



Memorandum

To: David Vehaun, City Manager

From: Leah Youngblood, Senior Planner

Subject: Additional information—Red River Road Planned Development

Date: November 4, 2011

As requested by City Council, we have gathered some additional information regarding the proposed Red River Road Planned Development.

Proposed Academy Sports' wall signage

We have attached an exhibit that shows a comparison between the existing Academy Sports' wall signage in Greenville, South Carolina, and the proposed wall signage for the Academy Sports that is part of the Red River Road Planned Development.

The primary Greenville storefront sign for Academy Sports is *larger* than is proposed for the storefront in Rock Hill. However, the Greenville storefront does not contain the two "A" logos that are being requested at the Rock Hill location.

The Greenville storefront sign that faces the interstate is *smaller* than is proposed for the elevation in Rock Hill that faces Dave Lyle Boulevard. The interstate side also does not contain the two "A" logos that are proposed for the Rock Hill location.

Sidewalks and pedestrian pathways

We have attached exhibits showing how the proposed sidewalks and pedestrian pathways of the Red River Road Planned Development connect to the existing sidewalk infrastructure in the area.

The developer proposes to install sidewalks internal to the development along Meeting Boulevard and Cross Pointe extension as well as pedestrian paths between Phases I and II. He does not propose to install sidewalks along Dave Lyle Boulevard nor Red River Road. This means that the existing sidewalk infrastructure would not be continued along the borders of this development if the sidewalks are installed as proposed.

Other issues

We have attached the final draft of the proposed Terms and Conditions for this Planned Development. The issues that we pointed out as unresolved in your staff report for first reading have been addressed in the following ways.

- **Architectural design of warehouse retail user**

The architect for the warehouse retail user has agreed to use textured block materials on its façade where the plans originally called for smooth face block. This will significantly improve the appearance of the store beyond what was originally proposed.

The warehouse retail user is proposing to use glazing as shown on the renderings. This is less than the Rock Hill Zoning Ordinance requires but is an adequate amount given the use of the building.

The warehouse retail user will provide parapet walls on all elevations except the southern side. However, parapet walls will not be required if it can be shown during the construction drawing phase that the rooftop utility units will not be visible from public areas such as the parking lots, Dave Lyle Boulevard, Cross Pointe Drive, and Red River Road if parapet walls are not installed.

- **Gas station**

Staff and the warehouse retail user have agreed to all of the standards related to the associated gas station. The gas station will meet the Zoning Ordinance's standards relating to signage and lighting, and will use an architectural design that provides sufficient interest in such a visible, high-traffic area.

- **The full access drive between Phases I and II from Red River Road**

The Terms and Conditions reflect that this access drive would be allowed as proposed, which means that it would not include a left-turn lane into the site from Red River Road. Staff agrees with the SCDOT and the developer's traffic engineer's analyses, which show that a left-turn lane into the development from this access point is not warranted upon the development of this project. However, as the Dave Lyle Boulevard area continues to develop, people will increasingly travel from areas such as Richburg, Great Falls, and Lancaster to the regional destination shopping centers along the corridor. Therefore, staff cautions that a left-turn lane into the proposed development from Red River Road likely will be needed at this access point in the future. Unless the developer agrees to install the turn lane into the shopping center's private drive, the City would be left to pay for that improvement later.

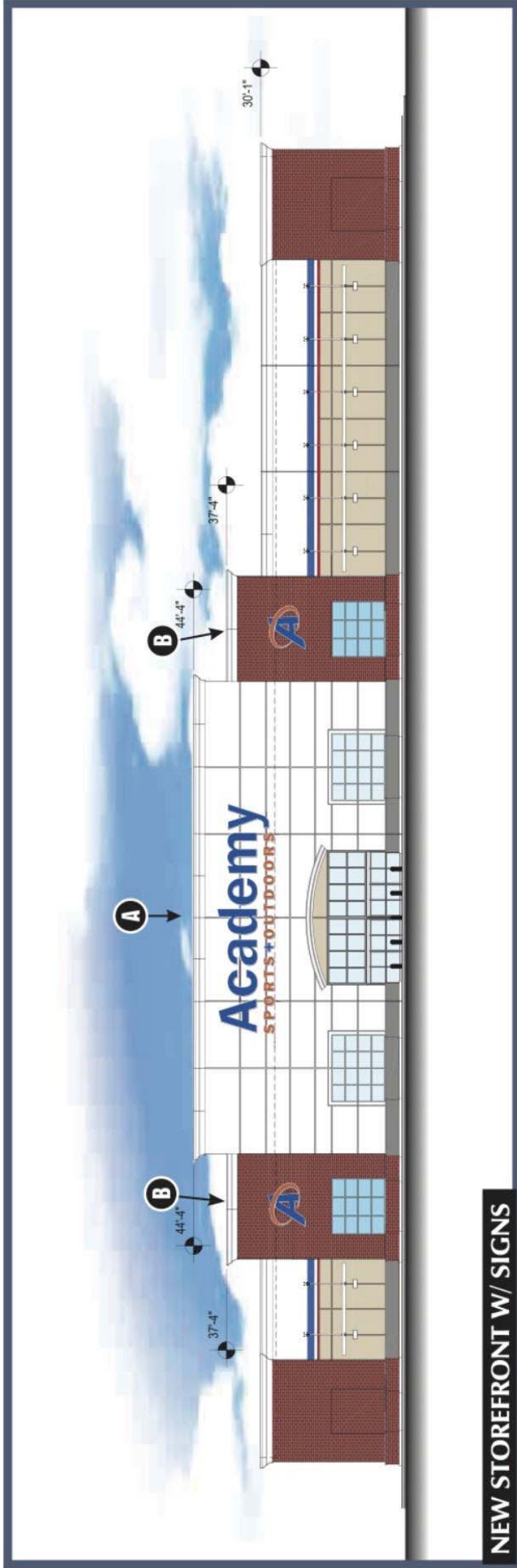
Attachments:

