% of
33 those trips to the same use in another subarea. The planned
34 development zoning ordinance for Butler Plaza (the "PD Zoning
35 Ordinance") shall include a land use equivalency matrix that shows
36 use substitutions based on trip generation rates using ITE Trip
37 Generation 8th Edition.
38

39 4. The actual densities, specific uses and phases of development shall
40 be specified in the PD Zoning Ordinance.
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42 5. Transportation Mobility Provisions
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44 (a). The owner/developer and the City executed a TCEA Zone
45 M Agreement dated January 3, 2012, which was prior to the
46 second and final reading of the associated Butler Plaza PD

1 ordinance (Ordinance Number 090538). An Addendum to
2 the Agreement was executed November 29, 2012. The
3 Agreement and Addendum are on file with the City's
4 Planning and Development Services Department. The
5 timing of additional agreements is specified in the PD
6 Zoning Ordinance.
7

8 (b).—~~In accordance with Future Land Use Element (FLUE)~~
9 ~~Policy 3.4.5, the City recognizes that the TCEA Agreement,~~
10 ~~Addendum and associated terms and conditions remain~~
11 ~~valid as long as the Butler Plaza PD Zoning Ordinance~~
12 ~~(adopted January 5, 2012) remains an active final~~
13 ~~development order consistent with the transportation~~
14 ~~analysis and trip generation shown in Attachment 1 to the~~
15 ~~TCEA Zone M Agreement (“Butler Plaza Planned~~
16 ~~Development (Petition No. PB 09 84 PDV) Transportation~~
17 ~~Analysis Executive Summary”). Amendments to PD~~
18 ~~Ordinance No. 090538 that alter the trip generation or~~
19 ~~transportation analysis shall be subject to the transportation~~
20 ~~mobility requirements in effect at the time of PD~~
21 ~~amendment application.~~
22

23 (c).—~~In accordance with FLUE Policy 3.4.5, the owner/developer~~
24 ~~and the City agree that the TCEA Zone M Agreement (as~~
25 ~~modified by the Addendum executed November 29, 2012)~~
26 ~~satisfies the transit requirements for Phase 1A of the~~
27 ~~development, as defined in the Butler Plaza PD ordinance.~~
28 ~~In addition, the Agreement includes all of the non-transit~~
29 ~~requirements for Phase 1 and Buildout as specified in~~
30 ~~Attachment 1 (“Butler Plaza Planned Development~~
31 ~~(Petition # PB 09 84 PDV) Transportation Analysis~~
32 ~~Executive Summary”). The owner/developer and the City~~
33 ~~agree that those requirements must be met by the time~~
34 ~~specified in PD Ordinance 090538 for those transportation~~
35 ~~modifications.~~
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37 (d).—~~The owner/developer may choose to opt into the new~~
38 ~~Transportation Mobility Program subject to an updated~~
39 ~~transportation study and analysis that would allow the City~~
40 ~~to evaluate the development for compliance with the new~~
41 ~~program.~~
42

43 (e).—~~As defined in PD Ordinance No. 090538 (Condition 2),~~
44 ~~redevelopment in Subarea 1 that triggers a requirement for~~
45 ~~a PD amendment shall be subject to the transportation~~
46 ~~mobility requirements in effect at the time of development~~

1 plan approval. However, internal transfers of square
2 footage and average daily trips to Subarea 1 are allowed
3 subject to the Butler Plaza PUD Policy 4.3.6.c.2. and 3. and
4 the land use equivalency matrix adopted as part of the PD.
5 Any allowable average daily trip transfers to Subarea 1 may
6 utilize the transportation mobility analysis and requirements
7 established in the TCEA Zone M Agreement executed
8 January 3, 2012 (as modified by the Addendum executed
9 November 29, 2012).

10
11 (f). Streetseaping is an important component of the City's
12 transportation mobility planning because it enhances
13 pedestrian comfort and visual aesthetics. Consistent with
14 the Transportation Mobility Program policies in the
15 Transportation Mobility Element, new development on
16 public or private streets shall meet the 65 gallon street tree
17 requirement on building frontages as well as take into
18 consideration the Local Governments Manual of Uniform
19 Minimum Standards for Design, Construction, and
20 Maintenance for Streets and Highways Standards,
21 Subsection 334.044(10)(A), F.S., Section 336.045, F.S., the
22 MTPo Urban Design Standards for Landscaping, and GRU
23 utility line clearance separation standards. Redevelopment
24 sites shall be required to meet this policy for 50 percent of
25 the required street trees for building frontages. In order to
26 accommodate street trees, the front build to line may be
27 modified if there are existing utility or right-of-way
28 constraints.

29
30 d. Subarea 1: Subarea 1 includes approximately 108 acres and may include
31 the full range of commercial uses allowed in the City's Commercial land
32 use category and may include Large Scale Retail. For purposes of this
33 policy, Large Scale Retail is defined as a single retail use with a ground
34 floor footprint exceeding 100,000 square feet. Except as specified in the
35 PD Zoning Ordinance, this subarea shall be governed by the design
36 standards in the Special Area Plan for Central Corridors in the City's Land
37 Development Code. This subarea may include drive throughs consistent
38 with the requirements specified in the PD Zoning Ordinance. Special event
39 automotive sales may be allowed in limited locations as specified in the
40 PD Zoning Ordinance.

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42 Residential uses shall be permitted in any combination of vertical or
43 horizontal mix or as a standalone use. The following conditions shall
44 apply to Subarea 1:
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- ~~1. The PD Zoning Ordinance shall define “redevelopment” and specify standards for redevelopment. The redevelopment standards shall include specific measures to transform this subarea so that it provides better transit, bicycle, and pedestrian access. The redevelopment standards shall address building orientation, block length, multi-modal transportation, open spaces, parking standards, building heights, build to lines and/or setback buffers, building articulation, building materials and colors, mechanical equipment, trash and loading areas, landscaping and overall access through the subarea.~~
- ~~2. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.~~
- ~~3. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network lined with street facing buildings that help to frame the street. As drive aisles are transformed into streets, the parking areas shall require the addition of multi-use paths, as deemed appropriate by the City during development plan review. This shall apply to both public and private streets.~~
- ~~4. Redevelopment shall establish a connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1,600 feet in perimeter. In no event shall the perimeter block length exceed 2,000 feet. These block size requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas.~~
- ~~5. Redevelopment shall include pedestrian pathways from the street to the fronts of buildings and to adjacent development as necessary to ensure safe, direct and convenient access to building entrances and off-street parking. The pedestrian routes shall be direct and shall minimize potential conflicts with vehicles. For pedestrian safety and comfort, where a pedestrian route must go along or cross a parking lot or driveway, a separate path shall be provided with buffer landscaping and other amenities. In lieu of a separate path, a highly visible crosswalk made of materials, acceptable to the City, that provide a strong contrast between the pedestrian area and vehicular surface may be used.~~
- ~~6. When redevelopment occurs within this subarea adjacent to the proposed Southwest 62nd Boulevard extension (currently Southwest 37th Boulevard), the owner shall dedicate to the City 10 feet of additional right of way adjacent to, running parallel with~~

1 and on the eastern side of Southwest 62nd Boulevard extension
2 from Archer Road to Windmeadows Boulevard. The value of the
3 right of way shall be established by appraisal as of the date of
4 application for development plan review for the redevelopment.
5 The owner shall obtain the appraisal, at its sole expense, and shall
6 provide a copy to the City for its review and approval. If the
7 appraisal is approved by the City, the appraised value shall count
8 toward meeting the transportation mobility requirements in effect
9 at the time of development plan approval of the redevelopment.
10 The credit for transportation mitigation shall not be given until the
11 dedication occurs.

