



Rezoning Analysis-Report to City Council

Meeting Date: June 28, 2010

Location:	640 & 648 Galleria Blvd and Gateways at Galleria property behind Galleria Mall, Tax Map #'s 667-01-01-005, 667-01-01-008, 667-01-01-011, 667-01-01-031, and 667-01-01-126.
Site Area:	Approx. 10 acres to be added to the existing PD-C district, approx. 193 acres total.
Request:	Rezone approx. 10 acres from Community Commercial (CC) to Planned Development-Commercial (PD-C) and amend the previously approved PD Master Plan regarding vehicle sales and signage.
Proposed Development:	Mixed-use development
Applicant/Owner:	Warren Norman Co., Inc. Rock Hill, SC 803.366.8141

Site Description

The ten acre site to be added to the PD is currently undeveloped. The site is located on the east side of the City, adjacent to Interstate 77, and is surrounded by local roadways (Galleria Blvd, Stanton Dr, & Tabor Dr). Surrounding uses are commercial in Planned Development and commercial zoning districts.

The subject property is located within one of the most intense commercial areas within the City, with the Galleria Mall to the east and Manchester Village to the west.

Development Proposal

The applicant is requesting the rezoning in order to facilitate the development of a automobile sales use on the site. Additional changes to the previously approved PD are proposed in regards to signage, permitted uses, and timing of the development.

The following alternate standards are proposed for the PD in relation to the automobile sales use:

- Allowance of vehicle display within the front setback.
- Specification that an alternative parking plan will be submitted with the site plan based on information to be provided by the operator.
- Provisions to accommodate the proposed building design due to the specialized nature of the use.

The following revisions to the previously approved PD are proposed:

- Addition of automobile sales, recreation uses, and health care facilities as permitted uses.
- Removal of a specific time frame from the development phasing plan.

- Relocation of the proposed development sign to provide for better visibility from I-77.
- Clarification of the intent for additional development signs along Dave Lyle Blvd at Galleria Blvd. and Meeting St.
- Revised timing for completion of off-site intersection improvement at Dave Lyle Blvd/Galleria Blvd intersection.
- Revisions to language referencing the potential partnership agreement between the developer and the City regarding infrastructure improvements.

The proposed revisions are shown in the attached PD Terms & Conditions document.

Existing Zoning District Summary

Community Commercial (CC)- The CC district is established and intended to provide lands for business uses that provide goods and services to residents of the entire community, including shopping centers and large retail establishments over twenty thousand (20,000) square feet in size. These commercial uses should provide appropriate appearance, parking, traffic movement, and landscaping elements, and protect abutting residential areas from adverse impacts. The CC district should typically be located along major arterials, at the intersection of arterials, and along growth corridors as identified in the *General Plan*, but should not create or promote strip commercial development. Higher density residential uses are allowed above street-level, and as separate stand-alone uses.

Proposed Zoning District Summary

Planned Development - Commercial (PD-C)- The purpose of the PD-C district is to provide mixed-use retail and office development, with limited moderate and higher density residential uses integrated into the development above street levels and as separate stand-alone uses.

Zoning History of the Property and Previous Rezoning Cases in the Area

The original Gateways at Galleria PD was approved in September, 2008.

INFRASTRUCTURE CONSIDERATIONS

Transportation

The proposed additional development will not generate the need for additional road improvements beyond what was identified in the original PD.

Public Utilities

All necessary public utilities are available to the site.

RELATIONSHIP TO PUBLIC PLANS

Comprehensive Plan

The City's Livable Land Use Map indicates that this parcel is within a key commercial activity center. Activity Centers are generally located at the intersection of major arterial or collector roadways. This parcel has general, but not direct, visibility and access to I-

77 and Dave Lyle Boulevard . Commercial Centers should generally be anchored by a retail shopping district or mall, supermarket, discount retail establishment or home improvement center, and /or similar non-residential land use. The appropriate "anchor" use or development will depend on a combination of the size of the underlying development area and market factors. Activity Centers within the CMU land use classification are referred to as Commercial Centers. Appropriate land uses should include a mix of relatively intense nonresidential uses integrated with the highest density housing, including high density residential, commercial, office, services, entertainment, educational, civic and other appropriate uses. The CMU classification should not be used to support or continue "strip type" commercial development. Industrial type uses (i.e. manufacturing, assembly, warehousing, etc.) should not be permitted.

Conclusion

The requested rezoning from Community Commercial (CC) to Planned Development-Commercial (PD-C) is generally consistent with the adopted City of Rock Hill Comprehensive Plan and Livable City Land Use Map.

PUBLIC INVOLVEMENT

Staff hereby certifies that the required public notification actions have been completed as follows:

- May 2 & 16: Planning Commission public hearing advertisements published in *The Herald*.
- May 14: Rezoning notification signs posted on subject property.
- May 14: Rezoning notification postcards sent to property owners within 300' of the subject property. A total of 23 postcards were sent to properties within rezoning area and surrounding areas.

Neighborhood Meeting

The required neighborhood meeting was held on April 30, 2010. No one from the public attended the meeting.

Public Hearing

The Rock Hill Planning Commission held a public hearing on this application on June 1, 2010. No one from the public spoke on this item. The applicant was available for questions.

RECOMMENDATIONS

Staff Assessment

The proposed zoning is consistent with the City's land use plan and is compatible with the surrounding development.

