



the street, and formal landscaping along streets and sidewalks) for all residential and non-residential uses in the PUD and, subject to City review and approval, those standards shall be specified in the PD zoning ordinance.

- ee. This PUD does not permit or allow any development that would constitute a development of regional impact or any development that would require a development of regional impact review. Any PD zoning application or any application for proposed development that exceeds the development of regional impact thresholds shall be required to follow the procedures as defined in Chapter 380, F.S. and applicable regulations of the Florida Administrative Code.
- ff. The PUD shall not be a gated community. Security features, if any, shall be addressed in the PD zoning application and specified in the PD zoning ordinance.
- gg. The development shall be required to meet any transportation mobility requirements in effect at the time of application for development review. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

Policy 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:

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

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.
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.
11. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.
12. Properties located outside of the Butler Development PUD shall be buffered from loading docks and outdoor uses that are within the Butler Development PUD.
13. The PD zoning ordinance shall establish standards for automobile-oriented uses such as drive-through facilities and structured parking to create and maintain the multi-modal character of the Butler Development PUD.
14. Individual service bays for automobile-oriented uses, including but not limited to gasoline and alternative fuel service stations, shall be located to the rear and/or interior side of buildings. A single entrance to interior service bays may be located on the side of the building.



15. The PD zoning ordinance shall identify the subareas where gasoline and alternative fuel service stations are allowed and the maximum allowed number of such service stations and associated fueling positions. New construction of gasoline and alternative fuel service stations that front public or private streets shall be designed to:
 - (a). Enhance safe pedestrian and bicycle circulation and access to any retail or restaurant facilities on site. Sidewalk connections or marked pedestrian crosswalks shall be shown on the development plan to ensure pedestrian safety and comfort;
 - (b). Provide a pedestrian entry from sidewalks on the property frontage;
 - (c). Minimize the number and width of driveways;
 - (d). Include cross access or joint driveway connections to adjacent developments;
 - (e). Locate off-street parking to the rear and/or interior side of buildings;
 - (f). Locate fueling positions to the rear of buildings. Individual service bay doors shall not face a public or private street and shall be located to the rear and/or side interior of buildings; and
 - (g). Include architectural and site design that enhances the site area and promotes the City's multi-modal and design goals. At the development plan review, the design shall be reviewed for details such as, but not limited to, facade treatment, colors, glazing at pedestrian level, lighting, roof detail, signage, landscaping, building and gas canopy height, building location relative to the street, and location of access points.

16. Structured parking that fronts on public streets shall be designed to include office or commercial uses on the first floor. Structured parking that is integrated with and connected to commercial, office, or multi-family residential buildings shall not be required to contain office or retail uses on the first floor. Integrated/connected parking structures shall meet design standards specified in the PD zoning ordinance to ensure that



building facades have sufficient articulation, especially on the ground floor level.

17. The PD zoning ordinance shall be consistent with the City's transportation mobility policies as adopted in the Comprehensive Plan.
18. Pedestrian/bicycle safety and comfort and pedestrian/bicycle connections among all uses, subareas, and external areas shall be maximized throughout the Butler Development PUD. 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 Butler Development PUD.
19. Bicycle lanes and/or routes shall be provided to all bus stops and buildings within the Butler Development PUD as well as to bus stops and development adjacent to the Butler Development PUD.
20. Parking requirements may be reduced below the required parking standards in the Land Development Code to encourage alternative modes of travel and to reduce the amount of surface parking. Parking spaces provided in a parking structure shall not count against the maximum number of allowable parking spaces when the parking structure is replacing surface parking area.
21. The Butler Development PUD shall include internal transportation connections within the Butler Development PUD as well as external transportation connections to development adjacent to the Butler Development PUD.
22. All private streets shall be constructed and maintained at the cost and expense of the owner in accordance with City standards for public streets. Main streets in town centers and maneuvering lanes shall not be required to be built to public street standards.
23. Maneuvering lanes shall be allowed in all subareas and shall contribute to the internal grid-system framework. Maneuvering lanes shall be defined as vehicle use areas that connect off-



street parking areas and that provide sidewalks and street trees on at least one side. On the side of a maneuvering lane that includes sidewalks and street trees, perpendicular vehicular access to parking areas shall be separated by at least 180 feet as measured from centerline to centerline in order to enhance pedestrian comfort and safety. If a sidewalk and street trees are provided on only one side of a maneuvering lane, parking shall be allowed along only one side. If a sidewalk and street trees are provided on both sides of a maneuvering lane, parking shall be allowed along both sides.

