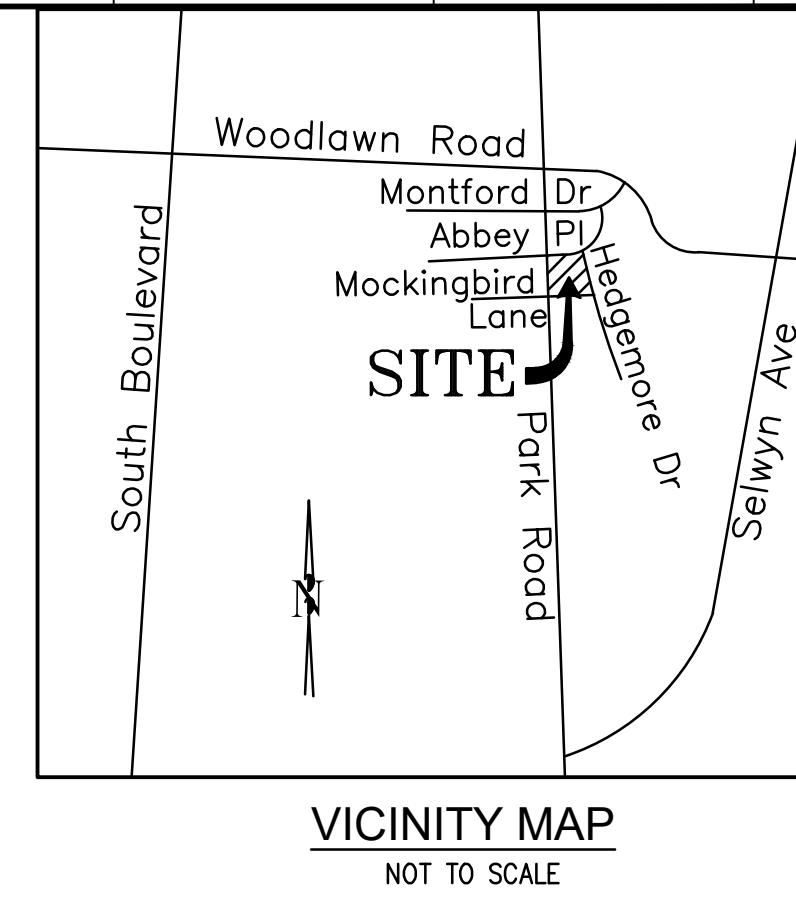


LEGEND	
	FOCAL POINT ON KEY CORNER
	REQUIRED INTERNAL PRIVATE STREET DESIGNED TO PUBLIC STANDARDS
	PRIVATE ACCESS DRIVE
	BUILDING FRONTAGE AREA
	RETAIL BUILDING CORNER
	PERMISSIBLE PARKING AREA
	SETBACK/BUFFER LINE
	EXISTING RIGHT-OF-WAY
	FUTURE RIGHT-OF-WAY
	FULL MOVEMENT ACCESS POINTS
	POTENTIAL FULL MOVEMENT SITE/BUILDING ACCESS POINTS INTO DEVELOPMENT
	OPTIONAL RIGHT IN/RIGHT OUT MOVEMENT ACCESS POINTS
	AMENITIZED PUBLICLY ACCESSIBLE OPEN SPACE
	EXISTING BUILDING (MAY REMAIN)



ZONING CODE SUMMARY

PROJECT NAME: PARK ROAD REDEVELOPMENT
 OWNER: PARK CHARLOTTE, LLC
 CLIENT NAME: GRUBB PROPERTIES, PHONE# (704) 372-5616
 PLANS PREPARED BY: KIMLEY-HORN AND ASSOCIATES PHONE# (704)333-5131
 TAX PARCEL ID: 17514405
 STREET ADDRESS: PARK ROAD AT ABBEY PLACE
 EXISTING ZONING: MUDD-O
 PROPOSED ZONING: MUDD-O
 PROPOSED USE: MIXED USE - RETAIL/OFFICE/MULTIFAMILY
 PROPOSED BUILDING HEIGHT: AS ALLOWED BY THE APPLICABLE ZONING DISTRICT. SEE TECHNICAL DEVELOPMENT STANDARDS (RZ-2) FOR MORE INFORMATION.
 EXISTING LOT SIZE: ±10.66 ACRES
 JURISDICTION: CITY OF CHARLOTTE

 © 2023 KIMLEY-HORN AND ASSOCIATES, INC. 200 SOUTH TRYON ST., SUITE 200, CHARLOTTE, NC 28202 WWW.KIMLEY-HORN.COM NC LICENSE # F-0102	ISSUED FOR PERMIT	REVISIONS	DATE	BY
	No.			
NOT FOR CONSTRUCTION				
KH PROJECT 018740008 DATE 01/31/2023 SCALE AS SHOWN DESIGNED BY LKH DRAWN BY LKH CHECKED BY RTL	TECHNICAL DATA SHEET			
PARK ROAD REDEVELOPMENT				
PARK RD AT ABBEY PLACE				
CHARLOTTE, NC				
SHEET NUMBER RZ-1				

GRAPHIC SCALE IN FEET
0 25 50 100

811
Know what's below.
Call before you dig.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PARK ABBEY DEVELOPMENT STANDARDS
REZONING PETITION NO. 2023-XXX
GRUBB PROPERTIES - PETITIONER
1/31/2023

SITE DEVELOPMENT DATA:

- ACREAGE: ± 10.6 ACRES
- TAX PARCELS: 17514405
- EXISTING ZONING: MUDD-O
- PROPOSED ZONING: MUDD-O
- EXISTING USES: OFFICE, RESIDENTIAL
- PROPOSED USES: USES PERMITTED BY LEFT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE MUDD ZONING DISTRICT.
- MAXIMUM DEVELOPMENT (SUBJECT TO CONVERSION RIGHTS AS DEFINED HEREIN):
 - a. UP TO 600,000 SQUARE FEET OF COMMERCIAL USES (INCLUSIVE OF 228,324 SQUARE FEET OF EXISTING OFFICE USES), HOWEVER RETAIL USES SHALL NOT EXCEED 35,000 SQUARE FEET TOTAL.
 - b. UP TO 550 RESIDENTIAL UNITS.
 - c. HOTEL USES SUBJECT TO THE CONVERSION PROVISIONS IN SECTION 4.
- MAXIMUM BUILDING HEIGHT: UP TO 120 FEET AS ALLOWED BY THE ORDINANCE IN THE MUDD ZONING DISTRICT.
- PARKING: AS REQUIRED BY THE ORDINANCE FOR THE MUDD ZONING DISTRICT.

