

THE DISTRICT BUSINESS PARK FIRST ADDITION PLANNED UNIT DEVELOPMENT (PUD)

*Being the Replat of Lot 4, Block 1 of The District Addition
City of Dickinson, Stark County, ND*

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1. Legal Description of Property

Current: Lot 4, Block 1 of *The District Addition* in the City of Dickinson, ND.

Proposed: Lots 1-22, Block 1 of *The District Business Park First Addition* in the City of Dickinson, ND.

2. Vicinity Map



3. PUD Site Layout

The site layout for the development of this PUD is included in *Appendix A*. All development within this PUD shall conform to the requirements and general characteristics of this enclosed site layout.

Additional information describing the site requirements and uses is contained within this PUD document.

4. Purpose Statement

The provisions of this PUD are intended to provide an affordable ownership option within the City of Dickinson for small, commercial businesses with few employees and customers. Users will typically be owner-operated small businesses with few or no employees, focused on one-to-one business interactions. Examples of users would be: a consultant with an office manager as the lone employee; a personal trainer focusing on one-on-one training; a chiropractor with a receptionist; a photographer that does one-on-one sessions; and other similar commercial uses. By the nature of the businesses, the number of employees and customers at each facility will typically be generally limited to one or two each at a time.

This PUD also allows a location for aesthetically pleasing, privately-owned commercial and/or mixed-use spaces similar to those within Lot 12, Block 1 of the *Replat of Block 4 and Portions of Blocks 1 & 5 of West Ridge 1st Addition*. These buildings offer a location for occupants to have a privately owned shop for personal use, or to run a small business operation. These buildings generate very little traffic and have a very limited number of users.

Allowing for increased density within this commercial development helps create affordable commercial options while providing for a variety of new commercial uses in this area. Due largely to the City's population, there has not been a significant desire for large commercial businesses to establish themselves in Dickinson. By providing affordable opportunities to a variety of small businesses, this PUD can help resolve this lack of commercial development.

Due to the size and nature of the buildings and the permitted uses, this development will produce less vehicular traffic and parking demand than a typical commercial development in the City. By creating higher-density development with reduced access and parking regulations made possible by this lower number of users, an affordable option can be created by this PUD for these types of small businesses while generating greater sales and property tax revenues for the City.

Other communities in North Dakota have had success with similar development models in recent years. Some examples of similar developments in the area that were referenced when creating this PUD are as follows:

1. Westview 4th Addition Planned Unit Development in West Fargo, ND
2. Oakridge 11th Addition Planned Unit Development in West Fargo, ND
3. Oakridge 18th Addition Planned Unit Development in West Fargo, ND
4. Boden Addition in Bismarck, ND

5. Consistency with City's Comprehensive Plan

Within Chapter 4 of the City's Comprehensive Plan, *Dickinson 2035: Roadmap to the Future*, the City listed seven land use goals for the future growth of the City (see pages 69-70). This PUD helps the City meet the following five (5) goals listed in this comprehensive plan:

- a. Effectively manage the location, timing and fiscal impacts of future development.
- b. Promote and require high quality development in the city.
- c. Increase the availability of locations for retail commercial development.
- d. Improve the appearance of the community along major roadways, including I-94, that are community entrances.
- e. Provide financial and regulatory incentives for development that successfully achieve the objectives and policies of the comprehensive plan.

The following sections of this document outline in greater detail how this PUD meets each of these land use goals outlined by the City's comprehensive plan.

a. Effectively manage the location, timing and fiscal impacts of future development

Policy 3.12.12 (see page 119) of the City’s Comprehensive Plan state that “a mixed-use development should provide commercial services in close proximity to residential areas to provide shorter, more convenient vehicular or pedestrian trips for purchases of goods and services.” A large, multi-family residential apartment complex is located directly north of this property, and the City prepared a master plan, the *NW Dickinson Master Plan*, in October of 2019 that depicted a large, residential development with around 300 residential lots located immediately west of this PUD. When looking at the existing and proposed uses within ½-mile of this site, this development will be located in the heart of a largely residential area, making this an ideal location for this PUD in accordance with this policy. Furthermore, even with the large area of residential development around this property, it is conveniently located adjacent to a small area of existing commercial and high-density residential development. This location allows this site to conform with the directly adjacent land uses while serving this nearby residential area.

