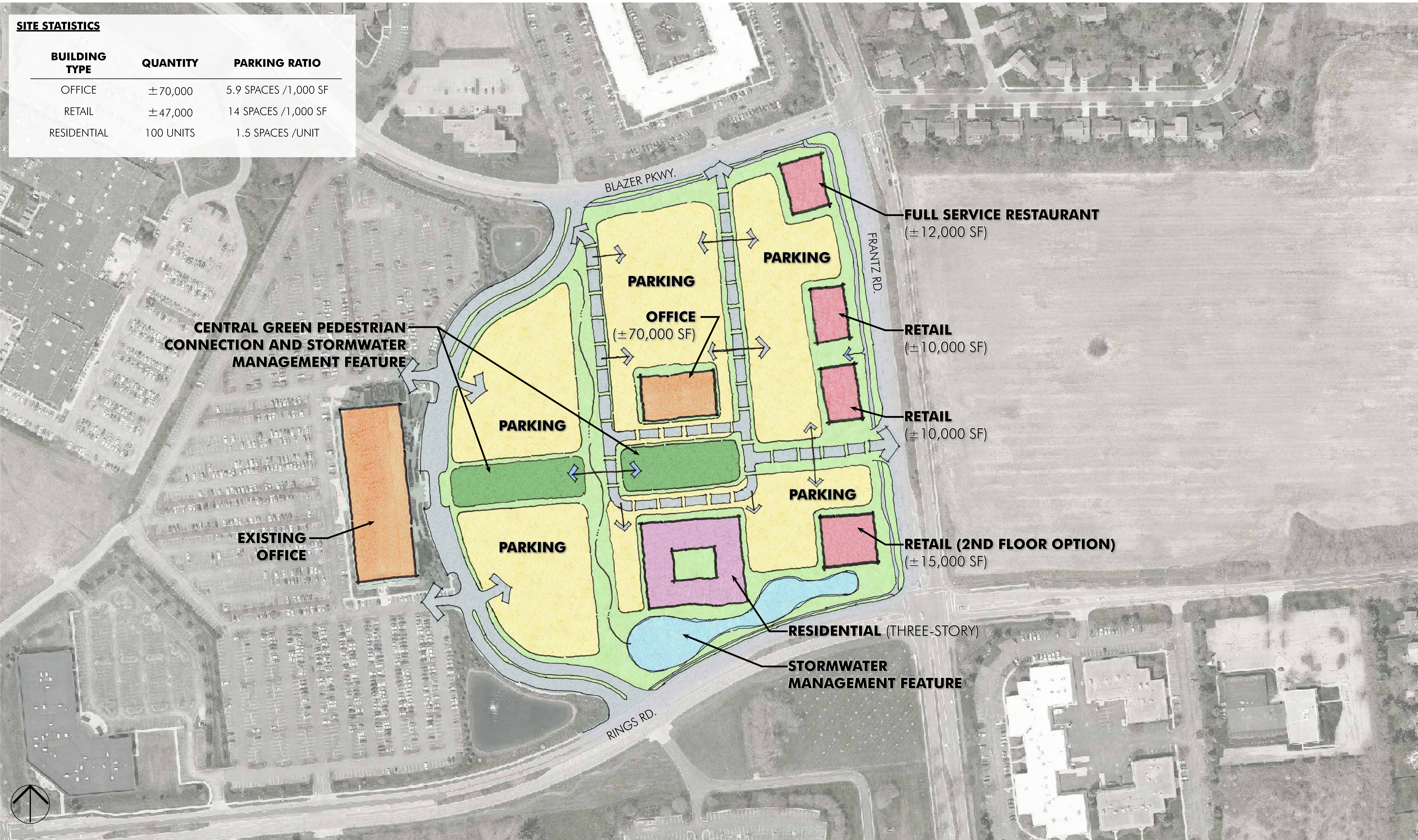


SITE STATISTICS

BUILDING TYPE	QUANTITY	PARKING RATIO
OFFICE	± 70,000	5.9 SPACES /1,000 SF
RETAIL	± 47,000	14 SPACES /1,000 SF
RESIDENTIAL	100 UNITS	1.5 SPACES /UNIT