I. GENERAL PROVISIONS:

- SITE DESCRIPTION.** THESE DEVELOPMENT STANDARDS AND THE TECHNICAL DATA SHEET FORM THE REZONING PLAN (HEREAFTER COLLECTIVELY REFERRED TO AS THE "REZONING PLAN") ASSOCIATED WITH THE REZONING PETITION FILED BY GRUBB PROPERTIES ("PETITIONER") TO ACCOMMODATE DEVELOPMENT OF A MIXED USE COMMERCIAL AND RESIDENTIAL COMMUNITY ON AN APPROXIMATELY 10.6 ACRE SITE BOUNDED BY PARK ROAD, ABBEY PLACE, MOCKINGBIRD LANE, AND HEDGEMORE DRIVE (THE "SITE").
- INTENT.** THIS REZONING IS INTENDED TO ACCOMMODATE DEVELOPMENT ON THE SITE IN A MANNER CONSISTENT WITH THE OBJECTIVES SET FORTH IN THE PARK WOODLAWN SMALL AREA PLAN. DEVELOPMENT OF THE SITE WOULD INCLUDE A HORIZONTALLY-INTEGRATED MIXTURE OF USES, POTENTIALLY INCLUDING OFFICE, RETAIL, HOTEL, AND RESIDENTIAL USES. THE PETITIONER SEEKS TO PRESERVE EXISTING BUILDINGS AND INFRASTRUCTURE WHERE POSSIBLE WHILE MAINTAINING ENOUGH FLEXIBILITY TO DEVELOP NEW IMPROVEMENTS IN A MANNER AND AT A TIME THAT IS RESPONSIVE TO MARKET DEMAND. THE PETITIONER DESIRES TO SIGNIFICANTLY REDUCE THE AMOUNT OF EXISTING SURFACE PARKING BY BUILDING PARKING STRUCTURES WITH SMALLER FOOTPRINTS THAT CAN BE SHARED BY A VARIETY OF USES. THE PETITIONER PROPOSES TO CREATE AN INTERNAL STREET NETWORK THAT SERVES THE SITE TO CREATE A MORE COMPLETE STREET NETWORK THAT WILL ALLOW PEDESTRIAN, BICYCLE, AND AUTOMOBILE TRAFFIC TO TRAVEL THROUGH THE SITE. THE PETITIONER SEEKS TO CREATE A PUBLIC REALM WITH THE PEDESTRIAN EXPERIENCE IN MIND. THE OVERALL DEVELOPMENT PLAN IS INTENDED TO ALLOW THE SITE TO BE USED IN A MANNER THAT IS CONSISTENT WITH THE FUTURE VISION FOR THE AREA, RESULTING IN A WELL DESIGNED, QUALITY EXPERIENCE FOR THE RESIDENTS, EMPLOYEES, AND VISITORS, AS WELL AS THE LARGER COMMUNITY.
- ZONING DISTRICTS/ORDINANCE.** DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN AS WELL AS THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "ORDINANCE").
 - THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MUDD ZONING CLASSIFICATION FOR THE PORTION OF THE SITE SO DESIGNATED ON THE REZONING PLAN SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON SUCH PORTION OF THE SITE, SUBJECT TO THE OPTIONAL PROVISIONS PROVIDED BELOW.
 - PLANNED/UNIFIED DEVELOPMENT.** THE SITE SHALL BE VIEWED AS A PLANNED/UNIFIED DEVELOPMENT PLAN AS TO THE ELEMENTS AND PORTIONS OF THE SITE GENERALLY DEPICTED ON THE REZONING PLAN, AS SUCH, SETBACKS, SIDE AND REAR YARDS, BUFFERS, BUILDING HEIGHT SEPARATION STANDARDS, FAR REQUIREMENTS, AND OTHER SIMILAR ZONING STANDARDS WILL NOT BE REQUIRED INTERNALLY BETWEEN IMPROVEMENTS AND OTHER SITE ELEMENTS LOCATED ON THE SITE. FURTHERMORE, THE PETITIONER AND/OR OWNER OF THE SITE RESERVE THE RIGHT TO SUBDIVIDE PORTIONS OR ALL OF THE SITE AND CREATE LOTS WITHIN THE INTERIOR OF THE SITE WITHOUT REGARD TO ANY SUCH INTERNAL SEPARATION STANDARDS, PUBLIC/Private STREET FRONTAGE REQUIREMENTS AND FAR REQUIREMENTS, PROVIDED, HOWEVER, THAT ALL SUCH SEPARATION STANDARDS ALONG THE EXTERIOR BOUNDARY OF THE SITE SHALL BE ADHERED TO AND ALL FAR REQUIREMENTS WILL BE REGULATED BY ANY DEVELOPMENT LIMITATIONS SET FORTH IN SECTION IV BELOW AS TO THE SITE AS A WHOLE AND NOT INDIVIDUAL PORTIONS OR LOTS LOCATED THEREIN.
 - EXISTING DEVELOPMENT.** ALL EXISTING INFRASTRUCTURE, STRUCTURES, USES AND PARKING AREAS ON THE SITE MAY BE MAINTAINED AND CONTINUED IN THEIR CURRENT CONDITION UNTIL SUCH TIME AS THE PARTICULAR INFRASTRUCTURE, STRUCTURE, USE OR PARKING AREA IS REDEVELOPED. HOWEVER, NOTHING SHALL PREVENT THE PETITIONER FROM DEMOLISHING EITHER OF THE EXISTING BUILDINGS AND REPLACING THEM WITH NEW STRUCTURES. IN THE EVENT THAT NEW STREETSCAPE INFRASTRUCTURE IS INSTALLED ADJACENT TO EXISTING SURFACE PARKING AREAS, THE SURFACE PARKING AREAS MAY REMAIN IN THEIR CURRENT CONDITION UNTIL SUCH TIME AS NEW BUILDINGS ARE CONSTRUCTED WITHIN THE DEVELOPMENT AREA WHERE THEY ARE LOCATED. IN THE EVENT THAT THE EXISTING STRUCTURE WITHIN DEVELOPMENT AREA A IS DEMOLISHED AND A NEW STRUCTURE IS CONSTRUCTED WITHIN DEVELOPMENT AREA A, THEN ONLY LIMITED OFF-STREET SURFACE PARKING AREAS SHALL BE PERMITTED BETWEEN PARK ROAD AND ANY NEW STRUCTURE WITHIN DEVELOPMENT AREA A. THE EXISTING BUS SHELTER PAD ON PARK ROAD WILL BE REMOVED OR REPLACED WITH A BUS SHELTER PAD. THE PETITIONER WILL CONSTRUCT THE BUS STOP ACCORDING TO THE WAITING PAD WITH BOX SHELTER STANDARD DETAIL 60.08A.

