

Park Road Master Development Plan Development Guidelines

EXHIBIT A

O-2025-_____

1.0 INTRODUCTION

Purpose

The Development Plan guidelines for the Park Road Planned Development Zoning District (“Park Road PD”) aim to provide direction and intent with regards to site design and development intensity. These guidelines encourage innovative and creative implementation approaches that mitigate environmental site concerns while positively contributing to the built form of the City of Hollywood. The overarching goal of this document is to establish development guidelines that remove the traditional limitations of general district regulations, in doing so, promoting standards that enable a mixed use, pedestrian friendly, multi-modal community. This document forms part of the Park Road Planned Development Zoning District and establishes the design intent and zoning standards by which future development are to be evaluated against.

History of the Property and Limitations

The site was formerly the Hollywood Incinerator Ash Dump in the 1950s and, more recently, portions serve as the City of Hollywood Public Works Facility. The property is known to have subsurface contaminants that have been documented by the federal government, the City of Hollywood, and the Developer. In 2011, the City of Hollywood designated the Property as a Brownfield Area to ensure that the Property would be eligible for private redevelopment to remediate the site and effectuate redevelopment activity.

2.0 SITE DESIGN

2.1 OVERVIEW

The Park Road PD encompasses ± 22 net acres and includes up to 630 multifamily residential units, $\pm 35,000$ square feet of general retail space, and $\pm 45,000$ square feet of general office space (collectively, the "Project"). The Project will feature amenities, including courtyards, recreational areas, walking paths and trails, community pools, several linear parks, and over 30% open space allocated across commercial and residential areas. The entirety of the Project, including the land to be retained by the City of Hollywood, is a designated Brownfield. To address this issue effectively, the Project design incorporates surface parking and building pads in the north area of the Project, acting as a "cap" over the contaminated zones, whereas the surface water infiltration is located in the south area of the Project.

Figure 1: Conceptual Master Plan



A conceptual master land use plan is provided, Figure 1, illustrating the envisioned layout. It should be noted that the building and garage configurations are subject to adjustments and modifications, provided they comply with the requirements of the Park Road PD and City of Hollywood Code of Ordinances, as applicable.

2.2 SITE CONFIGURATION

Guideline 2.1.1: Mix of Uses with Active Commercial Areas

The uses shown on the PD Master plan as part of the commercial area are curated to service the needs of the residential community that is located at the northern portion of the Property and adjacent Hillcrest community.

Commercial spaces should feature active uses like shops, cafés, restaurants, and community services with transparent facades and outdoor seating, where feasible, to encourage social interaction and street-level activity. Residential spaces should provide amenities, recreational opportunities, and well-designed spaces for City of Hollywood residents.

Guideline 2.1.2: Prioritize Pedestrian Accessibility and Safety

Ensure a well-connected network of pedestrian pathways, sidewalks, and crosswalks that link residential, commercial, and recreational areas to provide connectivity between the commercial and residential uses while maintaining an appropriate level of safety and privacy for residential uses.

Guideline 2.1.3: Enhance Public Spaces and Entry Points

Incorporate community amenities similar to plazas, parks, and green spaces as central elements of the development, ensuring they are accessible, visible, and well-integrated with surrounding uses. Where feasible, provide shaded seating, landscaping, and amenities like bike racks to foster connectivity and encourage walking and cycling throughout the site.

Gateway features shall be provided along prominent entry points along Pembroke Road and South Park Road and should be clearly defined using architectural features such as art, signage, monumentation, and/or enhanced landscaping to create a welcoming and functional transition from the surrounding area into the PD.

