



PLANNING AND DEVELOPMENT SERVICES DEPARTMENT:  
 PLANNING DIVISION  
 PO Box 490, Station 11  
 Gainesville, FL 32627-0490  
 P: (352) 334-5022  
 F: (352) 334-2648

## CITY PLAN BOARD SPECIAL MEETING ACTION AGENDA

February 19, 2013 6:30 PM  
 City Hall Auditorium  
 200 E. University Ave

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff Present</u>
Crystal Goodison (Chair)	P	Ralph Hilliard
Bob Ackerman (Vice-Chair)	P	Onelia Lazzari
Erin Condon	P	Scott Wright
Stephanie Sims	P	Debbie Leistner
Amisha Sharma	P	
Danika Oliverio	P	
Seth Lane	P	
Leannetta McNealy (School Board representative)	A	

### I. Roll Call

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### II. Approval of Agenda *(Note: order of business subject to change)*

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<b>Motion By: Erin Condon</b>	<b>Seconded By: Bob Ackerman</b>
<b>Moved To:</b> Approve the agenda to hear item 2 first and then Items 1 and 3.	<b>Upon Vote: 6-0</b>

#### BOARD MEMBERS

Chair: Crystal Goodison      Vice Chair: Robert Ackerman  
 Danika Oliverio, Erin Condon, Amisha Sharma, Stephanie Sims, Seth Lane, Leannetta McNealy (school board representative)  
 Staff Liaison: Dean Mimms

**III. Approval of Minutes: N/A**

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<b>Motion By:</b>	<b>Seconded By:</b>
<b>Moved To:</b>	<b>Upon Vote:</b>

**IV. Requests to Address the Board**

**V. Old Business**

**VI. New Business**

1. **Petition PB-12-148 CPA**      Causseaux, Hewett and Walpole, Inc., agent for S. Clark Butler Properties Corp. et al, and Robert Doan and Roy Lambert Jr., agents for Regency Windmeadows Limited Partnership. Amend the City of Gainesville Comprehensive Plan Future Land Use Element Policy 4.3.6 for the Butler Plaza Planned Use District. Related to PB-12-149 LUC & PB-12-150 PDV.  
*Planning Division staff recommends approval of Petition PB-12-148 CPA.*

Staff Report

- Appendix A      Proposed amendments to FLU Policy 4.3.6
- Exhibit A-1      Staff proposed amendments to FLUE Policy 4.3.6
- Exhibit A-2      Causseaux, Hewett & Walpole Justification Report (pp 1-2) and proposed amendments to FLUE Policy 4.3.6 (pp. 3-14)
- Exhibit A-3      Summary of differences between staff and applicant proposed amendments
- Appendix B      Maps:
  - Exhibit B-1      Aerial Map
  - Exhibit B-2      Adopted Future Land Use Map (to be deleted)
  - Exhibit B-3      Adopted PUD Future Land Use Overlay (to be deleted)
  - Exhibit B-4      Butler Development Underlying Land Use
  - Exhibit B-5      Butler Development PUD Future Land Use Overlay

Appendix C

- Exhibit C-1      Petition Application



<b>Motion By:</b> Bob Ackerman	<b>Seconded By:</b> Danika Oliverio
<b>Moved To:</b> Approve with staff conditions including the post Plan Board packet changes and modifying condition 4.3.6.e.3. to read: 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 <del>SW 62<sup>nd</sup> Boulevard extension, SW 38<sup>th</sup> Street or</del> SW 24 <sup>th</sup> Avenue.	<b>Upon Vote:</b> 4-2

2. **Petition PB-12-149 LUC**  
*Planning Division staff recommends approval of Petition PB-12-149 LUC.*
- Causseaux, Hewett and Walpole, Inc., agent for Mary Jane Fredrickson, Trustee et al. Amend the City of Gainesville Future Land Use Map from Commercial (C) and Business Industrial (BI) to Planned Use District (PUD). Located at 3654, 3730 & 3820 SW Archer Road and 3310 & 3318 SW 40th Terrace. Related to PB-12-148 CPA & PB-12-150 PDV.

- Staff Report
- Appendix A Maps: Exhibits A-1 thru A-4
  - Appendix B Comprehensive Plan GOPs
  - Appendix C Application and Supplemental Documents
  - Appendix D Causseaux, Hewett and Walpole Justification Report



<b>Motion By:</b> Bob Ackerman	<b>Seconded By:</b> Amisha Sharma
<b>Moved To:</b> Approve the petition.	<b>Upon Vote:</b> 6-0

3. **Petition PB-12-150 PDV**  
*Planning Division staff recommends approval of Petition PB-12-150 PDV.*
- Causseaux, Hewett and Walpole, Inc., agent for S. Clark Butler Properties Corp. et al, and Robert Doan and Roy Lambert Jr., agents for Regency Windmeadows Limited Partnership. Planned Development zoning for a mixed use/commercial development. Zoned: PD (Planned Development District). Located between SW Archer Road and SW 24th Avenue, and between SW 40th Blvd. and SW 34th Street. Related to PB-12-148 CPA & PB-12-149 LUC.

Staff Report

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- Appendix A Application and Supplemental Documents
- Appendix B Neighborhood Workshop Information
- Appendix C Planned Development Report
- Appendix D Proposed PD Layout Map
- Appendix E Existing PD Layout Map
- Appendix F Street Sections
- Appendix G Proposed Sidewalk Plan
- Appendix H Technical Review Committee Comments



<b>Motion By: Bob Ackerman</b>	<b>Seconded By: Erin Condon</b>
<p><b>Moved To:</b> Approve the petition with staff conditions including new Condition 14, and modifying other conditions as follows to read:</p> <p>Condition 1:                  “For the purpose of ensuring redevelopment of Subarea 2A [<b>Subarea 3</b>] into a Town Center the following thresholds are established. <del>All new Development and redevelopment of existing buildings</del> within Subarea 2A [<b>Subarea 3</b>] must meet Town Center design standards as described in the PD Report. No more than 550,000 square feet of combined development may be constructed within Subareas 1A and 1B until a minimum of <del>100,000</del> <u>50,000</u> square feet of new development has been constructed <u>or is under construction</u> within Subarea 2A [<b>Subarea 3</b>].”</p> <p>Condition 3:                  “Within Subareas 1B and 2A [<b>Subareas 2 and 3</b>], any <del>single-use tenant</del>, single-story retail building shall be limited to <del>100,000</del> <u>150,000</u> square feet.”</p> <p>Condition 4.f:                  “Provision of an appropriate number of drive-through lanes based on the operating conditions of the impacted public streets and operational and safety concerns at the site, not to exceed four total lanes per use (or one lane per use <u>by right</u> and up to 4 lanes by <u>Special Use Permit</u> within Subarea 2A [<b>Subarea 3</b>]);”</p> <p>Revise Condition 5 to be consistent with the the PUD, to restrict parking in the front of buildings on SW 24<sup>th</sup> Avenue.</p> <p>The Plan Board also advised staff to review the glazing</p>	<p><b>Upon Vote: 6-0</b></p>

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requirements with the applicant.

**[CLARIFICATION NOTE: Subsequent to the February 19, 2013 Plan Board meeting, the Butler Development Subareas were re-numbered as Subareas 1, 2, 3, and 4. Subarea 1A became Subarea 1; Subarea 1B became Subarea 2; Subarea 2A became Subarea 3; and Subarea 2B became Subarea 4.]**

**VII. Information Item: N/A**

**VIII. Board Member Comments**


**IX. Adjournment**

For further information, please call 334-5022.

If any person decides to appeal a decision of this body with respect to any matter considered at the above-referenced meeting or hearing, he/she will need a record of the proceedings, and for such purposes it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Persons with disabilities who require assistance to participate in the meeting are requested to notify the Equal Opportunity Department at 334-5051 (TDD 334-2069) at least 48 hours prior to the meeting date.

  
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**Chair, City Plan Board**  
Crystal Goodison

  
\_\_\_\_\_  
**Date**

  
\_\_\_\_\_  
**Staff Liaison, City Plan Board**  
Dean Mimms, AICP

  
\_\_\_\_\_  
**Date**

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ORIGINAL

## City Plan Board Special Meeting

## VOLUME I

Pages 1-96

DATE: Tuesday, February 19, 2013

TIME: 6:00 p.m.

PLACE: City Hall Auditorium  
200 East University Avenue  
Gainesville, Florida 32601REPORTER: Julia E. Griffin  
Notary Public, State of  
Florida at Large

## APPEARANCES:

DAVID A. THERIAQUE, ESQUIRE  
Theriaque & Spain  
433 North Magnolia Drive  
Tallahassee, Florida 32308GERRY DEDENBACH, ESQUIRE  
CHW, Inc.  
132 Northwest 76th Drive  
Gainesville, Florida 32607SCRIBE ASSOCIATES, INC.  
GAINESVILLE Ocala LAKE CITY STARKE

THEREUPON, the following meeting was had:

CHAIR: We'll go ahead and call this  
February 19th special meeting of the City Planning  
Board to order. Ms. Lazzari, would you please call  
the roll.MS. LAZZARI: Yes. Thank you, Madam Chair.  
Crystal Goodison.

CHAIR: Here.

MS. LAZZARI: Bob Ackerman.

MR. ACKERMAN: Here.

MS. LAZZARI: Erin Condon.

MS. CONDON: Here.

MS. LAZZARI: Stephanie Sims. Amisha Sharma.

MS. SHARMA: Here.

MS. LAZZARI: Danika Oliverio.

MS. OLIVERIO: Here.

MS. LAZZARI: Seth Lane.

MR. LANE: Here.

MS. LAZZARI: And Ms. McNulty is not  
attending.

CHAIR: Thank you.

MS. LAZZARI: Madam Chair, you have a quorum.

CHAIR: Before we move on to approve the  
agenda, I believe the Staff is requesting a  
modification to the agenda?SCRIBE ASSOCIATES, INC.  
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Chair. Thank you. We are requesting that Item 2,  
which is Petition PB dash 12 dash 149LMC be heard  
first. And then former item number one, which is  
Petition PB dash 12 dash 148CPA be heard second.  
And then Number 3 will stay the same.It is Staff's intent that when we get to PB12  
dash 148CPA, which is the Comprehensive Plan text  
change that we will read that into the record and  
read in PD12 dash 150BBV, which is the PD at the  
same time such that comments can be heard on both  
from members of the Butler team and from members of  
the public.CHAIR: Thank you. Do I have a motion to  
approve the agenda as stated by Ms. Lazzari?

MS. CONDON: So moved.

MR. ACKERMAN: So moved.

CHAIR: I have a motion and a second. All  
those in favor say aye.

(Board members voted)

CHAIR: Any opposed?

MS. LAZZARI: May I ask who seconded?

CHAIR: Bob did, Mr. Ackerman. Do you have a  
motion to approve the meeting? Actually we don't  
have any minutes. Are there any requests toSCRIBE ASSOCIATES, INC.  
GAINESVILLE Ocala LAKE CITY STARKEaddress the Board on issues that are not on our  
agenda tonight? Seeing none, we'll move on to new  
business.Ms. Lazarri would you please read Item 1 into  
the record.MS. LAZZARI: Petition PB dash 12 dash  
149LUC.Causseaux, Hewett, and Walpole, Inc, agent  
for Mary Jane Fredrickson, Trustee, et al amend the  
City of Gainesville future land use map from  
Commercial C and Business Industrial BI to Planned  
Use district. Located at 3654, 3730, and 3820  
Southwest Archer Road, and 3310 and 3318 Southwest  
40th Terrace. Related to PB dash 12 dash 148CPA  
and PB dash 12 dash 150PDV.And, Madam Chair, if I may make one other  
announcement. We have a sign in sheet and a  
pencil. If -- when speakers come up, we would ask  
that they sign the paper.MR. WRIGHT: Madam Chair, Scott Wright with  
the planning and development services department.  
And starting out with a relatively simple item  
tonight, this is a small scale land use amendment  
to add approximately 3.2 acres to the existing  
Butler Plaza FUD.SCRIBE ASSOCIATES, INC.  
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1 And just to show you on this aerial here,  
2 it's kind of hard to see, but there is a black  
3 outline showing the entire boundary of the PUD and  
4 PD that we're talking about tonight.

5 And then shown in red here are the parcels  
6 that we're talking about on this small scale land  
7 use amendment, again, totaling 3.2 acres. There  
8 are two parcels here on the North side of Southwest  
9 33rd Place then there are several outparcels along  
10 Archer Road. And the existing land use  
11 designations are business industrial on these two  
12 parcels, and then commercial on the parcels out by  
13 Archer Road.

14 Again, you can see the existing PUD here, all  
15 this area and then some of the other surrounding  
16 land use designations are UB2 here is more  
17 commercial here to the south and mixed use low  
18 across Archer Road as well. And then, actually,  
19 that should say, not existing land use  
20 designations, but underlying land use  
21 designations.

22 What this is, is actually something we don't  
23 always talk about, but the PUD is actually an  
24 overlay land use, so we have to maintain an  
25 underlying land use as well and so that's what

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1 this map is showing.

2 If the PD were to go away, these would be the  
3 land uses that would be on the property, that would  
4 exist on the property. These two, you've got a  
5 business industrial land use shown, which is  
6 consistent with what's adjacent to what's next to  
7 it. And then the ones on Archer Road, you've got  
8 commercial which is consistent with what's along  
9 Archer.

10 Just a few pictures of those actual  
11 properties. These are the ones out on the north  
12 side of Southwest 33rd Place, and today those are  
13 actually residential lots essentially. Tuffy  
14 Automotive is one of those outparcels on Archer  
15 Road that's located at the intersection of what  
16 would be Southwest 62nd Boulevard here, hopefully,  
17 at some point in the future and then Archer Road.

18 Another outparcel -- actually, this one is, I  
19 think, currently being redeveloped. This was a  
20 recent proposal that came before the Planning  
21 Board, I think, probably within the last six months  
22 to redevelop this parcel. And then the last parcel  
23 here is just part of a surface parking lot that's  
24 along Archer Road.

25 So these are the properties that we're

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1 talking about adding to the PUD. Staff is  
2 recommending approval of the small scale land use  
3 amendment. We find it to be consistent with the  
4 Comprehensive Plan. And, as a practical matter, we  
5 think it will lead to a better overall design by  
6 incorporating these parcels that were kind of  
7 outlying parcels. That concludes our presentation.  
8 I can answer any questions.

9 CHAIR: Thank you, Mr. Wright. Does the  
10 Board have any questions for Staff?

11 MR. LANE: Madam Chair, I would state that I  
12 will recuse myself from voting on this issue due to  
13 a professional relationship with Regency  
14 Windmeadows and the partnership, but I will be  
15 discussing the matter, I will not be voting.

16 CHAIR: Thank you. No more questions from  
17 the Board? Are there any members of the public  
18 that want to comment on this petition? Okay.  
19 Seeing none, I bring it back to the Board. Can I  
20 get a motion?

21 MR. DEDENBACH: I have some questions,  
22 please.

23 CHAIR: Mr. Dedenbach, sorry.

24 MR. DEDENBACH: Thank you, Madam Chair. If  
25 Bill could change the slides here. So I'm going to

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1 introduce ourselves tonight, my name is Gerry  
2 Dedenbach for the record. I'm the director of  
3 planning and GIS Services at Causseaux, Hewett, and  
4 Walpole. We are representing the Applicant in  
5 this. And maybe Scott can change the Powerpoint,  
6 please since these items are interrelated as  
7 Ms. Lazarri stated at the beginning of the meeting.

8 Tonight before you, you have small scale land  
9 use amendment. I just heard a motion made to  
10 approve that. We appreciate that. It's really an  
11 innocuous position here, 3.2 acres that will be  
12 brought into the overall development.

13 But kind of to lead the segway for the  
14 evening here, if you want to go ahead and take your  
15 vote, that's fine. We wanted to do a brief  
16 introduction and talk about this for just a second  
17 and hopefully give you a little picture of why  
18 we're here in the big picture.

19 So just to add in there, neighborhood  
20 workshops were legally held for the small scale,  
21 the large scale, and the rezoning that's before you  
22 tonight. I think we had a total of two folks  
23 there. Jerry Painter, former commissioner Jim  
24 Painter's brother was there. He said I hope you  
25 can get this started and I hope you need lots of

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1 concrete and masonry to build this project. And  
 2 then we had a young gentleman whose parents own  
 3 property up on 20th Avenue up at 43rd by Squirrel  
 4 Run Park there.

5 As you know, this is a long process that  
 6 we've been involved in. We held our neighborhood  
 7 workshops back in October, and now this here -- we  
 8 are here before you with those three items.

9 As a bit of introduction, Ms. Butler is here,  
 10 the president of Butler Enterprises. She has just  
 11 a couple comments that she would like to give at  
 12 the introduction of the evening about why we're  
 13 here and what we're looking to do.

14 MS. BUTLER: Good evening, Deborah Butler  
 15 with Butler Enterprises. Thank you for the  
 16 opportunity to appear before you.

17 My first message to you is that we are ready  
 18 to go. We have been ready to go. We have  
 19 assembled a world class team, Robert Gibbs of Gibbs  
 20 Planning Group, who incidentally is a pioneer  
 21 member of the Congress of New Urbanism. Everett  
 22 Hatcher, CMH Architects, Birmingham, Alabama. CHW,  
 23 of course. Fish Kind, economic consultants. RM  
 24 Resources. Rebecca Maccardini, who incidentally is  
 25 the first female president of the International

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1 Council of Shopping Centers. Renaissance Planning  
 2 Group.

3 And I've listened to the City and the  
 4 meetings with commissioners and talking to staff.  
 5 We have done our homework. But Gibbs advised us  
 6 quite some time ago, over a year ago to visit  
 7 various town centers throughout the country. He  
 8 gave me quite a laundry list. This is just part of  
 9 my look book. And I said, Gerry, there is all  
 10 these wonderful pictures. He said, Deborah, don't  
 11 do that to the Planning Board, please.

12 It's exciting the places I've visited and the  
 13 ideas we have. And I've walked these town centers  
 14 with many of my employees, Robert Gibbs, Everett,  
 15 and it's been an exciting process.

16 And you've got some -- that was one of my  
 17 favorites, Highland Park Village, 1931 and it's  
 18 still phenomenal today. Gerry is going to refer to  
 19 a new building we're building on Archer Road in  
 20 front of the Trader Joes.

21 Thanks to Everett, we stole quite a few of  
 22 the architectural elements from Highland Park  
 23 Village and we will be very excited to bring that  
 24 forward. Okay.

25 Some of the -- in addition to that, we

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1 visited Easton Town Center, a very famous town  
 2 center. Robert Gibbs did the merchandising  
 3 planning for that town center.

4 We visited Phillips Place in Charlotte, the  
 5 Village of Rochester Hills, which Robert Gibbs  
 6 designed. This is very important to me because  
 7 it's in the suburbs and it was a former mall that  
 8 was redeveloped into a town center. And it has  
 9 wonderful elements, also, we want to utilize.

10 Destin Commons, Eastern Shore Town Center in  
 11 the Summit, which Everett Hatcher designed. St.  
 12 Johns Town Center, which is just a phenomenal, very  
 13 successful town center.

14 The city manager, several years ago when we  
 15 first started this process, sat down with me and  
 16 showed me some pictures that he said that the City  
 17 liked and some of the concepts.

18 I walked King Street in Charleston with Bob  
 19 Gibbs, who was -- advised the City -- who was hired  
 20 by the City of Charleston to help revitalize King  
 21 Street and it is -- my favorite storefront. And  
 22 this has Ben Silver, it's fabulous.

23 Then we also walked Third Street in Naples.  
 24 Again, Robert Gibbs was hired by the City of Naples  
 25 to help revitalize Third Street. I also took Bob

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1 Gibbs' course at Harvard, Retail Planning and  
 2 Design Principals.

3 Incidentally, during the past couple of years  
 4 that Bob has been advising me, he wrote a book that  
 5 has been published, Urban Retail Planning and  
 6 Development. It brought tears to my eyes in  
 7 January. He gave me the book. I'm acknowledged in  
 8 it, along with 20 others, and all the other big  
 9 guys out there, so I'm very proud of that.

10 In walking these town centers, we've learned  
 11 that there is a balance between the large format  
 12 discount stores and big anchors, some of the local,  
 13 the grocery, boutique, and the live tall retailers.  
 14 To make a successful overall development, you have  
 15 to have a balance to insure long time economic  
 16 success.

17 With Butler Plaza, we are redeveloping as we  
 18 are developing. We are already a proven success.  
 19 For example, Trader Joe's, it's the third -- the  
 20 one in Butler Plaza is the third Trader Joe's in  
 21 the State of Florida.

22 When I was starting out with my dad creating  
 23 Butler Plaza on Archer Road, you don't know how  
 24 many times a retailer would say you're not by the  
 25 mall? Oh, I'm not going there. You're not

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1 Jacksonville, you're not Orlando, you're not Tampa,  
2 you're not Miami, so on and so forth. We're going  
3 there first, you're five or ten years off the  
4 radar.

5 Guess what, folks, Gainesville and Butler  
6 Plaza got Trader Joes. It was a partnership. And  
7 600 shoppers in the very first hour that they  
8 opened. 60 brand new jobs. They employed also  
9 local artists to do murals on the wall.

10 Just -- you know, that -- I really feel like  
11 that was the stamp of approval in the retail world.  
12 We also think Fish Kind empirically measured our  
13 economic impact. We're going to be bring in over  
14 3,300 permanent jobs, 500 construction jobs a year,  
15 which will expand at some point to 1,500,  
16 \$96 million dollars in wages. \$359 million in new  
17 construction. The fish are ready. The fish have  
18 been wanting to jump in the boat for years.

19 I don't know how many years retail has been  
20 saying when are you going to expand, when is it  
21 going to happen. We have a proven track record.  
22 What I'm asking tonight, let this opportunity for  
23 our community move forward. Please eliminate the  
24 roadblocks. Thank you.

25 CHAIR: Thank you, Ms. Butler.

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1 depressed economy with an inventory of buildings,  
2 both on the commercial and residential side.

3 So we've got sort of a kind of cyclical feed  
4 that's occurring right now and we're seeing that  
5 here with the other advancements that's occurring in  
6 Gainesville. So we appreciate the opportunity to  
7 be here. And one of the key factors of why we're  
8 here tonight with these amendments is to get more  
9 achievable performance standards in the plant.

10 We've retained six pieces of land that are  
11 3.2 acres and we want to take and translate that  
12 into the overall development. The town center, the  
13 power center, and the regional centers are  
14 interconnected economic and retail entities and  
15 they bring a service component to the community.

16 The economics have shown us that town centers  
17 comprise of about 20 to 25 percent of an overall  
18 shopping area. In Deborah's slides, one of the key  
19 things that was noted there in the North Florida  
20 business report is we're asking for a spatial  
21 change in this.

22 Before the town center was located sort of  
23 central. With our plan that we are revising  
24 tonight, we are bringing the town center to start  
25 on Archer Road in the area that you all would

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1 MR. DEEDENBACH: Thank you, Deborah. And in  
2 preparation for tonight, I had spoken to Sam  
3 Caberra at Fish Kind and Associates because the  
4 report was done when we got our original approvals.  
5 What you have before you tonight is a project that  
6 received approvals about a year ago in  
7 January 2012.

8 So I wanted to get some correction on where  
9 the economics are for today. One of the important  
10 things that Stan explained to me, and Deborah just  
11 paraphrased that well, the fish are ready to jump,  
12 let's get the boat going.

13 Because of the way the recession hit the  
14 United States, Florida was a little bit late in  
15 getting some of those elements. Therefore, we  
16 still have a bit of a depressed housing market  
17 here.

18 Prior to the recession hitting, Florida was  
19 an attractive place for people to want to relocate  
20 from both the north and the south. With us lagging  
21 a little behind in the economy, what Fish Kind has  
22 noted was that as prosperity is coming back,  
23 Florida has kind of two attraction factors. People  
24 want to be here because of the climate and the  
25 opportunity. And now we have a little bit of a

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1 recognize because of the existing development in  
2 there kind of bookended by like, the bank and CVS  
3 and Chewy's. We want to bring the town center  
4 right up and start it on Archer Road and carry that  
5 design into the development itself.

6 Looking at that and some of the work that  
7 Deborah had highlighted that Bob Gibbs has done,  
8 This Rochester, the Villages at Rochester,  
9 Michigan, here. You see that there are anchors and  
10 then there are small stores here, the boutique type  
11 stores. You're going to see some planning tonight  
12 that talks about that.

13 This is Phillips Place in the Carolinas.  
14 There is a blend between large scale anchors and  
15 town center type elements and that's going to be  
16 depicted here tonight.

17 None of the standing agreements that we have  
18 with the City of Gainesville are going to change in  
19 this. In fact, we are sticking implicitly to  
20 those. Prior to second and final reading of the  
21 zoning that created the overall planned development  
22 Butler Enterprises executed a transportation  
23 concurrency exception area, or TCEA agreement, with  
24 the City of Gainesville.

25 That is a standing agreement that will move

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1 forward on these properties that you bring into the  
2 plan through your motion, as well as our commitment  
3 to transit.

4 Butler Enterprises has agreed to build a  
5 major regional transit system bus station with a  
6 park and ride area with the shopping center  
7 expansion. And to frame this for you, this is  
8 I-75, this is 20th Avenue, 62nd coming down from  
9 Newberry Road, 20th Avenue, Archer Road, and 34th  
10 Street.

11 Butler is Alachua County and Gainesville's  
12 first and most successful transit oriented  
13 development. That core will have a transit  
14 transfer station with a 50 space park and ride lot.

15 And our partnership with the City of  
16 Gainesville and Regional Transit System as they  
17 move forward with their bus rapid transit study  
18 will bring that bus traffic transit right through  
19 the core of this and onto the University of Florida  
20 and Shands and VA, further underscoring the success  
21 of Gainesville and Alachua County's first real  
22 transit oriented development because we're going to  
23 strengthen that relationship.

24 That agreement was also signed prior to  
25 execution of the documents affecting the planned

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1 these areas, so we would appreciate your support in  
2 bringing this in.

3 We have a world class team here tonight to  
4 deliver this project to completion, and we're ready  
5 to start building. Thank you very much for your  
6 support in your motion.

7 CHAIR: Thank you, Mr. Dedenbach. I'll go  
8 ahead and reask if there is any members of the  
9 public that wish to comment on this petition before  
10 us. Seeing none, I'll carry -- oh, I'm sorry  
11 please step forward. If you would state your name  
12 and sign in.

13 MR. BOWDEN: Good evening, my name is Glenel  
14 Bowden. The District I work for is Congresswoman  
15 Corrine Brown. The congresswoman asked me to come  
16 tonight to voice her support for this particular  
17 project.

18 And the basis for that support is the  
19 economic development and the jobs that it would  
20 create. The Congresswoman had been in D.C. now for  
21 20 years serving on the transportation committee  
22 for the entire 20 years.

23 She would have an opportunity this year to  
24 change, but she decided that her support for  
25 transportation is important for what it means to

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1 development. And these items before you tonight  
2 are here because they're necessary revisions for  
3 construction.

4 We have 264 acres. Hopefully with your  
5 motion tonight, 3.2 acres will come in. It will  
6 take us up to 267 acres.

7 We are not asking for any increases  
8 whatsoever in entitlements. The existing  
9 entitlements that are approved in the overall  
10 planned use district and planned development will  
11 apply to these six parcels that are before you.

12 As you saw on the land use map, the PUD will  
13 overlay them. And as Deborah stated during her  
14 slides and you saw in Scott's slides, this is  
15 probably not one of the most stellar examples of  
16 architecture in Gainesville, the metal building and  
17 the floor traders.

18 This is outside the planned use district and  
19 PD today, but through the excellent design work of  
20 CMH architects and Everett Hatcher who is our team  
21 architect, already this plan has been approved by  
22 the City and this new architecture is under  
23 construction right now replacing that metal  
24 building that used to exist on Archer Road. We're  
25 coming back already and we've already begun on

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1 the overall community. She decided to stay on that  
2 particular committee. She's a ranking member, as I  
3 said, for 20 years.

4 But when she talked to Deborah and to other  
5 people about this project, you ought to just see  
6 how excited she is about it, not because she just  
7 loves to shop. She excited about it because she  
8 know the possibility of the jobs, you know, from  
9 construction all the way to the retail aspect of  
10 it.

11 And she represents politically East  
12 Gainesville, but when she talk about Gainesville,  
13 she never make the separation. She say I represent  
14 Gainesville. And she represent Gainesville. She  
15 talk about University of Florida. She talk about  
16 Butler Plaza. She talk about East Gainesville, all  
17 of it in one breath.

18 She wanted me to come tonight to let you know  
19 that she will be doing all she can from the D.C.  
20 perspective, to provide whatever support that's  
21 needed from her in terms of the infrastructure,  
22 assistance that may be needed to support this  
23 project and will use her influence in talking to  
24 her colleagues.

25 One thing that she wanted me to say to you is

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1 that it's easy in D.C. to lobby for something when  
 2 the project is on its way. And when people can  
 3 say, okay, what's happening with Butler Plaza, she  
 4 says, well, we still got it going through some  
 5 things.

6 So she wants to urge as much as possible --  
 7 as Deborah was saying that to move the ship -- the  
 8 fish is ready to jump into the boat. Or my daddy  
 9 used to tell me that, son, when you want to plant  
 10 a crop, you got to hitch up the mule first and then  
 11 you go out and do it.

12 So the mule is hitched and the crop is ready  
 13 to be plowed. So on behalf of Congresswoman Brown,  
 14 I want to voice her support for this project.  
 15 Deborah is a friend, but most importantly it's the  
 16 jobs, it's the economic impact is why she asked me  
 17 to come here tonight and voice her support. Thank  
 18 you so much.

19 CHAIR: Thank you very much.

20 MR. GLAZER: Good evening, I'll be very  
 21 brief. My name is Mitch Glazer and I am the  
 22 current chair for the Alachua County Chamber of  
 23 Commerce -- or Gainesville Chamber of Commerce.  
 24 Excuse me.

25 We have been following this process for a

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1 number of years. We have spoken many times. We  
 2 are also in support of this project. It could not  
 3 have been said any better than the previous  
 4 speaker, so I'll keep it at that. But we are very  
 5 supportive. Thank you.