- comparison of Academy Sports' wall signage in Greenville to that proposed here
- proposed Academy Sports' wall sign renderings
- aerial map showing the existing and proposed sidewalks in the project area
- site plan showing the existing and proposed sidewalks in the project area
- final draft of proposed Terms and Conditions

**ACADEMY SPORTS' WALL SIGNAGE:
COMPARISON BETWEEN GREENVILLE AND ROCK HILL**

	Greenville	Rock Hill
Allowed under Zoning Ordinance	<ul style="list-style-type: none"> • 1 wall sign per building elevation • Each sign area up to 20% of building façade, not to exceed 350 sf 	<p><u>On storefront:</u></p> <ul style="list-style-type: none"> • 400 sf max for all wall signs together • 300 sf max for any one wall sign <p><u>On Dave Lyle Blvd. side:</u></p> <ul style="list-style-type: none"> • 400 sf max for all wall signs together • 300 sf max for any one wall sign
Actually in place (Greenville) or proposed (Rock Hill)	<p><u>On storefront</u> (obtained with variance from Zoning Board of Appeals):</p> <ul style="list-style-type: none"> ▪ primary sign: 582 sf ▪ no "A" logos ▪ total wall signage: 582 sf <p><u>On side facing interstate</u> (in place without a permit on record):</p> <ul style="list-style-type: none"> ▪ primary sign: 208 sf ▪ no "A" logos ▪ total wall signage: 208 sf 	<p><u>On storefront:</u></p> <ul style="list-style-type: none"> ▪ primary sign: 559 sf ▪ two "A" logos: 74 sf each ▪ total wall signage: 707 sf <p><u>On Dave Lyle Blvd. side:</u></p> <ul style="list-style-type: none"> ▪ primary sign: 312 sf ▪ two "A" logos: 42 sf each ▪ total wall signage: 396 sf

EXHIBIT G-1



Scale: 1/32"=1'-0"

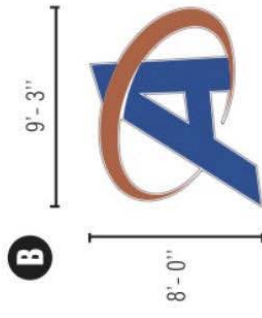
47'-7 3/4"

Academy
SPORTS+OUTDOORS

Colors:
Blue - pms 293
3630-97 bristol blue
Red - 3630-33

L.E.D. Channel Letter:
-Internally Illuminated w/ L.E.D.s
-Self-Contained Power Supplies
74.0 x 2 = 148 Sq. Ft.

L.E.D. Channel Letters:
-Internally Illuminated w/ L.E.D.s
-Self-Contained Power Supplies
559.3 Sq. Ft.