II. OPTIONAL PROVISIONS FOR THE MUDD-O AREA.

- THE FOLLOWING OPTIONAL PROVISIONS ARE PROVIDED TO ACCOMMODATE DEVIATIONS FROM THE MUDD STANDARDS:
- TO ALLOW OFF-STREET, SURFACE LEVEL, VEHICULAR PARKING AND MANEUVERING AREAS BETWEEN EXISTING PUBLIC AND PRIVATE STREETS IN THE AREAS GENERALLY DEPICTED ON THE REZONING PLAN, THE TOTAL NUMBER OF OFF-STREET, SURFACE LEVEL, VEHICULAR PARKING SPACES SHALL NOT EXCEED 100 SPACES.
 - TO ALLOW UP TO THREE PORTE-COCHERES OR VALET PARKING SERVICE AREAS BETWEEN BUILDINGS AND A STREET.
 - TO ALLOW ALL EXISTING WALL MOUNTED AND DETACHED GROUND MOUNTED SIGNAGE, AS IDENTIFIED BELOW, TO REMAIN. EXISTING SIGNS MAY BE UPDATED AS LONG AS THEIR OVERALL SIZE AND HEIGHT IS NOT INCREASED. EXISTING NONCONFORMING SIGNAGE IS ALLOWED TO REMAIN, HOWEVER SHALL BE REMOVED UPON THE DEMOLITION OF THE EXISTING BUILDING FOR WHICH THE SIGNS ARE ASSOCIATED (SEE TABLE BELOW).
- | BUILDING SIGNS | | GROUND MOUNTED SIGNS | |
|-----------------------------|-----|-----------------------------|----|
| 1515 MOCKINGBIRD LANE SIGNS | SF | 1515 MOCKINGBIRD LANE SIGNS | SF |
| 1) MOCKINGBIRD SIGN | 15 | 1) PARK SIGN | 55 |
| 2) PARK SIGN #1 | 300 | | |
| 3) PARK SIGN #2 | 100 | | |
| | | | |
| 4601 PARK ROAD SIGNS | SF | 4601 PARK ROAD SIGNS | SF |
| 1) MOCKINGBIRD SIGN | 135 | 1) PARK SIGN #0 | |
| 2) PARK SIGN #1 | 55 | 2) ABBEY SIGN #1 | 20 |
| 3) PARK SIGN #2 | 10 | 3) ABBEY SIGN #2 | 50 |
| 4) HEDGEMORE SIGN | 35 | | |
- TO ALLOW WALL SIGNS HAVING UP TO 200 SQUARE FEET OF SIGN SURFACE AREA PER WALL OR 10% OF THE WALL AREA TO WHICH THEY ARE ATTACHED, WHICHEVER IS LESS (EXCLUSIVE OF ANY EXISTING WALL MOUNTED SIGNAGE TO REMAIN).
 - TO ALLOW 45 SQUARE FEET OF WALL MOUNTED SIGNAGE ON THE GROUND FLOOR, NEAR ENTRANCES, FOR EACH USE IN ADDITION TO ANY OTHER SIGNAGE ALLOWED (NOT INCLUDING EXISTING NONCONFORMING SIGNS).
 - TO ALLOW TEMPORARY SIGNS AND BANNERS NOT TO EXCEED 100 SQUARE FEET IN SIGN AREA (NOT INCLUDING EXISTING NONCONFORMING SIGNS). ANY SUCH SIGNS OR BANNERS WILL BE PROFESSIONALLY FABRICATED BANNERS MADE OF FABRIC OR PLASTIC OF ANY TYPE. PAPER BANNERS WILL NOT BE ALLOWED, AND NO MORE THAN TWO (2) BANNERS WILL BE ALLOWED AT A TIME.
 - TO ALLOW ALONG PARK ROAD, ONE (1) GROUND MOUNTED SIGN UP TO 12 FEET IN HEIGHT AND EACH CONTAINING UP TO 100 SQUARE FEET OF SIGN AREA (NOT INCLUDING EXISTING NONCONFORMING SIGNS).
 - TO ALLOW ONE (1) DETACHED, GROUND MOUNTED SIGN PER STREET FRONT FOR EACH DEVELOPMENT AREA (NOT INCLUDING EXISTING NONCONFORMING SIGNS). THE DETACHED SIGNS MAY BE UP TO FIVE (5) FEET IN HEIGHT AND CONTAIN UP TO 60 SQUARE FEET OF SIGN AREA. THESE SIGNS SHALL NOT BE LOCATED ON PARK ROAD.
- NOTE:** THE OPTIONAL PROVISIONS ABOVE REGARDING CERTAIN SIGNS ARE ADDITIONAL MODIFICATIONS TO THE STANDARDS FOR SIGNS IN THE MUDD ZONING DISTRICT AND ARE TO BE USED WITH THE REMAINDER OF MUDD STANDARDS FOR SIGNS NOT MODIFIED BY THESE OPTIONAL PROVISIONS.
- TO NOT REQUIRE DOORWAYS TO BE RECESSED INTO THE FACE OF BUILDINGS WHEN THE ABUTTING SIDEWALK WIDTH IS GREATER THAN TWELVE (12) FEET, HOWEVER, RECESSED DOORS SHALL BE PROVIDED ON BUILDING FACADES THAT FRONT PARK ROAD.
 - TO ALLOW REQUIRED LONG TERM BIKE PARKING SPACES TO BE LOCATED WITHIN PARKING STRUCTURES.
 - TO ALLOW WATER QUALITY AND STORMWATER DETENTION FACILITIES TO BE LOCATED BENEATH SIDEWALKS, BUT OUTSIDE OF THE PUBLIC RIGHT-OF-WAY.
 - TO ALLOW BACKFLOW PREVENTION DEVICES TO BE LOCATED WITHIN BUILDINGS, AFTER

VERIFYING THE ACCEPTABLE LOCATION WITH CITY AND COUNTY DEPARTMENTS. EXPOSED BACKFLOW PREVENTION DEVICES SHALL BE SCREENED.

- TO ALLOW THE "BASE" OF BUILDING REQUIREMENTS OF SECTION 9.8506C(4) TO BE SATISFIED BY PROVIDING TALLER AND ARCHITECTURALLY DIFFERENTIATED GROUND FLOORS THAT DISTINGUISH GROUND FLOOR LEVELS FROM UPPER STORIES.