24. Transportation Mobility Provisions.

- (a). S. Clark Butler Properties, LTD., and the City entered into a TCEA Zone M Agreement on January 3, 2012. An addendum to the agreement was executed on November 29, 2012.
- (b). The City recognizes that the TCEA Agreement remains valid, and transportation mitigation shall be required consistent with such, as long as the Butler Development has an adopted and valid PD zoning ordinance. Any amendments to this Comprehensive Plan policy or the Butler Development PD zoning ordinance that alter the trip generation or transportation analysis provided in Attachment 1 to the TCEA Zone M Agreement entered into on January 3, 2012, (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”) shall be subject to the transportation mobility requirements in effect at the time of amendment.
- (c). S. Clark Butler Properties, LTD., and the City agree that the TCEA Zone M Agreement satisfies the transit requirements for Phase 1A of the development (defined as 134,784 square feet of development). In addition, the Agreement includes all of the non-transit requirements for Phase 1 and Buildout as specified in Attachment 1 (“Butler Plaza Planned Development (Petition # PB-09-84 PDV) Transportation Analysis Executive Summary”). S. Clark Butler Properties, LTD., and the City agree that those requirements must be met by the times specified in the “Development Schedule” portion of the PD zoning ordinance.



- (d). S. Clark Butler Properties, LTD., and its successors and assigns, may choose to opt into the City's Transportation Mobility Program (TMP) subject to an updated transportation study and analysis that would allow the City to evaluate the development for compliance with the TMP.
 - (e). Streetscaping is an important component of the City's transportation mobility planning because it enhances pedestrian comfort and visual aesthetics. Consistent with the Transportation Mobility Program policies in the Transportation Mobility Element, new development on public or private streets shall meet the 65-gallon street tree requirement on building frontages as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways Standards, Subsection 334.044(10)(A), F.S., Section 336.045, F.S., the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards. Redevelopment sites shall be required to meet this policy for 50 percent of the required street trees. The front build-to line may be modified if there are existing utility or right-of-way constraints.
25. The Butler Development PUD shall provide operational and safety modifications required due to impacts on transportation facilities. Modifications required for operational and safety impacts that are site related shall not count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012).
26. 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 intent of the MTPO design elements (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 that would be incurred 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 the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). Upon completion of



construction, the right-of-way shall be dedicated to the City subject to inspection and approval by the City. Within 90 days following the date of final adoption of the PD zoning ordinance, S. Clark Butler Properties, LTD., and its successors and assigns, shall at its expense obtain an appraisal of the land and shall provide a copy of the appraisal to the City for its review and approval. If the appraisal is approved, the appraised value (less the appraised value for any right-of-way that the City vacates for this road extension project) shall count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012). There shall be no direct access to the Southwest 62nd Boulevard extension for outparcels; all access shall be from an internal road network and/or shared driveways.