LEGEND

PARKING LOT VEHICULAR ACCESS

VEHICULAR DRIVE

PEDESTRIAN SIDEWALK AND ACCESS

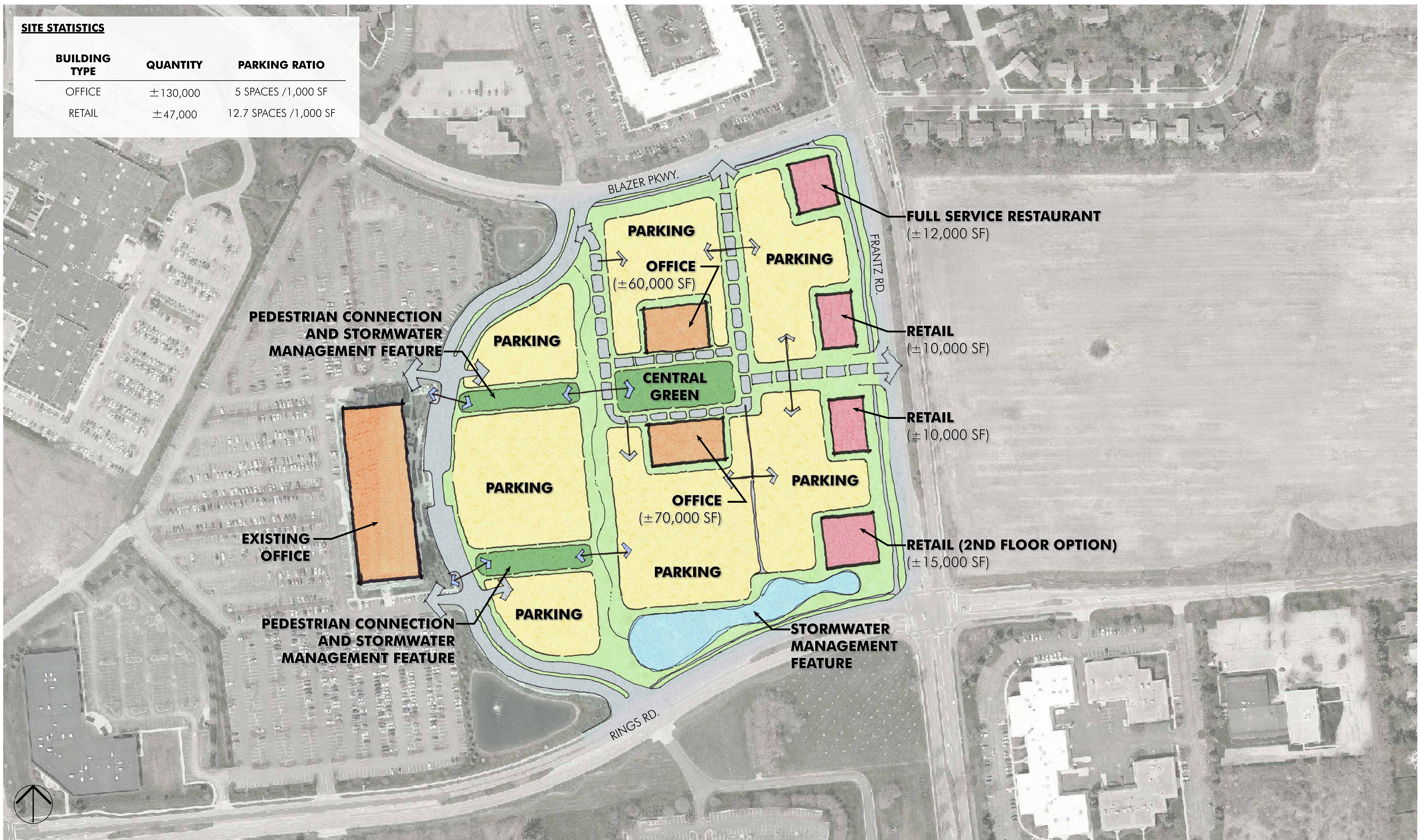
DRIVE ENTRY

**Rings Road** Retail/Office/Residential


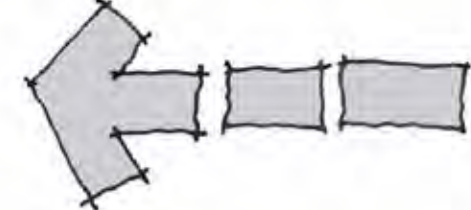
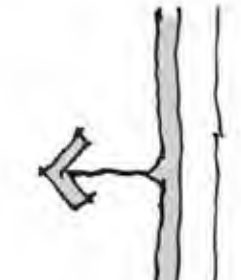



