

TO: City Plan Board

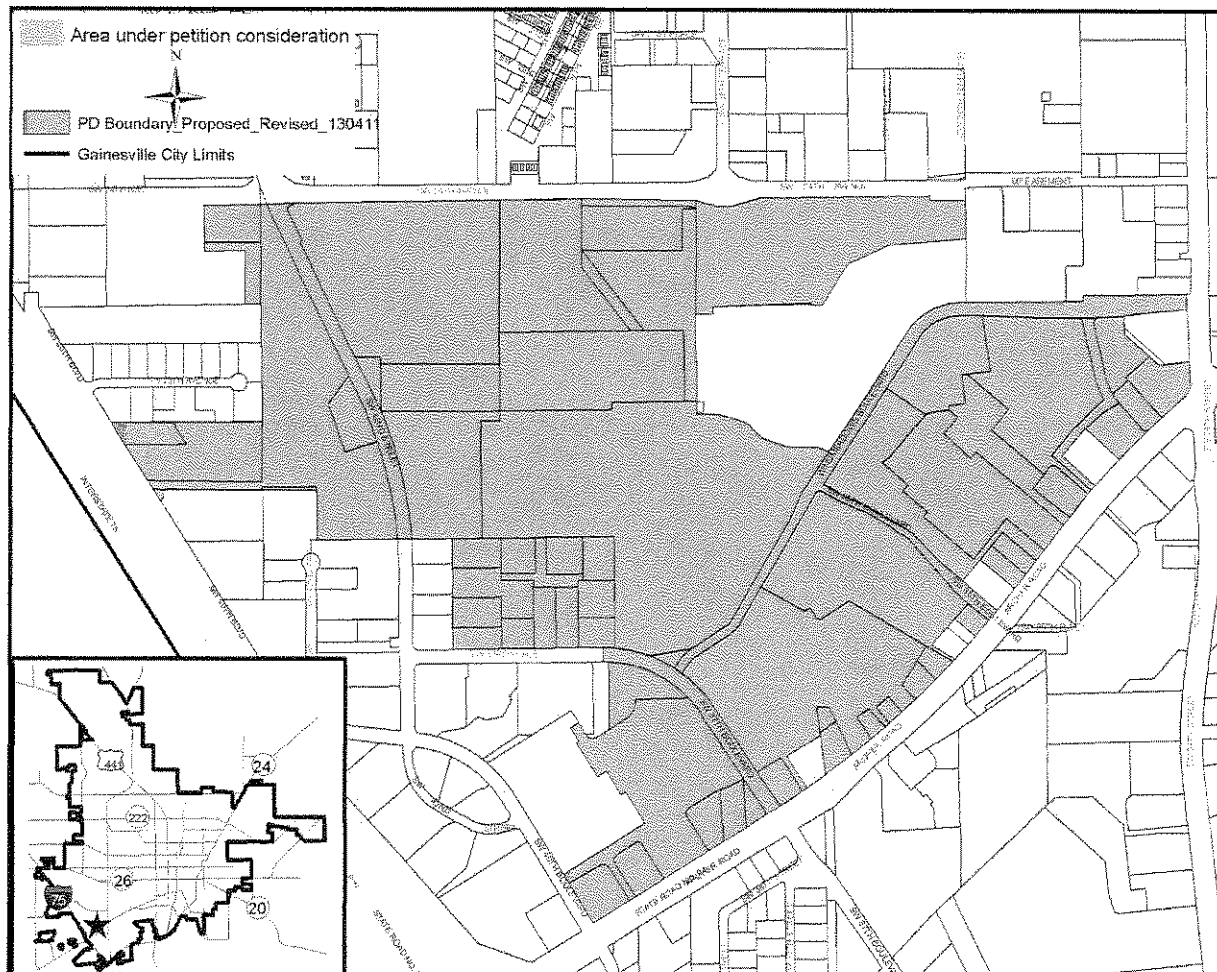
Item Number: 3

FROM: Planning & Development Services Department
 Staff

DATE: Feb. 19, 2013

SUBJECT: 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), BI (Business Industrial district), and BUS (General Business 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.

Recommendation - Staff recommends approval of Petition PB-12-150 PDV with conditions.



Background

The proposed 'Butler Plaza' Planned Development (PD) totals approximately 267 acres, and is located generally on the north side of Archer Road and to the west of SW 34th Street. The subject property extends north to SW 24th Avenue, and in one location reaches all the way to Interstate 75 to the west. The PD includes the existing Butler Plaza retail area located between Archer Road and Windmeadows Boulevard, which is developed with over 1 million square feet of commercial uses. The existing development includes several adjacent shopping plazas and multiple outparcels located along Archer Road, and is accessed by several streets and private drives that connect from Archer Road northward to Windmeadows Boulevard.

The existing commercial centers were developed within Alachua County over a period of 30 years, and remained outside of the city limits of Gainesville until an annexation in 2008. The developer then initiated a PUD land use amendment (PB-09-74) and PD rezoning (PB-09-84) for the property in 2009. The existing Butler Plaza PD ordinance was approved several years later by the City Commission, on January 5th, 2012. That approved PD was divided into seven districts, each of which has its own zoning standards and regulations. The districts were further divided into areas (blocks) that would be accessed by a new system of public streets, private streets, and private access streets. These districts, areas, and streets are all identified on the PD Layout Map. The layout map also depicts areas designated for common stormwater systems and the future location of a Regional Transit System transfer station. The types of cross sections that will be utilized for the streets are also shown on the layout map. Other exhibits show the typical street cross sections, bicycle and pedestrian circulation, and architectural guidelines. As part of the PD ordinance, there were development conditions that were included to address the timing of required infrastructure improvements, special use standards, stormwater design, landscaping, tree preservation, signage, and other details. A use table was also approved that lists the permitted uses within each district, and a district standards table shows the applicable zoning regulations that will apply to future development in the districts.

Description of Request

This petition requests a rezoning from PD (Planned development district), BI (Business industrial district), and BUS (General business district), and to PD (Planned development district). The subject property includes the entire 264 acres of the existing Butler Plaza PD, as well as the additional six small parcels that are the subject of the associated small-scale land use amendment (PB-12-149). According to the applicant, the purpose of the proposed rezoning is to "create a more practicable plan for infrastructure, relocation of the Town Center, and flexibility in implementation." The applicant has also made it clear that the proposed PD is not intended to increase the overall development potential of the site above that of the existing PD.

The existing uses surrounding the site include commercial, multi-family residential, office, light industrial, and hotels. Commercial retail and restaurants similar to proposed development are located to the south across Archer Road, and are zoned BUS, MU-1, and PD. The UMU-2 zoned Urban Village is located to the north across SW 24th Avenue. This area currently consists primarily of one- and two-story residential multi-family, but is envisioned to redevelop with higher density residential and a mixture of commercial and office uses. To the west and southwest near I-75 are some light industrial uses, offices, and multiple hotels (zoned BI). The eastern portion of the proposed PD borders around three sides of the existing Windmeadows

multi-family development (zoned UMU-2). Along SW 34th Street are other adjacent commercial areas (zoned BUS and UMU-2). The University of Florida campus is located not far to the northeast across SW 34th Street.

The PD Report (attached to this report as Appendix C) outlines proposed development standards and permitted uses within the four subareas. The permitted uses within the planned development are listed in a table on Page 7. The list of uses is not based on the Standard Industrial Classification system that is found in the Land Development Code, but relies on more general categories that will be defined in the PD or already have standard definitions. Some specific uses are only permitted within certain subareas, such as automotive services and gas stations, which are only allowed within Subarea 2B. The PD Development Standards begin on Page 9 of the report, starting with general design standards that apply to any developments within the PD. The following page is a table titled 'PD Design Standards by Subarea', which provides basic dimensional standards and a few urban design regulations that will vary according to the location of development within the subareas. Page 11 lists Town Center Architectural Standards, which are really just more urban design standards and a few limitations on materials. Staff is recommending that these standards be incorporated with the PD Design Standards by Subarea, to reduce confusion. Many of the standards that are treated as unique for the Town Center are actually identical or similar to those that are addressed on the preceding pages in the PD Report (e.g. – build-to, outdoor amenity areas, parking, glazing, articulation, entrances). Section 30-214(3)c describes the requirements for a PD Layout Plan and Report, which includes “drawings indicating the general architectural theme or appearance and representative building types.” There are no such drawings with these PD documents, and so staff recommends including some basic building elevations that will illustrate the architectural character of the development.

The PD Layout Map (Appendix D) shows the overall arrangement of the planned development, with proposed new public streets and the boundaries of the four subareas (the existing approved PD Layout Map is also included for reference as Appendix E). The map depicts SW 62nd Boulevard running northwest across the site, where it is then planned to continue northward across SW 20th Avenue and will eventually provide a major north-south connection between the commercial centers of the Oaks Mall and Butler Plaza. SW 42nd and SW 43rd Streets will be realigned so that they intersect perpendicularly with the new SW 62nd Boulevard. Where SW 42nd Street ends, a bicycle and pedestrian connection noted as an “urban walkway” is shown to continue northward to SW 24th Avenue. The existing SW 38th Terrace is proposed to continue southward from its intersection with SW 24th Avenue and then turn southwest across the new Butler Plaza development area toward the interstate. Where this street crosses SW 42nd Street, it will turn into SW 30th Avenue, and will continue westward to provide a connection to SW 40th Boulevard. All of these streets will be constructed as requirements of the planned development and will subsequently be dedicated to the public. Subarea 2A is shown as the portion of the existing commercial center to the east of Butler Boulevard, currently the site of the Wal-Mart, Lowe's and Regal Cinemas. This area is proposed to be redeveloped in the form of a 'Town Center' commercial area, which is essentially an outdoor shopping mall organized around a 'main street'. Subarea 2B represents the remainder of the existing retail area, and is not specifically proposed for new development or redevelopment within the PD. Subarea 1A is shown as the area north of Windmeadows Boulevard and west of the SW 62nd Boulevard, and will be designed for large-scale retail and auto-oriented commercial uses. Subarea 1B encompasses the area east of NW 62nd Boulevard and south of SW 24th Avenue, and is proposed to be developed with more of an urban character.

A Street Sections document (Appendix F) is also included, which shows the cross sections that will be used for the public streets and the urban walkway that are shown on the PD Layout Map. Typical Sections A and B show the proposed design widths for travel lanes, turn lanes, on-street parking, bicycle lanes, and sidewalks for the public streets. Consistent with the existing PD, both of these street cross sections propose street trees within 8'-wide landscape zones, with an allowance for on-street parking to be located between the trees. Section B, which is required on the length of SW 38th Street that runs through Subarea 1B, proposes a wider 8' sidewalk and does not include a median or turn lanes. Section C depicts the 'urban walkway' as a 12'-wide paved path for bicycles and pedestrians, with trees planted on both sides. It should be noted that SW 62nd Boulevard has already been designed and approved by the MTPO, and therefore is not included as a street section in the Planned Development Report. However, staff is recommending that the cross section for this street be included within the PD documents for convenience. Cross sections are also not shown for the private streets that will be constructed within the PD, and so staff has asked for these to be provided to clarify the design of the different types of private streets (including 'maneuvering lanes').

The Proposed Sidewalk Plan (Appendix G) shows the existing and proposed sidewalks within the existing retail areas. The proposed sidewalks are required to be constructed within one year of the issuance of the first Certificate of Occupancy (CO) within Subarea 1A or 1B. These proposed new sidewalks are intended to enhance the pedestrian connectivity within the existing retail area by filling in some of the gaps in the existing network.

Justification

The PD zoning district was established specifically to allow for unique proposals which are not provided for by the standard zoning districts. The minimum requirements within Section 30-213 define the reasons that are needed to justify a rezoning to the planned development district. This section states that a rezoning to PD must meet one or more of the following:

- (1) Unique and promoted by comprehensive plan. The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city comprehensive plan, except it may require a land use change. Other options available under the existing zoning districts in the land development code would not allow the use and associated design elements of the proposed project.*

The Butler Plaza PD is a unique development in that it will involve the construction of significant new public and private infrastructure that will serve the development and the surrounding community. This includes several major public streets, a private street network, a portion of the Archer Braid Trail bicycle/pedestrian route, and a Regional Transit System transfer station and park-and-ride lot. The conditional nature of a planned development is necessary in order to require a certain layout for the infrastructure and to adequately plan for the appropriate timing of the construction of these facilities. The PD also provides unique regulations for the design of buildings, parking, landscaping, tree preservation and stormwater, and it will require a minimum of two acres of civic space to be developed within the PD boundary.

- (2) *Size, scale, complexity and design. The proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PD process.*

The size of the Butler Plaza development area and its function as a regional commercial center make it most appropriate to be considered as a PD rezoning proposal. This process allows the City to better regulate the potential impacts on the local and regional infrastructure. Since a Planned Development can be conditioned, the unique relationships between this development and the surrounding fabric of the City may be more adequately addressed. The petitioner also desires to pursue a certain organization of development and to clearly define the character and function of the four subareas within the development, and a PD allows for the structuring of such area-based regulations.

- (3) *Specialized compatibility and design characteristics. The nature of the proposed use at a specific site requires specialized design characteristics to preserve and protect neighborhood character, environmental concerns and other concerns unique to the immediate area, consistent with comprehensive plan policies.*

This is an infill and redevelopment project, and therefore it has a complex relationship to existing development in the area. The proposed size of the development and its direct proximity to existing residential uses warrants special attention to the design of the development that cannot be achieved with a straight rezoning. The 'Urban Village' is located directly to the north across SW 24th Avenue, and the Butler Plaza PD should be designed so that it relates appropriately to the high-density, mixed-use development that is envisioned within that area. The Planned Development is designed to provide for a transition between the desired pedestrian environment of the Urban Village and the more auto-oriented nature of the shopping centers and large-scale retail proposed within much of the Butler Plaza PD. There are no significant environmental features on the site, but the PD does specifically address the preservation of a certain portion of the existing large live oaks that are located on the property.

Key Issues:

Below is a summary of some of the key issues that need to be addressed by the proposed Planned Development. More detailed Technical Review Committee comments are included as an attachment to this report (Appendix H).

PD Layout Map and Public Streets – Staff is recommending that the PD Layout Map show the general location of the transit transfer station and the Archer Braid Trail, since these are important features of the PD and their location may affect the planning and design of adjacent development and infrastructure. The PD Layout Map should also identify cross sections for SW 30th Terrace and the portion of SW 43rd Street that will be reconstructed. Consideration should be given to further enhancing the street network shown on the map with additional public street connections. For example, SW 43rd Street could be extended southward to SW 30th Avenue, and Butler Boulevard could be extended north to connect to SW 38th Terrace. The revised Butler Planned Development (PD) proposes an 'urban walkway' in Subarea 1B. This Urban Walkway replaces the

extension of SW 42nd Street through from SW 62nd Boulevard extension to SW 24th Avenue that was included as part of the original Butler Plaza PD. A street in this location would improve the traffic circulation into and out of the development and also assist with the creation of a street grid that can be extended further north as redevelopment in the Urban Village occurs. If an Urban Walkway is substituted for the street, it should meet the intent and general design as a defined technique in the UMU-2 zoning district. As illustrated in the cross section, there are stormwater facilities abutting the urban walkway, but the Urban Walkway is intended to have buildings lining it with a defined build-to line.

The cross sections shown for Typical A and B street types appear to meet the requirements for public streets. However, none of the cross sections show more than an 80-foot right-of-way, and the cross section for SW 30th Avenue should continue to reflect existing requirements to provide 90 feet of right-of-way. This width will allow for the Archer Braid Trail and some additional flexibility for a potential future vehicular connection to the adjacent interstate flyover. The flyover is being proposed as part of the Celebration Pointe development within Alachua County, and will contain four vehicular travel lanes, one dedicated transit lane, and the Archer Braid Trail. The current proposal for the flyover has it crossing the interstate just to the south of the Butler PD project boundary.

Private Street Grid – The proposed PD Layout Map does not show the network of private streets and drives that will serve the proposed development and provide an additional layer of connectivity below the larger public street network. Staff recognizes that it is difficult to determine the best location for these streets at this time, without knowing the future parameters of development. However, the regulations for the PD do need to provide a maximum block perimeter for each of the subareas, and then clarify what types of private streets or drives will count toward meeting these perimeter requirements. The 2000 foot block perimeter proposed for Subareas 1B and 2A is satisfactory, but staff recommends a maximum 2000 foot block perimeter in Subarea 2B and an average 3200 foot block perimeter for Subarea 1A. The 3200 foot block perimeter is consistent with the absolute maximum allowed for in the Comprehensive Plan for development in the Urban Village area. These larger block sizes are more appropriate for the part of the development that is designed to provide destination retail uses that will directly serve a regional area. By comparison, the existing PD requires an average block size of 1600 feet everywhere except for the destination retail development in Subarea 2, and a maximum block size of 2000 feet in all subareas.

All block perimeters should be formed by some combination of public and private streets. In an attempt to define private streets, the PD Report refers broadly to the *Lexicon of New Urbanism* and the UMU-2 street standards, and this issue is further confused by general design standard #14 (on Page 9 of the PD Report), which states that “maneuvering lanes/drive aisles shall contribute to the internal grid-system network.” Instead, the PD should identify three or four private street types that may be utilized within the development, so that staff and the reviewing boards can evaluate whether these streets will meet the intent of providing further connectivity within the development. At minimum, these street types should include sidewalks, street trees, and two lanes of vehicular traffic. They should be restricted in terms of the frequency of vehicular access

points so that they can provide safe and efficient routes for cars and pedestrians throughout the development. Particularly absent in the PD regulations is a requirement for a 'main street' within the Town Center, which is important because the concept of the Town Center (Subarea 2A) is supposed to be organized around a main street. Additionally, within Subarea 2B, there is no defined threshold for a level of redevelopment that would require the creation of new streets within that area. Such a requirement is included within the existing planned development.

Design Standards – In general, some design standards need to be clarified and some new standards are needed to ensure the creation of a quality development. For example, Subarea 2A (Town Center) requires buildings to exist only along 70% of Main Streets, but there is no indication of where a Main Street will be provided or even if one is required. Therefore it is difficult to evaluate whether this standard will contribute to creating a quality urban environment. Subarea 1B should have a fairly high standard for urban design, since this is supposed to be an area of the development that relates directly to the Urban Village to the north. Glazing should be measured between 3' and 8' to be consistent with design regulations elsewhere in the City, and should probably be increased to 40% on primary streets (24th Avenue). Main entrances to buildings, rather than just functioning entrances, should be required to face public streets (main entrances are defined in the current PD). More urban design standards should also be included for Subareas 1A and 2B. Even though these areas are intended to accommodate large-scale retail uses, it does not mean that they should not be held to some sort of minimal design standard. The current PD regulations (based on the Central Corridors design standards) require minimum percentages of glazing for all buildings, as well as build-to standards for smaller outparcel buildings. Staff recommends glazing of at least 20% on primary streets and 10% on secondary streets, and a 100 foot maximum build-to line for any buildings that are not large-scale retail (100 feet allows for a double-loaded row of parking, while maintaining adequate space for street landscaping and underground utilities). Interim standards for development are needed for the Town Center (Subarea 2A), since according to both the PUD and PD, the Town Center standards will not apply until a substantial amount of new development has occurred in Subareas 1A and 1B. Some standards are needed to regulate redevelopment and infill prior to that time.

The PD Report proposes to limit the planned development to no more than six single-use retail buildings with ground floor footprints exceeding 150,000 square feet. It is difficult to imagine that this is much of a limitation, since there are very few single use retailers that would actually require buildings over this size. It would be better for the standards to focus on limiting the footprint of buildings within the individual subareas, to ensure that some parts of the PD will be developed with a more urban character than would be created by large-scale retail buildings constructed in the typical single-use, single-story fashion. Therefore, staff is recommending that Subareas 1B (next to the Urban Village) and 2A (Town Center) limit individual single-story retail uses to 100,000 square feet. This is consistent with the Urban Village standards in the Comprehensive Plan and the UMU-2 zoning district, and will ensure that large-scale retailers locating in these areas design their buildings in manner different from the stand-alone suburban model.

Infrastructure – At the request of staff, the petitioner has included language in the PD Report (Page 18) that regulates the construction of the required infrastructure for the planned development. This is based upon Condition 1 in the approved ordinance, but has been adjusted to relate to the proposed four subareas, rather than the seven districts within the existing PD. Staff has a few specific comments related to the details and timing of several components of the infrastructure plan. There have also been some recent discussions with staff about including bus bays somewhere on Windmeadows Boulevard, and the location and timing of these facilities should also be addressed in the PD. Some revisions also should be made to the Proposed Sidewalk Plan (Appendix G). There are some existing sidewalks that are not shown, and the need for some additional new sidewalks to be provided within subareas 2A and 2B. As depicted the plan seems insufficient to create an accessible multimodal network. At a minimum, new sidewalks should be added along Windmeadows Boulevard and SW 33rd Place along the entire extent of the Butler property.

Permitted Uses – Staff has several minor comments on the uses proposed for this PD. For example, the PD seems to allow for alcohol beverage establishments by right in any location, and this needs to be clarified. These uses should be allowed in Butler Plaza only by special use permit, consistent with the rest of the commercial areas within the City. The one substantial issue is that the location for the temporary outdoor sales of motor vehicles is not confined to any specific area. This use should be defined to specific areas within Subarea 2B, as with the existing approved PD. Even as temporary events, these outdoor auto sales are not conducive to creating a pedestrian environment, and so it makes sense to continue to locate them in the subarea where the other auto-oriented uses (auto services and gas stations) are permitted.

Signage –The PD Report (Page 14) proposes unique standards for signage, including some special signage types within the Butler Plaza PD. The standards do not request any variation from the Land Development Code for building signs, but allows for some specific enhancements to the architectural borders of free-standing monument signs. In addition, any business within a subarea would be permitted to advertise on several ‘primary monument signs’ that will be located at the exterior entrances to the subareas. The PD will allow for a couple of special sign types: Landmark Identification Features, which will display only the name of the development or subarea; and pedestrian directories that display only maps and information designed to orient pedestrians. Signage note 5.b allows for pedestrian directory signage that is 16 feet tall, which does not seem to be a sign height for addressing pedestrians (and is a substantial increase from the existing PD, which allows these signs to be 6 feet high). Otherwise the proposed sign standards are consistent with those in the existing approved PD.

Basis for Recommendation

With the recommended conditions of staff, the Planned Development will meet the following criteria for Planned Development approval in Section 30-216 of the adopted land development code. The applicant has also provided an analysis of these same criteria within the PD Report (Pages 23-30).

1. Conformance with the PD objectives and the comprehensive plan

The proposed Planned Development, with the conditions recommended by staff, is in conformance with the objectives in Section 30-211(b), as follows:

- (1) *Permit outstanding and innovative residential and nonresidential developments with a building orientation generally toward streets and sidewalks; provide an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design which encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as narrow streets, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.*

With the recommended conditions of staff, the buildings in this development will include street-facing entrances and a certain amount of window glazing on street frontages. It will incorporate facilities for pedestrians, bicyclists, and transit, and will include a mix of commercial and office uses, and possibly residences. Pedestrian facilities will be constructed in the form of sidewalks and street trees along the new streets in the development, as well as incremental improvements to the existing sidewalk system. The proposed building setbacks within Subareas 1B and 2A (Town Center) range between 10 and 25 feet, and staff is also recommending that modest build-to standards be included within Subarea 1A and 2B that would allow for no more than one row of double-loaded parking between the building and the street.

- (2) *Provide flexibility to meet changing needs, technologies, economics and consumer preferences.*

The PD allows for a range of office, commercial and hotel uses to be adjusted according to market conditions. Up to 1000 residential units may also be developed, but only in place of a portion of the entitled office or commercial development (this is not completely clear from the PD Report). As the market dictates, any of these uses would be able to be exchanged with one another based on a land use exchange matrix, which was created as part of the existing PD and is now shown on Page 8 of the new PD Report.

- (3) *Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.*

The only real outstanding landscape features on the site are the 304 heritage live oaks that were identified in a preliminary tree survey. The PD will require that 25% of these trees be preserved through development, including at least 37 trees within the new development areas of Subarea 1A and 1B. This is consistent with the tree preservation requirements in the existing PD.

- (4) *Lower development and building costs by permitting smaller networks of utilities, a network of narrower streets, and the use of more economical development patterns and shared facilities.*

This development will provide connections to the existing roadway network, but will also create a new internal network of public and private streets. No cross sections have been provided for the private streets to show that they will be designed as narrow streets with a design appropriate to provide access to the development. Utilities are present at the site, but will need to be reconfigured and enhanced in order to serve the new development.

- (5) *Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.*

This is primarily a redevelopment proposal, which will coordinate the development of multiple properties under a single plan. A large portion of the PD will utilize property that is currently underdeveloped but situated in a prime location. The project is proposed to be developed over a period of many years, and the required infrastructure will be coordinated with the areas of development.

- (6) *Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.*

The building form will be regulated through the urban design standards in the PD. There was no information provided as to the architectural styles that will be utilized in the development.

- (7) *Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.*

This proposal will create a streetscape along the adjacent public streets that will include street trees, adequate sidewalks, and building entrances facing the street. The PD does not currently require parking to be located to the side or rear of buildings, but the build-to standards in Subareas 1B and 2A would not allow space for any parking between buildings and the street. Staff is recommending a condition that will explicitly state that no parking is allowed between the building and the street in these subareas, and will allow only a certain amount of parking in front of buildings in the other subareas.