III. PERMITTED USES

- SUBJECT TO THE MAXIMUM DEVELOPMENT PROVISIONS SET FORTH UNDER SECTION 4 BELOW, THE SITE MAY BE DEVOTED TO THE FOLLOWING USES AND RESIDENTIAL USES PERMITTED BY RIGHT OR UNDER PRESCRIBED CONDITIONS IN THE MUDD ZONING DISTRICT TOGETHER WITH ANY INCIDENTAL OR ACCESSORY USES ASSOCIATED THEREWITH, EXCEPT FOR THE FOLLOWING:
 - CAR WASHES;
 - AUTOMOBILE SERVICE STATIONS; AND
 - EDEES WITH DRIVE-THROUGH SERVICE WINDOWS.
- NO HOTEL USES SHALL BE PERMITTED IN DEVELOPMENT AREA E.

IV. DEVELOPMENT AREAS AND CONVERSION RIGHTS

- THE REZONING PLAN SETS FORTH FIVE (5) DEVELOPMENT AREAS AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET AS DEVELOPMENT AREAS A, B, C, D AND E (EACH A "DEVELOPMENT AREA" AND COLLECTIVELY THE "DEVELOPMENT AREAS").
- SUBJECT TO THE RESTRICTIONS, LIMITATIONS, AND TRANSFER/CONVERSION RIGHTS LISTED BELOW, THE PRINCIPAL BUILDINGS CONSTRUCTED WITHIN DEVELOPMENT AREAS MAY BE DEVELOPED:
 - WITH UP TO 600,000 SQUARE FEET OF GROSS FLOOR AREA OF COMMERCIAL NON-RESIDENTIAL USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS; AND (II) UP TO 550 RESIDENTIAL DWELLING UNITS, ALONG WITH ANY ACCESSORY USES ALLOWED IN THE MUDD ZONING DISTRICT. IN THE EVENT THAT 600,000 SQUARE FEET OF COMMERCIAL USES ARE NOT CONSTRUCTED ON THE SITE, UNUSED COMMERCIAL SQUARE FOOTAGE MAY BE REDEVLOPED TO RESIDENTIAL DWELLING UNITS AT THE RATE OF ONE (1) RESIDENTIAL DWELLING UNIT PER 1,000 SQUARE FEET OF COMMERCIAL SQUARE FOOTAGE SO CONVERTED. THUS, THE TOTAL NUMBER OF RESIDENTIAL DWELLING UNITS ALLOWED ON THE SITE MAY EXCEED 550 IF UNUSED COMMERCIAL SQUARE FOOTAGE IS CONVERTED IN ACCORDANCE WITH THE ABOVE RATIO. HOWEVER, THE TOTAL NUMBER OF TOTAL FAMILY UNITS SHALL NOT EXCEED 900 UNITS AT ANY TIME, INCLUDING CONVERSIONS. ANY SUCH CONVERSION SHALL TAKE INTO ACCOUNT ANY REDUCTION IN COMMERCIAL SQUARE FOOTAGE RESULTING FROM THE CONVERSION OF COMMERCIAL SQUARE FOOTAGE INTO HOTEL ROOMS AS PERMITTED IN THE FOLLOWING PARAGRAPH.
 - THE TOTAL NUMBER OF HOTEL ROOMS SHALL NOT EXCEED 300 UNITS AT ANY TIME, INCLUDING CONVERSIONS.
 - FOR PURPOSES OF THE DEVELOPMENT LIMITATIONS SET FORTH IN THESE DEVELOPMENT STANDARDS (BUT NOT TO BE CONSTRUED AS A LIMITATION ON FAR REQUIREMENTS) THE FOLLOWING ITEMS WILL NOT BE COUNTED AS PART OF THE ALLOWED GROSS FLOOR AREA (GROSS FLOOR AREA AS DEFINED BY THE CITY OF CHARLOTTE) FOR STRUCTURED PARKING FACILITIES, ALL LOADING DOCK AREAS (OPEN OR ENCLOSED), AND OUTDOOR DINING AREAS WHETHER ON THE ROOF OF THE BUILDINGS) OR AT STREET LEVEL (PARKING FOR OUTDOOR DINING AREAS WILL BE PROVIDED AS REQUIRED BY THE ORDINANCE OR THESE DEVELOPMENT STANDARDS).
 - PETITIONER SHALL PROVIDE AT LEAST 5,000 SQUARE FEET OF GROUND FLOOR SPACE THAT IS DESIGNED AND CONSTRUCTED TO ACCOMMODATE RETAIL ACTIVITIES (LEASING OFFICES, FITNESS CENTERS, LOBBIES, AND OTHER AREAS THAT ARE ACCESSORY TO RESIDENTIAL OR OFFICE USES SHALL NOT BE CONSIDERED RETAIL SPACE FOR PURPOSES OF THIS PROVISION). FURTHERMORE, AT LEAST 2,500 SQUARE FEET OF THE 5,000 SQUARE FEET OF MEDIUM RETAIL SPACE SHALL BE LOCATED AT THE CORNER OF PARK ROAD AND MOCKINGBIRD LANE.
 - THE TOTAL SQUARE FEET OF GROSS FLOOR AREA DEVOTED TO OFFICE USES AND OTHER COMMERCIAL USES SUCH AS RETAIL, RESTAURANT AND PERSONAL SERVICE USES SHALL BE INTERCHANGEABLE PROVIDED THAT:
 - THE TOTAL SQUARE FEET OF GROSS FLOOR AREA OF ALL SUCH OFFICE AND OTHER COMMERCIAL USES DOES NOT EXCEED 600,000 SQUARE FEET OF GROSS FLOOR AREA;
 - THE TOTAL AMOUNT OF RETAIL SQUARE FOOTAGE SHALL NOT EXCEED 35,000 SQUARE FEET; AND
 - IN THE EVENT THAT A HOTEL USE IS DEVELOPED, THE TOTAL ALLOWABLE SQUARE FOOTAGE FOR COMMERCIAL USES SHALL BE REDUCED BY 500 SQUARE FEET FOR EACH HOTEL ROOM THAT IS DEVELOPED.