12
13 ~~7. The streetscape plan for this subarea shall be required in~~
14 ~~conjunction with redevelopment plans for that subarea.~~
15 ~~Redevelopment along the Archer Road corridor shall be required to~~
16 ~~meet the Transportation Mobility Program streetscaping standards~~
17 ~~in the Transportation Mobility Element, as well as take into~~
18 ~~consideration the Local Governments Manual of Uniform~~
19 ~~Minimum Standards for Design, Construction and Maintenance for~~
20 ~~Streets and Highways Standards, Subsection 334.0441(10)(A),~~
21 ~~F.S., and Section 336.045 F.S., the MTPO Urban Design Standards~~
22 ~~for Landscaping, and GRU utility line clearance separation~~
23 ~~standards.~~

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25 ~~e. Subarea 2: Subarea 2 includes approximately 49 acres and may include the~~
26 ~~full range of commercial uses allowed in the City's Commercial Land Use~~
27 ~~category and may include Large Scale Retail uses (as defined in Policy~~
28 ~~4.3.6.d.). This subarea may include drive throughs consistent with the~~
29 ~~requirements specified in the PD Zoning Ordinance. Monopole and/or~~
30 ~~camouflaged cellular towers may also be allowed, subject to the land~~
31 ~~development regulations in effect at the time of development plan~~
32 ~~approval. Automotive sales, including special event sales, are prohibited in~~
33 ~~this subarea. Residential uses shall be permitted in any combination of~~
34 ~~vertical or horizontal mix or as a stand alone use. The following~~
35 ~~conditions shall apply to Subarea 2:~~

36
37 ~~1. Loading docks and outdoor uses shall be buffered from adjacent~~
38 ~~uses outside of Butler Plaza in accordance with the landscape~~
39 ~~buffer requirements of the City's Land Development Code.~~

40
41 ~~2. Large Scale Retail uses in this subarea may have parking facilities~~
42 ~~located outside the front door of these retail uses. Developments~~
43 ~~located on out parcels shall be designed with parking to the rear or~~
44 ~~sides of buildings.~~

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- ~~3. The PD Zoning Ordinance shall specify standards for building orientation, build to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities.~~
 - ~~4. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Plaza development to provide for a defined, interconnected system.~~
 - ~~5. Bicycle lanes and/or routes shall be provided from bus stops and adjacent areas (including areas outside of Butler Plaza) to the buildings within this subarea.~~
 - ~~6. This subarea shall develop consistent with the standards and guidelines for subarea 3, including a gridded, interconnected street network lined with street facing buildings that help to frame the street. This shall not apply to the development of Large Scale Retail (as defined in Policy 4.3.6.d).~~
 - ~~7. Development in this subarea shall establish a connected grid of public streets, private streets and private access streets creating an average block size of less than or equal to 1600 feet in perimeter.~~

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~~f. Subarea 3: Subarea 3 includes approximately 110 acres and may include the full range of office uses allowed in the City's Office Land Use category, general retail, eating places, hotels, theaters, sporting goods stores, residential and civic spaces. Large Scale Retail uses (as defined in Policy 4.3.6.d.) are prohibited. Gas stations, automotive sales (including special event sales), automotive repair, and car washes are prohibited. Design standards for drive through uses shall be specified in the PD Zoning Ordinance. Residential uses shall be permitted above non-residential uses or as stand alone uses. The following conditions shall apply to subarea 3:~~

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- ~~1. Development within this subarea shall include the following urban design characteristics:~~
 - ~~• Building facades pulled up close to the street, facing the street, and generally aligned.~~
 - ~~• Building facades aligned to form squares or plazas.~~
 - ~~• Relatively high density mixed use, compactly designed to accommodate walking.~~
 - ~~• One to six stories shall be permitted, with a maximum height of 75 feet. At least eighty percent (80%) of the~~

1 building height adjacent to the primary private street within
2 the Towne Centre (as such area is designated in the PD
3 Zoning Ordinance) and for all buildings along 24th Avenue
4 shall be at least two stories or a minimum of one story of 24
5 feet in height measured to the top of the parapet or median
6 roof line, to create the appropriate scale and urban form.

7
8 ~~First floors of buildings that incorporate levels of~~
9 ~~articulation and glazing in order to promote pedestrian~~
10 ~~interest.~~

11
12 ~~A connected network of wide sidewalks that promotes~~
13 ~~safety, comfort and convenience for pedestrians by linking~~
14 ~~streets, parking areas, buildings, and adjacent development.~~

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16 ~~Shade trees along all streets.~~

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18 ~~Terminated vistas.~~

19
20 ~~On street parking.~~

21
22 ~~Off street parking located at the side or rear of buildings~~
23 ~~and away from pedestrian areas.~~

24
25 ~~Restrictions on auto-oriented uses and uses that generate~~
26 ~~significant noise, odor, or dust.~~

27
28 ~~A connected grid of public streets, private streets and~~
29 ~~private access streets creating an average block size of less~~
30 ~~than or equal to 1,600 feet in perimeter. In no event shall~~
31 ~~the block perimeter length exceed 2,000 feet for a single~~
32 ~~block. These block size requirements shall not apply to~~
33 ~~shared stormwater facilities or park (active or passive~~
34 ~~recreation/open space) areas.~~

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36 2. ~~Urban design standards that ensure compatibility among the various~~
37 ~~allowed uses shall be specified in the PD Zoning Ordinance.~~
38 ~~Additional standards may be required to address noise and lighting~~
39 ~~to further assure compatibility. The PD Zoning Ordinance shall,~~
40 ~~through design and performance standards, provide a quality~~
41 ~~pedestrian experience by regulating building type, scale, overall~~
42 ~~building appearance and orientation, placement and function of~~
43 ~~parking, loading, waste disposal, access points, outdoor uses and~~
44 ~~mechanical equipment, block size, signage and landscaping.~~
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1 g. ~~General Provisions: All three subareas shall be subject to the following~~
2 ~~standards:~~

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4 1. ~~The PD Zoning Ordinance shall specify appropriate “low impact~~
5 ~~development” (LID) techniques to be implemented in Butler Plaza.~~
6 ~~Prior to second and final reading of the PD Zoning Ordinance, the~~
7 ~~owner shall provide legally enforceable documents that establish~~
8 ~~that a responsible entity will permanently provide for proper~~
9 ~~maintenance of the LID functional landscape. LID is a site design~~
10 ~~strategy for maintaining or replicating the pre-development~~
11 ~~hydrologic regime through the use of design techniques that create~~
12 ~~functionally equivalent hydrologic landscape. Reclaimed water~~
13 ~~shall be used for irrigation if and when it becomes available.~~