This site is also conveniently located within an area of the City that is already growing and located within the City’s Urban Service area. The City has made significant investments in the infrastructure surrounding this area to help account for and promote the westerly growth that has occurred in recent years. The public infrastructure necessary to serve this site has already been constructed around this property, and development of this property was planned for in the City’s Comprehensive Plan and the *NW Dickinson Master Plan*. This development helps promote growth within the City’s current Corporate Limits and Urban Service Area Boundary which reduces the issues associated with urban sprawl.

With these lots being sold to individual owners, the timing for improvements for these individual lots will be largely dictated by the supply and demand of the area. This PUD provides a location to meet the City’s commercial demands as they arise without requiring up-front investment in new infrastructure to be incurred by the City. Therefore, this PUD brings commercial development opportunities to the City as they are demanded without creating debt or other financial burdens on the City.

Based on current City policies, the infrastructure improvements necessary to serve this development are to be entirely privately funded. Therefore, the City will have no fiscal impact incurred for the initial development of this project. Furthermore, the City will gain property tax revenue from these twenty-two (22) commercial lots without incurring any infrastructure costs. This development has the potential to provide hundreds of thousands of dollars in additional property and sales tax revenues to the City for the foreseeable future.

b. Promote and require high quality development in the city.

The provisions included in this PUD document regarding building characteristics ensure development within this property is uniform and aesthetically pleasing. These building characteristic requirements exceed the minimum requirements of the City’s Municipal Code for standard Community Commercial zoning districts.

This PUD also provides an affordable opportunity for small business ownership. Giving small business owners the ability to own property, as opposed to leasing, has the “pride of ownership” effect that encourages continued investment and maintenance of property by each owner since this investment can pay owners back as an increase in their property value.

c. Increase the availability of locations for retail commercial development.

Chapter 4 of the City’s Comprehensive Plan also dedicates a section to the “Lack of Variety of Retail Uses” with the City (see page 92). This section indicates that “participants at public input meetings often cited the lack of a variety of retail business as a major concern.” This section goes on to indicate that “the limited supply of specific business types has resulted in price increases.”

Allowing for increased density within this commercial development helps create affordable commercial options while providing for a variety of new commercial uses in this area. Due to the City’s population, there has not been

a significant desire for large commercial businesses to establish themselves in Dickinson. By providing affordable opportunities to a variety of small businesses, this PUD can help resolve this lack of commercial development.

Furthermore, this additional supply of commercial space will likely open some existing commercial spaces that are currently occupied. This increased supply of commercial space will likely have the effect of reduced commercial rent prices which will create additional opportunities for new businesses to enter the Dickinson market.

d. Improve the appearance of the community along major roadways, including I-94, that are community entrances.

This proposed development lies ±1,000-feet north of I-94 and ±500-feet west of State Avenue. I-94 and State Avenue are both identified in the City of Dickinson Zoning code as “important transportation corridors, and will continue as such with future growth of the city. These transportation corridors are expected to carry significant volumes of traffic, making development along these transportation corridors highly visible to the traveling public.”

Although this project lies outside of the Corridor Overlay District requirements of these transportation corridors in the City’s Zoning code, this area is highly visible from both of these routes. The requirements outlined by this PUD will ensure that this is a high-quality, aesthetically pleasing development that will promote the City’s goal of enhancing the City’s appearance along these major roadways. Instead of seeing an empty field when traveling along I-94 past this site, travelers will see a new commercial development that could pique interest in those spaces and the City in general.

e. Provide financial and regulatory incentives for development that successfully achieve the objectives and policies of the comprehensive plan.

As previously indicated, the infrastructure necessary to serve this development will be entirely privately funded. Therefore, the City is not providing direct financial incentives for this project. However, this PUD has indirect financial incentives for small business owners through the regulatory incentives created by the City allowing this PUD to move forward. Policy 3.2 of the City’s Comprehensive Plan (see page 119) states that “sufficiently high maximum density standards should be provided to incentivize development of PUD’s.” By increasing the density allowed for this site through this PUD and allowing for the private roadway to access this site, this development can provide new, affordable ownership opportunities for small businesses that are not otherwise available within the City. Many new or small businesses cannot afford the initial investment in the larger, more expensive commercial properties on the market, especially with the substantial increases in construction costs over the last few years. This PUD can help lower the input costs of this project and meet a market demand that is not currently available within the City.