This planned development is the implementing zoning for the associated PUD, and is consistent with the proposed amendments to the land use in Petition PB-12-148. All of the proposed uses in the PD are allowed for under the general use categories listed in the Comprehensive Plan amendment. Other elements included within the PD Report are consistent with the specific policies that will apply to the Butler Plaza development area, or they are addressed with the PD conditions recommended by staff. Any future development within Butler Plaza will have to be consistent with these policies. With the recommendations of staff, the proposed planned development amendment will be consistent with the other goals, objectives, and policies in the Comprehensive Plan. Goal 2 of the Future Land Use Element is to “redevelop areas within the City, as needed, in a

manner that promotes quality of life, transportation choice, a healthy economy, and discourages sprawl". To ensure that the existing areas of Butler Plaza are redeveloped consistent with this goal, staff is recommending a condition that will require the redevelopment of Subarea 2A in accordance with Town Center regulations once 550,000 square feet of development has been constructed within the new development subareas. This amount of development is consistent with what will be allowed for by the initial concurrency payment in the previously approved TCEA agreement. Staff is also recommending that a trigger for the redevelopment of Subarea 2B with a new street grid be included within the PD.

2. Concurrency

The development is located within Zone M of the TCEA. At the development plan stage, any redevelopment of this property will be required to meet the Concurrency Management Element Policy 1.1.13 standards. The property is also located within the University of Florida Context Area, and so any future multi-family residential development must comply with the provisions of Concurrency Management Element Policy 1.1.14, concerning new multi-family residential development funding capital transit costs associated with transit service needs. Payments shall be based on a proportionate share contribution toward the additional transit service enhancements needed to serve the proposed development in the RTS a.m. and p.m. peak hours to maintain existing service levels (frequencies).

The existing site is served by the central water and sewer systems, although Gainesville Regional Utilities has indicated that the developer will likely be required to provide upgrades to these facilities in order to serve the new development.

3. Internal compatibility

The site is located in an area that is appropriate for the proposed mixture of uses. Development on the site will be comprised primarily of commercial and office uses, with some allowance for hotels, and may also include up to 1000 residential units. The proposal does not include specific locations for residential units, so it is difficult to evaluate the specific internal relationship between residential and other allowed uses. However, standards that regulate the location and screening of mechanical equipment, loading areas, and solid waste and recycling facilities will ensure appropriate design of commercial uses adjacent to any residential uses.

4. External compatibility

The site is adjacent to other commercial centers, industrial uses, hotels, and multi-family residential areas. Development within this PD, for the most part, will be separated by major roadways from adjacent developments. The subject property is directly abutting the Windmeadows Condos multifamily development to the east and several commercial developments along its perimeter. A larger setback is required within the PD Design Standards for development that is adjacent to these 'perimeter properties' that are located outside of the PD.

5. Intensity of development

The proposed development on the site is of a density and intensity that is consistent with the limitations in the Comprehensive Plan amendment. The maximum amounts for the different types of uses are listed in a table on Page 1 of the PD Report. The intensity of these uses will be ultimately limited by the cap on the total trip generation, which is 37,591 average daily trips (see Page 8 of the PD Report).

6. Usable open spaces, plazas and recreation areas

The PD includes a minimum requirement for percentage of open space of 10% in Subarea 2A (Town Center) and 20% in the other subareas. The PD also requires that at least two acres of usable open space (in the form of parks, squares, or plazas) be provided throughout the development. In addition, the perimeter of stormwater basins within the development will be designed to function as linear parks, with trails and basic pedestrian amenities such as benches.

7. Environmental constraints

Staff has identified two small wetlands on the subject property: one located on the west side of SW 42nd Street near the interstate and one on the eastern edge near Windmeadows multifamily development. Any future development on the site will have to be consistent with the Land Development Code protections for wetlands and other natural and archaeological resources. There are also a number of valuable heritage trees on the site, a portion of which will be guaranteed preservation through the requirements of the PD.

8. External and internal transportation access

This development will have multiple vehicular access points from the major arterial roadways of Archer Road and SW 34th Street. Within the development, a network of major streets will provide for vehicular travel through the area, and also provide access to the proposed commercial uses. With the recommended conditions of staff, the bicycle and pedestrian systems within the new and existing development areas of Butler Plaza will provide adequate access for these modes of travel. All of the new public streets shown on the PD Layout Map will have sidewalks and bicycle lanes on both sides. Staff has also recommended that sidewalks be added to Windmeadows Boulevard/SW 33rd Place, since this is a major east-west route of travel in the development and is also a transit corridor. The Archer Braid Trail will allow for effective travel through the new development from the residential areas to the west and to the Urban Village and the University of Florida campus.

10. Provision for the range of transportation choices

Facilities will be available to access the site via public transit, automobile, bicycle, or by foot. The Butler Plaza Planned Development is proposing a modified grid street system with three major roadways that will cross through the development (SW 62nd Boulevard, SW 38th Terrace, and SW 42nd Street). Outside of the existing developed areas along Archer Road, the PD is proposing a complete system of bicycle and pedestrian facilities. Bicycle parking will be provided according to the standard Land Development Code

requirements. Within the existing retail areas, new sidewalks will be required to complete connections between Archer Road and the outparcels, shopping centers, and internal streets. Several existing Regional Transit System routes run through the development site, and new facilities that will be constructed as part of the PD requirements will enhance the effectiveness of transit service to the development and surrounding areas. These facilities will include a transit transfer station with park-and-ride lot, as well as bus bays along Windmeadows Boulevard, and improved bus stops throughout Butler Plaza.

Transportation Analysis:

This planned development does not propose to increase the allowed square footages or the number of residential units from that in the approved Butler Plaza Planned Development. The intention of the applicant is to utilize the traffic study that was created for the initial PD rezoning. The properties are all located within Zone M of the City's Transportation Concurrency Exception Area (TCEA). This is the multimodal TCEA zone, with policies and standards for mitigation that recognize that congestion in the area will not be solved through the traditional approach of monitoring and restricting roadway level of service. The mix of congestion solutions in Zone M include alternative roadway construction in the form of reliever roads for congested segments, bus rapid transit and transit transfer stations, additional pedestrian facilities, park and ride facilities and smart bus bay facilities. These types of measures are all included as requirements of the PD. The developer is also required (per a policy established in the Comprehensive Plan amendment) to execute an initial TCEA Zone M Agreement for provision of required Zone M standards. The developer's requirements will be based on the proportionate share impact of the development on roadway facilities. The previously signed TCEA agreement, which applies to the proposed initial phase of new development, may be used for this new PD. It is further anticipated that the developer, as future phases of the development occur, will sign additional agreements with the City for provision of Zone M standards for those subsequent developments.

There will also be operational and safety impacts related to the Butler Plaza development. Additional trips generated by the development can be expected to affect the operation of the roadways around the development, and therefore development within Butler Plaza will be required to make site-related operational and safety modifications to decrease the impacts on roadway facilities. Traffic associated with the new development in the PD is expected to have a regional component, particularly for the destination retail uses. The City has had meetings and communications with Alachua County and the Florida Department of Transportation (FDOT) concerning these regional transportation impacts. Comprehensive Plan Policy 4.3.6 which regulates the Butler PUD includes policies related to mitigating the regional transportation impacts. Policies related to mitigation of regional transportation impacts have been incorporated into the Comprehensive Plan amendment and are carried through with the PD documents. A more comprehensive analysis of the transportation impacts from the Butler Plaza PUD is included with the staff reports for the Comprehensive Plan Text Amendment (PB-12-148).

PD Conditions:

Staff recommends the following conditions for approval for the Butler Plaza Planned Development. It should be noted that most of the conditions from the previously approved PD are now incorporated into standards in the PD Report (including standards for infrastructure development, tree preservation, landscaping, stormwater design, and signage). In addition, there are many new standards for the development contained in the PD Report, and staff is recommending revisions to some of those proposed standards in the attached Technical Review Committee Comments (Appendix H). Prior to the ordinance hearings for this Planned Development, a new PD Report and PD Layout Map shall be submitted which are consistent with the TRC Comments and with the conditions listed here.

1. For the purpose of ensuring redevelopment of Subarea 2A into a Town Center, the following thresholds are established. All new development and redevelopment of existing buildings within Subarea 2A must meet the 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 100,000 square feet of new development has been constructed within Subarea 2A.
2. For the purpose of implementing future redevelopment in Subareas 2A and 2B that will incorporate a new system of streets, the following threshold is established. At the time that any development in either of these subareas is proposed that will remove more than 50% of an existing building, a street layout plan must be submitted that shows a new street grid system within the subarea that reflects the maximum block perimeter of 2000 feet. For all subsequent developments within the subarea, the portions of new streets that will form the new block grid must be constructed within the boundaries of the proposed development.
3. Within Subareas 1B and 2A, any single-use, single-story retail buildings shall be limited to 100,000 square feet.
4. Drive-through facilities shall be permitted subject to the following criteria:
 - a. Provision of safe pedestrian and bicycle routes which connect to the street sidewalk and adjacent developments and do not cross drive-through lanes;
 - b. Bicycle parking located near public building entrances;
 - c. Adequate queuing space for vehicles such that there is no back-up of traffic onto adjacent roadways;
 - d. Provision of a by-pass lane or sufficient driveway area around the drive-through lanes to assist internal vehicular circulation;
 - e. Location of drive-through lanes away from primary street frontages and along the side or rear of buildings (for corner lots, drive-through lanes may be located only along the secondary street and only when screened by additional landscaping including 65-gallon evergreen street trees and a row of shrubs or garden wall);

- 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 within Subarea 2A);
 - g. No direct driveway connections to public right-of-way or private streets; and
 - h. Design of access points and ingress/egress directional flows to minimize impacts on the internal access roadway and non-motorized traffic.
5. In Subareas 1B and 2A, all surface parking shall be located to the side or rear of buildings. In Subareas 1A and 2B, with the exception of large-scale retail uses (over 100,000 square feet), no more than one double-loaded row of parking may be allowed for between the building and the street.
6. Structured parking which is located along a public street must provide first floor commercial or office uses along at least 80% of the public street frontage.
7. New buildings, building additions, and façade changes to existing buildings shall be designed to be generally consistent with sample building elevations which illustrate the architectural character of the development.
8. The owner/developer shall adhere to the previously executed TCEA Zone M Agreement and meet required standards, at a minimum, for transportation mitigation and transit proportionate fair share for Phase 1A of the PD. Phase 1A is defined, for the purposes of transportation mitigation, as the average daily trip generation associated with 134,784 square feet of development within the PD. As additional development phases occur, the developer shall be required to sign appropriate TCEA Zone M agreements or other transportation mitigation program then in effect. Transit proportionate share shall be paid on a pro-rata basis, as set forth in the TCEA Zone M agreements or other transportation mitigation program then in effect, prior to the issuance of final development orders associated with any phases that exceed the trip generation associated with Phase 1A.
9. At the time of each development plan review within the PD, the owner/developer shall file an application for a Certificate of Final Concurrency with the City.
10. All private streets shall be constructed and maintained to public right-of-way standards.
11. All streets will be named in accordance with Chapter 23 of the City's Code of Ordinances.
12. The owner/developer shall provide a historic marker describing the history of the Stengal Airfield, to be constructed through the Florida Historical Marker Program, in cooperation with the Alachua County Historical Commission.
13. The City shall enter into an enforceable agreement for the vacation and conveyance to the owner/developer that portion of SW 24th Street between the PD's northern and southern

boundaries, including the City-owned lands containing stormwater management facilities for that section of SW 42nd Street. The agreement shall stipulate that the timing for the conveyance by the City of the aforementioned lands shall be in conjunction with the conveyance by the owner/developer right-of-way for SW 62nd Boulevard from Windmeadows Boulevard to the development's western boundary.

Additional Considerations

1. Unified control

The subject property must be under the complete, unified, legal control of the petitioner, and this is demonstrated by the documents included with the PD application. The majority of property within the development is under the ownership of Butler Enterprises and several other smaller owners that are represented by a single agent. The Esplanade shopping center (on the west side of Butler Boulevard) is owned by Regency Windmeadows Limited and is represented by a separate agent. All property within the proposed planned development is included on an application which is signed by an appointed agent.

2. Phasing

The planned development does not identify phases of construction, but the different elements of required infrastructure are linked to development within the subareas. The requirements of the PD will ensure that the necessary improvements to public infrastructure are completed at the appropriate times to serve the development.

3. Development time limits

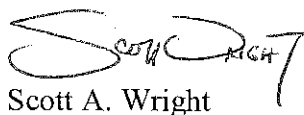
As with the existing approved PD, staff recommends that the approval be valid for a period of 20 years, and that at a new building be constructed at least every 3 years to demonstrate the continuing progression of the development. Any extension of these time frames must be granted by the City Commission.

Respectfully submitted,



Ralph Hilliard
Planning Manager

Prepared by:



Scott A. Wright
Senior Planner

List of Appendices:

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

RECEIVED
NOV 14 2012
PLANNING DIVISION

APPLICATION—CITY PLAN BOARD
Planning & Development Services

OFFICE USE ONLY	
Petition No. <u>PB-12-150</u>	Fee: \$ <u>1337.25</u> (PAID ON 11-14-12)
1 st Step Mtg Date: _____	-EZ Fee: \$ <u>3387.75</u> AMOUNT DUE
Tax Map No. _____	Receipt No. _____
Account No. <u>001-670-6710-3401</u> <input checked="" type="checkbox"/>	
Account No. 001-670-6710-1124 (Enterprise Zone) <input type="checkbox"/>	
Account No. 001-670-6710-1125 (Enterprise Zone Credit) <input type="checkbox"/>	

Owner(s) of Record (please print)	
Name:	S. Clark Butler Properties Corp. d/b/a Butler Enterprises
Address:	2306 SW 13th Street, Ste 1206 Gainesville, FL 32608
Phone:	352-372-3581 Fax: 352-376-0537
(Additional owners may be listed at end of applic.)	

Applicant(s)/Agent(s), if different	
Name:	Causseaux, Hewett, & Walpole, Inc.
Address:	132 NW 76th Drive Gainesville, FL 32607
Phone:	352-331-1976 Fax: 352-331-2476

Note: It is recommended that anyone intending to file a petition for amendments to the future land use map or zoning map atlas, meet with the Department of Community Development prior to filing the petition in order to discuss the proposed amendment and petition process. Failure to answer all questions will result in the application being returned to the applicant.

REQUEST

Check applicable request(s) below:

Future Land Use Map <input type="checkbox"/>	Zoning Map <input checked="" type="checkbox"/>	Master Flood Control Map <input type="checkbox"/>
Present designation:	Present designation: PD, BI, & BUS	Other <input type="checkbox"/> Specify:
Requested designation:	Requested designation: PD	

INFORMATION ON PROPERTY

1. Street address:	SW Archer Road, Gainesville, FL 32608 (Butler Plaza)
2. Map no(s):	4343, 4344, 4345, 4444, & 4445
3. Tax parcel no(s):	See attached.
4. Size of property:	<u>±267</u> acre(s)

All requests for a land use or zoning change for property of less than 3 acres are encouraged to submit a market analysis or assessment, at a minimum, justifying the need for the use and the population to be served. All proposals for property of 3 acres or more must be accompanied by a market analysis report.

Certified Cashier's Receipt:

PAID
NOV 14 2012
By: *[Signature]* CH# 19740

PAID
NOV 20 2012
By: *[Signature]*

OK 19785
\$ 3387.75

5. Legal description (attach as separate document, using the following guidelines):
- a. Submit on 8 ½ x 11 in. sheet of paper, separate from any other information.
 - b. May not be included as part of a Purchase Agreement, Contract for Sale, Lease Agreement, Transfer of Title, Warranty Deed, Notice of Ad Valorem Taxes, Print-outs from Property Appraiser’s Office, etc.
 - c. Must correctly describe the property being submitted for the petition.
 - d. Must fully describe directions, distances and angles. Examples are: North 20 deg. West 340 feet (not abbreviated as N 20 deg. W 340’); Right-of-Way (not abbreviated as R/W); Plat Book (not abbreviated as PB); Official Records Book 1, page 32 (not abbreviated as OR 1/32); Section 1, Township 9 South, Range 20 East (not abbreviated as S1-T9S-R20E).

6. **INFORMATION CONCERNING ALL REQUESTS FOR LAND USE AND/OR ZONING CHANGES** (NOTE: *All development associated with rezonings and/or land use changes must meet adopted level of service standards and is subject to applicable concurrency requirements.*)

A. What are the existing surrounding land uses?

North

Residential Medium High density (RMH)
and Residential High Density (RH)

South

Commercial (COM) and Mixed Use Low (MUL)

East

Commercial (COM) and Mixed Use Low (MUL)

West

Heavy Industrial (IND) and Tourist/Entertainment (T/E)

B. Are there other properties or vacant buildings within ½ mile of the site that have the proper land use and/or zoning for your intended use of this site?

NO X

YES ____ If yes, please explain why the other properties cannot accommodate the proposed use?

C. If the request involves nonresidential development adjacent to existing or future residential, what are the impacts of the proposed use of the property on the following:

Residential streets

Please see Justification Report.

Noise and lighting

Please see Justification Report.

D. Will the proposed use of the property be impacted by any creeks, lakes, wetlands, native vegetation, greenways, floodplains, or other environmental factors or by property adjacent to the subject property?

NO ___ YES X (If yes, please explain below)

Parcels within the subject property contain FEMA floodplain and wetlands. Development of these areas will be consistent with St. Johns River Water Management District requirements and the City of Gainesville Land Development Code standards.

E. Does this request involve either or both of the following?

a. Property in a historic district or property containing historic structures?

NO X YES ___

b. Property with archaeological resources deemed significant by the State?

NO X YES ___

F. Which of the following best describes the type of development pattern your development will promote? (please explain the impact of the proposed change on the community):

Redevelopment X

Activity Center ___

Strip Commercial ___

Urban Infill X

Urban Fringe ___

Traditional Neighborhood ___

Explanation of how the proposed development will contribute to the community.

- G. What are the potential long-term economic benefits (wages, jobs & tax base)?
See justification report.

- H. What impact will the proposed change have on level of service standards?

Roadways

See Justification Report.

Recreation

See Justification Report.

Water and Wastewater

See Justification Report.

Solid Waste

See Justification Report.

Mass Transit

See Justification Report.

- I. Is the location of the proposed site accessible by transit, bikeways or pedestrian facilities?

NO _____

YES X (please explain)

The site is located in TCEA Area M and is adjacent to a major corridors, SW 34th Street and SW Archer Road. See Justification Report for further information.

CERTIFICATION

The undersigned has read the above application and is familiar with the information submitted. It is agreed and understood that the undersigned will be held responsible for its accuracy. The undersigned hereby attests to the fact that the parcel number(s) and legal description(s) shown in questions 3 and 5 is/are the true and proper identification of the area for which the petition is being submitted. Signatures of all owners or their agent are required on this form. Signatures by other than the owner(s) will be accepted only with notarized proof of authorization by the owner(s).

Owner of Record	
Name:	See attached list
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

No person submitting an application may rely upon any comment concerning a proposed amendment, or any expression of any nature about the proposal made by any participant, at the pre-application conference as a representation or implication that the proposal will be ultimately approved or rejected in any form.

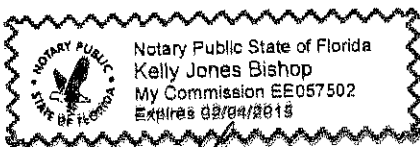
To meet with staff to discuss the proposal, please call (352) 334-5022 or 334-5023 for an appointment.

Gerry Dederbach
Owner/Agent Signature

11 - 12 - 2012
Date

STATE OF FLORIDA
COUNTY OF Alachua

Sworn to and subscribed before me this 12th day of November 2012 by (Name)
Gerry Dederbach



Kelly Jones Bishop
Signature - Notary Public

Personally Known OR Produced Identification (Type) _____

BELLAMY SF LAND TRUST
 c/o JAMES R. NICI, TRUSTEE
 1185 Immokalee Road, Suite 110
 Naples, FL 33990
 239-449-6152

August 20, 2012

VIA FEDERAL EXPRESS DELIVERY ONLY

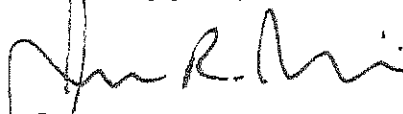
Eric Bredfeldt, Planning and Development Director
 Scott A. Wright, Senior Planner
 City of Gainesville
 Planning Department
 306 NE 6th Avenue
 Thomas Center B
 Gainesville, Florida 32601

Re: Letter of Authorization for the Bellamy SF Land Trust dated 12/31/08

Dear Mr. Bredfeldt and Mr. Wright:

I am the TRUSTEE of Bellamy SF Trust dated 12/31/08. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcels 6798-005-000, 6798-007-000, 6801-000-000, and 6801-005-000, which are owned by this Land Trust.

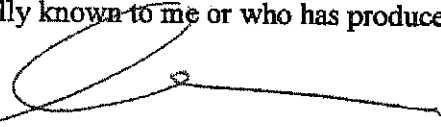
Very truly yours,



James R. Nici, as Trustee of the Bellamy SF Land
 Trust dated 12/31/08

STATE OF FLORIDA
 COUNTY OF COLLIER

Sworn to and subscribed before me this 20th day of August, 2012 by James R. Nici who is personally known to me or who has produced a driver's license as identification.



 Signature of Notary Public

[Notary Seal]





Butler
ENTERPRISES

2306 SW 13 Street
Suite 1206
Gainesville, FL 32608

P.O. Box 141105
Gainesville, FL 32614

352/372-3581
352/335-4711 fax

August 16, 2012

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 5th Avenue
Thomas Center B
Gainesville, Florida 32601

Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the trustee of S. Clark Butler Properties Land Trust agreement dated December 10, 1998. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcels:

6810-001-000	6810-001-021	6810-003-003	6798-003-000	6810-006-000
6810-001-009	6810-001-022	6803-001-000	6798-004-000	6810-008-000
6810-001-011	6810-001-023	6803-001-001	6798-006-000	6816-003-001
6810-001-016	6810-001-025	6810-002-000	6803-004-000	6816-005-001
6810-001-017	6800-008-000	6810-002-003	6810-001-002	6827-000-000
6810-001-018	6810-003-000	6795-000-000	6810-001-003	6827-002-000
6810-001-019	6810-003-001	6798-001-000	6810-002-001	6810-001-013
6810-001-020	6810-003-002	6798-002-000	6810-005-000	

which are owned by this Land Trust.

Sincerely,

S. Clark Butler Properties Land Trust
Agreement Dated 12/10/98

Mary Jane Frederickson, Trustee

State of Florida

County of Polk

Sworn to and subscribed before me this 20th day of August, 2012 by Mary Jane Frederickson who is personally known to me or who presented _____ as ID and who did ___ or did not ___ take an oath.

Signature of Notary Public

NOTARY PUBLIC
MYRNA F. KASEMEYER
MY COMMISSION # DD 971326
EXPIRES: June 1, 2014
Bonded Thru Budget Notary Services



August 16, 2012

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 6th Avenue
Thomas Center B
Gainesville, Florida 32601

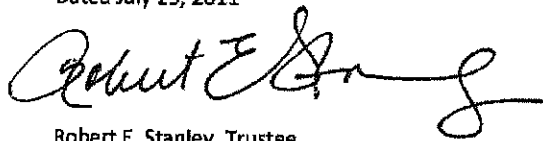
Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the trustee of Casteleton Holdings Land Trust dated July 25, 2011 . I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcels 6801-006-000 and 6801-007-000, which are owned by this Land Trust.

Sincerely,

Casteleton Holdings Land Trust
Dated July 25, 2011




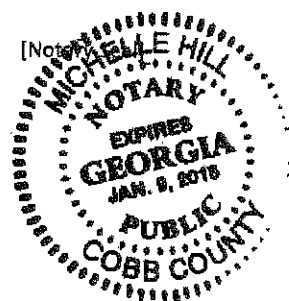
Robert E. Stanley, Trustee

State of Georgia

County of Fulton

Sworn to and subscribed before me this 17th day of August, 2012 by Robert E. Stanley who is personally known to me or who presented _____ as ID and who did or did not take an oath.



Signature of Notary Public

August 16, 2012

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 6th Avenue
Thomas Center B
Gainesville, Florida 32601

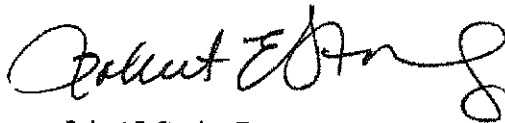
Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the trustee of Spindletop Holdings Land Trust Dated 11/15/11. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcel 6810-003-005, which is owned by this Land Trust.

Sincerely,

Spindletop Holdings Land Trust
Dated 11/15/11

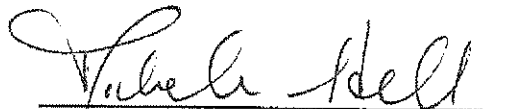


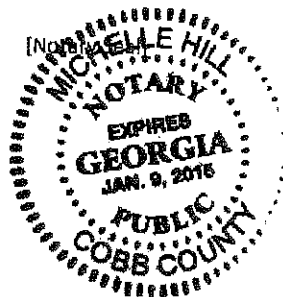
Robert E. Stanley, Trustee

State of Georgia

County of Fulton

Sworn to and subscribed before me this 17th day of August, 2012, by Robert E. Stanley who is personally known to me or who presented _____ as ID and who did or did not take an oath.



