

## Butler Plaza Planned Development (PB-12-150) – Staff recommended changes

SUBJECT	PETITIONER RECOMMENDATION	STAFF RECOMMENDATION	STAFF ANALYSIS
Permitted Uses (PD Report – p. 7)	“Motor vehicle service and repair” is listed as an allowed use.	This use should be replaced with “Limited automotive services”.	Policy 4.2.5 of the Future Land Use Element of the Comprehensive Plan states that “The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16 <sup>th</sup> Avenue.” To implement this policy, the General Business district (BUS) only allows “limited automotive services”, not full-scale auto repair.
Permitted Uses (PD Report – p. 7)	“Gasoline and alternative fuel sales” are allowed in Subarea 4.	The total number of gas stations in Subarea 4 shall be limited to two.	In the proposed PUD, Policy 4.3.6.c.8 states that development in the PD shall “be consistent with the Comprehensive Plan policies that encourage the conversion of traditional shopping centers into more traditional, walkable centers”. Allowing for an unlimited number of gas stations in this subarea would be in conflict with creating walkable redevelopment.
Permitted Uses (PD Report – p. 8)	Three categories are provided for temporary motor vehicle sales: 1) “Temporary sales of motor vehicles with outdoor display and sales”; 2) “Showcase vehicle outside display”; and 3) “Vehicle show events (for charity only)”.	Clarify the differences between these three types of events and make it clear that locations for showcase vehicles must be designated on development plans. “Vehicle show events” should not be specified for charity only.	Designating the location for showcase vehicles will simplify the approval of the future placement of these within the development. The City should not have to determine and monitor which events are for “charity”, but should be able to clearly distinguish between temporary sales and show events.

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<p>Redevelopment of Subarea 3 into a Town Center (PD Report – p. 8)</p>	<p>“As an interim the standards of Subarea 3 are effective until such time as:</p> <ul style="list-style-type: none"> <li>a. 550,000 square feet development occurs in Subareas 1 and/or 2; or</li> <li>b. Removal or replacement of 50% or more of the existing building footprint (i.e. complete demolition and replace of buildings). Backfilling current buildings, façade upgrades, and additions to existing buildings do not constitute removal and replacement of an existing building footprint.</li> </ul> <p>Town Centers shall be designed in accordance with the PD Standards contained in Table 9 and the ensuing Town Center development standards. Further a Town Center must contain at least one (1) Main Street.</p> <p>Unless redeveloped at one time, prior to removal and replacement of a building in Subarea 3, a Town Center Master Plan will be submitted to the City. Individual building removal and replacement shall demonstrate compliance with a Town Center Master Plan.”</p>	<p><del>“As an interim the standards of Subarea 3 are effective until such time as:</del></p> <ul style="list-style-type: none"> <li><del>a. 550,000 square feet development occurs in Subareas 1 and/or 2; or</del></li> <li><del>b. Removal or replacement of 50% or more of the existing building footprint (i.e. complete demolition and replace of buildings). Backfilling current buildings, façade upgrades, and additions to existing buildings do not constitute removal and replacement of an existing building footprint.</del></li> </ul> <p><del>Town Centers shall be designed in accordance with the PD Standards contained in Table 9 and the ensuing Town Center development standards. Further a Town Center Subarea 3 must contain at least one (1) Main Street.</del></p> <p><del>Unless redeveloped at one time, prior to</del> <u>With any development plan for the</u> removal and replacement of a building in Subarea 3, a Town Center Master Plan will be submitted to the City, <u>showing the general locations of streets, buildings, and parking areas.</u> Individual building removal and replacement shall demonstrate compliance with <u>a the</u> Town Center Master Plan.”</p>	<p>Much of this language is unnecessary, since there are no interim standards defined for Subarea 3. Furthermore, there are no separate “Town Center development standards”, only development standards that apply to all development within Subarea 3 (where the Town Center will go). PUD Policy 4.3.6.f.1 makes it very clear that all development in Subarea 3 must meet Town Center design standards.</p> <p>Staff supports the proposed approach of establishing a ‘Town Center Master Plan’ that would guide development within Subarea 3. However, staff believes it is necessary to define exactly when this master plan would be submitted and what would be shown on the master plan.</p>