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15 2. ~~Prior to development plan approval within a subarea, the owner~~
16 ~~shall provide a master plan for stormwater management and open~~
17 ~~space for that entire subarea for review and subject to approval by~~
18 ~~the City. The PD Zoning Ordinance shall specify design standards~~
19 ~~for stormwater retention/detention facilities to ensure they are~~
20 ~~aesthetically pleasing, such as designed in curvilinear shapes. The~~
21 ~~owner shall dedicate, at no cost to the City, right of way or provide~~
22 ~~easements to the City for the shared stormwater facilities. Open~~
23 ~~space requirements shall be based on the entire subarea instead of~~
24 ~~specific parcel development. A minimum of twenty percent (20%)~~
25 ~~of each subarea shall be set aside as open space. Open space may~~
26 ~~include active and passive recreational areas, natural waterways,~~
27 ~~retention/detention facilities (if designed for public use and~~
28 ~~access), open space/native habitat areas, trails and picnic areas.~~

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30 3. ~~The owner shall construct the extension of Southwest 62nd~~
31 ~~Boulevard from Archer Road to the northwesternmost extent of the~~
32 ~~PUD where subareas 2 and 3 adjoin to the specifications in the~~
33 ~~MTPO approved cross-section (alternative 4B-3) dated March 2,~~
34 ~~2009. The incremental cost of construction (i.e., the cost of~~
35 ~~construction that is above and beyond the cost the owner would~~
36 ~~incur to construct a private 3-lane access drive per City standards,~~
37 ~~including sidewalks and bike lanes) calculated based on the Florida~~
38 ~~Department of Transportation generic cost per mile shall count~~
39 ~~toward meeting the agreed upon transportation requirements in the~~
40 ~~TCEA Zone M Agreement executed on January 3, 2012 (as~~
41 ~~modified by the Addendum executed November 29, 2012) as~~
42 ~~shown in Attachment 1 (“Butler Plaza Planned Development~~
43 ~~(Petition PB-09-84 PDV) Transportation Analysis Executive~~
44 ~~Summary”). Upon completion of construction, the right of way~~
45 ~~shall be dedicated to the City. The value of the land shall be~~
46 ~~established by appraisal as of the date of the development plan~~

1 approval for Phase 1. The owner, at its expense, shall obtain the
2 appraisal and shall provide a copy of the appraisal to the City for
3 its review and subject to its approval. If the appraisal is approved,
4 the appraised value (less the credit described below) shall count
5 toward meeting the agreed upon transportation requirements in the
6 above mentioned TCEA Zone M Agreement (as modified by the
7 Addendum executed November 29, 2012). The City shall be given
8 credit, at the same appraised value, for any right-of-way that the
9 City vacates for this road extension project. There shall be no
10 direct access to Southwest 62nd Boulevard for out parcels, all
11 access shall be from an internal road network and/or shared
12 driveways. The owner shall maximize vehicular cross access
13 connections within development areas in Butler Plaza.
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15 4. All major and main roadways that are not public streets in the
16 development shall be constructed and maintained at the cost and
17 expense of the owner in accordance with City standards for public
18 streets.
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20 5. The PD Zoning Ordinance shall include landscaping conditions.
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22 6. The PD Zoning Ordinance shall include requirements, as specified
23 by the Gainesville Regional Transit System, for conveniently
24 located and highly visible transit stops in each subarea that include
25 amenities for rider convenience and comfort, such as but not
26 limited to, shelter, lighting, seating, trash receptacles and bicycle
27 racks. In addition, the PD Zoning Ordinance shall specify the
28 requirements (including design, size, cost and location) for the
29 owner to construct, at its expense, a transit transfer station and a
30 park and ride lot within subarea 2, as approved by the Gainesville
31 Regional Transit System. The park and ride lot shall provide at
32 least 50 park and ride spaces in one location for transit users. The
33 transit transfer station shall include restroom facilities, bicycle
34 storage, a route map kiosk, and bays for a minimum of six (6)
35 buses and shall be constructed, inspected and approved prior to the
36 first certificate of occupancy being issued in subarea 2 or 3. Upon
37 completion, the park and ride lot and the transit transfer station
38 shall be conveyed, at no cost, to the City.
39

40 7. Parking requirements may be reduced below the required parking
41 standards in the Land Development Code to encourage alternative
42 modes of travel and to reduce the amount of surface parking.
43 Parking spaces provided in a parking structure shall not count
44 against the maximum number of allowable parking spaces when
45 the parking structure is replacing surface parking area. When
46 facing a public street, the first floor of a stand alone parking

1 structure shall contain office or retail uses that line at least 50% of
2 the first floor façade or are shielded by liner building(s). Structured
3 parking that is integrated with and connected to commercial,
4 office, or residential buildings shall not be required to contain
5 office or retail uses. Integrated/connected parking structures shall
6 meet design standards specified in the PD Zoning Ordinance to
7 ensure that building facades have sufficient articulation, especially
8 on the ground floor level.
9

10 8. ~~In accordance with the PD Zoning Ordinance, the owner has~~
11 ~~coordinated with FDOT to address transportation impacts that~~
12 ~~affect FDOT facilities and has agreed to satisfy the FDOT~~
13 ~~requirements listed below. Proof of satisfying these requirements~~
14 ~~shall be provided to the City in the form of a letter or other written~~
15 ~~documents issued by the FDOT.~~

16
17 ~~When the estimated net, new cumulative average daily trip~~
18 ~~generation, based on square footage, reaches a threshold of~~
19 ~~9,775 trips, the owner/developer shall perform an~~
20 ~~Interchange Modification Report (IMR) consistent with~~
21 ~~FDOT IMR typical procedures. This IMR would evaluate~~
22 ~~alternatives and determine a feasible long term plan for the~~
23 ~~Archer Road (SR 24)/I 75 interchange. The cost of the IMR~~
24 ~~shall count toward meeting the agreed upon transportation~~
25 ~~requirements in the TCEA Zone M Agreement executed on~~
26 ~~January 3, 2012 (as modified by the Addendum executed~~
27 ~~November 29, 2012).~~

28
29 ~~Before issuance of the first certificate of occupancy in any~~
30 ~~subarea, the owner shall construct, at its sole expense, a~~
31 ~~third southbound left turn lane on the I 75 southbound off-~~
32 ~~ramp. This may or may not require a new mast arm pole,~~
33 ~~pending design requirements. FDOT shall provide the~~
34 ~~existing right of way for this turn lane at no cost to the~~
35 ~~owner. This improvement is a site related operational and~~
36 ~~safety modification.~~