Signature of Notary Public



Butler
ENTERPRISES

August 16, 2012

2306 SW 13 Street
Suite 1206
Gainesville, FL 32608

P.O. Box 141105
Gainesville, FL 32614

352/372-3581
352/335-4711 fax

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 6th Avenue
Thomas Center B
Gainesville, Florida 32601

Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the manager of Butler Development Company, LLC. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcels 6810-003-004, 6810-002-004, 6810-002-005, 6810-002-006, and 6798-000-000, which are owned by this LLC.

Sincerely,

Butler Development Company, LLC

Deborah Butler
Manager

State of FLORIDA

County of ALACHUA

Sworn to and subscribed before me this 17th day of August, 2012 by Deborah Butler who is personally known to me or who presented _____ as ID and who did ___ or did not take an oath.

Signature of Notary Public



[Notary Seal]





Butler
ENTERPRISES

August 16, 2012

2306 SW 13 Street
Suite 1206
Gainesville, FL 32608

P.O. Box 141105
Gainesville, FL 32614

352/372-3581
352/335-4711 fax

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 6th Avenue
Thomas Center B
Gainesville, Florida 32601

Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the trustee of Catherine Butler Irrevocable Living Trust. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcel 6798-002-001, which is owned by this Living Trust.

Sincerely,

Catherine Butler Irrevocable Living Trust

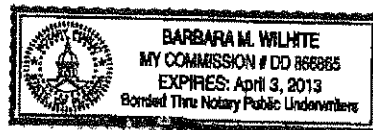
Deborah Butler, Trustee

State of FLORIDA

County of ALACHUA

Sworn to and subscribed before me this 17th day of August, 2012 by Deborah Butler who is personally known to me or who presented _____ as ID and who did _____ or did not take an oath.

Signature of Notary Public



[Notary Seal]



Zenyatta, LLC

August 16, 2012

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 6th Avenue
Thomas Center B
Gainesville, Florida 32601

Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the manager of Zenyatta, LLC. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Waipole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcel 6810-001-014, which is owned by this LLC.

Sincerely,

Zenyatta, LLC



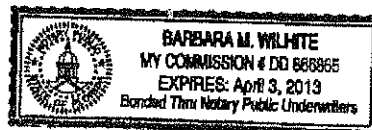
Deborah Butler
Manager

State of FLORIDA

County of ALACHUA

Sworn to and subscribed before me this 17th day of August, 2012 by Deborah Butler who is personally known to me or who presented _____ as ID and who did ___ or did not take an oath.


Signature of Notary Public



[Notary Seal]

~~October 12, 2012~~

December 17, 2012

Eric Bredfeldt, Planning and Development Director
Scott A. Wright, Senior Planner
City of Gainesville
Planning Department
306 NE 6th Avenue
Thomas Center B
Gainesville, Florida 32601

Re: Letter of Authorization

Dear Mr. Bredfeldt and Mr. Wright:

I am the trustee of Thomas N. Brown Revocable Trust dated April 28, 2004. I am writing to confirm that Gerry Dedenbach of Causseaux, Hewett & Walpole, Inc. is my agent to represent me for the continuing Comprehensive Plan, PUD, and PD Amendments on tax parcel 06810-002-002 which is owned by this Trust.

Sincerely,

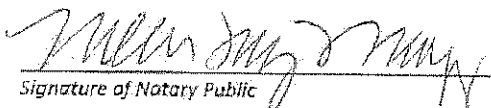
Thomas N. Brown Revocable Trust
Dated April 28, 2004


Thomas N. Brown, Trustee

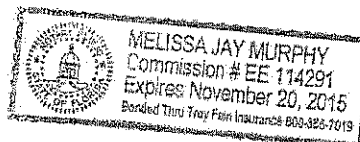
State of FLORIDA

County of ALACHUA

Sworn to and subscribed before me this 17 day of Dec. Thomas N. Brown
~~August, 2012~~ by ~~Mary Jane Fredericks~~ who is personally known to me
or who presented _____ as ID and who did _____ or did not _____ take an oath.


Signature of Notary Public

[Notary Seal]





APPLICATION—CITY PLAN BOARD
Planning & Development Services

OFFICE USE ONLY	
Petition No. <u>FB-12-150</u>	Fee: \$ _____
1 st Step Mtg Date: _____	EZ Fee: \$ _____
Tax Map No. _____	Receipt No. _____
Account No. 001-670-6710-3401 [<input type="checkbox"/>]	
Account No. 001-670-6710-1124 (Enterprise Zone) [<input type="checkbox"/>]	
Account No. 001-670-6710-1125 (Enterprise Zone Credit) [<input type="checkbox"/>]	

Owner(s) of Record (please print)	
Name:	Regency Windmeadows
Address:	Limited Partnership 2935 20th Street
	Vero Beach, Florida 32960
Phone:	Fax:
(Additional owners may be listed at end of applic.)	

Applicant(s)/Agent(s), if different	
Name:	Robert E Doan /
Address:	Roy H Lambert Jr PO Box 5125
	Gainesville, Florida 32627
Phone:	352-337-8373 Fax: 352-505-6188

Note: It is recommended that anyone intending to file a petition for amendments to the future land use map or zoning map atlas, meet with the Department of Community Development prior to filing the petition in order to discuss the proposed amendment and petition process. Failure to answer all questions will result in the application being returned to the applicant.

REQUEST

Check applicable request(s) below:

Future Land Use Map [<input type="checkbox"/>]	Zoning Map [<input checked="" type="checkbox"/>]	Master Flood Control Map [<input type="checkbox"/>]
Present designation:	Present designation: PD	Other [<input type="checkbox"/>] Specify:
Requested designation:	Requested designation: PD	

INFORMATION ON PROPERTY

1. Street address: 3100 SW 35th Boulevard, et al
2. Map no(s): 4345
3. Tax parcel no(s): 06810-001-001
4. Size of property: +/- 11.97 acre(s)
<i>All requests for a land use or zoning change for property of less than 3 acres are encouraged to submit a market analysis or assessment, at a minimum, justifying the need for the use and the population to be served. All proposals for property of 3 acres or more must be accompanied by a market analysis report.</i>

Certified Cashier's Receipt:

5. Legal description (attach as separate document, using the following guidelines):
- a. Submit on 8 1/2 x 11 in. sheet of paper, separate from any other information.
 - b. May not be included as part of a Purchase Agreement, Contract for Sale, Lease Agreement, Transfer of Title, Warranty Deed, Notice of Ad Valorem Taxes, Print-outs from Property Appraiser's Office, etc.
 - c. Must correctly describe the property being submitted for the petition.
 - d. Must fully describe directions, distances and angles. Examples are: North 20 deg. West 340 feet (not abbreviated as N 20 deg. W 340'); Right-of-Way (not abbreviated as R/W); Plat Book (not abbreviated as PB); Official Records Book 1, page 32 (not abbreviated as OR 1/32); Section 1, Township 9 South, Range 20 East (not abbreviated as S1-T9S-R20E).

6. **INFORMATION CONCERNING ALL REQUESTS FOR LAND USE AND/OR ZONING CHANGES** (NOTE: *All development associated with rezonings and/or land use changes must meet adopted level of service standards and is subject to applicable concurrency requirements.*)

A. What are the existing surrounding land uses?

North
PUD

South
Commercial (COM) and Mixed Use Low (MUL)

East
PUD

West
PUD

B. Are there other properties or vacant buildings within 1/2 mile of the site that have the proper land use and/or zoning for your intended use of this site?

NO X YES ____ If yes, please explain why the other properties cannot accommodate the proposed use?

C. If the request involves nonresidential development adjacent to existing or future residential, what are the impacts of the proposed use of the property on the following:

Residential streets

Please see Justification Report.

Noise and lighting

Please see Justification Report.

D. Will the proposed use of the property be impacted by any creeks, lakes, wetlands, native vegetation, greenways, floodplains, or other environmental factors or by property adjacent to the subject property?

NO X YES _____ (If yes, please explain below)

Note: 06810-001-001 does not, but application is part of an overall application with parcels that contain FEMA floodplain and wetlands. Development of these areas will be consistent with St. Johns River Water Management District requirements and the City of Gainesville Land Development Code standards.

E. Does this request involve either or both of the following?

a. Property in a historic district or property containing historic structures?

NO X YES _____

b. Property with archaeological resources deemed significant by the State?

NO X YES _____

F. Which of the following best describes the type of development pattern your development will promote? (please explain the impact of the proposed change on the community):

Redevelopment X

Activity Center _____

Strip Commercial _____

Urban Infill X

Urban Fringe _____

Traditional Neighborhood _____

Explanation of how the proposed development will contribute to the community.

- G. What are the potential long-term economic benefits (wages, jobs & tax base)?
See justification report.

- H. What impact will the proposed change have on level of service standards?

Roadways

See Justification Report.

Recreation

See Justification Report.

Water and Wastewater

See Justification Report.

Solid Waste

See Justification Report.

Mass Transit

See Justification Report.

- I. Is the location of the proposed site accessible by transit, bikeways or pedestrian facilities?

NO

YES (please explain)

The site is located in TCEA Area M and is adjacent to a major corridors, SW 34th Street and SW Archer Road. See Justification Report for further information.

CERTIFICATION

The undersigned has read the above application and is familiar with the information submitted. It is agreed and understood that the undersigned will be held responsible for its accuracy. The undersigned hereby attests to the fact that the parcel number(s) and legal description(s) shown in questions 3 and 5 is/are the true and proper identification of the area for which the petition is being submitted. Signatures of all owners or their agent are required on this form. Signatures by other than the owner(s) will be accepted only with notarized proof of authorization by the owner(s).

Owner of Record	
Name:	Regency Windmeadows
Address:	Limited Partnership
	2935 20th Street
	Vero Beach, Florida 32960
Phone:	Fax:
Signature:	

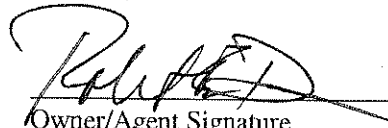
Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

No person submitting an application may rely upon any comment concerning a proposed amendment, or any expression of any nature about the proposal made by any participant, at the pre-application conference as a representation or implication that the proposal will be ultimately approved or rejected in any form.

To meet with staff to discuss the proposal, please call (352) 334-5022 or 334-5023 for an appointment.

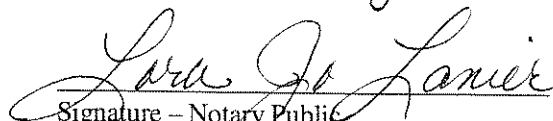


 Owner/Agent Signature
 1/28/2013

 Date

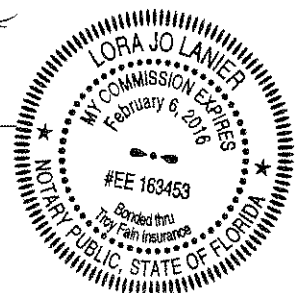
STATE OF FLORIDIA
COUNTY OF Alachua

Sworn to and subscribed before me this 28th day of January 2013, by (Name)
Robert Doan



 Signature - Notary Public

Personally Known OR Produced Identification (Type) _____



Regency Windmeadows Limited Partnership

Owner(s)

Application Number

Robert E. Doan, Esq. and/or Roy H. Lambert, Jr.

Appointed Agent(s)

06810-001-001

14

10S

19E

Parcel Number(s)

Section

Township

Range

Comprehensive Plan Amendments, Rezoning, and Development Plan Approvals

Type of Request

I (we), the property owner(s) of the subject property, being duly sworn, depose and say the following:

1. That I am (we are) the owner(s) and record title holder(s) of the property described in the attached legal description;
2. That this property constitutes the property for which the above noted land use request is being made to the City of Gainesville City Commissioners;
3. That I (we), the undersigned, have appointed, and do appoint, the above noted person(s) as my (our) agent(s) to execute any agreement(s), and other documents necessary to effectuate such agreement(s) in the process of pursuing the aforementioned land use request;
4. That this affidavit has been executed to induce the City of Gainesville City Commissioners to consider and act on the subject request;
5. That I (we), the undersigned authority, hereby certify that the foregoing statements are true and correct.

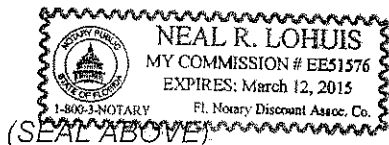
[Signature]
Owner (Signature)

[Signature]
Owner (Signature)

STATE OF FLORIDA
COUNTY OF INDIAN RIVER

SWORN AND SUBSCRIBED BEFORE ME THIS 21st DAY
OF JANUARY, 2013

BY ROY H. LAMBERT, GENERAL PARTNER OF REGENCY
WINDMEADOWS LIMITED PARTNERSHIP,
WHO IS PERSONALLY KNOWN TO ME.



[Signature]
NEAL R. LOHUIS

Name of Notary typed, printed or stamped

EE 515 76

Commission Number

PD Parcel Ownership

PIN	Acres	Ownership	Deed ID
06795-000-000	4.00	S Clark Butler Properties Land Trust	BK 3048 PG 502
06798-000-000	1.00	Butler Development Company LLC	BK 3466 PG 14
06798-001-000	0.74	S Clark Butler Properties Land Trust	BK 3048 PG 502
06798-002-000	1.00	S Clark Butler Properties Land Trust	BK 3048 PG 502
06798-002-001	1.00	Catherine A Butler Irrevocable Living Trust	BK 3466 PG 12
06798-003-000	0.88	S Clark Butler Properties Land Trust	BK 3048 PG 502
06798-004-000	1.00	S Clark Butler Properties Land Trust	BK 3048 PG 502
06798-005-000	0.81	NICI James R Trustee	BK 3849 PG 1974
06798-006-000	0.88	S Clark Butler Properties Land Trust	BK 3048 PG 502
06798-007-000	1.00	NICI James R Trustee	BK 3920 PG 199
06801-000-000	1.03	NICI James R Trustee	BK 3849 PG 1972
06801-005-000	2.04	NICI James R Trustee	BK 3849 PG 1974
06801-006-000	0.79	Stanley Robert E	BK 4051 PG 1415
06801-007-000	1.03	Stanley Robert E Trustee	BK 4079 PG 1520
06803-001-000	0.71	Fredrickson Mary Jane Trustee	BK 4023 PG 1231
06803-001-001	0.04	Fredrickson Mary Jane Trustee	BK 4023 PG 1231
06803-004-000	0.38	Fredrickson Mary Jane Trustee	BK 4127 PG 596
06810-001-000	9.23	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-001-001	11.97	Regency Windmeadows Limited Partnership	BK 4008 PG 1733
06810-001-002	40.04	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-001-003	44.67	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-001-009	0.42	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-001-011	0.81	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-013	0.00	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-001-014	1.70	Zenyatta LLC	BK 4009 PG 1018
06810-001-016	8.84	S Clark Butler Properties	BK 2215 PG 43
06810-001-017	0.60	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-018	0.56	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-019	0.94	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-021	4.69	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-022	9.96	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-023	1.04	S Clark Butler Properties Land Trust	BK 2215 PG 43
06810-001-025	1.65	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-002-000	18.25	Sloan David S Trustee	BK 2206 PG 1182
06810-002-001	0.27	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-002-002	0.25	Brown Thomas N Trustee	BK 2905 PG 511
06810-002-003	0.80	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-002-004	0.31	Butler Development Company LLC	BK 2411 PG 161
06810-002-005	0.50	Butler Development Company LLC	BK 3311 PG 0629
06810-002-006	0.41	Butler Development Company LLC	BK 2293 PG 1631
06810-003-000	12.01	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-003-001	1.88	S Clark Butler Properties Land Trust	BK 3048 PG 502

PD Parcel Ownership

06810-003-002	1.13	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-003-003	0.87	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-003-004	1.02	Butler Development Company LLC	BK 2399 PG 766
06810-003-005	1.41	Stanley Robert E Trustee	BK 4074 PG 1723
06810-004-000	3.77	State of Florida IIF	BK 1678 PG 0132
06810-005-000	16.02	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-006-000	14.52	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-008-000	10.28	S Clark Butler Properties Land Trust	BK 3048 PG 502
06810-009-000	0.46	City of Gainesville	BK 4028 PG 504
06810-010-000	1.45	City of Gainesville	BK 4028 PG 504
06810-011-000	0.69	Department of Transportation	BK 1893 PG 50
06816-003-001	1.51	Butler S Clark Trustee	BK 2195 PG 1989
06816-005-001	1.02	S Clark Butler Properties Land Trust	BK 3265 PG 980
06827-000-000	4.45	S Clark Butler Properties Land Trust	BK 3048 PG 502
06827-002-000	1.00	S Clark Butler Properties Land Trust	BK 3048 PG 502



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121108C
APPENDIX B

MEMORANDUM

TO: Neighbors of the 3400 block of SW Archer Road PN 12-0296
FROM: Gerry Dedenbach, AICP, LEED® AP, Director of Planning & GIS Services
DATE: Friday, October 12, 2012
RE: Neighborhood Workshop Public Notice

Causseaux, Hewett, & Walpole, Inc. (CHW) will be holding a Neighborhood Workshop to discuss proposed amendments to the City's Comprehensive Plan Future Land Use Element and Map by amending and applying the Planned Use District (PUD) overlay to properties; amending the Zoning Map by rezoning properties to Planned Development (PD); and to discuss roads and site improvements for property located between SW Archer Road and SW 24th Avenue, west of SW 34th Street and east of I-75.

Date: Monday, October 29, 2012

Time: 6:00 p.m.

Place: Hilton Garden Inn, Meeting Room A
4075 SW 33rd Place
Gainesville, Florida 32608

Contact: Gerry Dedenbach, AICP, LEED® AP
(352) 331-1976

This is not a public hearing. The purpose of the workshop is to inform neighboring property owners of the proposal's nature and to seek comments. We look forward to seeing you at the workshop.

G:\JOBS\Phased_Projects\Butler\Planning\12-0296\Workshop\Mailout_12-0296_122912.docx

PUBLIC NOTICE

121108C

A Neighborhood Workshop will be held to proposed amendments to the City's Comprehensive Plan Future Land Use Element and Map by amending and applying the Planned Use District (PUD) overlay to properties; amending the Zoning Map by rezoning properties to Planned Development (PD); and to discuss roads and site improvements for property located between SW Archer Road and SW 24th Avenue, west of SW 34th Street and east of I-75.

This is not a public hearing. The workshop's purpose is to inform neighboring property owners of the proposal's nature and to seek their comments.

The workshop is Monday, October 29, 2012 at 6:00 p.m. at Hilton Garden Inn, Meeting Room A, 4075 SW 33rd Place, Gainesville, Florida 32608.

Contact:

Gerry Dedenbach, AICP, LEED[®] AP

Phone Number: (352) 331-1976



SIGN-IN SHEET


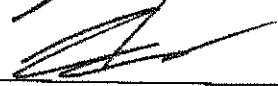
NEIGHBORHOOD WORKSHOP

Date: October 29, 2012

Time: 6:00 pm

Place: Hilton Garden Inn
 Meeting Room A
 4075 SW 33rd Place
 Gainesville, Florida 32608

RE: Butler Plaza PUD/PD Amendment

<u>No.</u>	<u>Print Name</u>	<u>Street Address</u>	<u>Signature</u>
1	JERRY HANTER	2425 N.E. 19TH DR	
2	TUNG HO	2348 SW 40th DR #150	
3	JOE PERRY		
4	Tom Brown	125 3654 SW Archer	
5	Thomas Brown	3654 SW Archer Rd	TOMMY/brown123 @YAHOO.COM 352-378-3261
6			
7			
8			
9			



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NEIGHBORHOOD WORKSHOP NOTES

BUTLER ENTERPRISES COMPREHENSIVE PLAN AMENDMENTS AND REZONING NEIGHBORHOOD WORKSHOP NOTES OCTOBER 29, 2012 HILTON GARDEN INN

Notes Recorded by Causseaux, Hewett, & Walpole, Inc.

Presenters:

*Causseaux, Hewett, & Walpole, Inc. - (RW) Robert Walpole, PE, LEED AP
(GD) Gerry Dedenbach, AICP, LEED AP
(GP) Guy Parola, AICP*

Attendees:

*Jerry Painter
Tung Ho
Jose Perez
Tom Brown (Spectrum Optical)
Thomas Brown (Spectrum Optical)*

Following an informational PowerPoint presentation by Gerry Dedenbach, attendees asked questions regarding the proposed Small-scale Comprehensive Plan Amendment, Text Amendments, and Rezoning requests. The PowerPoint presentation contained the required neighborhood workshop elements, a copy of which is attached. Questions were asked both during and after the presentation. The following is a summary of the questions asked during the workshop and citizens comments.

Question – Will construction affect my ability to grocery shop in Butler Plaza development?

Answer – No, shopping will remain within Butler Development.

Question – How long before construction starts?

Answer – The Small-scale Comprehensive Plan Amendment, Text Amendment, and Rezoning should be completed by June 2013. Engineering should be completed by October 2014, with construction to begin immediately thereafter.

Question – We own the parking area next to Spectrum Optical and we have received several agent authorization forms. Why are we receiving these? What will inclusion in the Butler Planned Use District (PUD) and Planned Development (PD) do for my property?

Answer – You were identified as one of the property owners included when the Development of Regional Impact (DRI) was filed, but for an unknown reason were not included in the current Planned Use District (PUD) and Planned Development (PD) boundaries. It was assumed that this omission was in error, which we are providing an opportunity to be rectified. We will provide you with the existing PUD and PD ordinances and development parameters, the entitlements in which are not changing. By being a part of the PUD and PD your property will have access to their entitlements, versus your current entitlements within the Commercial Future Land Use category and General Business Zoning district. If you wish to be included, the agent authorization forms must be signed and notarized.

The meeting concluded at 6:30PM.

SIGN-IN SHEET



NEIGHBORHOOD WORKSHOP

Date: October 29, 2012

Time: 6:00 pm

Place: Hilton Garden Inn
 Meeting Room A
 4075 SW 33rd Place
 Gainesville, Florida 32608

RE: Butler Plaza PUD/PD Amendment

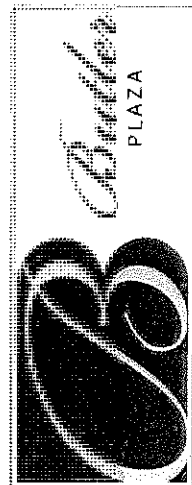
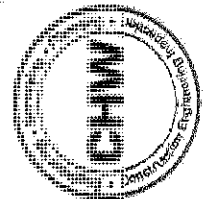
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2	TUNG HO	2348 SW 40th DR #150	
3	JOE PERG		
4	Tom Brown	101 3654 SW Archer	
5	Thomas Brown	3654 SW Archer Rd	TOMMY BROWN 123 @ YAHOO.COM 352-378-3261
6			
7			
8			
9			

Butler

Enterprises

Comprehensive Plan Amendments, Rezoning,
and Road / Site Improvements

City of Gainesville
Neighborhood Workshop
October 24, 2012



Workshop Overview

The neighborhood workshop's purpose:

- the City of Gainesville requires Comprehensive Plan Amendment, Rezoning, and Road / Site Improvements applications to host a neighborhood workshop;
- inform neighbors of the proposed development's nature and obtain feedback early in the process; and
- provides the applicant with an opportunity to mitigate concerns prior to an application's submittal.

Public Notification



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Delivered with Integrity

MEMORANDUM

TO: Neighbors of the 3400 Block of SW Archer Road PN 12-0296
 FROM: Gerry Dedenbach, AICP, LEED® AP, Director of Planning & GIS Services
 DATE: Friday, October 12, 2012
 RE: Neighborhood Workshop Public Notice

Causseaux, Hewitt & Watson, Inc. (CHW) will be holding a Neighborhood Workshop to discuss proposed amendments to the Comprehensive Plan Text (Policy 4.3.6), and the approved Butler Plaza Planned Use District (PUD) and Planned Development (PD) for property located on SW Archer Road. The proposed amendments will allow for minor development schedule changes and design standards more consistent with the City of Gainesville Comprehensive Plan and Land Development Code.

Date: Monday, October 29, 2012
 Time: 6:00 p.m.
 Place: Hilton Garden Inn, Meeting Room A
 4075 SW 33rd Place
 Gainesville, Florida 32608
 Contact: Gerry Dedenbach, AICP, LEED® AP
 (352) 331-1976

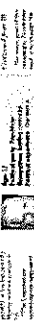
This is not a public hearing. The purpose of the workshop is to inform neighboring property owners of the proposal's nature and to seek comments. We look forward to seeing you at the workshop.

G:\JDBS\Planned_Developments\12-0296\Workshop\Material_12-0296_122912.docx

121108C • Phone (352) 331-1976 • Fax (352) 331-2476 • www.chw.com

DISTRICT 2E Perry has served one term in Florida House

The candidate...
 The candidate...
 The candidate...



The candidate...
 The candidate...
 The candidate...

Prostate cancer, spinal cordling

The candidate...
 The candidate...
 The candidate...

STAGE CRU spills in the area have tapered off over the last 12 years

The candidate...
 The candidate...
 The candidate...

Imberes eastern Alachua

The candidate...
 The candidate...
 The candidate...

Publix LIQUORS

20.99	33.99	16.99	19.99	14.99	16.99	29.99	17.99	28.99	16.99	35.99	28.99	18.99	27.99	14.49	13.49
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Publix LIQUORS

20.99	33.99	16.99	19.99	14.99	16.99	29.99	17.99	28.99	16.99	35.99	28.99	18.99	27.99	14.49	13.49
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PUBLIC NOTICE

A Neighborhood Workshop will be held to propose amendments to the City's Comprehensive Plan Future Land Use Element and Map by amending and applying the Planned Use District (PUD) overlay to properties, amending the Zoning Map by rezoning properties to Planned Development (PD), and to discuss roads and site improvements for property located between SW Archer Road and SW 24th Avenue, west of SW 34th Street and east of I-75.