6 CHAIR: Any other members of the public?  
 7 Okay. Seeing none, I will bring it back to the  
 8 Board. Our motion.

9 MR. ACKERMAN: Madam Chair, I'm prepared to  
 10 make a motion approving the Petition PD12149LUC  
 11 based on the testimony that's been presented today  
 12 and the Staff report, including that the subject  
 13 party be included within the Butler Plaza PUD and  
 14 will be governed by the conditions set forth in  
 15 0909537, which is established land use categories  
 16 and policies set forth in 3.6 for the future land  
 17 use elements for the Butler Plaza PUD prior to the  
 18 City Commission and hearing. Staff recommends that  
 19 the justification report prepared by the Applicant  
 20 be updated to reflect Staff comments.

21 CHAIR: Thank you, Mr. Ackerman. We have a  
 22 motion. Do we have a second?

23 MS. SHARMA: I can --

24 CHAIR: Either of you want to claim it?

25 MS. SHARMA: I'll claim it.

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1 CHAIR: Ms. Sharma seconds the motion. All  
 2 those in favor of the motion say aye.  
 3 (Board members voted)

4 CHAIR: Any opposed? The motion passes.  
 5 Mr. Hilliard, would you please read the next item  
 6 into the record, or the next two.

7 MR. HILLIARD: Next item is Petition  
 8 PB12148CPA Causseaux, Hewett, and Walpole, Inc.,  
 9 agent for S. Clark Butler Properties Corporation,  
 10 et al and Robert Doan and Roy Lambert, Jr., agents  
 11 for Regency Windmeadows Limited Partnership. Amend  
 12 the City of Gainesville Comprehensive Plan future  
 13 land use element Policy 4.3.6 for the Butler Plaza  
 14 Planned Use District related to PB12149LCS and  
 15 PD12150PDV.

16 And, Madam Chair, I would also going to read  
 17 into the record Petition PB12150PDV. Causseaux,  
 18 Hewett, and Walpole, Inc., agent for S. Clark  
 19 Butler Properties, Incorporated. And Robert Doan  
 20 and Roy Lambert, Jr. agents for Regency Windmeadows  
 21 Limited Partnership. Planned development zoning  
 22 for a mixed use commercial development zoned PD  
 23 planned development district located between  
 24 Southwest Archer Road and Southwest 24th Avenue and  
 25 between Southwest 40th Boulevard and Southwest 34rd

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1 Street related to PB12148CPA and PB12149LUC.

2 CHAIR: Thank you, Mr. Hilliard. Before you  
 3 start, Ms. Lazzari, I think Mr. Lane has a  
 4 disclosure.

5 MR. LANE: Yes. Again, I would like to  
 6 recuse myself from voting on this issue due to a  
 7 professional relationship with Regency Windmeadows  
 8 Partnership, which is party to the petition being  
 9 heard.

10 CHAIR: Thank you, Ms. Lane. Ms. Lazzari,  
 11 please proceed.

12 MS. LAZZARI: Good evening, Madam Chair, and  
 13 Planning Board. I am Onelia Lazzari, planning and  
 14 development services.

15 This petition actually accomplished two  
 16 things. First of all, it revises maps in the  
 17 future land use map series related to the Butler  
 18 Development or with Butler PUD. And it revises  
 19 policy and subpolicies within the future land use  
 20 element, specifically Policy 4.3.6.

21 I believe that Mr. Hilliard is handing out  
 22 some items. I want to point out this particular  
 23 one, which is some changes that Planning Staff has  
 24 made and agreed to based on coordination meetings  
 25 that have been held subsequent to your Planning

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1 Board packets going out. And let me describe those  
2 briefly.

3 We had a coordination meeting with the  
4 Florida Department of Transportation. And that  
5 included the Applicant, the City Public Works  
6 Staff, the City Planning Staff, and -- when I say  
7 the Applicant, both the Butler and the Regency  
8 Windmeadows applicants were represented.

9 Then we have had further coordination  
10 meetings with the Applicant, and also with the  
11 County Staff's Planning and Public Works. And I  
12 see the County Planning Staff here and our City  
13 Public Works Staff is represented this evening,  
14 also, if you have any questions of them.

15 So let me begin. Again, we have these two  
16 different changes that are being represented. This  
17 just gives us the location of the Butler Plaza PUD.  
18 And this locator map includes the addition of those  
19 six parcels that you just acted on in your prior  
20 petition.

21 I wanted to very briefly discuss what a  
22 planned use district or PUD is. It is an overlay  
23 land use. And the underlying land use category on  
24 the property remains or is what is stated in an  
25 ordinance. And should the PUD fail to come to

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1 1A's and 2B's straight is taxing. So we think for  
2 clarity that that will make it easier.

3 I wanted to try to summarize the policy  
4 changes that are in the planned use district  
5 amendment. There is no change in the permitted  
6 uses for the associated square footages. And,  
7 remember, that a PUD had to have a list of the uses  
8 and it had to have the density and intensity. And  
9 there is no change in permitted uses or the square  
10 footages that's being requested. There is no  
11 change being requested in the maximum number of  
12 average daily trips, which is set in the policy at  
13 37,591, including the existing 12,224 trips at the  
14 site now.

15 Mr. Dedenbach alluded to the fact that the  
16 town center is being relocated. Formerly the town  
17 center was in the 1B area, and it's now being moved  
18 to the Southwest 34rd Street Archer Road area.

19 It increased the number of subareas from  
20 three to four. There are changes in policy  
21 language for several of the subpolicies, and we  
22 provided a complete summary of those in Pages 3 to  
23 5 of your Staff report. And if you wish me to  
24 discuss any of those very specifically, I am happy  
25 to answer questions either now or at the end of my

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1 fruition, the underlying land use goes back. PUD's  
2 allow for unique innovative land use proposals,  
3 And I want you to keep that phrase in mind. Unique  
4 and innovative land use proposals.

5 It allows a mix of uses and it must address  
6 density, intensity, permitted uses, access by car,  
7 foot, transit, and bicycle, and a PD or planned  
8 development zoning is required to implement it.  
9 And so we'll kind of go through some of these  
10 issues related to this being a PUD and what has to  
11 be done. As I indicated to you, we have to have an  
12 underlying land use.

13 And this map which will be adopted will bring  
14 in this area, which is one -- or two of the parcels  
15 of the six that you added. And then this parcel,  
16 these two and this one. And so this map -- the  
17 former map that was in the Comp Plan needs to be  
18 deleted and this one to replace it, so that will be  
19 one of your actions.

20 And then this is the PUD overlay map and it  
21 shows the subzones or subareas within it. And it's  
22 a little difficult to see, but this is Subarea 1A,  
23 1B, 2A, 2B. And we have actually asked, and the  
24 Applicant has agreed, that these eventually be  
25 numbered to 1, 2, 3, 4. Because trying to keep the

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1 presentation about those.

2 Having reviewed the proposal by the  
3 Applicant, the Planning Staff proposed changes to  
4 their proposal. And I want to, again, repeat that  
5 unique and innovative requirement of PUD's. And  
6 the changes -- many of them that Staff recommended  
7 were to maintain the integrity, intent, and  
8 substance of the adopted PUD that we have now which  
9 met the requirements of a unique and innovative  
10 planned use district.

11 Some of the minor changes were that we, as a  
12 Staff, reorganized the subpolicies and put them in  
13 subarea order because we were having difficulty  
14 following them. We added additional subpolicies  
15 that apply to all subareas and summarized them and  
16 put them under the generic, sort of all subarea  
17 subpolicy of 4.3.6C. We added back the requirement  
18 that the PD that regulates this development be  
19 consistent with the City's transportation mobility  
20 policies. And that is Number 5 in the list of  
21 items about our changes. We added back  
22 requirements for maneuvering lanes that match old  
23 requirements that were set for private access  
24 streets.

25 We also require that the PD include criteria

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1 for drive thru facilities because those had been  
2 removed from the Applicant's original submittal.  
3 We require that the PD include criteria for the  
4 design of gas stations fronting public or private  
5 streets, and we included a requirement that the PD  
6 include design criteria for structured parking that  
7 fronts public streets. And, again, all of these  
8 things were in the prior FUD or PD, and we felt  
9 that this maintains that integrity of the unique  
10 and innovative PUD.

11 Further changes, we added a general  
12 requirement to all subareas that loading docks and  
13 outdoor uses be buffered from adjacent uses outside  
14 the Butler development. We added what the design  
15 standards in Subarea 1B should include. We added  
16 in that shade trees were required on all public and  
17 private streets. A requirement that the PD  
18 establish thresholds for redevelopment. And I  
19 believe that Mr. Wright's presentation will cover  
20 that requirement. But that was added to the PUD  
21 that that be established.

22 We added back in the streetscape plan  
23 requirement for Subarea 2B. And if you might  
24 recall from the map, that is an existing developed  
25 area of Butler Plaza and that streetscape plan will

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1 going to be reflected in this sort of post-material  
2 that -- post-Planning Board packet material.

3 Let me stop here before I discuss those  
4 post-packet changes and ask if any Planning Board  
5 members have any questions at this point. Thank  
6 you. If we can turn now to the --

7 MR. ACKERMAN: I'm sorry, I did have one  
8 question. What you've just handed us supersedes  
9 the proposal that's in our packet; is that  
10 accurate?

11 MS. LAZZARI: Exhibit 1A is the Staff  
12 proposal, and these are changes to Exhibit A dash  
13 one that are subsequent to you getting your packet  
14 that Staff can fully agree to.

15 MR. ACKERMAN: Okay.

16 MS. LAZZARI: And Mr. Hilliard has handed  
17 those out. I'll just briefly cover them so that we  
18 have them on the record. The first change is to  
19 subpolicy 4.3.6A, and it merely is changing that we  
20 had subareas 1, 2, 3, 4, and it needed to be 1A,  
21 1B, 2A, 2B and for now -- later we will probably  
22 change that to the 1, 2, 3, 4, but that's just a  
23 minor change.

24 CHAIR: Ms. Lazzari, we do have one more  
25 question.

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1 be required as part of the redevelopment of that  
2 area.

3 The original proposal from the Applicant  
4 reduces the open space requirement in all subareas  
5 to 10 percent. And Staff put back in the  
6 20 percent open space requirement for all subareas  
7 except the town center, which we understand will be  
8 a more intensely developed area and that will have  
9 the 10 percent requirement.

10 Further, if there are other areas within the  
11 development in any of the subareas that develop as  
12 town centers which may happen, they would be  
13 allowed that 10 percent open space requirement,  
14 also. And I did want to point out that the open  
15 space definition in the PUD includes hard scape  
16 areas like plazas and open air malls, things like  
17 that such that we accept that in this more urban  
18 form of development that there may be hard scape  
19 type open space areas.

20 We added back in language about the MTPCO or  
21 Metropolitan Transportation Planning Organization  
22 approved plan for Southwest 62nd Boulevard and  
23 specifically referenced it. And then we made  
24 several changes to the requirements on Southwest  
25 30th Avenue, and even further changes that are

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1 MS. CONDON: I have one question. You talked  
2 about changing the open space requirement back to  
3 20 percent, but that's the opposite of what it says  
4 in the Staff report. I'm just trying to figure out  
5 what exactly is going on just to clarify it.

6 MR. ACKERMAN: That's actually why I was  
7 asking the question.

8 MS. CONDON: If you look at the bulleted list  
9 that's in the Staff report, it's about halfway down  
10 the second page. And it says changes the open  
11 space requirement from 20 percent to 10 percent in  
12 all subareas.

13 MS. LAZZARI: That is a summary of what the  
14 Applicant was proposing. And what we were counter  
15 proposing was that it be 20 percent for all  
16 subareas except the area where the town center is.  
17 And if there are areas that are developed -- other  
18 areas outside of 2A that are developed as town  
19 centers, that it would also allow them to go to  
20 that 10 percent, recognizing that town centers are  
21 more intense use, more urban, and we accept that  
22 form.

23 CHAIR: Thank you.

24 MS. LAZZARI: If I can ask you all to refer  
25 to your document again. The next change is to

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1 Policy 4.3.6E3. And this language changes the off  
2 street parking requirement in Subarea 1B. And it  
3 basically states now that there be no parking in  
4 front of buildings on what we consider to be the  
5 three primary streets in this development,  
6 Southwest 62nd Boulevard extension, Southwest 24th  
7 Avenue, and Southwest 38th Street. So that's that  
8 requirement.

9 The third requirement is a very minor --  
10 third change is to 4.3.6H1. A very minor language  
11 change that indicates that there may be multiple  
12 owners within this PUD. And, in fact, there  
13 already are multiple owners within the PUD, and  
14 that the legally enforceable documents for the LID  
15 or low impact development be allowed to be  
16 approvals, plural, and not just a single approval.

17 The next change is to Policy 4.3.6H3. And,  
18 again, it is a minor language change. We struck  
19 the term MTPO, approved cross section. We struck  
20 cross section and changed that word to plans, which  
21 is consistent with what our Public Works Department  
22 has agreed to.

23 Policy 4.3.6.h. 9, Roman numeral II, the  
24 changes here were due to concerns from the Florida  
25 Department of Transportation about when -- about a

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1 threshold of when things would happen. Because  
2 before, it used to say the first certificate of  
3 occupancy. And that was one of the key changes  
4 that we think the Applicant came to us for is that  
5 they are trying to redevelop some of the parcels  
6 that are in the existing Butler Plaza area. There  
7 have been to date no net new trips generated by  
8 that redevelopment and yet, the first certificate  
9 of occupancy would kick in a requirement for the  
10 left turn southbound lane off the interstate.

11 And we have worked out, I believe, a very  
12 successful compromise with the FDOT that it would  
13 be first certificate of occupancy in Subarea 1A or  
14 1B, which are sort of the vacant land area or a  
15 threshold that would be reached by 500 net new  
16 trips that would be associated with new square  
17 footage being added in the redevelopment areas.

18 And then the last change -- and, again, this  
19 is Number 13, it's 4.3.6h. 13 concerns the  
20 Southwest 30th Avenue right of way. And the basic  
21 changes are that we have tied this to being a PD  
22 requirement with several conditions concerning when  
23 the dedication of land will occur.

24 And with that, the Staff is recommending that  
25 you approve Petition PB12 dash 148CPA as

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1 recommended by Staff in Exhibit A dash one with the  
2 changes that we have handed out to you this evening  
3 in this supplemental document. Again, I am happy  
4 to answer any questions, and City Public Works is  
5 here, also, if you have any questions of them.

6 CHAIR: Thank you. Ms. Lazzari. Does the  
7 Board have any questions for Ms. Lazzari? Seeing  
8 none, would the Petitioner like to give a  
9 presentation?

10 MR. DEDENBACH: Thank you again, Madam Chair.  
11 Gerry Dedenbach. And if Scott can change the  
12 presentations.

13 Well, I guess the easy way to say this is  
14 that this isn't going to be very difficult tonight  
15 I hope. I think it's pretty straightforward and  
16 we're going to talk about a fair amount of things.  
17 But, really, you know, to preface this, we got just  
18 a couple things that we want to talk about with the  
19 large scale land use amendment, the language, and a  
20 couple things in the PD.

21 You've got Staff who have done a wonderful  
22 job coordinating a very complex problem. And our  
23 office and our team, you know, architects,  
24 engineers planners, urban designers, landscape  
25 architects, the group trying to figure out how to

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1 make this project come to fruition, that's what  
2 this is really about.

3 When we started this process, some of you  
4 will recall that I was called late in the game and  
5 helped and assisted during the final approvals of  
6 the original land use and zoning. Several months  
7 ago, Robert and I sat down. And his comments was,  
8 if you ever did a PUD like that or a PD, we'd fire  
9 you immediately. How in the world am I going to  
10 engineer this. Because that's what we're here  
11 about tonight.

12 Ms. Butler has spent decades with her father  
13 and millions of dollars to bring this to fruition  
14 and we are this close tonight. We've got a few  
15 things that have to happen, and we've learned an  
16 immense amount since the approvals that were  
17 obtained for this project.

18 In summary, thank you for your last vote.  
19 You just added 3.2 acres and no new entitlements,  
20 but we're taking this in to make this a better  
21 project. We will have here tonight some updates to  
22 the Comprehensive Plan policies to facilitate a  
23 development plan and promote redevelopment in a  
24 much more holistic and expedient manner and so that  
25 Robert who is not 40 years old won't get any gray

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1 hair trying to do this.

2 The overall site as Staff, as showed you -- I

3 apologize this is little bit blurry on your wall

4 here -- is 267 acres. There are primarily four

5 areas of land here. We're going to talk about them

6 today as Areas 1A and 1B, 2A and 2B. But think of

7 it this way, please, this is a destination area.

8 This is a hybrid area, and the town center begins

9 on Archer Road.

10 In order to do a project of this scale, we

11 wanted to talk about one of the key issues that was

12 addressed during the large scale land use

13 amendment, and especially the planned development

14 when this went through a year ago. It's very

15 important to note if you're looking at urbanized

16 areas -- for those of you who don't practice

17 landscape architect planning everyday, a good way

18 to look at connectivity or a community's network is

19 through a figure ground type study.

20 This is Washington D.C. This sort of

21 patchwork that you see here is the street network

22 and the grid that connects that and makes that a

23 vibrant place. Over the last year, Deborah has

24 traveled the country with her team of experts with

25 Bob Gibbs kind of at the helm of things, look at

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1 this, add this to your look book, this is an

2 impassioning design. She's picked all those items

3 up and brought them back to this plan. Now it's

4 our job to deliver that plan and make that a

5 reality.

6 This interconnected network that you see in

7 great places like Boston or Paris gives you an idea

8 of the variety of mode choices that you have in an

9 area. You can walk, you can bicycle, you can take

10 transit, you can drive a car. Trucks can service

11 the businesses in there. And if we look at it that

12 way --

13 Paris is huge. Let's take a little chunk of

14 land four miles across. That's four miles of Paris

15 right there. In Gainesville and in Alachua County,

16 four miles goes from the Sorrento neighborhood on

17 24th Avenue west of I75, all the way across I75

18 20th Avenue, 34th Street, parts of the campus to

19 pretty much where the old Gatorwood Apartments and

20 the Bartram are here, right by the Shands and the

21 VA. This figure ground that we prepared here

22 showed you the limited connectivity in southwest

23 Gainesville compared to other parts of town.

24 You've got I75, you've got Archer Road,

25 you've got 34th Street, 20th Avenue and 62nd which

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1 dead ends by Cabana Beach. There are some key

2 roads in here that were developed largely because

3 of the donation and the dedication of the Butler

4 family. 24th Avenue, the right of way for 62nd and

5 42nd, Butler Boulevard, Bradford Boulevard,

6 Windmeadows Boulevard, 24th Avenue, portions of

7 Archer Road here.

8 But if you look at all the little gray specks

9 in there which represent residential units and

10 retail units, commercial units and offices, we

11 don't have an awful lot of connectivity that

12 exists. We have a lot of parking lots serving

13 residential areas. We have a lot of parking lots

14 service commercial areas.

15 Let's zoom in on that a little bit and kind

16 of take a closer view of the area. This is

17 1.5 miles across Paris, which is a good comparison

18 for the area we're talking, about a mile and a half

19 across. You have in this urban form here several

20 things that happen. You have rectilinear blocks

21 that form. You have squares that the community

22 revolves around. You have craggy blocks, as

23 Mr. Gibbs calls them, that have uneven sides and

24 odd geometry. But they make a part of the city

25 space and the urban network. You also have

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1 triangles or pieces of land are bounded by sort of

2 arterial connections and minor streets and alleys

3 and maneuvering lanes. And then you have open

4 spaces that create that network of mode choice,

5 land types, and varying scales of activity.

6 So let me take you back to Gainesville again.

7 From 34th street to 62nd Boulevard is a mile. And

8 to zoom in on that today, what you see is 24th

9 Avenue that bounds the project on the north side,

10 62nd on the west side, Windmeadows Boulevard

11 through the project, Archer Road, 34th street, and

12 then an extension here of what is 40th coming up

13 along the interstate. Today it looks like this.

14 With the plan for our town center, we'll have

15 a plan that actually transforms that area to

16 looking like this, through a connected network of

17 public streets, private streets, maneuvering lanes

18 and pedestrian walkways, all of which can contain

19 pedestrian features, bicycle features, transit

20 features, and, obviously, connectivity for vehicles

21 cars, minivans, delivery trucks and so forth.

22 But to go from what is currently out there

23 today to this, requires your approval and for us to

24 move on and actually construct this project.

25 We will create those same type areas,

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1 rectilinear blocks, squares, craggy blocks with  
2 uneven sides because there is existing businesses  
3 that we're backing up to. I think this is the  
4 international headquarters of Glazer Realty right  
5 there. We'll have some triangular blocks that are  
6 created where streets are reconnected and we'll  
7 have open space along the north, open space long  
8 the core. And then it will have a functional  
9 network, one that doesn't exist today.

10 That same sort of reasoning and those  
11 elements that we're talking about come from  
12 Deborah's travels around the country. This an  
13 excerpt of the Easton Town Center in Columbus,  
14 Ohio. And we spoke earlier that you have large  
15 anchor tenants that hold down portions of a  
16 development plan. What may work on one face in a  
17 traditional type connection -- and this is the  
18 parking lot here, and this is a large anchor tenant  
19 where a traditional -- you see minivans and SUV's  
20 and shoppers with bags in their hands, they come in  
21 and out. That's this face.

22 On another side of that building, it might  
23 have a face that looks like this, that addresses a  
24 main type street, that has parallel parking on it,  
25 that has a sidewalk condition with crosswalks and a

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1 area here of retail tenants, then you have some  
2 large anchors. It's bounded with an interstate  
3 highway to one side, very similar to our scenario.  
4 Major state roads and local county type connectors,  
5 but they all feed into a network. And that's the  
6 same style of performance standard that we are  
7 looking for.

8 When you look more closely at a portion of  
9 that development, you see that anchor that I just  
10 talked about, but then you see how it plays into  
11 that main street here. As written today, the  
12 condition precludes our ability to do this and this  
13 is a national success. We would like to have the  
14 ability to have things such as landscape islands,  
15 berms, architectural elements, screening walls and  
16 knee walls to be able to line parking areas to  
17 create that urban space and give us some more  
18 flexibility so that where we have parking that is  
19 on the front of a building, it is an acceptable  
20 allowed use.

21 Because what you get is that down on the  
22 street level. In order to get to that level of  
23 performance, you have to have that flexibility.  
24 There are shops on the front side of this building  
25 and they face that parking lot. To get that, we

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1 whole different architectural style. That  
2 flexibility that we're here to ask for tonight is  
3 based on these principles.

4 It's very important because as we talked  
5 about while you might have a large anchor, what  
6 else you have in that same development plan are  
7 areas like this where the flexibility allows the  
8 creation of those smaller, more intimate spaces and  
9 the boutique stores, and yet you might have some  
10 junior anchors in there that all work together.

11 So one of the conditions that we'll talk  
12 about later is where parking can exist. Because I  
13 can say this, we cannot live with the restriction  
14 that makes parking only viable on the sides of  
15 buildings or behind the buildings. It doesn't work  
16 in proven town centers. Because if you look here,  
17 yes, this is at the side, but this field of parking  
18 here is right across the street from storefronts.  
19 And we believe that there is a way to do this right  
20 and we'll talk about that.

21 I'm going to give a different view of Easton  
22 Town Center to help show that perspective from  
23 another angle. It's a very similar type  
24 development here in the United States. This Bing  
25 aerial that you see here shows you've got a large

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1 need to have a little flexibility.

2 Mr. Gibbs has given us an immeasurable amount  
3 of knowledge on this project. This is downtown  
4 Charleston. And you can see this is a one way  
5 street and the urban elements that live along that  
6 street. All the elements that we are proposing,  
7 public streets, private streets, and maneuvering  
8 lanes, help form that grid. You take the  
9 principles that we have here and that we've learned  
10 through this process, the repetition, the varying  
11 heights, the colors, the articulation, the glazing,  
12 the awnings, and you add those together into a  
13 modern form like they've done here in Jacksonville  
14 with St. Johns Town Center, and you look at how  
15 that form comes together to form an urban space  
16 like this. These example images are what we are  
17 going to do here.

18 And the code that prohibits this or enables  
19 this is what we're talking about. We want to have  
20 some flexibility. That's what this is really about  
21 so the engineering can be concluded and the  
22 construction can start.

23 Fortunately, as I stated, we don't have a lot  
24 of difference with what the Staff is stating but we  
25 need just a couple minor changes. These standards

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1 that we are bringing forward work in concert with  
2 the urban village and the urban mixed use land use  
3 and zoning that's to the north of us on the north  
4 side of 20th and 24th Avenue there. So we really  
5 feel that this is a catalyst that will speed up  
6 development in that area that's been planned for  
7 decades.

8 Those elements -- this is Rochester Hills in  
9 Michigan, this is a project that Bob has worked on.  
10 You see how the parallel parking here is a  
11 component as the design helps shield that space in  
12 the pedestrian realm along that streetscape. We  
13 want to have the ability to do that, but in areas,  
14 where necessary, place angled parking on the  
15 streets, too.

16 All of these are allowed in the City's code  
17 and there is a flexibility that needs to be brought  
18 forward in doing that. And it's these details that  
19 are most important to getting this right. So  
20 parking can exist in many different forms, and it's  
21 important to be able to do it and do it right.

22 In underscoring that all these street  
23 elements create the grid, looking at this town  
24 center in West Florida, Pier Park, you see here  
25 where they took a long exposure, but you can see

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1 where the travel is occurring because the  
2 taillights and the headlights -- but the parallel  
3 parking here is helping to shield the pedestrian  
4 realm along the facades of these buildings and  
5 actually helps reinforce that urban space, and,  
6 again, here down the sides of this street.

7 These features help define the main street  
8 and these are the principles upon which we are  
9 building tonight. This inspiration comes forward  
10 from looking at historic patterns and wanting to  
11 replicate those patterns, whether they be  
12 pedestrian crosswalks, vistas, differences in  
13 articulation and glazing, flag and blade type signs  
14 and elements, those are the elements that are going  
15 to come forward in this plan here.

16 With that, I would like to introduce Everett  
17 Hatcher, the principle of CMH Architects who has  
18 been Deborah's lead architect on this project so he  
19 can walk you through some of this inspiration that  
20 has really fueled Deborah's passion for this  
21 project.

22 MR. HATCHER: Thank you, Gerry. It's good to  
23 be with you guys tonight. This is an exciting  
24 project for us and Deborah has worn us out looking  
25 at places, I'm telling you. But one of the

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1 things -- one of the points I wanted to make is  
2 when you create a town center environment, you have  
3 to realize that these tenants have to have so many  
4 parking spaces for them to be viable. And you can  
5 create just main street that most days will provide  
6 enough parking spaces for them. But when you get  
7 into the Christmas season and stuff like that, they  
8 can't live, they'll go bankrupt. They've got to  
9 have some places where bigger parking will feed to  
10 their store. And so we want to create this urban  
11 environment, but we also want these tenants to be  
12 successful. So that's part of what we're  
13 struggling with here.

14 On all the stuff that I'm going to show  
15 you -- and most of the projects I'm going to show  
16 you are projects that my firm has done. It's real  
17 important to establish themes so that it looks like  
18 the projects are built with an overriding idea. A  
19 project that might have been built in a certain  
20 place in a certain time with certain local  
21 materials and colors and that sort of thing. And  
22 what we've talked about -- and after looking at all  
23 these projects, we're really talking about an  
24 Mediterranean southern vernacular that we want this  
25 project to be in the end.

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1 The material joists are really important. We  
2 see -- we don't want to put anything but stone  
3 masonry in a situation where people can touch it,  
4 feel it. We may use stucco and other materials up  
5 above where you can't reach it. Like, for  
6 instance, this would be a hard surface stone here.  
7 This might could be stucco up at the top. Let me  
8 show you some other examples.

9 All of these retailers, these national  
10 retailers have what we'll call a prototype. And  
11 they've developed this prototype over many years  
12 and they know that these prototypes work to sell  
13 their goods and services. And so what we want to  
14 do is work with them to incorporate those  
15 prototypes, but we want those prototypes to look  
16 like they fit in our development.

17 And the -- creating the sense of place is an  
18 interplay between these prototypes that have  
19 their -- I mean, a Gap store looks different than a  
20 J Crew. I mean, all of those things give vibrancy  
21 because of their uniqueness. But at the same time,  
22 we want to put them into a context where it looks  
23 like we've really planned everything that's there.

24 So it's the amount of glazing that we're  
25 talking about on these designs is really important

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1 and it needs to be proportional to the scale of all  
2 our architecture. And all of the variety of  
3 tenants creates that village feel.

4 This happens to be The Summit in Louisville,  
5 Kentucky. Again, underscoring that uniqueness of  
6 materials is not only created by what the tenant is  
7 bringing to the project, but by using -- utilizing  
8 different colors, materials, blade signs, awnings,  
9 you know, all those things that you see in places  
10 like Charleston that Gerry mentioned. And all that  
11 recalls a vibrant downtown usage.

12 This slide over on the right is an avenue  
13 project that Cousins developed. And you will see  
14 how the combination of blade signs, awnings, light  
15 fixtures, planters, all that works together to form  
16 that unique space. Glazing is really important.  
17 You can see this -- these shoppers window shopping  
18 along the street. And the ability for us to create  
19 all -- to count all the glazed surfaces is really  
20 important to provide that. And we need to be able  
21 to count all the foyers, the openings that are on  
22 the street.

23 And you see at night that that's really  
24 important to the experience when you get the light  
25 coming from those show windows onto the

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1 glazing on the front of that. But on some of these  
2 tenants, because of their prototype, that -- like,  
3 on these boxes right here. This is Nordstrom,  
4 Rocket Mall of Georgia. And this is the Parisian,  
5 which is now Belk at The Summit in Birmingham. And  
6 you'll note that here that these Nordstrom Rack has  
7 a requirement for merchandising along their front.  
8 If you say you got to have windows all along here,  
9 they can't -- again, that prototype won't work.

10 This Parisian store is a two level store and  
11 they have the same problems that, you know -- they  
12 just can't merchandise if they have to put in  
13 windows. I mean, how many stores have you seen  
14 that have windows along the shopping -- in the  
15 shopping areas, particularly these department  
16 stores.

17 And so what we've done is we've broken down  
18 here instead of having a blank wall, you can see  
19 that we've got a lot of landscaping and we've  
20 created this wall that meanders along the side.  
21 It's not a dead area. We've got interesting  
22 uplighting. We've got this trellis work down here.  
23 We've got some faux display windows. We've got  
24 glazing in these entrances so that we're really  
25 breaking the scale of this down. That's really

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1 streetscape. Lighting is really important on all  
2 of these centers because a lot of the shopping, as  
3 you well know, particularly in the peak times from  
4 Thanksgiving to Christmas are going to occur in the  
5 evening hours.

