

## EXHIBIT A

### Amendments to PD 96-11-51

The following provisions modify or amend the standards contained in PD 96-11-15:

1. The third paragraph under Section 3 of Exhibit B is amended in its entirety to read as follows:

“Multi-family development uses shall be allowed east of Medical Center Drive. Multi-family developments shall not be required to be gated and screening walls or devices shall not be required between Multi-family and non-residential uses or along any Multi-family side and rear property lines that do not abut single family uses.”

2. Section 4 is amended by deleting the reference in therein to multi-family dwellings “located within the area east of the proposed internal north-south public road” and substituting in its place the reference to multi-family dwellings “located within the area east of Medical Center Drive”

3. Section 10(l) is amended to delete the reference to “the area east of the proposed internal north-south public road” and replace the same with “the area east of Medical Center Drive”.

4. The following special ordinance provisions shall also apply to multi-family residential development on the subject property:

- a. Multi-family residential uses shall be developed as a series of gridded blocks each with a maximum length of 600 feet. Blocks shall be segmented from one another by a public right-of-way or another drive that serves as a primary pedestrian and vehicular route (public rights-of-way, private rights-of-way, and fire lanes hereinafter collectively referred to as “Streets”).
- b. All multi-family buildings shall be oriented so that the building’s edge/elevation creates an urban street wall appearance along the block face. The urban street wall appearance shall be accomplished by having eighty percent (80%) of the building’s edge/elevation fall within sixteen (16) feet and twenty-four (24) feet of the back of curb of a Street (such sixteen foot to twenty-four foot area from the back of curb being the “Urban Setback Zone”). Deviation from this provision shall be allowed on one side of a generally four-sided building to allow for the construction of an internally oriented parking lot that will be surrounded by the building it serves. The area between the building’s edge/elevation within the Urban Setback Zone and the back of curb of the Street (the “Pedestrian Zone”) will contain the required tree plantings and a minimum six (6) foot wide sidewalk. The Pedestrian Zone is intended to replace the required landscape buffers associated with typical multi-family residential developments. All elements of the building must fall within the Urban Setback Zone on the first floor; however, projections of elements of the building above the first floor may encroach into the first ten (10) feet of the Pedestrian Zone.

- c. For buildings that contain multi-family uses and are adjacent to Highway 5, at least eighty percent (80%) of the ground level space fronting Highway 5 shall be designed and constructed to permit commercial uses, containing a minimum of ten (10) feet clear ceiling height.
- d. An average of one canopy tree with a minimum caliper of 5 inches at the time of planting shall be planted every 30 feet of frontage along a Street. Trees may be clustered to facilitate the creation of design effects. Should the planting of these required trees not be possible at such intervals due to utility and other physical impediments, such trees shall be planted in landscape areas in the immediate area.
- e. Street benches shall be provided at one hundred and fifty (150) foot average intervals along all Streets. Street benches shall be placed facing the sidewalk and curb, parallel to the buildings. If necessary, these benches may be placed within a public access easement to ensure ongoing public access.
- f. At least one bicycle rack shall be located at the main entrance to every building.