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Outside storage and display (PD Report – p. 10)	“2. Outside storage and display areas are limited to 25% of the primary use floor area, and may not be located within 50’ of a public right-of-way or residential use;”	“2. Outside storage and display areas are limited to 25% of the primary use floor area, and may not be located within 50’ of a public right-of-way or residential use; <u>outside storage and display areas shall be designated on development plans.</u> ”	This is consistent with the approved Butler Plaza Planned Development. Outside storage and display areas should be designated to ensure that they will not conflict with pedestrian or vehicular access and are properly located and screened from adjacent properties.
Pedestrian and bicycle network (PD Report – p. 11)	“4. ... 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). ...”	“4. ... Pedestrian facilities shall link streets, buildings, <u>transit facilities</u> , 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) <u>and maneuvering lanes.</u> ...”	Pedestrian access to transit facilities in the development should also be ensured. It should be clarified that maneuvering lanes will also contribute to the overall pedestrian network.
Location of parking areas in relation to buildings (PD Report – p. 11)	The last line of General PD Design Standard #5 states that “Buildings fronting SW 24 <sup>th</sup> Avenue shall locate parking to the side or rear.”	A separate standard should be created here that regulates the location of parking within all areas of the planned development: “Buildings fronting SW 24 <sup>th</sup> Avenue shall locate parking to the side or rear. <u>With the exception of large-scale retail uses, any buildings fronting other public streets shall provide no more than a double-loaded row of parking between the building and the street.</u> ”	This new language will implement PUD Policy 4.3.6.d.1, which applies to Subarea 1: “Large Scale Retail uses (single-use, single-story retail over 100,000 square feet) in this subarea may have parking facilities located outside the front door of these retail uses. The PD Zoning Ordinance shall establish requirements for the placement of surface parking in relation to other buildings for all other uses.” More generally, PUD Policy 4.3.6.c.8 states that development in the PD shall “be consistent with the Comprehensive Plan policies that encourage the conversion of traditional shopping centers into more traditional, walkable centers”. Bringing buildings closer to the street is an underlying theme of these policies.  Staff supports an allowance for a double-loaded row of parking between buildings and the public streets (other than SW 24 <sup>th</sup> Avenue). This translates roughly to an 80-100 foot build-to line and is effective at striking a balance between automobiles, pedestrians, and bicyclists.

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Building entrances facing the street (PD Report – p. 11)	“9. When fronting a public or private street, each use is required to contain an operable entrance from a public or private street.”	“9. When fronting a public or private street, each use is required <u>to provide a main entrance facing the street</u> <del>to contain an operable entrance from a public or private street.</del> <u>A main entrance shall be indicated on the floor plan with the placement of atriums, lobbies, or other entry rooms at the entrance. A main entrance shall also be indicated on building elevations through the inclusion of awnings, arcades, porches, archways or similar entry features, and by providing a level of architectural detailing that is comparable to other entrances.</u>	This is consistent with the existing language in the Butler Plaza Planned Development which addresses building entrances that face the street.  A “main” entrance is preferred to an “operable” entrance, since an operable entrance is not defined and could seemingly include secondary entrances that cannot be accessed by the public, service doors, or even emergency exits.
Establishment of a street grid system (PD Report – p. 11)	“11. ... For purposes of the PD, “block” means a lot or lots surrounded by public streets, private streets, maneuvering lanes, pedestrian promenades or multi-use paths, or adjacent (non-PD) property. For Subarea 4, the maximum perimeter block length requirement becomes effective upon removal and replacement of 50% or more of the existing building footprint (i.e. complete demolition and replace of buildings). Backfilling current buildings, façade upgrades, and additions to existing buildings do not constitute removal or replacement of an existing building footprint.”	“11. ... For purposes of the PD, “block” means a lot or lots surrounded by public streets, private streets, maneuvering lanes, <del>pedestrian promenades or multi-use paths</del> <u>as shown on the PD Layout Map</u> , or adjacent (non-PD) property. For Subarea 4, the maximum perimeter block length requirement becomes effective upon removal and replacement of 50% or more of the existing building footprint (i.e. complete demolition and replace of buildings) <u>or 25% new building area</u> . Backfilling current buildings, façade upgrades, and additions to existing buildings do not constitute removal or replacement of an existing building footprint. <u>At the time that a development plan is submitted that trips one of these thresholds, a master plan shall be submitted that shows the general locations of new streets in the subarea.</u> ”	‘Pedestrian promenades’ are not defined within the PD; a multi-use path is shown on the PD Layout Map within Subarea 2 connecting SW 62 <sup>nd</sup> Blvd to SW 24 <sup>th</sup> Avenue.  This recommended 50% threshold for new streets in Subarea 4 is consistent with Condition 2 in the PD Staff Report, which the City Plan Board unanimously approved. The additional threshold for 25% new building area is consistent with the approach for the approved Butler Plaza Planned Development for implementing a new street grid. Finally, staff’s recommendation is consistent with proposed PUD Policy 4.3.6.g.5, which requires a streetscape plan for Subarea 4 to be provided with “redevelopment plans” for the subarea.  From a practical standpoint, this will require new streets to be constructed at an appropriate point in the redevelopment of the existing retail area of Subarea 4. It will protect the applicant from having to build new streets with smaller projects that do not warrant such large investments.

