

**GRANDMARC AT CLEMSON
A PLANNED DEVELOPMENT IN CLEMSON, SC**

DESCRIPTIVE STATEMENT

February 27, 2015

Section a: Legal description of site boundaries and total area of the site.

Total Site Area = 9.521-acres which are the sum of the following parcels:

Garrett Parcels – TMS 4054-17-12-9440 & TMS 4054-13-12-8677

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND, WITH ALL IMPROVEMENTS THEREON, SITUATE LYING AND BEING IN THE STATE OF SOUTH CAROLINA, COUNTY OF PICKENS, INSIDE THE CORPORATE LIMITS OF THE TOWN OF CLEMSON, SOUTH CAROLINA, ON US HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28, AS IS MORE FULLY SHOWN ON A SURVEY OF PROPERTY OF R.N. NEWTON PREPARED BY D.F. CHALKER, REG. L.S. NO.2505 DATED MAY 8, 1964 AND HAVING THE FOILLING METES AND BOUNDS TO WIT:

BEGINNING AT AN IRON PIN ON THE RIGHT OF WAY OF SAID U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28, WHICH IRON PIN IS LOCATED APPROXIMATELY 2,000 FEET FROM THE INTERSECTION OF SAID U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28 WITH U.S. HIGHWAY NO. 123 BY-PASS, AND RUNNING THENCE N. 60-15 E. 131.4 FEET TO AN IRON PIN; RUNNING THENCE N. 56-24 E. 381.2 FEET TO AN IRON PIN IN THE CENTER OF BUTLER STREET; RUNNING THENCE WITH THE CENTER OF SAID BUTLER STREET S. 85-34 E. 222 FEET TO AN IRON PIN; RUNNING THENCE S. 10-45 E. 106.7 FEET TO AN IRON PIN: THENCE RUNNING S. 21-28 E. 77.4 FEET TO AN IRON PIN; RUNNING THENCE S. 87-46 E. 50 FEET TO AN IRON PIN; RUNNING THENCE S. 02-14 W.161.9 FEET TO AN IRON PIN; RUNNING THENCE S. 56-51 W. 343.8 FEET TO AN IRON PIN; THENCE RUNNING N. 33-09 W. 274 FEET TO A POINT; RUNNING THENCE S. 56-51 W. 258.5 FEET TO A POINT ON THE RIGHT OF WAY OF SAID U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28; RUNNING THENCE WITH THE RIGHT OF WAY OF SAID HIGHWAY; N. 26-33 W. 203 FEET TO THE POINT OF BEGINNING.

ALSO, ALL THAT CERTAIN PIECE, PARCEL, OR LOT OF LAND, WITH ALL IMPROVEMENTS THEREOF SITUATE, LYING AND BEING IN THE STATE OF SOUTH CAROLINA, COUNTY OF PICKENS, TOWN OF CLEMSON ON THE NORTHEASTERN SIDE OF U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28, AS IS MORE FULLY SHOWN ON A SURVEY OF PROPERTY OF R.N. NEWTON PREPARED BY FARMER & SIMPSON, ENGINEERS, DATED MAY 1, 1972, AND HAVING ACCORDING TO SAID SURVEY THE FOLLOWING METES AND BOUNDS:

BEGINNING, AT AN IRON PIN ON THE RIGHT-OF-WAY OF SAID U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28 SHOWN ON SAID PLAT AS JOINT FRONT CORNER OF PROPERTY THE PROPERTY DESCRIBED ABOVE AND PROPERTY OF HUMBLE OIL, CO.; THENCE WITH THE LINE OF U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28 N. 22-18 W. 300 FEET TO AN IRON PIN IN THE RIGHT OF WAY OF U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28; THENCE LEAVING SAID HIGHWAY AND RUNNING WITH THE LINE OF THE PROPERTY NOW OR FORMERLY OF R.N. NEWTON N. 67-42 E. 137.2 FEET TO AN IRON PIN, JOINT CORNER OF OTHER PROPERTY NOW OR FORMERLY OF R.N. NEWTON AND IN THE LINE OF PROPERTY NOW OR FORMERLY OF ROY KAY; THENCE WITH THE LINE OF SAID ROY KAY PROPERTY S. 3-55 W. 107.7 FEET TO AN IRON PIN; THENCE CONTINUING WITH THE LINE OF SAID KAY PROPERTY S. 78-06 E. 180 FEET TO AN IRON PIN IN BUTLER STREET; THENCE CONTINUING WITH BUTLER STREET S. 72-10 E. 259.6 FEET TO AN IRON PIN; THENCE STILL CONTINUING WITH BUTLER STREET N. 76-35 E. 73.2 FEET TO AN IRON PIN IN BUTLER STREET; THENCE LEAVING SAID BUTLER STREET AND RUNNING WITH THE

LINE OF PROPERTY DESCRIBED HEREINABOVE TO THE LINE NOW OR FORMERLY OF RICHARD GARRETT S. 55-01 W. 369.3 FEET TO AN IRON PIN JOINT CORNER THE PROPERTY DESCRIBED HEREINABOVE AND HUMBLE OIL, CO.; THENCE WITH THE LINE OF SAID HUMBLE OIL CO.; PROPERTY N. 33-24 W. 135 FEET TO AN IRON PIN; THENCE CONTINUING WITH THE LINE OF SAID HUMBLE OIL CO. PROPERTY S. 78-52 W. 125 FEET TO THE POINT OF BEGINNING.