**SITE STATISTICS**

BUILDING TYPE	QUANTITY	PARKING RATIO
OFFICE	± 130,000	5 SPACES /1,000 SF
RETAIL	± 47,000	12.7 SPACES /1,000 SF



**LEGEND**

-  PARKING LOT VEHICULAR ACCESS
-  VEHICULAR DRIVE
-  PEDESTRIAN SIDEWALK AND ACCESS
-  DRIVE ENTRY

**Rings Road** Retail/Office



**SITE STATISTICS**

BUILDING TYPE	QUANTITY	PARKING RATIO
OFFICE	± 370,000	7.4 SPACES /1,000 SF
RETAIL	± 39,000	40 SPACES /1,000 SF



**Metro Center Limited** Frantz Rd. Retail Frontage

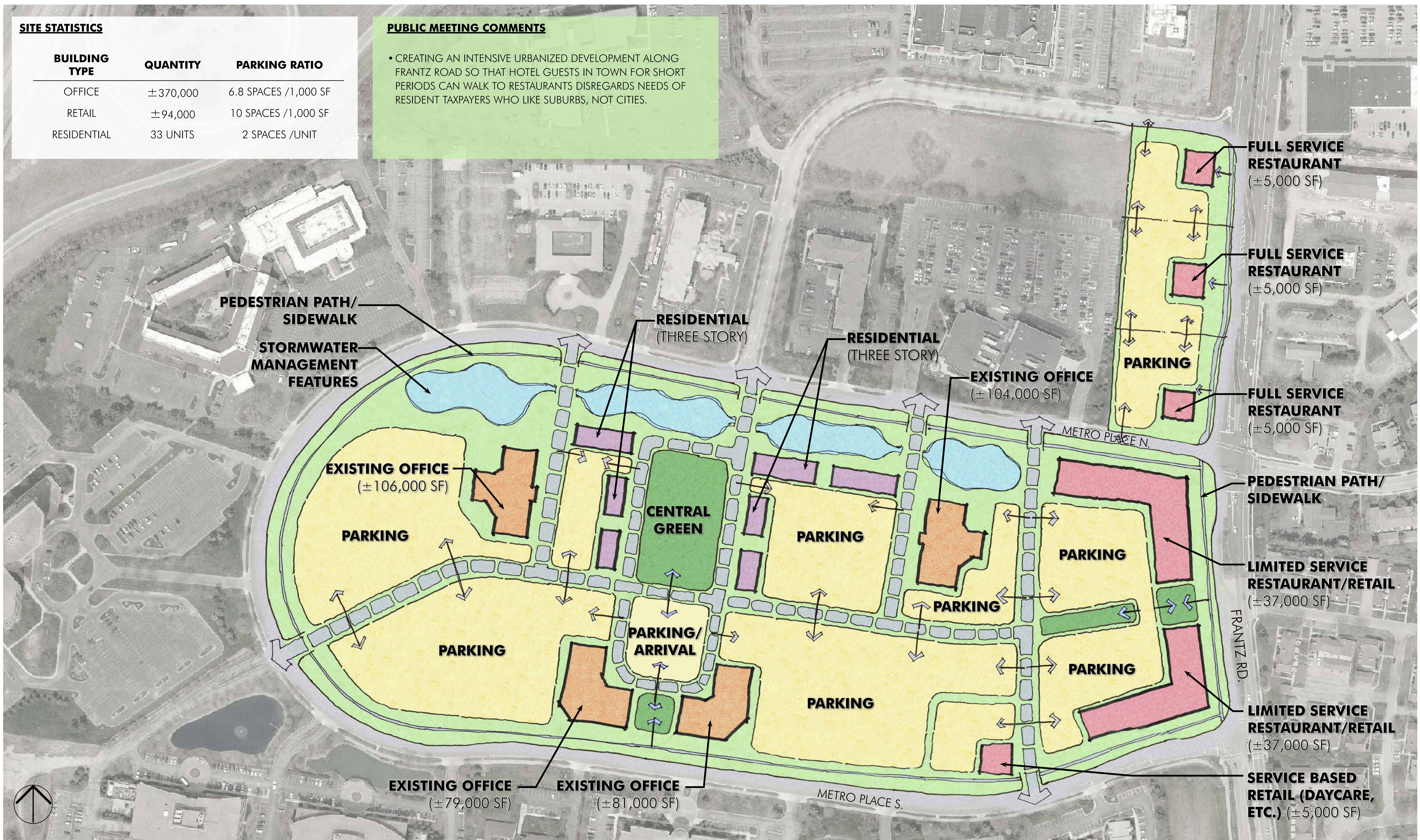


**SITE STATISTICS**

BUILDING TYPE	QUANTITY	PARKING RATIO
OFFICE	± 370,000	6.8 SPACES /1,000 SF
RETAIL	± 94,000	10 SPACES /1,000 SF
RESIDENTIAL	33 UNITS	2 SPACES /UNIT

**PUBLIC MEETING COMMENTS**

- CREATING AN INTENSIVE URBANIZED DEVELOPMENT ALONG FRANTZ ROAD SO THAT HOTEL GUESTS IN TOWN FOR SHORT PERIODS CAN WALK TO RESTAURANTS DISREGARDS NEEDS OF RESIDENT TAXPAYERS WHO LIKE SUBURBS, NOT CITIES.