Staff Recommendation

Staff recommends approval of the proposed rezoning and revised PD Master Plan.

Planning Commission Recommendation

Following the public hearing at their June meeting, the Planning Commission voted unanimously to recommend approval of the rezoning and revised PD Master Plan.

Attachments

- Rezoning Map
- PD Master Plan
- PD Terms & Conditions

For copies of the following attachments, see the digital version of the report on the City's website:

- Rezoning Application
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ROCK HILL
SOUTH CAROLINA

M-2010-08

Legend

-  City Limit
-  Building
-  Zoning District Boundaries
-  Area of Interest

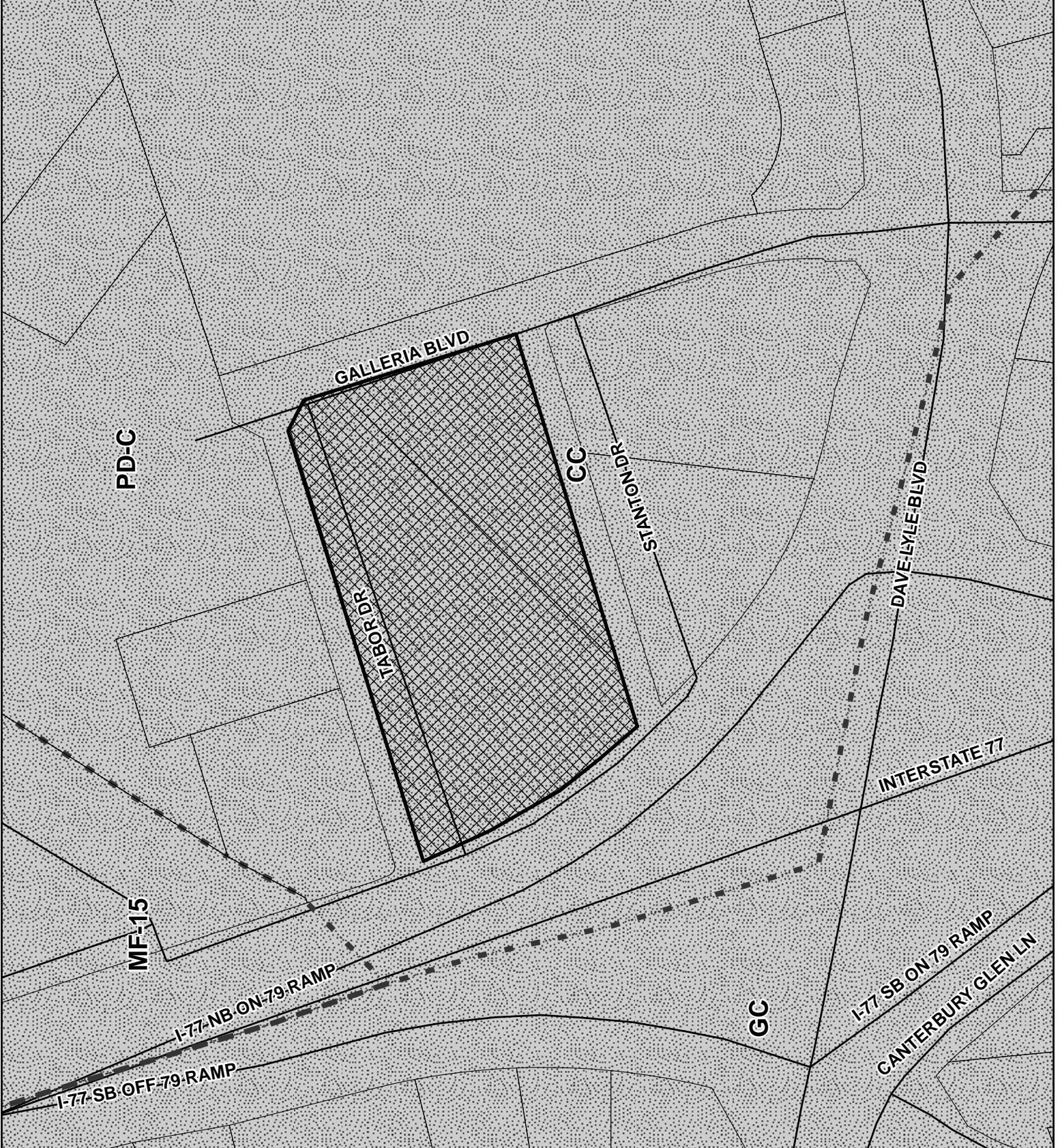
Zoning Data

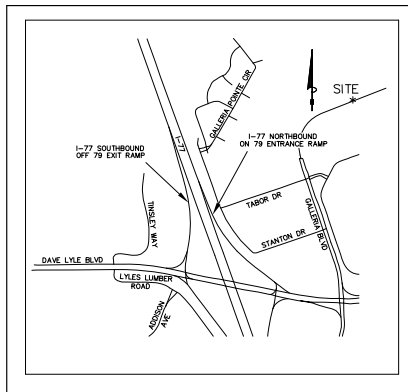
Current: CC

Proposed: PD-C



Development Services
Department
City of Rock Hill
5/25/10



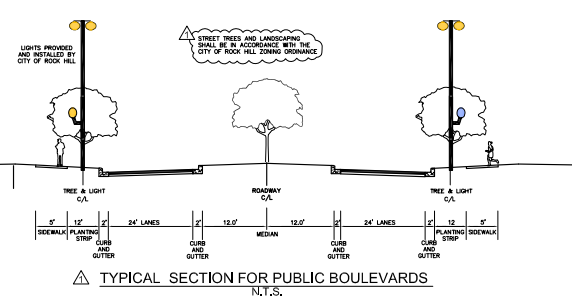


VICINITY MAP
N.T.S.