Kelly Parcel – TMS 4054-13-12-5625

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND, LYING AND BEING SITUATE IN THE STATE OF SOUTH CAROLINA, COUNTY OF PICKENS, BEGINNING, AT AN IRON PIN ON THE EASTERN SIDE OF U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28, SAID IRON PIN BEING 945 FEET MORE OR LESS SOUTHERLY FROM THE INTERSECTION OF GREENLEE PLACE, AND RUNNING THENCE N79-50E 125 FEET TO AN IRON PIN; THENCE S32-26E 135.5 FEET TO AN IRON PIN; THENCE S61-12W 151.1 FEET TO AN IRON PIN ON THE EASTERN SIDE OF U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28, THENCE ALONG SAID SIDE N21-00W 176.8 FEET TO THE POINT OF BEGINNING, ACCORDING TO A PLAT PREPARED BY WEBB SURVEYING & MAPPING COMPANY, DATED JANUARY 27, 1964, REFERENCE TO WHICH IS HEREBY MADE FOR A MORE COMPLETE AND ACCURATE DESCRIPTION, AND BEING BOUNDED ON THE NORTH AND EAST BY PROPERTY NOW OR FORMERLY OF CLEMSON REALTY COMPANY, BOUNDED ON THE SOUTH BY PROPERTY NOW OR FORMERLY OF ROBERT N. NEWTON AND BOUNDED ON THE WEST BY U.S. HIGHWAY 76 AND SOUTH CAROLINA HIGHWAY 28.

Nalley Parcel – TMS 4054-17-12-6284

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND SITUATE, LYING AND BEING IN THE STATE OF SOUTH CAROLINA, COUNTY OF PICKENS, LOCATED ON THE EAST OF U.S. HIGHWAY 76 AND S.C. ROAD 28 ACCORDING TO PLAT OF D.F. CHALKER, REG. L.S. NO. 2505, DATED JULY 26, 1963, BEING MORE FULLY DESCRIBED ACCORDING TO SAID PLAT AS FOLLOWS:

BEGINNING AT IRON PIN ON THE RIGHT-OF-WAY OF U.S. 76 AND S.C. 28, RUNNING THENCE ALONG THE EAST SIDE OF HIGHWAY RIGHT-OF-WAY NORTH 21-42 WEST 279.6 FEET TO AN IRON PIN; RUNNING THENCE NORTH 56-51 EAST 99 FEET TO AN IRON PIN; THENCE SOUTH 33-09 EAST 274 FEET TO AN IRON PIN; THENCE SOUTH 56-51 WEST 154.5 FEET TO AN IRON PIN AND THE BEGINNING CORNER.

Parrott Parcel – TMS 4054-17-12-8302

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND SITUATE, LYING AND BEING IN THE STATE OF SOUTH CAROLINA, COUNTY OF PICKENS, LOCATED ON THE EAST OF U.S. HIGHWAY 76 AND S.C. ROAD 28 ACCORDING TO PLAT OF D.F. CHALKER, REG. L.S. NO. 2505, DATED JULY 26, 1963, BEING MORE FULLY DESCRIBED ACCORDING TO SAID PLAT AS FOLLOWS:

BEGINNING AT IRON PIN ON THE RIGHT-OF-WAY OF U.S. 76 AND S.C. 28, RUNNING THENCE ALONG THE EAST SIDE OF HIGHWAY RIGHT-OF-WAY NORTH 21-42 WEST 279.6 FEET TO AN IRON PIN; RUNNING THENCE NORTH 56-51 EAST 99 FEET TO AN IRON PIN; THENCE SOUTH 33-09 EAST 274 FEET TO AN IRON PIN; THENCE SOUTH 56-51 WEST 154.5 FEET TO AN IRON PIN AND THE BEGINNING CORNER.

Section b: Type, size, number, area, location, Density, and occupancy of units by type for each section or project phase.