Policy 3.12.2 (see page 119) states that “mixed-use development should be allowed as multiple uses in a single building or multiple uses within a development site.” This PUD helps meet this policy by allowing for and encouraging a mix of residential, civic, office, and commercial uses within the lots of this development.

6. Underlying Zoning District

The underlying zoning district for this Planned Unit Development (PUD) is *Community Commercial (CC)*. In accordance with §39.05.008 *Site Development Regulations* of the City’s Zoning Code, this property shall conform to the requirements of this underlying zoning district except as otherwise indicated within this PUD document.

7. Property Information

- Total Property Area: 5.47 acres
- Total Number of Lots: 22
- Minimum Lot Area Allowed: 7,000 square feet
- Minimum Lot Width Allowed: 50 feet

8. Allowable Uses

All of the uses allowed by *Table 4-2* of Section 39.04.005 of the *City of Dickinson Municipal Code* for Limited Commercial (LC) zoning shall be permitted uses within this property.

Mixed-use development shall also be permitted as long as the total square footage of the residential space does not exceed the square footage of the associated commercial space. The square footage comparisons for the commercial and residential uses shall count the usable floor space for all levels of the structure. Residential uses shall also be limited to one (1) dwelling unit maximum per lot.

9. Characteristics of Proposed Buildings

Buildings constructed within this PUD shall meet the general character and architectural standards of the renderings included in *Appendix B*. Although these renderings may not depict the exact design and architectural features of the buildings within this site, proposed buildings will be required to meet a similar level of architectural design and standards as shown by these conceptual renderings. These building characteristics exceed the minimum requirements of the *City of Dickinson Municipal Code* and will ensure that this is an aesthetically pleasing development.

10. Building Envelope

Buildings shall meet the following minimum setback requirements. These requirements shall supersede any setback, landscaping buffer, or buffer yard provisions within the *City of Dickinson Municipal Code*.

- Front Yard Setback: 50-feet
- Rear Yard Setback: 10-feet
- Street Side Yard Setback: 20-feet (applies to 19th Street W only)
- Interior Side Yard Setback: 5-feet
- Access Road Setback: 10-feet

Based on the total lot area, these minimum setback requirements, and easements that will restrict proposed building areas, the maximum building coverage allowed will vary for each proposed lot in this PUD. The maximum allowable building areas per lot vary from 3,202 square feet minimum to 7,237 square feet maximum with an average allowable building area of 5,276 square feet and a total maximum allowable building area of 116,077 square feet for the entire development. The maximum allowable building coverage varies from 38.5% to 55.9% per lot with an average maximum building coverage of 48.7% for the entire development.

Refer to the *PUD Site Layout* included in *Appendix A* for a depiction of the allowable building areas and a table indicating the maximum allowable building area for each lot.

11. Signage

Building signs shall meet the requirements of the §39.10 *Sign Regulations* of the *City of Dickinson Municipal Code*. Ground signs, poles signs, and pylon signs as defined by this code shall not be allowed within this development.

12. Vehicular Access and Circulation

The developer shall construct a shared, private access road having an asphalt or concrete surface through the center of this development within an easement to be provided by the plat of this property. This access road will connect to 19th Street W on the north side of this site, and it will have a width of 30-feet to allow for one driving lane in each direction. Driving lanes will have a width of 11-feet with a 4-foot shoulder on each side of the road separated from the driving lane by a 4-inch white line marked on the pavement. No parking will be allowed within

this access road. A dead-end fire apparatus access road turnaround meeting the requirements of the International Fire Code will be provided no more than 150-feet from the end of this access road.

This private access road will provide access to each of the lots proposed by this PUD. This road will also provide the necessary access for emergency vehicles that will need to serve this property.

The developer shall provide design plans for this access road to the City of Dickinson for approval prior to commencement of this construction.

Refer to the *PUD Site Layout* included in *Appendix A* for a depiction of this proposed access road.

13. Off-Street Parking

Each lot within this PUD shall be required to construct off-street parking facilities. These facilities must be constructed within the front 85-feet of each lot along the proposed access road. Parking lot pavement shall not be allowed within 3-feet of interior lot lines, except that parking lot pavement may extend the full width of the lot within the first 5-feet from the proposed access road to allow sufficient space for vehicular turning movements into these parking facilities. No parking lot pavement shall be allowed within 5-feet of the exterior subdivision boundary line. These requirements shall supersede any setback, landscaping buffer, or buffer yard provisions within the City of Dickinson Municipal code.