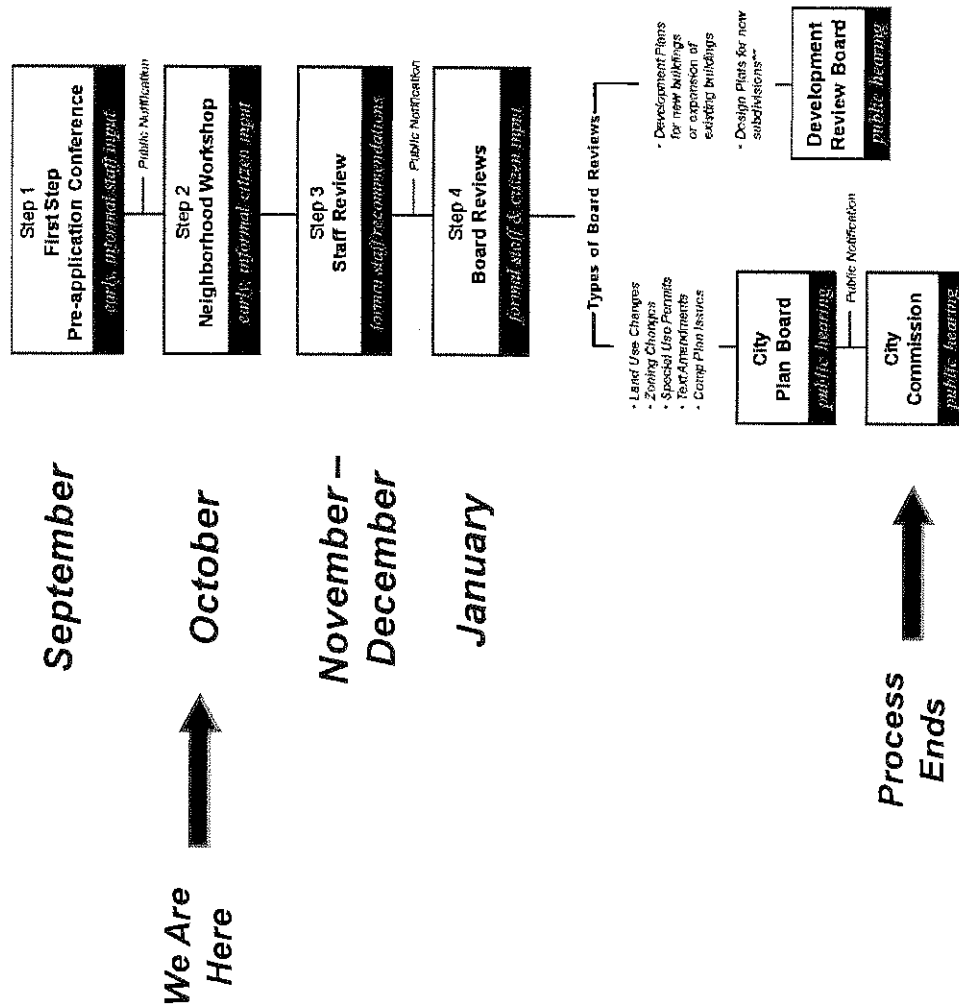
This is not a public hearing. The workshop's purpose is to inform neighboring property owners of the proposal's nature and to seek their comments.

The workshop is Monday, October 29, 2012 at 6:00 p.m. at Hilton Garden Inn, Meeting Room A, 4075 SW 33rd Place, Gainesville, Florida 32608.

Contact:
 Gerry Dedenbach, AICP, LEED® AP
 Phone Number: (352) 331-1976

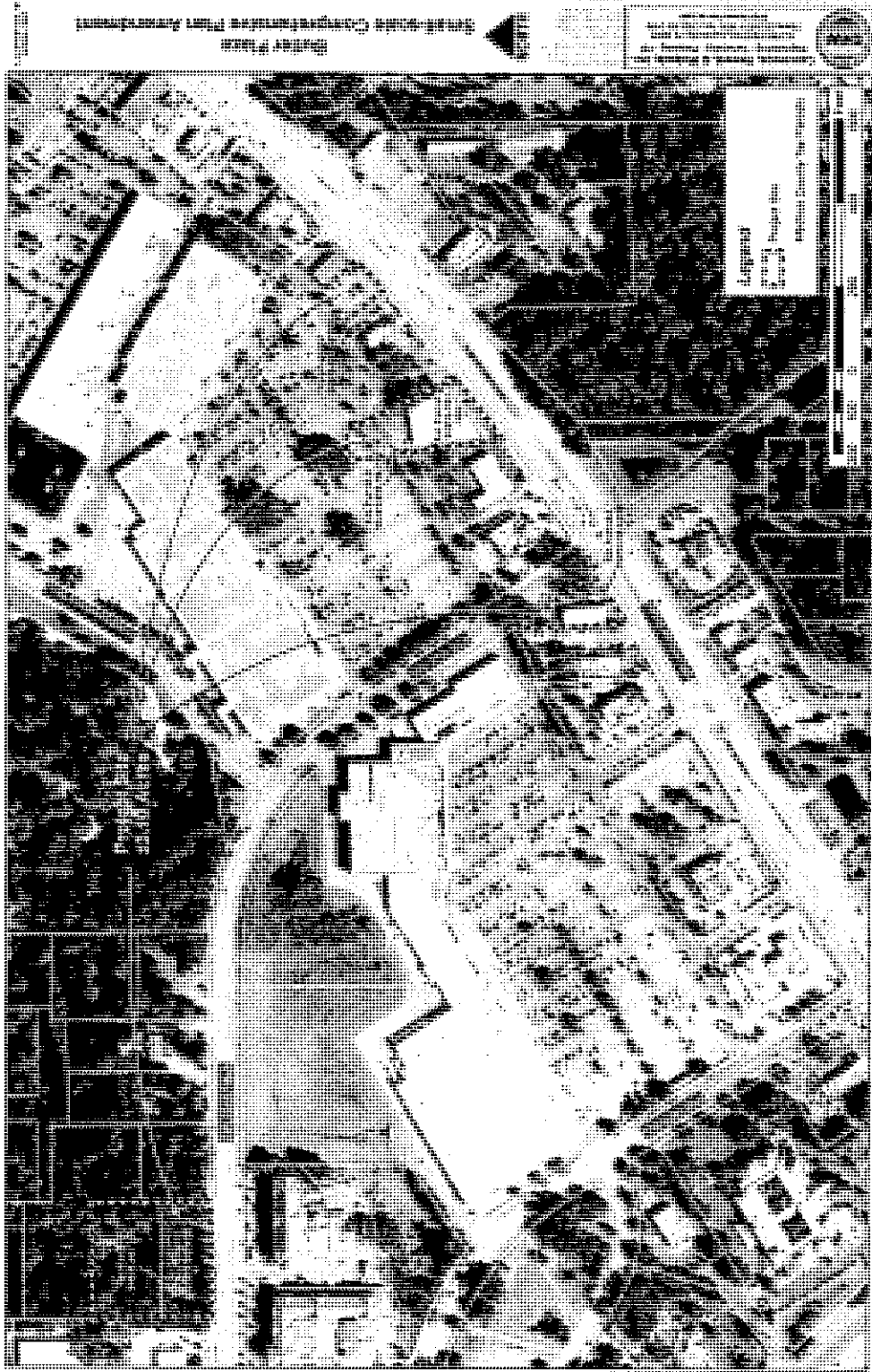


Review Process



** Final Plans go to the City Commission for approval.

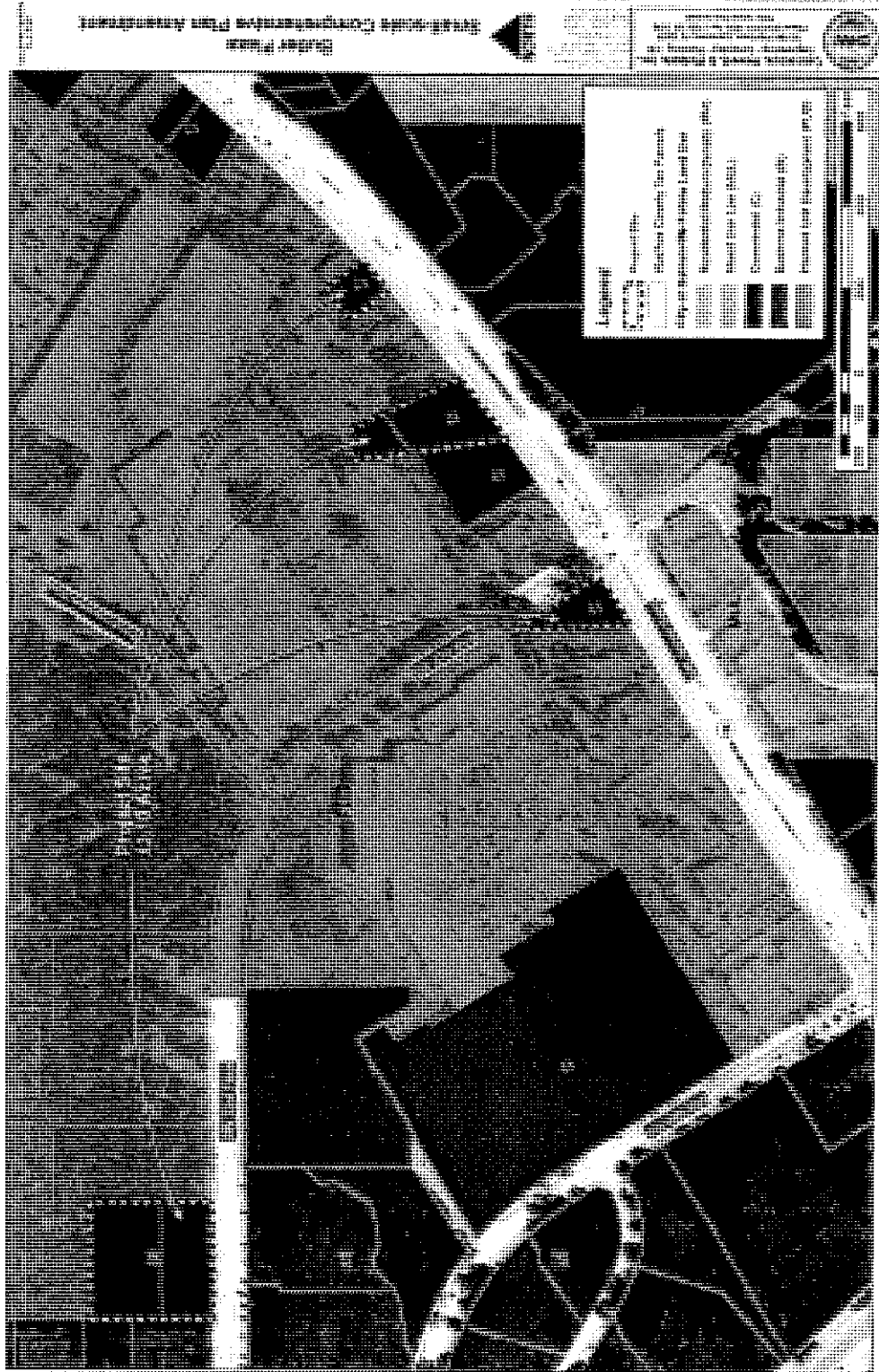
Small-Scale Comp. Plan Amendment



Aerial Map

121108C

Small-Scale Comp. Plan Amendment



Existing
Future Land
Use Map

Small-Scale Comp. Plan Amendment



Proposed
Future Land
Use Map

Comprehensive Plan Text Amendment

The Comprehensive Plan Text Amendment will:

- redefine the PUD Boundary;
- establish development guidelines principles consistent with Comp. Plan goals and future development/redevelopment of surrounding areas; and
- eliminate redundancy with the PUD and PD Ordinances.

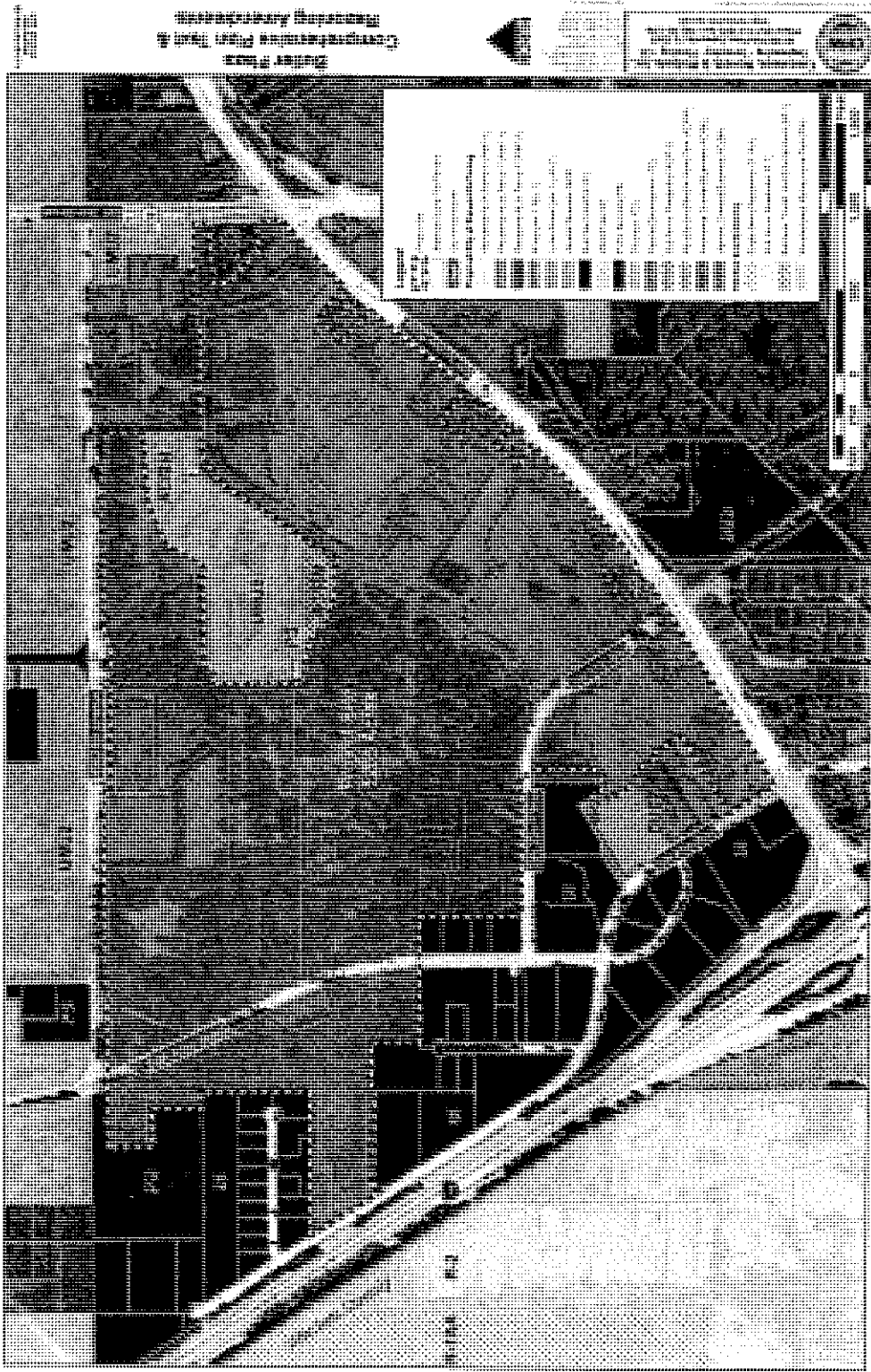
Rezoning



Aerial Map

121108C

Rezoning



Road / Site Improvements

- Public infrastructure and roadways will be provided as well as the MTPO's Archer Braid trail.
- Roadway improvements will be consistent with the TCEA agreement executed on January 3, 2012.
- Design of water, sewer, and stormwater management facilities will support a logical development pattern.

Summary

- No change to entitlements;
- Current PUD/PD conditions present chronological inconsistencies with the logical construction of roadways and infrastructure; and
- Amendments' purpose is to facilitate practicable roadway and infrastructure development, based on location within the project, which supports a more logical development pattern.

BUTLER ENTERPRISES

Planned Development (PD) REPORT

Prepared for Submittal To:
City of Gainesville, Florida

Prepared on Behalf of:
S. Clark Butler Properties, LTD., et. al.

Prepared by:



Causseaux, Hewett, & Walpole, Inc.
Engineering • Surveying • Planning • CEI
132 NW 76th Drive, Gainesville, FL 32607
Phone: (352) 331-1976 Fax: (352) 331-2476
<http://www.chw-inc.com>

January 3, 2013

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**BUTLER ENTERPRISES
PLANNED DEVELOPMENT (PD) REPORT**

Purpose and Intent (LDC §30-214(3)c.2.(i))

The Rezoning to Planned development (PD) does not increase the entitlements currently afforded under the existing PD. Rather, the Rezoning is primarily being sought in order create a more practicable plan for infrastructure, relocation of the Town Center, and flexibility in implementation. Consequently, the Rezoning Ordinance amends the previously adopted PD Layout and PD Ordinance Conditions to reflect these changes. The Rezoning's secondary purpose is to incorporate several small contiguous parcels into the PD, and to modify the PD Layout to address inconsistencies between parcel boundaries and the actual PD Layout.

In addition to creating a more practicable infrastructure plan for the PD's undeveloped portion, the Rezoning enables reuse, redevelopment, and reorientation of the site's developed portions. Fragmented transportation patterns internal to the site's developed areas can be modified to create a functional transportation network. In so doing, a Town Center form and aesthetic can be created, making this portion of Archer Road less fractured. All of this is accomplished without increasing entitlements or changing the previous PD's overarching principles.

The PD reorients the previously adopted infrastructure and roadway network in order to disperse the entitlements in a manner that reinforces the adjacent Urban Village/Urban Mixed Use 2 (UMU-2) sub-area of Gainesville. The current PD's eleven (A through K) typical roadway sections have been narrowed down to two (2) roadway design guidelines, incorporating the cross sections contained in the Urban Village/UMU-2 district for use in the Town Center. In so doing, the PD incorporates adopted elements of the Urban Village's form and function, while also serving to transition from the strictly commercial Archer Road corridor north to SW 24th Avenue. Figure 1 illustrates the PD's geographic location south of SW 24th Avenue and the Urban Village.

On April 28, 2008, Butler Enterprises was voluntarily annexed into the City of Gainesville via Ordinance 070722. On January 5, 2012, the City Commission approved the current PD via Ordinance 090538. At this same meeting, the City Commission assigned the current Planned Use District (PUD) Future Land Use (FLU) by approving Ordinance 090537. Generally, the current PUD and PD entitle the development for a mix of commercial, retail, service, office, hotel, and residential uses. These entitlements remain unchanged, as illustrated by Table 1 below:

Table 1: Entitlements

Use	Current	Proposed
Commercial	2,500,408 square feet	2,500,408 square feet
Office	250,000 square feet	250,000 square feet
Hotel/Motel	500 rooms	500 rooms
Multi-family	1,000 units	1,000 units

Because there are no increases in previously afforded entitlements, the PD does not increase demand for services, alter the impacts on external roadways, or increase demand for transit services. Therefore, there is no need for the modification of previously agreed to development, transit, and Transportation Exception Area (TCEA) agreements.

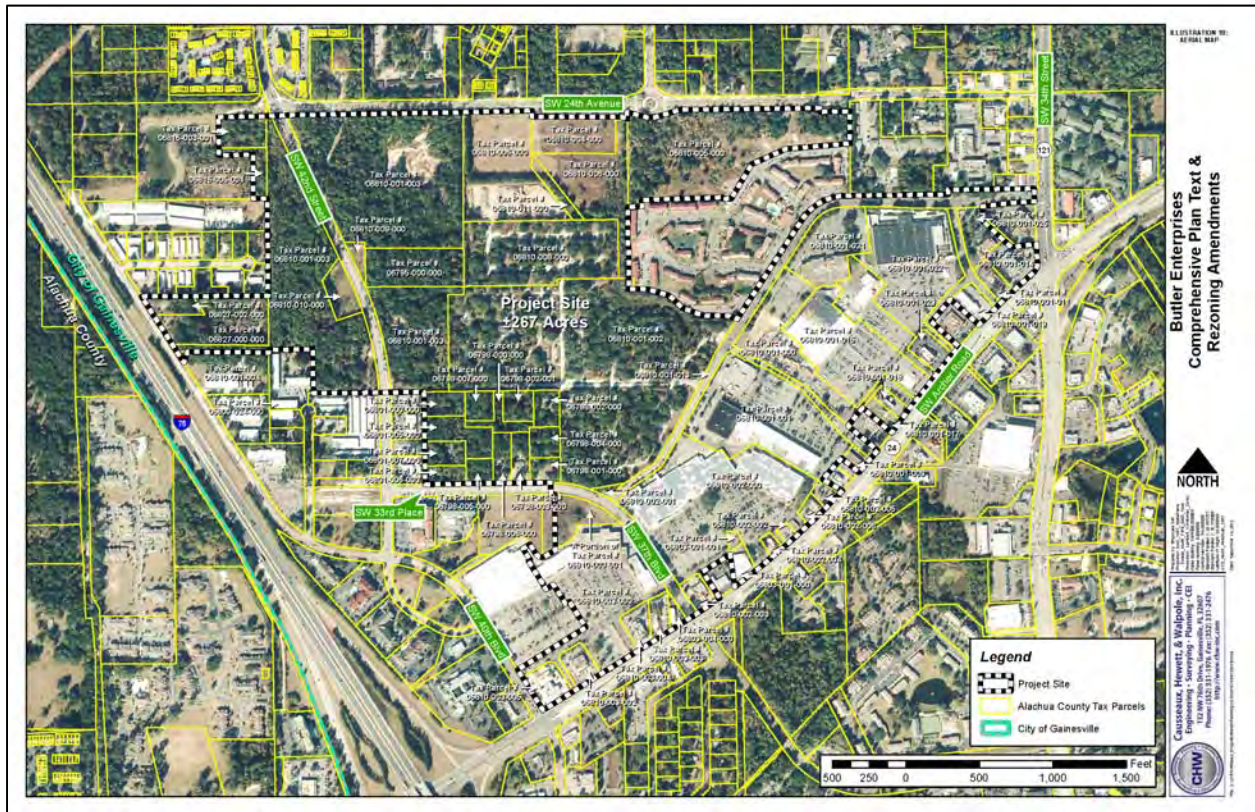


Figure 1: Site

The PD encompasses ±267.2 acres. Tables 3 and 4 identify the FLU and Zoning acreage changes, respectively:

Table 2: Future Land Use

From	To
PUD: ± 264 acres	PUD: ±267.2 acres
Commercial (C): ±1.38 acres	
Business Industrial (BI): ±1.82 acres	