V. TRANSPORTATION

- ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF CDOT AND NCDOT, AS APPLICABLE, TO THE ROADWAY IMPROVEMENTS WITHIN THEIR RESPECTIVE RIGHT-OF-WAY. THE DESIGN PROCESS AND THE PROPOSED IMPROVEMENTS SHALL BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE BROAD SOUTH MECKLENBURG AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC PROJECT. HOWEVER, THESE IMPROVEMENTS WERE INCLUDED IN THE APPROVED REZONING PETITION (2015-120) ASSOCIATED WITH A MAXIMUM UNIT COUNT OF 775. SOME IMPROVEMENTS HAVE BEEN COMPLETED. AN ADDITIONAL 125 UNITS ARE BEING REQUESTED WITH THIS REZONING PETITION.

b. ACCESS AND INTERNAL STREETS:

- ACCESS TO THE SITE FROM EXTERNAL PUBLIC STREETS WILL AS BE GENERALLY DEPICTED ON THE REZONING PLAN, SUBJECT TO ADJUSTMENTS AS SET FORTH BELOW.
- THE TOTAL NUMBER OF ACCESS POINTS TO PARK ROAD WILL BE LIMITED TO ONE (1).
- THE EXACT LOCATION OF INTERNAL STREETS DEPICTED ON THE REZONING PLAN WILL BE DETERMINED DURING THE DESIGN PROCESS AND THE STANDARDS SET FORTH HEREIN. APPROVED APPROPRIATE GOVERNMENTAL AUTHORITIES, SUBJECT TO APPLICABLE STATUTES, ORDINANCES AND REGULATIONS SUCH AS SUBDIVISION AND DRIVEWAY REGULATIONS.
- THE INTERNAL PRIVATE STREETS WILL HAVE RECORDED PUBLIC ACCESS EASEMENTS. HOWEVER, THIS SHALL NOT PRECLUDE PETITIONER FROM TEMPORARILY CLOSING INTERNAL PRIVATE STREETS FOR, BUT NOT LIMITED TO, SPECIAL EVENTS, FESTIVALS, PUBLIC MARKETS, CONCERTS, BLOCK PARTIES OR SIMILAR EVENTS.
- PETITIONER RESERVES THE RIGHT TO LIMIT THE ACCESS POINT TO THE INTERNAL STREET CONNECTION TO ABBEY PLACE TO ONE-WAY TRAFFIC PATTERNS.
- UP TO SIX (6) ACCESS POINTS TO INTERNAL STREET SHALL BE PERMITTED. LOCATIONS OF ACCESS POINTS TO INTERNAL STREETS SHALL BE IDENTIFIED DURING THE DESIGN AND PERMITTING PROCESS.
- IN ADDITION TO PROPOSED STREET LOCATIONS, THE REZONING PLAN IDENTIFIES POTENTIAL VEHICULAR ACCESS POINTS WHICH COULD BE SURFACE DRIVES OR ENTRANCES TO STRUCTURED PARKING FACILITIES. THE EXACT NUMBER AND LOCATION OF VEHICULAR ACCESS POINTS WILL BE DETERMINED DURING THE DESIGN PROCESS AND THEREAFTER WITH APPROVAL FROM APPROPRIATE GOVERNMENTAL AUTHORITIES, SUBJECT TO APPLICABLE STATUTES, ORDINANCES AND REGULATIONS SUCH AS SUBDIVISION AND DRIVEWAY REGULATIONS. PETITIONER, IN ITS DISCRETION MAY LIMIT INGRESS AND EGRESS MOVEMENTS OR RESTRICT CERTAIN VEHICULAR ACCESS POINTS TO ONE-WAY TRAFFIC IF NECESSARY.
- THE PETITIONER RESERVES THE RIGHT TO REQUEST THE INSTALLATION OF PAVERS AND/OR STAMPED OR COLORED ASPHALT WITHIN STREETS ABUTTING OR INTERNAL TO THE SITE IN ORDER TO DESIGNATE AND DEFINE PEDESTRIAN CROSS-WALKS. THE PETITIONER WILL COORDINATE THE DESIGN OF ANY DECORATIVE PAVEMENT ELEMENTS PROPOSED WITHIN THE PUBLIC RIGHT-OF-WAY WITH CDOT DURING THE DRIVEWAY PERMIT PROCESS. FURTHERMORE, THE PETITIONER UNDERSTANDS THAT AN ENCROACHMENT AND MAINTENANCE AGREEMENT MUST BE OBTAINED FROM CDOT BEFORE ANY DECORATIVE PAVERS AND/OR STAMPED PAVEMENT PROPOSED IN THE PUBLIC RIGHT-OF-WAY MAY BE INSTALLED.
- THE ALIGNMENT OF THE INTERNAL PUBLIC AND PRIVATE STREETS, VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY THE PETITIONER, SUBJECT TO CDOT'S FINAL APPROVAL.

- SUBSTANTIAL COMPLETION.** REFERENCE TO "SUBSTANTIALLY COMPLETE" FOR CERTAIN IMPROVEMENTS AS SET FORTH HEREIN SHALL MEAN COMPLETION OF THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH HEREIN. HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS REASONABLY DETERMINED BY CDOT) ARE NOT COMPLETED AT THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDINGS) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN CDOT WILL ALLOW APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR THE IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS.
- ROADWAY IMPROVEMENTS AND PHASING.** PETITIONER SHALL PROVIDE OR CAUSE TO BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS. THE IMPROVEMENTS SET FORTH BELOW TO BENEFIT OVERALL TRAFFIC CONDITIONS THROUGHOUT THE AREA IN ACCORDANCE WITH THE FOLLOWING IMPLEMENTATION PROVISIONS:
 - INTERNAL STREETS SHALL BE SUBSTANTIALLY COMPLETE PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE SECOND NEW BUILDING TO BE CONSTRUCTED ON THE SITE.
 - EXTEND THE EXISTING SOUTHWIND LEFT TURN LANE STORAGE AT PARK ROAD AND ABBEY PLACE FROM 150 FEET TO 225 FEET WITH 90 FEET OF BAY TAPER PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE SECOND NEW BUILDING CONSTRUCTED ON THE SITE. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120.
 - EXTEND THE EXISTING NORTHWIND DUAL LEFT TURN LANES AT PARK ROAD AND WOODLAWN ROAD FROM 150 FEET TO 300 FEET. THE INNER LEFT TURN LANE SHALL BE EXTENDED FROM 300 FEET TO 360 FEET WITH 15 FEET OF TAPER. THE DUAL TURN LANE SHALL BE EXTENDED FROM 375 FEET TO THE MAXIMUM EXTENT ALLOWABLE WITHOUT INTERFERING WITH A NEW PEDESTRIAN REFUGE ISLAND THAT IS TO BE PROVIDED WITHIN THE EXISTING MEDIUM. THESE IMPROVEMENTS SHALL BE MADE PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE SECOND NEW BUILDING CONSTRUCTED ON THE SITE. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120.