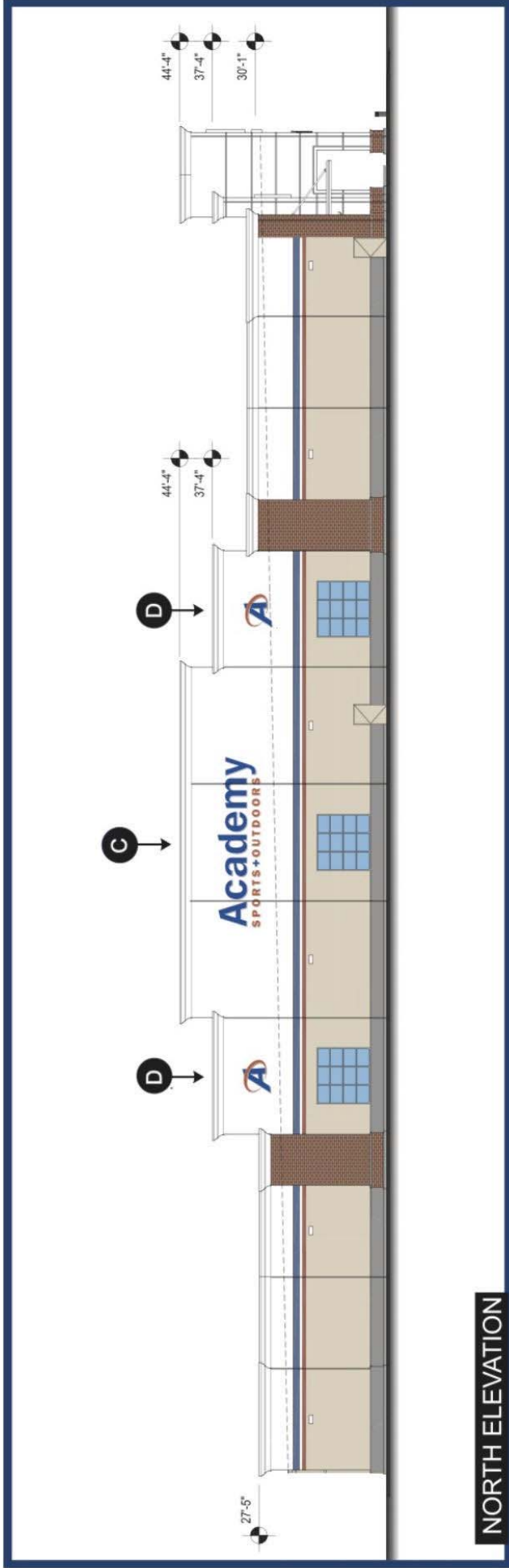


THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

I.D. ASSOCIATES 1771 INDUSTRIAL ROAD • DOTHAN, ALABAMA • 36303 PH (888) 303-5534 • FAX (334) 836-1401 • www.idassociatesinc.com	CLIENT: ACADEMY SPORTS	DRAWN BY: RSM	APPROVED BY:
	LOCATION: ROCKHILL, SC	REV: 6/29/2011KJR REV: 6/30/2011KJR REV: 8/16/11RM REV:	SCALE: NOTED
ACCOUNT REP: ROS	STORE NO: ROCKHILL, SC DATE: 4/11/2011	FILE: L:\PRESENTATION\CUSTOMERS\SS\SC\ROCKHILL\AS-ROCKHILL_SC-SIGN.CDR	DRAWING NO: Academy Sports Rockhill Sc VAR R5



EXHIBIT G-2



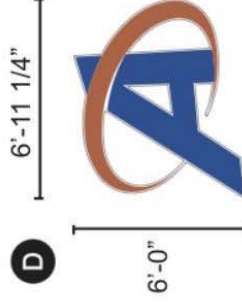
NORTH ELEVATION

Scale: 1/32"=1'-0"



L.E.D. Channel Letters:
 -Internally Illuminated w/ L.E.D.S
 -Self-Contained Power Supplies
 312.04 Sq. Ft.

Colors:
 Blue - pms 293
 3630-97 bristol blue
 Red - 3630-33





L.E.D. Channel Letter:
 -Internally Illuminated w/ L.E.D.S
 -Self-Contained Power Supplies
 41.6 x 2 = 83.2 Sq. Ft.

THIS DRAWING IS FOR CONCEPTION PURPOSES ONLY. DUE TO CONSTRUCTION CONSTRAINTS, SIZES AND OR LAYOUTS MAY CHANGE SLIGHTLY.

I.D. ASSOCIATES 1771 INDUSTRIAL ROAD • DOTHAN, ALABAMA • 36303 PH (888) 303-5534 • FAX (334) 836-1401 • www.idassociatesinc.com	CLIENT: ACADEMY SPORTS	REV: 6/29/2011KJR REV: 6/30/2011KJR	DRAWN BY: RSM	APPROVED BY:
	LOCATION: ROCKHILL, SC	REV: 8/16/11RM	SCALE:	APPROVAL DATE:
ACCOUNT REP.: ROS	STORE NO.: ROCKHILL, SC	REV: 4/11/2011	FILE:	NOTED
DRAWING NO.: Academy Sports Rockhill Sc VAR R5	L:PRESENTATION\CUSTOMERS\SSCI ROCKHILL\AS-ROCKHILL_SC-SIGN.CDR	UL Underwriters Laboratories Inc.®		