27. Vehicular cross-access connections within development areas shall be maximized throughout the Butler Development PUD.
28. The PD zoning ordinance shall allow the Gainesville Regional Transit System to review all development plans affecting transit routes for the potential addition of new transit stops or improvements to existing transit facilities. In addition, the PD zoning ordinance or a Transit Transfer Station Agreement shall specify the requirements (including design, size, cost, timing of completion and location) for S. Clark Butler Properties, LTD., and its successors and assigns, to construct, at its expense, a transit transfer station and a park and ride lot within the Butler Development PUD, as approved by the Gainesville Regional Transit System. The park and ride lot shall provide at least 50 park-and-ride spaces in one location for transit users. The transit transfer station shall include restroom facilities, bicycle storage, a route map kiosk, and bays for a minimum of six (6) buses. Upon completion, the park and ride lot and the transit transfer station improvements and associated land shall be conveyed to the City at no cost.
29. In accordance with the PD zoning ordinance, S. Clark Butler Properties, LTD., and its successors and assigns, shall coordinate with FDOT to address transportation impacts that affect FDOT facilities and satisfy the FDOT requirements listed below. Proof of satisfying these requirements shall be provided to the City in the form of a letter or other written documents issued by the FDOT.



- (a). The PD zoning ordinance shall establish thresholds and a timeframe for the completion of an Interchange Modification Report (IMR) consistent with FDOT IMR typical procedures. This IMR would evaluate alternatives and determine a feasible long term plan for the Archer Road (SR 24)/I-75 interchange. The cost of the IMR shall count toward meeting the agreed upon transportation requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012).
- (b). Prior to issuance of the first certificate of occupancy (CO) for any new building in Subarea 1 or 2 or issuance of certificates of occupancy for net, new additional square footage associated with development or redevelopment in Subareas 3 or 4 that cumulatively result in 500 net, new p.m. peak hour trips of adjacent street traffic as calculated using the latest edition of the ITE Trip Generation Manual, S. Clark Butler Properties, LTD., and its successors and assigns, shall:
 - (i) Construct a third 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 S. Clark Butler Properties, LTD., and its successors and assigns, to the FDOT to construct or have constructed the appropriate Archer Road / I-75 interchange modifications as determined by FDOT staff.

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

30. Future connectivity between the Butler Development PUD 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 PD zoning ordinance shall also include design and timing requirements for connection of this road segment to the proposed SW 30th Avenue bridge street system east of I-75. S. Clark Butler



Properties, LTD., and its successors and assigns, 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 along the Butler Development PUD's southern boundary, except where it is contiguous to the Transit Transfer Station parcel in which case it shall be along that parcel's northern boundary. S. Clark Butler Properties, LTD., and its successors and assigns, shall obtain an appraisal at its expense and shall provide a copy to the City for its review and approval within 90 days of the date of final adoption of the PD zoning ordinance. 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).

- b. Subarea 1. In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 1:
 1. Development in this subarea shall establish a connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 3,200 feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
 2. A minimum of 20% of Subarea 1 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
 3. Large scale retail uses (defined for purposes of the Butler Development PUD as a retail use with a single-story building footprint that exceeds 100,000 square feet) in this subarea may have parking facilities located outside the front door of these retail uses.
- c. *Subarea 2.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 2:



1. Design standards specified in the PD zoning ordinance shall establish a development pattern that is compatible with and transitions appropriately to the nearby Urban Village.
 2. This subarea shall contain a connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 2,000 feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
 3. A minimum of 20% of Subarea 2 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
 4. Off-street parking shall not be located in front of buildings that front on SW 24th Avenue. The location of off-street parking on other streets shall be regulated by the PD zoning ordinance.
- d. *Subarea 3.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 3:
1. All new development and redevelopment of existing buildings within Subarea 3 shall meet the design standards established in the PD zoning ordinance. The PD zoning ordinance shall establish a threshold that limits new development building square footage in Subareas 1 and 2 until a minimum amount of new square footage consistent with the town center design standards is under construction in Subarea 3.
 2. Development within Subarea 3 shall meet the following design standards, as may be more particularly described in the PD zoning ordinance:
 - (a). Standards that ensure compatibility among allowable uses and that provide a quality pedestrian experience by regulating building type, scale, overall building appearance and orientation, loading, waste disposal, access points, outdoor uses and mechanical equipment, signage and landscaping, and location of parking.