Guideline 2.1.4: Block Structure

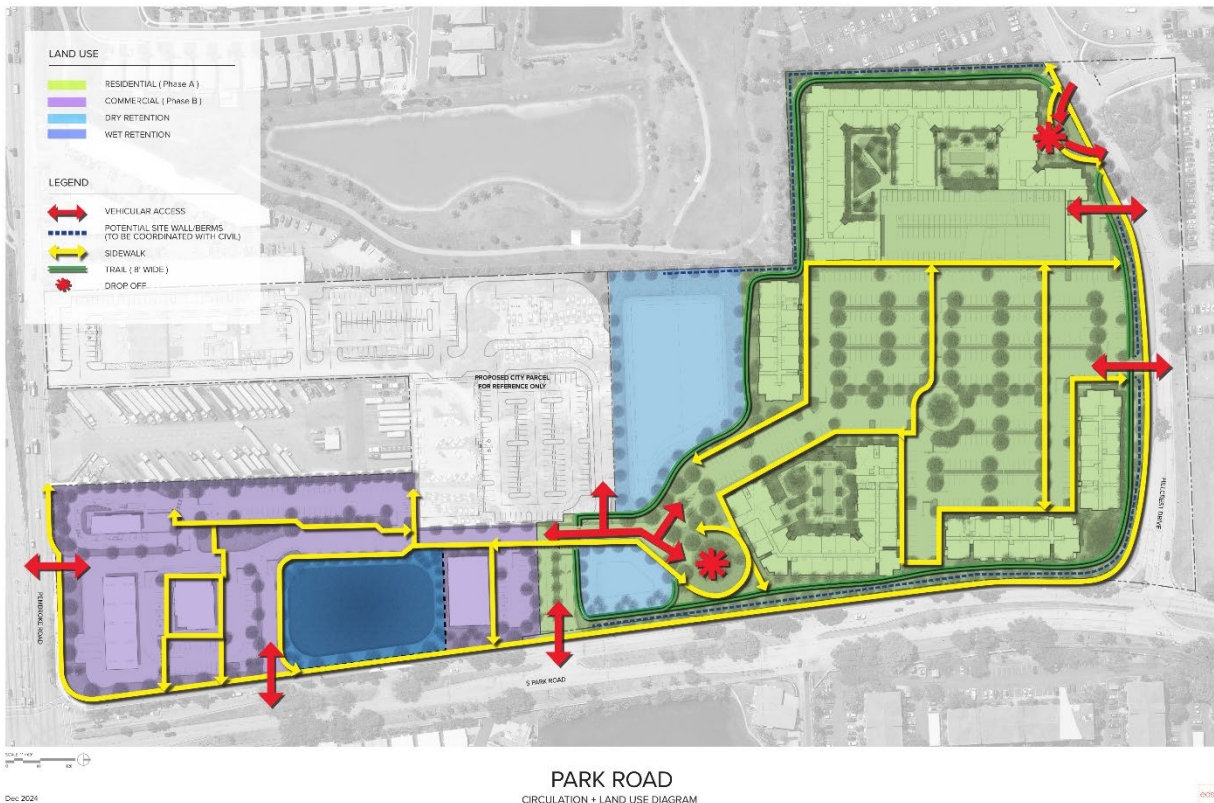
The maintenance of an appropriate block structure will be encouraged for the success of the Park Rd PD, as it establishes the framework for connectivity, accessibility, and overall functionality of the site. Adequately sized and arranged blocks will be implemented to encourage walkability, optimize land use, promote a balanced mix of uses, and to support the containment of site contamination areas. The block structure will enable phased development and allows for future adaptations, ensuring the site remains sustainable and responsive to changing needs over time.

Guideline 2.1.5: Promote Connectivity and Multimodal Access

Enhance connectivity by integrating multiple access points, ensuring efficient links to adjacent infrastructure, and supporting diverse transportation modes, including walking, cycling, transit, and vehicles.

3.0 CONNECTIVITY

Figure 2: PD Circulation Plan



The Project has five public road access points:

- a) Pembroke Road from the south,
- b) Two access points from South Park Road on the east, and
- c) Two access points from Hillcrest Drive on the north.

The PD will maintain excellent ingress to and egress to the surrounding areas. Development within the PD will, when necessary, study traffic impacts of proposed permitted uses and/or redevelopment to the circulation both in around the project.

3.1 CIRCULATION STANDARDS

The Park Road Planned Development will:

- a) Provide minimum standards for walkways/sidewalks and pedestrian connectivity elements of ± 5 to 6.5 feet wide with buffers such as landscaping or curbs to enhance safety and comfort.
- b) Encourage bicycle lanes and sidewalks separated with buffers such as landscaping or curbs to enhance safety and comfort.
- c) Encourage the use of Green Infrastructure within the landscape/furniture zones, including trees, bioswales, and rain gardens, for sustainability and stormwater management is encouraged.
- d) Provide raised crossings, where appropriate, to improve safety and encourage multi-modal use.
- e) Include internal streets that integrate with existing state and local roadways to ensure efficient traffic flow, minimize congestion, and support multimodal transportation options.
- f) Provide a street network within the site with clear, direct routes that connect key areas like residential, commercial, and recreational spaces while prioritizing pedestrian and cyclist accessibility.
- g) Establish logical connections to adjacent land uses and developments, fostering smooth transitions and accessibility for various transportation modes, including walking, cycling, and driving, to promote cohesive and connected communities.