SITE DESIGN DATA

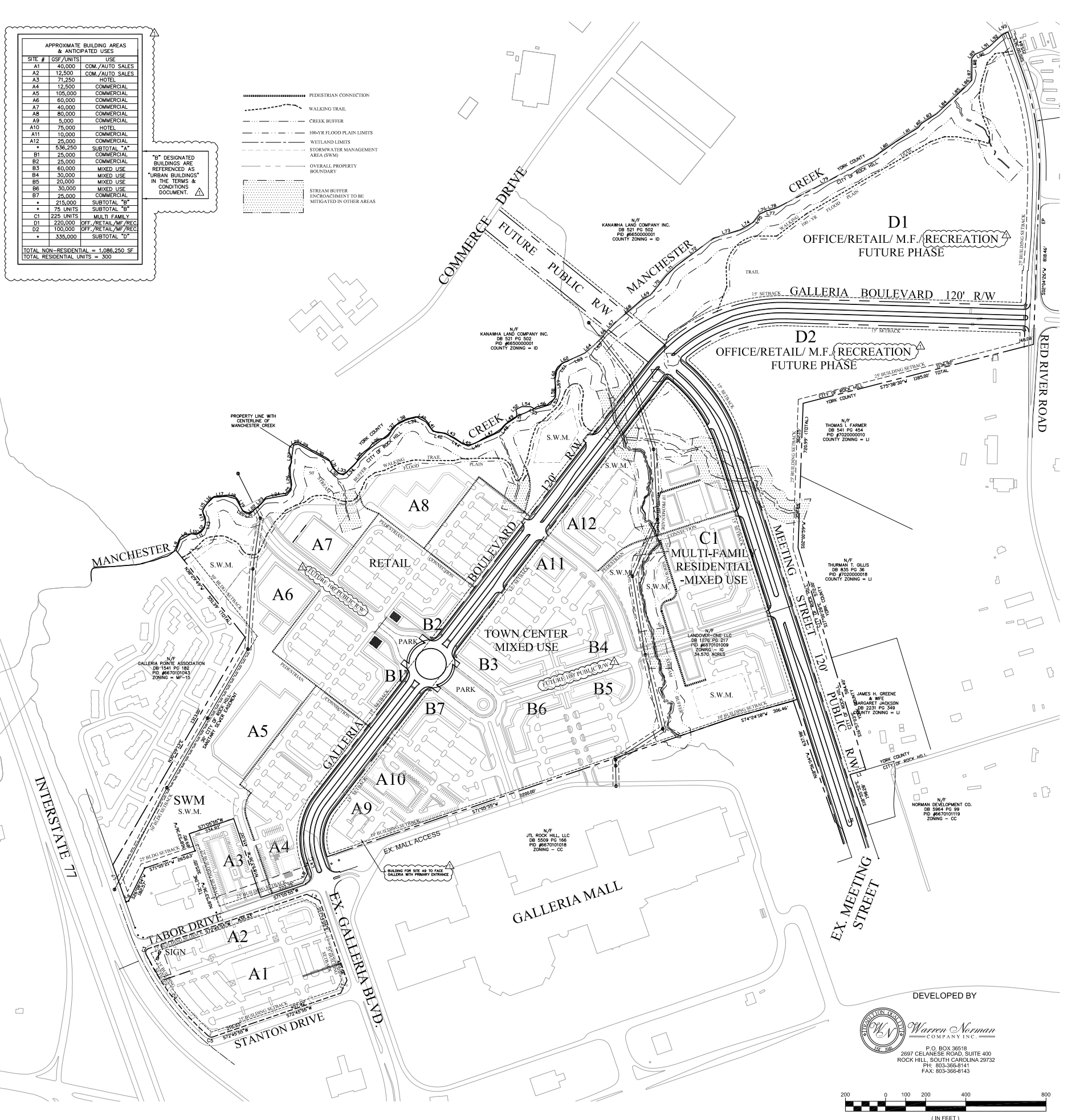
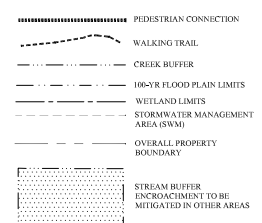
- TOTAL SITE AREA INCLUDING ROADS IS 192.9 ACRES.
- OPEN SPACE PROVIDED EXCEEDS 15%.
- CURRENT ZONING IS PD-C & CC. PROPOSED ZONING IS PD-C.
- PROPOSED USE: COMMERCIAL CENTER.
- PROPERTY IS A PORTION OF TAX PARCEL NUMBERS: 667-01-01-005, 667-01-01-008, 667-01-01-011, 667-01-01-031, & 667-01-01-126.
- ACCORDING TO FEDERAL INSURANCE RATE MAP, COMMUNITY PANEL 450196 0002 C, A PORTION OF THIS PROPERTY LIES WITHIN ZONE "X" AND ZONE "AE".
- TOTAL LENGTH OF PROPOSED STREETS IS 7,336.12'.
 GALLERIA BLVD 5,110 FT
 MEETING STREET 2,828 FT
 FUTURE PUBLIC R/W 3,000 FT
- GALLERIA BLVD. & MEETING STREET HAVE 120' PROPOSED PUBLIC RIGHT-OF-WAYS. FUTURE PUBLIC STREET RIGHT-OF-WAY IS 100' IN WIDTH BUT VARIES AROUND THE PARK AND TOWN CENTER.
- BOUNDARY INFORMATION TAKEN FROM SURVEY PREPARED BY R. JOE HARRIS & ASSOCIATES, PLLC ENTITLED "BOUNDARY SURVEY OF 182.669 ACRES OF TAX PARCELS #6670101032, #670101005, #6670101008, #6670101011, #6670101013, #6670101013 & #6670101014," DATED JANUARY 25, 2008.