- INSTALL A PEDESTRIAN REFUGE ISLAND AT LEAST 30 FEET IN LENGTH WITHIN THE EXISTING PARK ROAD MEDIAN NEAR THE INTERSECTION OF PARK ROAD AND MONTFORD DRIVE PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE SECOND NEW BUILDING ON THE SITE. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120.
- INSTALL A TRAFFIC SIGNAL AT PARK ROAD AND MOCKINGBIRD LANE ALONG WITH A WESTBOUND LEFT-THROUGH LANE ON MOCKINGBIRD LANE WHEN WARRANTED. HOWEVER, IN THE EVENT THAT THE TRAFFIC SIGNAL IS REQUIRED TO BE PROVIDED BY OTHERS, THE PETITIONER SHALL CONSIDER A THRESHOLD HAS BEEN MET. PETITIONER WILL CONTRIBUTE UP TO \$50,000 OF THE COST OF THE SIGNAL. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120.
- RESTRIPE MONTFORD DRIVE (BETWEEN WOODLAWN ROAD AND ABBEY PLACE) TO ACCOMMODATE A LEFT TURN LANE INTO ABBEY PLACE WHILE MAINTAINING THE EXISTING LANES AT THE INTERSECTION OF MONTFORD DRIVE AND WOODLAWN ROAD. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120.
- PETITIONER SHALL CONTRIBUTE \$50,000 TO THE CITY OF CHARLOTTE, PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE FIRST PERMANENT BUILDING CONSTRUCTED WITHIN DEVELOPMENT AREA D. TO BE USED TOWARDS THE FOLLOWING IMPROVEMENTS TO BE INSTALLED BY CDOT OR OTHERS, COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120:
 - INSTALLATION OF A TRAFFIC SIGNAL AT WOODLAWN ROAD AND MONTFORD DRIVE.
 - PETITIONER SHALL CONTRIBUTE \$150,000 TO THE CITY OF CHARLOTTE, PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR DEVELOPMENT IN EXCESS OF 450,000 SQUARE FEET OF SPACE WITHIN NEW BUILDINGS ON THE SITE, TO BE USED FOR IMPROVEMENTS AT THE INTERSECTION OF PARK ROAD AND WOODLAWN ROAD. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120. THE IMPROVEMENTS THAT THESE FUNDS COULD BE USED FOR MAY INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
 - INSTALLATION OF A PEDESTRIAN REFUGE ISLAND AT THE SOUTHEAST CORNER OF THE INTERSECTION OF PARK ROAD AND WOODLAWN ROAD; AND
 - INSTALLATION OF A NORTHBOUND RIGHT TURN LANE AT PARK ROAD AND WOODLAWN ROAD WITH A MINIMUM OF 200 FEET OF STORAGE.
- RIGHT-OF-WAY AVAILABILITY.** IT IS UNDERSTOOD THAT SOME OF THE PUBLIC ROADWAY IMPROVEMENTS REFERENCED HEREIN MAY NOT BE POSSIBLE WITHOUT THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS, AS SPECIFIED BY THE CITY OF CHARLOTTE RIGHT-OF-WAY ACQUISITION PROCESS AS ADMINISTERED BY THE CITY OF CHARLOTTE ENGINEERING AND PROPERTY MANAGEMENT DEPARTMENT, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT-OF-WAY UPON COMMERCIALLY REASONABLE TERMS AND AT MARKET PRICES, THE CITY OF CHARLOTTE ENGINEERING AND PROPERTY MANAGEMENT DEPARTMENT, THE PETITIONER IS UNABLE TO ACQUIRE ANY SUCH LAND AND THE EXPENSES OF SUCH PROCEEDINGS, FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS REFERENCED IN SUCH RIGHT-OF-WAY ACQUISITION PROCESS ARE DELAYED BECAUSE OF DELAYS IN AN ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN ABOVE, THEN THE PETITIONER WILL CONTACT THE PLANNING DEPARTMENT AND CDOT REGARDING AN APPROPRIATE INFRASTRUCTURE PHASING PLAN THAT APPROPRIATELY MATCHES THE PHASING OF THE DEVELOPMENT PROPOSED TO THE PUBLIC INFRASTRUCTURE MITIGATIONS. IF AFTER CONTACTING THE PLANNING DEPARTMENT AND CDOT TO DETERMINE THE APPROPRIATE INFRASTRUCTURE PHASING PLAN, DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY EXTENDS BEYOND THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDINGS) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN CDOT WILL INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENTS; IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS.
- ALTERNATIVE IMPROVEMENTS.** CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE DETERMINATION AND MUTUAL AGREEMENT OF PETITIONER, CDOT, PLANNING DIRECTOR, AND AS APPLICABLE, NCDOT. HOWEVER, THE PROPOSED IMPROVEMENTS TRANSPORTATION IMPROVEMENTS MUST PROVIDE (IN THE AGGREGATE) COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS PETITION.
- ALTERNATIVE COMPLIANCE.** WHILE IT IS UNDERSTOOD THAT THE IMPROVEMENTS SET FORTH ABOVE, UNLESS OTHERWISE SPECIFIED, ARE THE RESPONSIBILITY OF THE PETITIONER OR OTHER PUBLIC SECTOR ENTITY, IN THE EVENT THAT IT IS NECESSARY OR ADVANTAGEOUS, CDOT MAY, AT ITS DISCRETION, ACCEPT A FEE IN LIEU OF CONSTRUCTION OF CERTAIN IMPROVEMENTS, AS LONG AS SUCH FEE IS EQUAL TO THE FULL COST OF SAID IMPROVEMENTS (INCLUDING DESIGN, ACQUISITION AND CONSTRUCTION).