37
38 9. ~~The PD Zoning Ordinance shall specify operational and safety~~
39 ~~modifications required due to impacts on transportation facilities.~~
40 ~~Modifications required for operational and safety impacts that are~~
41 ~~site related shall not count toward meeting the agreed upon~~
42 ~~transportation requirements in the TCEA Zone M Agreement~~
43 ~~executed on January 3, 2012 (as modified by the Addendum~~
44 ~~executed November 29, 2012).~~
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10. ~~Butler Plaza shall provide both internal and external transportation connections to surrounding development.~~
 11. ~~Transportation mobility provisions for the Butler Plaza PD are established in Policy 4.3.6.e.5.~~
 12. ~~The owner shall dedicate at least 90 feet and up to 100 feet of right of way to the City along the southern edge of SW 1 (as depicted in the PD Zoning Ordinance) and 90 feet from the southeastern corner of SW1 to Southwest 42nd Street. Appropriate temporary construction easements shall be provided at no cost to the City. The value of the land shall be established by appraisal as of the date of the final adoption of the PD Zoning Ordinance. The owner, at its expense, shall obtain the appraisal and shall provide a copy of the appraisal to the City for its review and subject to its approval. If the appraisal is approved, the appraised value of the land shall count toward meeting the agreed upon transportation requirements specified in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). A 2-lane roadway, with bike lanes and sidewalks shall be constructed by owner, along this section, connecting Southwest 40th Boulevard to Southwest 42nd Street. In lieu of a sidewalk, a 12-foot multi-use path may be constructed along this section. Upon completion of construction, the right of way and road improvements shall be dedicated to the City. The roadway improvements along the southern edge of SW 1 shall count toward meeting the agreed upon transportation requirements specified in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). The road improvements from the southeastern corner of SW1 to Southwest 42nd Street shall be constructed at the sole expense of the owner. Future connectivity is envisioned to the Alachua County's proposed Southwest 30th Avenue I-75 Bridge project shown in the County's Capital Improvements Element. The County's proposed cross-section for the roadway consists of a two-lane divided roadway with bike lanes, two dedicated lanes for rapid transit and a 12-foot multi-use path.~~
 13. ~~The owner shall allow Alachua County to use the stormwater areas within subarea 2 for staging for construction of the County's Southwest 30th Avenue I-75 Bridge; provided the County agrees to return the stormwater area to its preexisting condition upon completion of Southwest 30th Avenue I-75 Bridge or to modify it, if such modification is agreed to by the City, owner and the County.~~

14. ~~Butler Plaza shall maximize pedestrian/bicycle connections among all uses, subareas, and external areas, and shall maximize pedestrian safety and comfort. Bicycle racks shall be located close to the main building entrances. Pedestrian facilities shall link streets, buildings, parking and open space areas within and among the subareas. A network of sidewalks and street trees shall be provided on all internal streets (public and private). Sidewalks and pathway connections shall be made from the internal pedestrian system to the public right of way adjoining the Planned Use District.~~

4.3.6 This policy shall regulate the Planned Use District (PUD) known as the “Butler Development.” The Butler Development PUD, including its division into four (4) subareas, is depicted on the map titled “Butler Development PUD Future Land Use Overlay” in the Future Land Use Map Series located in this element. The properties within the Butler Development PUD have underlying future land use categories as shown on the map titled “Butler Development Underlying Future Land Use” in the Future Land Use Map Series located in this element.

Comprehensive Plan policies of general applicability shall apply to the Butler Development PUD. In the event of express conflict or inconsistency between the general Comprehensive Plan policies and any specific policies as set forth below, the specific policies shall govern.

a. The following conditions shall apply to the entirety of the Butler Development PUD:

1. The properties within subareas 1, 2, 3, and 4 shall be designated PUD on the Future Land Use Map.

2. The allowable uses and maximum levels of intensity, which may be allocated to any of the four (4) subareas, shall be as follows:

<u>Commercial uses:</u>	<u>2,500,408 square feet</u>
<u>Office uses:</u>	<u>250,000 square feet</u>
<u>Hotel / Motel uses:</u>	<u>500 rooms</u>
<u>Multi-Family Residential uses:</u>	<u>1,000 units</u>

The specific allowable uses and development program shall be specified in the Planned Development (PD) zoning ordinance.

3. The maximum cumulative development program for Butler Development (including existing development, new development and redevelopment) shall be limited to a maximum trip generation not to exceed 37,591 average daily trips. There are 12,224 average daily trips associated with the existing development as documented in the traffic study.

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4. Multi-family residential uses shall be permitted in any combination of vertical or horizontal mix or as a stand-alone use. 20% of the multi-family residential units constructed, whether rental or owner-occupied, shall be affordable housing units for workforce housing as defined in Section 380.0651(3)(h), F.S., or moderate-income, low-income or very low-income persons or households as those terms are defined in the City's Local Housing Assistance Program (LHAP). The affordability of such units shall be maintained for a period of 10 years following construction, shall run with the land, and shall be enforceable by the City through recorded covenants or restrictions.
 5. Maximum building height shall be eight (8) stories.
 6. Development and redevelopment within the Butler Development PUD shall require Low Impact Development (LID) techniques. Prior to final development plan approval, the owner/developer shall provide legally enforceable documents establishing a responsible entity to permanently provide maintenance of the LID functional landscape. LID is a site design strategy for maintaining or replicating the pre-development hydrologic regime through the use of design techniques that create functionally equivalent hydrologic landscape. Reclaimed water shall be used for irrigation if and when it becomes available.
 7. Stormwater management facilities shall be aesthetically pleasing and shall meet the requirements of the City's Engineering Design and Construction Manual. The owner/developer shall, at no cost to the City, dedicate right-of-way or provide easements to the City for the shared stormwater facilities.
 8. Prior to the first final development plan being approved in either Subarea 1 or Subarea 2, a master plan for stormwater management and open space for the entire Butler Development PUD shall be provided, subject to approval by the City. This master plan shall include the written consent of all property owners within the Butler Development PUD.
 9. Design standards specified in the PD zoning ordinance shall address: building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities, a gridded, interconnected street network and limitations on the maximum size of single-occupant, single-story buildings.
 10. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Development PUD to provide for a defined, interconnected system.

- 1 11. Redevelopment shall be consistent with the Comprehensive Plan policies
2 that encourage the conversion of conventional shopping centers into more
3 traditional, walkable centers.
- 4
- 5 12. Properties located outside of the Butler Development PUD shall be
6 buffered from loading docks and outdoor uses that are within the Butler
7 Development PUD.
- 8
- 9 13. The PD zoning ordinance shall establish standards for automobile-oriented
10 uses such as drive-through facilities and structured parking to create and
11 maintain the multi-modal character of the Butler Development PUD.
- 12
- 13 14. Individual service bays for automobile-oriented uses, including but not
14 limited to gasoline and alternative fuel service stations, shall be located to
15 the rear and/or interior side of buildings. A single entrance to interior
16 service bays may be located on the side of the building.
- 17
- 18 15. The PD zoning ordinance shall identify the subareas where gasoline and
19 alternative fuel service stations are allowed and the maximum allowed
20 number of such service stations and associated fueling positions. New
21 construction of gasoline and alternative fuel service stations that front
22 public or private streets shall be designed to:
- 23
- 24 (a). Enhance safe pedestrian and bicycle circulation and access to any
25 retail or restaurant facilities on site. Sidewalk connections or
26 marked pedestrian crosswalks shall be shown on the development
27 plan to ensure pedestrian safety and comfort;
- 28
- 29 (b). Provide a pedestrian entry from sidewalks on the property frontage;
- 30
- 31 (c). Minimize the number and width of driveways;
- 32
- 33 (d). Include cross access or joint driveway connections to adjacent
34 developments;
- 35
- 36 (e). Locate off-street parking to the rear and/or interior side of
37 buildings;
- 38
- 39 (f). Locate fueling positions to the rear of buildings. Individual service
40 bay doors shall not face a public or private street and shall be
41 located to the rear and/or side interior of buildings; and
- 42
- 43 (g). Include architectural and site design that enhances the site area and
44 promotes the City's multi-modal and design goals. At the
45 development plan review, the design shall be reviewed for details
46 such as, but not limited to, facade treatment, colors, glazing at