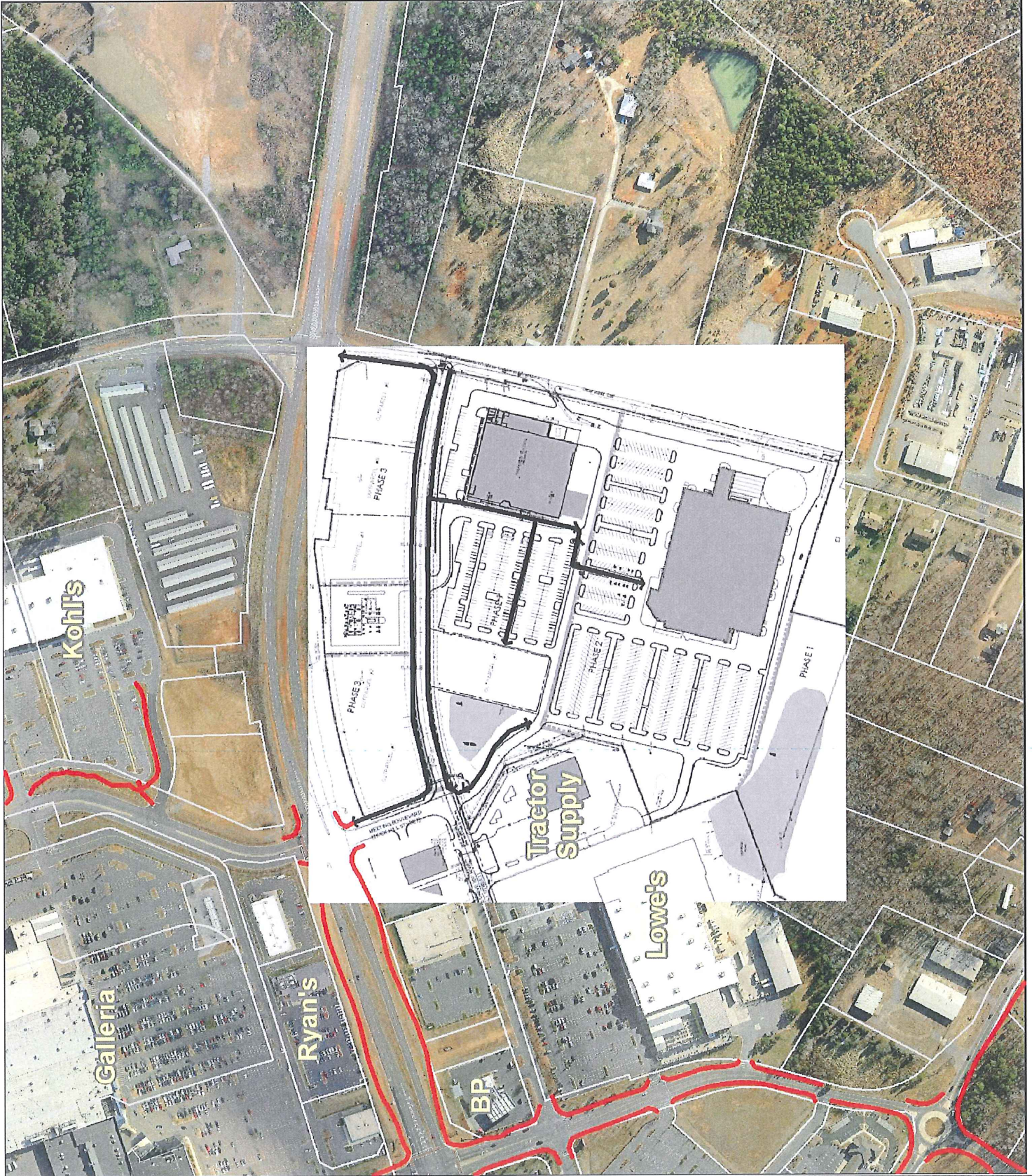
M-2011-19

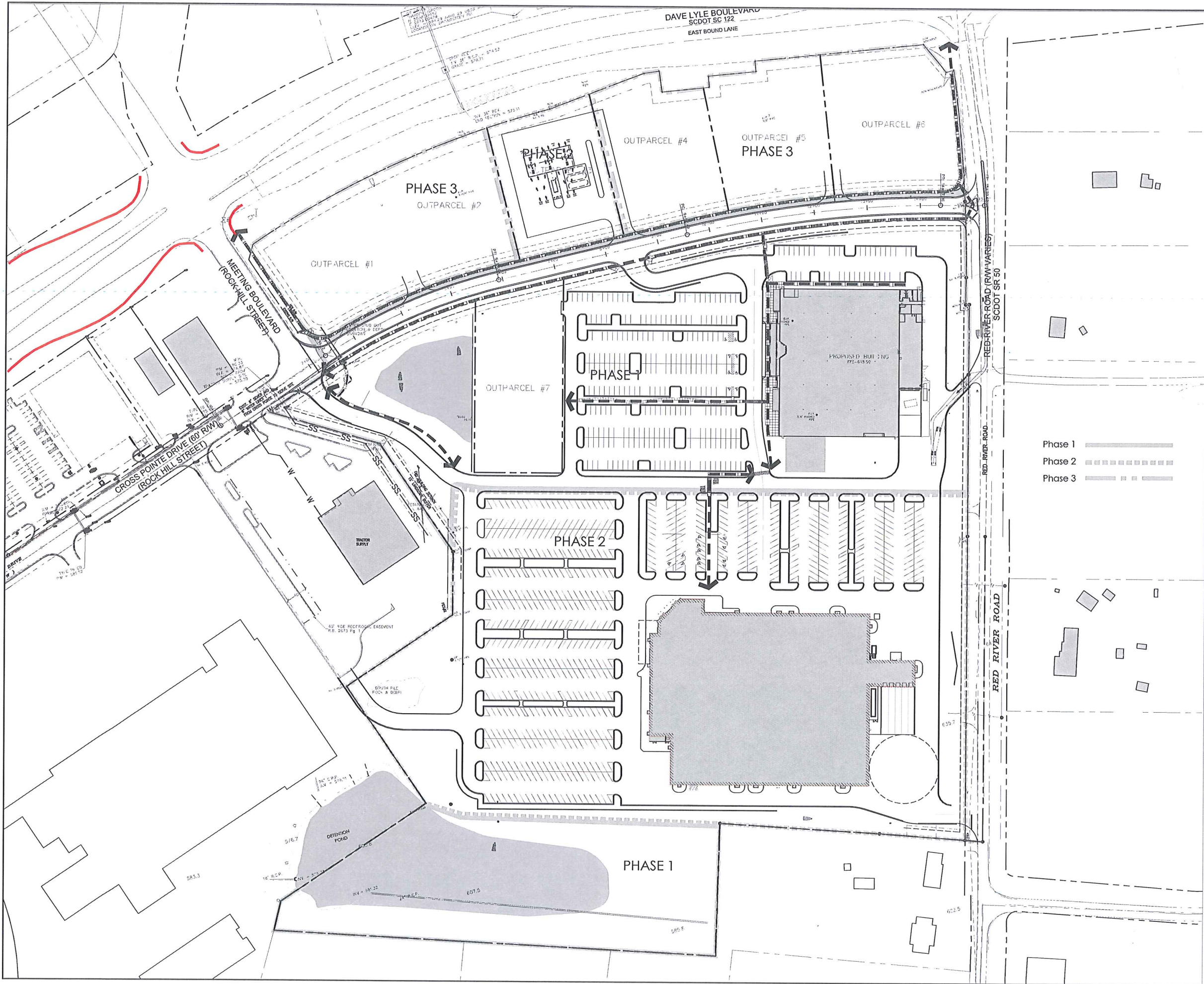
Legend

- Existing Sidewalk 
- Proposed Sidewalks 

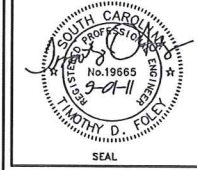
Site Data

Red lines represent existing sidewalk
black lines represent proposed





- Phase 1
- Phase 2
- Phase 3



ISSUED FOR CONSTRUCTION
INITIALED/DATED AS APPROVED
BY HENSONFOLEY, INC.
INITIAL / DATE

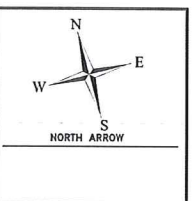
Red River Road Planned Development
Rock Hill, SC
Exhibit E: Sidewalk and Pedestrian Pathways

Revisions:

Bid Plans:

IF ANY CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE ENCOUNTERED EITHER ON THE CONSTRUCTION DOCUMENTS OR THE FIELD CONDITIONS, THE CONTRACTOR MUST NOTIFY HENSON DESIGN, INC. IMMEDIATELY, AND SHALL NOT COMMENCE OPERATION UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.

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Red River Road Planned Development Terms & Conditions

Rezoning Case #M2011-19

I. General Provisions and Administration

- A. Effect of Rock Hill Zoning Ordinance: The Rock Hill Zoning Ordinance (RHZO) serves as the foundation of regulations applying to the Project. Due to the size, complexity and environmental and physical constraints associated with the project, the Planned Development (PD) Terms and Conditions are set forth in this document. This document, used in conjunction with the attached exhibits, constitutes the approved plan for the project. The development of these areas is regulated by the RHZO, except as specifically allowed for in this document and exhibits or as specifically amended in this document or exhibits.