The project will be a mixed-use planned development with residential apartment homes with commercial use along Anderson Highway. (US 76). The project components are as follows:

Parking Structure. In addition to 85 surface parking spaces, the project will include a two level parking structure (ground floor plus one elevated parking podium) which will accommodate 589 parking spaces for a total of 674 spaces. This includes 14 ADA spaces, 3 of which are ADA van accessible. Additionally, the parking structure will include 2 elevators, an enclosed workshop to be occupied by the maintenance staff of the property and facilities to store and secure not less than 100 bicycles. A bike share system will also be included within this number for residence to use as needed.

Residential. The total residential area will be approximately 252,550 sf in five separate buildings. The residential units consist of 147 total units of which 100 are 4 bedroom/4 Bathroom apartments and 47 are 2 bedroom/2 bathroom apartments. The apartments will be leased on a “per bedroom” basis with occupancy limited to a maximum of one occupant per bedroom. In total there are 494 bedrooms.

Commercial. The commercial component will consist of approximately 19,200sf located on the ground floor of building one and two which front Anderson Highway. Building Three and four - on the ground floor not facing Anderson Highway and two floors above will be utilized as residential or amenities dedicated exclusively to the occupants of the residential. The property owner intends to enter into commercial leases for the commercial space as well as operate a property business office in the commercial space not to exceed 2,000 sf. The developer is committed to permanently reserving not less than 1,000 s.f. of the commercial space to a local non-profit serving Clemson area residents- both students and non-students at a discounted rental rate. 5,000 sf of the commercial space is intended to be leased to a casual-dining, table service restaurant. The balance of the commercial space is expected to be leased to small retailers and businesses serving area residents.

Amenities. There will be a central outdoor amenity area will include community grills, a swimming pool, sand volleyball courts and bocce ball facilities as well as passive green space providing connectivity between the residential, commercial, parking and transportation facilities.

All portions of the property will be constructed under one contract. As each building or component of the project is completed, it may be occupied prior to the completion of the other components subject to compliance with any building permit and occupancy codes. All construction except for commercial tenant upfit is expected to be completed by August, 2016.

Section c: Description of open space locations, uses and proposed dedications for public use, including timing for dedications.

There shall be no less than 32% open space within the development. This open area shall consist of pervious surfaces such as grassed lawns and landscaping. An amenity area consisting of pools, volleyball and outdoor recreation will be provided. All of the open space shall be owned and maintained by the developer and it will not be dedicated for public use. The maximum impervious area for the project shall not exceed 68%.

Section d: Ownership and maintenance of the streets, and proposed dedication to the public.

All drives, roadways and parking shall be privately owned and maintained. It is not anticipated that there are any improvements to adjacent public property or facilities that would require the dedication of property to any public authority.

Section e: Number of off-street parking spaces and methods for dealing with parking and impact of projected traffic on uses on-site and adjacent districts and streets.

There will be 674 total parking spaces. The parking ratio is 1 parking space per bed plus 1/300 parking spaces for commercial area. There will not be any demarcation or specific parking for each apartment.

Parking Stalls: The parking stall size for the on-site “open air” parking areas shall be a minimum of 9’-0” X 18’-0” with a minimum two-way drive aisle width of 24’-0”. The parking stall size for the on-site podium parking deck shall be a minimum of 8’-8” X 19’-0” with a minimum two-way drive aisle width of 22’-0”.

A Traffic Impact Assessment (TIA) for this development was prepared by Kimley Horn., dated 2/25/2015 attached hereto as Exhibit “H”. According to the TIA, the capacity of US Highway 76 is not anticipated to be exceeded with the net additional traffic generated by the development (including the full build out of 494 beds and 19,197 sf of commercial space). A new signal is unlikely to be warranted by the SCDOT although the developer will pursue getting one as a means to slow traffic and create a safe pedestrian crossing of US 76. In summary, there is sufficient capacity on Anderson Highway (US 76) to handle the proposed traffic load from the proposed development. This project will not have a significant impact on the surrounding neighborhoods. The developer shall construct and maintain a bus stop shelter across US highway 76 for pedestrian pickup.

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Grandmarc at Clemson development. The objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform capacity analyses for the identified study area.
- To determine the potential traffic impacts of the proposed development.
- To develop recommendations for needed roadway and operational improvements to accommodate the proposed development’s traffic impacts.
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The proposed Grandmarc at Clemson development is located in Clemson, South Carolina east of US 76/SC 28 (Anderson Highway). The site, currently known as Clemson Center, is bound by Butler Street to the north and College Heights Boulevard to the south. As currently envisioned, the proposed site will ultimately consist of the following land uses:

- 25,000 SF of Shopping Center
- 500 Person Apartment Building – Student Housing
- 618 Space Parking Facility to accommodate demand from Apartment Building

The development is expected to be completed (built-out) in 2016, with access provided via two full-movement, unsignalized driveway connections on US 76/SC 28 (Anderson Highway)

This report summarizes the analyses of 2015 existing conditions, 2016 background conditions, and 2016 build-out conditions during the AM and PM peak hours at the following intersections:

1. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #1 (full-movement)
2. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #2 (full-movement)
3. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #3 (full-movement)
4. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #4 (full-movement)
5. US 76/SC 28 (Anderson Highway) at Proposed Driveway #1 (proposed full-movement)
6. US 76/SC 28 (Anderson Highway) at Proposed Driveway #2 (proposed full-movement)

Kimley-Horn and Associates, Inc. was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines set forth by SCDOT and the City of Clemson) and to identify transportation improvements that may be required to accommodate future traffic conditions. This report presents trip generation, distribution, capacity analyses, and recommendations for transportation improvements required to meet anticipated traffic demands.