VI. DESIGN GUIDELINES:

- GENERAL DESIGN GUIDELINES.**
 - THE PRINCIPAL BUILDINGS CONSTRUCTED ON THE SITE MAY USE A VARIETY OF BUILDING MATERIALS. THE BUILDING MATERIALS USED FOR BUILDINGS OTHER THAN STRUCTURED PARKING FACILITIES WILL INCLUDE GLASS, BRICK, STONE, SIMULATED STONE, PRE-CAST STONE, ARCHITECTURAL PRECAST CONCRETE, SYNTHETIC STONE, STUCCO, CEMENTATIONARY SIDING (SUCH AS HARD-PLANK), OR WOOD. EIFS AS A BUILDING MATERIAL SHALL NOT BE ALLOWED, EXCEPT AS BACKLASH FOR ARCHITECTURAL TRIM ON STUCCO CLAD BUILDINGS. VINYL, AS A BUILDING MATERIAL, WILL ONLY BE ALLOWED ON WINDOWS, SOFFITS AND TRIM FEATURES.
 - A MINIMUM FOUR (4) FOOT TRANSITION ZONE SHALL BE PROVIDED BETWEEN THE BACK OF SIDEWALK AND ADJACENT BUILDING FACES ALONG AT LEAST 75% PERCENT OF THE PERIMETER OF THE SITE. THE PURPOSE OF THE TRANSITION ZONE IS CONTINGENT UPON THE USE AND SHALL BE DESIGNED TO ACCOMMODATE SEMI-PUBLIC COURTYARDS, A WIDER SIDEWALK FOR OUTDOOR DINING WHEN ADJACENT TO NON-RESIDENTIAL OR ENHANCED LANDSCAPING, STAIRS AND STOOMS MAY ENCRACH INTO THIS TRANSITION ZONE.
 - "BUILDING FRONTAGE AREAS" ARE GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. WITHIN THESE AREAS BUILDING FRONTAGES SHALL INCLUDE PRINCIPAL USES. WITHIN THESE AREAS, NO STRUCTURED PARKING AREAS OR PARKING AND MANEUVERING AREAS SHALL BE VISIBLE FROM STREETS OR OPEN SPACES. HOWEVER, DRIVEWAY ACCESS POINTS INTO "WRAPPED" PARKING STRUCTURES AND LOADING AREAS ARE PERMITTED WITHIN ANY BUILDING FRONTAGE AREA.
 - "PERMISSIBLE PARKING AREAS" ARE GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. THIS DENOTES AREAS WHERE PARKING AREAS AND PARKING STRUCTURES MAY BE VISIBLE FROM STREETS OR OPEN SPACES.
 - BUILDING MATERIALS ASSOCIATED WITH FACADES OF PARKING STRUCTURES SHALL BE GENERALLY COMPATIBLE IN CHARACTER AND QUALITY WITH NEARBY BUILDINGS AND NEARBY BUILDINGS, PLAZAS AND STREETSCAPES, TAKING INTO CONSIDERATION DIFFERENCES ASSOCIATED WITH PARKING STRUCTURES.
 - ALTHOUGH PARKING AREAS OR PARKING STRUCTURES MAY BE VISIBLE FROM PARK ROAD, AT LEAST 50% OF DEVELOPMENT AREA C'S PARK ROAD FRONTAGE SHALL BE TREATED LIKE A BUILDING FRONTAGE AREA.
 - IN THE EVENT THE DEVELOPMENT AREA A IS REDEVELOPED, AT LEAST 50% OF DEVELOPMENT AREA A'S PARK ROAD FRONTAGE SHALL BE TREATED LIKE A BUILDING FRONTAGE AREA.
 - AT LEAST 50% OF DEVELOPMENT AREA C'S FRONTAGE ALONG THE ADJACENT INTERNAL STREET SHALL BE TREATED LIKE A BUILDING FRONTAGE AREA.
 - ALL PERMISSIBLE PARKING AREAS THAT FACE PUBLIC AND PRIVATE STREETS ADJACENT TO REQUIRED OPEN SPACES SHOWN ON THE TECHNICAL DATA SHEET SHALL BE SCREENED AT A LEVEL THAT EXCEEDS THE ORDINANCE REQUIREMENT. THE FIRST FLOORS OF ANY PARKING STRUCTURES THAT FACE STREETS OR REQUIRE OPEN SPACES SHALL BE DESIGNED TO ENCOURAGE AND COMPLEMENT PEDESTRIAN-SCALE ACTIVITY AND SHALL INCORPORATE AT LEAST TWO OF THE FOLLOWING DESIGN FEATURES:
 - WORKS OF ART;
 - DECORATIVE PEDESTRIAN LIGHTING/SCENCES;
 - FOUNTAINS AND POOLS;
 - COVERED PORCHES, CANOPIES, AWNINGS OR SUNSHADES;
 - STREET FURNITURE;
 - LANDSCAPING AND GARDEN AREAS; AND/OR
 - ARCHITECTURALLY ARTICULATED FACADES.
 - NEW METER BANKS WILL BE SCREENED WHERE VISIBLE FROM PUBLIC VIEW AT GRADE FROM PUBLIC OR PRIVATE STREETS AND SHALL BE LOCATED OUTSIDE OF THE SETBACK.
 - NEW ROOFTOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE FROM PUBLIC OR PRIVATE STREETS.
 - TREES MAY BE PROVIDED IN GRATES OR RAISED PLANTERS RATHER THAN IN PLANTING STRIPS.
 - DUMPSTERS, LOADING AND SERVICES AREAS SHALL BE SCREENED FROM STREETS, COMMON OPEN SPACES AND PARKING AREAS. ANY ADJACENT RESIDENTIAL USES OR COMPLIMENTARY TO THE PRINCIPAL STRUCTURE, DUMPSTER ENCLOSURES WILL NOT DIRECTLY ABUT THE BACK OF A SIDEWALK.
 - BACKFLOW PREVENTERS AND TRANSFORMERS SHALL BE SCREENED AND LOCATED OUTSIDE THE SETBACK, BUT CAN BE LOCATED IN THE FOUR (4) FOOT TRANSITION ZONE. BACKFLOW PREVENTION DEVICES MAY BE LOCATED INSIDE BUILDINGS, AS PERMITTED IN THE OPTIONAL PROVISIONS ABOVE.
 - BUILDINGS SHALL BE DESIGNED SO THAT INDIVIDUAL RESIDENTIAL UNITS, SHOPS, TENANTS OR COMMON ENTRANCES HAVE DIRECT ACCESS TO PUBLIC OR PRIVATE STREETS, PEDESTRIAN CORRIDORS OR OPEN SPACES. BUILDING ENTRANCES SHALL BE AT OR SLIGHTLY ABOVE GRADE AND SHALL BE HIGHLY VISIBLE AND BE HIGHLY VISUALLY TREATED AS PROMINENT PEDESTRIAN ENTRANCE THROUGH A COMBINATION OF AT LEAST FIVE (5) OF THE FOLLOWING FEATURES:
 - DECORATIVE PEDESTRIAN LIGHTING/SCENCES;

- ARCHITECTURAL DETAILS CARRIED THROUGH TO UPPER STORIES;
- COVERED PORCHES, CANOPIES, AWNINGS OR SUNSHADES;
- ARCHWAYS;
- TRANSOM WINDOWS;
- TERMINED OR EASED PLANTERS THAT CAN BE UTILIZED AS SEAT WALLS;
- COMMON OUTDOOR SEATING ENHANCED WITH SPECIALTY DETAILS, PAVING, LANDSCAPING OR WATER FEATURES;
- DOUBLE DOORS;
- STOOPS OR STAIRS; AND/OR
- CONTRASTING PAVEMENT FROM PRIMARY SIDEWALK.