3.2 BICYCLE PARKING

Transportation systems are understood to include facilities providing both vehicular and non-vehicular connections within the Project. The roadways throughout the project will create the redevelopment framework by providing new developable building areas with vehicular and pedestrian connectivity. The roadway and sidewalk networks within the Project will be privately owned, maintained, and designed to meet the criteria within these development guidelines.

Guideline 3.2.1: Provide Convenient and Secure Bicycle Parking

Bicycle parking facilities should be distributed throughout the development, particularly near high-activity areas such as residential buildings, commercial spaces, parks, and transit stops, where applicable. These facilities should include features – such as bike racks, lockers, or bike storage rooms – designed to protect bicycles from theft and the elements where practicable. Bicycle parking should be in apparent, easily accessible areas to encourage cycling as a primary mode of transportation.

3.3 ROADS

The roads within the planned development should be designed to prioritize pedestrian and biker safety. In addition, the PD has been designed to provide cross-access between the residential portion on the north and the commercial portion on the south. This cross-access will be effectuated through a cross-access agreement to ensure shared access to the PD's internal roads. All internal roads are private unless otherwise required to be conveyed to the City of Hollywood through deed, instrument, or perpetual rights/easements.

Guideline 3.3.1: Prioritize pedestrian and cyclist safety on Roads

Roads will incorporate traffic calming measures such as raised crosswalks and narrower travel lanes where feasible, with consideration for cyclist travel lanes. Pedestrian movements will be prioritized at all intersections through clear signage, strategically placed sidewalks, and tactile warning systems to enhance safety and accessibility.

4.0 OPEN SPACE

Open Space requirements are consistent with the City's typical residential and commercial standards. The PD requires 25% open space, the basis (i.e., denominator) for calculating the requirement shall be the overall Park Road PD land area. Pedestrian connectivity shall be provided throughout the Property, incorporating open spaces where appropriate, provided that such access shall be reasonably restricted for public safety purposes between the phases of development.

4.1 STORMWATER FACILITIES

Common open-space facilities may be designed to double as dry storage for stormwater runoff offer functional and community benefits. These dual-purpose areas maximize land use efficiency while providing valuable recreational and/or passive amenities for the community, including view corridors, water features, and similar improvements. Incorporating features such as bioswales or native landscaping around these spaces further enhances their ability to manage runoff sustainably while creating an attractive user environment.

4.2 SIDEWALKS, PEDESTRIAN PATHS, AND TRAILS

Pedestrian paths, sidewalks, and trails within the planned development are integral to fostering a compact urban form and enhancing multimodal connectivity. Sidewalks are designed to seamlessly integrate with the urban fabric, supporting pedestrian movement and activities such as public gatherings, and community interaction. These pathways create a pedestrian-friendly environment emphasizing safety, accessibility, and comfort

while connecting key areas like residential zones, commercial spaces, parks, and transit hubs, where applicable.

Guideline 4.2.1: Strategically locate and prioritize sidewalks

Sidewalks, pedestrian paths, and trails should be designed to foster and encourage pedestrianism. Sidewalks and walkways will be arranged through surface parking areas to provide logical and prioritized pedestrian access to destinations within the PD. Specific attention should be paid to north-west connectivity within the PD.

Guideline 4.2.2: Prioritize the use of Multi-Use Pathways and Trails

The PD will include a multi-use trail designed to enhance and encourage pedestrianism within the residential portion of the development and will provide logical connections to areas within the southern portion of the PD (commercial areas) and to surrounding public ROWs.

Trails and paths should be designed to be wider than standard sidewalks to enhance walkability further, contributing to a vibrant, pedestrian-friendly environment that encourages community interaction and promotes sustainable mobility.

4.3 SITE AMENITIES

Pedestrian-scale amenities and hardscape features, such as plazas, seating areas, decorative elements, lighting, bike racks, and trash receptacles, create inviting, functional spaces. These features enhance comfort, safety, and accessibility while complementing the development's overall design. Site amenities will be identified through the site planning process and, working with City staff, may be determined at the time of building permitting.