- ADDITIONAL NOTES:
- THIS PLAN IS ALSO SUBJECT TO A SEPARATE TERMS & CONDITIONS DOCUMENT.
 - REZONING CASE NUMBER: M-2010-08 (PREVIOUSLY M-2008-22)
 - ROAD ALIGNMENT BETWEEN SITES A6 & A7 MAY BE ADJUSTED BASED ON THE BEST LOCATION TO CROSS MANCHESTER CREEK.
 - THE MAIN INTERSECTION WITH GALLERIA BOULEVARD MAY BE REDESIGNED AT TIME OF SITE PLAN SUBMITTAL TO ENSURE THE ANTICIPATED TRAFFIC FLOW CAN BE ACCOMMODATED.
 - FUTURE PUBLIC RIGHTS-OF-WAY ARE ANTICIPATED AS SHOWN. ACTUAL R/W DIMENSIONS & LOCATIONS TO BE DETERMINED AT SITE PLAN APPROVAL STAGE SUCH THAT MORE OR LESS PUBLIC RIGHT-OF-WAYS MAY BE DESIGNATED.



SITE A1 & A2 CURVE TABLE				SITE A1 & A2 LINE TABLE							
CURVE	LENGTH	PC	PIC	LINE	LENGTH	BEARING	LINE	LENGTH	BEARING		
C1	38.31	198.41	198.41	L1	39.54	S46°29'57"E	L1	85.06	N65°32'33"E		
C2	147.32	S71°06'24"W	L2	28.70	S74°54'02"E	L2	59.12	N49°19'04"E	L2	49.80	N45°32'33"E
C3	50.00	S71°06'24"W	L3	75.04	N46°01'12"E	L3	48.11	N40°10'26"E	L3	48.11	N40°10'26"E
C4	34.61	S38°36'43"E	L4	95.22	N42°21'30"E	L4	58.99	N38°53'36"E	L4	58.99	N38°53'36"E
C5	70.71	S38°36'43"E	L5	133.13	N42°21'30"E	L5	58.10	N45°17'24"E	L5	58.10	N45°17'24"E
C6	13.53	S71°22'25"W	L6	79.80	N41°20'40"E	L6	172.70	N49°17'24"E	L6	172.70	N49°17'24"E
C7	105.85	N19°24'28"E	L7	48.71	N64°58'38"E	L7	43.57	N63°22'01"E	L7	43.57	N63°22'01"E
C8	55.66	N19°24'28"E	L8	47.36	N76°45'02"E	L8	127.47	N39°23'02"E	L8	127.47	N39°23'02"E
C9	64.96	S60°18'52"W	L9	54.66	S82°19'59"E	L9	66.11	N45°50'13"E	L9	66.11	N45°50'13"E
C10	24.89	S72°28'28"W	L10	58.97	S72°21'15"E	L10	231.15	N53°24'00"E	L10	231.15	N53°24'00"E
C11	27.15	N65°02'32"E	L11	60.80	S81°12'50"E	L11	143.63	N77°40'13"E	L11	143.63	N77°40'13"E
C12	27.46	N37°16'47"E	L12	55.22	S63°09'22"E	L12	73.62	N59°30'29"E	L12	73.62	N59°30'29"E
C13	28.89	N11°02'34"E	L13	50.45	S54°16'42"E	L13	50.41	N36°13'21"E	L13	50.41	N36°13'21"E
C14	58.63	N15°52'21"W	L14	27.92	S67°32'32"E	L14	43.72	N65°29'30"E	L14	43.72	N65°29'30"E
C15	37.28	N30°11'53"E	L15	68.69	N62°46'10"E	L15	6.18	N88°24'10"E	L15	6.18	N88°24'10"E
C16	49.85	N48°17'41"E	L16	102.06	N64°46'10"E	L16	46.56	N71°30'56"E	L16	46.56	N71°30'56"E
C17	66.84	N84°42'57"E	L17	50.89	N41°12'54"E	L17	539.20	N62°19'21"E	L17	539.20	N62°19'21"E
C18	48.23	S74°59'57"E	L18	61.09	N55°24'21"E	L18	151.71	N55°21'14"E	L18	151.71	N55°21'14"E
C19	69.89	S20°32'46"E	L19	18.01	N10°24'37"E	L19	116.59	N69°15'46"E	L19	116.59	N69°15'46"E
C20	23.77	S68°22'36"E	L20	17.79	N17°03'59"W	L20	26.97	N39°13'50"E	L20	26.97	N39°13'50"E
C21	18.48	N86°27'05"E	L21	10.50	N44°36'26"E	L21	89.50	N57°10'03"E	L21	89.50	N57°10'03"E
C22	49.30	N45°17'01"E	L22	24.50	N63°05'42"E	L22	110.40	N46°13'40"E	L22	110.40	N46°13'40"E
C23	55.95	N45°27'39"E	L23	43.18	S89°40'24"E	L23	71.44	N47°39'51"E	L23	71.44	N47°39'51"E
C24	106.79	N79°32'08"E	L24	27.46	S92°05'24"E	L24	58.81	N43°23'36"E	L24	58.81	N43°23'36"E
C25	34.01	N40°08'03"E	L25	77.39	N72°23'27"E	L25	59.05	N00°28'37"E	L25	59.05	N00°28'37"E
C26	105.48	N02°43'24"W	L26	45.64	N34°27'09"E	L26	49.84	N00°28'23"W	L26	49.84	N00°28'23"W
C27	119.04	N07°58'24"E	L27	40.34	N03°38'17"E	L27	25.63	N39°31'37"E	L27	25.63	N39°31'37"E
C28	23.53	N79°28'08"E	L28	42.89	N08°54'31"W	L28	45.28	N66°13'58"E	L28	45.28	N66°13'58"E
C29	51.84	S81°26'06"E	L29	49.86	N10°29'34"E	L29	40.58	N54°44'30"E	L29	40.58	N54°44'30"E
C30	127.99	S11°26'26"E	L30	44.66	S36°17'42"E	L30	83.48	N47°01'12"E	L30	83.48	N47°01'12"E
C31	37.17	S24°43'21"E	L31	38.60	N66°11'52"E	L31	30.96	N66°18'20"E	L31	30.96	N66°18'20"E