The amount of off-street parking to be provided varies based on the width of each lot within this PUD. The minimum off-street parking requirements vary from 3 minimum for the narrowest lots to 7 maximum for the widest lots. A total of 106 off-street parking stalls is the minimum to be provided within this PUD, for an average of 4.8 parking spaces per lot. Lots shall be required to provide accessible parking spaces in accordance with current regulations at the time of development, and all accessible parking provided shall count toward these minimum parking space requirements.

Refer to the *PUD Site Layout* included in *Appendix A* for a depiction of the allowable off-street parking areas and for a table indicating the minimum number of parking stalls to be required for each lot.

14. Sidewalks and Pedestrian Access

Sidewalk must be provided along 19th Street W in accordance with current City policies. A 4-foot-wide shoulder is also to be provided along each edge of the proposed access road to allow for pedestrian access between the lots within this site.

Sidewalks providing access between proposed parking facilities and buildings within each lot shall be provided as necessary. Sidewalks shall only be allowed within the allowable building and off-street parking areas previously described.

15. Multiple Lot Development

Development of a single site that spans multiple adjacent Lots shall be allowed as indicated by this section. All adjoining Lots within the Multiple Lot Development must be owned by the same entity. Multiple Lot Developments may only consist of Lots on the same side of the proposed access road through this subdivision.

Parking area and building setback requirements shall not apply to common Lot lines of Multiple Lot Developments. However, the minimum side yard setback requirements for the perimeter property lines of Multiple Lot Developments shall be multiplied by the number of Lots included in the development. Parking areas for Multiple Lot Developments shall also be allowed within the allowable building area. The minimum landscaping area required for Multiple Lot Developments shall be the sum of the minimum areas required for all Lots within the site.

16. Site Lighting

Each structure shall provide at least one exterior light on the front façade of the building to light the proposed parking area and access road at the front of the lot.

17. Landscaping

At a minimum, areas within lots that are located outside the maximum building coverage area and the allowable off-street parking area as defined by other sections of this document shall consist entirely of pervious landscape materials such as grass, landscape rock, or wood mulch.

Based on the total lot area and the allowable building and parking areas, the minimum landscaping area required will vary for each proposed lot in this PUD. The minimum landscape area required per lot varies from 1,341 square feet minimum to 3,513 square feet maximum with an average allowable building area of 1,945 square feet and a total minimum landscape area of 42,798 square feet for the entire development. The minimum allowable landscaping coverage varies from 13.3% to 27.4% per lot with an average minimum landscape coverage of 18.0% for the entire development.

Each lot with frontage along 19th Street W shall plant and maintain one (1) tree minimum in accordance with Section 39.08.007 of the *City of Dickinson Municipal Code*.

18. Site Drainage and Stormwater Management

Site drainage for all of Lots 12-22 shall be conveyed from west-east to the proposed access road. The front 50-feet of Lots 1-11 shall also be conveyed to the proposed access road. Runoff entering this proposed access road shall be directed through an inverted crown at the center of this road to proposed low points where it can be collected by stormwater inlets. These inlets will allow runoff to enter the proposed storm sewer system that will convey this runoff to the existing storm sewer system at the east edge of this lot constructed as part of The District Addition improvements. The remaining easterly portion of Lots 1-11 that does not drain to the proposed access road shall drain easterly to the back property line. At the back property line, this runoff shall be routed through the drainage swale constructed by The District Addition improvements to the stormwater inlet near the southeast corner of Lot 4 of this PUD.

The developer shall provide drainage plans and stormwater management plans to the City of Dickinson for approval prior to commencement of this construction. The drainage plan shall, at a minimum, provide spot elevations for all lot line drainage and recommended building floor elevations. This plan shall also depict the conveyance of runoff through this property. The stormwater management plan shall describe how this site conveys runoff and meets the requirements of the stormwater management plan for The District Addition, or if this PUD does not meet the requirements of the previous plan, what changes are necessary to meet the City's current stormwater ordinance.

Once these plans are approved, all lots shall be required to drain runoff from and through their property in accordance with the requirements of these plans.