- (b). A connected grid of public streets, private streets, and maneuvering lanes with a maximum block size of 2,000 feet in perimeter. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space).
 - (c). A connected network of wide sidewalks that promotes safety, comfort, and convenience for pedestrians by linking streets, parking areas, buildings, and adjacent development.
 - (d). Compact design to encourage and accommodate walking.
 - (e). Building facades that are close to and facing the street, and generally aligned.
 - (f). Shade trees along all public and private streets in accordance with Comprehensive Plan policies.
 - (g). First floors of buildings shall incorporate levels of articulation and glazing to promote pedestrian interest.
 - (h). Terminated vistas.
 - (i). On-street parking where feasible and appropriate to building area and street type.
 - (j). Off-street parking located at the rear and/or side of buildings and away from pedestrian areas. Buildings fronting Archer Road may be allowed up to a double-loaded row of parking in front of a building front face.
 - (k). Design and architectural requirements for drive-through facilities that provide pedestrian safety and comfort, and establish a maximum number of drive-through lanes for any drive-through facility in the town center.
3. A minimum of 10% of Subarea 3 or town center areas shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.



- e. *Subarea 4.* In addition to the conditions that apply to the entirety of the Butler Development PUD, the following additional conditions shall apply to Subarea 4:
1. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network that may include maneuvering lanes. As drive aisles are transformed into public or private streets and/or maneuvering lanes, the parking areas shall include sidewalks, as deemed appropriate by the City during development plan review.
 2. Redevelopment shall establish a connected grid of public streets, private streets, and maneuvering lanes to establish a pedestrian-scaled street network. Pedestrian scale blocks may vary in size but should be generally no larger than 1,600 feet in perimeter. The maximum block size shall be 2,000 feet in perimeter. The block size requirement shall not apply to shared stormwater facilities or park areas (active or passive recreation/open space). The PD zoning ordinance shall establish thresholds associated with redevelopment of this subarea that include requirements for a street layout plan to establish the new street grid system.
 3. A minimum of 20% of Subarea 4 shall be designated as open space. This open space requirement shall be based on the entire subarea rather than specific parcel development. Open space may include, but is not limited to, stormwater management facilities when the perimeter includes public space or amenities such as parks, trails or paths, landscape or hardscape, plazas, squares, public commons, and/or open-air malls.
 4. Redevelopment shall include pedestrian pathways from the street to the fronts of buildings and to adjacent development as necessary to provide 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 proceed alongside 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 and that provides a strong visual contrast between the pedestrian area and vehicular surface may be used.



5. A streetscape plan shall be required in conjunction with redevelopment plans for this subarea. Redevelopment along the Archer Road corridor shall be required to meet Comprehensive Plan streetscaping standards, as well as take into consideration the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways Standards, Subsection 334.044(10) (A), F.S., and Section 336.045, F.S., the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.
6. The PD zoning ordinance shall specify the details and timeframe for the dedication of additional right-of-way along both sides of the SW 62nd Boulevard extension from Archer Road to Windmeadows Boulevard as redevelopment occurs within this subarea that is adjacent to the extension. The value of the right-of-way shall be established by an appraisal that is submitted for review concurrent with an application for development plan review for development that is adjacent to the extension. S. Clark Butler Properties, LTD., and its successors and assigns, shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting the transportation mobility program requirements in effect at the time of development plan approval of the redevelopment. The credit for transportation mitigation shall not be given until the dedication occurs.

Policy 4.3.7

The City establishes the Urban Village, as mapped in the Future Land Use Element Map Series, to support and implement a long-term vision for redevelopment and development in an area proximate to the University of Florida campus.

- a. The long-term vision for redevelopment and development includes:
 1. Promoting infill development and redevelopment that supports a safe, comfortable, and attractive pedestrian environment with convenient interconnections to transit and bicycle facilities;
 2. Promoting street interconnectivity, a gridded street network, and connections among uses;
 3. Providing a complementary mix of land uses with appropriate densities and intensities that support transit usage, future bus rapid transit opportunities, and other multimodal opportunities;