6 And, you know, this shot of Charleston with  
7 the second floor and the scale of those buildings  
8 can also be created, as we've done here, with  
9 lighting. And that's faux windows on the second --  
10 that's not really a second floor. But what we're  
11 trying to create is spaces where we have a  
12 combination of one level and two level buildings  
13 and it begins to recall those places like downtown  
14 Charleston.

15 This is Avenue West Cobb, again it's a faux  
16 second level. You can see the uses of hard  
17 scape -- I flipped too soon here. Fountains, note  
18 the pavers, the light poles, again, look at the  
19 trees. We want to save as many of the trees that  
20 we've got existing as we can. And this shot was  
21 taken within five years of this project being  
22 completed and you can see the maturity of the trees  
23 that we've got.

24 Again, the use of pavers, some of our tenants  
25 would have -- that's probably 75 percent glass

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1 what we want to be able to bring to this project.

2 Another way is in this slide right here,  
3 you've got tenants like restaurants that have  
4 kitchens. You can't put windows in a kitchen in a  
5 restaurant, but you don't want a blank wall either.  
6 So what we're talking about doing here, these are  
7 faux windows. These shutters have nothing behind  
8 them. But I think you can look at this with the  
9 awnings and the faux shutters and the architectural  
10 detailing and go, you know, that looks pretty good.

11 And what we want to do is to be able to  
12 incorporate some of those things so that we don't  
13 say -- I absolutely positively got to have glazing.  
14 We want to make sure that we can do some of these  
15 kind of things to still have the quality of  
16 development that we all want. Gerry, I'm going to  
17 turn it back to you.

18 MR. DEDENBACH: Thank you. So Everett has  
19 been able to show some of the wealth of the  
20 examples that he's done around the country, and  
21 some of the things we want to bring to this plan.  
22 Now we want to talk to you specifically about the  
23 land use change and what we're looking for here.

24 As a bit of a background, this project, for  
25 those of you who haven't been on the Planning Board

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1 and following this forever, it began as a DRI or a  
2 Development of Regional Impact. And Deborah was  
3 vetted through the State, the County, and the City.  
4 And in the process of that DRI where she got her  
5 approvals from the State on, yes, your traffic is  
6 fine, all the -- you know, all that detailed  
7 related to the trips and the generation and  
8 distribution. That was all vetted. We're not here  
9 to talk about that tonight.

10 But what happened during that process was  
11 Gainesville is a dense urban land area or Dula, the  
12 DRI process went away. So years into the process  
13 of doing the DRI, that wasn't the planning  
14 mechanism to be used any longer. Without the DRI,  
15 the project moved forward as a land large scale  
16 land use amendment. But, again, the rules were a  
17 little bit different then and you processed large  
18 scale land use amendments. And if you got those  
19 approved during that general nine month process,  
20 which actually was much longer -- they had been at  
21 this for an awful long time -- you did the land use  
22 and then you came back and did the zoning.

23 And, understandably because they were  
24 fragmented processes, the planned use district,  
25 that large scale amendment, was very heavily front

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1 Plan, goals, objectives, and policies. And they  
2 guide the future development as well as the  
3 redevelopment of the existing areas.

4 And then, lastly, because the land use  
5 amendment or that planned use district was so  
6 heavily front loaded, we'll kind of scrubbing that  
7 document and moving those zoning related items over  
8 into the PD. That's what we'll talk about at the  
9 end of the evening, that third component of  
10 tonight's agenda.

11 So as Staff showed you -- get to the fun part  
12 now, seeing some pictures -- the proposed future  
13 land use map that I'm flashing back and forth here  
14 will take the parcels from the small scale and add  
15 them into the overall development. That's the  
16 267 acres.

17 We've asked about the maneuvering lanes  
18 because they are a necessary component to the  
19 development type. We believe that they can be  
20 designed to enhance the pedestrian comfort and  
21 safety. They also give access to parking areas and  
22 must be allowed so that we can promote pedestrian  
23 comfort and safety in the overall development. The  
24 condition today as proctored by Staff looks to  
25 limit the access of the maneuvering lanes on one of

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1 loaded. There were a lot of elements that were  
2 contained in there that you wouldn't do today.  
3 Because today in the State of Florida, land use and  
4 zoning can come to you at the same time, just like  
5 we're doing tonight. So you can see that one for  
6 one match between the land use element and how it's  
7 implemented in the zoning. You can see through  
8 that and see exactly how the policies will be  
9 implemented through the code. With the land use  
10 being the densities and intensities and what and  
11 the zoning being how you do it, that's why we're  
12 here tonight because we're making some clean up  
13 effort on that.

14 I'll underscore it again because it's really  
15 important. I want to get this message across.  
16 We're not asking for anymore intensity, density, or  
17 overall entitlements. Everything that's already  
18 approved stays in place. Tonight's request is  
19 about amendments to the spatial form so that we can  
20 move forward and construct this project. And in  
21 so, what we're going to be doing is updating the  
22 PUD's boundary by bringing in the 3.2 acres you did  
23 in the small scale amendment. We're going to be  
24 establishing development guidelines and principles  
25 that are consistent with the City's Comprehensive

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1 their sides. So as you saw a second ago, in  
2 Summit -- excuse me, in the Easton Town Center,  
3 those lanes that kind of wrap around the existing  
4 parking lots, we want to have the flexibility to  
5 use mechanisms such as berms, knee walls, garden  
6 walls, landscaping to kind of shield that zone for  
7 the pedestrian, and also give that discreet area of  
8 space where someone can operate a vehicle. Because  
9 people are going to drive here. That is a fact and  
10 we know that. So we need to have some flexibility  
11 there and not prescribe a limit on how that one  
12 side or the other is penetrated as you go into  
13 parking aisles.

14 Fuel sales is a component of what we talked  
15 about and what Staff gave you in the plan. It's a  
16 very touchy subject in Gainesville and we realize  
17 that. But, again, we have potential tenants and we  
18 have to have the flexibility to allow for those  
19 national examples and those models to come here but  
20 then localize them some.

21 It is impossible for us to place buildings in  
22 front of fueling positions. But what we can do is  
23 we can, in the planned development, define criteria  
24 of how those fueling positions can be screened from  
25 view from the public but still allow you the way

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1 finding while you're driving, maybe you got off the  
2 interstate to come here or maybe you're coming home  
3 from work, the hospital, on the way to your house  
4 in Haile or out to the Student Village area.  
5 You've got to be able to see where to drive. So we  
6 believe there is a happy medium that we can come  
7 to, and we'll propose that in the PD later.  
8 Because what we would like that to do, since it is  
9 more of a zoning relating item, is design a piece  
10 of text that will allow for the proper screening of  
11 those areas.

12 The off street parking area that we described  
13 when we showed the Easton Town Center, and  
14 especially in the area that is 1B on the map,  
15 that's immediately north of the existing Butler  
16 Plaza. We want to use those same mechanisms and  
17 that same environmental graphics package that  
18 Everett and his team of architects, and we will  
19 develop to create that continuity between the  
20 development. So off street parking areas have to  
21 be visible, but yet we can screen the effects of  
22 some of those like the headlights and some of the  
23 massing of those areas by landscaping and walls and  
24 berms around there.

25 In fact, in the existing approved document,

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1 critical to the flexibility of this design effort.

2 So similarly in 4.3.6 F 2 Roman number VIII,  
3 we need to have that flexibility inserted there.  
4 That same reasoning -- and I brought this slide  
5 back just to show, again, how that is important to  
6 us -- is because you can have conditions where you  
7 will have parking where it sits sort of isolated,  
8 if you will, adjacent to the side of a large  
9 anchor, but also then fronting smaller more finely  
10 grained or boutique type stores.

11 So to get that condition to work, we need to  
12 have the flexibility to landscape it, to screen it,  
13 to berm it, to wall it in, but let it be an allowed  
14 design type. And, again, that example that we show  
15 you here is so similar in design form if you kind  
16 of take and pull the lens back a bit, you know,  
17 we're next to an interstate highway. We have state  
18 roads that bound the development. We have to have  
19 the ability to have landscaping framing parking  
20 areas and allowing maneuvering lanes that work in  
21 and out of the development to be a critical  
22 component of the overall design theme. It's an  
23 essential element for the flexibility to design  
24 this project, engineer it, and build it. Again,  
25 we're this close.

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1 we have a condition that allows for us to do that.  
2 And as Everett showed you the slides of those trees  
3 just five years into the process, I hope that we  
4 can get to a place where something like,  
5 alternatively, landscaping three to four feet high  
6 within 12 months of planting may be used if it  
7 adequately defines that urban space. So we're  
8 going to be asking for that tonight.

9 The condition that is proffered before you  
10 says that off street parking in the subarea shall  
11 be located at the side or rear of buildings and  
12 away from, you know, the view. We need to strike  
13 that portion of that and encourage that that area  
14 needs to be and shall be screened to enhance  
15 pedestrian comfort and safety. So we need a little  
16 flexibility in that realm.

17 That carries over into area 2A, also, which  
18 is where the town center begins. Because those  
19 parking areas that will be formed in that gridded  
20 area will front streets. You'll pull off of  
21 streets into parking areas and then get out and  
22 start to walk the main street experience. And,  
23 similarly, those mechanisms of hard scaping and  
24 soft scaping and using those landscape  
25 architectural and architectural techniques are

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1 MR. ACKERMAN: Would you go back to that

2 slide? Would you show me a maneuvering lane and  
3 what it makes it different than a street?

4 MR. DEDENBACH: I certainly can. But if,  
5 Bob, you want to talk about that? We've got a  
6 variety. These would be more of your streets along  
7 the outside, and then through the development form  
8 here. This is kind of a main street feature here.  
9 Your maneuvering lanes might be these frontal areas  
10 here that go between a field of parking and then a  
11 building face. It's a hierarchical area.

12 As redevelopment occurs over time, you have  
13 the ability to have those lanes turn into streets.  
14 You know, if this turned into another development  
15 form here or if these areas were land banked and  
16 turned over to something else, you might take what  
17 would be a maneuvering lane, maybe this, and turn  
18 it into a street when that turns over.

19 So we kind of look at this as an organic  
20 progression. Many of these things -- and Deborah  
21 uses the phrasing very frequently -- these are kind  
22 of the bones of urbanism. You're providing that  
23 spatial holding spot or that place holder so that  
24 as redevelopment occurs -- and it always does --  
25 that you have the space available to transform into

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1 areas like that.

2 MR. ACKERMAN: So from your perspective, if  
3 we took the present day Butler Plaza, all those  
4 kind of stop and go lanes between parking lots  
5 would constitute maneuvering lanes today?

6 MR. DEDENBACH: Several of them would.

7 MR. ACKERMAN: You know, the stuff when you  
8 go between --

9 MR. DEDENBACH: But I would caveat that,  
10 though, in the standards that we've created in  
11 this, our maneuvering lanes are above what's out  
12 there today. Today you've got a rather sort of  
13 generic set of parking lots with drive aisles. Our  
14 maneuvering lanes that we are proposing are a  
15 different higher standard than that.

16 MR. HATCHER: Can I add one thing to that? I  
17 think the difference between what's there now is  
18 one big asphalt parking lot. And I think the  
19 difference that we're coming to is if you will see  
20 how that at Easton is broken up -- and there are  
21 drive aisles, there are definitions of a grid  
22 happening. That's what we're proposing. That's  
23 what we're after. And we're trying to break down  
24 that big sea of asphalt that was appropriate at the  
25 time, but no longer appropriate. So I --

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1 has to be designed as a street with curb, gutter,  
2 sidewalk to look like this. And we're concerned  
3 about doing that because we don't know in the long  
4 range whether the street's going to be there or  
5 whether it's going to move 10 feet in the other  
6 direction. Because these are placeholders for --  
7 that's a placeholder for a future city block.

8 And so we -- I introduced the term  
9 maneuvering lane to distinguish technically how  
10 it's built. And, technically, this is a temporary  
11 placeholder. And we feel it would be irresponsible  
12 to build that to a full street standard. When --  
13 the City's protected because there will be a  
14 maximum parameter and design guidelines for that  
15 when that's a block. But we may someday make this  
16 into a little town square and put the street on  
17 both sides of it. And then if we were to build all  
18 that today, it would be a waste. So it's a very  
19 important technical difference.

20 We will have streets throughout the town  
21 center someday, but we don't want to build the  
22 street until we have the building facing it and  
23 touching it so that we know it can be a permanent  
24 fixture.

25 MR. ACKERMAN: So, fundamentally, maneuvering

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1 MR. ACKERMAN: So ultimately what you're  
2 saying is the maneuvering lanes, as you're  
3 proposing, would have at least one side of it would  
4 have shops or something on it, and potentially the  
5 other side would be a parking area, berm, screen,  
6 something like that? Is that accurate.

7 MR. HATCHER: Not always. If this -- that  
8 could be a drive -- a maneuvering lane right there.

9 MR. ACKERMAN: Okay.

10 MR. HATCHER: In other words -- you see what  
11 I'm saying? Here is the main road and I've got to  
12 be able to turn in here. If I'm coming back out of  
13 the center, I've got to be able to stack enough  
14 cars here so that I can maneuver. So I may not  
15 have buildings on either side. So in that  
16 particular case, it would be very, very difficult  
17 to have a building on either side. But, you know,  
18 here would be a maneuvering lane, that could be a  
19 maneuvering lane, but this would be our streets,  
20 our main streets, as would these.

21 MR. ACKERMAN: And your disagreement or  
22 objection currently to the Staff's proposal on  
23 maneuvering lanes is what?

24 MR. GIBBS: This is Bob Gibbs. As I  
25 understand it, if we call this a street, then it

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1 lanes are going to be transitional passageways as  
2 this development is built out over 10, 20 years?  
3 MR. GIBBS: That's right, they're temporary  
4 placeholders. But they're built in such a way that  
5 they can handle cars and pedestrians in a safe way.  
6 But they're built differently than a street. And  
7 your ordinance, as I understand it, requires when  
8 we use the term street that it kicks in a whole  
9 another design level, curbs, gutters, sidewalks,  
10 the way the crown is designed, all of that. Which  
11 is fine when we have -- when we actually know where  
12 the building is.

13 But some of these -- like this is Easton in  
14 Ohio -- you know, this may be a temporary  
15 placeholder for a decade. And when they finally  
16 build it, they may have to move that street or that  
17 maneuvering lane around a little bit.

18 MR. ACKERMAN: Thank you, sir.

19 CHAIR: I'd like to go back to Bob's  
20 question, about being what the difference between  
21 Staff and the Applicant wants in regards to the  
22 maneuvering lanes.

23 MS. LAZZARI: Madam Chair and Planning Board  
24 Members, I would like to make a comment or two on  
25 this. The policy that we're referring to is in

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1 Exhibit A dash one Number 6 on that page. So it's  
2 4.3.6C6. And I kind of want to read that in so  
3 that we understand it clearly.

4 Maneuvering lanes shall be defined as  
5 vehicular use area that connect off street parking  
6 areas and provide sidewalks and landscaping on at  
7 least one side. And then what we understood the  
8 sort of Applicant's issue with this was the second  
9 sentence which states vehicular access from  
10 maneuvering lanes to parking areas shall be limited  
11 on at least one side to enhance pedestrian comfort  
12 and safety.

13 So I want to go back to this example that was  
14 provided. And if this is a maneuvering lane, the  
15 maneuvering vehicular access to this maneuvering  
16 lane is totally limited. It's limited on both  
17 sides here. You can't -- the vehicles that are  
18 here can't cross this until they get up to this  
19 area. So when we're talking about vehicular access  
20 on these things, we're only requiring that it be  
21 limited. And the Comp Plan language does not place  
22 a specific number, you know, of feet or anything  
23 else on that. It just says shall be limited so  
24 that we can enhance that pedestrian comfort and  
25 safety.

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1 So I want to make that clear to the Board  
2 what our issue is, that when you have areas, for  
3 example, where cars can cross across these areas,  
4 that really endangers the pedestrian. But when you  
5 have situations where on one side at least that  
6 vehicular access is limited such that it -- the end  
7 of every drive aisle you're not, you know, on one  
8 side at least crossing with automobiles, that  
9 creates a comfort and safety for the pedestrian. So  
10 I wanted to clarify what the Staff requirement was  
11 in the Comprehensive Plan.

12 CHAIR: Thank you, Ms. Lazzari.

13 MR. DEDENBACH: And so to kind of incapsulate  
14 that, I don't think we fundamentally disagree on  
15 the issues of pedestrian safety and comfort. But  
16 that same example, is if you look at this here,  
17 this is a maneuvering lane and it actually has  
18 access on both sides. And as you get to the west  
19 side of this, which kind of a portico here, but  
20 this maneuvering lane that moves along the front of  
21 the Macy's here, you see it has access on the right  
22 side, it's accessed on the left side, you go down  
23 further it's accessed on the right side it's  
24 accessed on the left side. That's what we need to  
25 be able to do. It can be done safely. It can be

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1 done in a manner where the pedestrian has a  
2 priority there by having that feature. But that  
3 maneuvering lane is essential to be accessed on  
4 both sides.

5 MR. ACKERMAN: And your contention is that  
6 the Staff position currently prohibits that? And  
7 is that --

8 MR. DEDENBACH: It says that it shall be  
9 limited on one side.

10 MS. LAZZARI: By limited, we don't mean  
11 prohibited. It says limited. And we want to  
12 clearly point out that we recognize that there  
13 would be certain areas where there might be  
14 crosswalks across these. But it's limited so that  
15 it's not every drive aisle has access on one side  
16 such that you have protection for the pedestrian  
17 that includes longer stretches of sidewalk where  
18 the pedestrian is safe, and then some crosswalks.  
19 Again, limited access, not prohibited access.

20 MR. DEDENBACH: It's a fine tuning point. We  
21 can talk about it more in the PD and we can't close  
22 the door on it here.

23 MR. GIBBS: I would just like to ask Staff,  
24 is this what you're saying would be allowed or  
25 prohibited?

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1 MS. LAZZARI: Yes, that would be allowed  
2 because on one side the access is limited.

3 MR. GIBBS: Okay. All right.

4 MR. DEDENBACH: Okay.

5 MR. ACKERMAN: My assumption is when you're  
6 talking about limited, you're trying to minimize  
7 the 200 yard stretch or 500 foot stretch and it  
8 doesn't have 15 curb cuts in it. Okay. But it  
9 could obviously have one or two?

10 MS. LAZZARI: Yes, sir, that's what we mean  
11 by limited. And then the planned development  
12 ordinance would probably specify yards or feet or  
13 whatever or the number of points along there. But,  
14 again, we're using the word limited. We are  
15 expressly not using the word prohibited. And we  
16 are expressly understanding that there may be  
17 crosswalks, just as there are in a downtown area  
18 where you cross a block.

19 MR. ACKERMAN: Okay. I don't mean to beat  
20 that as a dead horse.

21 MR. DEDENBACH: It's a fine detail. And it  
22 needs some attention, Madam Chair, so that we  
23 understand. The best way to do it is to see  
24 pictures and understand that these are the  
25 placeholders and these are the bones for urbanism.

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1 You heard of a comment that Staff had brought  
2 forward before about low impact design. While  
3 there will be a master storm water plan that will  
4 encompass the entire development, because of the  
5 nature of a development of this size with multiple  
6 owners and tenancy that we can't predict tonight,  
7 some land may be sold, some may be leased, some may  
8 be ground leased, the best thing that we need to do  
9 here is instead of having a master LID agreement  
10 change our wording to prior to final development  
11 plan approvals, plural, in Subareas 1A and 1B.  
12 Legally enforceable documents shall establish a  
13 responsible entity that will permanently provide  
14 for proper maintenance of the LID functional  
15 landscape for each individual development plan  
16 approval.

17 We discussed this with Staff and Public Works  
18 Staff Rick Melzer was there and kind of understands  
19 this. We'll have a master storm water plan, but  
20 the low impact design techniques that work on one  
21 parcel may not be the same that work on another  
22 parcel. So individual agreements need to be  
23 allowed in this process. Because we can't produce  
24 today what we're going to do in the future but we need  
25 to have flexibility to allow the agreements that

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1 are legally binding to be proctored over time.  
2 It's pretty straightforward.

3 The 62nd Boulevard extension, this is that  
4 main road that connects from 42nd down to Archer  
5 Road and ultimately will connect from Newberry Road  
6 to Archer Road. Currently, there are some design  
7 plans from the MPTO that outline that corridor.  
8 The important component of that is that we get all  
9 the multimodal elements in there and we are in  
10 agreement with Staff on that.

11 One of the things we noted, interestingly --  
12 since being an former MPTO employee -- the picture  
13 that they adopted doesn't agree with the cross  
14 section that the same company designed. But that's  
15 not what is important. What's important is that we  
16 get the roadway in there for vehicles, for transit,  
17 for bicycles and pedestrians.

18 And so Staff has made that change tonight  
19 that they proctored here by talking about  
20 containing the MPTO plan instead of that exact  
21 cross section so we are focused on the elements and  
22 we have agreement with Staff on that.

23 Okay. So that's it. That's all we're really  
24 here to talk about with the land use amendment  
25 tonight. Just a couple little elements, it's a

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1 cleaning of the document, like I summarized, to  
2 take things that were heavily loaded in that PUD  
3 and move them over to the zoning document because  
4 they really relate to zoning. And I think  
5 substantially of what we've seen tonight and the  
6 additional sheet that Staff has brought forward to  
7 you, we just have a couple items that we really  
8 need to clarify on that.

9 We need to be able to screen the parking lots  
10 use a variety of hard scape and soft scape  
11 mechanisms to insure that provides a safe  
12 pedestrian experience as well as a clearly  
13 navigable vehicle experience. We need to push the  
14 requirement for screening and allow fuel sales to  
15 occur by standards that we'll talk about in the PD  
16 tonight and make sure that those are in there.

17 Again, those are more of a zoning thing,  
18 they're not really as much land use. That's why  
19 they need to go into the zoning document. Clearly,  
20 when we're talking about the maneuvering lanes, you  
21 know, I think we've kind of clarified that. We  
22 need to make sure that's outlined so that we have a  
23 clear idea that it will be done safely, but  
24 flexibility is really key.

25 Again, to preface this whole conversation

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1 when we sat down six or seven months ago and looked  
2 at this, Robert scratched his head, he said how are  
3 we going to build to some of these requirements.  
4 We're asking for some very minor amendments, if you  
5 will, to change the language and add a little  
6 flexibility so that the creativity can be delivered  
7 and that this project can move to construction.

8 So if you have any questions, I'm here,  
9 obviously Robert, our project engineer, Everett,  
10 our project architect, Bob Gibbs, the project guru  
11 and massive knowledge that I can never imagine  
12 having. But we're all here to help you understand  
13 what we're doing tonight here thank you very much.

14 CHAIR: Thank you, Mr. Dedenbach.  
15 Mr. Hilliard?

16 MR. HILLIARD: Yes, Mr. Dedenbach, before you  
17 sit down, I think one of the things the Board needs  
18 to be really clear about what proposed changes to  
19 which policy you're asking for so they can at least  
20 mark their copies to know what is being requested.

21 MR. DEDENBACH: Okay. I think Mr. Hilliard  
22 and Madam Chair through Mr. Hilliard, the Staff  
23 sheet that's before you outlines and Onelia did a  
24 great job of showing those exact ones and I'll back  
25 up real quickly.

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1 MR. ACKERMAN: Mr. Dedenbach, we have  
2 multiple Staff sheets.

3 MR. DEDENBACH: Okay. I think the one that  
4 was handed out tonight -- if I had Onelia's  
5 wonderful early slide, it gets to the exact  
6 numerology of them. I think the first one would be  
7 4.3.6, C as in Charley six, 4.3.C.6, C as in  
8 Charley, 10, 4.3.6.E.3.

9 MR. HILLIARD: Mr. Dedenbach, let's stop slow  
10 down go back to the other one. All right. So on  
11 Ms. Onelia's sheet -- on the sheet that was handed  
12 out to you, this one at the meeting, that's the  
13 first one. Ms. Lazzari modified it, but  
14 Mr. Dedenbach is asking for modification to that  
15 policy. So that's the first one that's on this  
16 sheet. Okay.

17 MS. SHARMA: Just to clarify that before we  
18 move on, so what we have is off street parking  
19 shall not be located in front of buildings that  
20 front on Southwest 62nd Boulevard, extension  
21 Southwest 38th Street, or Southwest 24th Avenue,  
22 and that modification of the side and rear  
23 buildings is also not acceptable to the Applicant;  
24 is that correct?

25 MR. DEDENBACH: That's correct. We need to

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1 be able to screen those areas so that if we have  
2 off street parking, it can be between the building  
3 and the street.

4 MS. SHARMA: Okay. Thank you.

5 MS. LAZZARI: Madam Chair, if I may clarify,  
6 it may be in front of buildings under the Staff's  
7 proposal with the exception of buildings that front  
8 along 38th Street, Southwest 24th Avenue, and  
9 Southwest 62nd Boulevard. So if there are other  
10 streets or maneuvering lanes that are created in  
11 that area, there could be parking in front of the  
12 buildings. But we have a particular concern about  
13 those primary streets and the way they look and the  
14 form in that area. And this policy -- subpolicy  
15 applied to Subarea 1B only. I wanted to make that  
16 clear, also.

17 MR. ACKERMAN: So, Mr. Dedenbach, it sounds  
18 like you got what you wanted from them except for  
19 those three named streets.

20 MR. DEDENBACH: Correct. There will be  
21 places --

22 MR. ACKERMAN: But that's accurate. So what  
23 you want is to also extend them to those three  
24 named streets?

25 MR. DEDENBACH: That would be correct,

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1 Mr. Chair -- Madam Chair to Mr. Ackerman. We got  
2 so many letters and numbers here, you're going to  
3 have to give me one faux pas for the evening, Madam  
4 Chair.

5 MR. HILLIARD: I think you can move on.

6 CHAIR: Please proceed with the summary of  
7 changes.

8 MR. ACKERMAN: Sorry, I'm still struggling  
9 with this. One second. The theory behind this,  
10 again, is that, at least looking at the Easton Town  
11 Square, if I use that as an example, of what  
12 appears to be some transitional construction and  
13 parking lots. Because, obviously, Butler Plaza is  
14 completely built down and now we're trying to fix  
15 it. And so you would like to have some of those  
16 large parking areas continued -- and then on some  
17 of those named streets, but you want to landscape  
18 them instead so that they're somewhat less visible?

19 MR. DEDENBACH: That would be correct. And,  
20 Madam Chair, another way I would state that is that  
21 on some of the new areas that we develop in there,  
22 that those placeholders that you heard Mr. Gibbs  
23 talk about, they will be improved and  
24 infrastructure will be added there and parking  
25 areas which may become placeholders for buildings

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1 will be there. It's important for us to be able to  
2 screen them until they transition into streets.

3 MR. ACKERMAN: It is presently prohibited for  
4 you to screen them, or is it presently prohibited  
5 for you to have them at all?

6 MR. DEDENBACH: The way it's written, the  
7 condition would prohibit in the future -- because  
8 we are talking about some future development here,  
9 too -- is it would force the parking to only be at  
10 the sides or the rear of the buildings. And I can  
11 think of examples where you would have parking in  
12 front of buildings and you would want to put a  
13 screening element in there. We're trying to offer  
14 something that will lessen, perhaps, the appearance  
15 of a parking lot where you have a building across  
16 from that. Because that's a condition that we  
17 anticipate occurring.

18 MR. ACKERMAN: Okay. I'm sorry for seeming  
19 dense. But the issue here is not that you can  
20 screen the parking lot, the issue is whether you  
21 can have the parking lot at all?

22 MR. DEDENBACH: That is correct,

23 Mr. Ackerman -- Madam Chair. Thank you.

24 CHAIR: Ms. Lazzari, did you have --

25 MS. LAZZARI: Yes, I did just want to clarify

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1 again that the prohibition in Subarea 1B or the  
2 requirement and that it is in front of buildings.  
3 It's not saying that you can't have parking  
4 fronting these streets, but it needs to be on the  
5 side of these buildings. And that's the way this  
6 is specifically written, that we don't want that  
7 sea of parking, you know, wide because that's the  
8 old school parking lot. And we're trying to bring  
9 ourselves up to -- again, I want to talk about  
10 unique and innovative planned use district -- to  
11 have elements of that unique and innovative design.

12 MR. DEDENBACH: And we agree with that, that  
13 we want to do unique and innovative designs, too.  
14 That's why flexibility is key for things that are  
15 placeholders in the urban fabric.

16 CHAIR: Thank you. Ms. Condon, did you have  
17 a question?

18 MS. CONDON: I understand the need for  
19 placeholders and that not everything is going to be  
20 developed at one. But if we look back at the  
21 picture of the Easton complex, I'm concerned that  
22 it just looked like a shopping mall that instead of  
23 one big building, it's several building split  
24 apart. I think that's probably what some of the  
25 other board members are concerned about, too, is

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1 that, if we have a placeholder that is for decades  
2 is a parking lot surrounding lots of buildings,  
3 we're really -- I don't see that as something  
4 that's consistent with what we're looking to  
5 develop in the end.

6 And I'm just -- I'm worried that if we allow  
7 the parking to front buildings like that, that  
8 we'll end up with a strip of parking lots around  
9 the town center itself. I don't think that's what  
10 we want on main roads through that area.

11 MR. DEDENBACH: Okay. And, Madam Chair, let  
12 me just show that again that here you have a  
13 condition where you have an anchor tenet and  
14 parking is to the side and rear of that building in  
15 one way. Because, really, it's got entrances on  
16 all sides, but you do have this. There are stores  
17 here and parking would front those stores. And so  
18 this is a condition that must occur, just like over  
19 here where you have these buildings with  
20 storefronts here, that fronts the parking. The way  
21 the condition is written today, we couldn't do  
22 this.

23 So, Madam Chair, we need to be able to say  
24 that, you know, parking is not prohibited where it  
25 goes, it needs to be done sensitively, safely, and

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1 with elements. You can see how in there, you know,  
2 they used landscaping along their edges and they  
3 used soft scaping and hard scaping here. We need  
4 to be able to do a similar pattern as that to kind  
5 of box those blocks in if you will.