- STREETSCAPE TREATMENT WILL BE A UNIFYING ELEMENT THROUGH THE USE OF CONSISTENT PAVING, PEDESTRIAN SCALE LIGHTING, ENHANCED LANDSCAPING, SITE FURNISHINGS AND SIGNAGE. SPECIALTY PAVERS, STAINED AND PATTERNED CONCRETE, PAVING OR GRASSING, AND OTHER MEANS WILL BE USED TO CALL ATTENTION TO AMENITY AREAS, GATHERING SPACES AND PLAZAS AS A METHOD OF WAY-FINDING.
- EXPANSES OF BLANK OR UNARTICULATED WALLS GREATER THAN 20 FEET IN LENGTH SHALL BE TREATED WITH A MINIMUM OF THREE (3) OPTIONS BELOW:
 - PROVIDE A HIGHER LEVEL OF TRANSPARENCY ON THE GROUND FLOOR, SUCH AS EXAGGERATED OR LARGER WINDOWS INDICATIVE OF LIVING AREAS OR RETAIL SPACES;
 - UTILIZE HORIZONTAL AND VERTICAL VARIATIONS IN WALL PLANES;
 - PROVIDE ARCHITECTURAL PROTRUSION TO ACCENTUATE ENCLOSED BALCONES.
- UTILIZE CORNERS TO PROVIDE VISUAL INTEREST AT THE PEDESTRIAN LEVEL AS WELL AS TO DIFFERENTIATE ROOF LINES OR HIGHLIGHT GROUND FLOOR USES;
- PROVIDE AMENITY LANDSCAPING, SUCH AS A SITTING AREA WITH ARBORING; AND/OR
- ANY OTHER ARCHITECTURAL IMPROVEMENTS AS ALLOWED BY THE ORDINANCE TO IMPROVE THE VISUAL AESTHETICS OF SCALE AND/OR MASSING.

- ON COMPLETION OF THE REDEVELOPMENT OF THE SITE, NO MORE THAN 100 SURFACE LEVEL (EXCLUSIVE OF THOSE LOCATED WITHIN A PARKING STRUCTURE) OFF-STREET PARKING SPACES SHALL BE ALLOWED THROUGHOUT THE SITE. EXISTING SURFACE PARKING AREAS WITHIN A SPECIFIC DEVELOPMENT AREA MAY REMAIN UNTIL THAT DEVELOPMENT AREA IS REDEVELOPED.
- ALL BUILDINGS SHALL COMPLY WITH THE HEIGHT REQUIREMENTS ESTABLISHED UNDER THE ORDINANCE FOR THE MUDD CLASSIFICATION.

b. DESIGN GUIDELINES FOR DESIGNATED FOCAL POINTS.

- PETITIONER SHALL CREATE A FOCAL POINT WITHIN DEVELOPMENT AREA C AT THE CORNER OF PARK ROAD AND MOCKINGBIRD LANE, AS GENERALLY DEPICTED ON THE REZONING PLAN. IN ORDER TO STIMULATE PEDESTRIAN ACTIVITY AND INTEREST AT THIS LOCATION, THE FIRST FLOOR (STREET LEVEL) OF ANY BUILDING WITHIN THAT AREA SHALL BE DESIGNED TO ADDRESS THE CORNER AND PROMOTE A VISUAL RELATIONSHIP TO THE STREET AND ENCOURAGE MOVEMENT ACTIVITY AT STREET LEVEL. ADDITIONALLY, PETITIONER SHALL PROVIDE AT LEAST 2500 SQUARE FEET OF SPACE DESIGNED AND CONSTRUCTED FOR RETAIL ACTIVITY FRONTING THE CORNER AT THIS LOCATION. FOR PURPOSES OF THIS PARAGRAPH, THE TERM RETAIL INCLUDES NOT ONLY SALES OF MERCHANDISE AND GOODS BUT WILL ALSO BE CONSTRUED TO MEAN PERSONAL AND BUSINESS SERVICES, EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS, GALLERIES, AND SIMILAR USES, BUT NOT FINANCIAL INSTITUTIONS.
- PETITIONER SHALL CREATE A FOCAL POINT WITHIN DEVELOPMENT AREA D AT THE CORNER OF ABBEY PLACE AND THE INTERNAL STREET CONNECTING TO ABBEY PLACE, AS GENERALLY DEPICTED ON THE REZONING PLAN. IN ORDER TO STIMULATE PEDESTRIAN ACTIVITY AT THE STREET LEVEL, THE FIRST FLOOR (STREET LEVEL) OF ANY NEW BUILDING WITHIN THAT AREA SHALL BE DESIGNED AND CONSTRUCTED TO PROMOTE A VISUAL RELATIONSHIP TO THE STREET AND ENCOURAGE MOVEMENT ACTIVITY AT STREET LEVEL. AND TO ACCOMMODATE GROUND FLOOR ACTIVITIES IN THE BUILDING BEYOND THE NORMAL BUSINESS DAY. ADDITIONALLY, AT LEAST 50% OF THE LENGTH OF THE FIRST FLOOR STREET FRONTAGE WITHIN THIS AREA SHALL INCORPORATE TRANSPARENT PARTIAL WALLS AND DOORS ARRANGED SO THAT THE USES ARE VISIBLE FROM AND/OR ACCESSIBLE TO THE ADJACENT STREETS. COMPLETED PER APPROVED REZONING CONDITIONS, PETITION NUMBER 2015-120.

VII. PARKING AREAS, ACCESS AND CIRCULATION DESIGN GUIDELINES.

- STRUCTURED PARKING FACILITIES SHALL BE DESIGNED TO ENCOURAGE AND COMPLEMENT PEDESTRIAN-SCALE INTEREST AND ACTIVITY ON THE GROUND FLOOR AND BE ARCHITECTURALLY INTEGRATED WITH THE BUILDING.
- PETITIONER SEEKS TO LIMIT AREAS WHERE PARKING STRUCTURES AND OFF-STREET SURFACE PARKING AREAS ARE VISIBLE FROM PUBLIC OR PRIVATE STREETS. THEREFORE, EXPOSED PARKING STRUCTURES (DRIVEWAY ENTRANCES TO PARKING DECKS ARE PERMITTED) AND OFF-STREET SURFACE PARKING AREAS THAT ARE VISIBLE FROM PUBLIC OR PRIVATE STREETS SHALL NOT BE ALLOWED IN THE AREAS GENERALLY DEPICTED ON THE REZONING PLAN.
- OPENINGS AT THE STREET LEVEL ARE LIMITED TO VEHICULAR ENTRANCES, PEDESTRIAN ACCESS TO THE STRUCTURE, AND VENTILATION OPENINGS. ALL SUCH OPENINGS SHALL BE DECORATIVE AND BE AN INTEGRAL PART OF THE OVERALL BUILDING DESIGN.
- IF AN EXPOSED PARKING STRUCTURE IS LOCATED AT A STREET CORNER, THE CORNER OF THE PARKING STRUCTURE SHALL BE ACTIVATED WITH A GROUND FLOOR USE.
- ON-SITE LOADING DOCKS AND WASTE AREAS SHALL BE SEPARATED AND/OR SCREENED FROM VIEW AT GROUND LEVEL FROM PRIMARY BUILDING ENTRANCES AND FROM PARK ROAD AND ABBEY PLACE.