Guideline 4.3.1: Integrate Water Features for Aesthetic and Environmental Benefits

Water features should be designed to serve aesthetic and functional roles, enhancing the visual appeal of the development while addressing stormwater management. Natural water features like retention ponds, bioswales, or rain gardens can help capture and treat runoff, reducing flood risks and improving water quality. Where feasible these features should be accessible for passive recreation uses.

Guideline 4.3.2: Pedestrian Amenities

Amenities such as pedestrian-scale lighting, trash receptacles, bicycle racks, bollards, drinking fountains, kiosks, and tables with chairs are encouraged. These elements should be strategically placed throughout the PD to improve usability and convenience for residents and visitors. Pedestrian-scale lighting should ensure safety and visibility without causing light pollution. Trash receptacles must be accessible and blend with the overall design, while bicycle racks should be placed in high-visibility areas to promote sustainable transportation. Bollards should guide pedestrian flow and protect walkways, and drinking fountains must be conveniently located and ADA-compliant.

Guideline 4.3.3: Hardscape

Hardscape open spaces should be designed to promote accessibility, functionality, and aesthetic appeal. Use of materials that complement the surrounding architecture while ensuring universal accessibility. The use of sustainable features such as permeable pavers or rainwater collection systems are encouraged. Layouts are to support both active and passive uses, fostering a balance between pedestrian flow and areas for relaxation.

Guideline 4.3.4: Human-scaled features

All buildings should include an emphasis on human-scaled design elements connected to prominent and distinguishable entrances. These elements include walkways, seating areas, plazas, and clear visual connections to public spaces, to promote accessibility and interaction.

4.4 PUBLIC ART

The Park Road PD shall be subject to the City's Art in Public Places Ordinance, pursuant to Section 3.22 of the ZLDRs. Public art in the Park Rd PD will include installations, sculptures, murals, or interactive designs in open spaces to create unique, engaging environments. These features foster community engagement, reflect local culture, and enhance the overall PD aesthetics.

Guideline 4.4.1: Integration of Public Art to Enhance Place Identity

The art should reflect the cultural, historical, or natural context of the development, creating a connection to the local community while contributing to the overall aesthetic of the environment. Public art should also be designed to invite interaction, spark creativity, promote social engagement, enhance the vibrancy and unique character of the space, and promote social interaction and community pride through thoughtful placemaking strategies.

Guideline 4.4.2: Location of Public Art

Public art should be thoughtfully integrated throughout the planned development to strengthen the identity of the community and foster a sense of place. Art installations, sculptures, murals, and interactive pieces should be strategically placed in high-visibility public spaces such as street corners, plazas, parks, and walkways, ensuring they are accessible and engage residents and visitors alike. Gateway features and entry points to the PD are encouraged to incorporate public art pieces.

4.5 OUTDOOR SEATING

To the extent that a restaurant is provided within the Project, outdoor seating is strongly encouraged to contribute to a vibrant and active public realm. In the Park Road PD restaurant uses that include outdoor seating is strongly encouraged as this promotes active frontages.

Guideline 4.5.1: Enhanced restaurant uses

Restaurants proposed within the PD should include enhanced facilities that offer covered seating areas, integrated landscaping, and comfortable pedestrian access points. Restaurants that front the peripheral public right of ways should be accompanied with outdoor seating areas.



Outdoor seating areas enhance the overall appeal of the development by creating dynamic, multi-functional environments that encourage foot traffic and support local businesses.

5.0 BUILDINGS

The architectural intent of the PD is to provide contemporary and sophisticated architectural details and varied color palettes for both residential and non-residential buildings. The colors are to be intentionally varied while providing relatable façade treatments between building typologies. In sum, the architectural design is intended to create a holistic approach to design within the PD to ensure the designs fit within the architectural language of the broader Hillcrest community while being internally consistent between buildings.

Request to modify Section 5 of these PD Development Guidelines, will be considered a change of character under Section 4.15.G of the ZLDRs.

5.1 ORIENTATION AND SETBACKS

Building orientation and setbacks are crucial in enhancing walkability and creating a cohesive urban environment. The buildings within the Project will comply with the PD setback requirements. Locating buildings close to the street with reduced setbacks, subject to site limitations and design standards/intent, shall be encouraged to promote foot traffic and activating spaces.