19. Water and Sanitary Sewer Service

Each lot within this development will have an individual water and sanitary sewer service connected to central, 8-inch diameter water and sanitary sewer mains constructed to public utility system standards beneath the proposed access road. The developer will construct the proposed, central water and sanitary sewer mains within an easement provided by the plat of this property. The developer will also provide a 1-inch minimum diameter water service line and 4-inch diameter minimum sanitary sewer service line stubbed to the edge of this easement

at the front of each lot. The proposed water and sanitary sewer mains will be connected to the existing infrastructure within 19th Street W on the north side of this property.

The developer shall provide design plans for these water and sanitary sewer improvements to the City of Dickinson for approval prior to commencement of this construction.

20. Waste Management

Each individual lot will be responsible for waste management within their property. Trash receptacles for lots within this PUD shall be City of Dickinson small business 96-gallon containers (or the similar size and type if the City alters this trash receptacle standard in the future). These containers must be located within structures or along the sides or back of proposed structures where they are less visible from the proposed access road. Trash receptacles may only be placed along the proposed access road a maximum of 12-hours before and a maximum of 12-hours after the scheduled pick-up time.

21. Maintenance Considerations

Ownership and maintenance responsibilities for the public water, sanitary sewer, and storm sewer systems within the water, storm and sanitary sewer easements proposed in this site are to be the responsibility of the City of Dickinson after the construction of these improvements by the developer. The central access road and emergency vehicle turnaround are to be privately owned and maintained. These maintenance responsibilities are to be further outlined by a Development Agreement prepared in conjunction with the subdivision plat for this property. The maintenance responsibilities and this Development Agreement will be modeled off the agreement the City signed with the Developers for *The Market Addition*.

All privately owned parking areas located beyond the central access road, buildings, sidewalks, landscaping areas, private service lines outside the proposed water and sewer easements, and other improvements within private property on this site are to be maintained by each individual lot owner.

22. Additional Development Regulations

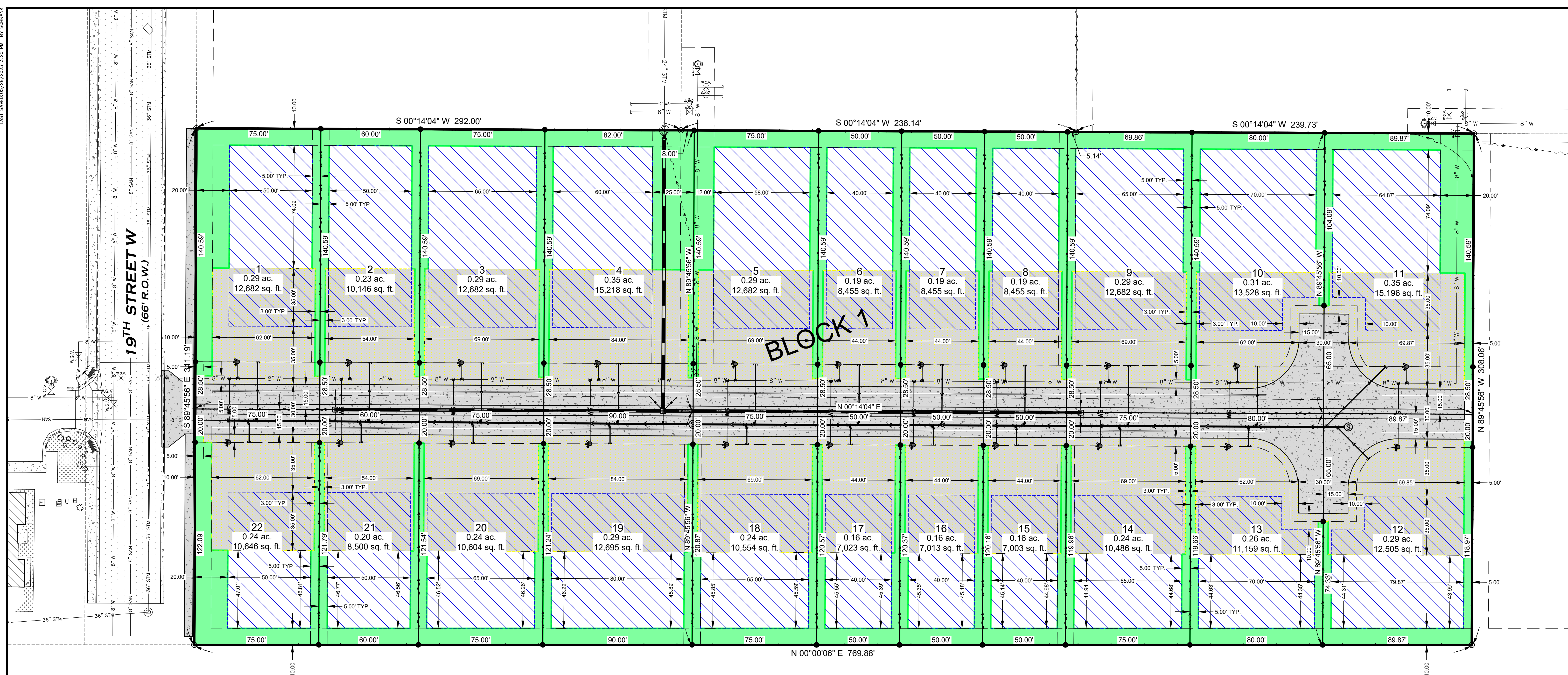
After approval of the PUD and replat for this property, the Developer will record additional restrictive covenants governing the appearance, maintenance, and uses of the site that will be more restrictive than the requirements detailed within this PUD.