APPROXIMATE BUILDING AREAS & ANTICIPATED USES		
SITE #	GSF/UNITS	USE
A1	40,000	COM./AUTO SALES
A2	12,500	COM./AUTO SALES
A3	71,250	HOTEL
A4	12,500	COMMERCIAL
A5	105,000	COMMERCIAL
A6	60,000	COMMERCIAL
A7	40,000	COMMERCIAL
A8	80,000	COMMERCIAL
A9	5,000	COMMERCIAL
A10	75,000	HOTEL
A11	10,000	COMMERCIAL
A12	25,000	COMMERCIAL
* 536,250 SUBTOTAL "A"		
B1	25,000	COMMERCIAL
B2	25,000	COMMERCIAL
B3	60,000	MIXED USE
B4	30,000	MIXED USE
B5	20,000	MIXED USE
B6	30,000	MIXED USE
B7	25,000	COMMERCIAL
* 215,000 SUBTOTAL "B"		
* 75 UNITS SUBTOTAL "C"		
C1	225 UNITS	MULTI-FAMILY
D1	220,000	OFF./RETAIL/M.F./RECREATION
D2	100,000	OFF./RETAIL/M.F./RECREATION
* 335,000 SUBTOTAL "D"		
TOTAL NON-RESIDENTIAL = 1,086,250 SF		
TOTAL RESIDENTIAL UNITS = 300		



AYER DESIGN GROUP
PROFESSIONAL ENGINEERING SERVICES
215 Johnston Street
Rock Hill, SC 29730
Phone: 803-324-5858

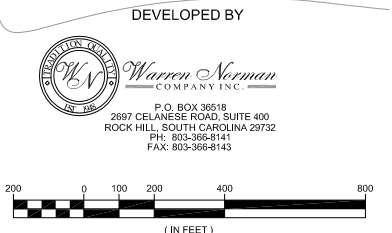
COA NO. 378

SEAL

DATE: 4-28-2010
SCALE: 1"=200'
JOB NO.: 2008-1

MASTER PLAN

SHEET: 1 OF 1



Gateways At Galleria Planned Development Terms & Conditions

Case #M-2010-08 (Previously M-2008-22)

This document is used in conjunction with the PD Master Plan exhibits submitted for the rezoning application for **Gateways At Galleria** to define the approved plan for the project. The details of this document shall control in the event of any conflict with the approved plan or zoning ordinance requirements.

I: Project Description

A. Location

Property located behind the Galleria Mall at the extensions of Galleria Boulevard and Meeting Street

B. Size

Approximately ~~182~~ 192.9 Acres

C. Project Design Concept

The first phase of the project is conceived as a mix of urban scale multi-story buildings arranged in a pedestrian oriented environment, combined with a large format retail strip lying north of and back off of the Galleria Boulevard extension and other freestanding suburban uses transitioning to existing Galleria Boulevard and Tabor Drive. It also includes an urban scale multi-family area designed with the option to accommodate limited first floor retail uses. A later phase along Galleria east of Meeting Street will include additional office, retail, ~~or~~ multi-family, or commercial recreation development meeting the overall standards of these terms and conditions. The preferred form will be the walkable urban mixed use model, however the suburban form of the phase 1 retail strip may be approved if larger format retail uses predominate.

D. Master Plan

The Master Plan that is the companion to this document is acknowledged to be conceptual in nature, and is designed to reflect the general layout of streets, buildings, green spaces and parking areas. It is also acknowledged that the specific dimensions of buildings and other improvements will change as specific buildings are designed for users that are not known at this time. Modifications that are within the detailed parameters of the Plan and this document are considered to be consistent with the overall approval of this Master Plan and PD zoning. Conversely, aspects of the Master Plan that are not in full compliance with specific regulations are not considered to be approved unless reviewed and approved through the Site Plan approval process referenced in paragraph II. A.