**LEGEND**

- PARKING LOT VEHICULAR ACCESS
- VEHICULAR DRIVE
- PEDESTRIAN SIDEWALK AND ACCESS
- DRIVE ENTRY

**Metro Center Moderate** Retain Existing Office

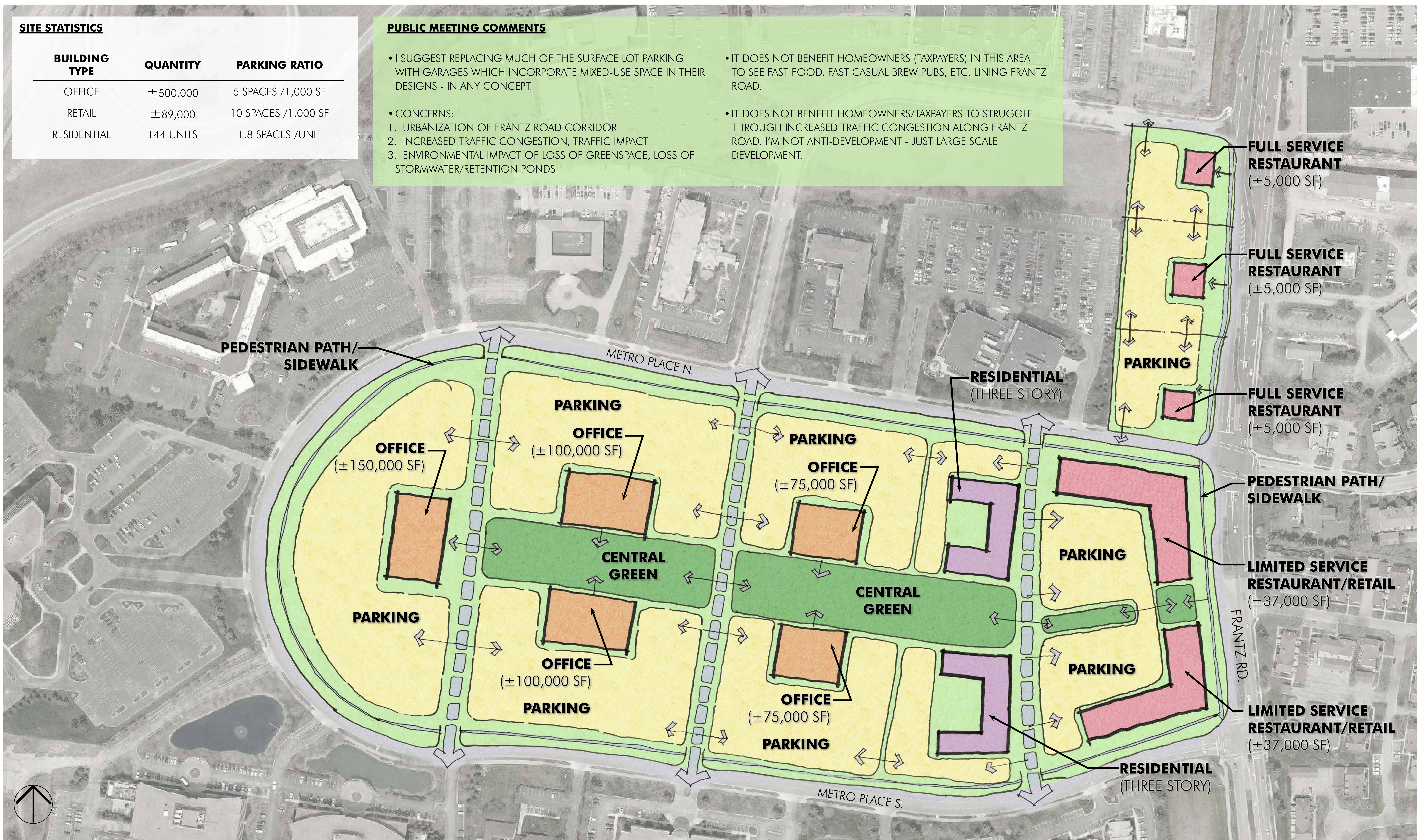


SITE STATISTICS

BUILDING TYPE	QUANTITY	PARKING RATIO
OFFICE	± 500,000	5 SPACES /1,000 SF
RETAIL	± 89,000	10 SPACES /1,000 SF
RESIDENTIAL	144 UNITS	1.8 SPACES /UNIT

PUBLIC MEETING COMMENTS

- I SUGGEST REPLACING MUCH OF THE SURFACE LOT PARKING WITH GARAGES WHICH INCORPORATE MIXED-USE SPACE IN THEIR DESIGNS - IN ANY CONCEPT.
  - CONCERNS:
    1. URBANIZATION OF FRANTZ ROAD CORRIDOR
    2. INCREASED TRAFFIC CONGESTION, TRAFFIC IMPACT
    3. ENVIRONMENTAL IMPACT OF LOSS OF GREENSPACE, LOSS OF STORMWATER/RETENTION PONDS
- IT DOES NOT BENEFIT HOMEOWNERS (TAXPAYERS) IN THIS AREA TO SEE FAST FOOD, FAST CASUAL BREW PUBS, ETC. LINING FRANTZ ROAD.
  - IT DOES NOT BENEFIT HOMEOWNERS/TAXPAYERS TO STRUGGLE THROUGH INCREASED TRAFFIC CONGESTION ALONG FRANTZ ROAD. I'M NOT ANTI-DEVELOPMENT - JUST LARGE SCALE DEVELOPMENT.



LEGEND

- PARKING LOT VEHICULAR ACCESS
- VEHICULAR DRIVE
- PEDESTRIAN SIDEWALK AND ACCESS
- DRIVE ENTRY

Metro Center Advanced All New Development