APPENDIX A

PUD Site Layout

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REV	DATE	DESCRIPTION

BUILDING FOOTPRINT NOTES

- B1. FRONT YARD MINIMUM BUILDING SETBACK SHALL BE 50- FEET.
- B2. REAR YARD MINIMUM BUILDING SETBACK SHALL BE 10- FEET.
- B3. STREET SIDE YARD MINIMUM BUILDING SETBACK SHALL BE 20- FEET.
- B4. INTERIOR SIDE YARD MINIMUM BUILDING SETBACK SHALL BE 5- FEET.
- B5. BUILDINGS SHALL NOT BE ALLOWED WITHIN EASEMENTS.
- B6. BUILDINGS SHALL NOT BE ALLOWED WITHIN 10- FEET OF THE PROPOSED ACCESS ROAD.
- B7. PAVED PARKING PADS FOR VEHICLES IN WORKING CONDITION AND SIDEWALK CONCRETE ARE ALSO ALLOWED WITHIN THE BUILDING AREA.
- B8. THE MAXIMUM BUILDING FOOTPRINT FOR EACH LOT WITH THE SETBACKS AND EXCLUSIONS NOTED ABOVE ARE SHOWN BY THE FOLLOWING TABLE.

MAXIMUM BUILDING FOOTPRINT ALLOWED PER LOT

LOT NO.	LOT AREA (SF)	MAXIMUM BUILDING FOOTPRINT ALLOWED (SF)	MAXIMUM BUILDING COVERAGE (%)
1	12,682	4,455	43.0
2	10,146	4,455	53.8
3	12,682	7,091	55.9
4	15,218	6,546	43.0
5	12,682	6,238	49.9
6	8,455	4,364	51.6
7	8,455	4,364	51.6
8	8,455	4,364	51.6
9	12,682	7,091	55.9
10	13,528	7,237	53.5
11	15,196	6,877	45.9
12	12,505	5,921	47.3
13	11,159	5,164	46.3
14	10,486	5,187	49.5
15	7,003	3,202	45.7
16	7,013	3,211	45.8
17	7,023	3,219	45.8
18	10,554	5,247	49.7
19	12,895	6,485	51.1
20	10,604	5,290	49.9
21	8,500	4,083	48.0
22	10,646	4,096	38.5
TOTAL	238,369	116,077	48.7