E. Proposed Use(s)

A mix of commercial, office and residential uses, specifically including the following uses allowed as permitted in the PD-C district and subject to use specific standards of section 4-300:

Commercial Uses

Animal Grooming
Veterinary Clinic without boarding
All Eating Establishment Uses (Restaurants) *
All Office Uses
All Indoor Recreation/Entertainment Uses (including Fitness Centers)
Business Services
All convenience store uses *
Drug store or Pharmacy (with drive through) *
Financial Institution *
Grocery Store
Laundromat
Liquor Store
Personal Services Establishment
Retail Sales Establishment
Automobile Repair and Servicing (w/o paint and body) *
Car Wash or Auto Detailing *
Hotel/Motel
Farmer's Market
[Automobile Rental & Sales](#)
[Indoor Commercial Recreation](#)
[Outdoor Commercial Recreation](#)
[Theater \(any size\)](#)
[All Health Care Facilities](#)

Residential Uses

Dwelling, Live/work
Dwelling, Multi-family
Dwelling, townhouse
Upper story dwelling above a non-residential use

Public and Institutional Uses

Day Care Uses
Medical and Dental Clinics
Vocational or Trade School
Government Facilities Uses
Public Park, Public Square
Substation for Fire and Police *
Wireless Communication Antenna, on existing structure

* All automotive-based uses and facilities, such as drive through lanes, gas pumps, or service bays will be designed to orient to rear parking areas or otherwise designed to minimize the impact on the urban streetscape.

F. Densities/Intensities

The project is comprised of a mixture of retail, office, service and residential uses predominantly developed in a walkable urban environment. The specific densities and intensities will be as follows:

1. Phase 1 Commercial development (Sites A3-12 and B1-7) – The project will include a maximum of 950,000 square feet of office, retail and service uses as listed in the permitted uses above.
2. Phase 1 Residential development – The project will contain a maximum of 400 multi-family units in the complex designated as Site C1. Up to 200 additional multi-family units, may be permitted when such units are developed on the upper floors of buildings on other parcels that include non-residential uses on the ground floor. There is no specific limit on residential density within these parameters, as long as City code standards and the other terms and conditions are met.
3. Phase 2 Development (Sites D1 & D2) – The Phase 2 area will contain up to 320,000 square feet of permitted non-residential uses, or up to 480 multi-family units, or a mix of such units as spelled out in paragraph I below.

G. Dimensional Standards

Due to the different development types and mixed use nature of the project, different lot sizes and setbacks apply to different areas and building types. Setbacks from the overall project boundary apply to all development types. There are no minimum lot size or coverage standards applied to the subsequent subdivision of approved urban scale buildings constructed so as to conform to Codes for such an ownership pattern.

1. Setbacks from project boundary: Minimum building setback of fifty feet (50) from residentially zoned properties, ~~twenty-five~~ ten (2510) feet from non-residentially zoned properties and ten (10) feet from the southern boundary adjacent to the Galleria Mall. Any building adjacent to the project boundary contiguous to residential use shall be set back a minimum of one foot for every foot of building height over 50 feet. For Auto Dealerships, vehicle display shall be allowed within the setback.
2. Maximum setback of fifteen (15) feet from street right-of-ways for all buildings adjacent to right-of-way, including out parcels in front of the retail strip. (Sites B1-7)
3. Minimum side setback to adjoin other urban buildings is zero (0) feet. Minimum side setback when not adjoining an urban building is five (5) feet from the property line or ten feet from the building, whichever is greater.
4. Minimum setback for dumpsters and other accessory structures is twenty (20) feet, but may be reduced to five (5) feet when adjacent to parking or service areas on adjacent sites.
5. Maximum height: The maximum building height for retail, office or mixed use buildings is six (6) stories or seventy-five (75) feet. Maximum height for multi-family buildings is four (4) stories or fifty (50) feet.

H. Development Phasing Plan

~~The objective is to build-out 150 of the 182 acres within 7 years from the completion of the main road infrastructure (Meeting Blvd. and Galleria Blvd. extensions). The anticipated start for the road infrastructure work is 2008, with a 2009 estimated completion for first phase infrastructure. The objective is to build out the project as soon as market conditions allow. A separate cost sharing partnership with the City of Rock Hill will be pursued to have the road infrastructure completed. Timing related to the development of the future parcels without access are directly tied to when infrastructure is completed to those parcels, whether privately funded in stages, or funded through a future public-private partnership agreement.~~

I. Conversion Schedule

The ground floor of the multifamily buildings on Site C1 may be converted to non-residential uses at the ratio of 1 dwelling unit to 2000 square feet.

In the phase 2 area, horizontally mixed uses (residential vs. non-residential) shall be allocated proportionately, meaning that if 75% of the residential units are built, only 25% of the non-residential square footage may be developed. However, if at least half of the non-residential square footage is developed, and the uses are mixed vertically, one-and-one-half times the proportion of residential units may be developed above the non-residential development, i.e. if 60% non-residential would allow 60% residential (1.5 times 40%).

II: Development Standards:

A. Adherence to and Modification of the Standards of the Rock Hill Zoning Ordinance:

It is the intent that this project will meet the design and development standards of the Rock Hill Zoning Ordinance (RHZO), except where specifically modified by language in this document, or by specific notes on the Master Plan. In acknowledgement that the Master Plan is conceptual in nature, modifications of the standards of the RHZO may be approved by the Planning Commission as part of the Site Plan or Subdivision approval process, when those modifications are found to be in furtherance of the intent of the standards, or necessary to further the overall design intent of the Master Plan as approved.