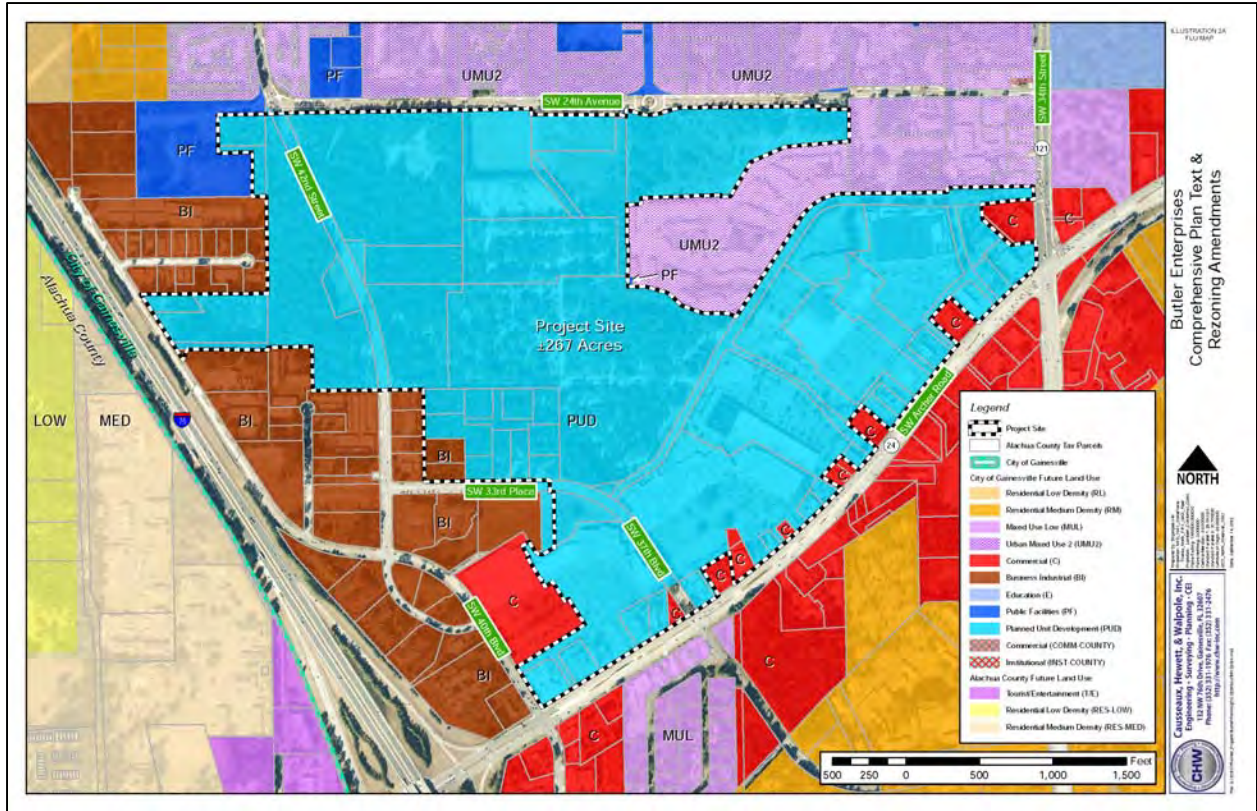


Figure 2: Existing Future Land Use

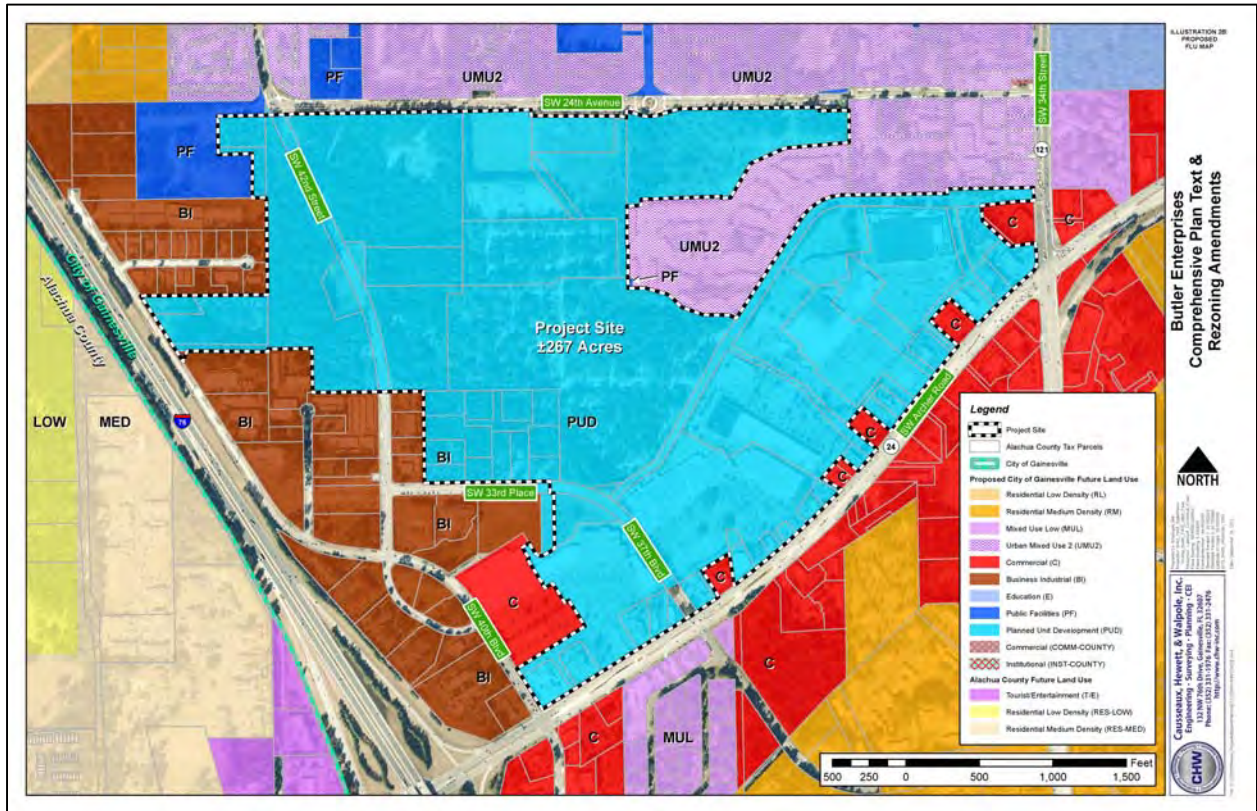


Figure 3: Proposed Future Land Use

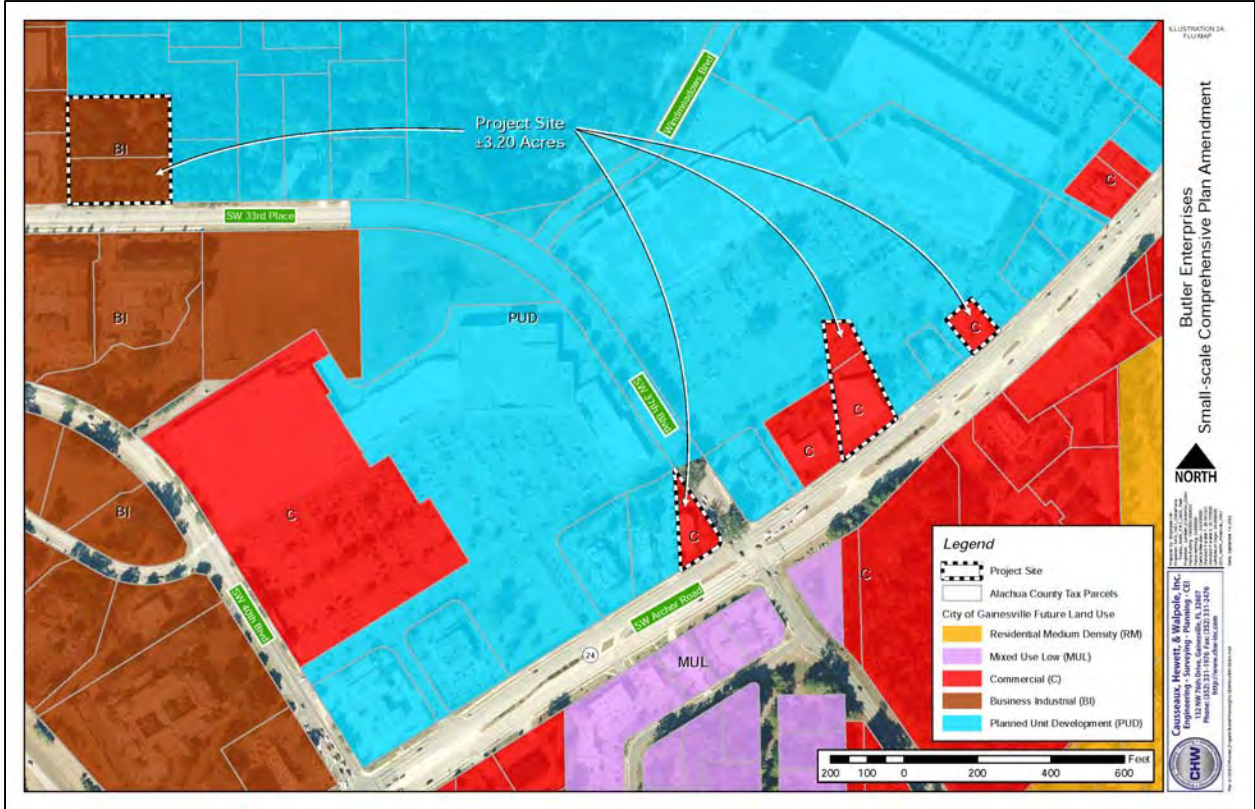


Figure 4: Existing Future Land Use Map (Zoomed for Clarity)

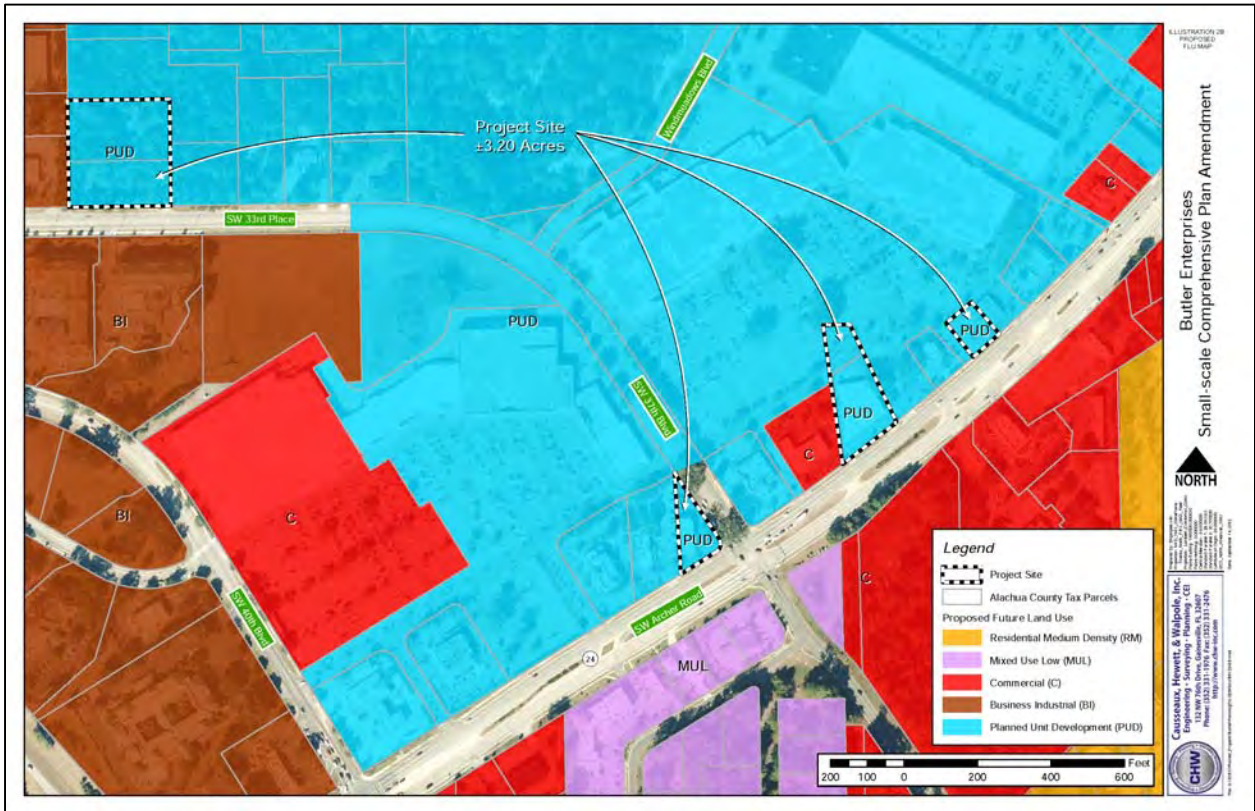


Figure 5: Proposed Future Land Use Map (Zoomed for Clarity)

Table 3: Zoning

From	To
PD: ±264 acres	PD: ±267.2
General Business (BUS): ±1.38 acres	
Business Industrial (BI): ±1.82 acres	

Surrounding FLU and Zoning designations are identified in Table 4. Generally, to the site's north is a mixture of undeveloped parcels and multi-family developments. To the site's south is the Archer Road commercial corridor. To the site's west are properties entitled for business/industrial uses, and include a self-serve car wash, a self-storage facility, an industrial park, and various offices. To the site's east are apartments and the SW 34th Street/Archer Road intersection, which includes various commercial uses (e.g. gas station, restaurants, retail, etc).

Table 4: Surrounding Future Land Use and Zoning Designations

Direction	Future Land Use Designation	Zoning Designation
North	Urban Mixed Use 2 (UMU 2)	Urban Mixed Use 2 (UMU 2) and Public Services (PS)
South	Commercial (C) and Mixed Use Low (MUL)	General Business (BUS), Mixed Use 1 (MU-1), and Planned Development (PD)
West	Business Industrial (BI) and Public Facilities (PF)	Business Industrial (BI) and Public Services (PS)
East	Urban Mixed Use 2 (UMU 2) and Commercial (C)	Urban Mixed Use 2 (UMU 2), Alachua County Residential Medium (RM), and Planned Development

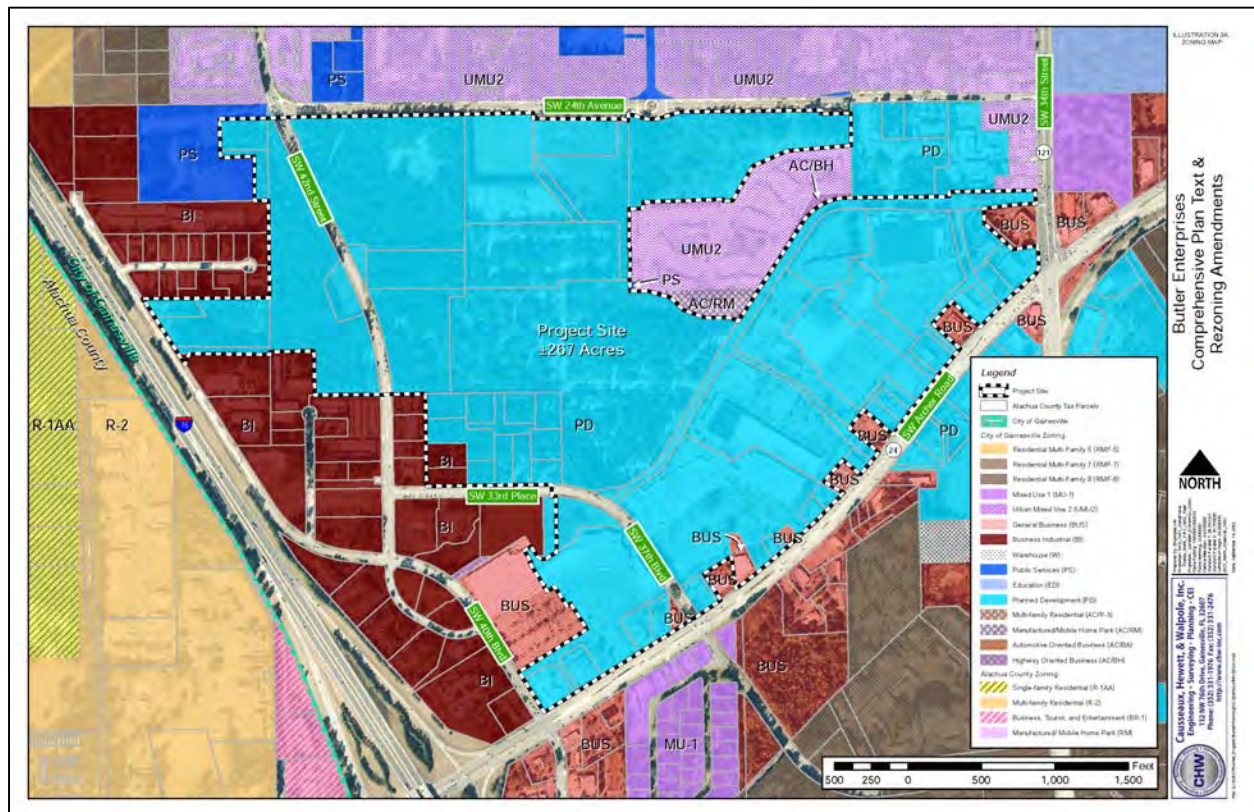


Figure 6: Existing Zoning

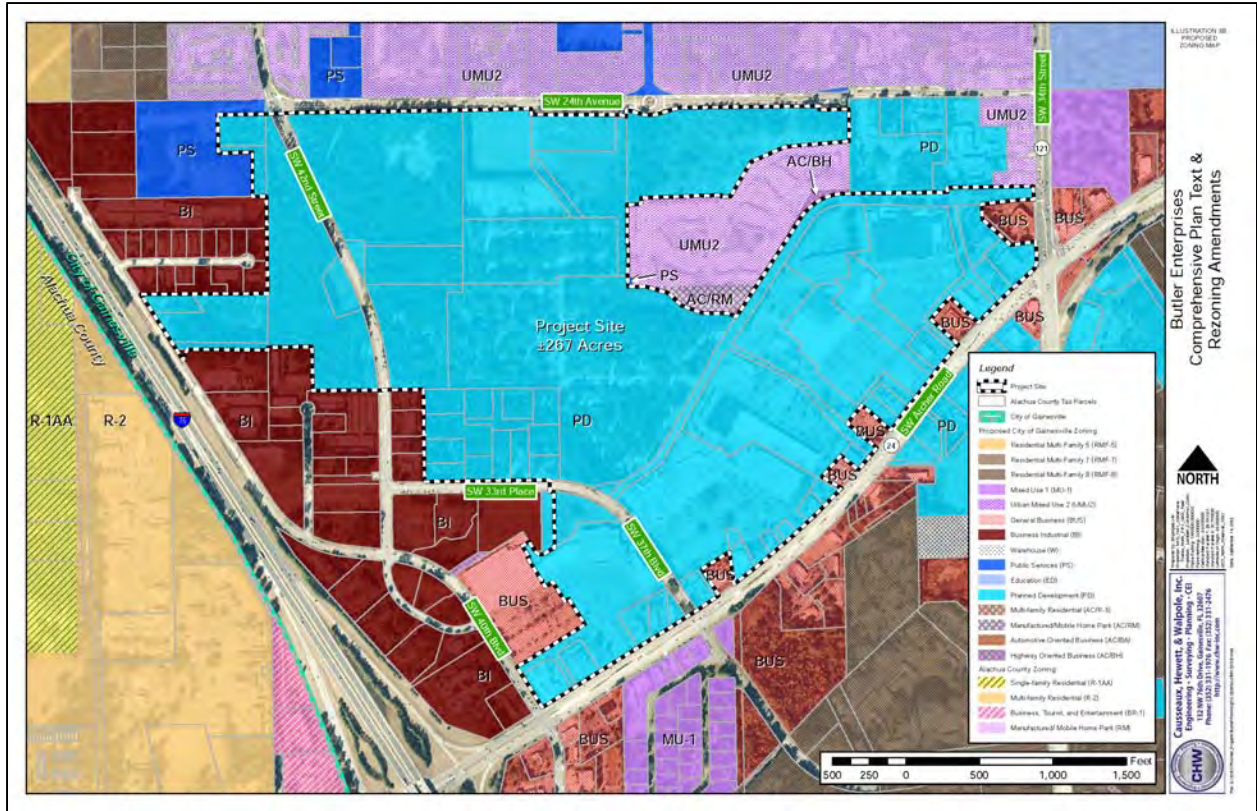


Figure 7: Proposed Zoning

Statistical Information (LDC §30-214(3)c.2.(ii))

Table 5 Entitlement Standards identifies the permissible residential and non-residential PD entitlements. The PD entitlements may be located in any Subarea, subject to the PD design standards outlined in Table 9.

Table 5: Entitlement Standards

Description	PD Total Area
Total Site Acreage	± 267.2
Entire PD maximum building coverage	30%
Individual parcel maximum building coverage	100%
Entire PD maximum impervious ground coverage	80%
Individual parcel maximum impervious ground coverage	100%
Maximum number of dwelling units	1,000 units
Nonresidential Uses	Commercial: 2,500,408 square feet Office: 250,000 square feet Hotel: 500 rooms

Table 6: Permitted Uses Table

Permitted Use	Additional Criteria
Single-family attached and multi-family, including accessory uses and amenities	N/A
All types of general, discount, and specialty retail	Subject to specific limitations as to building footprint maximums contained herein
All types of business, professional, and government offices	N/A
Hotels, motels, and bed & breakfast establishments	N/A
Restaurants and cafes, including sidewalk cafes and outdoor seating	N/A
Theaters	N/A
Nursing homes, assisted living facilities, and day care centers	N/A
Sale and service of beer, wine, and alcoholic beverages for either on-premises or off-site consumption	Land Development Code, Article VI
Veterinary and animal care services	Must occur within fully enclosed building
Temporary sales of motor vehicles with outdoor display and sales (e.g. "tent" sales)	N/A
New and used motor vehicle sales	Outside display or storage of vehicles is prohibited
Motor vehicle service and repair	Subarea 2B only
Up to two (2) wireless communications towers	Subarea 1A only Land Development Code, Article VI
Construction trade, landscape, and horticulture services	
Fuel sales	Subarea 2B only Land Development Code, Article VI
All types of business and professional services	N/A
Civic uses (e.g. museums, art galleries, schools)	N/A

The PD contains a provision for the inclusion of a Town Center within Subarea 2A as identified on the PD Layout Map. Additional Town Center development may occur throughout the remainder of the development. Upon completion of 550,000 square feet of new development within Subareas 1A and/or 1B, redevelopment within Subarea 2A will be consistent with Town Center standards. Town Center(s) shall be designed in accordance with the PD Development Standards contained in Table 9 and the Town Center Architectural Standards identified later in this Report. At a minimum, the following entitlements will be designed as part of a Town Center, noting that they count towards the PD's overall entitlements.

Table 7: Town Center Entitlements

Use	Minimum Square Feet
Commercial	200,000 square feet
Office	5,000 square feet
Hotel/Motel	No Minimum
Multi-family	No Minimum

The maximum cumulative development program for the PD is limited to 37,591 average daily trips. Up to 20% of the existing 12,224 average daily trips associated with existing development may be transferred to the same use in another Subarea. Uses may be exchanged per the below land use exchange matrix:

Table 8: Land Use Exchange Matrix

Change To Change From	Multi-Family (DU)	ACLF (Bed)	Hotel (Room)	Office (1,000SF)	Commercial (Subarea 1) (1,000SF)	Commercial (Subarea 2) (1,000SF)
Multi-Family (DU)	--	1.3577	0.5956	0.2419	0.1227	0.166
Hotel (Room)	1.6789	2.2795	--	0.4062	0.2060	0.2786
Office (1,000SF)	4.1337	5.6124	2.4621	--	0.5073	0.6860
Commercial (Subarea 1) (1,000SF)	8.1487	11.0637	4.8535	1.9713	--	1.3523
Commercial (Subarea 2) (1,000SF)	6.0258	8.1814	3.5891	1.4577	0.7395	--

PD Development Standards (LDC §30-214(3)c.2.(iv))

The following PD Development Standards are grouped by subject into subsections for design standards, signage, landscaping, and stormwater management.

Design Standards

The following items are general PD design standards. Table 9 contains specific design standards categorized by Subarea. Additional design standards for the Town Centers augment those identified in Table 9.

General PD Design Standards

1. No more than six (6) single retail use buildings with ground floor footprints exceeding 150,000 square feet shall be allowed within the PD. Single retail use buildings with ground floor footprints exceeding 150,000 square feet are only allowed in Subarea 1A and Town Centers, subject to a maximum ground floor footprint of 200,000 square feet for single-retail use buildings.;
2. Outside storage and display areas are limited to 25% of the primary use floor area, and may not be located within 50' of a public right-of-way or residential use;
3. Drive-throughs are permitted in all Subareas, providing that they meet specific development standards articulated in Condition 4 of the Ordinance;
4. With each development plan within the PD, pedestrian, and bicycle facilities shall be provided, the exact location of which will be determined during the development review process. All Subareas will include an interconnected system of sidewalks or multi-use paths sufficient to ensure pedestrian accessibility to all development, open or civic space, and the public realm. Pedestrian facilities shall link streets, buildings, parking and open space areas within and among the subareas. A network of sidewalks and street trees shall be provided on all internal streets (public and private);
5. Direct access onto SW 62nd Boulevard by individual parcels is prohibited;
6. One or more usable parks, squares, or plazas totaling at least 2 acres (with none less than 10,000 square feet) shall be provided within the PD;
7. When visible from the public realm, first floor of garages shall meet the articulation standards for the Subarea in which it is located;
8. Minimum building separations do not apply to mixed-use buildings;
9. Glass doors, building vestibules, and display areas are included in total façade surface area calculations;
10. Each use is required to contain operable entrances or access on the more primary street;
11. Mechanical equipment shall be located interior to buildings or on building roofs, and screened from public view;
12. A photometric and lighting design standards plan will be submitted as part of the development plan approval process;
13. Except for roadways subject to specific design standards as conditioned in the PD, roadways outside of the Town Center shall be designed in accordance with the urban street design standards identified in the *Lexicon of the New Urbanism*. Roadways within the Town Center shall be designed in accordance with the UMU-2/Urban Village standards; and
14. Maneuvering lanes/drive aisles shall contribute to the internal grid-system framework. Maneuvering lanes are vehicle use areas that connect off-street parking areas and typically provide sidewalks and landscaping on at least one side.

Table 9: PD Design Standards by Subarea

Development Requirements	Subarea 1A	Subarea 1B	Town Centers & Subarea 2A	Subarea 2B
Maximum Building Height	Eight (8) Stories			
Minimum Building Separation	Per Building Code			
Maximum Block Circumference (Perimeter)	N/A	2,000'	2,000'	N/A
Maximum Single-occupant Building Footprint (square feet)	200,000 ft ²	120,000 ft ²	No Maximum	200,000 ft ²
Minimum Street Building Frontage	N/A	50%	Main Street Frontages 70%,	N/A
Primary Street Build-To-Zone (measured from right-of-way line)	N/A	10'- 25'	10'-15'	N/A
Secondary Street Build-To-Line (measured from back of curb)	N/A	10' – 25'	10' – 15', except that build-to-lines may be extended to accommodate outdoor seating	N/A
Setbacks from perimeter properties not within the PD	25'	10' for residential, 25' for commercial and mixed-use	10' for residential, 25' for commercial and mixed-use	10'
Side/Rear Setbacks	25'	10'	N/A	N/A
Minimum Sidewalk Widths	5'	8'	8'	5'
Primary Street Frontage Minimum Glazing ⁽¹⁾	N/A	25% between 0' and 8'	See Town Center Architectural Standards	N/A
Secondary Street Frontage Minimum Glazing	N/A	20% between 0' and 8'	See Town Center Architectural Standards	N/A
Minimum Articulation on Primary Street Frontage	40'	30'	See Town Center Architectural Standards	N/A
Minimum Articulation on Secondary Street Frontage	50'	40'	See Town Center Architectural Standards	N/A
Off-street and Surface Parking	N/A	Set back minimum of 20' from SW 62 nd Boulevard; 50% maximum frontage along SW 62 nd Boulevard	Set back 20' when adjacent to Main Streets; Maximum of one (1) vehicular access per block	N/A
Minimum Designated Open/Green Space ⁽²⁾	10%	10%	10%	10%
Minimum Total Open/Green Space ⁽³⁾	20%	20%	10%	20%
Trash Receptacles and Loading/Unloading Area	Trash receptacles and loading docks shall be screened and not accessible from Primary Streets and located a minimum of 5 feet off of any Secondary Street, providing that odor and noise mitigation is in place, or 30 feet otherwise. Trash and recycling locations shall be defined and permanently screened with walls, fences, and/or landscaping. The height of trash and recycling collection devices shall not exceed screening height.			