6 MS. CONDON: I guess my concern is you have  
7 these main roads going around the outside of the  
8 development and it's all parking lots on that main  
9 road. Those are going to be the first roads that  
10 you encounter as you try to drive into the shopping  
11 center. If you're driving just around the giant  
12 parking lot, it's essentially the same as driving  
13 to the Oaks Mall and driving around the mall. It's  
14 just split into different buildings. I'm afraid  
15 that if development progresses that way that it's  
16 going to delay the development that we hope to have  
17 in that area.

18 CHAIR: Thank you, Ms. Condon. Ms. Oliverio?

19 MS. OLIVERIO: I want to hear them. I'm  
20 looking forward to an answer.

21 MR. HATCHER: To the Oaks Mall analogy, the  
22 thing that you can't do with the Oaks Mall -- my  
23 firm designed Oaks Mall many years ago. And, you  
24 know, retail evolves over years. The thing that  
25 you can't do at Oaks Mall, you can only go around

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1 it, you can't go through it, you can't drive down  
2 the middle of the mall. And then the important  
3 thing that we're saying here is that we're creating  
4 a grid within the project and trying to accommodate  
5 those prototypical tenants that if I go to a Macy's  
6 and I say, hey, guys, we're not going to give you  
7 any parking on your front door, how would you like  
8 to come into our development. Ain't going to  
9 happen. And so, you know, what we're trying to do  
10 is create the main street along Archer Avenue  
11 that's got all the things that we all want, but  
12 we're trying to also give us an opportunity of  
13 creating a grid to accommodate some of the larger  
14 tenants in 1A and 1B, right?

15 And so that's what this is about. If you  
16 say, okay, we can only have parking on the sides  
17 and the rear, then you've essentially eliminated  
18 anybody bringing their prototype here. I mean,  
19 it's as simple as that.

20 CHAIR: Thank you, Mr. Everett. We've got  
21 lots of questions.

22 MR. DEDENBACH: Yeah, I brought this slide up  
23 because Bob wanted to kind of address how that grid  
24 works and address that question.

25 MR. GIBBS: This is a very important issue.

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1 We are in agreement with you that over the long  
2 period of time we would like this to be 100 percent  
3 a walkable town, a city. But there hasn't been one  
4 built on day one exactly as we'd like it to be.  
5 And we are proposing that what is along Butler now,  
6 that size and that scale become our town center.  
7 As we all -- like we saw in Easton and other  
8 places, and those large anchors be moved to the  
9 north. Those are long term placeholders.  
10 But there hasn't been a center built out of  
11 the hundreds of centers that have been built in  
12 which on day one every area was a street. There  
13 still are some retailers that we need to bring  
14 people to the town center, but those retailers need  
15 more conventional parking layouts.  
16 We call those the B side. Those retailers  
17 which surround Easton -- Easton is surrounded with  
18 large format anchor retailers, Target, Lowe's, Home  
19 Depot, Wal-Mart, Kohl's, they're all there  
20 surrounding the center with very conventional  
21 parking layouts. That's true with all of the  
22 centers that have been built. We want the pull of  
23 those tenants to come here.  
24 And I think as a regional planning goal, it's  
25 better for all of us to have these retailers

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1 town center, and then relocating them up to the  
2 north side of the property.  
3 MR. ACKERMAN: But fundamentally -- pardon  
4 me, Madam Chair -- what you're doing is saying  
5 we're going to redevelop the current Butler Plaza  
6 into the town center --  
7 MR. DEDENBACH: Yes.  
8 MR. ACKERMAN: -- and the traditional big box  
9 in a big parking lot would just be behind it.  
10 MR. DEDENBACH: Right, as a placeholder.  
11 That's exactly what we heard. You know, we are  
12 approved -- the approval right now is to keep this  
13 large format conventional retail along Archer Road  
14 and for us to be build a walkable town center on  
15 the north. That's how it's approved. We clearly  
16 heard during those -- I heard it firsthand -- is  
17 that we were asked could we reverse it, could we  
18 clean up what's along Archer Road and make it look  
19 better. And that's what we're doing. We  
20 completely threw out the plan and started over  
21 Ms. Butler bought parcels along Archer Road to do  
22 what you asked her to do.  
23 And if there is -- if compromise is probably  
24 the wrong word. But we still want to have these  
25 anchor driving retailers here, but we're putting

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1 concentrated in one part of your city rather than  
2 shotgun all over the city because you have a demand  
3 for these retailers. They want to be in  
4 Gainesville. You've got the third Trader Joe's in  
5 the entire state. And our position is, let's  
6 accommodate them here at this intersection, at this  
7 corner, so people can come here and they can walk  
8 from one to the other.  
9 And the growth can be compact. If we have to  
10 force them to build something that they've never  
11 built anywhere, they're likely to go up I75 or down  
12 I75 and go somewhere else and you will have the  
13 beginning of more sprawl. The basis of our  
14 practice is let's accommodate whatever the formats  
15 are today, even if it has to be not in the most  
16 desirable way. But let's make sure the A part is  
17 as good as it can technically be. That's what I  
18 think we demonstrated with Easton.  
19 If we could just go to Easton, I just want to  
20 show that. The compromise, if it is a compromised  
21 area, are for the large format retail with the  
22 parking to be along here on the north side of the  
23 site. And we're -- they're currently right here  
24 along Archer Road. And we're just proposing moving  
25 them from Archer Road, making that into a walkable

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1 them on the north side so they won't be visible  
2 along Archer Road today. Instead you're going to  
3 have a fabulous town center, a very walkable town  
4 center along Archer Road.  
5 But if -- this is the Easton -- this is a  
6 very crude early sample where they had their  
7 walkable town center here, but it's surrounded with  
8 very large format conventional retailers and there  
9 is one bank there. This is the way that every  
10 center has been built that we know of. If you know  
11 of one where all of these built a new prototype, I  
12 would like to see it. They just don't exist.  
13 Someday these will be redeveloped. But for right  
14 now, these retailers bring people to this location  
15 on a regular basis. And the small shops and  
16 restaurants that we want can only be sustainable  
17 because they're surrounded by anchors.  
18 And I would argue that even if you don't  
19 accept that, that it's far better to have all of  
20 these retail concentrated in one area rather than  
21 spread out over 10 or 20 miles. That's what we're  
22 trying to do, we're trying to make it a compact  
23 destination and for long term city building.  
24 CHAIR: Thank you, Mr. Gibbs. I would like  
25 to move on to a couple more questions.

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1 MS. LAZZARI: Madam Chair, I do want to make  
2 one or two clarifications on this particular issue.  
3 First of all, I want to point out that very  
4 specifically in Subarea 1A we state large scale  
5 retail uses in the subarea may have parking  
6 facilities located outside the front of these  
7 retail uses. So in Subarea 1A, I believe that we  
8 are in full agreement that, yes, we do want the  
9 large scale retail uses located in that area. We  
10 do want to keep them in a compact area.

11 East of I75 in an area that is  
12 extraordinarily well served by transit and will be  
13 better served after this development builds the  
14 transit transfer center and the park and ride lot  
15 approximate to that area. So the Staff is very  
16 much accepting in agreement in Subarea 1A.

17 However, we did recognize that Subarea 1B is  
18 close to the urban village. And on those very nice  
19 roads, Southwest 24th Avenue, which is a  
20 beautifully built road, the new Southwest 62nd  
21 Boulevard extension, which will have the bus rapid  
22 transit running along it, then Southwest 38th  
23 Street, which will be a new public street that's  
24 built, that we want the buildings to front there.  
25 And, again, they can have parking on either side of

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1 that front 62nd Boulevard, 38th Street, and  
2 Southwest 24th Avenue. And, again, I want to make  
3 that -- it abundantly clear that we're not saying  
4 you can't have parking out on the street if it's on  
5 either side of the building. The restriction is on  
6 being in front of the building. And, again, we  
7 wholeheartedly support having the large scale  
8 retail in that Subarea 1A for the reasons that I  
9 stated.

10 MS. OLIVERIO: Thank you. I just wanted to  
11 ask the Applicant again to clarify why that -- why  
12 1A isn't enough of the large scale retail space --  
13 sorry, Mr. Dedenbach.

14 MR. DEDENBACH: That's okay. It's okay  
15 because I think it's a little bit clearer in the PD  
16 when we talk about this or when we see the overall  
17 master plan. Because in the hierarchy of streets,  
18 there is 62nd, the new road, will be an arterial  
19 road that goes through there as Mr. Lazzari stated,  
20 it's a wide road, it's the road that will have bus  
21 rapid transit on it, it's the road that will have  
22 all the amenities. But it is larger scale road.

23 Crossing that is 38th and along the north  
24 side of the project is 24th Avenue, the newly  
25 constructed road with the roundabout at 38th. We

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1 them, but not in front of the buildings. And we  
2 really need to emphasize that and clarify that.

3 And just for a moment, if I can, if you can  
4 imagine this, the main road here as 62nd Boulevard,  
5 you have these vast areas of parking lots. That's  
6 not the image that we think we want for this new  
7 street. However, internal to the development where  
8 there might be maneuvering lanes, we do not place  
9 that restriction on the parking being in front of  
10 the building. So that's our explanation from  
11 Staff.

12 CHAIR: Thank you, Ms. Lazzari. On to some  
13 other questions, Ms. Oliverio?

14 MS. OLIVERIO: Thank you. I just want to  
15 clarify one thing. So it sounds like Staff is in  
16 agreement that parking can be allowed in front in  
17 1A but not in 1B?

18 CHAIR: On the major streets?

19 MS. OLIVERIO: On the major street.

20 MS. LAZZARI: Madam Chair, yes. Already in  
21 the PUD document is this allowance for the large  
22 scale retail to have parking in front of the  
23 buildings that's Subarea 1A. Subarea 1B, we're  
24 only placing the restriction about the parking  
25 being in front of the buildings for those buildings

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1 need to have the flexibility because, just like you  
2 see here, there may be anchors in 1B east of 62nd.  
3 And it's important on those that the flexibility is  
4 there. Because if we have a building, which we  
5 hope to have, it has to have the flexibility to  
6 have the parking in front of it. This -- it's a  
7 complicated thing because it's an issue of scale.

8 Now, I can't tell you off the top of my head  
9 how big this box is here that terminates this  
10 access and this vista here. But some of these  
11 larger boxes that frame -- I imagine this block  
12 started out about at this size. And originally  
13 there was probably parking between the street and  
14 this building, and then this building came in here  
15 like Mr. Gibbs was talking about. So while it's a  
16 placeholder, we have to have that opportunity and  
17 we can screen the parking and we can use various  
18 methods to downplay its visual factor.

19 But this type of arrangement has to be an  
20 option for us because as it progresses over time  
21 and as it densifies there, those areas will go  
22 away, I feel, over time.

23 MS. OLIVERIO: So, in other words, you would  
24 like to be able to have a large scale retail, for  
25 example, on both sides of 62nd, not just on the

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1 west side, which is 1A?

2 MR. DEDENBACH: Madam Chair, it's not about  
3 the scale of the retail, it's about being able to  
4 orient the parking to the buildings there. It's  
5 not the scale of what we want to do there as much  
6 as it is the flexibility of the design options  
7 where the parking can go relative to the store  
8 irrespective of size. They may be small buildings,  
9 they may be small boutiques. But the parking has  
10 to not be limited to which primary face it can be.

11 MR. GIBBS: May I make one more statement?  
12 This is where the term street and highway are very  
13 important. Because 62nd is more of a highway than a  
14 street. A street has on street parking and it's  
15 worthy of buildings fronting it. Because these  
16 stores have cars parking in front of them in which  
17 people can park and walk into the front of the  
18 store. And very often communities say put  
19 buildings along these highways, but we don't allow  
20 on street parking. And 62nd is designed without on  
21 street parking.

22 And if we put buildings up to that without  
23 any parking, which are all over the city. I can  
24 show you slides all over your city where you've  
25 done that -- those doors get locked. In fact, a

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1 talking about a new -- we're putting in a new  
2 tenant there, so what would be the expected  
3 lifespan of that tenant as a placeholder?

4 MR. HATCHER: We did a project in Birmingham  
5 called The Summit. It was one of the first  
6 lifestyle centers in the United States. At the  
7 time it looked a lot like a strip center because  
8 the product was evolving. We think it's a lot  
9 nicer than anything that you would call a strip  
10 center. But what's happening is that it's got  
11 parking that opens onto a boulevard. And what's  
12 happening -- and we've begun to grid that project  
13 and we've begun to put shops out in that parking  
14 lot. We've started to add parking structures to  
15 accommodate the added parking that we need.

16 That center opened in 1996 and we've been  
17 evolving that center the entire time from the time  
18 it opened until now. We've done six different  
19 phases on that center. So as the -- you seen  
20 retailers, they change all the time. You know, the  
21 Blockbusters of the world, as technology changes,  
22 they go out of business and some of the other  
23 retailers that you've seen go out of business and  
24 change. That's what we're talking about.

25 So it's not -- at the end of the day when we

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1 lot of them in this city have taken off the door  
2 handles because people just don't use them. And  
3 it's really not fair to put a retailer, especially  
4 a large format retailer up to a highway without on  
5 street parking. And as much as we like to say 62nd  
6 Street, it's not technically a street without on  
7 street parking. Now, maybe someday it will be.  
8 Maybe someday we can take the outer lanes and  
9 restripe them into parking, maybe we'll have mass  
10 transit. And I hope that happens. But to put that  
11 burden on this kind of tenant is unfair. And even  
12 where it happens, it's not a very good result  
13 because those doors just don't get used.

14 CHAIR: Thank you, Mr. Gibbs. Ms. Sharma?

15 MS. SHARMA: Most of my questions were asked  
16 by Ms. Oliverio.

17 CHAIR: Do we want to move on?

18 MS. SHARMA: Just a very, very quick  
19 question. Just as a point of clarification, the  
20 word placeholder has been used a lot in this  
21 discussion. I just want to get a sense of when the  
22 Applicant is using that word, what is the  
23 timeframe? I know you can't predict the future,  
24 but do you have a guess or a general estimate of  
25 what that timeframe might be? Because we're

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1 have mass transit and we don't need those cars,  
2 then we can build a downtown that has blocks and  
3 shops all the way to the outside. Right now, those  
4 tenants are dependent on their shoppers coming to  
5 them in a car. So, you know, that's what we're  
6 trying to do now. But we're trying to have the  
7 framework that we can develop a more urban solution  
8 long term.

9 MR. DEDENBACH: I think incapsulating  
10 Everett's comment there, they've been at it over  
11 about a 15 year period. What we're proposing here,  
12 we can't give you an exact timeframe. It is  
13 definitively market driven. We are looking for  
14 something here that will occur over a series of  
15 years. The infrastructure will be established,  
16 those placeholders will be in the ground, they will  
17 fill in.

18 Because you have to have a connected system,  
19 water, sewer, electric, roads, sidewalks, that will  
20 occur defining that grid and that space in there.  
21 It will mature over time as tenants locate to there  
22 and as leases expire and people move and rebrand  
23 themselves, it's an organic continuous process.

24 MR. GIBBS: In this case with Butler Plaza,  
25 though, they're building 62nd new. In order to

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1 afford to do that, they have to have real estate  
2 development on both sides of that street -- or  
3 highway. They really can't build that and have  
4 grassy fields there waiting for development to come  
5 along. And these retailers pay for that road.  
6 That road -- these retailers will eventually be  
7 replaced possibly with medium or high density  
8 housing, civic uses, other uses. We don't know.  
9 We are in the very beginning of a town or city  
10 building phase. And there hasn't been one built  
11 that I know of where on day one it opens all as a  
12 five story city or six story city. It's a building  
13 process.

14 I have seen some where these buildings, even  
15 Easton, they tore down some of their first  
16 buildings within four or five years and rebuilt  
17 them with higher density. I don't know what the  
18 growth rate is going to be in Gainesville, but it's  
19 a process. In order for us to get 62nd, it's going  
20 to be built to a very high standard. We have to  
21 develop the real estate on both sides. Someday  
22 62nd may be narrowed down, we may have parking on  
23 both sides or maybe the use will change to a  
24 non-retail use. Maybe it will have residential or  
25 medium density residential or office or some other

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1 is done is, a Wal-Mart in a sea of parking.

2 MR. DEDENBACH: Yes, Madam Chair. The answer  
3 to that is, yes, they are bound by that  
4 articulation and that gridding. That figure ground  
5 that I showed you in there shows how those areas  
6 would be divided up in an example type format. So  
7 I realize this.

8 You know, we kind of get a little frustrated  
9 at times because we're trying to tell it to each of  
10 you so you get that picture. But those grids that  
11 are created by the public streets, the private  
12 streets, the maneuvering lanes, form that center  
13 there. And just like when Mr. Gibbs was up here,  
14 that may evolve into a block. That may break up  
15 and turn into a mini block there. So what we want  
16 do is lay that soft scape, the landscape  
17 architectural elements and the hard scape in and  
18 around those parking areas so we don't paint  
19 ourself into a corner and prohibit a retailer from  
20 saying, okay, I'm going to locate and transform  
21 this, oops, I can't do it there because the parking  
22 lot is between me and the street. If that puts it  
23 into a different light. I think you articulated  
24 that correctly, Mr. Ackerman. Thank you, Madam  
25 Chair.

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1 use and you could build the buildings up to it.

2 CHAIR: Thank you, Mr. Gibbs. Mr. Lane, do  
3 you have a question?

4 MR. LANE: Yes. I've articulated this in my  
5 head five or six times pretty well and in ten  
6 minutes I had to think about it. Okay. I think  
7 this -- what Mr. Dedenbach indicated by  
8 restricting -- having this restriction on there,  
9 we're not only limiting where parking goes, also  
10 where retailers go. I feel that we might actually  
11 be painting ourselves in a corner where we're not  
12 letting articulated facades that we want to have to  
13 be there until we change it. So I think that we  
14 might actually be painting ourselves in a corner  
15 that we don't really see right now.

16 CHAIR: Thank you, Mr. Lane. Mr. Ackerman?

17 MR. ACKERMAN: Sorry, last question, the  
18 placeholder parking lots on the outside of the  
19 development, would they be subject to the block  
20 size? Would they be gridded into blocks? Because  
21 one of the issues I think we're all beating around  
22 is, you know, when you drive down Archer Road and  
23 in the, you know, five miles away you can see the  
24 Wal-Mart over a sea of parking. And I guess that's  
25 what we're afraid we're going to end up when this

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1 CHAIR: Thank you, Mr. Dedenbach.

2 MR. ACKERMAN: Okay. I think we've beaten  
3 this to death.

4 MR. DEDENBACH: As a bit of agenda  
5 management, Mr. Hilliard got down a second ago and  
6 said I think we only really have two issues we're  
7 talking about here.

8 MR. HILLIARD: I think where we are, looking  
9 at this sheet, basically Number 3 is what you've  
10 been talking about for the longest. The Applicant  
11 agrees with the other changes that are on this  
12 sheet, so we don't have to debate those. But you  
13 still have to debate at some point the maneuvering  
14 lane and possibly talk about the gas station.

15 But I think it's a good point at this time  
16 that we go ahead and give the presentation from  
17 Staff on the PD so that way you have the whole  
18 picture when you come back and look at all of this.

19 CHAIR: I would agree with that. Before we  
20 move on, I just want to take 15 minute bathroom  
21 break. Then we'll come back in here and hear the  
22 presentation.

23 (A brief recess was taken.)

24 (End of Volume I.)  
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City Plan Board Special Meeting

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VOLUME II  
Pages 97-221

DATE: Tuesday, February 19, 2013  
 TIME: 6:00 p.m.  
 PLACE: City Hall Auditorium  
 200 East University Avenue  
 Gainesville, Florida 32601

REPORTER: Julia E. Griffin  
 Notary Public, State of  
 Florida at Large

APPEARANCES:

DAVID A. THERIAQUE, ESQUIRE  
 Theriaque & Spain  
 433 North Magnolia Drive  
 Tallahassee, Florida 32308

GERRY DEDENBACH, ESQUIRE  
 CHW, Inc.  
 132 Northwest 76th Drive  
 Gainesville, Florida 32607

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scratch to implement that new PUD that's in the  
 Comp Plan. That's kind of an important distinction  
 to make. Obviously, the existing zoning on the  
 property is PD. So when you're comparing the  
 proposed PD, you're going to compare the existing  
 PD. Certainly if you have any questions for Staff  
 as we're going along about the differences between  
 the existing PD and proposed PD, we can honestly  
 answer those. I'll try to point out those some  
 things as well as we go along that might be  
 different.

CHAIR: Mr. Wright, as you go along, can you  
 just make sure we know which of the attachments you  
 might be referring to when you get into the  
 nitty-gritty?

MR. WRIGHT: Sure, I'll do that. We try not  
 to make these things too complicated, sometimes  
 it's the nature of the project. So the first thing  
 I'll do actually then is tell you what all these  
 attachments are just to get you generally oriented.

We've got a Staff report, as usual, and then  
 there are several attachments to that Staff report.  
 The first is Appendix A, which is the application  
 that was submitted. B, Appendix B is a  
 neighborhood workshop information. That's pretty

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CHAIR: Okay. I'll go ahead and call this  
 meeting back to order. If you could take a seat,  
 please. Ms. Lazzari, I think you had a little  
 announcement to make?

MS. LAZZARI: Yes, Madam Chair, thank you for  
 the opportunity. We did want to announce since  
 we're now already nearly at 9:00, that we have an  
 opportunity for any items that need to be continued  
 to a date certain of February 28th, which is the  
 Plan Board meeting. Because that's a light agenda,  
 there are only four items on that agenda, if we  
 need that opportunity, we have that available.

CHAIR: Thank you, Ms. Lazzari. I think  
 we'll do our best to get through as much as we can.  
 Mr. Wright?

MR. WRIGHT: Madam Chair, Scott Wright again  
 for the Planning Department. And I'm going to talk  
 about our Planned Development now. And I should  
 point out first that I just want to make it  
 absolutely clear that this is a new planned  
 development that's being proposed. Unlike the PUD  
 which is an amendment to the existing PUD language  
 in the Comp Plan, this is actually a new planned  
 development.

You can think of it as if it's designed from

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standard stuff for any application that we see. C  
 is a PD report. And that includes a lot of the  
 development standards that are being proposed by  
 the Applicant.

A lot of what was included in the previous,  
 or I should say existing PD ordinance, has actually  
 been now included in that PD report. So most of  
 the standards that would apply to this development  
 are now in that PD report. That's important to  
 understand. There is a new PD layout map that's  
 being proposed. I also included as backup in  
 Appendix E, the existing map so you have those to  
 compare to one another.

Appendix F are street sections which  
 determine the layout of the public streets that are  
 being proposed. Appendix G is a proposed sidewalk  
 plan. And I can explain more about that later on.  
 And then, finally, Appendix H is the TRC comments.  
 There are a lot of kind of more detailed comments  
 there that we did not want to write new PD  
 conditions for. Most of those comments deal with  
 making adjustments to the PD layout map or the PD  
 report and those are things that we feel pretty  
 comfortable with trying to resolve between now and  
 the City Commission, certainly between now and any

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1 kind of ordinance we're writing.

2 Oh, yeah, then finally there is one more  
3 thing which has been added on late, which is  
4 correspondence from Celebration Point  
5 representatives. I'm sure you've heard a little  
6 bit about that. Basically that's all included as  
7 backup for this application.

8 CHAIR: Thank you.

9 MR. WRIGHT: So to start, here are the  
10 basics. I won't spend much time on what we're  
11 dealing with here. It's 267 acres. There is,  
12 obviously, existing development there. One thing  
13 to clarify I think -- and I think Onelia did this  
14 as well -- with the PUD, there are maximum  
15 development amounts allowed for each type of use in  
16 the PUD and the PD and those are listed here.  
17 That's not, however, the total development that's  
18 allowed for in the PUD and the PD. There is  
19 another, you know, small print limiting factor,  
20 which is the average daily trips of the entire  
21 development. I just wanted to make that clear,  
22 that all of these uses cannot necessarily be  
23 constructed under these entitlements if you want to  
24 call them that.

25 And so this is the aerial of the site we

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1 destination retail. There are some private streets  
2 that are constructed in the existing Butler Plaza  
3 area that serve the development and, essentially,  
4 connect Archer Road to Windmeadows Boulevard.

5 This is Windmeadows Boulevard, which runs  
6 through the north of the existing retail area.  
7 There is, obviously, transit service there, and you  
8 can see the Windmeadows Apartments in the  
9 background. This is currently the vacant mobile  
10 home park that's there. That would be a lot of the  
11 property that would be redeveloped as part of the  
12 new development area. Another look on 33rd Place  
13 there and some of the existing old residential  
14 sites there. There is hotels in the vicinity,  
15 there is some light industrial in the vicinity on  
16 42nd Street.

17 This is looking down 24th Avenue which runs  
18 along the north end of the property. Then this is  
19 where 38th Street comes into 24th Avenue running  
20 here. And part of this proposal in terms of the  
21 public street grid would be to extend this 38th  
22 Street to the south and provide one of the major  
23 connecting roads through the development. Some of  
24 defunct single family residential off 24th Avenue,  
25 some more multifamily residential and then some

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1 talked about this already. We, obviously, have  
2 Archer Road, 34th Street, 24th Avenue, then  
3 Southwest 42nd Street as it exists today. You can  
4 see the existing commercial area here. This is,  
5 obviously, the new potential redevelopment area  
6 here. And then some surrounding uses, you see  
7 Windmeadows apartment complex here, which is almost  
8 kind of surrounded by the PD I should say.

9 And then just to look at the existing land  
10 use on the property -- and this doesn't yet  
11 incorporate these parcels that we talked about  
12 earlier tonight, are not yet incorporated into the  
13 PUD. But this light blue color here is the PUD to  
14 the North is UB2 land use that is applied to the  
15 urban village area.

16 To the west you see business industrial land  
17 use and then across the street you see this red  
18 area is commercial, and then some medium density  
19 residential there as well. And I'll zip through  
20 these. These are basically a few photographs of  
21 the area. I think everyone is pretty familiar with  
22 it, but there is outparcels on Archer Road that we  
23 all know about. There are shopping centers behind  
24 those outparcels and existing retail area. There  
25 is big boxes, AKA large scale retail, AKA

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1 commercial that's closer to Southwest 34th Street.

2 That gives you a picture of the area and what  
3 we're looking at. And now I want to talk about  
4 kind of some of the fundamental aspects of the PD,  
5 some of the areas of focus that the conditions talk  
6 about that Staff is recommending and also that the  
7 TRC comments talk about.

8 So these are the seven areas I'm going to  
9 discuss here tonight. After hearing a lot of other  
10 people talk tonight, I started thinking that it's a  
11 lot more fun to create places than it is to  
12 regulate places. But, obviously, our job as the  
13 City Staff is to do just that, and your job as the  
14 City Planning Board is to figure out how to  
15 regulate those places. You know, a lot of times we  
16 know what the Petitioner wants to accomplish and  
17 we -- of course, we want to believe him. But we  
18 also have to figure out how to write those in the  
19 standards. That's what I'm going to try to talk  
20 about now.

21 So I'm going to focus first on the PD layout  
22 map and the public streets and then go into the  
23 private street grid, which we've already spoken  
24 about some tonight. I'll talk about how to  
25 redevelop those existing retail areas along Archer

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1 Road. Like every PD, we're going to have a list of  
2 permitted uses and then also design standards as  
3 design standards are broken up according to the  
4 subareas. And then, finally, we'll talk about the  
5 timing of the infrastructure, which is something a  
6 little bit unique for this PD because there is a  
7 lot of public infrastructure that's being built and  
8 it's important that that infrastructure is built at  
9 the appropriate time to serve the development.  
10 That's what that is about. Then my least favorite  
11 topic is signage, so I'll go through that quickly  
12 at the end.

13 The proposed PD layout map is shown here.  
14 Basically what is shown is the four subareas, which  
15 is slightly different than the three subareas that  
16 we had before -- we have now in the existing PD,  
17 then it shows the public street grid that's being  
18 proposed. So you got 2A here is where they've  
19 talked about including a town center, 2B which is  
20 other is the remaining part of the existing retail  
21 area, 1A which has been kind of discussed as a  
22 large scale retail area, then 1B which both Staff  
23 and the Petitioner has talked about as sort of a  
24 transitional area between the urban village to the  
25 north, sort of the larger, more auto oriented

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1 retail that's going to happen in 1A and 2B. That's  
2 the PD in a nutshell.

3 Street connectivity today looks like this.

4 There is going to be some -- I'm sorry -- and then  
5 we've got -- so these are public streets, except  
6 for Windmeadows. Then you've got a couple of  
7 private streets that are -- we might call private  
8 access streets before, now we're calling them maybe  
9 maneuvering lanes, which connect through the  
10 development. And then the proposed new PD will, of  
11 course, build a section of Southwest 62nd  
12 Boulevard, which will be ultimately, hopefully, a  
13 very important street in Gainesville.

14 Southwest 38th Street, which, as I pointed  
15 out earlier, will extend from its current terminus  
16 here and then run kind of to the west across the  
17 PD, ultimately connect to 40th Boulevard, which is  
18 here. That provides another important connection.  
19 And then a smaller street, which I think is called  
20 Southwest 30th Terrace, which would just provide  
21 another larger block here -- actually, two larger  
22 blocks between 62nd Boulevard and 42nd Street.  
23 That's the overall public street grid that's being  
24 proposed.

25 I did want to point out in TRC comments,

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1 Staff has recommended exploration of some other  
2 public streets in this development. The most  
3 important one I do want to at least bring up here  
4 is this extension of 42nd Street. What the PD  
5 shows today, the PD layout map that we've been  
6 given is an urban walkway which is a basically  
7 bicycle and pedestrian facility which would serve  
8 to continue 42nd Street to the north to 24th  
9 Avenue. And Staff feels pretty strongly that we'd  
10 be better served by an actual vehicular connection  
11 there. Part of that reason that would allow you to  
12 continue on 42nd to the north and ultimately into  
13 the urban village as the urban village redevelops  
14 and hopefully an extension of that street is built  
15 in the urban village.

16 This is just to underline the important of  
17 that Southwest 62nd Boulevard that's being built  
18 here is the Butler Plaza development, here is the  
19 section of that street that will be built with that  
20 development. Of course, 62nd Boulevard today runs  
21 from the Oaks Mall and North Florida Regional  
22 Medical south across -- south to 20th Avenue. And  
23 the ultimate long range plan is to have an  
24 alternative north, south connector which would be  
25 going from the Oaks Mall to Butler Plaza. That's a

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1 very important street from a regional aspect.

