

PLAN NOTES:

1.THIS SPECIALIZED AREA PLAN IS TO BE READ IN CONJUNCTION WITH SECTION 13.4.4 OF THE VERAMENDI DEVELOPMENT & DESIGN CONTROL DOCUMENT (DDCD).

2. A MAXIMUM BUILDING FOOTPRINT IS THE SPATIAL LIMIT WITHIN WHICH BUILDINGS AND STRUCTURES MAY BE LOCATED. BUILDINGS MAY BE POSITIONED AND ORIENTED ANYWHERE WITHIN A MAXIMUM BUILDING FOOTPRINT SUBJECT TO ANY APPLICABLE MINIMUM DEVELOPMENT STANDARDS IN THE VERAMENDI DDCD AND PROVIDED THE STATED MAXIMUM ALLOWABLE GROSS FLOOR AREA (GFA) IS NOT EXCEEDED.

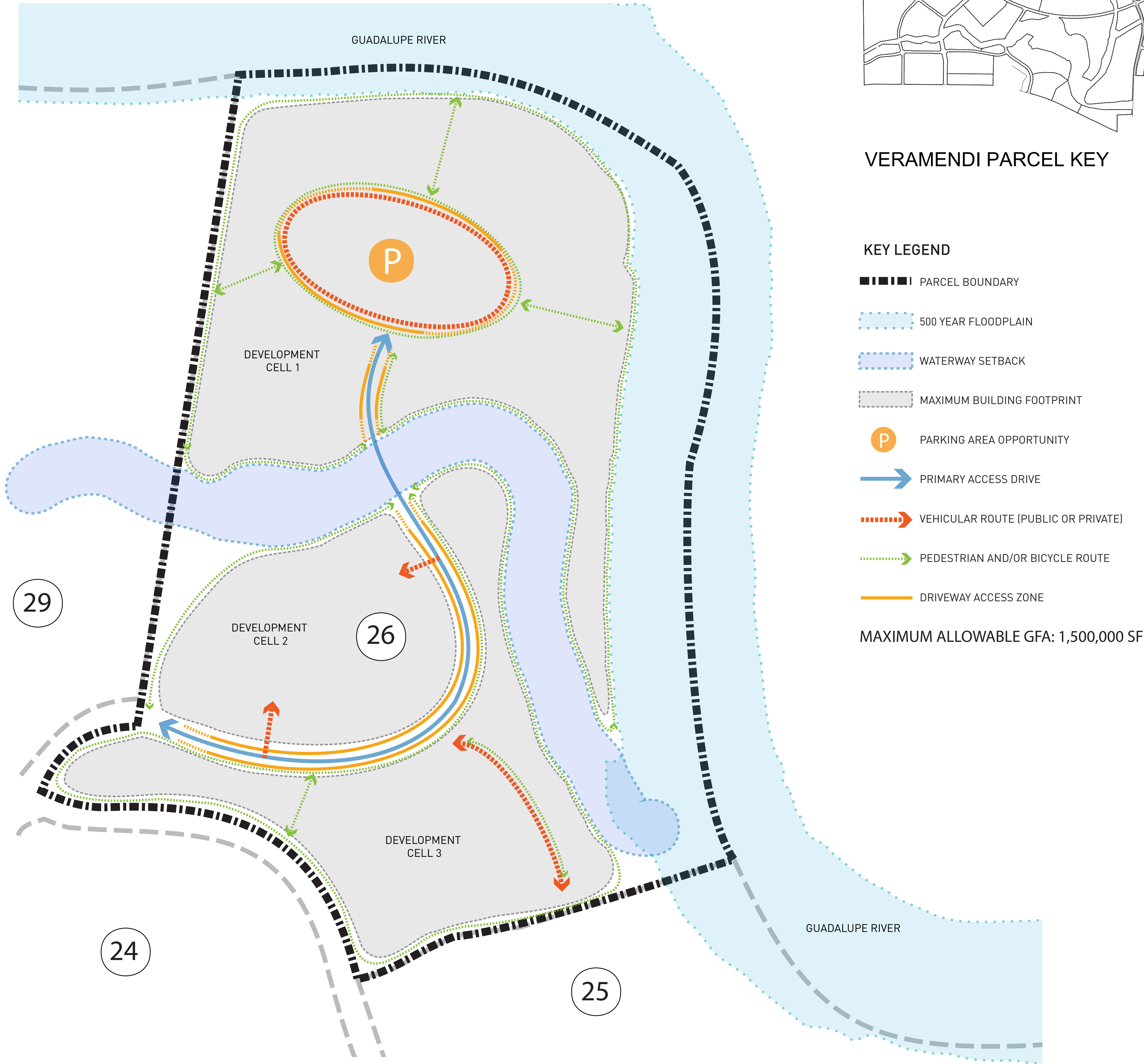
3.THE LOCATION AND SPATIAL CONFIGURATION OF OPPORTUNITY PARKING AREAS IS GUIDANCE ONLY. PARKING AREAS MAY BE ESTABLISHED IN ANY LOCATION THAT IS PRACTICAL AND/OR DESIRABLE, INCLUDING WITHIN MAXIMUM BUILDING FOOTPRINTS. ADDITIONAL PARKING AREAS MAY BE DESIGNATED.

4.THE PRECISE ALIGNMENT, ORIENTATION AND CONFIGURATION OF THE PRIMARY ACCESS DRIVE IS TO BE DETERMINED AT PLAT STAGE FOLLOWING DETAILED ENGINEERING DESIGN.

5.THE PRECISE POSITION, ORIENTATION AND CONFIGURATION OF DRIVEWAY CUTS IS TO BE DETERMINED AT PLAT STAGE FOLLOWING DETAILED ENGINEERING DESIGN.

6.VEHICLE ROUTES ARE CONCEPTUAL TO SHOW INTENT FOR VEHICLE CONNECTIVITY. REFER TO DDCD SECTION 13.4.4 FOR ADDITIONAL GUIDANCE. THE PRECISE ALIGNMENT, ORIENTATION AND CONFIGURATION OF VEHICLE ROUTES IS TO BE DETERMINED AT PLAT STAGE FOLLOWING DETAILED ENGINEERING DESIGN. ADDITIONAL VEHICLE ROUTES MAY BE DESIGNATED. VEHICLE STREETS MAY BE DESIGNATED AS EITHER PRIVATE OR PUBLIC.

7.PEDESTRIANS AND/OR BICYCLE ROUTES ARE CONCEPTUAL TO SHOW INTENT FOR PEDESTRIAN AND BICYCLE CONNECTIVITY. REFER TO DDCD SECTION 13.4.4 FOR ADDITIONAL GUIDANCE. THE PRECISE ALIGNMENT, ORIENTATION AND CONFIGURATION OF PEDESTRIAN AND/OR BICYCLE ACCESSWAYS IS TO BE DETERMINED AT PLAT STAGE FOLLOWING DETAILED ENGINEERING DESIGN. ADDITIONAL PEDESTRIAN AND/OR BICYCLE ACCESSWAYS MAY BE DESIGNATED.



SPECIALIZED AREA PLAN