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Maximum building footprint (PD Report – p. 13)	In Table 9, the “Maximum Single-Occupant Building Footprint” for Subarea 3 is listed as “No Maximum”	The “Maximum Single-Occupant, <u>Single-Story Building Footprint</u> ” should be listed as “150,000 sq ft”.	This is consistent with the City Plan Board revisions to Condition 3 in the PD Staff Report, which was then unanimously approved.
Glazing (PD Report – p. 13)	The glazing standard is listed as the “Minimum Public/Private Street Entrance Façade Glazing”. The standard for Subarea 1 is listed simply as 25%.	The glazing standard should be listed as “Minimum Front Façade Glazing”, so that it is clear that it applies to the front of all buildings, whether or not they are directly fronting a public or private street. The standard for Subarea 1 should be 25% on the first floor (3’-8’) and 10% on upper floors (3’-8’).	Applying the glazing standard only along public and private streets would effectively exclude any buildings that front on the internal network of maneuvering lanes from a glazing requirement.  Although the buildings in Subarea 1 may not be planned to have multiple floors, the glazing standard still needs to define what would be required for upper floors.
Parking amounts (PD Report – p.13)	Required parking amounts are not defined in the PD. This means that the parking requirements for developments within the PD will rely on the standards in the Land Development Code.	A specific exemption should be provided to allow structured parking to exceed the maximum parking standards in the Land Development Code.	This is consistent with PUD Policy 4.3.6.h.8 and will facilitate the construction of centralized parking garages as the development intensifies over time.
Maneuvering lanes (PD Report – p.13)	A footnote at the bottom of Table 9 defines maneuvering lanes as follows: “Maneuvering lanes shall contribute to the internal grid-system framework. Maneuvering lanes are vehicle use areas that connect off-street parking areas and provide sidewalk and landscaping on at least one side. On one side, maximum vehicular access from maneuvering lanes to parking areas shall be limited to no closer than 180’ separation as measured from centerline to centerline in order to enhance pedestrian comfort and safety. Maneuvering lanes may include parking stalls.”	“Maneuvering lanes shall contribute to the internal grid-system framework. Maneuvering lanes are vehicle use areas that connect off-street parking areas and provide sidewalk and landscaping on at least one side. On <del>one that</del> side, <del>maximum</del> vehicular access from maneuvering lanes to parking areas shall be limited to no closer than 180’ separation as measured from centerline to centerline in order to enhance pedestrian comfort and safety. Maneuvering lanes may <u>directly access on-street parking spaces along the side that does not have limited access</u> <del>include parking stalls.</del> ”	This helps to clarify the options for designing maneuvering lanes within the PD.  An allowance for on-street parking (parallel or pull-in spaces) may be beneficial wherever a maneuvering lane runs alongside the front of buildings. Limited access to the parking lot would then be maintained along the other side of the maneuvering lane.