- B. Status of Exhibits. The *PD Master Plan (Exhibit A)* and the other attached exhibits to this document are specifically designed to reflect the overall design intent, as well as required elements and commitments defined for the Project. No inadvertent detail or graphic not clearly specified on the exhibits is intended to contradict the specific requirements of the RHZO, as applied based on the terms of this document.
- C. Order of Control: In the case of a contradiction, the order of control is: 1) the PD Terms and Conditions, 2) the *PD Master Plan (Exhibit A)* or other exhibits where specific details have been called out, 3) the RHZO (if amended after the creation of this document, then the amended version of the RHZO applies), and 4) the PD Master Plan or other exhibits for general items that have not been specifically called out.
- D. Flexibility Built Into Terms and Conditions. The Terms and Conditions, the *PD Master Plan (Exhibit A)*, and other exhibits of this Planned Development may be modified or amended through the process set forth in this document and/or the process set forth for such in the RHZO.
- E. Effect of Planned Development Approval on Phase II: The approval of the Terms and Conditions, the *PD Master Plan (Exhibit A)*, and other exhibits of this Planned Development as they relate to Phase II shall also serve as Major Site Plan approval. However, if during the civil plan review stage, City staff determines that the project is different in any material way from that which is contemplated by this PD, staff may request that Phase II as a whole or any part of Phase II returns to the Planning Commission for consideration of amendment to this PD.