B. Off-street Parking and Loading:

1. The project will provide parking areas in compliance with code requirements, except where specifically noted below. This project provides parking spaces with the minimum number of parking spaces met or exceeded by each principal use. This project does not propose uses with variable parking demand characteristics. Handicapped accessible parking spaces will be provided to meet or exceed Code requirements.
2. Parking areas are generally separated from buildings by a minimum of 10 feet as required, however deviations from this requirement may be approved as part of site plan approval, especially in rear areas of urban scale buildings with limited public visibility.
3. Due to the configuration of the project, the primary drive aisles along the front of the retail strip buildings are not designed with parallel parking. Sidewalks and

street trees are proposed to be provided along the primary interior drive aisle in accordance with the ordinance standards.

4. Pedestrian pathways and sidewalks are provided connecting all portions of the development to one another. A minimum five (5) foot wide sidewalk shall be provided in the right-of-way along all road frontages. A minimum twelve (12) foot wide sidewalk will be provided in the right-of-way along the front and any street corner sides of all urban building sites, with a minimum eight (8) foot clear area between any planter, street furnishing or other obstruction, and the right-of-way line. A minimum ten (10) foot wide asphalt trail along Manchester Creek will be designed in conjunction with the City and constructed in phases at the time ~~that connecting trails are constructed to either the east or west of development of the adjoining sites within the PD.~~ Funding for the trail construction may be provided through the potential cost-sharing agreement with the City of Rock Hill as outlined in Section I.H of this document. This trail may be located along Galleria Boulevard for part of its course, and satisfy the sidewalk requirement on that side of the road. Other sidewalk connections within development sites will be constructed as required by the RHZO, unless specifically modified by the Planning Commission as part of Site Plan Approval.
5. Any drive-thru windows shall be oriented towards the sides or rear of the buildings and designed for minimal disruption to the building line and pedestrian environment of the streetscape. Deviations from strict Code compliance regarding stacking distance may be approved as part of site plan approval to further these design goals.
6. An alternate parking plan will be submitted for the proposed vehicle sales use on Site A1 (and possibly A2) in accordance with information to be provided by the operator.

c. Tree & Vegetation Protection

Tree canopy retention requirements will be determined based upon the proposed land use as provided in Table 6 –200(C) and applied using a site wide approach in order to protect and enhance the natural resources of the site. As long as the total percentage of the required tree canopy is retained or provided on the Property, the intent of the Ordinance will be satisfied. Tree canopy cover in open spaces, buffers, wildlife habitat, floodplains and landscaped areas shall be counted towards the tree canopy retention requirement. The Owner shall receive a credit if a larger tree canopy area, than required, is retained. The additional tree canopy area can be used to meet replacement/mitigation requirements associated with tree removal. In the event that the tree canopy requirements are not met, new trees may be planted in order to meet the requirements.

An initial project-wide tree protection map will be prepared and submitted and used as the baseline for future planning and ensuring the tree protection standards will be met as the project progresses. Due to the large size of the Property an aerial photograph will be used to determine the tree save areas. A site-wide heritage tree survey will be performed in areas where construction activities are planned. In areas where riparian buffers, floodplains and environmentally sensitive areas have been delineated and protected, and construction is not planned, the fencing of heritage

trees will not be required. The Owner shall offset/mitigate the loss of heritage trees using one of the following methods:

- applying tree canopy retention credits; or
- if tree canopy retention credits are not available, the loss of heritage trees will be mitigated in accordance with the Ordinance.

D. Buffers

Land use buffers along internal parcel boundaries within the Property will not be required. Screening of certain uses shall be in accordance Section 6-300(H) of the Ordinance. Other buffers will be provided as described below.

1. Environmental Buffers: Buffers shall be provided adjacent to environmentally sensitive areas per the Rock Hill Zoning Ordinance. There are several areas where the width of buffer areas may be reduced and mitigation will be provided in nearby areas adjacent to the streams.
2. Perimeter Land Use Buffers: The buffer along Galleria Pointe Apartments shall be a minimum of 20 feet in width and meet type 2 buffer standards. A type 1 buffer shall be provided along all property lines abutting non-residential use, except where additional screening of service or other special use areas may be required. No buffer shall be required on the south property line facing the rear of the Galleria Mall, nor on Site A1 adjacent to Northern Tool & Honda Cars of Rock Hill.

E. Landscaping

All landscaping will be provided pursuant to the RHZO. Modification of certain landscape design standards to accommodate alternative designs may be approved by the Planning Commission as part of the Site Plan approval process

It is specifically anticipated that an alternative landscape plan, as provided for by Code, will be submitted for the urban scale development areas. These plans will reflect a high quality landscape program for the urban environment, including street trees, street planters, screening plantings and some foundation plantings, but will not meet all of the material requirements of the RHZO.

F. Fencing

All fencing standards will be met pursuant to Code.

G. Open Space

Open Space will be provided as shown on the Master Plan drawing, totaling a minimum of fifteen percent (15%) of the project site. The Open Space requirements will be met for the entire project, with each development parcel needing to meet only its landscaping requirements and provide any specific open space shown on the Master Plan. For the purposes of this project, open space is counted as a combination of natural areas and required landscaping and tree protection zones, park areas, and sports fields.

