

Staff Proposed Amendments to FLUE Policy 4.3.6

4.3.6 The property governed by this policy shall be known as the Butler Development Planned Use District ~~“Butler Plaza.”~~ “Butler Development.” ~~Plaza~~ Butler Development shall be divided into four (4) ~~three (3)~~ subareas as depicted on the map labeled “Butler Development PUD Future Land Use Overlay” attached hereto in the Future Land Use Map Series as Exhibit “B” and made a part hereof as if set forth in full. Comprehensive Plan policies of general applicability shall apply to the subject property. In the event of express conflict or inconsistency between the general Comprehensive Plan policies and specific policies set forth below, the specific policies shall govern. Butler Development Plaza shall be governed by the following specific policies:

- a. Subareas 1, 2, ~~and 3,~~ and 4 shall be designated PUD (Planned Use District) on the Future Land Use Map.
- b. The maximum levels of intensity and allowable uses are established ~~within each subarea~~ below:

<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>

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

~~Subarea 2: Commercial uses: 600,000 square feet
Office uses: 50,000 square feet
Hotel/motel uses: 100 rooms~~

~~Subarea 3: Commercial uses: 900,000 square feet
Office uses: 200,000 square feet
Hotel/motel rooms: 400 rooms~~

- c. All subareas:
 1. A maximum of 1,000 multi-family residential units shall be allowed in Butler Development Plaza. The units may be allocated to any of the four (4) ~~three~~ subareas. Multi-family residential uses shall be permitted in any combination of vertical or horizontal mix or as a standalone use. Twenty percent of the multi-family residential units constructed, whether rental or owner occupied, shall be “eligible”, “affordable housing” units for “very low-income”, “low-income,” or “moderate income” “persons or households” as those terms are defined in the City’s Local Housing Assistance Program (LHAP) at the time of construction. The affordability

of such units shall be maintained for a period of 10 years, shall run with the land and shall be enforceable by the City through recorded covenants or restrictions.

- ~~2. Among the subareas that allow commercial uses or office uses, the owner may transfer up to 20% of the maximum allowable intensity between the same uses. By way of example, the owner may transfer 120,000 square feet of commercial uses from subarea 2 to subarea 1. However, the overall maximum intensity for the combined sub areas shall not be increased, and specific uses that are prohibited in certain subareas as provided below, are not permitted by a transfer of allowable intensity.~~
23. The maximum cumulative development program for Butler Development Plaza (including existing development, redevelopment and development within all subareas) is also limited by the maximum trip generation which is not to exceed 37,591 average daily trips for all subareas. There are 12,224 average daily trips associated with the existing development ~~in subarea 1 as documented in the traffic study; the owner may transfer up to 20% of those trips to the same use in another subarea.~~ The planned development zoning ordinance for Butler Plaza Development (the “PD Zoning Ordinance”) shall include a land use equivalency matrix that shows use substitutions based on trip generation rates using ITE Trip Generation 8th Edition.
3. Maximum building height shall be eight (8) stories.
4. The ~~actual densities, specific uses and phases of development program~~ shall be specified in the PD Zoning Ordinance.
5. The PD Zoning Ordinance that implements the Butler Development PUD shall be consistent with the City’s transportation mobility policies as adopted in the Comprehensive Plan.
6. Maneuvering lanes shall contribute to the internal grid-system framework. Maneuvering lanes shall be defined as vehicle use areas that connect off-street parking areas and provide sidewalks and landscaping on at least one side. On that side, vehicular access from maneuvering lanes to parking areas shall be limited to no closer than 180 feet separation as measured from centerline to centerline in order to enhance pedestrian comfort and safety. Maneuvering lanes may directly access on-street parking spaces along the side that does not have limited access. Maneuvering lanes shall be allowed in all subareas.
- ~~d. Subarea 1: Subarea 1 includes approximately 108 acres and may include the full range of commercial uses allowed in the City’s Commercial land use category and~~

may include Large Scale Retail. For purposes of this policy, Large Scale Retail is defined as a single retail use with a ground floor footprint exceeding 100,000 square feet. Except as specified in the PD Zoning Ordinance, this subarea shall be governed by the design standards in the Special Area Plan for Central Corridors in the City's Land Development Code. This subarea may include drive-throughs consistent with the City's Concurrency Management Element and TCEA Zone M requirements, or any successor regulations in effect at the time of development plan approval. Special event automotive sales may be allowed in limited locations as specified in the PD Zoning Ordinance.