1 pedestrian level, lighting, roof detail, signage, landscaping,
2 building and gas canopy height, building location relative to the
3 street, and location of access points.
4

5 16. Structured parking that fronts on public streets shall be designed to include
6 office or commercial uses on the first floor. Structured parking that is
7 integrated with and connected to commercial, office, or multi-family
8 residential buildings shall not be required to contain office or retail uses on
9 the first floor. Integrated/connected parking structures shall meet design
10 standards specified in the PD zoning ordinance to ensure that building
11 facades have sufficient articulation, especially on the ground floor level.
12

13 17. The PD zoning ordinance shall be consistent with the City's transportation
14 mobility policies as adopted in the Comprehensive Plan.
15

16 18. Pedestrian/bicycle safety and comfort and pedestrian/bicycle connections
17 among all uses, subareas, and external areas shall be maximized
18 throughout the Butler Development PUD. Bicycle racks shall be located
19 close to the main building entrances. Pedestrian facilities shall link streets,
20 buildings, parking and open space areas within and among the subareas. A
21 network of sidewalks and street trees shall be provided on all internal
22 streets (public and private). Sidewalks and pathway connections shall be
23 made from the internal pedestrian system to the public right-of-way
24 adjoining the Butler Development PUD.
25

26 19. Bicycle lanes and/or routes shall be provided to all bus stops and buildings
27 within the Butler Development PUD as well as to bus stops and
28 development adjacent to the Butler Development PUD.
29

30 20. Parking requirements may be reduced below the required parking
31 standards in the Land Development Code to encourage alternative modes
32 of travel and to reduce the amount of surface parking. Parking spaces
33 provided in a parking structure shall not count against the maximum
34 number of allowable parking spaces when the parking structure is
35 replacing surface parking area.
36

37 21. The Butler Development PUD shall include internal transportation
38 connections within the Butler Development PUD as well as external
39 transportation connections to development adjacent to the Butler
40 Development PUD.
41

42 22. All private streets shall be constructed and maintained at the cost and
43 expense of the owner in accordance with City standards for public streets.
44 Main streets in town centers and maneuvering lanes shall not be required
45 to be built to public street standards.
46

1 23. Maneuvering lanes shall be allowed in all subareas and shall contribute to
2 the internal grid-system framework. Maneuvering lanes shall be defined
3 as vehicle use areas that connect off-street parking areas and that provide
4 sidewalks and street trees on at least one side. On the side of a
5 maneuvering lane that includes sidewalks and street trees, perpendicular
6 vehicular access to parking areas shall be separated by at least 180 feet as
7 measured from centerline to centerline in order to enhance pedestrian
8 comfort and safety. If a sidewalk and street trees are provided on only one
9 side of a maneuvering lane, parking shall be allowed along only one side.
10 If a sidewalk and street trees are provided on both sides of a maneuvering
11 lane, parking shall be allowed along both sides.

12
13 24. Transportation Mobility Provisions.

14
15 (a). S. Clark Butler Properties, LTD., and the City entered into a TCEA
16 Zone M Agreement on January 3, 2012. An addendum to the
17 agreement was executed on November 29, 2012.

18
19 (b). The City recognizes that the TCEA Agreement remains valid, and
20 transportation mitigation shall be required consistent with such, as
21 long as the Butler Development has an adopted and valid PD
22 zoning ordinance. Any amendments to this Comprehensive Plan
23 policy or the Butler Development PD zoning ordinance that alter
24 the trip generation or transportation analysis provided in
25 Attachment 1 to the TCEA Zone M Agreement entered into on
26 January 3, 2012, (“Butler Plaza Planned Development (Petition #
27 PB-09-84 PDV) Transportation Analysis Executive Summary”)
28 shall be subject to the transportation mobility requirements in
29 effect at the time of amendment.

30
31 (c). S. Clark Butler Properties, LTD., and the City agree that the TCEA
32 Zone M Agreement satisfies the transit requirements for Phase 1A
33 of the development (defined as 134,784 square feet of
34 development). In addition, the Agreement includes all of the non-
35 transit requirements for Phase 1 and Buildout as specified in
36 Attachment 1 (“Butler Plaza Planned Development (Petition # PB-
37 09-84 PDV) Transportation Analysis Executive Summary”). S.
38 Clark Butler Properties, LTD., and the City agree that those
39 requirements must be met by the times specified in the
40 “Development Schedule” portion of the PD zoning ordinance.

41
42 (d). S. Clark Butler Properties, LTD., and its successors and assigns,
43 may choose to opt into the City’s Transportation Mobility Program
44 (TMP) subject to an updated transportation study and analysis that
45 would allow the City to evaluate the development for compliance
46 with the TMP.

1
2 (e). Streetscaping is an important component of the City's
3 transportation mobility planning because it enhances pedestrian
4 comfort and visual aesthetics. Consistent with the Transportation
5 Mobility Program policies in the Transportation Mobility Element,
6 new development on public or private streets shall meet the 65-
7 gallon street tree requirement on building frontages as well as take
8 into consideration the Local Governments Manual of Uniform
9 Minimum Standards for Design, Construction, and Maintenance
10 for Streets and Highways Standards, Subsection 334.044(10)(A),
11 F.S., Section 336.045, F.S., the MTPO Urban Design Standards for
12 Landscaping, and GRU utility line clearance separation standards.
13 Redevelopment sites shall be required to meet this policy for 50
14 percent of the required street trees. The front build-to line may be
15 modified if there are existing utility or right-of-way constraints.
16

17 25. The Butler Development PUD shall provide operational and safety
18 modifications required due to impacts on transportation facilities.
19 Modifications required for operational and safety impacts that are site
20 related shall not count toward meeting the agreed upon transportation
21 requirements in the TCEA Zone M Agreement executed on January 3,
22 2012 (as modified by the Addendum executed November 29, 2012).
23

24 26. The PD zoning ordinance shall define the construction timeframe, design
25 details, and extent of the SW 62nd Boulevard extension through the Butler
26 Development PUD consistent with the intent of the MTPO design
27 elements (alternative 4B-3) dated March 2, 2009. The incremental cost of
28 construction (i.e., the cost of construction that is above and beyond the
29 cost that would be incurred to construct a private 3-lane access drive per
30 City standards, including sidewalks and bike lanes) calculated based on the
31 Florida Department of Transportation generic cost per mile shall count
32 toward meeting the agreed upon transportation requirements in the TCEA
33 Zone M Agreement executed on January 3, 2012 (as modified by the
34 Addendum executed November 29, 2012). Upon completion of
35 construction, the right-of-way shall be dedicated to the City subject to
36 inspection and approval by the City. Within 90 days following the date of
37 final adoption of the PD zoning ordinance, S. Clark Butler Properties,
38 LTD., and its successors and assigns, shall at its expense obtain an
39 appraisal of the land and shall provide a copy of the appraisal to the City
40 for its review and approval. If the appraisal is approved, the appraised
41 value (less the appraised value for any right-of-way that the City vacates
42 for this road extension project) shall count toward meeting the agreed
43 upon transportation requirements in the TCEA Zone M Agreement
44 executed on January 3, 2012 (as modified by the Addendum executed
45 November 29, 2012). There shall be no direct access to the Southwest 62nd

1 Boulevard extension for outparcels; all access shall be from an internal
2 road network and/or shared driveways.

3
4 27. Vehicular cross-access connections within development areas shall be
5 maximized throughout the Butler Development PUD.