⁽¹⁾ Doors, building vestibules, and display areas may be included in glazing calculations

⁽²⁾ "Designated Open/Green Space" includes stormwater management facilities when their perimeter includes public space (e.g. landscaping, hardscape, trails or paths) or amenities (e.g. landscape or hardscape), parks, trails or paths, and/or other public space (e.g. plazas, squares, public commons, and/or malls).

⁽³⁾ "Total Open/Green Space" includes all "Designated Open/Green Space", buffers, surface parking lot landscape islands, perimeter landscaping, and/or other pervious or semi-pervious areas.

Town Center Architectural Standards

In addition to the standards for Town Centers contained in Table 9, the following standards govern their design:

1. Build to Zones:

- a. Along Main Streets, buildings shall be located with a certain portion of the façade located within a defined zone from the street (Build to Zone). The Build to Zone is defined as a zone 10' minimum and 15' maximum from the road right of way line. Along Main Streets 70% of any block must have buildings occupying the build to zone.
- b. Where a pocket park or other significant amenity space is provided along a Main Street, the total length of the block shall be reduced by the dimension of the amenity along the street for purposes of calculating the coverage required in the build to zone.
- c. Certain building elements may be allowed to encroach on the minimum distance to the road right of way. The following elements or similar elements as approved by the planning staff are allowed to extend to within 6' of the road right of way.
 - i. Awnings
 - ii. Balconies at upper levels
 - iii. Bay or projected Show Window
 - iv. Vestibules
 - v. Outdoor exit stairs from upper floors

2. Outdoor Amenity Areas:

- a. Outdoor Amenity Areas shall be provided. Outdoor Amenity areas are defined as outdoor space not enclosed (can be roofed) that is used for any purpose except vehicular traffic or parking. To be counted as outdoor amenity space, the space shall have a minimum dimension of 9' in either direction. Outdoor amenity space shall comprise 10% of the total site area.
- b. Outdoor Amenity Areas can be provided above grade if accessible to the occupants of the building or to the public.

3. Parking Setbacks:

- a. Where parking is provided adjacent to a Main street, parking shall be setback from road right of way 20'. Vehicular access to parking shall be avoided along Main Streets; however, where necessary, parking access on Main Street shall be limited to one location per block.
- b. Where parking is provided adjacent to an access road, a setback of 10' shall be provided, and vehicular access to parking is not limited from access roads.
- c. Parking setbacks only apply at ground level, if elevated parking is provided it may extend to the build to zone.
- d. These requirements are not intended to restrict on-street parking.

4. Glazing/Transparency:

- a. Glazing shall be provided along the street level of buildings with frontage on a main street or access road. Glazing shall be 40% of the overall area from 3' -8' AFF of the building along a main street, and 15% of the overall area from 3'-8' AFF of the building along an access road.
- b. At upper levels of the building, glazing shall comprise 15% of the facade area facing main streets. The calculation shall be based on the 3'-8' AFF at each floor level.
- c. Glazing must be transparent or translucent. Translucent glazing must be backlit to be counted toward fulfilling this requirement. Not more than 30% of the required glazing area can be translucent.
- d. Show windows or similar design features may be used to meet this requirement
- e. Opaque or reflective glazing is not acceptable for compliance with this compliance.
- f. Shutters, blinds, or similar feature on the interior side of the glazing may be used.
- g. Glazing is not required on facades facing parking lots; however, the building articulation requirements must be met. See item 5 below.

5. Facade Articulation:

- a. The facade should be treated to avoid large expanses of uninterrupted wall area. A substantial change in material or at least a 1' change in plane is required at a spacing of 30' horizontally below 12' above finished floor, above 12' this dimension can be increased to 60'.
- b. Vertically the spacing should be 30' maximum.
- c. A change in paint color does not constitute a substantial change.
- d. This requirement applies to all building facades.

6. Public Entrances:

- a. Public Entries shall be provided on Main Street facades.
- b. Where a building has facades on two Main Streets, only one public entry is required; however, the glazing and articulation requirements must be met on all facades.
- c. Corner entrances are acceptable to satisfy this requirement.
- d. Public entries are not required on access roads.
- e. Entry doors shall provide a minimal amount of cover from weather in the form of a recess, awning, or similar feature.

7. Building Materials:

- a. Primary (75% min of wall surface) Clay masonry (brick or tile), Stone (native or synthetic), Glass storefront or curtain wall systems, Stucco, EIFS (above 12' finish floor or adjacent grade whichever is higher), Cast Stone masonry, Precast concrete.
- b. Secondary (25% maximum of wall) GFRC (trim and accents) Metal, split-face block, Glass block
- c. These materials apply only to the visible portions of the exterior facades.
- d. Visible roofs shall be constructed of one of the following materials. Clay roof tiles or standing seam metal.

8. Screenwalls and Retaining Walls:

- a. Screenwalls and retaining walls shall be constructed of materials similar to those used on the adjacent buildings.

9. Building Heights:

- a. Building story limits do not apply to uninhabited functional space such as mechanical penthouses, unoccupied attic space, or similar areas.

10. Awnings:

- a. Awnings can be installed on the building facade.
- b. Acceptable materials for awnings include:
 - i. Metal
 - ii. Fabric
 - iii. Glass or Acrylic.
 - iv. Wood
- c. Awnings cannot be used to comply with the building articulation requirements unless they are considered permanent components of the building.

Unified Signage Plan (LDC §30-214(3)c.2.(vi))

All signage shall, at a minimum, meet the City's sign regulations in effect at the time of development plan approval. All proposed signs shall be classified as a sign type identified in the City's sign regulations and shall meet the maximum sign dimensions, area, and other design standards for that type of sign, noting the following:

1. Any application for proposed signs or modifications to signage jointly shared by Regency Windmeadows Limited Partnership and Butler Enterprises or their legal successor and/or applications modifying signage for their respective tenants, specifically including the multi-tenant sign located at the intersection of Butler Boulevard (also known as SW 35th Boulevard) and Archer Road, shall include the signature or written consent of co-applicants Regency Windmeadows Limited Partnership and Butler Enterprises, or their legal successors;
2. Existing non-conforming signs within Subareas 2A and 2B are allowed to replace the face of signs without reducing the sign dimensions or reconstructing the entire sign;
3. Signage along SW 62nd Boulevard and Windmeadows Boulevard shall be calculated at a rate of 1 square-foot per 1 linear foot of frontage to a total maximum area of 173 square feet of free-standing signage per any one individual parcel. No individual free-standing sign shall exceed 96 square feet in area. No freestanding signs (other than pedestrian directory signs and vehicular directional signs) shall be permitted along the main street within a Town Center.
4. Any businesses may be advertised on the primary monument signs located at the street entrances along the exterior of these Subareas of which it is part. Further, any business may advertise on the three (3) primary development signs located at the intersections of Archer Road/SW 62nd Boulevard, Archer Road/Butler Boulevard, and Windmeadows Boulevard/SW 34th Street.
5. The following signs, unique to this PD, do not require a sign permit and shall not be counted against the maximum signage otherwise allowed for the PD pursuant to this Ordinance or the Land Development Code.
 - a. A total of four Landmark Identification Features are allowed within the PD – one each within Subareas 1A, 1B, 2A, and 2B. These features shall be limited to a maximum height of 24 feet and shall only display the name of the overall PD development (for example, Butler Planned Development) or the name of the Subarea–within the PD development (for example, Butler Town Center). Each Landmark Identification Feature may have a maximum of four sides, with a sign area on each side, and each sign area shall be limited to a maximum of 20 square feet. The Landmark Identification Features shall be located a minimum of 50 feet away from any other free-standing sign. Any Landmark Identification Feature along Archer Road shall require the removal of existing identification signage at that same location, and the final design and placement of these Landmark Identification Features shall be subject to review and approval by the City during development plan review.

- b. Pedestrian and customer directories are allowed within the PD. The number and location of such pedestrian directories shall be subject to review and approval by the City during development plan review. A pedestrian directory is defined as a freestanding or wall-mounted sign that displays only a map with a directory of stores or offices located within the PD, or within a portion of the PD, to orient and guide pedestrians. A pedestrian directory is limited to a maximum of 32 square feet of sign area and at a maximum height of sixteen (16) feet.
5. Architectural allowances are allowed for primary and secondary monument signs within the PD. The architectural allowances of 18 inches on the top of the sign and 12 inches on each side of the sign shall not count toward the maximum allowed sign area, and may exceed the maximum height by 18 inches. The architectural allowance shall not include any portion of text, logo, or other advertising material. The ground area between three and five feet away from the support base for monument signs shall be planted with appropriate landscaping materials with the intent of creating an aesthetically pleasing and visually compatible landscaped area around the sign. In addition, primary monument signs are permitted a 20% size bonus in sign area to encourage the use of monument signs instead of other forms of ground-mounted signs.
6. As an alternative to the signage standards specified in the PD, the owners have the option of submitting a Master Signage Plan, subject to review and approval by the City Commission.

Tree Preservation and Landscaping

Tree Preservation

Tree preservation should be an integral part of the PD. Except as specifically provided in this Ordinance, all new development within the PD will, at a minimum, meet the City's tree preservation regulations in effect at the time of development plan approval.

1. Within Subareas 1A and 1B: At least 25% of the high quality Heritage Live Oaks in excellent or good condition as identified on the September 4, 2009 Qualitative Tree Survey that are located in the undeveloped areas within the PD shall be preserved. Trees that are located within proposed or existing street rights-of-way shall be included in this calculation. Of the trees required to be preserved, at least 37 trees should be located within Subareas 1A and 1B identified on the PD Layout Map. With each development plan approval, it must be demonstrated that the minimum 25% tree preservation standard has been met with the combined developments at that point.
2. Within Subareas 2A and 2B: All 13 high-quality Heritage Live Oaks identified on the Qualitative Tree Survey within Subarea 2A and 2B, as well as the existing Live Oaks along Windmeadows Boulevard, shall be preserved, except where the preservation of individual trees is determined to be infeasible at development plan review by the appropriate reviewing entity.
3. An area equal to $\frac{2}{3}$ of the area under the canopy drip line of Heritage Trees that will be preserved must be protected from significant grading changes (as determined by the City manager or designee), unless a water air exchange system or other measure deemed adequate by the City manager or designee is installed for the Heritage Tree. A certified arborist must be present during construction activities that require mechanical construction equipment and are occurring within the $\frac{2}{3}$ drip line as defined herein.

4. Tree mitigation calculations for Heritage Trees of high quality species in good or excellent condition that are removed will be required on an inch-for-inch basis. Tree mitigation for non-Heritage regulated trees shall not be required. A tree survey of non-heritage trees will not be required.

Landscaping

Landscaping should be an integral part of the PD, defining major entryways and vehicular and pedestrian corridors, and serving to screen parking and service areas from the street and adjacent uses. Landscaping that is adjacent to streets and sidewalks shall include shade trees and shrubs that frame these corridors. Except as specifically provided in this Ordinance, all new development within the PD will, at a minimum, meet the City's landscaping regulations in effect at the time of development plan approval.

1. When a parking area for motor vehicles is adjacent to a public or private street, it shall be buffered with a garden wall 3 feet in height in order to enclose the portion of the parking exposed. Alternatively, landscaping 3 feet high within twelve months of planting may be used if it adequately defines the street corridor and screens the parking area with at least 75% opacity. However, such walls and/or landscaping must be broken up at intervals no greater than 100 feet to allow pedestrian access.
2. All parking lots shall contain landscaped islands at least nine feet in width occurring no more than 135 feet apart. The placement of landscaped areas throughout the interior of the paved area shall average one landscaped island for each ten parking spaces. Each required interior landscaped area shall be a minimum of 140 square feet in size with no dimension less than nine feet and contain at least one shade tree. Such tree(s) shall be located within the landscaped area to maximize the shading of the pavement.
3. High quality shade street trees from the Gainesville Approved Tree List shall be planted, subject to the following requirements:
 - a. Street trees shall be spaced at a minimum of every 50 feet on average on both sides of the street, providing that the distance between street trees shall not exceed 80 feet or be less than 25 feet;
 - b. Street trees shall be 2 inch minimum caliper at the time of planting and shall be of a variety which will grow to an average mature spread of 20 feet or greater, unless a columnar variety is approved during development plan review;
 - c. Street trees shall be included in tree lawns (rather than tree gates) at least 8 feet in width on SW 62nd Boulevard, SW 38th Terrace/SW 30th Avenue, and along Windmeadows Boulevard and SW 37th Boulevard where these streets are adjacent to new development;
 - d. Where on-street parking is provided, trees may be located within 8 foot-wide bulb-outs that are separated by parking spaces, as long as the required total number of street trees are still included along the street length;
 - e. The required high-quality shade trees may be provided within tree grates on all other streets and drives within the development. Tree grates should be a minimum of 18 square feet in area, and trees shall be planted no closer to the

streets than allowed by the Local Governments Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways;

- f. Where required street trees are located adjacent to buildings, arcades, or other structures, they should be provided sufficient space to allow for the canopy of the shade tree to reach at least half of the dimension of the mature urban height as indicated on the Gainesville Approved Tree List; and
 - g. All street trees shall be required to provide 140 square feet of root room to a minimum depth of 3 feet, filled with rootzone media characterized by soil texture and structure appropriate for tree root growth.
4. Where 8 foot-wide planting strips will not be provided between head-to-head parking rows, an alternative proposal to provide the combined planting areas shall be proposed during development plan review. The alternate landscaped area shall be located within or adjacent to the vehicular use area, and an equivalent planting area and number of shade trees shall be proposed. In Subarea 1A, all head-to-head landscape strips may be eliminated using an alternative proposal submitted as part of development plan review. However, all other Subareas shall in no case propose more than two consecutive sets of head-to-head parking rows without a planting strip. Approval shall be subject to the determination of the reviewing entity that the modified proposal will provide a level of shading within the paved parking areas that is at least equivalent to what would be provided by the 8 foot-wide planting strips.
 5. No parking lot lights or utility infrastructure (including transformer boxes and underground water or sewer pipes) shall be placed within required parking lot landscape islands, unless the size of such islands is expanded so that the following criteria are met: the required high quality shade tree has a minimum of 140 square feet area above and below ground (with no pavement, building footers, canopies, balconies, and overhead or underground utility lines located in this area); separation requirements are met for underground utilities; a minimum 10 foot separation is provided from parking lot lighting; and spatial separation requirements are met for fire hydrants.

Stormwater Management Facilities

Stormwater facilities serving individual buildings or developments are allowed within all areas. Final stormwater locations shall be determined based on a master stormwater plan to be prepared by the owner/developer and subject to review and approval by the City.

1. Prior to development plan approval for the first phase of development, the owner/developer shall provide a master plan for stormwater management and open space.
2. Stormwater facilities shall satisfy the requirements of the St. Johns River Water Management District and the City's Land Development Code. The edges of the stormwater basins along public streets shall also be designed to function as linear parks. Wet basins shall include littoral zones for 20% of the basin perimeter, and dry basins shall be designed with an initial tier, or forebay, or other stormwater system component that is designed to capture the majority of sediments. Where the basins are adjacent to street frontages, they shall provide the required landscaping for stormwater basins as well as the required street buffer landscaping. Every 500 feet of basin perimeter shall

include a basic pedestrian amenity, such as a bench and trash receptacle. Chain link fencing shall not be used in or around basins.

3. During development plan review, each new development (excluding public right-of-way and private streets), shall demonstrate the use of Low Impact Design (LID) Best Practices stormwater techniques or techniques contained within a published or professionally recognized LID manual. The PD shall be designed to ensure that at least 25% of the runoff from parking areas is pre-treated before discharge to the master system using a LID. From the time LID system components are installed, the property owner shall thereafter maintain the LID system components in good and working order.
4. Within all development in the PD, impervious areas shall be reduced by utilizing the minimum sizes for parking spaces and drive aisles where possible.

Development Schedule (LDC §30-214(3)c.2.(v))

Timing of infrastructure improvements/modifications are based on development thresholds, some of which have been memorialized in the executed Transportation Concurrency Exception Area (TCEA) Agreement.

Infrastructure Timing Requirements

The owner/developer shall, at its sole expense, complete certain infrastructure and improvements at certain development stages as follows:

- a. Prior to adoption of PD the Ordinance, amend or re-execute an Agreement to Construct Transit Transfer Station and Park-And-Ride.
- b. The developer will convey to the City lands for the following rights-of-way, the timing of which is subject to the ensuing conditions contained herein:
 1. SW 62nd Boulevard from the PD's western boundary to SW 33rd Place;
 2. SW 38th Terrace from SW 24th Street to SW 42nd Street;
 3. SW 42nd Street from the PD's southern boundary to SW 62nd Boulevard;
 4. SW 30th Avenue from SW 40th Boulevard to SW 42nd Street; and
 5. Ten (10) feet of additional right-of-way adjacent to, running parallel with and on the eastern side of Southwest 62nd Boulevard extension (Currently SW 37th Boulevard) from Archer Road to Windmeadows Boulevard. The value of the right-of-way shall be established by appraisal as of the date of application for development plan review for redevelopment in Subarea 2B. The owner shall obtain the appraisal, at its sole expense, and shall provide a copy to the City for its review and approval. If the appraisal is approved by the City, the appraised value shall count toward meeting the transportation mobility program requirements in effect at the time of development plan approval of the redevelopment. The credit for transportation mitigation shall not be given until the dedication occurs.

- c. Within one year of the first building permit being issued Subarea 1A or 1B, construct the below listed improvements within Subarea 2A and 2B (as identified in the PD Layout Map attached as Exhibit “F” to the Ordinance) No further building permits shall be issued in any Subarea of the PD until the improvements are completed.
 - 1. Where FDOT has eliminated median openings in Archer Road the obsolete turn lane entrances in the PD will be renovated to replace some asphalt with pedestrian features and landscaped open space; and
 - 2. Proposed sidewalks as shown on Exhibit “J” to the Ordinance.
- d. Prior to issuance of the first certificate of occupancy (CO) for any new building in Subarea 1A or 1B:
 - 1. The Developer shall construct a southbound left turn lane at the Archer Road/I-75 interchange, subject to review and approval by the Florida Department of Transportation (FDOT); or
 - 2. Execute an agreement with FDOT for the FDOT to construct or have constructed the appropriate Archer Road/I-75 interchange modifications as determined by FDOT staff.
- e. Prior to the first CO being issued in Subarea 1A or 1B (as identified in Exhibit “F” to the Ordinance), construct a transit transfer station and a 50-space park-and-ride lot (with landscaping and pedestrian connections to the transfer station) with two access points on public streets. Upon inspection and acceptance by the City, the owner/developer shall convey the transit transfer station and the 50-space park-and-ride lot to the City, at no cost to the City. The owner/developer shall pay all costs associated with the transfer.
 - 1. The transit transfer station and the 50-space park-and-ride lot location shall be determined at time of development plan approval, subject to approval and acceptance by the City of Gainesville. The maximum combined area required for the transfer station and park-and-ride lot shall be two (2) acres, including required stormwater management. Prior to second reading of this Ordinance, the owner/developer shall execute a developer agreement that specifies the minimum development standards, conveyance and easement requirements, and surety requirements for the transit transfer station and park-and-ride lot.
 - 2. The cost that the owner/developer shall be required to expend for the design, development approvals and construction (excluding land costs) of the transfer station shall not exceed \$1,250,000. The station shall include separate public and RTS staff restroom facilities, bicycle racks and storage, route map/information kiosks, minimum number of bays necessary to accommodate 6 buses and amenities for rider convenience including shelter, landscaping, lighting, seating, and trash receptacles.

- f. Prior to the first CO being issued in Subarea 1A or 1B as identified in the PD Layout Map, construct and upon inspection and acceptance by the City, convey (if a public right-of-way) to the City, at no cost to the City, the following:
1. SW 62nd Boulevard from Archer Road to SW 24th Avenue, including all of the required intersection modifications at Archer Road, Windmeadows Boulevard/SW 33rd Place, SW 42nd Street, and SW 24th Avenue, consistent with Exhibits “F” and “G.” If the owner/developer elects to defer construction of the dedicated transit lanes within the SW 62nd Boulevard median from SW 24th Avenue to Windmeadows Boulevard, the owner/developer shall provide the City with security in one of the forms specified in Sec. 30-186 of the City’s Land Development Code (as that section may be amended or renumbered from time to time) and such security shall be equal to 120 percent of the estimated cost of construction for the dedicated transit lanes. Such security is required to ensure construction shall occur no later than the construction of dedicated transit lanes on SW 62nd Boulevard between SW 24th Avenue and SW 20th Avenue.
 2. SW 42nd Street from SW 38th Terrace to SW 62nd Boulevard shall be reconstructed in accordance with Exhibits “F” and “G.”
 3. SW 30th Avenue from SW 40th Boulevard to SW 42nd Street, consistent with Exhibits “F” and “G” to the Ordinance, which shall include a 12-foot wide section of the Archer Braid Trail designed as an “urban walkway” as illustrated by Exhibit “G” to the Ordinance.
 4. If all of the specific improvements numbered 1 – 3 above are under construction and all are within three months of being completed (except for the dedicated transit lanes which may be deferred as set forth in 1), as determined by the City Public Works Department, a CO may be issued for any development provided the owner/developer provides the City with security in one of the forms specified in Sec. 30-186 of the City’s Land Development Code (as that section may be amended or renumbered from time to time) and such security is equal to 120 percent of the estimated costs of the remaining construction, and further provided the necessary traffic control signage is installed if the roadway is sufficiently complete to be open to traffic.
- g. Prior to any CO being issued within Subarea 1B, construct and upon inspection and acceptance by the City, convey (if a public right-of-way) to the City, at no cost to the City, the following:
1. SW 38th Terrace between SW 62nd Boulevard and SW 24th Avenue, consistent with Exhibits “F” and “G” to the Ordinance, and which shall include a 12-foot wide section of the Archer Braid Trail. The full extent of SW 38th Terrace within the PD shall be dedicated, at no cost to the City, as a public street following inspection and acceptance by the City. SW 38th Terrace shall include additional measures for the protection of bicyclists (such as, but not limited to, signage and pavement markings) crossing the intersection at SW 62nd Boulevard and SW 38th Terrace.
 2. Signalization and westbound, left turn lane modifications at the intersection of SW 38th Terrace and SW 20th Avenue in accordance with the City’s Traffic Management System (TMS) standards and the Highway Capacity Manual,

providing that such improvements have not already been completed by other developers.

3. An "urban walkway" designed in accordance with Exhibits "F" and "G" to the Ordinance between SW 62nd Boulevard and SW 24th Avenue. The full extent of the urban walkway within the PD shall be dedicated, at no cost to the City, as a public right-of-way following construction and acceptance by the City.
 4. Operational and safety modifications (OSM) to the intersections of SW 34th Street and Windmeadows Boulevard, SW 34th Street and SW 24th Avenue, SW 34th Street and SW 20th Avenue, Archer Road and SW 40th Boulevard, and SW 40th Boulevard and SW 42nd Street. All OSM shall be based upon an updated traffic study prepared by the owner/developer, subject to review and approval by the City's Public Works Department.
 5. If all of the specific improvements numbered 1- 5 above are under construction and all are within three months of being completed, as determined by the City Public Works Department, a CO may be issued for any development provided the owner/developer provides the City with security in one of the forms specified in Sec. 30-186 of the City's Land Development Code (as that section may be amended or renumbered from time to time) and such security is equal to 120 percent of the estimated costs of the remaining construction, and further provided the necessary traffic control signage is installed if the roadway is sufficiently complete to be open to traffic.
- h. Prior to any CO issued within Subarea 1A, construct and upon inspection and acceptance by the City, convey to the City, at no cost to the City a section of SW 38th Terrace between SW 42nd Street and SW 62nd Boulevard in accordance with Exhibits "F" and "G" to the Ordinance. If SW 38th Terrace is under construction and is within three months of being completed, as determined by the City Public Works Department, a CO may be issued for any development provided the owner/developer provides the City with security in one of the forms specified in Sec. 30-186 of the City's Land Development Code (as that section may be amended or renumbered from time to time) and such security is equal to 120 percent of the estimated costs of the remaining construction, and further provided the necessary traffic control signage is installed if the roadway is sufficiently complete to be open to traffic.
 - i. Prior to the second CO being issued in Subarea 1A, construct and upon inspection by the City convey to the City at no cost to the City a section of SW 30th Terrace between SW 62nd Boulevard and SW 42nd Street consistent with Exhibits "F" and "G" to the Ordinance.
 - j. At the time of development plan review within Subarea 1B, at least one direct vehicular access shall be coordinated with the Windmeadows Apartments development to the east. At a minimum, property shall be reserved in the appropriate locations to allow for the future establishment of vehicular access at the time when the Windmeadows property owner is willing to allow for such connections or the Windmeadows property is redeveloped.