Residential uses shall be permitted in any combination of vertical or horizontal mix or as a standalone use. The following conditions shall apply to Subarea 1:

- ~~7.~~ 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 The PD Zoning Ordinance shall address requirements for building orientation, block perimeter length, multi-modal transportation (consistent with the City's Concurrency Management Element and TCEA Zone M policies or any successor regulations in effect at the time of development plan approval), open spaces, parking standards, building heights, build-to lines and/or setbacks, buffers buffering and screening, building articulation, building materials and colors, mechanical equipment, trash and loading areas, landscaping and overall access through the subarea development.
8. Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.
9. The PD Zoning Ordinance shall establish criteria for drive-through facilities.
10. The PD Zoning Ordinance shall establish criteria for the design of gas stations fronting public or private streets that is consistent with policies in the Comprehensive Plan. In addition, the PD Zoning Ordinance shall identify the subareas where gasoline service stations and fuel sales are allowed and the maximum allowed number of gasoline service stations.
11. The PD Zoning Ordinance shall establish criteria for the design of structured parking that fronts on public streets.
12. Service bays for automobile-oriented uses shall be located to the side and/or rear of buildings within the PUD.

13. Loading docks and outdoor uses shall be buffered from adjacent uses outside of the Butler Development in accordance with the PD Zoning Ordinance provisions.
14. Development shall include sidewalks, pathways, crosswalks and pedestrian nodes that shall be integrated within the overall Butler Development to provide for a defined, interconnected system.
15. Bicycle lanes and/or routes shall be provided from bus stops and adjacent areas (including areas outside of Butler Development) to the buildings within all subareas.

d.e. ~~Subarea 1 2: Subarea 2 includes approximately 49 acres and may include the full range of commercial uses allowed in the City's Commercial Land Use category and may include Large Scale Retail uses (as defined in Policy 4.3.6.d.). This subarea may include drive throughs consistent with the City's Concurrence Management Element and TCEA Zone M requirements, or any successor regulation in effect at the time of development plan approval. Monopole and/or camouflaged cellular towers may also be allowed, subject to the land development regulations in effect at the time of development plan approval. Automotive sales, including special event sales, are prohibited in this subarea. Residential uses shall be permitted in any combination of vertical or horizontal mix or as a stand alone use. The following conditions shall apply to Subarea 1 2:~~

- ~~1. Loading docks and outdoor uses shall be buffered from adjacent uses outside of Butler Plaza in accordance with the landscape buffer requirements of the City's Land Development Code.~~
- ~~1.2. 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. Developments located on out parcels shall be designed with parking to the rear or sides of buildings. The PD Zoning Ordinance shall establish requirements for the placement of surface parking in relation to buildings for all other uses.~~
- ~~2.3. The PD Zoning Ordinance shall specify standards for building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian and transit facilities, a gridded, interconnected street network and limitations on the maximum size of single-use, single-story buildings.~~
- ~~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).~~
37. Development in this subarea shall establish a connected grid of public streets, private streets, and maneuvering lanes ~~private access streets~~ creating an average block size within the subarea of less than or equal to 3,200 ~~1600~~-feet in perimeter. Property boundaries adjacent to the PUD may be used to establish one or more sides of a block.
- e. Subarea 2: The following conditions shall apply to Subarea 2:
1. The PD Zoning Ordinance shall provide design standards that establish a development pattern that is compatible with and transitions appropriately to the nearby Urban Village. These standards shall include: building orientation, build-to lines, building articulation, glazing, parking, garden walls, landscaping, pedestrian, transit facilities, a gridded, interconnected street network and limitations on the maximum size of single-use, single-story buildings.
 2. This area shall contain a connected grid of public streets, private streets, and maneuvering lanes. In no event shall the block perimeter length exceed 2,000 feet for a single block. These block size requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas.
 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 24th Avenue.
- 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:

1. All new development and redevelopment of existing buildings within Subarea 3 shall meet the Town Center design standards established in the PD Ordinance. In order to ensure redevelopment of Subarea 3 into a Town Center, the PD Ordinance shall establish a threshold that limits new development square footage in Subareas 1 and 2 until a minimum amount of new square footage consistent with the Town Center design standards established in the PD is under construction in Subarea 3.

- 2.1- Development within this subarea shall include the following urban design characteristics and these shall be implemented in the PD Ordinance:
 - (I)- Building facades pulled up close to the street, facing the street, and generally aligned. ~~Building facades aligned to form squares or plazas.~~

 - (II)- ~~Relatively high density mixed use, compactly designed to accommodate walking.~~ Compact design to encourage and accommodate walking.

