

Staff Proposed Amendments Provided at 2/19/13 Plan Board meeting (Yellow highlight shows changed text)

4.3.6 (page 1 of Exhibit A-1)

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

4.3.6.e.3. (page 5 of Exhibit A-1)

3. ~~Off-street parking in this subarea shall be regulated in the PD Ordinance and shall include provisions that off-street parking shall not be located in front of buildings that front on SW 62nd Boulevard extension, SW 38th Street, or SW 24th Avenue located at the side or rear of buildings and away from pedestrian areas.~~

4.3.6.h.1. (page 8 of Exhibit A-1)

1. The PD Zoning Ordinance shall specify appropriate “low impact development” (LID) techniques to be implemented in the Butler Development Plaza. ~~Prior to second and final reading of the PD Zoning Ordinance~~ Prior to the first final development plan approvals in Subareas 1A or 1B, the owner shall provide legally enforceable documents that establish that a responsible entity will permanently provide for proper 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.

4.3.6.h.3. (page 9 of Exhibit A-1)

3. ~~The owner shall construct the extension of Southwest 62nd Boulevard from Archer Road to the northwesternmost extent of the PUD where subareas 2 and 3 adjoin to the specifications in the MTPO approved cross section (alternative 4B-3) dated March 2, 2009.~~ The PD Zoning Ordinance shall define the construction timeframe, design details, and extent of the SW 62nd Boulevard extension through the Butler Development PUD consistent with the MTPO approved cross-section plans (alternative 4B-3) dated March 2, 2009. The incremental cost of construction (i.e., the cost of construction that is above and beyond the cost the owner would incur to construct a private 3-lane access drive per City standards, including sidewalks and bike lanes) calculated based on the Florida Department of Transportation generic cost per mile shall count toward meeting ~~TCEA Zone M requirements or other transportation mitigation program requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012), as shown in Attachment 1 (“Butler Plaza Planned~~

Development (Petition PB-09-84PDV) Transportation Analysis Executive Summary” effect at the time of application for development plan review for Phase 1 (as defined in the PD Zoning Ordinance of Butler Plaza. Upon completion of construction, the right-of-way shall be dedicated to the City. The value of the land shall be established by appraisal as of the date of the first final development plan approval in Subareas 1A or 1B development plan approval for Phase 1. 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 (less the credit described below) shall count toward meeting the agreed upon TCEA Zone M requirements or other transportation mitigation program requirements in the above-mentioned TCEA Zone M Agreement (as modified by the Addendum executed November 29, 2012) effect at that time. The City shall be given credit, at the same appraised value, for any right-of-way that the City vacates for this road extension project. There shall be no direct access to Southwest 62nd Boulevard for out parcels, all access shall be from an internal road network and/or shared driveways. The owner shall maximize vehicular cross-access connections within development areas in the Butler Development PUD Plaza.

4.3.6.h.9.(II) (on page 12 of Exhibit A-1)

(II)- Prior to: issuance of the first certificate of occupancy (CO) for any new building in Subarea 1A or 1B or issuance of certificates of occupancy for additional square footage associated with redevelopment in Subareas 2A or 2B that cumulatively result in 500 net, new average daily trips as calculated using the latest edition of the ITE Trip Generation Manual:

- (i) The developer shall construct a southbound left turn lane at the Archer Road / I-75 interchange, subject to review and approval by the Florida Department of Transportation (FDOT); or
- (ii) Execute an agreement with FDOT that includes payment from the owner/developer for the FDOT to construct or have constructed the appropriate Archer Road / I-75 interchange modifications as determined by FDOT staff.

4.3.6.h.13. (on p. 13 of Exhibit A-1) shown replace 13. as shown below

13. Future connectivity between the Butler Development and the area west of I-75 is in the MTPO adopted Long Range Transportation Plan. The PD Zoning Ordinance shall specify details regarding the timing, dedication of right-of-way to the City and roadway design and construction (including sidewalks, bike lanes, or a multi-use path) for SW 30th Avenue from SW 40th Boulevard to SW 42nd Street. The owner/developer shall dedicate at least 90 feet and up to 100 feet of right-of-way to the City for SW 30th Avenue between SW 40th Boulevard and SW 42nd Street. The dedication of right-of-way and construction costs for the SW 30th Avenue improvements between SW 40th Boulevard and SW 42nd Street 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 value of the land shall be established by appraisal prior to the second reading 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.