2 Again, looking at the PD layout map, there is  
3 another thing shown here, which is the street cross  
4 sections. You can't really read those I know, but  
5 hopefully in your packet you can read those cross  
6 sections and they relate directly to this document  
7 which was also included with the PD which shows you  
8 what those streets would actually be constructed  
9 like.

10 So here is the summary of Staff's comments on  
11 the PD layout map and the public street system.  
12 Basically, we want the Archer Braid Trail and the  
13 transit transfer station to be shown on that PD  
14 layout map. We think those are essential project  
15 elements of this project. They relate to a lot of  
16 other planning that we need to go ahead and  
17 memorialize those locations on the map.

18 We want to identify all the street cross  
19 sections. All that means there is a couple of  
20 public streets that don't have cross sections  
21 assigned to them so we want to go ahead and take  
22 care of that.

23 I talked about some possible improvements to  
24 that public street system. One detail is that the  
25 right of way shown for Southwest 30th Street,

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1 actually that should be Southwest 30th Avenue -- is  
 2 shown as an 80 foot right of way, it should be 90  
 3 foot right of way. That's something that we've  
 4 been talking about for a long time. And then some  
 5 other details. There is a section here shown as an  
 6 urban walkway. If that section of street, if you  
 7 want to call it that, is actually built as an urban  
 8 walkway, then we don't -- we don't want to call it  
 9 an urban walkway unless it has building fronting  
 10 it. That's not what's shown here, what's shown  
 11 here is actually some storm water facilities to the  
 12 side of that. We want to give that a different  
 13 name. If it's just going to be a multiuse path, we  
 14 want to just call it that.

15 That summarizes Staff's comments on the PD  
 16 layout and the public streets. The reason why  
 17 we're putting all this emphasis on the street grid  
 18 here, in planning this, this is one of the most  
 19 important decisions we can make is where streets go  
 20 and where streets don't go and how they connect and  
 21 so on and so forth. It's a very permanent  
 22 decision. And I just have this picture of a 2,000  
 23 year old street in Rome to illustrate that.  
 24 Obviously, the buildings that were built here along  
 25 this street, they're not there anymore but the

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1 street is there. You see this all over the world.  
 2 You can see it on satellite photos of the Middle  
 3 East where there is no city there anymore, but  
 4 there is still a street that runs across the  
 5 desert. So when we put streets on a piece of  
 6 property, it's really important to get them in the  
 7 right locations and get the appropriate  
 8 connections.

9 So we talked about the public street system.  
 10 The next layer of that in terms of street  
 11 connectivity is the private street grid. This is  
 12 the existing PD layout map. And what this shows  
 13 are those public streets. It also shows the  
 14 private streets connecting here. We understand  
 15 from the Petitioner -- and I'm sure they're talk  
 16 about this more -- that showing those private  
 17 street grid on the map created issues for them in  
 18 terms of flexibility in their development. So  
 19 we're not seeing those on the current PD layout  
 20 map.

21 And Staff is okay with that as long as we  
 22 have a connectivity standards that's included both  
 23 in the PUD and the PD. I think that's something  
 24 that we worked towards with the Petitioner.  
 25 Hopefully we're in agreement on that standard

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1 tonight.

2 So, again, that's in terms of the private  
 3 street grid. We've got three main questions we  
 4 want to answer. One is we want that connectivity  
 5 standard that's shown here, it's a 2,000 square  
 6 foot max for all of the subareas except for Subarea  
 7 1A, which, again, is where the large scale retail  
 8 is proposed to go. We're giving more flexibility  
 9 there to account for the types and uses that are  
 10 proposed there.

11 Secondly, we need to identify what kind of  
 12 streets are actually going to contribute to that  
 13 grid. Are they going to be streets or are they  
 14 going to be parking lot driveways. That's  
 15 obviously a complicated issue that we've already  
 16 started talking about some tonight. Staff feels at  
 17 least a minimum we need to get some cross sections  
 18 shown in the PD that are going to identify what  
 19 these streets actually look like for starters. And  
 20 that they should include at least a sidewalk and  
 21 street, trees on one side to provide for that  
 22 pedestrian environment, and then also limit the  
 23 actual access to those streets.

24 And then, finally, there is no requirement  
 25 today in the PD for a main street, and we think

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1 that's pretty important to include. We're not  
 2 going to say how that needs to be included in the  
 3 PD. We do think that somewhere within Subarea 2A  
 4 there needs to be a requirement for that actual  
 5 main street to be constructed. That's an essential  
 6 component of creating a town center. This is just  
 7 looking at St. John's Town Center, that's the main  
 8 street here.

9 And you can see -- you've created a kind of  
 10 an urban environment there around that main street.  
 11 Looking at an aerial of St. Johns Town Center, that  
 12 is that main street. The rest of the development  
 13 is essentially what you expect to see in a regional  
 14 shopping center. So we think it's really important  
 15 to insure that the main street is constructed and  
 16 that the town center is also constructed within  
 17 Subarea 2A and that's something that's going to  
 18 distinguish this development as a whole from, you  
 19 know, just a regional shopping center.

20 And so this is about roughly where the town  
 21 center is going to go and where the main street  
 22 would go. We think it's pretty important to have  
 23 some sort of guarantee that this area is going to  
 24 redevelop. And so we've included a couple of  
 25 conditions. I recommended a couple of conditions

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1 in the PD, the first one basically says that when a  
 2 certain amount of development has happened within  
 3 the new development area, that's 550,000 square  
 4 feet, that's a lot. That's actually an amount that  
 5 was proposed by the Petitioner. They've told us  
 6 that's the amount of development that needs to take  
 7 place in order to essentially clear out that  
 8 subarea 2A and allow it to redevelop. So we're  
 9 taking their word on that.

10 But we want to make sure that once that  
 11 happens development doesn't just continue in the  
 12 new area. We want to see redevelopment in the town  
 13 center. So we've required a minimum amount. What  
 14 we've proposed is 100,000 square feet. We can  
 15 probably have discussion about what number is. But  
 16 the important thing is that the town center does  
 17 redevelop in a timely manner, so that's why that  
 18 Condition 1 is being proposed.

19 And then Condition 2 just talks about  
 20 establishing that street grid consistent with the  
 21 PUD requirements within Subareas 2A and 2B. We  
 22 have to find an appropriate threshold for when that  
 23 should happen. Obviously, if you're redeveloping  
 24 an outparcel and you can't start building a new  
 25 street grid necessarily, but you're taking down a

1 large part of the shopping center, then that would  
 2 be the appropriate time to identifying a new street  
 3 grid. That's what we're getting at there.

4 Permanent uses, this is in every PD and PUD.  
 5 There is an allowed uses table in the PD report  
 6 that's on Page 7. Some of the uses are limited  
 7 according to subarea. So I just want to point that  
 8 out. And we just only have a few comments here  
 9 really. We have some minor TRC comments about  
 10 clarifying the names of some of those uses. We  
 11 want to make sure that we identify the location of  
 12 temporary automobile sales.

13 I don't know if you remember, but this was in  
 14 the previous PD and this is an issue that we don't  
 15 want to just allow these auto sales all over the  
 16 entire PD. We want to allow them in certain  
 17 locations because we don't really see them  
 18 consistent with creating a pedestrian environment.  
 19 And then, finally, we've included some design  
 20 standards for drive thru uses and that's in  
 21 condition four that Staff is recommending.

22 And I'm getting close to the end by the way.  
 23 So another issue that we have in every PD is  
 24 design standards. And, really, that's what makes a  
 25 PD unique is that we're getting development right

1 for this property and we're also placing design  
 2 standards for that development as well. And so  
 3 this is basically a summary of the TRC comments and  
 4 Staff conditions that go to design standards. And  
 5 without going through all these, I kind of want to  
 6 give an overview of Staff's impression of this  
 7 development to explain why we think these design  
 8 standards are necessary.

9 So as we kind of discussed, this area 1A and  
 10 2B, are sort of like a regional shopping center and  
 11 we're going to see probably large scale retail  
 12 there. And we're not asking for as much design  
 13 requirements to be placed on that type of  
 14 development in terms of parking location and  
 15 glazing and build to lines.

16 However, in Subareas 1B, which is what we're  
 17 seeing as transitional area to the urban village,  
 18 and then 2A, which is, obviously, supposed to be  
 19 the town center, we are asking for a higher  
 20 standard of urban design. That's what you see  
 21 reflected in Staff's comments.

22 The infrastructure timing basically on Pages  
 23 18 through 22, the PD report, there is language  
 24 that talks about when public streets are going to  
 25 be constructed, when the transit transfer station

1 is going to be constructed, when certain sidewalks  
 2 are going to be built within the existing retail  
 3 area. Then another example is improvements to the  
 4 I75 exit. This is something that FDOT has  
 5 specifically asked for to be included in the PD.

6 And we just have a few minor issues here.  
 7 One we've talked about bus bays being constructed  
 8 on Windmeadows Boulevard, but there is not a  
 9 requirement for that in that infrastructure plan.  
 10 We want to include that in that infrastructure plan  
 11 so we know when that would take place. Similarly,  
 12 Public Works Staff has asked for sidewalks to be  
 13 continued on Windmeadows Boulevard. We also want  
 14 to put a requirement in the infrastructure plan for  
 15 that.

16 And then finally -- I think you probably read  
 17 about this in the paper, we want to add a new  
 18 condition, Condition 14 to the PD this is not  
 19 included in your Staff report so I'm going to show  
 20 it to you now on the slide. That deals with the  
 21 timing of the Southwest 30th Avenue right of way.  
 22 And the reason why this is here is basically  
 23 because there is a development that's happening in  
 24 the County.

25 And through a County Commission meeting last

1 week, some concerns were expressed about the timing  
 2 of that development related to this development and  
 3 how the Regional Transportation and Transit systems  
 4 would be interacting as a result of these two  
 5 separate developments happening. So that's  
 6 something that we at least want to account for in  
 7 this PD.

8 And the way that we're doing that is through  
 9 this condition, which would insure that a right of  
 10 way for Southwest 30th Avenue, which I can show you  
 11 a location of that in a second if you want -- would  
 12 take place if the Butler project has not progressed  
 13 to a certain point that would require that road to  
 14 be built, then that right of way dedication would  
 15 take place according to these requirements.

16 And, basically, at the Celebration Point  
 17 development, has gotten to a point where they can  
 18 show that they've progressed to this point in their  
 19 planning and their design and met these criteria,  
 20 then that right of way would be dedicated to the  
 21 City at that time. That would allow for that  
 22 coordination to be able to take place between City  
 23 and County and provide for those regional  
 24 connections.

25 I'm simplifying a complicated issue. If you

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1 development as a whole. That's what makes signage  
 2 unique for this PD.

3 In conclusion, your criteria for PD approval  
 4 are listed here. They're in land development code  
 5 Section 30216 and they're also covered in detail in  
 6 the Staff report, and basically deal with  
 7 conformance with the Comp Plan, of course.

8 Internal and external compatibility with  
 9 surrounding development, the intensity of the  
 10 development, usable open spaces, environmental  
 11 constraints, internal and external transportation  
 12 access, and then finally providing for a range of  
 13 transportation services. We've outlined in the  
 14 report how this development meets all of this  
 15 criteria.

16 So Staff is recommending approval of the  
 17 Butler Plaza PD zoning. We've recommended PD  
 18 conditions and other revisions recommended by  
 19 Staff. What I mean by other revisions are those  
 20 that are outlined in the TRC comments. I just want  
 21 to make that clear. That concludes our  
 22 presentation. And I know that the Petitioner is  
 23 also here and probably wants to talk about the PD  
 24 as well, but I can answer any questions.

25 CHAIR: Thank you, Mr. Wright. Are there any

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1 have more questions about this later, I'll be  
 2 willing to answer them. Last but not least, we  
 3 have addressed some signage issues. They are  
 4 actually located in the PD report on Page 14.  
 5 These really are written the same way as they were  
 6 in the existing PD as they are in the existing PD.  
 7 Building signs in this development would just take  
 8 place according to our land development code,  
 9 which, of course, is fine.

10 Monument signs, we allow for a larger  
 11 architectural border for monument signs. That's a  
 12 pretty minor concession for this development.  
 13 There are some different special types of signs  
 14 that are allowed for in this development based upon  
 15 its scale. Those are primary development signs  
 16 which would be limited to three, and they would be  
 17 located at major entrances to the development. And  
 18 they could have commercial signs that would relate  
 19 to interior areas of the development, which is a  
 20 little different than how we deal with signage  
 21 elsewhere in the City.

22 Finally landmark identification features,  
 23 which would basically say Butler Plaza or Butler  
 24 Plaza Town Center. They're not commercial signage,  
 25 but they would be a feature that identified the

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1 questions from the Board for Mr. Wright before we  
 2 move on? Ms. Sharma?

3 MS. SHARMA: I hate to say the word parking.  
 4 But I have a question that is a little bit related  
 5 to some of the discussion we had before the break.  
 6 And I think the Applicant will probably discuss  
 7 this more as well. But one of the questions that  
 8 came up in my mind when you were distinguishing  
 9 between the design standards in the different  
 10 subareas. I realized I -- following our parking  
 11 conversation, I am unclear about zone -- or Subarea  
 12 1B as compared to 1A.

13 And, you know, I understand that the town  
 14 center is planned for Subarea 2A. And we talked  
 15 about distinguishing between 1A and 1B as areas  
 16 where we could have this placeholder big box  
 17 retail. And, you know, just referring to the Staff  
 18 report, in the design standards, one of the things  
 19 that is talked about is having more urban design  
 20 standards for Subarea 1A as the connection with the  
 21 urban village. And so if -- I guess I'm just  
 22 asking for some clarity on the vision for those  
 23 upper areas, like what is going to be happening.

24 MR. WRIGHT: Sure. Mr. Chair, I'm sure the  
 25 Petitioner is probably going to elaborate on

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1 this -- I mean Madam Chair. I'm sure the  
2 Petitioner is going to elaborate on this as well,  
3 but as I was starting to introduce a little bit  
4 earlier, this 1B is important because it does  
5 geographically provide for a transitional area  
6 between the urban village, which is supposed to be  
7 high density mixed use development. It's going to  
8 be walkable and it's going to have a grid of  
9 streets. So we want this to tie in well here.

10 We want this to provide a transition to the  
11 more regional shopping center, the more traditional  
12 auto oriented shopping center. So in terms of  
13 standards, it should be kind of a hybrid between  
14 what you might see in the urban village and what  
15 you might see for, you know, large scale retail  
16 development. And we've tried to propose specific  
17 standards in the Staff report and in the TRC  
18 development.

19 CHAIR: Does that make sense, Ms. Sharma,  
20 what we were discussing before with the additional  
21 requirements were in 1B, the parking conflict?

22 MR. WRIGHT: Right, the parking issue that we  
23 discussed earlier.

24 MS. SHARMA: All right. I just want to make  
25 sure I had that all straight before we carried on.

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1 I supposed to do. And Pegeen was the mayor at that  
2 point in time. She said I understand that this is  
3 not going to happen overnight, but give us the  
4 bones of good urbanism. Give us the ground work of  
5 the grid and the underlying infrastructure so that  
6 as Gainesville densifies and as the urban  
7 village -- which today, you know, it's 20th Avenue.  
8 Let's be honest.

9 But there are new roads happening out there.

10 This is the catalyst that will grow that area.  
11 This needs to evolve over time. It's a dynamic  
12 element. And as Gainesville densifies, so will  
13 this project and that area on the west side of the  
14 campus. And we understand that there is not a  
15 market for a 100 percent town center. So what we  
16 bringing forward -- while Scott is 100 percent  
17 correct this is a new PD because when you have a PD  
18 you replace it with a PD. Mostly everything that's  
19 in the existing approved development is coming  
20 forward in this development with just a couple  
21 necessary minor changes.

22 And I can tell you in all honesty that what  
23 we spoke about before about the parking lots and  
24 the fuel sales, they are absolute necessities. I'm  
25 going to refer back to some of these slides here in

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1 CHAIR: Thank you. Would Petitioner would  
2 like to make a presentation?

3 MR. DEDENBACH: Okay. if Scott could change  
4 the presentation please. Again, Gerry Dedenbach.  
5 As a matter of clarification, we are -- in the  
6 zoning items now, so it's a quasi-judicial item.  
7 I'd be remiss to say that Mr. Theriaque would want  
8 me to say all the evidence that was presented  
9 earlier during the small scale land use amendment  
10 and during the course of the large scale by our  
11 expert engineer architect, urban planning  
12 consultants and so forth as part of this  
13 presentation to wrap this altogether.

14 Okay. Now, the fun part this really gets to  
15 the detail. And I really have been trying my best  
16 throughout the week to tell Onelia that we're going  
17 to finish this tonight, we don't need to continue  
18 it. We have two issues in the land use. And we  
19 are substantively on the same page with everything  
20 that Mr. Wright has said with a couple minor tweaks  
21 for that. I want to underscore, again, why we're  
22 here. These are revisions that are necessary for  
23 construction.

24 Years ago when this project started with the  
25 City, Ms. Butler came to the City and said what am

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1 a second to show you why they are absolutely  
2 important. If we don't get them, the project  
3 doesn't move forward.

4 Okay. I explained that the PUD, the land use  
5 was heavily front loaded and the purpose is to  
6 bring some of those items out and we're putting  
7 them into the blend form now in the zoning, so a  
8 lot of that's coming forward now. He didn't leave  
9 me off where I started, sorry for the mistiming  
10 here. I got to get to the break point. Scott, can  
11 you put it on the start point for the zoning? Yes,  
12 I believe 56. Thank you. Okay.

13 So the planned development rezoning. We're  
14 going to give a basic comparison of what we had and  
15 what we have today in our planned development and  
16 what we're looking for. The current approved PD on  
17 the left and the proposed PD on the right. Today  
18 264 acres. With your approval and moving forward  
19 with the Commission, we're going to be having  
20 267 acres. The previous map had numerous areas in  
21 it, subareas, existing retail one, existing retail  
22 two, existing retail three and so on. It was  
23 really a puzzle. We're simplifying this for the  
24 purposes of making a better transect type plan.

25 There was an incremental infrastructure plan.

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1 What we are proposing and what you'll see  
 2 momentarily is a very performance based street  
 3 standard plan. And as Staff stated, they want to  
 4 have some sort of guarantee that there's going to  
 5 be a town center. We got about a \$16 million  
 6 dollar guarantee there's going to be a town center  
 7 there and I'm going to show you how.

8 Previously what was agreed upon was a 2,000  
 9 lineal foot block perimeter. The new PT proposes  
 10 the 2,000 foot maximum. And that is consistent  
 11 with the urban village to north of that. We're not  
 12 asking for a change in that. There were 11  
 13 different roadway sections in the adopted PD. It's  
 14 too many, plain and simple. We need to have a more  
 15 simple plan of public streets, private streets, and  
 16 maneuvering lanes. And they can be of varying  
 17 widths, but we can't live with 11 different cross  
 18 sections and Staff is on board with that.

19 The town center was previously located to the  
 20 north. We are bringing the town center and  
 21 starting it on Archer Road. Okay. This  
 22 accelerates the plan. It accelerates  
 23 redevelopment. It accelerates economic growth and  
 24 opportunity, and it capitalizes on that opportunity  
 25 that we have by making this modification. Because

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1 more suited to the new economy of what Gainesville  
 2 is bringing on other portions of the urban  
 3 landscape of Gainesville.

4 So here is our aerial map, 267 acres. I want  
 5 to concentrate on the fact that this western area  
 6 is largely industrial. Here is I75 and you have a  
 7 more industrial type area against an interstate  
 8 here. You have existing shopping along Archer  
 9 Road, and our plan will place those additional  
 10 properties in the PD and get rid of this very  
 11 complicated, overly diagrammatic set of things  
 12 where you can see almost a roundabout had to happen  
 13 here. And this street had to have a bulb in it.  
 14 That is far too literal because there will be a day  
 15 when I won't be here, Scott won't be here, Ralph,  
 16 Onelia, Robert, we need to have a plan that's more  
 17 clearly articulating zones, not architectural  
 18 layout.

19 So what we're replacing this with -- because  
 20 it's too literal for the marketplace, it has a  
 21 complex set of standards that restrict development  
 22 and especially redevelopment. And its  
 23 infrastructure was not timed to really bring it all  
 24 on in a fashion that's logical and holistic.

25 We also want to get rid of this plan because

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1 over the past year, as Deborah has described going  
 2 around and looking at all these examples to see  
 3 what works, it makes economic spatial and market  
 4 sense to bring the town center up to the front of  
 5 the development. And that's very key to this.

6 Previously, it was a long term timeline. You  
 7 know, that town center was starting after a lot of  
 8 things happened. Right now what we're proposing  
 9 is, after tenants in the existing area -- if you  
 10 think in that area from like, Chewy's and CVS and  
 11 Wal-Mart and Bonefish and all, when they relocate,  
 12 that clears the canvas for the town center to  
 13 start. And some of those tenants will, obviously,  
 14 locate in 1A. That's why it's Phase 1A. When that  
 15 canvas clears, that town center starts.

16 The previous PD, when Robert looked at that  
 17 as an engineer, it was very fragmented. What we're  
 18 going to propose to you gives a very logical  
 19 redevelopment pattern to accelerate this project  
 20 and move it faster chronologically, which was a  
 21 question that one of the board members asked  
 22 tonight. And, again, these modifications -- I  
 23 can't say it in any other different way -- they  
 24 give us an organic response to evolving market  
 25 demands that give tenants flexibility and they're

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1 it designated -- and one of the things that, you  
 2 know, I made that comment earlier, Gerry, if you  
 3 ever get a PD like this, we'd get rid of you. It's  
 4 got a moat along 24th Avenue. I can't say it  
 5 anymore simple. It defines storm water along 24th  
 6 Avenue in that linear format and saves just a bit  
 7 of development are here and a little token area  
 8 here. We can do a better job. I am highly  
 9 confident in Robert's engineering skills to deliver  
 10 a better than lumping all the storm water along  
 11 here and then a couple pockets out here by the  
 12 interstate. We've got better technologies, better  
 13 design skills, and we're going to do it.

14 As I stated, there are too many districts in  
 15 here to create an effective design pallet. It's a  
 16 patchwork at best. So we're simplifying that by  
 17 having a new PD with four areas.

18 Today, because of consistency they are called  
 19 Area 1A, which is your large scale anchor retail.  
 20 B, which is a hybrid, 2A which is the catalyst and  
 21 the town center, and 2B, which is existing area  
 22 where you have Best Buy and up through the Target  
 23 area here. The way that this plan works forward  
 24 with those four areas is like this, here is the  
 25 guarantee that Scott was asking for. 62nd will

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1 connect from the property boundary and it will go  
2 all the way down to Archer Road. Connecting off  
3 that to relink, 43rd will be a new roadway that  
4 will connect into 62nd.

5 Additionally, from the southern end of 43rd  
6 new roadway will connect. I believe this is 30th  
7 Terrace. And the Regional Transit System, transit  
8 transfer station and park and ride lot will be  
9 constructed here in 1A. Additionally, 42nd will  
10 connect back up to the new 62nd. And what you're  
11 seeing is the spine of the public street network  
12 that will go in initially, and then this portion  
13 will turn into a pedestrian walkway.

14 And the reason that this is a pedestrian  
15 walkway versus a street, I will explain to you and  
16 we cannot change that. We would like to  
17 accommodate Staff, but there is a reason that we  
18 cannot change that.

19 If you know much about Gainesville's  
20 infrastructure, there is a 720 PSI, pounds per  
21 square inch natural gas line that comes up  
22 underneath the interstate, across the property  
23 here, and comes up through the Butler property and  
24 goes up through 38th area through the Student  
25 Village area, up behind the Hilton Hotel and goes

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1 there is going to be a town center in here and  
2 fiscal redevelopment, this represents \$16 million  
3 dollars of infrastructure that the client is  
4 putting forward to facilitate this development  
5 plan. 62nd, 30th, 42nd extension, 30th Terrace,  
6 and Windmeadows Boulevards will be realigned here  
7 to create a better intersection behind the Best  
8 Buy.

9 You heard Staff ask for placement of the  
10 transit transfer station on the PD map. We have no  
11 problem with that. You heard Staff ask about  
12 placing cross sections of the map, what these  
13 roadways would look like. No problem, we've done  
14 that. This is the guarantee that that town center  
15 is going to occur. It enables tenants to relocate  
16 in the existing Butler development.

17 And, most importantly -- I'm going to go back  
18 to a clean canvas again. Once that infrastructure  
19 network has started there, that's part of the bones  
20 of the new urbanism here. With 1A now served by  
21 public streets and utility infrastructure and  
22 transit, it opens up 2A as a canvas.

23 Condition 1 talks about that threshold. When  
24 550,000 square feet move over here, you can't start  
25 doing anymore until that town center starts. We

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1 into campus. That gas company will not allow a  
2 public street to be placed on that.

3 So we will be moving portions of that line.  
4 And the best place to put that where they will  
5 allow us to put it is underneath an urban walkway  
6 because it will allow future access and emergency  
7 access should they need to service that line. It  
8 can't go in a street, it can't go under buildings.  
9 And so this is a design consideration that we have  
10 to live with because that will be a portion when  
11 that gas line which currently comes across the  
12 Adkins property and then goes up here in the Butler  
13 property, it will be in parking areas and crossing  
14 streets but then it will use this to get up to 24th  
15 Avenue where it transfers over then goes up into  
16 the urban village and connects to the University of  
17 Florida. We can't change that. Sorry. There is  
18 just no leeway on that. It is an infrastructure  
19 element that is unchangeable.

20 And then Southwest 30th inclusive of the  
21 Archer Braid Trail will connect from 40th against  
22 I75 easterly across the project, passing the  
23 transit transfer station and park and ride,  
24 crossing 62nd and coming up and connecting into the  
25 roundabout. If ever there was a guarantee that

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1 assure you that this town center will start as soon  
2 as we can start because of the cross tenant  
3 agreements in here. When tenants relocate from  
4 this portion of the development to here, that town  
5 center can start. And laying the bones that we  
6 talked about with those parking lots and shielding  
7 those with soft scape and hard scape, that's  
8 integral to let this canvas start to feed that and  
9 let that town center start.

10 After that, the transitional area or this  
11 hybrid 1B will be the logical connection. If you  
12 think of this in a transect sort of planning model  
13 with the interstate highway here and then  
14 industrial areas, our largest uses are on the west  
15 and they transition to the town center here. The  
16 principles of design, environmental graphics, soft  
17 scape and hard scape that you can do in here, can  
18 largely be repeated to the west. But we have no  
19 intention of bringing these larger anchors that are  
20 going to be here into this zone. All the niceties,  
21 all the things we see in the pretty pictures and  
22 the design elements that you can do here, you can  
23 bring them this direction. What you can't do in  
24 this plan is bring that big development that way.

25 That's a pretty standard sort of comparison

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1 of what's in our PD statistics and our development  
 2 standards table. This will have a much more finely  
 3 granulated boutique type with anchors, this is a  
 4 destination area.

5 To the issue of the cross sections, the MTPO  
 6 62nd Boulevard cross sections and the associated  
 7 elements that we talked about in the Comprehensive  
 8 Plan, those multimodal items such as bus rapid  
 9 transit lanes, they can be accommodated on here.  
 10 This was the MTPO's diagram. We have a cross  
 11 section proposed that when the bus rapid transit  
 12 comes online, this portion of the cross section  
 13 goes into the area that we reserve in Southwest  
 14 62nd, so that facility can then come down here and  
 15 maybe those buses can connect in here. But those  
 16 lanes can be added to 62nd.

17 On the south side of Windmeadows Boulevard,  
 18 the MTPO cross section changes a little bit and we  
 19 have a cross section that works with those elements  
 20 further to the south here where it's a little  
 21 tighter, it loses median, but we still keep the  
 22 important elements in the roadway section so we're  
 23 good there.

24 And then we talked about there were 11  
 25 different cross sections. Section AA is an 80 foot

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1 right of way designed at the local street network.  
 2 And this is an example of where that will originate  
 3 and continue throughout the development. Section  
 4 BB is an example section of 30th and 38th as it  
 5 connects here, and then off to the side of that  
 6 cross section there is the Archer Braid Trail.

7 So that continuous facility, which will  
 8 deliver people via pedestrian, bicycle, roller  
 9 blade, and other mechanisms from Haile easterly  
 10 into Gainesville will pick up here and carry on up  
 11 along 30th and 38th to the roundabout, and then  
 12 carry up through the Student Village and connecting  
 13 to campus. So we are putting that in our plan.

14 Section -- here we'll have two roadway types.  
 15 We'll have a roadway here and a street that  
 16 connects this. But this is that urban walkway  
 17 where that 720 PSI natural gas line is buried.  
 18 That's why that section there has been designated  
 19 as an urban walkway versus a street connection.

20 And then, lastly, the maneuvering lane  
 21 section that will exist throughout other areas  
 22 where we don't have public streets or private  
 23 streets, we're happy to illustrate those on the  
 24 plan. A couple of the issues that were brought up  
 25 in the Staff report, the previous plan limited

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1 automobile sales to two areas, an area in front of  
 2 Target and an area in front of Wal-Mart I think.  
 3 In October it becomes a pumpkin patch and then  
 4 certain times of year it also has temporary auto  
 5 sales.

6 We want to get rid of that since we're  
 7 getting rid of the old PD master plan and allow a  
 8 broader standard where this town center and this  
 9 development can have automobile shows and sales  
 10 throughout. That way it becomes more of a  
 11 community draw event. And it's something that is  
 12 repeated throughout our community. This is the car  
 13 show and sale out at Tioga in their town center.  
 14 Recently Haile had one in its little downtown.

15 We want to get rid of that box for a couple  
 16 reasons. Because with the new PD master plan, that  
 17 box might be a very identical place where a new  
 18 building might go so we don't want to blow away  
 19 that limited box. We want to allow these to occur,  
 20 but to occur through a special use permit process  
 21 so that we know where it's going to happen, it's  
 22 going to be an event, it's going to have a limited  
 23 time to it, but it can happen wherever it might  
 24 generate the greatest civic involvement. Maybe  
 25 it's a Fourth of July and hot rod show, maybe it's

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1 keyed with new automobiles coming out in August or  
 2 September or it's a winter fest or something along  
 3 those lines. We want to remove that box area  
 4 that's on the previous map.