 - ~~One to six stories shall be permitted, with a maximum height of 75 feet. At least eighty percent (80%) of the building height adjacent to the primary private street within the Towne Centre (as such area is designated in the PD Zoning Ordinance) and for all buildings along 24th Avenue shall be at least two stories or a minimum of one story of 24 feet in height measured to the top of the parapet or median roof line, to create the appropriate scale and urban form.~~

 - (III)- First floors of buildings that incorporate levels of articulation and glazing in order to promote pedestrian interest.

 - (IV)- A connected network of wide sidewalks that promotes safety, comfort, and convenience for pedestrians by linking streets, parking areas, buildings, and adjacent development.

 - (V)- Shade trees along all public and private streets.

 - (VI)- Terminated vistas.

 - (VII) On-street parking where feasible and appropriate to building area and street type.

 - (VIII)- Off-street parking located at the side or rear 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.

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

(IX) Design and architectural requirements for drive-through facilities that are consistent with Town Center design standards, ensure pedestrian safety and comfort, and establish a maximum number of drive-through lanes for any drive-through facility in the Town Center.

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

32. Urban design standards that ensure compatibility among the various allowed uses shall be specified in the PD Zoning Ordinance. Additional standards may be required to address noise and lighting to further assure compatibility. The PD Zoning Ordinance shall, through design and performance standards, provide a quality pedestrian experience by regulating building type, scale, overall building appearance and orientation, placement and function of parking, loading, waste disposal, access points, outdoor uses and mechanical equipment, block size, signage and landscaping.

g. The following conditions shall apply to Subarea 4:

2. ~~Redevelopment shall be consistent with the Comprehensive Plan policies that encourage the conversion of conventional shopping centers into more traditional, walkable centers.~~

13. Redevelopment shall include design features to transform drive aisles into a gridded, interconnected street network that includes maneuvering lanes. ~~lined with street-facing buildings that help to frame the street.~~ As drive aisles are transformed into streets and/or maneuvering lanes, 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 and/or maneuvering lanes.

2.4. Redevelopment shall establish a connected grid of public streets, private streets, and maneuvering lanes to establish a pedestrian-scaled street network private access streets creating an average block size of less than or equal to 1,600 feet in perimeter. Pedestrian scale blocks vary in size but are generally no larger than 1,600 feet in perimeter. In no event shall the

perimeter block length exceed 2,000 feet. These perimeter block size requirements shall not apply to shared stormwater facilities or park (active or passive recreation/open space) areas. The PD 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.

35. 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 provides a strong contrast between the pedestrian area and vehicular surface may be used.
46. The PD Ordinance shall specify the details and timeframe for the owner to dedicate additional right-of-way along both sides of the SW 62nd Boulevard extension from Archer Road to Windmeadows Boulevard as redevelopment occurs in this subarea. ~~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 and on the eastern side of Southwest 62nd Boulevard extension from Archer Road to Windmeadows Boulevard.~~ The value of the right-of-way shall be established by appraisal as of the date of application for development plan review for the redevelopment. The owner shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for its review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting ~~TCEA Zone M requirements or other~~ the transportation mitigation 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.
57. A ~~The~~ streetscape plan for this subarea shall be required in conjunction with redevelopment plans for ~~that~~ this subarea. Redevelopment along the Archer Road corridor shall be required to meet ~~Concurrency Management Element 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, ~~See. Subsection 334.0444(10) (A) F.S. and Section 336.045 F.S. Florida Statutes,~~ the MTPO Urban Design Standards for Landscaping, and GRU utility line clearance separation standards.

h.g. General Provisions: All four (4) ~~three~~-subareas shall be subject to the following standards:

1. The PD Zoning Ordinance shall ~~specify~~ require 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 final development plan approval, the owner an applicant 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.

2. Prior to the first final development plan approval in Subareas 1 or 2 ~~within a subarea~~, the owner shall provide a master plan for stormwater management and open space ~~for that entire subarea~~ for review and that is subject to approval by the City. The PD Zoning Ordinance shall specify design standards for stormwater retention/detention facilities to ensure they are aesthetically pleasing, such as designed in curvilinear shapes. Stormwater management facilities shall meet the requirements of the City’s Engineering Design and Construction Manual. The owner shall dedicate, at no cost to the City, right-of-way or provide easements to the City for the shared stormwater facilities. Open space requirements shall be based on the entire subarea instead of specific parcel development. A minimum of twenty percent (20%) of each subarea Subareas 1, 2, and 4 shall be set aside as open space. A minimum of ten percent (10%) of Subarea 3 or Town Center areas shall be designated as open space. Open space shall include, but not be limited to, stormwater management facilities when their perimeter includes public space (e.g. landscaping, hardscape, trails, or paths) or amenities (e.g. landscape or hardscape), parks, trails or paths, and/or other public space (e.g. plazas, squares, public commons, and/or open-air malls) may include active and passive recreational areas, natural waterways, retention/detention facilities (if designed for public use and access), open space/native habitat areas, trails and picnic areas.