- k. With the first development plan review for the redevelopment of Subarea 2A as a Town Center, construct at least one mid-block textured pedestrian crosswalk (with curb ramps) across Windmeadows Boulevard. The design and location of this crosswalk shall be determined by the City Planning and Public Works Departments during development plan review.
- l. When the new net average daily trip generation threshold reaches 9,775 trips, the owner/developer shall commence an Interchange Modification Report (IMR) for the Archer Rd/I-75 interchange. The IMR shall be completed within 18 months from when it is commenced.
- m. Development plans within the PD that affect bus transportation routes shall be reviewed by RTS to evaluate and specify the requirements for the owner/developer to construct new transit stops or improvements to existing transit stops. The location of transit stops shall be convenient and highly visible. The transit stops shall be designed, with amenities such as, but not limited to shelter, lighting, seating, trash receptacles and bicycle racks. The cost of any new transit stops or improvements to existing transit stops shall be creditable toward the transit proportionate fair share required for the PD as set forth in Condition 12.
- n. During the period between the start of roadway construction on the public roads and final acceptance of the public roadways by the City, including the conveyance of the associated rights-of-way, the owner shall be responsible for the maintenance and safe operation of the roadway facilities and directly associated lands. In order for the City to give final acceptance of the constructed roadway facilities and acceptance of the associated right-of-way, the owner shall provide to the City a maintenance surety consistent with Sec. 30-186(f) of the Land Development Code (as that Section may be amended or renumbered from time to time.)

Enumeration of Differences (LDC §30-214(3)c.2.(vii))

Table 10: Enumeration of Differences

Use	Current	Proposed
Commercial	2,500,408 square feet	2,500,408 square feet
Office	250,000 square feet	250,000 square feet
Hotel/Motel	500 rooms	500 rooms
Multi-family	1,000 units	1,000 units

PD Objectives (LDC §30-211(b)(1-7))

1. Permit outstanding and innovative residential and nonresidential developments with a building orientation generally toward streets and sidewalks; provide for an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design which encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as narrow streets, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.

Response: PD Design Standards are incorporated into the PD Report, with additional standards included as exhibits to the Ordinance, including: Exhibit "G" *Specific Street Sections*, Exhibit "H" *Lexicon of the New Urbanism*, Exhibit "I" *Town Center Standards*, and Exhibit "J" *Subarea 2A and 2B Proposed Sidewalk Plan*. In general, all subareas within the PD will be interconnected. Further, the PD will incorporate sidewalks and a multi-use path connecting to the Archer Braid Trail to promote non-motorized and pedestrian travel.

2. Provide flexibility to meet changing needs, technologies, economics and consumer preferences.

Response: In order to promote compatibility of uses and good urban form, the PD is divided into north, south, east and west Subareas. Each Subarea has development standards. In order to allow for flexibility, incorporated into the PD is a *Land Use Exchange Matrix* (Table 8). This table adds flexibility, allowing the PD to respond to changing needs, technologies, economics, and other market conditions. Equally, this table also ensures that the Butler PD is developed with a mix of uses.

3. Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.

Response: The PD will include a system of pedestrian paths, sidewalks, and multi-use paths throughout the development. Pedestrian paths shall be incorporated into the stormwater management areas and the active park area on the north side of the PD, and shall also run from the intersection of SW 62nd Boulevard and SW 24th Avenue to the easternmost extent of the PD. Roadways, as illustrated by Attachment 'A', will be designed with features otherwise not required by the LDC.

4. Lower development and building costs by permitting smaller networks of utilities, a network of narrower streets, and the use of more economical development patterns and shared facilities.

Response: The northern half (Subareas 1A and 1B), although relatively large, is essentially an infill and redevelopment project and an extension of the existing Butler Enterprises (Subareas 2A and 2B). The roadway and utility frameworks exist along the peripheries of the PD's undeveloped portions. Consequently, there are lower roadway and utility costs associated with interconnecting services within the PD's undeveloped portions than if the site was located outside of Alachua County's urban services boundary.

5. Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.

Response: The PD functions as a single, master-planned development. The existing TCEA agreement requires that a substantial amount of infrastructure be built in concert with the first 400,000 square feet of development. Design and construction of the utilities and master stormwater facilities coincides with roadway design and construction. Because of this master planning, the inefficiencies of piecemeal development, that would otherwise occur, are avoided.

6. Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.

Response: Table 9 identifies development standards, including maximum building footprints, maximum building heights, and minimum glazing standards, etc. by subarea. Additionally, there are specific design standards for Town Center development.

7. Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.

Response: The PD will include a system of pedestrian paths, sidewalks, and multi-use paths throughout the development. Pedestrian paths shall be incorporated into the stormwater management areas, and shall also run from the intersection of SW 62nd Boulevard and SW 24th Avenue to the easternmost extent of the PD. Roadways, as illustrated by Attachment 'A', will be designed with features otherwise not required by the LDC.

Minimum Requirements for Rezoning to PD (s. 30-213)

This PD satisfies the minimum requirements for a PD Rezoning as set forth in LDC s. 30-213, with specific reference to s. 30-213(1) below:

1. *Unique and promoted by Comprehensive plan. The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city Comprehensive Plan, except it may require a land use change. Other options available under the existing zoning district(s) in the city land development code would not allow the use and associated design elements of the proposed project.*

Response: The proposed development is unique in that it is simultaneously new development and redevelopment. The northern ½ of the development is essentially undeveloped. The southern ½ is existing commercial development. Further, the southeastern Subarea 2A is proposed for a Town Center, requiring the razing of a substantial portion of the existing commercial development. The fundamental challenges are:

1. Creating a seamless transition between the developed and undeveloped subareas;
2. Including development parameters and provisions to ensure a unified aesthetic; and

3. Offer flexibility in development without sacrificing internal and external compatibility.

Neither the LDC nor the Comprehensive Plan includes general provisions necessary to meet the aforementioned challenges. Therefore, both a Planned Use District (PUD) Future Land Use (FLU) category and Planned Development (PD) Zoning district are necessary. As with the relationship between generalized FLU categories and Zoning districts, the PD district standards are consistent with the companion PUD in which it is located.

Requirements & Evaluation of Planned Development (s. 30-216)

- (1) Conformance

- A. Conformance with PD Objectives

This PD is consistent with the PD Objectives set forth in the City of Gainesville Land Development Code. Please refer to Section 30-211(b)(1-7), PD Objectives for more detailed information on how this application conforms with the PD Objectives.

- B. Consistency with the Comprehensive Plan

This PD is consistent with the Comprehensive Plan, with particular emphasis on the following Objectives and Policies:

Concurrency Management Element

Objective 1.1: The City establishes the Gainesville Transportation Concurrency Exception Area (TCEA) with sub-areas designated Zone A, B, C, D, E and M as shown in Map 1.

Response: The developer has entered into a TCEA agreement for the first 400,000 square feet of development. Subsequent TCEA agreements (or multimodal agreements if adopted) will be entered into as development proceeds.

Future Land Use Element

Policy 1.1.2: To the extent possible, neighborhoods should be sized so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

Policy 1.2.3 The City should encourage mixed-use development, where appropriate.

Policy 1.2.12: The Transportation Concurrency Exception Area (TCEA) shall be designated on the Future Land Use Map Series. All development within the TCEA shall meet the standards set in the Concurrency Management Element. Transportation concurrency exceptions granted within the TCEA shall not relieve UF from meeting the requirements of 240.155 F.S. and the levels of service established for streets within the UF transportation impact area.

Policy 1.4.3 Mixed-use development should emphasis transit design and compatible scale – compatible scale especially when facing each other.

Response: The PD has mandates for walkability and pedestrian-scale development and building orientation. The PD is a large mixed-use development that will allow the creation of a substantial number of full- and part-time jobs. The mix of uses will serve both the day to day needs of the surrounding development while also serving Gainesville, Alachua County, and adjacent communities. Existing transit and TCEA agreements ensure that public transportation is an integral component of the PD.

Transportation Mobility Element

Policy 1.1.12 New development will be encouraged to provide non-motorized vehicle and non-street connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

Policy 2.1.7 Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties.

Policy 3.1.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.

Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the City.

Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County in County efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Waldo Rail-Trail, the Gainesville-Hawthorne Rail-Trail, and the Archer Road corridor.

Policy 7.1.5 The City shall use the Transportation Concurrency Exception Area as shown in the Transportation Mobility Element map series to encourage redevelopment within the city, and to promote transportation choices.

Response: The PD has mandates for walkability and pedestrian-scale development and building orientation. Existing transit and TCEA agreements ensure that adequate public transportation is an integral part of the PD. The PD Layout Map identifies an extension of the Archer Braid Trail being designed, constructed, and dedicated at the owner's/developer's expense. This provision is enforced by conditions of the PD Ordinance. Buttressing the Archer Braid Trail requirement is the provision that the overall development be designed with bicycle and pedestrian interconnectivity.

(2) Concurrency

Response: There are no additional entitlements being sought in excess of the currently approved development. Therefore, the net impact is zero.

(3) Internal Compatibility

Response: The PD obtains internal compatibility through a common plan for development, development standards, unified signage requirements, and common roadway design standards. Architectural controls will be a fundamental part of the development.

(4) External Compatibility

A. Compatible Uses

Response: The PD brings a variety of uses to the Archer Road/SW 34th Street commercial corridor. The specialty retailers, general commercial, office, hotel, and residential target are tied together by a common plan for development.

B. Development Design

Response: The ±267.2-acre site consists of a horizontal and, potentially, vertical mixed-use development tied together by a unified development plan. PD provisions ensure that the development is internally compatible and not fragmented nor fractured. PD development standards are previously identified and referenced throughout this report.

C. Traffic Circulation

Response: The development's arterial and collector roads will connect a system of internal private and/or public local streets and maneuvering lanes. Consistency in street network design is achieved through adopted standards. SW 62nd Boulevard will be extended at the developer's expense from the development's western boundary to what is currently SW 37th Boulevard, and designed to be consistent as illustrated by Exhibit "G" to the Ordinance.

D. Density and Intensity

Response: The PD is designed to allow for and promote transit supportive levels of residential and nonresidential development. The City is desirous for the inclusion of a transit transfer station within the development to help mitigate transit and transportation impacts. The developer has executed an *Agreement to Construct Transit Transfer Station and Park-and-Ride Lot*, which will again be adopted prior to adoption of the Ordinance in order to satisfy and maintain this requirement.

The PD contains setback requirements from non-PD adjoining property lines. These setbacks ensure that development is appropriately buffered from these properties, while also providing interconnectivity. Further, design parameters and standards ensure that development is sympathetic to and compatible with contiguous commercial and residential, non-PD lands within this commercial center.

(5) Intensity of Development

Response: As previously stated, the PD is designed to allow transit supportive levels of residential and nonresidential development while not resulting in an increase in previously approved entitlements (see Table 10).

(6) Usable Open Spaces, Plazas, and Recreation Areas

Response: The PD contains open space requirements that are more fully articulated in Table 9 as well as specific requirements for usable open space, multi-use paths, etc.

(7) Environmental Constraints

Response: The PD will be developed in accordance with wetland and floodplain regulations and permitting requirements as may be required by the Florida Department of Environmental Protections (FDEP), the St. Johns River Water Management District (SJRWMD), the Army Corps of Engineers (ACOE), and the City of Gainesville. To that end, redevelopment in Subareas 2A and 2B will occur on existing impervious surface. Subareas 1A and 1B have sufficient areas of uplands to accommodate urban-scale development.



Figure 8: Topographic, Wetlands, and FEMA Floodplains

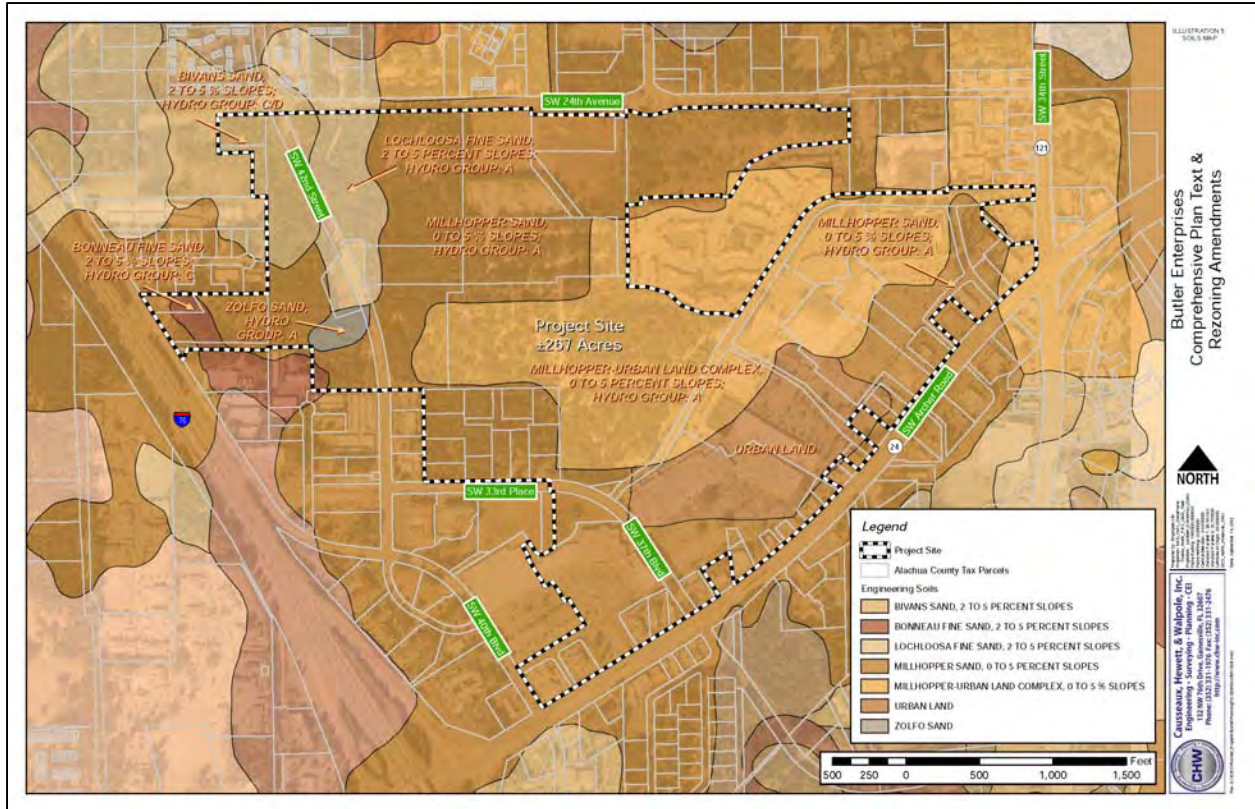


Figure 9: Soils

(8) External Transportation Access

Response: As previously discussed, the PD is accessed from Archer Road by existing ingress and egress points and existing public right-of-ways. The PD will be accessible by SW 62nd Boulevard once reconstructed at the developer's expense. Additionally, SW 38th Terrace will be extended from SW 24th Avenue at the developer's expense.

(9) Internal Transportation Access

Response: As previously discussed throughout this report, a series of public and/or private roads will provide interconnectivity throughout the development. Further, a system of bike, pedestrian, and multi-use trails will provide non-vehicular transportation interconnectivity. All of these requirements are contained as conditions and/or exhibits adopted as part of the Ordinance.

(10) Provision for the Range of Transportation Choices

Response: The PD contains requirements for non-vehicular and transit transportation options. Existing transit and TCEA agreements ensure that public transportation is an integral part of the PD. The PD Layout Map identifies an extension of the Archer Braid Trail at the developer's expense. This provision is enforced by conditions of the PD Ordinance. Buttressing the Archer Braid Trail requirement is the provision that the overall development be designed with bicycle and pedestrian interconnectivity.

Unified Control (s. 30-217)

All property owners within the PD have authorized the change of zoning from PD to PD. Documentation of such has been provided to the City. Additional materials, if deemed necessary to document unified control, will be provided if and when requested.

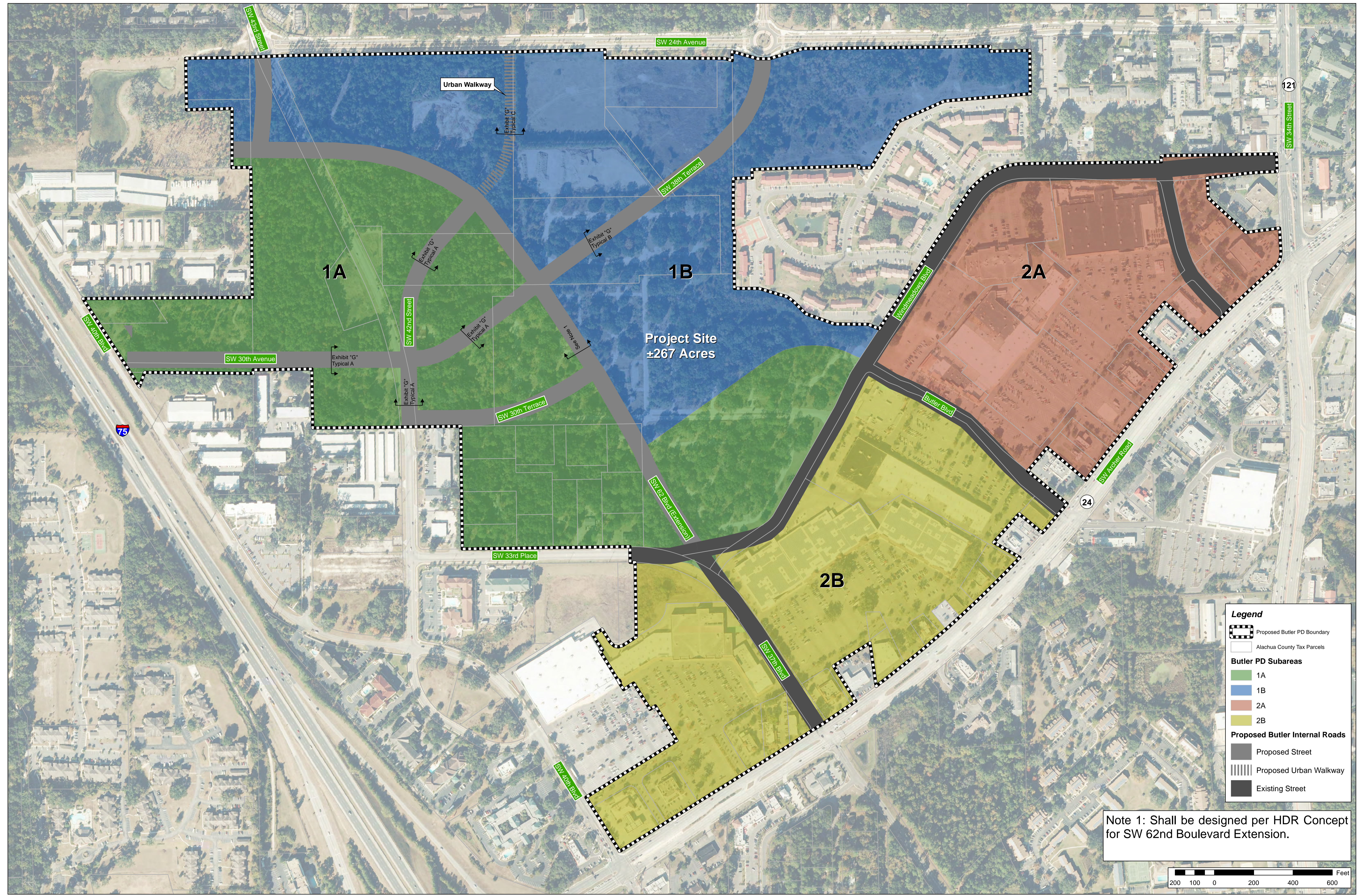
Phasing (s. 30-218)

The PD does not include time sensitive phasing requirements. Rather, “phasing” is achieved through the existing TCEA Agreement signed by the developer and on file with the City. Conceptually, “phase 1” is the construction of infrastructure and the first 400,000 square feet of vertical development. A new TCEA Agreement (or multimodal agreement if adopted) will be required for development beyond 400,000 square feet.

Development Time Limits (s 30-219)

There are no time limits being requested. For individual site development or platting, the standard City time limitations will apply.

Planned Development (PD) Layout Map



Project Site
±267 Acres

1A

1B

2A

2B

Legend

- Proposed Butler PD Boundary
- Alachua County Tax Parcels

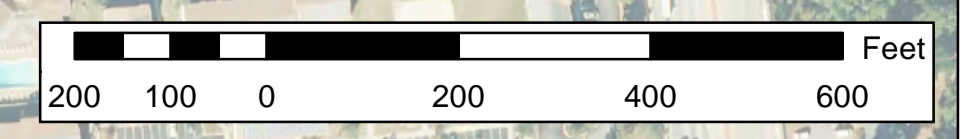
Butler PD Subareas

- 1A
- 1B
- 2A
- 2B

Proposed Butler Internal Roads

- Proposed Street
- Proposed Urban Walkway
- Existing Street

Note 1: Shall be designed per HDR Concept for SW 62nd Boulevard Extension.



Revision Dates:
 Submitted November 14, 2012
 Revised December 20, 2012



Prepared by: Employee 248
 Profession: AutoCAD, Surveying
 Profession: Landmarks, Surveying
 Case No: 121108C
 Standard Plan: 121108C
 Date: December 21, 2012

Causseaux, Hewett, & Walpole, Inc.
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 132 NW 76th Ave, Gainesville, FL 32607
 Phone: (352) 331-1976 Fax: (352) 331-2476
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S.W. 24th Ave

121108C

SUBAREA 3
 REQUIRES AVERAGE BLOCK SIZE OF LESS THAN OR EQUAL TO 1,600 FEET IN PERIMETER. BLOCK PERIMETER LENGTH SHALL NOT EXCEED 2,000 FEET FOR A SINGLE BLOCK.
AVERAGE PERIMETER: 1338 FEET

Windmeadows Blvd

Windmeadows Apartments

AUTOMOBILE SALES AREA

AUTOMOBILE SALES AREA

SUBAREA 1
 REQUIRES AVERAGE BLOCK SIZE OF LESS THAN OR EQUAL TO 1,600 FEET IN PERIMETER. BLOCK PERIMETER LENGTH SHALL NOT EXCEED 2,000 FEET FOR A SINGLE BLOCK.

SUBAREA 2
 REQUIRES AVERAGE BLOCK SIZE OF LESS THAN OR EQUAL TO 1,600 FEET IN PERIMETER.
AVERAGE PERIMETER SHOWN: 1433 FEET

DISTRICT	AREA	AREA (ACRES)	ALLOWABLE GLA SQ FT (MAX)
TOWN CENTER	TC1.1		
	TC1.2		
	TC1.3		
	TC2.1		
	TC2.2		
	TC3		
	TC4		
	TC5		
	TC6.1		
	TC6.2		
TC6.3			
SUB TOTAL		35	800,000
VILLAGE RETAIL	VR1.1		
	VR1.2		
	VR2.1		
	VR2.2		
SUB TOTAL		13	130,000
DESTINATION RETAIL	DR1.1		
	DR1.2		
	DR1.3		
	DR1.4		
	DR1.5		
	DR2.1		
	DR2.2		
DR2.3			
SUB TOTAL		30	400,000
FRONTAGE COMMERCIAL	FC1		
	FC2		
	FC3		
	FC4		
	FC5		
	FC6		
	FC7		
	FC8		
	FC9		
	FC10		
SUB TOTAL		14	175,000
OFFICE PARK	OP1.1		
	OP1.2		
	OP1.3		
SUB TOTAL		9	200,000
NORTH EDGE	NE1.1		
	NE1.2		
SUB TOTAL		3	50,000

0 100 200 400 FEET

SCALE

C TYPICAL SECTION

E BUFFER TYPE

PD BOUNDARY (264 AC.)