Placing buildings near sidewalks also facilitates direct access to storefronts and amenities, reducing reliance on vehicular travel and supporting vibrant, connected neighborhoods.

All buildings, including drive through restaurants, are encouraged to be sited in a manner that promotes pedestrian connectivity, with limited adverse impacts to the streetscape by incorporating practices that benefit the urban realm. This includes making best efforts with locating parking and drive through lanes in a manner that is not visible from the public right of way.

Guideline 5.1.1: Building Placement and the Street Edge

Buildings shall comply with the Project regulations concerning setbacks unless modified by a site plan approval. Within the 15-foot peripheral setback, upgraded or enhanced landscaping may be used to screen vehicle uses from the public right of way.

5.2 BUILDING ATTACHMENTS

Buildings within the PD shall include attachments such as balconies, awnings, canopies, loggias, and arcades, to enhance the functionality and aesthetic of building facades. These features provide shade and weather protection, improving pedestrian comfort while clearly defining entry points from both the street and parking areas. Building attachments may encroach into prescribed setbacks, provided they do not interfere with pedestrian pathways, landscaping, or vehicular circulation.

Guideline 5.2.1: Balconies

Balconies should be designed to enhance the building's façade while providing shade and weather protection along pedestrian routes. They may extend into setbacks if they do not obstruct pedestrian walkways, landscaping, or vehicle movement. Balconies must not be enclosed.

Guideline 5.2.2: Awnings and Canopies

Awnings, canopies, and similar attachments should be used to define entrances and improve pedestrian comfort by offering shelter from the elements. They may encroach into setbacks, provided they do not interfere with circulation or landscaping, and must comply with vertical clearance standards to ensure safety.



Architectural designs should emphasize a cohesive and balanced aesthetic, incorporating articulated facades with varied setbacks, balconies, and large windows to create visual interest.

5.3 SIGNAGE

Signage and graphics affixed to attachments must comply with PD's adopted master signage regulations, supporting wayfinding and branding. The master sign package shall include typical elevations of signs for the respective uses, provided that the actual lettering, naming, logos, and tenant specific branding may be submitted concurrently by those specific tenants.

In the absence of a master sign regulation, standards of Article 8 of the Zoning and Land Development Regulations shall apply.

Guideline 5.3.1: Integrate signage into building design

Design prominent, inviting entrances with ample glazing, accentuated by signage integrated into the building's architecture.

5.4 BUILDING ARCHITECTURE

Cohesive building architecture in a planned development creates a unified aesthetic that enhances the visual appeal and identity of the entire area. The PD will incorporate an elevated and signature architectural language that will be visually consistent and foster a sense of place by ensuring that buildings complement one another to create harmony in scale, materials, and design elements, while also providing unique architectural expressions between buildings and/or uses.

Building designs will reinforce the development's brand or character, making it more recognizable and appealing to residents, visitors, and businesses.

Guideline 5.4.1: Material Palette

The architectural treatment of building facades should prioritize the use of high-quality local materials that complement the surrounding environment and promote visual harmony. Buildings should include layered materials, such as stone accents and decorative trims, to enhance depth and character. Materials should be selected for durability, sustainability, and aesthetic appeal, ensuring that the buildings are cohesive with their surroundings while maintaining their own individuality.

The definition of *Architectural Treatment* is pursuant to Article 4, Section 4.6(A) Section 4.6(A) of the ZLDRs.

Guideline 5.4.2: Features and Details

Architectural details such as sleek awnings, clean lines, and decorative elements should be thoughtfully incorporated to enhance the overall visual appeal. Features like canopies and overhangs provide shelter and add an elegant layer of texture to the facades. The use of complementary materials helps break up the massing of the building and adds depth, creating a sense of craftsmanship and attention to detail.

Guideline 5.4.3: Use of Glass and Openings

Entrances should be prominent and inviting with ample glazing and strategic openings to contribute to the overall architectural aesthetic by providing transparency, light, and connection with the exterior.

The use of transparency in combination with solid materials should be used to enhance the building's dynamic appearance and promote a seamless transition between the indoor and outdoor spaces.

The definition of *Transparency* is pursuant to Article 4, Section 4.6(A) Section 4.6(A) of the ZLDRs.