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SW 30 <sup>th</sup> Terrace as a public street (PD Report – p. 30)	The list at the beginning of the Development Schedule does not include SW 30 <sup>th</sup> Terrace as a street that will be conveyed to the City as a public street, although the timing of the street construction is covered later on.	SW 30 <sup>th</sup> Terrace should be added to the list so that it is clear that it will be conveyed as a public street once constructed.	This street is an important component of the overall street network within the development. It is included as public street within the current PD.
SW 62 <sup>nd</sup> Blvd design (PD Report – p. 32)	4.a. states that “SW 62 <sup>nd</sup> Boulevard shall be constructed consistent with the intent of the Metropolitan Transportation Planning Organization (MTPO) design elements, as shown on Attachment ‘I’, PD Layout Map.”	“SW 62 <sup>nd</sup> Boulevard shall be constructed consistent with the intent of the Metropolitan Transportation Planning Organization (MTPO) design elements <u>included in the approved Alternative 4-B3 dated March 2, 2009, as shown on Attachment ‘I’, PD Layout Map.</u> ”	A reference to a specific MTPO document is needed in order to identify the intent of the MTPO design elements for SW 62 <sup>nd</sup> Boulevard.
SW 30 <sup>th</sup> Avenue connection to interstate bridge (PD Report – p.32)	4.d. requires construction of “SW 30 <sup>th</sup> Avenue from SW 40 <sup>th</sup> Boulevard to SW 2 <sup>nd</sup> Street, consistent with Attachments ‘I’ and ‘II’, which shall include a 12-foot wide section of the Archer Braid Trail.”	“SW 30 <sup>th</sup> Avenue from SW 40 <sup>th</sup> Boulevard to SW 2 <sup>nd</sup> Street, consistent with Attachments ‘I’ and ‘II’, which shall include a 12-foot wide section of the Archer Braid Trail. <u>The design of the street shall include provisions for connecting to the SW 30<sup>th</sup> Avenue bridge street system on the east side of I-75 where it intersects with SW 42<sup>nd</sup> Way. If the eastern portion of the bridge has been constructed and dedicated as public right-of-way, the Butler development shall be responsible for constructing the connection(s) from SW 30<sup>th</sup> Avenue to the intersection of the SW 30<sup>th</sup> Avenue bridge street system and SW 42<sup>nd</sup> Way.</u> ”	This is a more practical implementation of Condition 14, which addressed coordination between the proposed Butler Plaza street system and the proposed Celebration Pointe street system, and was unanimously approved by the City Plan Board. This new language will require the Butler Plaza development to provide connection to proposed adjacent public streets within the City of Gainesville, but only if those streets are constructed first. If those streets are constructed at a later date, then it will be the responsibility of the City or other developers to establish the connections between streets.
Sidewalk plan (Attachment III)	This document is titled “Subarea 3 and 4 - Proposed Sidewalk Plan”.	Rename “Subarea 4 - Required Sidewalk Improvements”.	The document only shows sidewalks that will be built in Subarea 4, since Subarea 3 is planned for complete redevelopment. These sidewalks only represent those that will be required as part of the Development Schedule.

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Sidewalk plan (Attachment III)	Even with the sidewalk improvements shown on this plan, there is a nearly 1000 foot long stretch of Archer Road (east of SW 37 <sup>th</sup> Boulevard) where there is no pedestrian connection from the street to the shopping plaza.	A sidewalk should be shown leading from Archer Road at the approximate location of the former carpet outlet, to a point near the front of the Trader Joe's store.	The specialty retail center that is currently being constructed at the former site of the carpet outlet will include the first portion of this sidewalk. The sidewalk may then be continued northward across the parking lot to the front of the shopping plaza.
Transit improvements (PD Report – p.31)	Development Schedule 'd.3.c.' states: "The addition of two (2) bus bays with shelters shall be developed at the Developer's expense along Windmeadows Boulevard within proximity to and/or part of Subarea 3. Each bus bay will be designed to accommodate the stacking of two (2) rigid or one (1) articulated bus."	"The addition of two (2) bus bays with shelters shall be developed at the Developer's expense along Windmeadows Boulevard within proximity to and/or part of Subarea 3. Each bus bay will be designed to accommodate the stacking of two (2) rigid or one (1) articulated bus. <u>A safe crossing of Windmeadows Boulevard for pedestrians shall also be provided, at a location approved by RTS.</u> "	Currently there are no designated crossings for pedestrians along this stretch of Windmeadows Boulevard. A safe crossing (with crosswalks and other improvements as needed) should be established at the same time that the bus bays are constructed, so that riders can safely cross the street at that location.
RTS review of development plans (PD Report – p.35)	Development Schedule 'n.' requires that all development plans be reviewed by RTS to evaluate possible new stops and improvements to existing stops. This does not address the role of RTS in reviewing street improvements.	Staff recommends adding: "Adequate notification shall be provided to RTS prior to any work on public or private streets that will require bus route detours. New streets shall be designed in order to accommodate both a standard 40-foot long bus and a 60-foot long articulated bus."	This will ensure that the construction of new streets will allow for continued transit service in the planned development.