5 So these are the only differences now that we  
 6 really have with the Staff conditions. Today they  
 7 are saying that there is a trigger that effectively  
 8 says at 550,000 square feet of combined development  
 9 between Subareas 1A and 1B, the green and the blue,  
 10 you have to build -- and build 100,000 square feet  
 11 of the town center. We would like to relax that  
 12 condition somewhat to state that all development  
 13 and redevelopment of existing buildings is  
 14 stricken, but simply state development within  
 15 Subarea 2A, meeting the town center design  
 16 standards as described in the PD report is where  
 17 we're going.

18 No more than 550,000 square feet of combined  
 19 development may be constructed within 1A and 1B  
 20 until a final development order has been issued  
 21 within the town center. The difference between the  
 22 development order being issued versus a certificate  
 23 of occupancy could be five months, could be a year  
 24 depending on the complexity of the infrastructure  
 25 or longer. We would like to know that we can move

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1 those tenants from the area 2A where the town  
2 center is planned, get them started and going in 1A  
3 and not have to wait to do the town center.

4 So if we get to the five hundred and fifty  
5 first that as long as we are obtaining a  
6 development order within Subarea 2A, the town  
7 center, we can proceed to accelerate the town  
8 center.

9 The urban development pattern that's in  
10 Condition 3, it places within Subarea 1B and 2A  
11 that any single use single story retail buildings  
12 shall be limited to 100,000 square feet. Because  
13 we are trying to do an urban development pattern,  
14 we would like to have buildings that can occupy the  
15 entire block. So if we have a block that has a  
16 1,000 foot perimeter or a 1,500 foot perimeter or  
17 the full perimeter, that block can be a singular  
18 building. It's not likely that you'll see that  
19 often, but because we are trying to build an urban  
20 development form, we want to be able to fill a  
21 block with a building.

22 We would like to propose that single use  
23 retail buildings with ground floor footprints  
24 exceeding 150,000 square feet are not solely  
25 limited to 1A, but they're allowed to exist in the

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1 can design this and not have a fueling position  
2 visible from either a public street, a private  
3 street, or a maneuvering lane. So we need to have  
4 that flexibility in there that we talked about  
5 earlier today.

6 And so what we've offered here as a potential  
7 condition is that fueling pumps may be located to  
8 the front or side of a building as part of a  
9 development plan that demonstrates the following:

10 View of the fuel pumps shall be shielded from  
11 adjacent public and private streets by berms,  
12 landscaping, or architectural elements. For  
13 example, garden walls or any combination thereof to  
14 achieve around 75 percent opacity of that feature.

15 We can't hide it behind a building. It has  
16 to be visible to the driver so they know where to  
17 go. We're proposing a design condition that  
18 hopefully will give visual screening and give that  
19 quality of the urban space.

20 And then, secondly, location of the fueling  
21 pumps will not impede pedestrian and bicycle access  
22 to the buildings on site or to any of the adjacent  
23 parcels. Again, we've tried to ring that home real  
24 thoroughly during the land use portion. We're  
25 concerned about the safety. We're concerned about

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1 district as long as it fills up a block if that  
2 makes sense to you.

3 And then back to our parking issue. Because  
4 this is a real sticking point that will preclude  
5 the redevelopment effort. We need to be able to --  
6 as we were talking earlier in the Comprehensive  
7 Plan -- to be able to use the elements of landscape  
8 architecture and architecture, soft scape and hard  
9 scape to frame these blocks and make these  
10 placeholders so that as tenants move from one area  
11 to another we are creating the infrastructure and  
12 grid pattern there necessary to facilitate the  
13 development pattern that we're trying to bring to  
14 this area.

15 The fuel sales that carries forward from the  
16 Comprehensive Plan, I can tell you that we cannot  
17 live with the condition that has to put the fueling  
18 positions behind a building. It is a necessity to  
19 be able to screen those fueling positions and we  
20 understand the City's position on that. But we  
21 need to use, again, our best design techniques  
22 whether they be soft scape, hard scape, or some  
23 combination thereof to screen those fueling  
24 positions.

25 Because there is absolutely no way that we

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1 the comfort. We believe through good design  
2 mechanisms that we can shield those parking lots  
3 and fueling positions to make this a very beautiful  
4 place for, not only drivers, but for pedestrians  
5 and bicyclists and transit riders. And so we  
6 absolutely have to have that flexibility to place  
7 those elements in the development plan.

8 We talked about drive thrus. And they need  
9 that sort of similar flexibility. We're not going  
10 to do the traditional sort of plan that you see out  
11 there today. As a matter of fact, you know, what  
12 we're working at -- you saw with the Floor Trader's  
13 building is a much more beautiful style of  
14 architectural. Again, drive thrus can be allowed  
15 here and we wanted to use that same ethic  
16 throughout there where soft scape and hard scape,  
17 again, can shield those and get that opacity and  
18 those elements can actually exist throughout the  
19 development.

20 And so with that, there was just one item  
21 that I identified during Staff's presentation  
22 that's really key to this. Condition 14 which  
23 dealt with the dedication of the right of way for  
24 the Southwest 30th Avenue corridor is really not  
25 necessary anymore. We've met with representatives

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1 from Celebration Point. Their intention in a cross  
2 section that they delivered to us in a plan  
3 yesterday, lands the flyover on property that they  
4 own and future connection of that facility will  
5 occur whenever that flyover and that roadway  
6 network occurs. So it's not really an item that  
7 needs to be on there anymore. We can go back to  
8 the original way that the right of way was  
9 triggered through the original PD and bring that  
10 forward. Their plan can exist without conflict to  
11 ours, and our plan can go forward to create that  
12 street network along 30th Avenue and deliver the  
13 Archer Braid Trail in there.

14 And in the future, those facilities can  
15 connect, but it's really not a discussion item for  
16 tonight because we have an agreement on a cross  
17 section where they're going to land to the south of  
18 us and connection will happen later.

19 So with that, I'd like to conclude. We are  
20 certainly here to answer any questions. But the  
21 important thing to deliver in this -- and if I  
22 could have the doc camera please, Scott, instead of  
23 the Powerpoint.

24 This is a conceptual rendering that Everett  
25 and Rebecca Maccardini put together. And we're

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1 very lucky to have such talented professionals  
2 working on this team.

3 Deborah said Rebecca was the first female  
4 president of the International Council of Shopping  
5 Centers. And she has been a strong advocate for  
6 this project and helping us understand the dynamic  
7 business between what it takes to make a successful  
8 development versus moving forward and falling in  
9 pitfalls. She has an immense amount of  
10 institutional knowledge. Her skills, combined with  
11 Bob Gibbs and Everett in this team, will deliver  
12 this project. And we need a few flexible points to  
13 make this thing come to reality.

14 In that view of how that town center starts  
15 and really creates that urban space, it's based on  
16 existing models of projects that we have team  
17 members that have worked on. This is Rochester  
18 Hills. This is a beautiful urban space. I can't  
19 think of anybody who wouldn't want to say that's  
20 what I want as a transformational use in the Butler  
21 Plaza area.

22 It's important to note that that looks like  
23 that from the air. And those very maneuvering  
24 lanes and screening elements that we talked about  
25 that are important, they deliver that on the

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1 ground. That anchor tenant has parking between the  
2 street and the building. These public streets out  
3 here have parking between the building form, but  
4 they use soft scape and hard scape to yield a  
5 better place, one that looks like that when you get  
6 into it.

7 This is the other end of that town center.  
8 There is a grocer. There they've used a  
9 combination of maneuvering lanes, which are out  
10 here on the public streets. You see the public  
11 highway out here. That little bit of flexibility,  
12 that soft scape and hard scape is really what's  
13 standing between us starting this project and this  
14 project never getting off the ground.

15 So I hope if you have any way tonight to hear  
16 this from our team and hear the assurances of the  
17 beauty that we're going to deliver on this project,  
18 we are here to show you what we're going to do.  
19 There is a tremendous commitment by all of the  
20 professionals here, and an enormous public  
21 infrastructure project that will create an  
22 interconnected network in southwest Gainesville.  
23 That is that trigger that will bring this town  
24 center to Gainesville and really redevelop and set  
25 the catalyst for the whole southwest area.

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1 So we thank you for your time. I hope we  
2 can -- it's only 10:00. We'll be done by 11:00 and  
3 we'll all not have to have another meeting.

4 MR. ACKERMAN: We have to be at that meeting  
5 anyway.

6 CHAIR: Thank you very much.

7 MR. DEDENBACH: We would like your agenda to  
8 be easier, Madam Chair, to Mr. Ackerman.

9 CHAIR: We have a couple questions already?  
10 Mr. Lane?

11 MR. LANE: Thank you. It looks like there  
12 was some of those changes to the Staff conditions  
13 that you ran through. I don't think we have a copy  
14 of those.

15 CHAIR: That's correct. We don't have a copy  
16 of those. If you want to put it back up on the  
17 overhead.

18 MR. DEDENBACH: I would be happy to.

19 MR. LANE: I mean, I'm sure we'll have to  
20 talk to you individually, so I guess I was hoping  
21 that I had missed it in the myriad of appendices --

22 MR. DEDENBACH: There is a volume of  
23 information and documents before you. But it  
24 really gets down to some simple points. From the  
25 Comp Plan, we had fuel sales, then we had the issue

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1 of screening parking and the access to the  
2 maneuvering lanes. I think we kind of got it down  
3 to two on the land use. On the zoning side, we  
4 want to make sure that those elements come forward  
5 in here for the fuel sales and for the parking.

6 And then that trigger that's in there, we  
7 want that trigger to be timed to -- we can go up to  
8 550,000 square feet and then we have to get a final  
9 development order within the town center area to  
10 bring that and start that online.

11 And that is a number that really works for us  
12 in allowing that town center to go forward. I  
13 think we talked about the auto sales in there, too.  
14 It's a technical point. I may have sped through  
15 that one. But, you know, we got, I think, two  
16 issues on the land use side, maybe three issues on  
17 the zoning side. If we make it through that, we're  
18 done tonight.

19 CHAIR: Thank you. Mr. Ackerman?

20 MS. LAZZARI: Madam Chair, just in the  
21 interest of time management and agenda management  
22 and their consultants, what I wanted to make clear  
23 is that -- we'll be optimistic and think we may end  
24 this tonight, but just in case we don't, they do  
25 have out-of-town consultants and if the Planning

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1 lanes here. The only thing we really want to make  
2 sure is that we aren't limiting them from being in  
3 any of the zones, Zone 1, 2, 3 or 4 because we  
4 don't want to create preexisting nonconforming  
5 uses. But we also want to be able to do drive  
6 thrus in any of the zones as long as we use the  
7 design techniques that are outlined here as well as  
8 the hard scaping and soft scaping.

9 MR. ACKERMAN: The design requirements for  
10 each zone may be located in?

11 MR. DEDENBACH: Right. I guess Mr. Ackerman,  
12 through the Chair, Ms. Goodison, only one lane per  
13 use within Subarea 2A of Condition F needs to have  
14 that either stricken or with the caveat in there  
15 that through hard scaping and soft scaping that  
16 those will be shielded. I think that's a way to  
17 ameliorate that concern there. Because in that  
18 last parenthetical insert of 4F, only one lane per  
19 use within 2A. If we could say unless designed  
20 with soft scaping and hard scaping to provide  
21 opacity and some shielding, that would do it for  
22 us.

23 MR. ACKERMAN: Okay. And then, also,  
24 Condition 5 which deals with your parking issue,  
25 which I gather you consider to be the most

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1 Board members have any questions of those  
2 out-of-town consultants, we would hope we get those  
3 cleared up tonight.

4 CHAIR: Mr. Ackerman?

5 MR. ACKERMAN: Mr. Dedenbach, if there are  
6 currently 14 listed PD conditions in the Staff  
7 report -- and see if I managed to get your  
8 concerns. You basically accept the conditions  
9 other than modifications to Condition 1,  
10 modifications to Condition 3. I didn't really see  
11 a modification to the drive thru facilities. You  
12 talked about it for a while, but it doesn't appear  
13 that this is a particularly restrictive  
14 modification, that it seemed to encompass what you  
15 were saying; is that accurate?

16 MR. DEDENBACH: It's close. Again, we want  
17 to make sure that environmental graphics and that  
18 design package extends over and that they're not  
19 precluded from being in any of the zones.

20 MR. ACKERMAN: Explain to me if you were  
21 going to rewrite Condition 4, what would be added  
22 to it for those of us who have to make motions?

23 MR. DEDENBACH: Right. I would think that  
24 the only thing that we have to -- and Scott was  
25 really the author of this one on the drive thru

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1 important?

2 MR. DEDENBACH: Yes, Ms. Chair.

3 MR. ACKERMAN: And your view is we don't need  
4 the proposed 14, which dealt with Southwest 30th  
5 right of way dedications?

6 MR. DEDENBACH: Correct.

7 MR. ACKERMAN: Anything else in there that --  
8 it had something on fuel pumps.

9 MR. DEDENBACH: We want to use the same  
10 screening techniques for the fuel positions, and we  
11 want those design standards in the PD. Because  
12 this is a planned development and it's unique and  
13 it's innovative. We want to be able to do hard  
14 scaping and soft scaping to shield that because we  
15 will not --

16 MR. ACKERMAN: We need to add a condition if  
17 we were going to adopt your position that addressed  
18 fuel pumps.

19 MR. DEDENBACH: Yes, consistent with how it  
20 was in the Comp Plan. It needs to come forward and  
21 get in the zoning in a manner that is acceptable  
22 here as we proffered.

23 MR. ACKERMAN: Thank you for that.

24 CHAIR: Thank you. Any other questions for  
25 the -- Ms. Sims?

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1 MS. SIMS: Yeah, just on the fuel pumps  
2 issue. Are you hoping to have those everywhere as  
3 well, or are those limited to certain zones?

4 MR. DEDENBACH: It's impossible to say right  
5 now. We know the likelihood of where they will go.  
6 But, again, we don't want to paint ourselves into a  
7 corner. We would rather be proactively looking at  
8 how to implement them than to come back to you in  
9 six months and say, you know what, we've got  
10 somebody who wants to go here, we need to come in  
11 and reopen this issue again. We would rather  
12 proactively address these issues through good  
13 design mechanism and techniques and really kind of  
14 clear that canvas so that the redevelopment can  
15 occur.

16 MS. SIMS: If for some reason members of the  
17 Board weren't comfortable opening up all the zones  
18 to fuel pumps, what would your priority be? Where  
19 if we pick one or two zones that we would let those  
20 go, for example, what would your preference be?

21 MR. DEDENBACH: If you give me a moment to  
22 confer. If there was -- the question was if there  
23 was a zone that we would not place a fuel retailer?

24 MR. WRIGHT: Madam Chair, I'm sorry to  
25 interrupt, but I just wanted to point something out

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1 I read it, I get to the second sentence, it says  
2 development, but then Subarea 2, meeting the town  
3 center design standards as described in the PD  
4 report. It seems to be an incomplete sentence  
5 there. I don't know what -- since you've changed  
6 it, it doesn't have any meaning.

7 MR. DEDENBACH: Yeah. And thank you,  
8 Mr. Hilliard. Madam Chair, development within 2  
9 Area must meet town center design standards as  
10 described in the PD report. That -- I'm going to  
11 have to blame that one on Powerpoint. That should  
12 have been an underline versus a strike through  
13 there probably. It means that effectively the town  
14 center standards have to apply to 2A. Thank you,  
15 Mr. Hilliard.

16 CHAIR: Okay. Anymore questions right now  
17 for the Petitioner? Okay. I guess we can go ahead  
18 and open it up to public comment at this point.  
19 Are there any members -- do you have --

20 MR. ACKERMAN: For Staff.

21 CHAIR: Okay. Which one? Probably both.

22 MR. ACKERMAN: Sorry, Madam Chair. We're  
23 busy redoing your Staff report. How do you feel  
24 about what is Staff's view on a whole range of  
25 things, you know, fuel pumps, whether or not we

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1 which I think is directly related to this. That is  
2 within the PD report that's provided by the  
3 Petitioner there is a permitted use table on Page 7  
4 and fuel sales is listed as one of those uses which  
5 we take to mean gas stations. I'm assuming that's  
6 what that means. They're limited to Subarea 2B  
7 only. So I just want to make sure that everyone  
8 knows that's what the requirements say now. And if  
9 you want to talk about changing that, that's fine.  
10 But that's the starting point I guess.

11 MR. DEDENBACH: Madam Chair, to answer Member  
12 Sims' question, we already know that there are  
13 existing areas in 2B, okay, where there are  
14 existing fuel. Okay. So we don't want to make  
15 them preexisting nonconforming. The direct answer  
16 to your question would be the town center. We can  
17 live with it not being in the town center itself  
18 because, again, that's the finest grained network  
19 in there. And 1A, 1B, and 2B, you already have  
20 those type uses out there. We don't want to make  
21 nonconforming that's probably where it will land.  
22 Thank you for the question.

23 CHAIR: Mr. Hilliard?

24 MR. HILLIARD: I need a clarification on that  
25 particular condition that's up there. Because when

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1 need the condition on Southwest 30th, change for --  
2 CHAIR: 14.

3 MR. ACKERMAN: Yeah, Condition 14, whether it  
4 needs it. And then the changes -- I mean, I think  
5 we already understand on Number 5 with the parking  
6 on the side. But they've changed Condition 3 to  
7 150,000 and so what is Staff's position?

8 MS. LAZZARI: The Staff position is sort of  
9 twofold on this. One, we would like to go point by  
10 point on the PUD and handle that first on the  
11 conditions. Because the conditions that are in the  
12 PUD will regulate what has to be in the PD and they  
13 must be consistent. And you must adopt or  
14 recommend adoption of the PUD first before the PD  
15 could go forward.

16 Secondly, I believe in terms of some of these  
17 specific conditions that there are, perhaps,  
18 members of the audience that may wish to speak to  
19 them, in particular the Southwest 30th Avenue  
20 connectivity. So Staff would like to take these  
21 one at a time and we would like to handle the PUD  
22 conditions first, and then the PD condition. And  
23 we certainly want to leave time for members of the  
24 public to speak and in case one of the experts  
25 needs to respond to something of theirs. I don't

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1 know if the Court Reporter needs a break, minor  
2 break.

3 MR. ACKERMAN: She's a machine.

4 CHAIR: Did you want to go ahead and start  
5 addressing those point by point?

6 MS. LAZZARI: I guess -- you know, our  
7 preference would be that we, perhaps, open this up  
8 for public comment first and then when the Board  
9 gets down to it, we'll go condition by condition in  
10 the PUD and then -- I'm sorry, policy by policy in  
11 the PUD, and condition by condition in the PD.

12 CHAIR: Okay. So are there any members of  
13 the public that wish to speak to this petition?  
14 Please step forward, state your name, and sign the  
15 sign up sheet.

16 MR. SHEPHERD: Thank you. My name is Donald  
17 Shepherd and I'm running in support of the mayor.  
18 My questions was is that I'm not seeing any  
19 electric car plug in units in the area. And also I  
20 didn't hear anything mentioned about how we're  
21 going to address a fire issue in the areas. The  
22 fire department that is off of 20th Avenue, are we  
23 going to give them more funding to take and improve  
24 the fire issue in the area, or safety entering the  
25 streets and stuff like signage and stuff? Thank

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1 you. That's all.

2 CHAIR: Any other members of the public wish  
3 to speak?

4 MR. HAWKINS: Thank you, Madam Chair. I know  
5 exactly how much fun you are all having and ya'll  
6 don't get paid. Thank you for being here. I  
7 wanted to give some comments on the block size  
8 conversation which we talked about a little bit  
9 when we were discussing the Board and the Applicant  
10 talked a little bit when you were discussing the  
11 difference between streets and access lanes. If  
12 Bill or Scott could put up the picture of the East  
13 Hartford Town Center, it might give context to the  
14 discussion a little bit. As an aside while we're  
15 going to that, I mentioned I'm obviously going to  
16 have a lot of time talking about this sitting in  
17 those seats as well. But I want to raise this  
18 issue as well because it's a really big rock. The  
19 more you talk about it, the easier our  
20 conversations will be so it's helpful to have it  
21 done now.

22 I really love this discussion that Gerry put  
23 together on the figure grounds. It's fantastic.  
24 This is fantastic. This is it. So the -- I'm not  
25 going to use the pointer because, apparently, I

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1 don't know how to use it. The conditions in the  
2 bottom half of the picture where you were focusing  
3 your attention on earlier where we have buildings  
4 that is running left to right in the middle of the  
5 block is sort of this maneuvering lane that pours  
6 as access points on both sides. I don't think  
7 anybody is suggesting that's a bad idea or that's a  
8 bad way to design an area of maneuverability on the  
9 property.

10 I think the question is kind of how big is  
11 the part of the development that's bounded by a  
12 street. So on the tops of any of those blocks on  
13 either side on the bottom there is a facility.  
14 It's what we would call a street. They may or may  
15 not have on street parking, which is something that  
16 Mr. Gibbs brought up. Certainly, it has places  
17 where automobiles drive and it has a curb and  
18 sidewalks on either side. That meets our  
19 conception of a street.

20 How big that thing is affects how accessible  
21 the property is, how safe it is for drivers, for  
22 bicyclists, for pedestrians, and it has influence  
23 on the overall urban form of the area. The  
24 condition that's shown in this picture, I think  
25 would all agree was fantastic. If the conversation

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1 we were having was about whether we should get  
2 267 acres of this, we would all say, yes, thank  
3 you, and we would be rushing for a motion.

4 The concern is the condition that comes  
5 adjacent to this. The immediate previous slide --  
6 Bill or Scott, if you go to the immediate previous  
7 sideline. It's the one with the big aerial of the  
8 same property. I think the concern is about the  
9 condition that you see here that happens on the  
10 periphery. That's where we need a block size  
11 standards that says we need streets in this area so  
12 we know it's not just a sea of parking or what we  
13 might characterize as an unwalkable or sprawl  
14 condition. So that's the reason that the block  
15 size standard is in the existing PUD.

16 I want to talk a little bit about that and  
17 Ms. Goodison is passing something down -- I'm sorry  
18 Ms. Sims. I like to think in writing draft rules,  
19 it helps me organize thoughts. So I've written  
20 what I think a rule is that makes sense to having  
21 the PUD I'd like ya'll to consider before you get  
22 to the point of making a motion on the PUD. This  
23 does three things.

24 The first paragraph keeps the 1,600 foot  
25 perimeter average block side and 2,000 maximum

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1 block size that's in the current Comprehensive Plan  
 2 amendment that the Plan Board and the City Staff  
 3 and the City Commission spent a few years  
 4 negotiating with the Applicant a few years ago.

5 The second paragraph includes a very broad  
 6 exception to that rule for blocks that have storm  
 7 water open space. That exception is largely in the  
 8 current PD and PUD. The third paragraph is a new  
 9 exception that I think is appropriate. It's not in  
 10 the current PUD or PD. And that is that in the  
 11 existing developed area, the PD should have  
 12 exceptions to a block sized rule because it  
 13 currently doesn't comply. We want to be able to  
 14 continue operating in the interim before it's  
 15 redeveloped to a compliant condition that's stated  
 16 in the third paragraph.

17 So I want to talk a little bit about  
 18 regulatory where this idea comes from. These are  
 19 Comp Plan policies that we've had since, I believe,  
 20 at least 2002 that require modest pedestrian scale  
 21 blocks citywide. These are currently applicable  
 22 throughout the community, including the Butler  
 23 Plaza property. If you look in the Comprehensive  
 24 Plan, the reason why we regulate block size is to  
 25 check urban form, to make our streets safe, to make

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1 in the future as well.

2 Where do we come up with these numbers?  
 3 Where did the sixteen and 2,000 come from? Why are  
 4 we looking at an average of 1,600 feet in perimeter  
 5 and a maximum of 1,600 feet in perimeter? We  
 6 didn't make those numbers up. We looked for best  
 7 practices promulgated by the entities that set  
 8 standards in planning and engineering industrial.

9 And there is quite a few more than this, but  
 10 I think the Institution for Transportation  
 11 Engineers, for the Department of Transportation and  
 12 CNU are probably the most reputable. So rather  
 13 than individual planners espousing what their  
 14 opinion is, these are organizations that put a lot  
 15 of attention into developing standards and  
 16 publishing documents, in particular the Florida  
 17 Green Book.

18 The standard from DOT comes for Chapter 19 of  
 19 Florida Green book that actually gives standards on  
 20 street network design and recommends that the  
 21 average should be about 1,300, which is  
 22 substantially smaller than what we're talking about  
 23 in this case.

24 And these numbers that these groups are  
 25 promulgating aren't coming from speculation either.

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1 our streets accessible and safe for pedestrians and  
 2 to make these places comfortable for people.

3 In addition to these standards of general  
 4 optability, the Comprehensive Plan policies that  
 5 the City voted on, the PUD that's currently in  
 6 effect for Butler Plaza a few years ago has these  
 7 numerical standards specifically for Butler Plaza.  
 8 The 1,600 average and 2,000 foot maximum and we  
 9 have three separate standards, one for each  
 10 subarea.

11 The reason that we have a numerical standard  
 12 for Butler Plaza and general -- and standards of  
 13 general optability, the rest of the City that don't  
 14 include a numerical standard is because we're going  
 15 in this direction. And Butler Plaza came in with a  
 16 PUD amendment at the time we were going through  
 17 this process of adding a numerical standard to the  
 18 Comprehensive Plan.

19 So since that time, we also have numerical  
 20 standards for block size in the innovation square  
 21 area, in the urban village area, we will adopt it  
 22 on a much broader geographic scope when we adopt a  
 23 form based code in the coming years, and we  
 24 currently have a consultant drafting that. I feel  
 25 confident you will have a lot of meetings on that

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1 There is a lot of good empirical data showing what  
 2 street sizes are safest. I just pulled one  
 3 particular study, this was done by some professor  
 4 at Yukon that said as block size doubles, traffic  
 5 fatalities triple. They weren't looking at  
 6 bicycles and pedestrian accidents, they were  
 7 looking at all traffic accidents. And most of  
 8 these fatalities were coming from automobile  
 9 accidents.

10 I'm to close on -- a comparison of what  
 11 exactly the block perimeter number means. Because  
 12 it's not something that we normally conceptualize  
 13 and normally think about. It's a really great  
 14 metric for measuring as a regulatory tool, but it's  
 15 not something we normally think about. When we  
 16 think about sizes of land, we normally think in  
 17 square feet or acres. And this chart gives a  
 18 little bit of conception. It also helps us make  
 19 sure that this kind of regulation doesn't prohibit  
 20 some of the proposed retail uses that we don't want  
 21 to prohibit, whether it's a Macy's or a Wal-Mart or  
 22 a Target, we know that the Applicant intends to  
 23 have that retail product. We want to be sure  
 24 that's possible and feasible to the rules.

25 So downtown Gainesville, it took a block size

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1 is 800 feet around, 800 feet in perimeter. That's  
 2 gets to -- in area it's little bit less than a  
 3 acre. So an example of block, it has everything  
 4 from the Rock Church, Angelo Blair Studio, to the  
 5 tack offices above the Opera House, to Lillian's.  
 6 That's all happening in a little bit less than a  
 7 acre. So you can do a lot in small places. But  
 8 this is a different development type, it's going to  
 9 require a much larger block. So we're looking at  
 10 this range from sixteen to 2,000, which is  
 11 consistent with the best practices in the field.  
 12 With that you get a block that's 3.67 acres to  
 13 5.74 acres. And those square foot numbers go up to  
 14 250,000 square feet.

15 And for frame of reference, I included in the  
 16 bottom here the building footprint for the two new  
 17 Wal-Marts that were built in town to give that  
 18 check how big is a supercenter and can you built it  
 19 on a block that size. And the answer is yes. The  
 20 larger of the two supercenters that we've built is  
 21 207,000 square feet and the balance of the can be  
 22 available for loading docks and bays and other  
 23 things.

24 The last point that I would make is that the  
 25 current proposal is to having three of the subareas

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1 speak to this point.

2 MR. RAYES: Madam Chair, Jeff Hayes,  
 3 transportation planning manager with Alachua  
 4 County. From the County perspective, the -- our  
 5 main reason for being here, for Staff being here is  
 6 relation to the 30th Avenue connection, 30th Avenue  
 7 overpass. What that is, is a major piece of  
 8 infrastructure coming from the west of I75, over to  
 9 the east side of I75. It contains both travel  
 10 lanes, the Archer Braid Trail, and dedicated  
 11 transit lane per County comp plan. And a developer  
 12 is in agreement with the Celebration Point  
 13 development on the west side of I75.

14 Commissioner Hawkins and Mr. Dedenbach have  
 15 very eloquently described the importance of  
 16 connectivity through this process. The last time  
 17 that the County Commission dwelt on this issue was  
 18 last week, both with the Butler Plaza folks as well  
 19 as Celebration Point in attendance at a County  
 20 Commission meeting. The last they were able to  
 21 discuss the item with regards to the item was  
 22 something -- the end result was something that came  
 23 out looking very much like your Condition 14.  
 24 That's the last time that the County Commission has  
 25 seen the item and made a motion to the effect that

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1 a 2,000 foot maximum block with no rule for an  
 2 average block. I think that that's -- a better way  
 3 to address it is to use the average because you get  
 4 a smaller typical block, but give the Applicant the  
 5 flexibility to go larger where needed. The other  
 6 component of the current PUD is to have blocks in  
 7 Subarea 1A to be as large as 3,200 square feet.  
 8 That is superblock condition. It's massive. It's  
 9 consistent with the existing blocks in Butler  
 10 Plaza. Which are -- if you've ever spent time in  
 11 Butler Plaza, you know they contribute to it being  
 12 a difficult place to navigate on foot. It's not  
 13 the condition that we want to create. It's a  
 14 condition we want to move away from.

15 And I want to be clear too, everybody sees  
 16 with the numbers when you go from 16 to 32 you're  
 17 not doubling the area. It grows exponentially  
 18 because the area is the two sides squared. So you  
 19 actually quadruple the space inside the block. You  
 20 get to something that's almost 15 acres in size.  
 21 Thank you all for your time and I appreciate all  
 22 the work you do.

23 CHAIR: Thank you, Commissioner. Any  
 24 questions? All right. We'll move on to see if  
 25 there is any members of the public that wish to

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1 they would like to see a condition such as that be  
 2 in place.