Guideline 5.4.4: Facades and Articulation

Incorporate a balanced façade with vertical and horizontal articulation using a mix of large windows, balconies, and recessed or projected elements to create visual interest. Include varied roof heights and details, such as parapets or decorative cornices, to avoid a monotonous appearance and enhance the architectural profile.

Blank walls of any type are not permitted within the PD zoning district.

The definition of *Façade* and *Articulation* is pursuant to Article 4, Section 4.6(A) Section 4.6(A) of the ZLDRs.

Guideline 5.4.5: Landscape Integration

Surround the building with lush, well-planned landscaping, including palm trees and ground-level greenery, to soften the structure and create an inviting pedestrian-friendly environment.

Guideline 5.4.6: Symmetry and Balance

Maintain a sense of symmetry and balance in the building design, particularly in the alignment of windows, balconies, and other architectural elements noted in Section 5.4 of the Development Guidelines.

5.4 SERVICE STRUCTURES AND USES

Service structures and equipment, including dumpsters, HVAC units, and utility boxes, should be discreetly integrated into the building design and properly screened. Rooftop or sidewall equipment should be concealed or integrated within the roof structure to minimize visibility where practicable per the pertinent building code(s). Refuse collection areas must be near service areas, enclosed with matching walls or fences, and screened with landscaping when needed. Dumpsters must comply with setback requirements and be logically located. For multiple buildings, consolidating vehicular service areas is recommended for efficiency.

Guideline 5.4.1: Vehicle Service Areas

Where practical, vehicular service areas for multiple buildings should be consolidated, and all service structures must comply with setback requirements and avoid obstructing traffic flow while minimizing pedestrian conflicts.

Guideline 5.4.2: Trash and Refuse Areas

Refuse collection areas, including dumpsters and compactors, should be located near service areas, and screened with walls or fences that are consistent with the building's architecture.

Guideline 5.4.3: Utility Equipment

Service structures and equipment, including HVAC units and utility boxes, should be integrated into building service areas and screened from public view where feasible. Rooftop or sidewall mechanical equipment should be concealed or integrated into the building form to minimize visibility.

6.0 ZONING STANDARDS

The following permitted uses and zoning standards shall apply to the Park Road Planned Development Zoning District:

	Park Road PD Zoning District
USES	
Residential Uses (max. Density)	630 units (38 du/ac)
Commercial Uses	35,000 SF
Office Uses	45,000 SF
Passive Parkland	0.55 acres min.
Linear Parkland	0.12 acres min.
Trails & Walking Paths	0.42 acres min.
STANDARDS	
Setback – to Public ROW	15 feet min.
Height	100 feet max.
VUA	25% (of total PD area)
Open Space	30% (of total PD area)
Parking Supply – Residential	1.5/unit + 1 guest space per 5 units
Loading Supply – Residential	1 per building 10' x 25'
Parking Supply – Commercial	1/250 SF
Parking Supply – Restaurant	1/150 SF
Parking Supply – Office	1/300 SF
Loading Supply – Commercial	1 per building 10' x 25'

6.1 PROHIBITED USES

The following uses shall be prohibited in the Park Road Planned Development:

- i. Billiard parlor, night club, or similar places of recreation or amusement.
- ii. Any business exclusively serving alcoholic beverage except in conjunction with a restaurant operation.
- iii. Adult entertainment, adult bookstore, or other stores catering to adults only.
- iv. Smoke shop; however, this does not preclude stores specializing in tobacco and electronic smoking devices (such as e-cigarettes) but expressly prohibits so called "head shops."
- v. Pawn shop.
- vi. Any business or facility involved in growing, delivering, transferring, supplying, dispensing, dispersing, distributing, or selling marijuana, whether by prescription, medical recommendation, or otherwise, and whether consisting of live plants, seeds, seedlings, or processed or harvested portions of the marijuana plant.
- vii. Self-storage
- viii. All General and Heavy Manufacturing Uses
- ix. Automotive Sales, Paint, or Repair

- x. Bulk Sales, Storage, or Display of Lumber and Building Materials.
- xi. Car Wash
- xii. Coin Laundry
- xiii. Contractor Shop and Storage (Indoor or Outdoor)
- xiv. Stand-alone Drive-in or Drive-thru Uses
- xv. Gun Shop
- xvi. Outdoor Storage
- xvii. Psychic Help Uses
- xviii. Thrift Shop

6.2 LANDSCAPING – BUFFERING

Landscaping should enhance aesthetics, promote sustainability, and create a welcoming atmosphere by prioritizing native and drought-tolerant plants to reduce water use and support biodiversity. Landscaping should be used strategically to create visual buffers between different uses, provide shade along pedestrian pathways, and enhance outdoor gathering spaces.