PARKING AREA NOTES

- P1. PARKING LOT PAVEMENT MUST BE LOCATED WITHIN THE FRONT 85- FEET OF EACH LOT.
- P2. PARKING LOT PAVEMENT MUST BE KEPT 3- FEET MINIMUM FROM INTERIOR LOT LINES, EXCEPT THAT PARKING LOT PAVEMENT MAY BE CONSTRUCTED ACROSS THE FULL WIDTH OF THE LOT WITHIN THE FIRST 5- FEET FROM THE EDGE OF THE PROPOSED ACCESS ROAD.
- P3. PARKING LOT PAVEMENT MUST BE LOCATED 5- FEET MINIMUM FROM THE EXTERIOR SUBDIVISION BOUNDARY LINES.
- P4. PARKING LOT PAVEMENT MUST BE CONSTRUCTED TO MAINTAIN POSITIVE DRAINAGE TO THE PROPOSED ACCESS ROAD.
- P5. PARKING LOT PAVEMENT MAY BE CONSTRUCTED WITHIN EASEMENTS AS LONG AS THE UTILITIES WITHIN THE EASEMENTS ARE NOT AFFECTED.
- P6. SIDEWALK CONCRETE SHALL BE ALLOWED WITHIN THE PARKING AREAS.
- P7. EACH LOT MUST PROVIDE THE MINIMUM NUMBER OF PARKING STALLS SHOWN BY THE FOLLOWING TABLE. ACCESSIBLE PARKING STALLS MUST BE PROVIDED IN ACCORDANCE WITH CURRENT REGULATIONS AT THE TIME A LOT IS DEVELOPED. ACCESSIBLE PARKING STALLS PROVIDED SHALL COUNT TOWARDS THE TOTAL REQUIRED PARKING STALLS PER LOT.

MINIMUM PARKING STALLS REQUIRED PER LOT

LOT NO.	MINIMUM PARKING STALLS REQUIRED (EA)
1 & 22	5
2 & 21	4
3 & 20	6
4 & 19	7
5 & 18	6
6 & 17	3
7 & 16	3
8 & 15	3
9 & 14	6
10 & 13	5
11 & 12	5
TOTAL	106

LANDSCAPING AREA NOTES

- L1. AREAS OUTSIDE THE BUILDING AND PARKING AREAS SHALL INCLUDE PERVIOUS LANDSCAPING MATERIALS SUCH AS LANDSCAPE ROCK, WOOD MULCH, OR GRASS.
- L2. LOTS 1 AND 22 MUST INCLUDE A MINIMUM OF ONE TREE EACH WITHIN THE LANDSCAPE AREA ALONG 19TH STREET W.

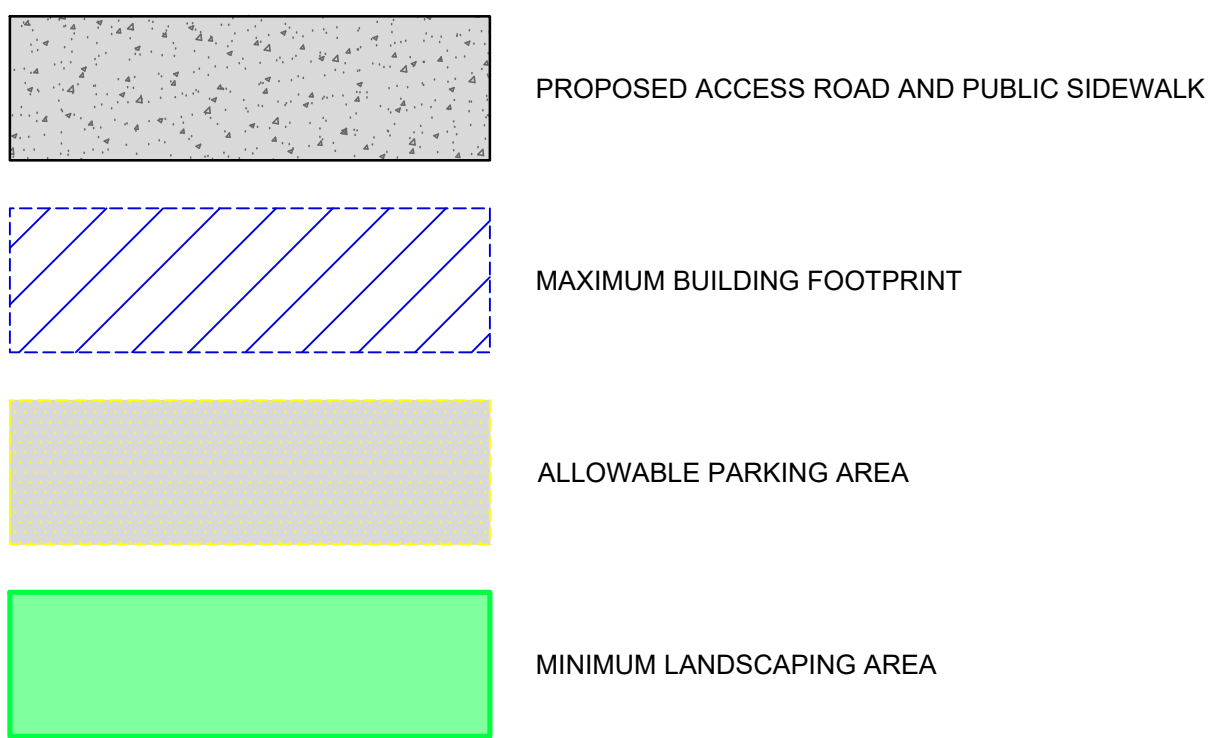
MINIMUM LANDSCAPING AREA REQUIRED PER LOT