II. Project Description

- A. Brief Project Narrative: The Red River Road Planned Development is a commercial development located at the intersection of Dave Lyle Boulevard with

Red River Road and Meeting Boulevard, anticipated to consist of a large sporting goods store, a large warehouse retail store with a gas station, and several retail stores, offices, and/or restaurants.

- B. Location: 1045, 1075, 1159, 1180, 1183, 1179, and 1175 Red River Rd; 2434 Dave Lyle Blvd; and 2390, 2468, 2382, 2384, 2386, 2474, and 2360 Cross Pointe Dr
- C. Size: approximately 39.88 acres.
- D. Description of Phases: This Planned Development includes the following components. See the *PD Master Plan (Exhibit A)* for a graphic depiction of these phases. See the “Development Standards” section of this document for information about the phasing of infrastructure.
- Phase I: Phase I is expected to consist of a retail sporting goods store (Academy Sports) of approximately 72,000 square feet, an outparcel that is expected to be occupied by retail and/or restaurant uses, and two stormwater ponds.
 - Phase II: Phase II is expected to consist of a warehouse retail use of approximately 136,000 square feet to the south of Cross Point Drive as well as a gas station on one of the outparcels to the north of Cross Point Drive.
 - Phase III: Phase III is expected to consist of the future development of the remaining outparcels to the north of Academy Sports.

These phases as described are an estimation of future development patterns and are not meant as a requirement for this project to develop in the order described above. For example, it is very possible that some or all of the outparcels in Phase III could develop prior to Phase II and even prior to Phase I.

III. Permitted Uses

It is contemplated that Phase I will include a sporting goods store, other retail uses, office uses, and restaurant uses; that Phase II will include a large warehouse retail store, other retail uses, restaurant uses, and a gas station; and that the outparcels in Phase III will include office, retail, and restaurant uses. However, all uses allowed in the Community Commercial (CC) zoning district will be permitted in all three phases.

IV. Development Standards

The PD district will comply with all applicable regulations in the RHZO, with the exception of the items noted below.

A. Phasing of improvements:

- *Exhibit J: “Traffic Impact Analysis: Red River Commercial Project”* prepared by Feester, P.C., for the Warren Norman Company, Inc., on September 6, 2011, and subsequent amendments, is included by reference in these Terms and Conditions.
- The following items that either serve the associated phase or are shown on any exhibit as being part of the associated phase are required to be installed concurrent with the development of the associated phase:
 - water infrastructure (see below for special off-site improvement requirement during Phase II)
 - sewer infrastructure
 - road and sidewalk infrastructure (see details in chart below)
 - stormwater infrastructure
 - landscaping

	Required road improvements	Required sidewalk and pedestrian pathways installation	Required off-site utilities infrastructure
Phase I	<ul style="list-style-type: none"> • Construction of Cross Point Extension between Meeting Boulevard and Red River Road. The Red River Road at Cross Point Extension shall be constructed as a right-in/right-out only intersection using the current SCDOT ARMS Manual. • Construction of a truck access on Red River Road behind the Phase I development which will allow only delivery trucks to access the site. Access will be a one-way/right-in-only truck access. 	<ul style="list-style-type: none"> • Installation of sidewalk along southern edge of Cross Point Extension from Meeting Boulevard to Red River Road. • Installation of sidewalk along eastern edge of Meeting Boulevard Extension to the south of Cross Point Extension to the corner of the Phase II warehouse retail building’s parking lot. • Installation of pedestrian pathway between the Phase I building and outparcel No. 7. This pathway should connect to the sidewalk described in the above bullet point. • Installation of a pedestrian pathway between the sidewalk along Cross Point Extension and the parking lot of the Phase II warehouse retail building. 	<ul style="list-style-type: none"> • None

Phase II	<ul style="list-style-type: none"> • Construct a right turn lane on Meeting Boulevard between Dave Lyle Boulevard and Cross Point Extension. • At the Dave Lyle Boulevard/Meeting Boulevard signal, modify the pavement markings on the turn lane at the intersection of Dave Lyle Boulevard. • At the Dave Lyle Boulevard/Meeting Boulevard signal, modify signal heads to allow for split side street phasing. • At the Dave Lyle Boulevard/Meeting Boulevard signal, modify signal phasing for protect/permitted phasing for the left turn onto Meeting Boulevard. • Installation of the truck access drive and its associated landscaping that is shown on the PD Master Plan running parallel to Red River Road. • Construction of a full movement access on Red River Road near the southern boundary of the site. 	<ul style="list-style-type: none"> • Installation of a pedestrian pathway between the property line of the Phase II warehouse retail building south of Cross Pointe Extension and the Phase II warehouse retail building. This will complete the pedestrian pathway begun in Phase I that runs from the sporting goods store and the Phase II warehouse retail building. • Installation of a sidewalk that extends the length of its property line along the northern side of Cross Pointe Extension upon the development of the gas station associated with Phase II. 	<ul style="list-style-type: none"> • A 12-inch waterline along the entire property fronting Red River Road must be installed during the development of Phase II.
Phase III	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Installation of a sidewalk on the northern edge of Cross Pointe Extension, the eastern edge of Meeting Boulevard to the north of Cross Pointe Drive, and the western edge of Red River Road to the north of Cross Pointe Drive. These sidewalks will be 	<ul style="list-style-type: none"> • None