H. Environmentally Sensitive Areas

All Wetlands and streams will be addressed in a manner that meets both Code and State requirements. It is anticipated that significant use of approved mitigation techniques will be utilized in areas along Manchester Creek.

I. Exterior Lighting

Lighting will be provided in conformance with Code requirements.

J. Design Standards

The project is intended to further some of the architectural heritage of Rock Hill as reflected in the attached "Design & Construction Guidelines". These guidelines reflect both a palette of materials and level of detail that are important to the overall design concept. Individual building designs shall be reviewed and approved as part of the Site Plan Approval process, based on conformance with these guidelines.

It is anticipated that certain multi-family buildings will front on the open space pedestrian system rather than a road, and that certain multi-family buildings may exceed the maximum size specified in the RHZO. Multi family parking areas may be gated to restrict access, but multi-family buildings will be accessible to the street and the pedestrian system.

It is anticipated that some of the suburban character buildings may orient to side parking or vehicular entrances, but all buildings will present detailed ground level architecture to the street frontage.

A vehicle sales use is proposed to locate on Site A1 (and possibly A2). In light of the specialized nature of this use and its facilities, the proposed architectural design may deviate from the concepts illustrated in the attached "Design & Construction Guidelines" in order to better support the design themes of the specific car manufacturer and the specialized nature of the use/buildings. The proposed vehicle sales buildings will comply with RHZO 6-800(C) requirements.

K. Signs

Signage shall generally comply with the Ordinance except as specifically stated herein. A specific signage program will be approved as part of the site plan for each multi-tenant retail or mixed use building that specifically identifies building signage locations and sizes that are coordinated with the building architecture.

Project identification signs shall be permitted in the following areas: along Interstate 77 on the northwest corner of Site A2 adjacent to parcel 5 (stormwater area); and at the three major entrances into the project at either end of Galleria Boulevard and Meeting Street. Project identification signs will be high quality signs in scale with their specific location, with excellent visibility, landscaping and directional lighting. The interstate sign will identify the project along with certain major tenants, while extra entrance identification signs may be used to identify the development itself, rather than individual businesses. All of the project identification signs must be approved by the Planning Commission. Additional signage in the Dave Lyle Boulevard right-of-way may be approved separately by the City as part of the City streetscape program. The conceptual plans of the signage features to be installed are attached on the "Signage Exhibit." The following additional standards apply to the interstate sign:

- Maximum height: 50 feet
- Sign message area will consist of architectural lettering of unified color and font rather than sign panels.
- A portion of the sign may be allocated to tenants of the Galleria Mall.

L. On-site Vehicular & Pedestrian Traffic Circulation

The on-site road and pedestrian trail system will be constructed as shown on the plan, ~~and based on the (name of separate agreement) between the Developer and the City of Rock Hill.~~ Applicant intends to pursue a separate agreement with the City to establish a public-private partnership for construction of the road and pedestrian trail system. Some secondary pedestrian paths may not be reflected on the Plan but will be constructed as required by Code and referenced in paragraph II.A above.

M. Traffic Impact Analysis/Off-site Road Improvements

Traffic Impact Analysis for this project as it relates to existing and future intersections has been completed by Kimley Horn and Associates. The developer shall be responsible for the construction of the recommended improvements as follows:

- a. ~~At initial development,~~ At time of construction of the first 100,000 square feet of commercial (excluding vehicle sales and hotel/motel uses), the eastbound left turn on Dave Lyle Boulevard at Galleria Boulevard shall be re-striped and lengthened to accommodate the longest bay length approvable by SCDOT. Any landscaping within the Dave Lyle Blvd. median that is affected by the lane extension will be relocated within the immediate vicinity unless the relocation is deemed to be impractical by they City's Landscape Architect.
- b. A 150-foot left turn lane shall be re-striped on northbound Red River Road at the new Galleria Boulevard upon connection of that new road.
- c. The northernmost access from the Kohl's/Hobby Lobby center (opposite Walmart) shall be modified to accommodate three lanes as shown in the traffic study at the time that Galleria Boulevard and Meeting Street connect north and east to Red River Road.
- d. The right turn lane at southbound Red River Road at the new Galleria Boulevard will be deferred pending overall improvement to Red River Road. However, traffic at the intersection will be monitored and the construction of the right turn lane may be required as part of final site plan approval for a later phase of the project, if necessary to provide a passing level of service.
- e. Pursuant to the comments of SCDOT, no improvements will be required to the southbound I-77 ramp turn lanes.

In addition, the City of Rock Hill is performing an area-wide analysis which may suggest modification of the off-site improvements required.

N. Stormwater Management

This project will be designed to fully comply with all requirements for Storm Water Management and Sediment Control. Master planned Storm Water areas are designed to support the entire project including drainage off of certain public roads within or adjacent to the project. The development will be responsible for all

maintenance of stormwater management areas and facilities that are not on the public right-of-way.

O. Utilities

Utility lines will be constructed by the developer, except for those facilities specifically identified in the (name of separate agreement).

P. Other

It is understood that certain details may be adjusted or otherwise modified as the project progresses and such minor modifications may be approved by the appropriate approval authority as part of the Site Plan or Subdivision Approval process. However, changes involving the following items must be approved through a formal amendment to the PD Plan: addition of Permitted Uses, changes to any setback or buffer requirement along the perimeter of the project, and deletion of any road, trail, or other infrastructure link.