LOT NO.	LOT AREA (SF)	MINIMUM LANDSCAPING AREA REQUIRED (SF)	MINIMUM LANDSCAPING AREA COVERAGE (%)
1	12,682	3,472	27.4
2	10,146	1,731	17.1
3	12,682	1,881	14.8
4	15,218	3,513	23.1
5	12,682	2,399	18.9
6	8,455	1,631	19.3
7	8,455	1,631	19.3
8	8,455	1,631	19.3
9	12,682	1,881	14.8
10	13,528	1,796	13.3
11	15,196	3,181	20.8
12	12,505	1,750	14.0
13	11,159	1,500	13.4
14	10,486	1,588	15.1
15	7,003	1,341	19.1
16	7,013	1,343	19.2
17	7,023	1,345	19.2
18	10,554	1,597	15.1
19	12,895	1,751	13.6
20	10,604	1,604	15.1
21	8,500	1,407	17.1
22	10,646	2,795	26.3
TOTAL	238,369	42,798	18.0

MULTIPLE LOT DEVELOPMENT NOTES

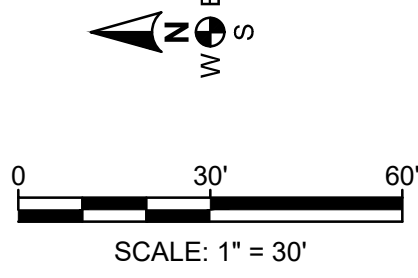
- M1. DEVELOPMENTS THAT SPAN MULTIPLE LOTS SHALL BE ALLOWED ON ADJOINING LOTS.
- M2. ALL LOTS WITH MULTIPLE LOT DEVELOPMENTS MUST BE ON THE SAME SIDE OF THE ACCESS ROAD.
- M3. PARKING AREA AND BUILDING SETBACK REQUIREMENTS SHALL NOT APPLY TO COMMON LOT LINES OF MULTIPLE LOT DEVELOPMENTS.
- M4. THE MINIMUM SIDE YARD SETBACK REQUIREMENTS FOR THE PERIMETER PROPERTY LINES OF MULTIPLE LOT DEVELOPMENTS SHALL BE MULTIPLIED BY THE NUMBER OF LOTS INCLUDED IN THE DEVELOPMENT.
- M5. THE MINIMUM LANDSCAPING AREA REQUIRED FOR MULTIPLE LOT DEVELOPMENTS SHALL BE THE SUM OF THE MINIMUM AREAS REQUIRED FOR ALL LOTS WITHIN THE MULTIPLE LOT DEVELOPMENT.
- M6. PARKING LOTS FOR MULTIPLE LOT DEVELOPMENTS SHALL ALSO BE ALLOWED WITHIN THE ALLOWABLE BUILDING AREA.

LEGEND



THE DISTRICT BUSINESS PARK
 FIRST ADDITION
 VENTURE COMMERCIAL, LLC

SCALE: 1"=30'
 DATE: 05/28/23
 DRAWN BY: AWS
 PROJECT NUMBER: 231003
 SHEET TITLE: PUD SITE PLAN
 SHEET NUMBER: A1
 A1 of A1



APPENDIX B

Renderings of General Building Characteristics

RENDERINGS OF GENERAL BUILDING CHARACTERISTICS
RENDERING #1



RENDERINGS OF GENERAL BUILDING CHARACTERISTICS
RENDERING #2



RENDERINGS OF GENERAL BUILDING CHARACTERISTICS
RENDERING #3