Guideline 6.2.1: Installation of Effective and Strategic Landscaping

Landscaping within the planned development must incorporate shade trees, landscaping, and vegetative cover along streets, pathways, and open spaces to provide shade for pedestrians and buildings.

Green spaces, including parks and plazas, and landscaping should be well integrated and thoughtfully located into each site plan request to offer residents and visitors places for relaxation and recreation.

Guideline 6.2.2: Use Landscaping to Enrich Public Spaces with Visual Appeal

Public areas, including parks, plazas, and gathering spaces, should be complemented by thoughtfully designed landscaping that enhances visual interest and creates a welcoming atmosphere, specifically at the entry points to the Planned Development. This may include various plant types, colors, textures, and seating areas integrated with green elements like planters or tree canopies.

Guideline 6.2.3: Implementing Vehicle Use Area Landscaping

Landscape and VUA requirements shall be 25%, calculated using the standards from the ZLDR Article 9 for residential and commercial uses. The basis (i.e., denominator) for calculating the landscape requirement shall be the overall area of the Park Road PD.

6.3 LIGHTING

Guideline 6.3.1: Pedestrian-Scale Lighting and Light Pollution Minimization

Pedestrian-scale lighting should be employed in appropriate areas such as sidewalks, pathways, plazas, and public spaces to enhance safety, visibility, and the overall walkability of the environment. Light fixtures should be designed at a human scale to provide adequate illumination without overwhelming the surroundings.

To minimize light pollution, all lighting should be directed downward, and shielding should be used to reduce glare and light spillage. The design should also ensure that lighting levels are appropriate for the intended function of each space, promoting a balanced, sustainable approach that preserves the natural night sky while maintaining a secure and welcoming atmosphere for pedestrians.

6.4 AUTOMOBILE AREAS

Guideline 6.4.1: Efficient and Integrated Automobile Parking and Loading Areas

Automobile parking and loading zones should be seamlessly integrated into the planned development to support efficient traffic flow while minimizing visual and environmental impact. Parking areas should be conveniently located to serve residents, visitors, and employees, with consideration given to pedestrian access and the surrounding urban fabric.

Loading areas should be functional yet discreet, strategically placed in less prominent locations to avoid disrupting the pedestrian environment and ensure smooth operations. Clear, well-marked circulation routes should be provided for both parking and loading, maintaining a safe and functional environment for all users.

Guideline 6.4.2: Parking Areas will be appropriately Screened

To reduce the visual impact of parking lots, peripheral and island landscaping, and architectural screening should be used to blend these spaces into the development's overall aesthetic. Structured Parking must be screened in a manner that enhances the overall aesthetic appeal of the development.

Structured parking screening will be reviewed using the design standards applicable to buildings. Blank walls are not permitted.

7.0 OTHER CONSIDERATIONS

7.1 APPLICABILITY AND FUTURE DEVELOPMENT

The Master Plan Development Guidelines are intended to work alongside the PD Zoning Standards, adopted together, to guide all future development within the Park Road Planned Development zoning district (Park Rd PD). All future Design, Site Plan, and modification requests must conform with the Development Guidelines and the Zoning and Land Development Regulations (ZLDR). Regarding zoning standards, unless expressly deviated in the PD Zoning Ordinance or Master Development Plan Development Guidelines, the standards of the in-effect ZLDR shall apply.

Note to Reader: The Site plans approved as companion items at the adoption of the PD Ordinance in of themselves do not to establish the standards of the Planned Development District. Future modifications an/or additions to the PD will be subject to Staff review and may be subject to additional design, variance and/or special exception requests, with a recommendation from the Planning and Development Board and final approval by the City Commission.

In the event there are any conflicts between the PD's approvals, then the following shall control/govern the PD in the following order:

- (a) City's in-effect Comprehensive Plan
- (b) PD Zoning Ordinance and Master Plan
- (c) Development Agreement or similar instrument/document

Modifications to the PD Master Plan or Master Planned Development Guidelines shall be pursuant to Section 4.15.G of the ZLDRs.