3 Maybe there is something with both parties  
 4 and the County and City can come together, a  
 5 different condition that meets the same purposes.  
 6 But as of today, there is no such item that has  
 7 been agreed by the County Commission or County  
 8 Staff. I would say just in broad terms that the  
 9 County Staff's position at least and the discussion  
 10 we've had with the County Commission, really the  
 11 importance is, this is a major piece of  
 12 infrastructure, going to be carrying a lot of  
 13 traffic, as well as getting the Archer Braid Trail  
 14 into the project, the Butler Plaza project proper  
 15 and coming up with logical intersections for that  
 16 roadway network, that bridge overpass to the Butler  
 17 network is really the prime concern.

18 CHAIR: Thank you, Mr. Hayes. Any other  
 19 members of the public wish to speak to this  
 20 proposal? Okay. Seeing none, I'll close the  
 21 public hearing and bring it back to the Board to  
 22 discuss some of these items with Staff. We do have  
 23 one question from Mr. Lane.

24 MR. LANE: I just was curious, is there any  
 25 way that the block size issue can solve the parking

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1 issue with the larger -- what we discussed earlier?

2 CHAIR: I guess that's a question for Staff.  
3 I would imagine the answer is no.

4 MR. DEDENBACH: And, well, I was going to  
5 actually ask, Madam Chair, if the board member  
6 could rearticulate the question.

7 MR. LANE: It's not really a question more  
8 than just a thought. Is there a way that the block  
9 size -- when you articulate the block size portion  
10 of the application in a way that it sort of solves  
11 or mitigates the parking discussion that we had  
12 earlier with regards to the -- how the big boxes or  
13 how, you know, even small scale retail shops face  
14 addresses parking lots.

15 MR. WRIGHT: Mr. Chair, Scott Wright with  
16 City Planning Staff. What -- I guess the only  
17 thing I could try to paint a picture of, of a  
18 particular situation where increased block size  
19 would affect the parking location would be if you  
20 had a -- instead of having a large open parking  
21 area and then a large retail center behind that, if  
22 you had like, a maneuvering lane or whatever you  
23 want to call it, a private street of some sort  
24 running in front of that building, then you  
25 wouldn't have any parking between the building and

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1 that street. You would have that building built  
2 right on a maneuvering lane then you would have  
3 your parking across the other side of that  
4 maneuvering lane.

5 Staff's primary concern I do want to add,  
6 too, though, is the public street system and the  
7 major public streets and not having parking -- just  
8 parking along those streets. We're not as  
9 concerned with the parking or the maneuvering  
10 lanes.

11 MR. LANE: I'll rephrase the statement. If  
12 the Applicant agrees to the block size in areas  
13 like 1A and 1B, would the Board be willing to not  
14 restrict kind of how the building is oriented in  
15 relation to the parking and the road?

16 CHAIR: I guess I don't think that that would  
17 solve the issue.

18 MR. LANE: Okay. Then nevermind. I was  
19 trying to kill two birds with one stone.

20 CHAIR: I appreciate that, but I don't think  
21 it's going to solve the issue. Someone else wants  
22 to correct me? Ms. Sims?

23 MS. SIMS: I guess my question is for the  
24 Applicant and maybe the consultants to respond to  
25 the block size conversation and whether you really

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1 think that this large block size is necessary and  
2 maybe why. Or if you would be willing to, you  
3 know, go back to sort of what was in the plan  
4 before looking at an average block size. I would  
5 just like a little bit of response from the  
6 Applicant on that.

7 MR. DEDENBACH: Madam Chair, out of the  
8 267 acres, there is one area that that block size  
9 needs to be the larger block size of the 3,200  
10 linear feet around the perimeter in there. We've  
11 tried to articulate that this large anchor area is  
12 the only area where that will occur. I will say  
13 that we worked diligently with Staff and came up  
14 with that number as an acceptable number. You  
15 know, it is our intention to interconnect this as  
16 much as possible. But there is one area in this  
17 267 acres where we need to have really a larger  
18 block. And, you know, it may not stay that way  
19 forever. That's a maximum. We need that maximum  
20 today. It's bounded by the fact that we are  
21 against industrial areas. And you have to take  
22 into consideration that things transition over  
23 time. So there is one area in this PD area 1A that  
24 we have to hold that 3,200. It is integral to this  
25 project.

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1 MS. SIMS: It just seems like quite a big  
2 jump. I'm sure that you talked to Seth about it.  
3 But I wonder if we can't come to something like a  
4 2,500 feet perimeter or come down from this 14 acre  
5 block area.

6 MR. HATCHER: I think everybody is concerned  
7 that we are not re-creating the Wal-Mart parking  
8 lot that we've got today. And what we're looking  
9 at is design standards that has landscaping  
10 throughout these parking lots and linear  
11 landscaping that break these parking aisles up.  
12 And we're able to locate pedestrian ways within the  
13 parking spaces -- I mean, within the parking lot  
14 that goes to the majors. So we're not even -- I  
15 mean, Deborah has not -- there is no way that she  
16 would build something like that. What we're trying  
17 to do is to improve everything that's there and in  
18 the future build something that's really special,  
19 so...

20 MR. ACKERMAN: How does this mesh with your  
21 desire to have a block size that allows you to  
22 build a building that covers the entire block?

23 MR. DEDENBACH: You know, Madam Chair, that  
24 analogy or that example, it doesn't really fit that  
25 example. That idea of filling a block is more when

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1 we were talking about these modest block sizes  
2 where you're looking at like, the City walking  
3 block that Commissioner Hawkins talked about where  
4 you would fill, you know, edge to edge on something  
5 compared to where you had a destination where you  
6 were going to buy a larger consumer good and you  
7 weren't walking there, you were borrowing a  
8 friend's car, you were coming in your own vehicle.

9 So I never foresee that one of those  
10 superblocks -- and, again, it's limited to just  
11 this area here west of 62nd. I would never see  
12 that that superblock would ever be built edge to  
13 edge. That edge to edge that we talked about  
14 earlier is for these smaller blocks, the little  
15 craggy blocks and areas like that so that you get  
16 that urban space. Thank you, Madam Chair.

17 CHAIR: Thank you. More questions from the  
18 Board?

19 MS. SHARMA: Do we need a motion to go past  
20 10:30?

21 CHAIR: We do. It's now 10:30. Do I have a  
22 motion to extend the meeting past 10:30.

23 MR. ACKERMAN: Sure, I'll make a motion.

24 CHAIR: Do we have a second?

25 MR. ACKERMAN: I move we extend our meeting

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1 presentation, we indicated that the Staff policy in  
2 the Comprehensive Plan stated, the PD zoning  
3 ordinance that implements the Butler development  
4 PUD shall be consistent with the City's  
5 transportation mobility policies as adopted in the  
6 Comprehensive Plan.

7 And we want to be really certain that you  
8 understand this very clearly. I believe much  
9 earlier this evening when Mr. Hilliard handed out  
10 this handout to you, he also handed out a single  
11 sheet that has double sided printing on it labeled  
12 concurrency management Element Policy 1.4.9. That  
13 regulates gas stations. And we want to be really  
14 clear about this and indicate to you that anywhere  
15 in the City that's in the TCEA, and the entire city  
16 is now within the TCEA, and as proposed in the new  
17 transportation mobility element that you  
18 recommended go forward and the City Commission  
19 recommended go forward, these policies are  
20 replicated in the new transportation mobility  
21 program.

22 And I will call your attention to Number 3 on  
23 Page 1, which talks about when you get to do a 12  
24 fueling position gas station and where the fueling  
25 pumps or the gas pumps should be located. And that

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1 till 11:00.

2 CHAIR: Do we have a second? All those in  
3 favor say aye.

4 (Board members voted.)

5 CHAIR: Any opposed? Okay. Thank you  
6 Ms. Sharma. Ms. Lazzari.

7 MS. LAZZARI: Madam Chair, I think that  
8 brings us back to the conditions in the PUD if that  
9 is where you want to go.

10 CHAIR: Absolutely.

11 MS. LAZZARI: I'm going to ask for maybe a  
12 nod from Mr. Dedenbach on the three issues that I  
13 think are hanging. One has to do with gas stations  
14 and fueling positions.

15 MR. DEDENBACH: 4.3.6.C10.

16 MS. LAZZARI: One has to do with the  
17 maneuvering lanes.

18 MR. DEDENBACH: 4.3.6.C6.

19 MS. LAZZARI: The third has to do with the  
20 location of the off street parking.

21 MR. DEDENBACH: 4.3.6.E.3.

22 MS. LAZZARI: So if those are the three, the  
23 one that I believe that we have not on a Staff  
24 basis talked about much with you is the gas station  
25 issue. And you might recall that in our

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1 is specifically -- I'm sorry, on the next page,  
2 where it talks about the fueling pumps being  
3 located to the rear or side -- to the rear of a  
4 building. And I think this is really important  
5 that we cover this evening because remember what we  
6 talked about, that a PUD was a unique and  
7 innovative proposal.

8 And the only thing if we allowed this, this  
9 one development to have this, the only thing that  
10 would be unique about it is that it was the only  
11 place in town that was violating the Comprehensive  
12 Plan. And, quite frankly, your Staff advises you  
13 that we should not be in violation of the  
14 Comprehensive Plan, and that is our position.

15 We have had two larger gas stations built in  
16 the community, one of them at the corner of 16th  
17 Boulevard and one of them at the corner -- I'm  
18 sorry, one at the corner of 16th Boulevard and 43rd  
19 Street. If you note that building -- note that  
20 development, the building is up at the corner and  
21 the fueling and gas pumps are to the rear.  
22 Similarly, on Main Street and 39th Avenue, another  
23 gas station was built and it met those design  
24 requirements that development is -- those  
25 developments were large major chains of gas

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1 stations and they were able to meet the  
2 requirements. And so I would strongly urge that  
3 you not violate the Comprehensive Plan and require  
4 that they maintain the compatibility with the Comp  
5 Plan.

6 CHAIR: Thank you, Ms. Lazarri.

7 MR. DEDENBACH: Madam Chair?

8 CHAIR: Questions? Sure, let's go ahead  
9 point by point.

10 MR. DEDENBACH: And if we could switch to the  
11 doc cam and they could zoom in on Item D, we might  
12 need some assistance in looking at this, but it  
13 seems to us that based on Item D here in the  
14 concurrency management element, the architectural  
15 and site design are of such high quality that they  
16 enhance the site area and promote the City's  
17 multimodal and design goals as part of a planned  
18 development rezoning or special use permit review  
19 process the developer shall provide a development  
20 plan, okay, with elevations and architectural  
21 renderings of the proposed site that detail such  
22 as -- but not limited to facade treatment, color,  
23 lighting, roof detail, signage, landscaping,  
24 building location. We're not talking about a gas  
25 station. We're talking about an anchor tenant that

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1 CHAIR: Thank you, Mr. Dedenbach.  
2 MS. LAZZARI: Madam Chair, I meant to read  
3 into the record and copy for you another policy and  
4 apologize that I did not. I copied one, but not  
5 the other. There is also a policy that regulates  
6 the placement of fueling positions and for auto  
7 oriented uses. And if you will give me one second,  
8 it is in the concurrency management element, but,  
9 again, it is also in the new transportation  
10 mobility program.

11 It is Policy 1.3.2. New development of  
12 automotive oriented uses -- and I would hope that  
13 we think fueling positions is an automotive  
14 oriented use located within the TCEA such as retail  
15 petroleum sales, car washes, automotive repair and  
16 limited automotive services as defined in the land  
17 development code shall be designed to locate  
18 service bays and fueling gas pumps to the rear of  
19 buildings located on this site. These design  
20 standards shall not apply in industrial zoning  
21 districts. The number of fueling positions shall  
22 be regulated by TCEA policies.

23 And what Mr. Dedenbach pointed out in terms  
24 of D about the architectural and site design was a  
25 justification from going from six fueling positions

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1 sells fuel. And they don't have a building that  
2 they can stick between the street and those fueling  
3 positions. They can landscape that, they can  
4 potentially put knee walls, garden walls around  
5 that. But this is sort of an accessory use to an  
6 anchor. We don't, obviously, want to violate the  
7 Comprehensive Plan. But we want to bring forward  
8 design standards. We think that this gives us the  
9 ability through Item D through the planned  
10 development to put those standards on that fueling  
11 use on that larger building.

12 CHAIR: So in this case, the convenient store  
13 wouldn't serve as that building?

14 MR. DEDENBACH: It doesn't have a store,  
15 Madam Chair. There is no store.

16 CHAIR: What gas station doesn't have a  
17 store?

18 MR. DEDENBACH: Madam Chair, it is an anchor  
19 tenant that sells fuel.

20 MR. ACKERMAN: Think of Wal-Mart.

21 CHAIR: Okay. Okay. Thank you.

22 MR. DEDENBACH: So don't please don't think  
23 of a traditional sort of gas station, think of an  
24 anchor tenant that sells fuel as a component of  
25 their sales.

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1 to 12 fueling positions in this policy.

2 So, again, what you would have is fueling  
3 positions located out on a street, out in the  
4 front. And, again, the unique and innovative part  
5 about this PUD, if you approve that, would be it  
6 would be the only fueling positions that would be  
7 violating the Comprehensive Plan policies.

8 CHAIR: Thank you, Ms. Lazzari. Any  
9 questions?

10 MR. ACKERMAN: Mr. Dedenbach, we've had a lot  
11 of information. Were you going to limit that to  
12 the big box 1A, or did you want that everywhere?

13 MR. DEDENBACH: Madam Chair, the question  
14 that Board Member Sims asked earlier, it really is  
15 1A area there, but we want to be careful about  
16 making preexisting nonconforming uses. Because  
17 there are automotive uses in 2B today. So if we  
18 cut a line there, we need to be careful.

19 MR. ACKERMAN: I mean, they're grandfathered  
20 in if you do that.

21 MR. DEDENBACH: 1A, 2B are kind of the  
22 important areas there. You hit it right on the  
23 head.

24 MR. ACKERMAN: Okay.

25 MS. LAZZARI: Madam Chair, for the Planning

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1 Board members, I do want to point out that citywide  
2 there are large number of nonconforming gas  
3 stations right now because we implemented something  
4 and they all have not turned over to, you know,  
5 this new standard.

6 But I did want to make sure you understood  
7 that the gas station use in 2B and any of the other  
8 automotive oriented uses would be legally  
9 nonconforming uses that could continue in that  
10 area. In fact, right now they are legally  
11 nonconforming uses because they're in the TCBA.

12 CHAIR: Do you feel like you have enough  
13 information on this point in particular? Do you  
14 want to move on to the next?

15 MR. ACKERMAN: Yeah, let's -- I don't know,  
16 it's up to you.

17 CHAIR: I still want some clarification on  
18 Condition 14. I think Mr. Hilliard has something  
19 to say to this.

20 MR. HILLIARD: Only when you want to move  
21 forward. I have another path to move forward to  
22 look at these conditions to move forward. But I  
23 think he was asking something about Condition 14.  
24 You might want to address that first.

25 MS. LAZZARI: Well, Madam Chair, I thought we

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1 the parking lots. That's a flatout requirement of  
2 the land development code. There is nothing  
3 superior that would happen as a result of this PUD  
4 that wouldn't happen in any shopping center in  
5 Gainesville. And, again, we are looking for unique  
6 and innovative and higher standards of in this PUD.

7 I'm happy to answer any further questions. I  
8 think we've tried to make the Staff position clear  
9 on the maneuvering lanes, on the fueling positions,  
10 gas station, and on the parking area.

11 CHAIR: Thank you, Ms. Lazzari. I'll bring  
12 it back to the Board and kind of go through it.  
13 What is your sense and your comments on the  
14 maneuvering lanes, Mr. Ackerman?

15 MR. ACKERMAN: I would like to have, first of  
16 all, a general -- I think this is vast improvement  
17 over what's there. I think it's even a vast  
18 improvement over what was approved some years ago.  
19 Well, the City did, but I think the Planning Board  
20 redid it earlier than that. But nonetheless, in  
21 general, I guess I'm -- I tend to find urban  
22 standards sort of useless when it comes to big  
23 boxes. They're a big box. You know, I mean,  
24 that's just the nature of them. They're not very  
25 lovely. And so long as we're going to have big

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1 were trying to cover the PUD policy first and then  
2 go to the PD conditions. And so I want to be sure  
3 that we're -- you know, we have spoken about the  
4 one -- okay. We had three issues on the PUD, one  
5 was the gas station, the second was the maneuvering  
6 lanes. And we've indicated that what the Comp Plan  
7 language says is very clear that it's limited and  
8 not prohibited and that -- that whatever the  
9 standard would be would be set in the PD.

10 And then in terms of the parking location  
11 areas, again, we were in the 1B subarea, which  
12 Staff was considering a transition area. And what  
13 our vision was, was that we wanted sort of better  
14 than same old same old in that area and that we  
15 wanted for especially the street public street  
16 network of 62nd Boulevard, 38th Street, and  
17 Southwest 24th Avenue, to not have the sea of  
18 parking in front of buildings.

19 And I wanted to comment on something that  
20 Mr. Hatcher said that, you know, we know we don't  
21 want to replicate the current Wal-Mart parking lot.  
22 Well, that would never happen in any place in  
23 Gainesville right now. If you look at all the new  
24 shopping centers that are constructed or when  
25 they're redeveloped, they all have landscaping in

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1 boxes, I think you just -- I'm not inclined to give  
2 them a 3,200 block size, but I do think that in  
3 general in order to get the transformation of the  
4 current Butler Plaza, which is quite unlovely,  
5 although highly successful, I do think we need  
6 to -- I don't think --

7 Wal-Mart is a very rigid place and I think  
8 all the boxes are and they want their box to be  
9 their box and they want do -- you know, they're not  
10 looking at anything else yet. I think there will  
11 come a time when they do, but I suspect we're going  
12 to fight through that transition. I think it's  
13 reasonable to allow the boxes in 1A. And I also  
14 think it's probably all right to have them across  
15 the street on 62nd Boulevard in 1B for a period of  
16 time.

17 The only area I'm a little uncomfortable is  
18 extending that up to 24th, which is, you know, the  
19 border of the urban village. And it strikes me as  
20 that's kind of an inappropriate place. I don't  
21 really have any problem with the other two streets,  
22 but it just strikes me 24th Boulevard is -- or  
23 whatever it's called now -- it's going to be  
24 adjacent to the urban village. It's kind of a  
25 barrier against any walkability at that point to

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1 having these, you know, big box stores.

2 So I would support extending the big box  
3 concept into 1B along 62nd Boulevard, and, I guess,  
4 that's 38th. But I would be opposed to it  
5 extending up to 24th. As far as the -- if we're  
6 going to do the big box concept, I would rather not  
7 have, you know, a half mile parking in front going  
8 down 62nd Boulevard to the new Super Wal-Mart. But  
9 in general I suspect they're going -- I mean, I  
10 think it's reasonable to say we're going to let  
11 some parking in front. I don't think that there is  
12 a terrible benefit to having a gigantic box pulled  
13 right up next to the street. I wish they minimized  
14 the amount of parking right in the front, but I  
15 think we should give way on that issue for 1A and  
16 1B wherever we decide except up on 24th. I don't  
17 think -- is there another issue I've already  
18 forgotten?

19 CHAIR: Maneuvering lanes. I originally  
20 asked about maneuvering lanes, but you moved onto  
21 front street parking. Can you not hear me?

22 MR. ACKERMAN: Not this minute, but I'm about  
23 to. Go ahead.

24 CHAIR: You can keep on the parking, but I  
25 was asking originally about maneuvering lanes.

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1 we still want to keep buildings up closer to the  
2 street and have it be a transitional area for the  
3 urban village. But the other two roads, it really  
4 does seem like it's really more appropriate.

5 I was very persuaded by the Applicant's  
6 arguments about why that's important for 1B. I  
7 think that seems like a good way to accomplish both  
8 important things, have one transition to the urban  
9 village and make sure that that is possible in 1B  
10 for the development product.

11 On maneuvering lanes, I feel the same way  
12 again, Mr. Ackerman. It sounds like it's kind of  
13 an nonissue. The things that were being shown in  
14 the slides are things that according to Staff are  
15 possible. And the word limited is limited, not  
16 prohibited. I don't know if Mr. Ackerman touched  
17 on the fuel sales. But if the types of uses are  
18 going to be tenants that have fuel stations and not  
19 necessarily convenience stores, then that does  
20 allow it to meet the Comprehensive Plan in both 2B  
21 and 1A if I'm understanding that correctly. So we  
22 wouldn't be -- is that not right, Ms. Lazzari?

23 MS. LAZZARI: Not as the Staff who wrote the  
24 policy understands it. Because it says fueling --  
25 it's an -- fueling positions are an automatic

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1 MR. ACKERMAN: Oh, the maneuvering lanes. I  
2 mean, I feel like the maneuvering lanes, the  
3 current position of Staff is a reasonable position.  
4 I don't think it prohibits from having development  
5 on both side or parking on one side or the other.  
6 I think it limits the number of cuts. And so I  
7 don't have any objection to your vision of the  
8 maneuvering lanes. But I think it actually  
9 conforms with theirs.

10 And unless there is some specific thing that  
11 it's just going ruin it, I don't see any reason not  
12 to do it. But my understanding, the way it's been  
13 described by Ms. Lazarri is that we want to  
14 minimize the amount, not prohibit it. So I don't  
15 think you have to have development on both sides.  
16 I think what you want to avoid is cars coming out  
17 every 10 feet. And I think that's currently  
18 incapsulated.

19 CHAIR: Great. Thank you, Mr. Ackerman.  
20 Ms. Oliverio?

21 MS. OLIVERIO: Thank you, Madam Chair. I'll  
22 try to make it really quick. On the parking lots  
23 issue, actually I am in agreement with  
24 Mr. Ackerman. I had thought of the same thing  
25 actually, that 24th Avenue might be a roadway where

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1 oriented use, whether they are accessory to a food  
2 store, a convenience store, or a big box store.  
3 They are still fueling positions.

4 MS. OLIVERIO: Okay. Then I'm unresolved how  
5 they're going to figure that last issue out.

6 CHAIR: Thank you. Ms. Oliverio.  
7 Ms. Condon, your thoughts?

8 MS. CONDON: I believe Ms. Sharma had a  
9 question.

10 CHAIR: I didn't see your light. Did you  
11 have --

12 MS. SHARMA: Yes. I agree with my colleagues  
13 who have already spoken on the issue of maneuvering  
14 lanes. I don't really see from the Applicant's  
15 presentation and comment why what they want is  
16 inconsistent with what Staff wants. I'm in  
17 agreement with Staff on the issue of maneuvering  
18 lanes.

19 I do differ in my opinion on the parking lot  
20 question. I struggle with imagining how 1B becomes  
21 a real connector and transition area into the urban  
22 village if we allow all the big box and the  
23 attendant big parking lots out front on those other  
24 roads. And so I would be in favor of limiting the  
25 parking situation as suggested by Staff in order to

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1 facilitate that area be more of a transitional  
2 space into the urban village and maintaining  
3 walkability.

4 I think if we allow the full development of  
5 big box with, you know, out parking and everything  
6 else that goes along with it, we put off that area  
7 of being a real transition into the urban village  
8 for maybe another 15 or 20 years. And I'm just not  
9 at this point super comfortable with that idea. So  
10 that's sort of where I'm on on the parking lot  
11 issue at this point.

12 I was also very persuaded by Commissioner  
13 Hawkins' presentation on the block size issue, and  
14 in particular his observation that a limited block  
15 size does not limit big box retail. Big box retail  
16 can fit on a limited block size without going into  
17 the mega blocks that we currently have that I have  
18 attempted to walk around the existing Butler Plaza  
19 on many occasions and it's challenging.

20 And so I would support a smaller block size  
21 in all zones, certainly no more than 2,000 I think  
22 is reasonable and does not inhibit the Petitioner  
23 from doing what they need to do with the anchor  
24 tenants.

25 CHAIR: Thank you, Ms. Sharma. Ms. Condon?

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1 guess I'll go ahead and weigh in on the no parking  
2 issue. I'm in agreement with Mr. Ackerman and  
3 Ms. Oliverio. And I think a hybrid approach is to  
4 just really limit the parking on Southwest 24th.  
5 That's really what's adjacent and what's really the  
6 transition zone to the urban village. I don't  
7 think it's realistic for us to expect the Applicant  
8 to limit any other areas and expect to actually get  
9 those anchor stores that will bring in everybody  
10 else. So I think we want to be there. I think we  
11 want to be in the place where we have all of our  
12 stores up to the road, but we're not there yet.  
13 The market is not there yet. So I haven't -- I  
14 would be down with the hybrid approach. Sorry,  
15 it's getting late.

16 MS. SHARMA: Can I ask a point of  
17 clarification on what you just said before we move  
18 onto that? The Staff conditions are not asking the  
19 Applicant to limit the parking everywhere, so they  
20 still have with respect to the big box developments  
21 anchor tenants all of 1A under that proposal,  
22 correct?

23 CHAIR: That is correct. But I think the  
24 main point of contention is Southwest 62nd and not  
25 being able to develop on both sides. So I would

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1 MS. CONDON: I guess I'll start in reverse  
2 from Ms. Sharma. I agree with her that 2,000  
3 really should be the max block size. I am also  
4 convinced by Commissioner Hawkins' arguments that  
5 he presented. In terms of the maneuvering lanes, I  
6 agree with the Staff recommendations for the most  
7 part and what Ms. Sharma said.

8 In terms of the parking, maybe I want a  
9 moderate position between what Mr. Ackerman has  
10 proposed and what Staff has prosed. I can see that  
11 in the transition between 1A and 1B maybe you can  
12 allow more parking on the street on 1B. But if we  
13 do want to develop the transition to the urban  
14 center, I don't see how it's okay to have a lot of  
15 parking along 38th, which would by that connector  
16 and then definitely not along 24th.

17 What I'm afraid of instead of the  
18 developments that we have now, we're heading  
19 towards where we have kind of three developments  
20 that have doughnuts of parking around them. And  
21 that's not what we're trying to do with the urban  
22 development plan that we're moving forward with.  
23 So I would be hesitant to support something that  
24 allowed that much parking on the street.

25 CHAIR: Okay. Thank you, Ms. Condon. I

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1 agree with the Applicant in this case, that we  
2 should have the leeway to develop the big boxes on  
3 both sides of those roads. And, to me, where we  
4 want to really make sure we stick to, you know,  
5 staying with the urban village concept is along  
6 Southwest 24th, it's directly adjacent to the urban  
7 village.

8 MS. LAZZARI: Madam Chair, let me interrupt  
9 and indicate that we probably need to extend the  
10 meeting for a few more minutes or make a decision  
11 on that.

12 CHAIR: Thank you, Ms. Lazzari. Do we have a  
13 motion to that effect? What do you all want to do?

14 MR. ACKERMAN: Madam Chair, assuming if we  
15 think we can get through this, I would move that we  
16 extend the meeting to 11:30 and see if we can get  
17 through this. But beyond 11:30, I think everybody  
18 is just going to be pooped and decisions aren't  
19 going to be very good. So let's work through until  
20 11:30. That would be my motion. After that, we  
21 would move to reschedule the meeting.

22 CHAIR: We have a motion. Do we have a  
23 second? We have two seconds. We'll take it from  
24 Ms. Oliverio. All those in favor of the motion say  
25 Aye?

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1 (Board members voted.)

2 CHAIR: Opposed?

3 MS. SHARMA: Nay. No, I don't think we can  
4 get through the fuel issue. I would actually vote  
5 that we...

6 CHAIR: The motion passed. We'll move it on  
7 to Mr. Ackerman had a question.

8 MR. ACKERMAN: I don't have a question. I'm  
9 going to take a run at a preliminary motion, but  
10 who is --

11 CHAIR: Ms. Sharma, did you have another  
12 question?

13 MR. ACKERMAN: You're flashing.

14 MS. SHARMA: I don't know why I'm flashing.  
15 Sorry.

16 MR. ACKERMAN: Okay. Madam Chair, I move  
17 that we approve Petition PB dash 12 dash 148CPA  
18 based on the testimony of we've heard here today  
19 and that we accept recommendations of the Staff  
20 report with the following exceptions: First, that  
21 Item 3, which is 4.3.6.e3 that we eliminate the  
22 requirement that buildings in 1A, I think 1B --

23 CHAIR: Just remove Southwest 62nd Boulevard.

24 MR. ACKERMAN: Along Southwest 62nd on both  
25 sides of both 1A and 1B be permitted to have

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1 Boulevard and Southwest 38th Street?

2 CHAIR: Yes.

3 MS. CONDON: Okay.

4 MS. SHARMA: I have another clarification.  
5 So if we pass this motion, what does that mean?

6 CHAIR: They stay.

7 MR. ACKERMAN: It still will be subject to  
8 the Comp Plan.

9 MS. SHARMA: Staff's position on it?

10 MR. ACKERMAN: Exactly.

11 CHAIR: So we have a motion on the table. Do  
12 we have a second?

13 MS. OLIVERIO: I'll second.

14 CHAIR: Ms. Oliverio. All those in favor of  
15 the motion.

16 (Board member voted.)

17 CHAIR: Any opposed? Two nays and three  
18 yays. Four Yays. Mr. Lane?

19 MR. HILLIARD: Four to two.

20 CHAIR: So the motion passes four to two.

21 MR. ACKERMAN: Now, Ms. Lazzari -- I'm sorry.

22 MS. LAZZARI: Madam Chair, I believe that  
23 we're moving into the planned development. And I  
24 would like for Mr. Wright to handle as many of the  
25 conditions as possible.

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1 buildings with parking in the front, as well as on  
2 the sides. But that would be prohibited on 24th on  
3 Southwest 24th. I would also -- I don't think  
4 it's -- I would also move that we actually --

5 MS. LAZZARI: The next issue, I think, was  
6 the maneuvering lanes.

7 MR. ACKERMAN: Yeah, I think I would leave --  
8 I would just move that we adjust Item 3 4.3.6.e sub  
9 3, and that we accept the Staff's position on the  
10 maneuvering lanes and on -- let me see what my  
11 other notes are here. And --

12 MS. LAZZARI: Madam Chair, I'm going to ask  
13 for a little clarification on the motion the way  
14 that Mr. Ackerman made it. I want to make sure  
15 that you're accepting Staff's Exhibit A1 with the  
16 changes that we presented tonight with the  
17 exception of --

18 MR. ACKERMAN: Three.

19 MS. LAZZARI: Number 3, which is 4.3.6.E3.

20 MR. ACKERMAN: That's correct and those are  
21 the only changes I'm willing to accept.

22 CHAIR: Okay. We have a motion. Do we have  
23 a second?

24 MS. CONDON: A point of clarification, did  
25 the motion include striking Southwest 62nd

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1 CHAIR: Thank you.