6
7 28. The PD zoning ordinance shall allow the Gainesville Regional Transit
8 System to review all development plans affecting transit routes for the
9 potential addition of new transit stops or improvements to existing transit
10 facilities. In addition, the PD zoning ordinance or a Transit Transfer
11 Station Agreement shall specify the requirements (including design, size,
12 cost, timing of completion and location) for S. Clark Butler Properties,
13 LTD., and its successors and assigns, to construct, at its expense, a transit
14 transfer station and a park and ride lot within the Butler Development
15 PUD, as approved by the Gainesville Regional Transit System. The park
16 and ride lot shall provide at least 50 park-and-ride spaces in one location
17 for transit users. The transit transfer station shall include restroom
18 facilities, bicycle storage, a route map kiosk, and bays for a minimum of
19 six (6) buses. Upon completion, the park and ride lot and the transit
20 transfer station improvements and associated land shall be conveyed to the
21 City at no cost.

22
23 29. In accordance with the PD zoning ordinance, S. Clark Butler Properties,
24 LTD., and its successors and assigns, shall coordinate with FDOT to
25 address transportation impacts that affect FDOT facilities and satisfy the
26 FDOT requirements listed below. Proof of satisfying these requirements
27 shall be provided to the City in the form of a letter or other written
28 documents issued by the FDOT.

29
30 (a). The PD zoning ordinance shall establish thresholds and a
31 timeframe for the completion of an Interchange Modification
32 Report (IMR) consistent with FDOT IMR typical procedures. This IMR would evaluate alternatives and determine a feasible
33 long term plan for the Archer Road (SR 24)/I-75 interchange. The
34 cost of the IMR shall count toward meeting the agreed upon
35 transportation requirements in the TCEA Zone M Agreement
36 executed on January 3, 2012 (as modified by the Addendum
37 executed November 29, 2012).

38
39
40 (b). Prior to issuance of the first certificate of occupancy (CO) for any
41 new building in Subarea 1 or 2 or issuance of certificates of
42 occupancy for net, new additional square footage associated with
43 development or redevelopment in Subareas 3 or 4 that
44 cumulatively result in 500 net, new p.m. peak hour trips of adjacent
45 street traffic as calculated using the latest edition of the ITE Trip

1 Generation Manual, S. Clark Butler Properties, LTD., and its
2 successors and assigns, shall:

3
4 (i) Construct a third southbound left turn lane at the Archer
5 Road / I-75 interchange, subject to review and approval by
6 the Florida Department of Transportation (FDOT); or

7
8 (ii) Execute an agreement with FDOT that includes payment
9 from S. Clark Butler Properties, LTD., and its successors
10 and assigns, to the FDOT to construct or have constructed
11 the appropriate Archer Road / I-75 interchange
12 modifications as determined by FDOT staff.

13
14 This improvement is a site-related operational and safety
15 modification.

16
17 30. Future connectivity between the Butler Development PUD and the area
18 west of I-75 is in the MTPO adopted Long Range Transportation Plan.
19 The PD zoning ordinance shall specify details regarding the timing,
20 dedication of right-of-way to the City and roadway design and
21 construction (including sidewalks, bike lanes, or a multi-use path) for SW
22 30th Avenue from SW 40th Boulevard to SW 42nd Street. The PD zoning
23 ordinance shall also include design and timing requirements for
24 connection of this road segment to the proposed SW 30th Avenue bridge
25 street system east of I-75. S. Clark Butler Properties, LTD., and its
26 successors and assigns, shall dedicate at least 90 feet and up to 100 feet of
27 right-of-way to the City for SW 30th Avenue between SW 40th Boulevard
28 and SW 42nd Street along the Butler Development PUD's southern
29 boundary, except where it is contiguous to the Transit Transfer Station
30 parcel in which case it shall be along that parcel's northern boundary. S.
31 Clark Butler Properties, LTD., and its successors and assigns, shall obtain
32 an appraisal at its expense and shall provide a copy to the City for its
33 review and approval within 90 days of the date of final adoption of the PD
34 zoning ordinance. The dedication of right-of-way and construction costs
35 for the SW 30th Avenue improvements between SW 40th Boulevard and
36 SW 42nd Street shall count toward meeting the agreed upon transportation
37 requirements specified in the TCEA Zone M Agreement executed on
38 January 3, 2012 (as modified by the Addendum executed November 29,
39 2012).

40
41 b. Subarea 1. In addition to the conditions that apply to the entirety of the Butler
42 Development PUD, the following additional conditions shall apply to Subarea 1:

43
44 1. Development in this subarea shall establish a connected grid of public
45 streets, private streets, and maneuvering lanes with a maximum block size
46 of 3,200 feet in perimeter. Property boundaries adjacent to the PUD may

1 be used to establish one or more sides of a block. The block size
2 requirement shall not apply to shared stormwater facilities or park areas
3 (active or passive recreation/open space).

4
5 2. A minimum of 20% of Subarea 1 shall be designated as open space. This
6 open space requirement shall be based on the entire subarea rather than
7 specific parcel development. Open space may include, but is not limited
8 to, stormwater management facilities when the perimeter includes public
9 space or amenities such as parks, trails or paths, landscape or hardscape,
10 plazas, squares, public commons, and/or open-air malls.

11
12 3. Large scale retail uses (defined for purposes of the Butler Development
13 PUD as a retail use with a single-story building footprint that exceeds
14 100,000 square feet) in this subarea may have parking facilities located
15 outside the front door of these retail uses.

16
17 c. Subarea 2. In addition to the conditions that apply to the entirety of the Butler
18 Development PUD, the following additional conditions shall apply to Subarea 2:

19
20 1. Design standards specified in the PD zoning ordinance shall establish a
21 development pattern that is compatible with and transitions appropriately
22 to the nearby Urban Village.

23
24 2. This subarea shall contain a connected grid of public streets, private
25 streets, and maneuvering lanes with a maximum block size of 2,000 feet in
26 perimeter. Property boundaries adjacent to the PUD may be used to
27 establish one or more sides of a block. The block size requirement shall
28 not apply to shared stormwater facilities or park areas (active or passive
29 recreation/open space).