		installed by the developer of each parcel as it is developed.	
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C. Sidewalks and trails: Sidewalks will be provided and phased as shown on *Exhibit E: Sidewalks/Pedestrian Pathways* and as described in the above chart. Sidewalks will not be provided along Dave Lyle Boulevard nor along Red River Road. The trail along Red River Road that is included in the Rock Hill Trails and Greenways Master Plan is anticipated to be paid for and installed on the property to the east of the road by others, not by the developer or any of the businesses associated with this PD.

D. Parking Spaces/Drive Aisles/Pedestrian Pathways:

- Parking for Phase I and the warehouse retail building of Phase II will be provided as shown on the *PD Master Plan (Exhibit A)*. The warehouse retail building of Phase II will not include a primary drive aisle meeting the RHZO standards. The number of spaces for Phase I and the warehouse retail building of Phase II may be provided within a range of 5% above or below that shown on the *PD Master Plan (Exhibit A)*, not counting an additional 50 parking spaces allowed for outparcel No. 7.
- The parking standards of the RHZO shall apply to Phase III.
- Sidewalks and pedestrian pathways shall be provided as shown on *Exhibit E: Sidewalks and Pedestrian Pathways*. They will be phased as described above in the section called *Phasing Standards*.
- The Phase II warehouse retail use will provide a textured pedestrian crossway between the parking lot and the building.

E. Access on Phase III: The outparcels in Phase III shall gain their access via Cross Point Drive only and not via Dave Lyle Boulevard, Red River Road, nor Meeting Boulevard. The access driveways for these outparcels onto Cross Point Drive are anticipated to be provided as shown on the *PD Master Plan (Exhibit A)* and are expected to meet the requirements of the RHZO. All parcels in Phase III will provide internal cross access between the parcels where practicable.

F. Landscaping/buffering:

- The landscaping and buffering for Phase I will follow the *Landscape Plan for Phase I (Exhibit C)* and *PD Master Plan (Exhibit A)*.
- In terms of landscaping, Phase II will follow in nature and scope the *Landscape Plan for Phase I (Exhibit C)*. In terms of buffering, Phase II will provide buffers as shown on the *PD Master Plan (Exhibit A)*.
- Phase III will follow the RHZO in terms of landscaping and buffering.
- Because all of the trees on this property were removed for harvesting soil, addressing elevation issues, and grading prior to annexation, tree retention is not required on any of these phases. However, on-site tree mitigation measures will be implemented in lieu of canopy preservation.

- Because the various components of the project are designed to work as a whole, the buffers ordinarily required by the RHZO between the phases will not be provided, but the 10-foot perimeter strip will be honored.

G. Maximum lot coverage/open space/fencing:

- The maximum lot coverage will be as shown on the *PD Master Plan (Exhibit A)*.
- Open space will be provided as shown on *Open Space for All Phases (Exhibit D)*. Because the open space for the entire project is provided in Phase I and on the warehouse retail building in Phase II, the gas station in Phase II and all of Phase III will not be required to provide open space
- The stormwater pond to the south of the warehouse retail building in Phase II that serves this project will count toward open space provided without the provision of an associated amenity area because it is unlikely that a pond to the rear of a large commercial project would be used as an amenity area.
- The pond to west of outparcel No. 7 will include an amenity area consisting of: stamped concrete features, benches, a pedestrian pathway, and decorative fencing (not chainlink fencing) around the pond.
- The pond to the south of the warehouse retail building in Phase II will have black vinyl chainlink fencing around it.
- The retaining wall to the south of the warehouse retail building in Phase II building will have black vinyl chainlink fencing on top of it for safety reasons.
- No other fencing is anticipated in any phase.

H. Detention ponds: Permanent stormwater detention and water quality Best Management Practices (BMPs) for the entire development are to be addressed through approved engineering practices acceptable to the City.

I. Maintenance of Common Areas: The maintenance of common areas will be either by the owner of each parcel or through an agreement with the owners of all parcels to collectively maintain the common areas.

J. Sidewalk sales: Phase I includes an area adjacent to the primary building entrance of the sporting goods store that is approximately 10 feet by 20 feet for sidewalk sales. The sporting goods store (or future occupiers of the space) will display products for sale in this area. No landscaping will be required in this area in order for room to exist to showcase the items for sale. If desired in the future, the warehouse retail building in Phase II also will be allowed to have a similarly sized area adjacent to the primary building entrance for sidewalk sales.

K. Density and Intensity: The density and intensity of Phases I and II will generally follow those specifically depicted on the *PD Master Plan (Exhibit A)* or will be in conformance with the RHZO. The density and intensity of the outparcels in Phase III will comport with the RHZO.