2 MR. HILLIARD: While Mr. Wright is coming up,  
3 you turned, actually, to your PD report, I think  
4 I've highlighted the ones that were issues, which  
5 would be Condition 1. They were asking for some  
6 modification there. Referring to the staff record  
7 where there are conditions.

8 MR. WRIGHT: Page 14.

9 MR. HILLIARD: Page 14. Number 1, Number 3.  
10 You sort of addressed Number 5. I don't think we  
11 need to deal with that. And then we've addressed  
12 the fueling stations and you need to address the --  
13 Staff added 14. About limiting the wording that is  
14 in the parentheses.

15 CHAIR: Okay. Mr. Wright?

16 MR. WRIGHT: Sure. I'll start with Number 1.  
17 And I don't -- I'm not looking at exactly what the  
18 Petitioner is proposing. I'm looking at my  
19 language, but I seem to remember that they wanted  
20 to remove the minimum of 100,000 square feet of new  
21 development within the town center; is that  
22 correct?

23 MR. ACKERMAN: Actually, it was more  
24 complicated.

25 MS. LAZZARI: Maybe we could get that

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1 Petitioner --

2 MR. WRIGHT: We don't have the information.  
3 That wasn't provided to us.

4 MR. DEDENBACH: You keep talking, I'll keep  
5 clicking.

6 MR. WRIGHT: Sure. As I explained in my  
7 presentation, the reason why we wanted to have this  
8 provision here was to insure that once the new  
9 development took place -- I mean, we're talking  
10 about a substantial amount of new development  
11 550,000 square feet. That would allow  
12 redevelopment of the town center. That number,  
13 again, was given us to by the Petitioner, that the  
14 town center would be the next thing to redevelop.

15 That's why you know like, the 100,000 square  
16 foot number, is sort of a number we picked out of  
17 the air admittedly. It's half of what we've heard  
18 will be built in the town center. So that amount  
19 of 100,000 square foot, we don't feel incredibly  
20 strong about. But we need some degree of  
21 development to happen at the town center at some  
22 point.

23 MR. HILLIARD: While Mr. Dedenbach is looking  
24 for that, I think the way it read is for the  
25 purpose of insuring redevelopment in Subarea 2A to

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1 those anchor tenants move to that area, we will  
2 develop several 100,000 square feet there. We  
3 would like the flexibility in here as opposed to  
4 having 100,000 square feet being constructed, which  
5 means having a certificate of occupancy. We would  
6 like to demonstrate in a mechanism that's more  
7 timely, getting a final development order for  
8 development within the town center. We think that  
9 that is an adequate assurance that once those boxes  
10 move to the new area of Butler Plaza, it will free  
11 lands and there are cross tenants agreements in  
12 there. It's very complicated. I kind of explained  
13 it to Staff this morning, but we need more than one  
14 or two boxes to move in order to spatially free up  
15 area where building and parking and circulation is.

16 We don't want to be locked to having to have  
17 100,000 square feet constructed. It would be much  
18 more practicable to -- by the time we hit that  
19 550,000 square feet, to insure that we have a  
20 development order so that it is insuring that we  
21 are starting with a town center. We don't want to  
22 have that town center portion constructed at that  
23 point in time. We'll be underway, but we can't  
24 guarantee that it will be constructed. Because if  
25 we're building something and it takes a year to

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1 the town center the following thresholds are  
2 established. Developments within Subarea 2A must  
3 meet the town center design standards as described  
4 in the PD report no more than 550,000 square feet  
5 of combined development may be constructed within  
6 Subarea A1 and AB until -- well, just end it. It  
7 didn't have a minimum.

8 MR. DEDENBACH: Got it.

9 MR. HILLIARD: Okay. There you go.

10 MR. WRIGHT: So, again, I don't know if I  
11 understand what that second sentence is supposed to  
12 be saying now. But the third sentence where  
13 they're striking that minimum amount of  
14 construction and town center, of course, we have a  
15 problem with that. I mean, if they want to propose  
16 a different amount of square footage, that makes  
17 sense. But we just want to insure that that town  
18 center development happens and it happens in a  
19 timely fashion. That's the whole purpose for this  
20 condition.

21 CHAIR: Does the Applicant want to respond?

22 MR. DEDENBACH: Again, I think we've  
23 hopefully clearly demonstrated that to get to this  
24 point we bring area 1A on. There is a \$16 million  
25 dollar infrastructure lift to get 1A on. When

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1 build it, we can't go to the five hundred fifty  
2 first thousand square feet until that's done.  
3 Give us the flexibility to have that  
4 development plan approval so that we can be  
5 building in both areas, please. Because that will  
6 allow us to continue the stream of what's happening  
7 in 1A and bring 2A along.

8 CHAIR: Thank you, Mr. Dedenbach.

9 Mr. Wright?

10 MR. WRIGHT: Sure. I just wanted to say  
11 something quick related to what Mr. Dedenbach was  
12 just saying. The reason why we have a problem with  
13 this, it's kind of twofold actually with the  
14 rewording. Is because it doesn't talk about a  
15 certain amount of development. It could be  
16 anything. It could be a small addition onto a  
17 drive thru restaurant next to Archer Road.

18 Secondly, when you talk about development  
19 order, that's no -- I mean, we issue a lot of  
20 development orders where nothing is ever built.  
21 There is no guarantee that anything will be built.  
22 The point is we just want to get something  
23 constructed. We don't want to prohibit other  
24 construction ongoing at the same time. And the  
25 language wouldn't actually do it, it would allow

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1 ongoing construction in the new area at the same  
2 time we're constructing buildings in the town  
3 center.

4 CHAIR: Okay.

5 MR. DEDENBACH: I have a suggestion. Let's  
6 change this number to 50,000 square feet under  
7 construction.

8 CHAIR: Is Staff amenable? Staff looks  
9 happier.

10 MR. DEDENBACH: I've got brains over here  
11 that are much smarter mathematically than I that  
12 are figuring if that box moves and this box moves,  
13 we've got to get to a number to where we're not  
14 handcuffing Ms. Butler's development. If you all  
15 can live with 50,000 under construction.

16 CHAIR: I think what they're getting towards  
17 is a commitment to construction, which I'm sure  
18 they're all committed to it as well.

19 MR. WRIGHT: Yes, Staff can live with that.  
20 That's a substantial amount of construction. We're  
21 okay with that.

22 CHAIR: Thank you, very much. You can come  
23 back up Mr. Wright. You're on to Condition 3.

24 MR. WRIGHT: So Condition 3 states within  
25 Subareas 1A and 1B and 2A any single use single

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1 same definition as single tenant?

2 MR. WRIGHT: That's correct. We could change  
3 that language to say single tenant, it would mean  
4 the same thing for us.

5 CHAIR: Okay. Thank you.

6 MR. DEDENBACH: Madam Chair, I'll be as  
7 literal as I can on this. This 100,000 square feet  
8 is smaller than a theater. And that would quite  
9 potentially have a block to block edge on it. So  
10 to give a real world example of a potential  
11 situation where we may run into a problem with this  
12 limit, we need that. We need to be able to cover  
13 that block that's defined by public streets and  
14 private treats and maneuvering lanes with a  
15 building that fills that city block up.

16 MR. HATCHER: The building may be  
17 multi-tenant as well.

18 MR. DEDENBACH: And Everett is adding the  
19 building may be multi-tenant.

20 MS. BUTLER: But we could have a single  
21 tenant.

22 MR. DEDENBACH: We could have a single tenant  
23 that would fill a city block. That may be a  
24 redevelopment tenant. That's all I can say to  
25 that.

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1 story retail buildings shall be limited to 100,000  
2 square foot. This is, again, talking about 1B  
3 which is the area next to the urban village and 2A  
4 which is the area with the town center. So these  
5 are our more urban areas if you will.

6 And what we're trying to accomplish here is  
7 we don't have a problem necessarily with large  
8 scale retail uses being built there. But if  
9 they're going to be built in these subareas, we  
10 want to be sure they're not built in the standard  
11 standalone buildings surrounding by parking format.  
12 We want them to be multistory or we want them to be  
13 incorporated with other uses such as along a town  
14 center main street. So that's all we're really  
15 saying there with that condition.

16 MR. ACKERMAN: Given that we just passed  
17 the -- that says we're going to allow big boxes in  
18 1B along 62nd, that's -- we need to expand that at  
19 least for stuff we've already agreed upon.

20 MR. WRIGHT: Madam Chair, again, we're not  
21 trying to say that you can't do large scale retail.  
22 We're just saying we want it to not be standalone  
23 single story large scale retail.

24 MR. LANE: Madam Chair, point of  
25 clarification, does single use, does that have the

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1 CHAIR: Thank you.

2 MR. DEDENBACH: We would really appreciate  
3 your consideration in allowing that to accommodate.

4 CHAIR: Ms. Sims?

5 MS. SIMS: I think I'm definitely comfortable  
6 with the change for 2A based on the size of the  
7 urban blocks there. But I think I do have some  
8 concerns in 1B, you know, setting some kind of  
9 square footage, and it may be higher than 100,000  
10 square feet. But I think we may need to approach  
11 those two separately because of what we just voted  
12 on. So I'm not comfortable, I don't think, with  
13 having the same rule for both of those areas. I  
14 think I would be more comfortable with approaching  
15 them separately. I do kind of like the idea of  
16 urban block when we're looking at 2A. I would be  
17 open to something different for 1B because I'm not  
18 sure the same thing would apply there.

19 MR. DEDENBACH: Madam Chair, if we could --  
20 previous one, kind of gave you a number. What if  
21 they were 150?

22 AUDIENCE MEMBER: But explain why.

23 MR. DEDENBACH: Past president of the  
24 International Council, she can tell you exactly.

25 MS. MACCARDINI: What you could be

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1 eliminating is a department store on a single  
2 level. I don't know that you want to do that for  
3 the town center. So the 150 would cover it. As  
4 far as I know there is no department store that's a  
5 single level that's in excess of 150.

6 MR. HATCHER: Not that I know of.

7 MS. MACCARDINI: But I don't think you want  
8 to do that, even though that may not be a use. I  
9 don't think we want to be in a position where it  
10 cannot be a use.

11 CHAIR: Thank you for that clarification. I  
12 think that visualizes it for us. Ms. Sharma?

13 MS. SHARMA: Actually, just following up on  
14 that. Would the Applicant be comfortable with 150  
15 limitation in 1B as well?

16 MR. DEDENBACH: In 1B? Yeah.

17 MS. SHARMA: In 2A and 1B. So that would  
18 cover any of the proposed anchor tenant things that  
19 we were just talking about as far as parking and  
20 all of that. In 1B, they're going to be able to  
21 fit in 150.

22 MS. MACCARDINI: As well using single tenant,  
23 single tenant, 150 covers.

24 CHAIR: Yeah. Ms. Condon.

25 MS. CONDON: Just as clarification, so we're

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1 changing the text that we see here within Subarea  
2 1B and 2A to single use, single story retail  
3 buildings shall be limited to 150,000 square feet,  
4 and then we're getting rid of to the coverage of  
5 the urban block, that language?

6 CHAIR: Right.

7 MR. DEDENBACH: Substituting.

8 MS. BUTLER: But just, again, following what  
9 Rebecca Maccardini just said, since the recession  
10 you've had Dillard's with their smallest footprint  
11 be 127 and single story because it costs so much to  
12 do a double story department store. So I'm just --  
13 I don't have a crystal ball, but I know -- I'm not  
14 trying to create the -- I assure you, Ms. Sharma,  
15 and all of you, you're going to be proud of this.  
16 It's not going to be something to be ashamed of.

17 But what I'm saying is, certain department  
18 stores and certain elegant -- very more elegant  
19 type stores you want to see in that 1B area,  
20 sometimes it's a single -- they don't always go two  
21 story like they used to, not as many. I just want  
22 you to keep that in mind because I looked into  
23 that. Thank you.

24 CHAIR: Thank you for the clarification.

25 MR. DEDENBACH: Madam Chair, it may give the

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1 Board some additional comfort instead of saying  
2 single use, we said single tenant.

3 CHAIR: Okay. Thank you. Mr. Wright you  
4 want to move on to Condition 4.

5 MR. WRIGHT: Madam Chair, I think the section  
6 in Condition 4 was in F?

7 MR. HILLIARD: Yes.

8 MR. WRIGHT: And basically what this states  
9 is -- what we're doing here is we're limiting the  
10 number of drive thru lanes. And this is something  
11 that the Comprehensive Plan does, limits four total  
12 lanes per use except for in certain situations. So  
13 we've included that language here, which would  
14 apply to the entire PD.

15 Also, we've gone further to limit that to one  
16 lane per use within Subarea 2A. The reason why  
17 we've done that is because previously we did not  
18 allow -- I should say in the existing PD we do not  
19 allow drive thru uses in the town center. So this  
20 is actually a concession going further beyond that  
21 where we're now allowing drive thru uses in the  
22 town center. And our conversations with the  
23 Petitioner, it sounding like what they were  
24 entertaining was drive thru restaurants or other  
25 uses that might have a single drive thru lane.

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1 It's difficult for me to imagine a use with four  
2 drive thru lanes that's on a main street in the  
3 town center. I mean, maybe I don't have all the  
4 information. But that's why we thought this was a  
5 reasonable standard. And we thought we needed to  
6 have a higher standard for the town center in terms  
7 of drive thru uses.

8 CHAIR: That makes sense.

9 MR. DEDENBACH: Since we're kind of  
10 explaining these here, I'll give you a real good  
11 example, Tioga Town Center on State Road 26 in  
12 between Gainesville and Newberry. It has a drive  
13 thru with four lanes. You don't even see it when  
14 you pull in because you pull in on that east side,  
15 you swing toward the roundabout, those drive thru  
16 lanes are underneath that building and they are  
17 shielded by landscaping and shielder walls. Every  
18 other town center that we showed in tonight's  
19 example has that in there. So our strongest  
20 argument is the fact that it can be done if you do  
21 it right and we've got vivid examples right here in  
22 our community where more than one drive thru lane  
23 exists in a town center if it's screened right. Go  
24 to Haile Village Center, their bank there has more  
25 than a single drive thru line.

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1 CHAIR: So the Applicant would be proposing  
2 there be no limit on drive thru lanes?

3 MR. DEDENBACH: We would be consistent  
4 throughout the development with four as a max. But  
5 you have to meet this design criteria.

6 CHAIR: Only in 2A or the whole thing in all  
7 the subareas?

8 MR. DEDENBACH: Yeah, this is all the  
9 subareas we want that environmental graphics  
10 package and consistency of design and theme and  
11 ethic through the entire thing.

12 CHAIR: Thank you. What's the feel of the  
13 Board on this? I'm a little bit torn.

14 MR. LANE: Compromise. I can't make a  
15 motion, but perhaps in 2A it can be expanded via  
16 special use permit.

17 CHAIR: I think they all are required to be  
18 under a special use permit.

19 MR. WRIGHT: Madam Chair, actually we removed  
20 the requirement for a special use permit here  
21 because we defined the standards so we didn't see  
22 the need to go through an additional process.  
23 However, I think that's a good idea of a  
24 compromise. It will give us the a little bit more  
25 control over the specific design of the use. If it

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1 the special use permit provision that Mr. Lane  
2 suggested. Just in 2A, just in the town center  
3 everywhere else wouldn't require a special use  
4 permit. Ms. Condon?

5 MS. CONDON: I don't --

6 CHAIR: Okay. So I think is the Board -- are  
7 we good on drive thru lanes?

8 MR. DEDENBACH: So because we're running fast  
9 here, I want clarity so that we understand. So  
10 you're talking about four lanes in 1A, 1B, and 2B,  
11 but in the town center --

12 CHAIR: One lane without a special use permit  
13 more than one lane requires a special use permit.  
14 That's what the Board says. Okay. So we're going  
15 to move on to, I think, Number 5. I feel like  
16 we've kind of dealt with it, it's really I think  
17 just 14 is left.

18 MS. SHARMA: What about the double loaded row  
19 of parking that Applicant had wanted? Didn't you  
20 want you a strike through, or I had have made a  
21 mistake in my notes? I thought you had something  
22 on Condition 5.

23 MR. DEDENBACH: Oh, that gets to the side or  
24 rear issue of the parking. It needs to be  
25 consistent throughout the development and we were

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1 goes beyond one use, we will require a special use  
2 permit in the town center. That will be a good  
3 idea.

4 MS. LAZZARI: Just for clarification, 2A  
5 you've already said okay, but it's just town  
6 center.

7 MR. DEDENBACH: Since we're in the deal  
8 making mode here, four lanes in areas 1A, 1B and  
9 2B, but in the town center two lanes maximum. And  
10 if we go above two, we'll do a special use permit  
11 for it. I mean, it's a much tighter area, so...

12 MR. ACKERMAN: But the two lanes plus a  
13 bypass lane?

14 CHAIR: The bypass lane is a mandatory thing  
15 you've got to have in any condition. I've never  
16 seen one without. That doesn't count as a lane.

17 MS. SHARMA: Is that what happens when you go  
18 past 11:00?

19 MR. DEDENBACH: This is what happens when we  
20 don't want you to have to deal with this more than  
21 one time.

22 MS. SHARMA: I like Mr. Lane's compromise  
23 personally. I thought it made a lot of sense.  
24 That's my vote.

25 MS. LAZZARI: Staff supports the one lane and

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1 looking for that same sort of screening so that it  
2 wasn't limited to the side or rear like you did in  
3 your other motion here. I will say that we've got  
4 one more issue in there that we run through quick  
5 and thankfully we have --

6 MR. WRIGHT: Madam Chair, so on 5 the first  
7 part of this says in Subareas 1B and 2A all surface  
8 parking shall be located to the side or rear of  
9 building. We need to make that consistent with  
10 what you approved in the EUD. That will be easy  
11 enough. The second part of it says in Subareas 1A  
12 and 2B with the exception of large scale retail  
13 uses which we defined over 100,000 square feet no  
14 more than one double roded row of parking may be  
15 allowed between the parking and the street. That's  
16 consistent with our central quarter design standard  
17 which basically apply everywhere around the City,  
18 as I'm sure you know because you've heard us talk  
19 about them with every commercial addition you have  
20 before you.

21 So that double loaded row is sort of a better  
22 suburban standard I guess we might call it, which  
23 makes it so you can still reasonably walk to the  
24 building, but there is still some parking in front  
25 of the building. We think that makes sense for

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1 everything except for basically large scale retail  
2 uses within those subarea.

3 CHAIR: Thank you, Mr. Wright. Do you want  
4 to respond very briefly?

5 MR. DEDENBACH: Oh, my gosh, yes, briefly.  
6 So we do need to have consistencies with what we've  
7 done on our previous motion on here. So we would  
8 appreciate you allowing us the same opportunity  
9 here to have consistency in there as long as it's  
10 screened.

11 CHAIR: Okay. Thank you. I think.

12 MR. ACKERMAN: I think the PUD didn't we  
13 limit to 1A and 1B and not on 24th Avenue?

14 CHAIR: Yeah.

15 MR. HILLIARD: Yes. We'll make sure it  
16 gets --

17 CHAIR: It's enough to say the intent is to  
18 make it consistent with the PUD. Mr. Wright,  
19 Condition 14? Does it stay or does it go.

20 MR. WRIGHT: Well, I mean, we included it to  
21 try to reach a compromise. It was actually  
22 proposed by the Petitioner to meet the goals of the  
23 County Commission and City Commission. I think we  
24 should probably keep it in there at this point,  
25 maybe hear what the City Commission has to say

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1 about it at least.

2 MR. DEDENBACH: Let us address that with our  
3 attorney, if you could, please, Madam Chair.

4 MR. THERIAQUE: Good evening, my name is  
5 David Theriaque with the Law firm of Theriaque and  
6 Spain. I will be brief, I know we're late.

7 We reached a conceptual agreement with the  
8 Celebration folks. We have not executed anything  
9 yet where they'll be able to complete their flyover  
10 without using any of the Butler property. However,  
11 a week ago when we were at the Board of County  
12 Commissioners, we had publically reached an  
13 agreement that reflected in 14. So I think perhaps  
14 the best way to proceed tonight is to just forward  
15 14, allow us to go back to the County.

16 I know Jonathan Paul is watching this on TV  
17 because he texted me. And he agrees with what I'm  
18 saying I hope, and that we will address this issue  
19 when we come back to the City Commission. And it  
20 may not be any need for 14 at all in light of the  
21 fact that the flyover will not use any Butler  
22 property, including the right of way. Okay. Thank  
23 you.

24 CHAIR: Thank you very much. Mr. Hilliard?

25 MR. HILLIARD: I think we might be ready for

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1 a motion.

2 MR. DEDENBACH: Wait. Wait. Wait. Wait.  
3 Four minutes and one item that we had thought of  
4 here. There is the comment in the TRC packet there  
5 that talks about the glazing requirements. And  
6 Everett gave us some extensive examples about the  
7 glazing. And what the TRC is recommending versus  
8 what we are recommending for flexibility and  
9 glazing standards is important to us in there. So  
10 we can't let that one slip without us addressing  
11 it. We would be very appreciative if you would  
12 take the Applicant's requested glazing language and  
13 add that in there.

14 CHAIR: Can you put it up on the screen?

15 MR. DEDENBACH: I don't know if I can put  
16 that on the screen. But I can refer to it in the  
17 Staff -- in our PD document.

18 CHAIR: I think Ms. Condon has a motion.

19 MS. CONDON: I move that we extend the  
20 meeting to 11:40 in hopes that we can get this done  
21 in 13 minutes instead of in 3.

22 CHAIR: We have a motion. All those in  
23 favor.

24 (Board members voted.)

25 CHAIR: Any opposed?

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1 MR. DEDENBACH: If you refer in your  
2 document, Madam Chair, to the development standards  
3 table in here, the glazing requirement is listed  
4 here. This was a carefully created set of  
5 conditions that talks about 20 percent between zero  
6 and 8 feet in Subarea 1B, 15 percent between 3 and  
7 8 feet on the side of the building and Subarea 2B  
8 that it is not applicable in that area at this  
9 time.

10 CHAIR: Would Staff like to respond?

11 MR. ACKERMAN: Mr. Dedenbach, I think it's on  
12 Page 12 of your report of the --

13 MR. WRIGHT: Madam Chair, the Staff comment  
14 here -- and it's actually in the TRC comments which  
15 is Appendix H in the back of the report. It's  
16 Comment 16 I think that Gerry is referring to.

17 That comment is in response to that table,  
18 so, I mean, we're aware that that table is there.  
19 And what we're asking for a couple of things here,  
20 one we want to measure the glazing between 3 and  
21 8 feet. That's the way we do it everywhere else in  
22 the City. We don't want to start confusing  
23 ourselves anymore than we already have on the  
24 glazing issue. In fact, we want to start  
25 standardizing it more.

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1 And then the second issue deals with higher  
2 standard for glazing in 1B, which, as we've  
3 discussed is this transitional area between the  
4 urban village and the rest of the development, we  
5 want a higher urban design standard there, that's  
6 why we're asking for the higher glazing standard.

7 CHAIR: Mr. Ackerman, did you have a question  
8 or was it just --

9 MR. ACKERMAN: I was under the impression I  
10 could make a motion.

11 CHAIR: Ms. Sharma?

12 MS. SHARMA: I have a question. I don't know  
13 if it's just the late hour or I missed it or what,  
14 but block size, did we decide it and I just missed  
15 it?

16 CHAIR: No, we didn't really go over that.

17 MS. SHARMA: I mean, it's in Condition 2.  
18 Maximum block perimeter of 2,000 feet.

19 MR. WRIGHT: Madam Chair, as far as we  
20 understand, we're just going to make the block size  
21 and the PD match what was approved in the PD. As  
22 long as you're okay with that.

23 MS. SHARMA: I guess I'm just not clear maybe  
24 on what we approved.

25 MR. ACKERMAN: She wants to know what we

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1 the AFF there, that average facade face, as Everett  
2 showed you countless examples of we will have areas  
3 that can meet the glazing requirement because  
4 certain merchants can merchandise from floor to  
5 ceiling and others, they have a different scenario.

6 CHAIR: I understand all that. I'm just  
7 wondering the actual numbers.

8 MR. DEDENBACH: The number we're looking for  
9 in specifically the town center and 2A is  
10 15 percent glazing of the average facade front on  
11 these blocks of the building.

12 CHAIR: And --

13 MR. DEDENBACH: It's a little bit lower than  
14 the current standard. Again, we're not talking on  
15 a building -- a use by use sort of this is a Burger  
16 King, this is a dress shop. We are talking about  
17 the average facade face of a large block area or a  
18 small block area. It's averaged across that entire  
19 facade.

20 MR. HATCHER: One of the problems that you  
21 got with the standards, if you're measuring -- the  
22 glass is going all the way down to the ground in a  
23 lot of the cases and it goes all the way up to  
24 12 feet. We can only measure from 3 feet to 8 feet  
25 reading this. The building -- most of these

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1 approved.

2 MS. SHARMA: I would like to know what we  
3 approved in the PUD because the Applicant was  
4 wanting the increased block size of 3,200 in 1A and  
5 I did not think that we approve that, but --

6 MR. WRIGHT: Staff's recommendation was 2,000  
7 foot perimeter block size everywhere except for in  
8 1A which is large scale 1A where we recommended  
9 3,200 and that was an average. I don't think that  
10 you changed that.

11 MR. ACKERMAN: We did not.

12 MS. SHARMA: Well, I voted against it, so I  
13 feel more comfortable in my vote. I still disagree  
14 with that decision. Thank you for the  
15 clarification.

16 CHAIR: Thank you. So I am still a little  
17 bit confused on the glazing, what the difference is  
18 between what the Applicant wants and what Staff has  
19 proposed. I would like to get a little clarity so  
20 we can make a decision on the glazing.

21 MR. DEDENBACH: Madam Chair, it's a  
22 complicated issue. If you want to punt on that,  
23 we'll work it out with Staff. But what's really  
24 important in this -- I can't back up now because  
25 I'm not in the presentation. We have to look at in

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1 buildings are 28 feet high. They're big buildings  
2 to be in scale. So if you -- depending on how you  
3 measure it, then it's very difficult for us to meet  
4 the standard that you're putting down. The  
5 buildings that we're showing you here, probably in  
6 a lot of cases don't meet that percentage of glass.  
7 And, you know, I think those are pretty nice  
8 looking buildings, so...

9 CHAIR: Thanks.

10 MR. WRIGHT: Madam Chair, I honestly don't  
11 think we're going to solve this issue tonight.  
12 We're not even talking about the same way of  
13 measuring glazing right now. I think we should  
14 have had that conversation between -- we can have  
15 it between now and the City Commission if you are  
16 comfortable with that.

17 MR. DEDENBACH: We'll sit down, architects  
18 and planners.

19 CHAIR: Ya'll spend a lot of time --

20 MR. DEDENBACH: We'll figure it out to  
21 deliver a beautiful product for Deborah.

22 CHAIR: Okay. Thank you, everybody.

23 Ms. Condon? Okay. I think we're at the point  
24 where --

25 MR. ACKERMAN: Madam Chair, I'm going to take

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1 a run at a motion. Madam Chair, I move that we  
2 approve petition PD dash 12 dash 150 dash PDV based  
3 on the testimony tonight and that we accept the PD  
4 report by Staff, including the Condition 14  
5 regarding Southwest 30th right of way with the  
6 understanding that somebody may review that before  
7 it goes.

8 With the following changes that PD Condition  
9 1 is modified to read -- maybe constructed -- the  
10 last two lines may be constructed within Subareas  
11 1A and 1B when 50,000 square feet is under  
12 construction of -- new development has been  
13 constructed within Subarea 2 -- under construction  
14 within Subarea 2A. On PD Condition 3 within  
15 Subareas 1B and 2A, any single use single story  
16 building shall be limited to 150,000 square feet --

17 MR. DEDENBACH: Single tenant.

18 MR. ACKERMAN: Single tenant. I would  
19 remain -- leave the drive thru facilities the same,  
20 but we would allow four lanes in any section but  
21 2A, one lane in 2A, greater would require special  
22 use permit, in that all design requirements for the  
23 areas are met and that the drive thrus are  
24 shielded.

25 PD Condition 5 in Subareas 1B and -- I think

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1 it's 1A, so Subareas 2A, all surface parking shall  
2 be located to the side and the rear of the  
3 buildings. Subareas 1A and 2B with the exception.

4 CHAIR: You can just say be consistent with  
5 the PD.

6 MR. ACKERMAN: Yeah. We'll make PD Condition  
7 5 consistent with PUD and I think that's all I  
8 have.

9 CHAIR: And the adoptancy to your comments,  
10 TRC comments. Do you want to stay to adopt the  
11 comments with this motion?

12 MR. ACKERMAN: We'll adopt the comments of  
13 the TRC.

14 MS. OLIVERIO: Can I ask a point of  
15 clarification on 14, what are we doing?

16 CHAIR: We're leaving it as is. We're  
17 passing it on.

18 MR. DEDENBACH: Madam Chair, I got 20  
19 seconds. We didn't talk about our request for auto  
20 oriented sales in the areas. That was an issue  
21 that was up there because we showed you examples of  
22 automotive sales are allowed in the town center  
23 like the Tioga and Haile Town Center. Can we get  
24 your flexibility on that, also?

25 When we blow away the old PUD map from the

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1 previous development, it only had box in front of  
2 Target and a box in front of Wal-Mart. Allow us,  
3 please, the flexibility to do automotive sales on a  
4 limited basis throughout the development for  
5 special events and civic type gatherings.

6 CHAIR: I think this is something you're  
7 going to work with Staff on as long as it's  
8 temporary for events.

9 MR. ACKERMAN: I think we're going to punt  
10 that one down the road. I'm not comfortable with  
11 that at the moment. We have a motion if anybody  
12 can tell me what it is.

13 CHAIR: I remember what it is. Do we have a  
14 second for the motion?

15 MS. OLIVERIO: Second.

16 CHAIR: All those in favor say aye.

17 (Board members voted.)

18 CHAIR: Any opposed? The motion passes  
19 unanimously. Okay. I think that brings us --  
20 we've got two minutes left.

21 MR. DEDENBACH: Thank you very much. We will  
22 not see you on the 28th.

23 CHAIR: Thank you very much. And Staff --  
24 thank you to our Staff for working so closely with  
25 you all and best of luck.

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1 (Thereupon, the hearing was adjourned at  
2 11:39 p.m.)

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