PUBLIC RIGHT-OF-WAY LOCATIONS

PRIVATE STREET LOCATIONS (STREET LOCATIONS SUBJECT TO CHANGE)

P = PERIMETER

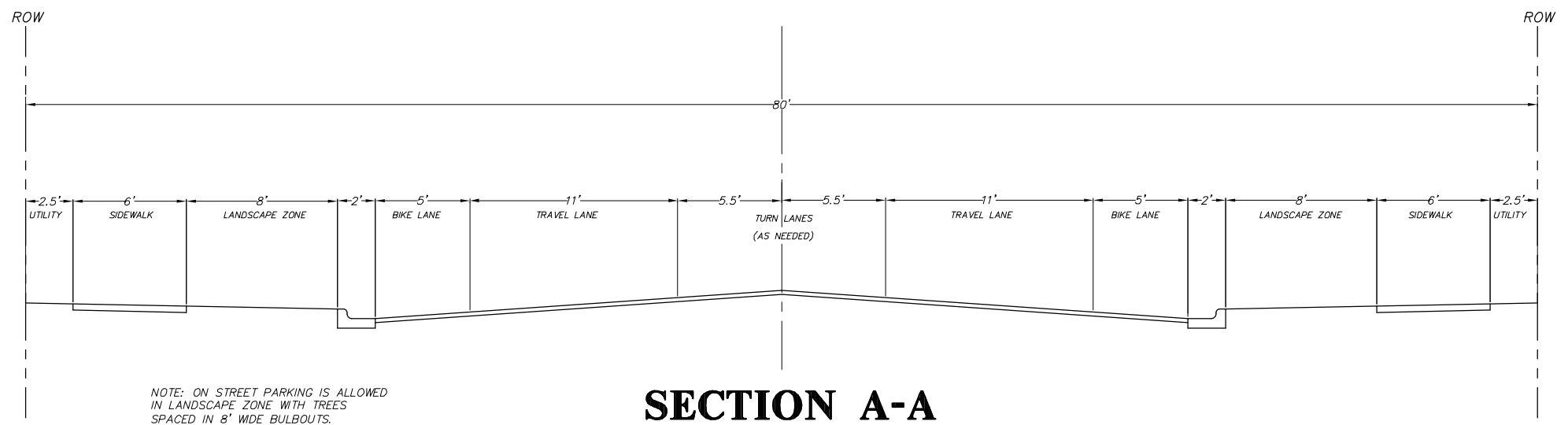
PEDESTRIAN PROMENADE

STORMWATER FACILITIES

PRIVATE ACCESS STREETS (DRIVE LOCATIONS SUBJECT TO CHANGE)

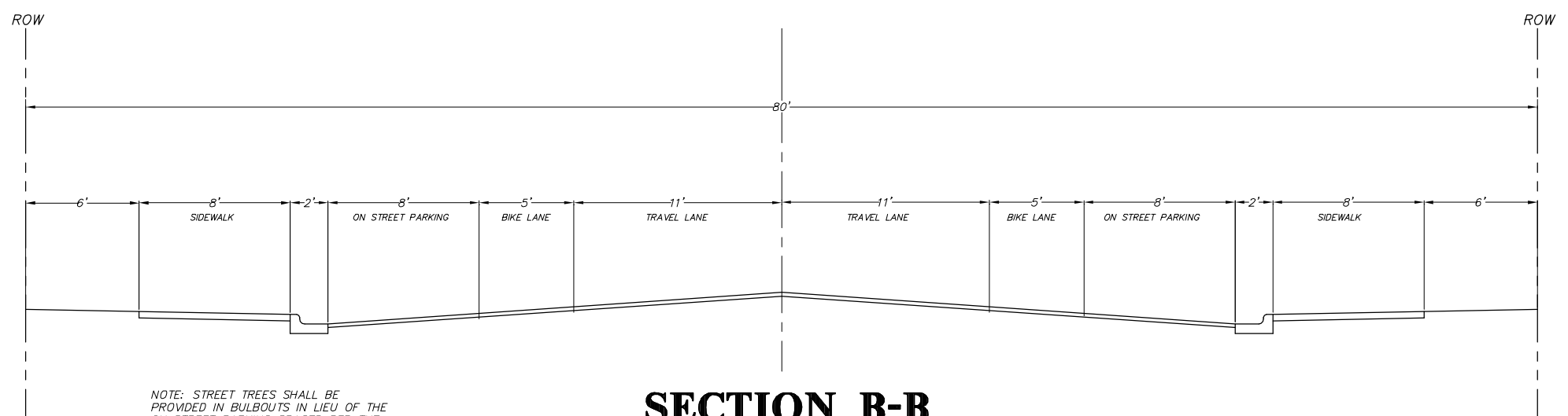
NOTE:

- BLOCK GEOMETRY SHOWN INCLUDING BLOCK PERIMETERS MAY BE ADJUSTED AT SITE PLAN APPROVAL AND SHALL MEET THE BLOCK PERIMETER REQUIREMENTS FOR EACH SUBAREA.
- STREET LOCATIONS ARE SUBJECT TO CHANGE. FINAL STREET LOCATIONS TO BE DETERMINED DURING PERMIT PROCESS.



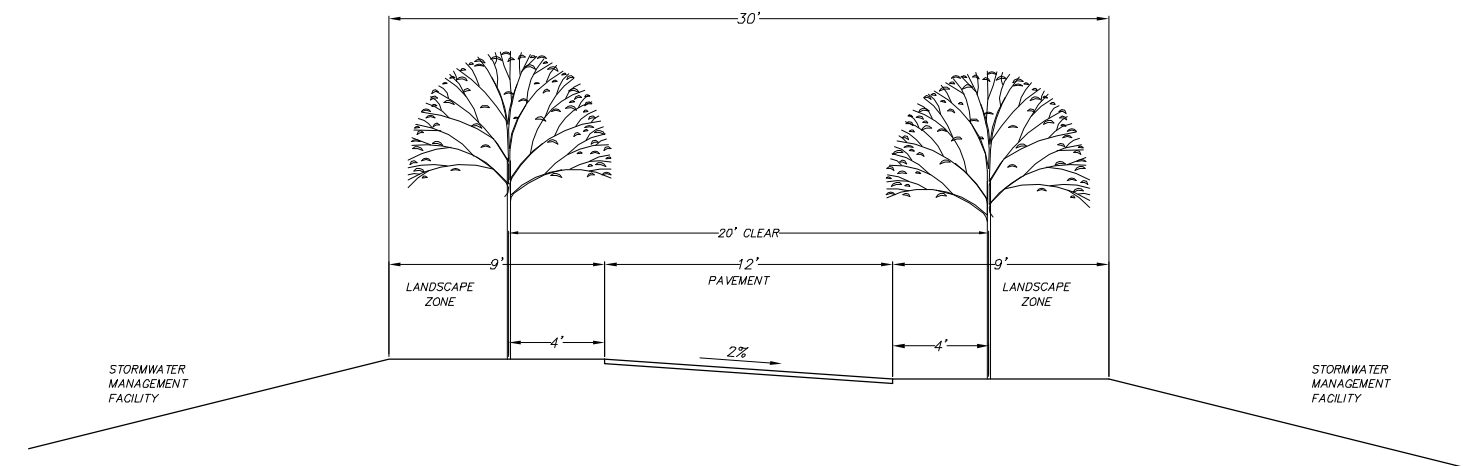
NOTE: ON STREET PARKING IS ALLOWED IN LANDSCAPE ZONE WITH TREES SPACED IN 8' WIDE BULBOUS.

SECTION A-A
80' RIGHT-OF-WAY
 (30 MPH DESIGN – POSTED 25 MPH)



NOTE: STREET TREES SHALL BE PROVIDED IN BULBOUS IN LIEU OF THE ON STREET PARKING SPACED PER THE PD REQUIREMENTS FOR STREET TREES.

SECTION B-B
80' RIGHT-OF-WAY
 (30 MPH DESIGN – POSTED 25 MPH)



SECTION C-C
"URBAN WALKWAY"

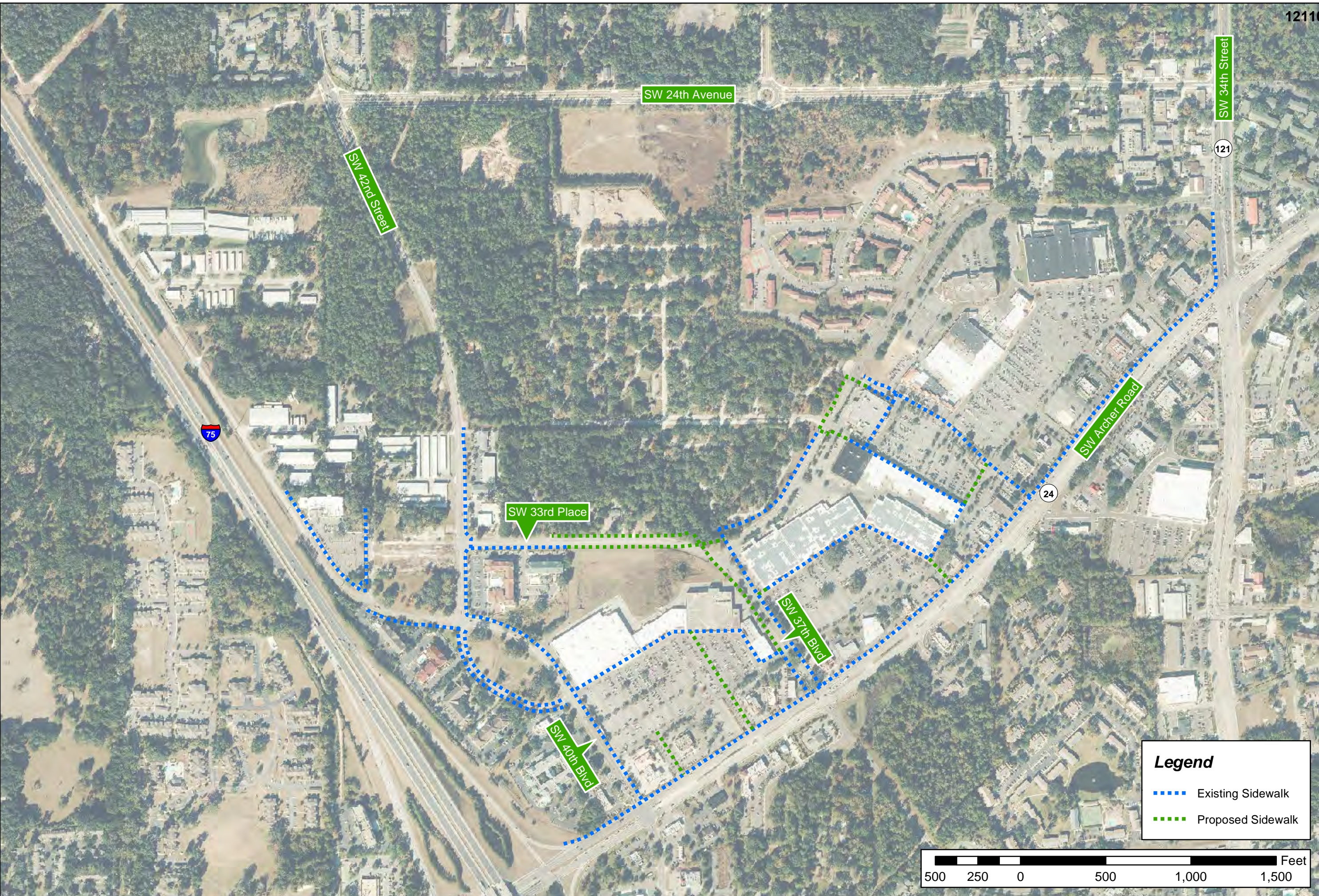
Path Date: Jan 02, 2013 11:10am
 Filename: G:\085\Phase1_Projects\Butler\Engineering\12-0296\Draws\MISC\12-0296-Typical cross sections.dwg
 User: rjwalpole

SCALE: 1"=4'
 VERIFY SCALE
 BAR IS ONE INCH ON ORIGINAL DRAWING
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

REVISIONS:	
SUBMITTALS:	

CLIENT:	BUTLER ENTERPRISES
PROJECT:	BUTLER PLAZA DEVELOPMENT PHASE I
DESIGNER:	C.L. STAPLER
QUALITY CONTROL:	R.J. WALPOLE, PE
PROJECT NUMBER:	A.S. ROBERTS, PE
SHEET TITLE:	TYPICAL CROSS SECTIONS
	12-0296

TECHNICIAN:	ROBERT J. WALPOLE
DESIGNER:	C.L. STAPLER
QUALITY CONTROL:	R.J. WALPOLE, PE
PROJECT NUMBER:	A.S. ROBERTS, PE
SHEET NO.:	1 OF 1
FL PE No.:	59208



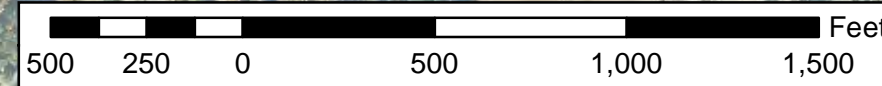
**Butler Enterprises
Subarea 2A and 2B
Proposed Sidewalk Plan**



Prepared by: Employee 348
 Projection: NAD_1983_StatePlane
 Florida_North_FIPS_0503_Feet
 Projection: Lambert_Conformal_Conic
 False Northing: 0.000000
 Central Meridian: -84.500000
 Standard Parallel 1: 29.583333
 Standard Parallel 2: 29.000000
 Latitude of Origin: 29.000000
 GCS: North American, 1983
 Date: December 18, 2012

Legend

- - - - - Existing Sidewalk
- - - - - Proposed Sidewalk



Causseaux, Hewett, & Walpole, Inc.
 Engineering • Surveying • Planning • CEI
 132 NW 76th Drive, Gainesville, FL 32607
 Phone: (352) 331-1976 Fax: (352) 331-2476
<http://www.chw-inc.com>



PB-12-00150 (Butler Plaza PD)
Planned Development Amendment
Technical Review Committee Comments:

Planning Comments (Approvable with Conditions)
Scott Wright, 334-5023

PD Layout Map and Public Street Cross Sections:

1. The PD Layout Map should show the general location of the transit transfer station. As an alternative, the location could be described in a condition, defining the streets that would access the station.
2. The PD Layout Map should show the general route of the Archer Braid Trail.
3. The PD Layout Map should identify cross sections for SW 30th Terrace and the portion of SW 43rd Street that will be reconstructed.
4. We have discussed the ROW for SW 30th Avenue as being 90' in width, but the cross section for this street only shows 80'.
5. Rather than simply having a reference to another document that shows the cross section for SW 62nd Blvd, a diagram of the actual cross section should be included within this PD.
6. Please explain why the urban walkway connecting SW 62nd Boulevard to SW 24th Avenue should not be a public street that also carries vehicular traffic.
7. Please explain why SW 43rd Street should not be extended southward to SW 30th Avenue, and why Butler Boulevard should not be extended north to connect to SW 38th Terrace.

Private Street Grid:

8. The regulations for the PD need to clarify what types of private streets or drives will count toward meeting the maximum block perimeter requirements. Instead of including the entire New Urbanism Lexicon as an attachment, the PD should identify 3 or 4 of the street types that may be utilized within the development. General PD Design Standard #13 muddies the water even more and should be clarified.
9. The general design standard #14 (on Page 9 of the PD Report) states that "maneuvering lanes/drive aisles shall contribute to the internal grid-system network." Does this mean that these will count toward meeting the maximum block perimeter? If so, then these lanes/aisles need to be defined clearly with text and/or cross sections. They are not defined in the Lexicon.

10. The concept of the Town Center (Subarea 2A) is supposed to be organized around a "main street", but no main street is required by the PD.

11. When will a new street grid be established within Subarea 2B? There is no trigger for redevelopment of this area that would include the creation of new streets. Therefore it is unclear how the maximum block perimeter will be applied as a standard in this area.

Design Standards:

12. ORGANIZATIONAL NOTE: The Town Center standards should be included in the table with the standards for the other subareas. Most of the standards are the same but just use different terminology and more details. The details could be included as footnotes to the table. The only Town Center standards that seem special are the materials standards, and these could be included in their own section.

13. The build-to range is measured from the property line on some streets and the curb on others. Staff recommends measuring from the curb in all situations for consistency, and since there may be many instances where there are no property lines along a street internal to the development.

14. Subarea 2A requires building frontage of 70% along Main Streets, but there is no indication of where a Main Street will be provided or even if one is required. Therefore it is difficult to evaluate whether this standard will accomplish anything.

15. There is no need to have a standard for both Minimum Designated Open Space and Minimum Total Open Space - staff recommends just keeping the standard for Total Open Space.

16. Subarea 1B should have a higher standard, since this is supposed to be an area of the development that relates directly to the Urban Village to the north. Glazing should be measured between 3' and 8' to be consistent with design regulations elsewhere in the City, and should probably be increased to 40% on primary streets (24th Avenue). 'Main entrances' facing the street should be required (main entrances are defined in the current PD).

17. More urban design standards should be included for Subareas 1A and 2B. Even though these will be mostly populated with large-scale retail uses, it does not mean that they should not be held to some sort of minimal design standard. The current PD regulations (based on the Central Corridors design standards) requires minimum percentages of glazing and build-to lines for development that is not large-scale retail. Staff recommends glazing of at least 20% on primary streets and 10% on secondary streets, and a 100' maximum build-to line for any buildings that are not large-scale retail.

18. Interim standards for development are needed for the Town Center (Subarea 2A), since according to the PUD the Town Center standards will not apply until 550,000

square feet of new development has occurred in Subareas 1A and 1B.

19. Design standards should be included for parking structures when they are adjacent to public streets.

20. The maximum building coverage of 30% (shown on Page 7 of the PD Report) seems low and might actually prevent urban infill as the project develops over time.

Infrastructure:

21. Staff recommends changing the triggers for the infrastructure improvements to rely on final development plan approval for new buildings, rather than on the issuance of a certificate of occupancy. It will be much easier to track these improvements at the development review stage and handling it this way will prevent us from having to place holds on COs where the improvements have not been completed.

22. Since the Tuffy property is now included within this PD, 10' of additional ROW should be provided along both sides of SW 37th Boulevard in order to accommodate the extension of SW 62nd Boulevard all the way to Archer Road.

23. Please coordinate with staff on Exhibit J-Proposed Sidewalk Improvements. There are some existing sidewalks that are not shown, and some other possibilities for new sidewalks that should be discussed. We should also discuss the potential for sidewalks along Windmeadows Blvd with redevelopment.

Permitted Uses:

24. The use described as "all types of general, discount, and specialty retail" could be replaced with "Retail sales (not elsewhere classified)" (this is what this use will be called in the new LDC).

25. The use described as "all types of business, professional, and government offices" does not really need to distinguish between "business" and "professional" offices. If 'medical and dental offices' are also intended to be included, then these should be in the table as a separate use. Also, if there is an intention to allow acupuncturists, massage therapists and similar uses, then 'Health services (not elsewhere classified)' should also be included.

26. The use for "Sale and service of beer, wine, and alcoholic beverages for either on-premises or off-site consumption" should be rewritten as "Alcoholic Beverage Establishments". These uses should require a Special Use Permit as they do elsewhere within the City. Restaurants and hotels may sell alcohol without being considered Alc. Bev. Establishments.

27. The location for "Temporary sales of motor vehicles ..." needs to be defined to an area within Subarea 2B (see approved PD Layout Map).

28. "Motor vehicle service and repair" = "Limited Automotive Services" and "Fuel sales" = "Gasoline and alternative fuel stations".

29. "All types of business and professional services" is redundant of "business and professional offices".

30. Staff suggests adding private schools and civic organizations as allowed uses.

Details and Organization:

31. The PD Layout Map should be revised to show tax parcel 06810-002-002 within Subarea 2B.

32. The PD Layout Map included as Exhibit F does not show notations for the types of street cross sections.

33. Trees should be shown in the landscape zone in Section A-A. Where turn lanes are not needed, will there be a landscaped median in this section? It might also be better to show Section B-B with the street trees and the note about on-street parking in the landscape zone.

34. General PD Design Standard #9 should be relocated as a footnote to the glazing requirement in the table.

35. General PD Design Standard #12 is not needed, since this is a standard requirement for development review.

36. "Trash receptacles" = "Solid Waste and Recycling Facilities".

37. Before the ordinance readings we will need to clean up the PD conditions, so that the same standards are not repeated from the PD Report.

Signage:

38. Note #3 on signage (Page 14 of the PD Report) refers to a different standard for calculating signage area along SW 62nd Blvd and Windmeadows Blvd. Why should these streets be treated differently?

39. Note #4 refers to primary monument signs at the street entrances to the Subareas, as well as signs at the main street entrances to the development. Are these signs the same? If not, aren't they serving the same purpose?

40. Note #5.b allows for pedestrian directory signage that is 16 feet tall. This seems very excessive and not pedestrian-oriented.

Concurrency Comments (Approvable with Conditions)
Onelia Lazzari, Concurrency Planning, 334-5022

1. The "entitlement" discussion needs to be clarified because it does not include the overall limitation associated with the maximum number of average daily trips. Planning staff recommends clarification of this issue in the PUD, the PD, and the small-scale amendment.
2. The maps on p. 5 and 6 show County zoning in the Windmeadows Apts. area. This is incorrect. Those properties are UMU-2.
3. On p. 7, Fuel sales (we assume gas stations) do not have any design standards included in the PD. These standards should be included.
4. P. 7, reference to sidewalk cafes should be outdoor cafes.
5. P. 7, Maximum building coverage of only 30% seems to low and impervious ground coverage of 80% seems too high. Since there is no specification of where the individual parcel maximum 100% coverage would apply, that is unclear and confusing. Is this in the Town Center?
6. P. 8, the PD should contain a "requirement" for the inclusion of a Town Center. The redevelopment threshold should be 400,000 square feet and not 550,000 square feet.
7. P. 9, #7, garages should be changed to structured parking. #3, the design criteria for drive-throughs provided still does not support inclusion of them in the Town Center area. #12 does not need to be included since it is already a LDC requirement.
8. References to Main Street should be cleaned up in the report. In some places both words are capitalized, 1 word is capitalized, neither word is capitalized.
9. Do not understand why the build-to line uses right of way line instead of back of curb.
10. P. 11, do not understand what elevated parking is. Is this structured parking?
11. P. 19, d2 needs to include the phrase "at owner/developer expense".
12. Transit transfer station/park and ride facility should be shown on the PD Layout Pla and not determined at the time of development plan approval.
13. The Urban Walkway shown in Subarea 1B does not meet the definition or requirements of an Urban Walkway because the cross-section indicates stormwater facilities are on either side. An Urban Walkway should be lined with buildings to the building frontage requirement. What is illustrated appears to be a multi-use path and

should be so designated. However, Planning staff strongly recommends going back to the original street configuration so that the grid network can be established and extended northward into the Urban Village as redevelopment occurs.

14. Maximum block perimeter sizes should be provided for all subareas to ensure a gridded street network and better pedestrian access.

Public Works Recommendation: APPROVABLE (subject to comments)
REVIEW SUMMARY: Approvable subject to Roadway-Site Design, Stormwater Management, Transportation Planning, and Transit comments.

Comments: STORMWATER MGT Approvable (subject to comments)
 Reviewed By: Rick Melzer

1. What constitutes the “first phase of development” as it relates to the provision of the stormwater master plan?

Comments: ROADWAY & SITE DESIGN Approvable (subject to comments)
 Reviewed By: Rick Melzer

1. Concur with Transportation Planning comments.

Comments: TRANSPORTATION Approvable (subject to comments)
 Reviewed By: Debbie Leistner

A. General notes:

1. Exhibit F should specify the cross-section types for all roadways.
2. Exhibit F should consider expanding the roadway connectivity by adding a roadway connecting Butler Blvd to SW 38th Ter and changing the proposed ‘urban walkway’ to a roadway between SW 62nd Blvd and SW 24th Ave.
3. Exhibit G only has cross-sections to a max 80 ft. As specified in the PUD/PD requirements some roadway sections exceed 80 ft.
4. Since the reference to districts is eliminated and replaced with only 4 sub-areas, the language should be reorganized in a manner that is easier to follow. For example, conditions d, e, and f all relate to requirements prior to the issuance of the first CO in sub-areas 1A and 1B.
5. The document uses the terms ‘the town center’ and ‘a town center’ interchangeably which is confusing; please clarify.
6. The inclusion of the entire ‘Lexicon for the New Urbanism’ (exhibit H) makes it

confusing and unclear how, where and when the document will apply. In addition, the PD indicates that 'maneuvering lanes' are sufficient to create blocks, however such street designation is not defined within the PD nor the 'Lexicon.' Please clarify.

7. Exhibit J depicts the provision of sidewalks within subareas 2A and 2B; as depicted the plan seems insufficient to create an accessible multimodal network. At a minimum, new sidewalks shall be added along Windmeadows Blvd and SW 33rd Place along the entire extent of the Butler property.

8. The lack of any glazing requirements in Subareas 1A and 2B (Table 9, page 10) will not help to create a vibrant pedestrian experience in the development.

B. Condition 1:

1. Page 5-b: add SW 43rd St from SW 62nd Blvd to northern boundary of the PD;

2. Page 7-f.1: construction of SW 62nd Blvd shall be consistent with the adopted MTPO cross-section not consistent with Exhibits F and G as stated;

3. Page 7-f: add the reconstruction of SW 43rd St from SW 62nd Blvd to SW 24th Ave;

4. Page 8-f.3(new): the construction of SW 30th Ave should conform to the stipulations of 90 ft to 100 ft to coordinate with the proposed flyover; exhibits F and G do not include such as cross-section;

5. Page 8-g.2: modify to state that "Signalization and westbound, left turn lane modifications"

6. Page 8-g.3(old): reference to Archer Braid should not be omitted; Archer Braid shall be included in the construction of SW 38th Ter from SW 62nd Blvd to SW 24th Ave connecting to the existing trail north of SW 24th Ave;

7. Page 8-g.3(new): reference to SW 42nd St between SW 24th Ave and SW 62nd Blvd should be maintained as this segment is affected by the construction of SW 62nd Blvd; should add a new provision for the 'walkway' considering replacing it with a road (see comment #2 under general notes);

8. Page 9- h: remove "a section of." The entire segment shall be constructed, including the Archer Braid. Specific cross-section should be determined;

9. Page 10-i: this was a requirement associated with the first CO; also remove "a section of". The entire segment shall be constructed;

10. Page 10-i(old): why remove this condition? It seeks to improve connectivity;

C. Condition 5: what constitutes the "first phase of development" as it relates to the

provision of the stormwater master plan?

Comments: TRANSIT Approvable (subject to comments)

Reviewed By: Doug Robinson

1. Location: RTS does not recommend tying the station location to a zone such as 1B or 2A by RTS. The Transit Transfer Station (TTS) location is critical to the success of the station and the park and ride lot. The TTS must be located immediately adjacent to either SW 62nd Blvd, Windmeadows Blvd, or Butler Blvd. The TTS shall be located within one quarter mile of the town Center.

2. Site Constraints: If storm water is to be contained within the Transit Transfer Station (TTS) site, then how can we ensure that it does not consume too much of the site area and compromise the design of the station?

3. Dedicated Transit Lanes on SW 62nd Blvd: Dedicated lanes must be designed with considerations for median stations, signage, pavement materials, pavement markings and traffic signals.