L. Dimensional Standards: All dimensional standards for all three phases will follow the regulations of the CC district with the exception of those depicted in any attached exhibit and:

- The maximum height for the sporting goods store and the building attached to its rear will be approximately 45 feet.
- The maximum height for the warehouse retail building in Phase II will be approximately 37 feet, not counting any parapet walls that are negotiated as described in the next Section.

M. Architectural Design:

- Phase I: The amount of glazing for the Academy Sports portion of the Phase I buildings will be provided as shown on the renderings. The entrance to Phase I shall be located as shown on the *PD Master Plan (Exhibit A)*. All other architectural design of the Phase I buildings will follow the requirements set forth in the RHZO.
- Phase II
 - i. Warehouse retail building: The Phase II warehouse retail building will use textured block in place of the smooth-face CMU block shown on the renderings; will provide glazing to the extent shown on *Exhibit L*; and will screen the rooftop utility units with a parapet wall only on the three sides of the building that face the primary and secondary parking lots, and Red River Road, unless during the construction drawing phase of review, the City determines that the parapet walls are not necessary because the rooftop utility units will not be substantially visible from public viewing areas. An access drive between Phases I and II as shown on the revised *PD Master Plan (Exhibit M)* will be allowed; but note that for all other purposes, the original PD Master Plan (*Exhibit A*) shall control. All other architectural design of the Phase II warehouse retail building including but not limited to façade massing, pedestrian zones, and service and dumpster area screening, will follow the requirements set forth in the RHZO. If modification from any of these standards is desired, the Planning Commission may consider modifying the architectural design requirements.
- Phase III: The outparcels in Phase III will conform to the requirements of the RHZO in terms of architectural design. If modification from these standards is desired upon development, the Planning Commission may consider modifying the architectural design requirements.

N. Signage: All signage shall meet the RHZO with the exceptions noted below.

- The wall signs for Academy Sports shall be installed as shown on *Exhibit G: Wall Signs for Academy Sports*. If the name or branding of Academy Sports changes in the future, the same amount of square footage will be allowed for the new name or brand as described above.

- Monument signs will be allowed at the intersection of Dave Lyle Boulevard and Galleria Boulevard as shown on *Exhibit F: Signage* and *Exhibit H: Signs F and G on Signage Plan*, one at the intersection of Red River Road and Dave Lyle Boulevard and one at the intersection of Dave Lyle Boulevard and Meeting Boulevard. They will be constructed as shown on *Exhibit H: Signs F and G on Signage Plan*; however, the configuration and sign copy of the interior panels may change as long as the sign retains or lowers its overall dimensions and uses the same or essentially the same materials as shown.
 - One freestanding sign as shown on *Exhibit F: Signage* and *Exhibit H: Signs E* will be allowed at the corner of Meeting Boulevard and Cross Point Drive. It will be constructed as shown on *Exhibit E*; however, the configuration and sign copy of the interior panels may change as long as the sign retains or lowers its overall dimensions and uses the same or essentially the same materials as shown.
 - One freestanding sign will be allowed on the western portion of the Phase II warehouse retail parcel near the southern access drive there.
 - Signs denoting that the truck access drive is for trucks only must be installed during the development of the warehouse retail building portion of Phase II.
- O. Exterior lighting: All exterior lighting will follow the requirements set forth in the RHZO, except that for security and safety reasons, the Phase II warehouse retail building will have wall pack lights on all sides of the building that will remain on during the night and also will leave a small percentage of the parking lot lights on during the night.
- P. Gas station: The gas station will not provide cross access to the adjacent parcel to the west. The metal panels associated with the gas station shall meet the RHZO standards of being finished, architectural grade metal panels. The gas station will provide full cut-off light fixtures under its canopy. The gas station canopy posts will be constructed as shown and will not have split-face CMU on the first four feet. The gas station service building will not provide a roof cornice. The gas station signage shall comply with the RHZO. The gas station canopy height shall be 14 feet, 6 inches. The gas station service building shall be painted in the same color pallet as the warehouse retail building and shall provide a textured split-face CMU wainscot.

V. Exhibits:

- Exhibit A: PD Master Plan
- Exhibit B: Architectural Renderings of Sporting Goods Store
- Exhibit C: Planting Plan for Phase I
- Exhibit D: Open Space for All Phases
- Exhibit E: Sidewalks/Pedestrian Pathways

- Exhibit F: Signage Location Plan
- Exhibit G: Wall Signs for Academy Sports
- Exhibit H: Sign E
- Exhibit I: Signs F and G on Signage Plan
- Exhibit J: Excerpt from Traffic Impact Analysis
- Exhibit K: Survey
- Exhibit L: Phase II Architectural Renderings [not amended to reflect that textured block will replace the smooth-face block as agreed by the architect]
- Exhibit M: Revised PD Master Plan [the only part of this plan that controls over the Master Plan in Exhibit A is the access drive between Phases I and II from Red River Road]
- Exhibit N: Sign H on Signage Plan

DRAFT