30
31 3. A minimum of 20% of Subarea 2 shall be designated as open space. This
32 open space requirement shall be based on the entire subarea rather than
33 specific parcel development. Open space may include, but is not limited
34 to, stormwater management facilities when the perimeter includes public
35 space or amenities such as parks, trails or paths, landscape or hardscape,
36 plazas, squares, public commons, and/or open-air malls.

37
38 4. Off-street parking shall not be located in front of buildings that front on
39 SW 24th Avenue. The location of off-street parking on other streets shall
40 be regulated by the PD zoning ordinance.

41
42 d. Subarea 3. In addition to the conditions that apply to the entirety of the Butler
43 Development PUD, the following additional conditions shall apply to Subarea 3:

44
45 1. All new development and redevelopment of existing buildings within
46 Subarea 3 shall meet the design standards established in the PD zoning

1 ordinance. The PD zoning ordinance shall establish a threshold that limits
2 new development building square footage in Subareas 1 and 2 until a
3 minimum amount of new square footage consistent with the town center
4 design standards is under construction in Subarea 3.

5
6 2. Development within Subarea 3 shall meet the following design standards,
7 as may be more particularly described in the PD zoning ordinance:

8
9 (a). Standards that ensure compatibility among allowable uses and that
10 provide a quality pedestrian experience by regulating building type,
11 scale, overall building appearance and orientation, loading, waste
12 disposal, access points, outdoor uses and mechanical equipment,
13 signage and landscaping, and location of parking.

14
15 (b). A connected grid of public streets, private streets, and maneuvering
16 lanes with a maximum block size of 2,000 feet in perimeter. The
17 block size requirement shall not apply to shared stormwater
18 facilities or park areas (active or passive recreation/open space).

19
20 (c). A connected network of wide sidewalks that promotes safety,
21 comfort, and convenience for pedestrians by linking streets,
22 parking areas, buildings, and adjacent development.

23
24 (d). Compact design to encourage and accommodate walking.

25
26 (e). Building facades that are close to and facing the street, and
27 generally aligned.

28
29 (f). Shade trees along all public and private streets in accordance with
30 Comprehensive Plan policies.

31
32 (g). First floors of buildings shall incorporate levels of articulation and
33 glazing to promote pedestrian interest.

34
35 (h). Terminated vistas.

36
37 (i). On-street parking where feasible and appropriate to building area
38 and street type.

39
40 (j). Off-street parking located at the rear and/or side of buildings and
41 away from pedestrian areas. Buildings fronting Archer Road may
42 be allowed up to a double-loaded row of parking in front of a
43 building front face.

44
45 (k). Design and architectural requirements for drive-through facilities
46 that provide pedestrian safety and comfort, and establish a

1 maximum number of drive-through lanes for any drive-through
2 facility in the town center.

3
4 3. A minimum of 10% of Subarea 3 or town center areas shall be designated
5 as open space. This open space requirement shall be based on the entire
6 subarea rather than specific parcel development. Open space may include,
7 but is not limited to, stormwater management facilities when the perimeter
8 includes public space or amenities such as parks, trails or paths, landscape
9 or hardscape, plazas, squares, public commons, and/or open-air malls.

10
11 e. Subarea 4. In addition to the conditions that apply to the entirety of the Butler
12 Development PUD, the following additional conditions shall apply to Subarea 4:

13
14 1. Redevelopment shall include design features to transform drive aisles into
15 a gridded, interconnected street network that may include maneuvering
16 lanes. As drive aisles are transformed into public or private streets and/or
17 maneuvering lanes, the parking areas shall include sidewalks, as deemed
18 appropriate by the City during development plan review.

19
20 2. Redevelopment shall establish a connected grid of public streets, private
21 streets, and maneuvering lanes to establish a pedestrian-scaled street
22 network. Pedestrian scale blocks may vary in size but should be generally
23 no larger than 1,600 feet in perimeter. The maximum block size shall be
24 2,000 feet in perimeter. The block size requirement shall not apply to
25 shared stormwater facilities or park areas (active or passive
26 recreation/open space). The PD zoning ordinance shall establish
27 thresholds associated with redevelopment of this subarea that include
28 requirements for a street layout plan to establish the new street grid
29 system.

30
31 3. A minimum of 20% of Subarea 4 shall be designated as open space. This
32 open space requirement shall be based on the entire subarea rather than
33 specific parcel development. Open space may include, but is not limited
34 to, stormwater management facilities when the perimeter includes public
35 space or amenities such as parks, trails or paths, landscape or hardscape,
36 plazas, squares, public commons, and/or open-air malls.

37
38 4. Redevelopment shall include pedestrian pathways from the street to the
39 fronts of buildings and to adjacent development as necessary to provide
40 safe, direct and convenient access to building entrances and off-street
41 parking. The pedestrian routes shall be direct and shall minimize potential
42 conflicts with vehicles. For pedestrian safety and comfort, where a
43 pedestrian route must proceed alongside or cross a parking lot or driveway,
44 a separate path shall be provided with buffer landscaping and other
45 amenities. In lieu of a separate path, a highly visible crosswalk made of

1 materials acceptable to the City and that provides a strong visual contrast
2 between the pedestrian area and vehicular surface may be used.

3
4 5. A streetscape plan shall be required in conjunction with redevelopment
5 plans for this subarea. Redevelopment along the Archer Road corridor
6 shall be required to meet Comprehensive Plan streetscaping standards, as
7 well as take into consideration the Local Governments Manual of Uniform
8 Minimum Standards for Design, Construction and Maintenance for Streets
9 and Highways Standards, Subsection 334.044(10) (A), F.S., and Section
10 336.045, F.S., the MTPO Urban Design Standards for Landscaping, and
11 GRU utility line clearance separation standards.

12
13 6. The PD zoning ordinance shall specify the details and timeframe for the
14 dedication of additional right-of-way along both sides of the SW 62nd
15 Boulevard extension from Archer Road to Windmeadows Boulevard as
16 redevelopment occurs within this subarea that is adjacent to the extension.
17 The value of the right-of-way shall be established by an appraisal that is
18 submitted for review concurrent with an application for development plan
19 review for development that is adjacent to the extension. S. Clark Butler
20 Properties, LTD., and its successors and assigns, shall obtain the appraisal,
21 at its sole expense, and shall provide a copy to the City for review and
22 approval. If the appraisal is approved by the City, the appraised value shall
23 count toward meeting the transportation mobility program requirements in
24 effect at the time of development plan approval of the redevelopment. The
25 credit for transportation mitigation shall not be given until the dedication
26 occurs.

27
28 **Section 4.** A Planned Development (PD) zoning ordinance is required to implement the
29 PUD land use overlay, and must be adopted by the City Commission within 18 months of the
30 effective date of this amendment as provided in Section 10 of this ordinance. The underlying
31 future land use categories of the properties as depicted on the map titled “Butler Development
32 Underlying Future Land Use” in Exhibit “A” and made a part hereof are neither abandoned nor
33 repealed; such categories are inapplicable as long as the property is developed and used in
34 accordance with the implementing PD zoning ordinance. If the aforesaid time period expires
35 without the adoption of an implementing PD zoning ordinance, the PUD land use overlay and its
36 policies shall automatically be null and void and of no further force and effect and shall be
37 ministerially removed from the Future Land Use Map and from the Future Land Use Element of

1 the Comprehensive Plan, leaving the underlying land use categories in place. A written request
2 for an extension that is filed with the Clerk of the Commission prior to the expiration date shall
3 toll the expiration date until final City Commission action on the extension application.