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 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 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~~ the agreed upon 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-09-84 PDV) 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 1 or 2 ~~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. The City shall enter into an enforceable agreement for the vacation and conveyance to the owner/developer that portion of SW 42nd Street between the PUD’s northern and southern boundaries, including the City-owned lands containing stormwater management facilities for that section of SW 42nd Street. The agreement shall stipulate that the timing for the conveyance by the City of the aforementioned lands shall be in conjunction with the conveyance by the owner/developer of right-of-way for SW 62nd Boulevard extension as delineated in the PD Ordinance.
- ~~5.4.~~ All major and main roadways that are not public streets in the development shall be constructed and maintained at the cost and expense of the owner in accordance with City standards for public streets.
- ~~65.~~ The PD Zoning Ordinance shall include landscaping conditions, a streetscape/landscape plan along all public and private roads in the

development that is consistent with the ~~Concurrency Management Element and Land Development Code~~ requirements.

76. The PD Zoning Ordinance shall include a condition that states RTS shall review all development plans that affect transit routes for the potential addition of new transit stops or improvements to existing transit facilities, ~~requirements, as specified by the Gainesville Regional Transit System, for conveniently located and highly visible transit stops in each subarea that include amenities for rider convenience and comfort, such as but not limited to, shelter, lighting, seating, trash receptacles and bicycle racks.~~ 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 the owner to construct, at its expense, a transit transfer station and a park and ride lot within the Butler PUD subarea 2, 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 ~~and shall be constructed, inspected and approved prior to the first certificate of occupancy being issued in subarea 2 or 3.~~ Upon completion, the park and ride lot and the transit transfer station improvements and associated land shall be conveyed, at no cost, to the City.
87. 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. ~~When facing a public street, the first floor of a stand-alone parking structure shall contain office or retail uses that line at least 50% of the first floor façade or are shielded by liner building(s).~~ 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. 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.
98. In accordance with the PD Zoning Ordinance ~~Concurrency Management Element~~, the owner has coordinated with FDOT to address transportation impacts that affect FDOT facilities and has agreed to 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.

- (I)- ~~Upon commencement of construction of Phase 2 (as defined in the PD Zoning Ordinance), the owner shall perform an Interchange Modification Report (IMR) consistent with FDOT IMR typical procedures. 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 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). ~~effect at that time.~~
- (II)- 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:
- (i) The developer shall 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 the owner/developer for the FDOT to construct or have constructed the appropriate Archer Road / I-75 interchange modifications as determined by FDOT staff.

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

109. ~~The PD Zoning Ordinance shall specify operational and safety modifications required due to impacts on transportation facilities. Consistent with the Concurrency Management Element, Modifications required for operational and safety impacts that are site related shall not count toward meeting the Concurrency Management Element Zone M requirements or other agreed upon transportation mitigation program in~~

requirements in the TCEA Zone M Agreement executed on January 3, 2012 (as modified by the Addendum executed November 29, 2012), effect at the time.

- ~~1140.~~ Butler Development Plaza shall provide both internal and external transportation connections to surrounding development.
- ~~1244.~~ Transportation mitigation shall be required consistent with Zone M requirements as shown in the Concurrency Management Element or any successor regulation in effect at the time of any development plan approval. Prior to the second and final reading of the PD Zoning Ordinance, the owner shall sign a TCEA Zone M Agreement or other transportation mitigation program agreement 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-09-84 PDV) Transportation Analysis Executive Summary”) effect at that time and meet required standards, at a minimum, for Phase 1 (as defined in the PD Zoning Ordinance) of Butler Plaza. The timing of additional agreements shall be specified in the PD Zoning Ordinance.
- ~~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 required TCEA Zone M requirements. 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 required TCEA Zone M requirements or other transportation mitigation program requirements in effect at the time of application for development plan review for Phase 1 (as defined in the PD Ordinance) of Butler Plaza. 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. 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 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. 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.
- ~~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 Development 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.