4 **Section 5.** It is the intent of the City Commission that the provisions in Sections 1
5 through 3 shall become and be made a part of the City of Gainesville Comprehensive Plan and
6 that the sections and paragraphs of this ordinance may be renumbered in order to accomplish
7 such intentions.

8 **Section 6.** The City Manager or designee is authorized and directed to make the
9 necessary changes to the text, maps and other data in the City of Gainesville Comprehensive
10 Plan in order to comply with this ordinance.

11 **Section 7.** Within ten (10) working days of the transmittal (first) hearing, the City
12 Manager or designee is authorized and directed to transmit this plan amendment and appropriate
13 supporting data and analyses to the reviewing agencies and to any other local government or
14 governmental agency that has filed a written request for same with the City. Within ten (10)
15 working days of the adoption (second) hearing, the City Manager or designee is authorized and
16 directed to transmit this plan amendment and appropriate supporting data and analyses to the
17 state land planning agency and any other agency or local government that provided timely
18 comments to the City.


19 **Section 8.** If any word, phrase, clause, paragraph, section or provision of this ordinance
20 or the application hereof to any person or circumstance is held invalid or unconstitutional, such
21 finding shall not affect the other provisions or applications of this ordinance that can be given
22 effect without the invalid or unconstitutional provision or application, and to this end the
23 provisions of this ordinance are declared severable.

1 **Section 9.** All ordinances or parts of ordinances in conflict herewith are to the extent of
2 such conflict hereby repealed on the effective date of this plan amendment.

3 **Section 10.** This ordinance shall become effective immediately upon adoption; however,
4 the effective date of this amendment to the City of Gainesville Comprehensive Plan, if the
5 amendment is not timely challenged, shall be 31 days after the state land planning agency notifies
6 the City that the plan amendment package is complete in accordance with Section 163.3184, F.S.
7 If timely challenged, this amendment shall become effective on the date the state land planning
8 agency or the Administration Commission enters a final order determining this adopted
9 amendment to be in compliance with Chapter 163, F.S. No development orders, development
10 permits, or land uses dependent on this amendment may be issued or commenced before this plan
11 amendment has become effective.


12 **PASSED AND ADOPTED** this 21st day of November, 2013

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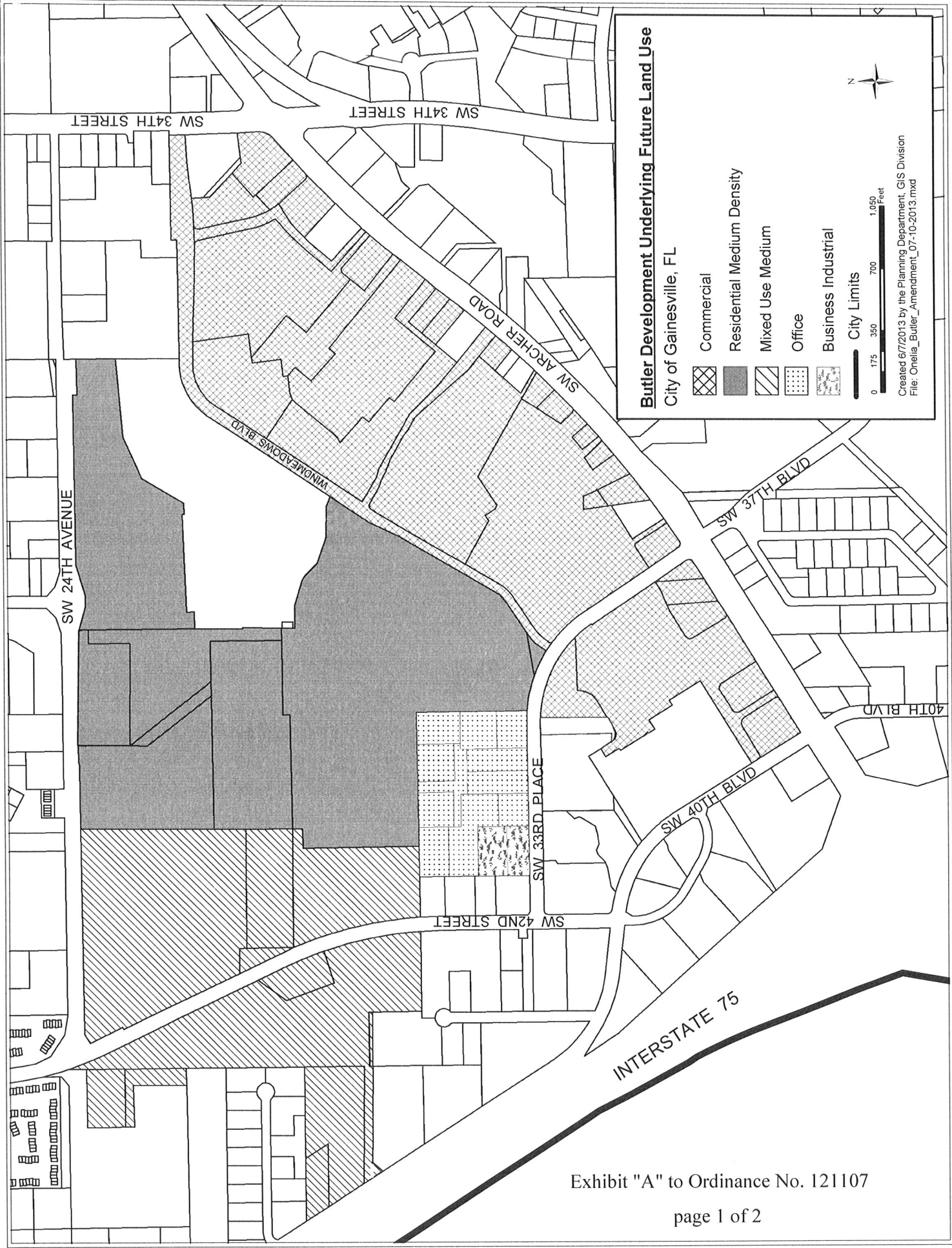

EDWARD B. BRADDY
MAYOR

Attest:

By: _____
KURT LANNON
CLERK OF THE COMMISSION

Approved as to form and legality:

By: _____
NICOLLE M. SHALLEY
CITY ATTORNEY

This ordinance passed on first reading this 19th day of September, 2013.
This ordinance passed on second reading this 21st day of November, 2013.



Butler Development Underlying Future Land Use
 City of Gainesville, FL

- Commercial
- Residential Medium Density
- Mixed Use Medium
- Office
- Business Industrial
- City Limits

0 175 350 700 1,050 Feet

Created 6/7/2013 by the Planning Department, GIS Division
 File: Onelia_Butler_Amendment_07-10-2013.mxd