Based on the capacity analyses contained herein, no roadway improvements are recommended to mitigate impact of the proposed development on the adjacent street network. The overall concept of driveway consolidation from the existing site to the proposed development provides an overall level of operational improvement.

Intersection sight distance should be reviewed at Proposed Driveway #2 due to the existing retaining wall to the south of the proposed location which may impact sight distance based on the exact location of the driveway.

Further discussion between the Client, Kimley-Horn, City of Clemson and SCDOT will need to occur to develop a traffic control plan for pedestrian connectivity and CAT BUS connectivity on US 76/SC 28 (Anderson Highway) at the proposed site location.

Section f: Impervious surface (square footage and percentage) existing and proposed conditions, soils analysis, hydrology study, and plan proposed to comply with sediment control and storm drainage regulations.

General: The project shall be graded to promote positive drainage away from all buildings and direct runoff into an underground conveyance system. Slopes along the external property boundary will be graded at a minimum 2:1 slope and ideally to a 3:1 slope. Slopes in parking areas shall not exceed 5% and not be less than 1%. Slopes in drives not adjacent to parking and not within 50-feet of the road shall not exceed 10%. Handicap access areas shall be graded such that slopes do not exceed by applicable codes.

Stormwater Management: The existing use of this property includes pavement and rooftops that are considered the "Existing Condition". The proposed use of this property will also include pavement and rooftops that will be considered the "Proposed Condition". The proposed condition will include equal or less amounts of impervious surfaces than the existing condition. Therefore no stormwater peak flow attenuation will be required.

Existing Condition Impervious Surface = 269,560 s.f. or 65%

Proposed Condition Impervious Surface < 257,123 s.f. or 62%

Erosion Control: Due to the site being approximately 8-acres an NPDES Erosion Control Permit will be required from SCDHEC. During construction, erosion control BMPs (i.e. Silt Fence, Sediment Basins, Temporary Grassing, etc.) will be utilized as approved in the NPDES Permit.

Section g: Steps proposed to comply with bufferyard and landscaping regulations.

Landscaping shall be used to provide an outdoor environment that functions as an amenity to tenants as well as a buffer from surrounding properties. The species of trees, shrubs, and ground covers shall be selected to provide visual interest to the landscape during each season. There shall be a healthy mixture of deciduous and evergreen species to further provide visual interest during winter months. All planting areas shall be adequately sized to accommodate selected plants at maturity and shall meet or exceed the City of Clemson Zoning Ordinance. Mature trees in parking areas shall provide shade to minimize "heat island affect". The Landscape Plan shall be prepared by a Registered Landscape Architect and approved by city staff prior to implementation.

Existing Plant Material Protection: This site contains some mature trees along the northern boundary of the site that may be selected for protection if grading operations allow. Protection of these trees will be noted on the site construction drawings. Temporary tree protection fencing shall be installed around the critical root zone of any trees to be saved. Tree protection measures will adhere to existing city ordinance.

Vehicular use and Perimeter Landscape Area: Landscaping at all open-air parking areas shall be provided at a minimum per Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

Buffers: Buffers shall be provided as noted on Exhibit F. Buffers shall contain plant material as specified in Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

Building Frontage Landscaping: The building frontage along U.S. Highway 76 shall include a 16-foot wide sidewalk with upper story/understory trees planted in tree wells as indicated on Exhibit F. Trees in the 16-foot wide sidewalk shall be spaced approximately 35-feet on center. The landscaping in this area shall provide for an open urban “Main Street” feel. The grade transition between the sidewalk along U.S. Highway 76 and the 16-foot wide building frontage sidewalk shall be planted with a turf grass or ground cover as allowed by SCDOT.

Interior Building Landscaping: Exterior walls/foundations of buildings on the interior of the project shall be landscaped to provide aesthetics and security. These areas shall be generally maintained with shrubs that do not grow much higher than 3-feet at maturity and trees limbed up 6-feet to maintain clear lines of site.

Tree/Shrub Material Sizes: At planting, trees and shrubs shall be of minimum size as indicated in Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

All landscaping and infrastructural planning will be done in a manner that allows for required landscaping while maintaining a 10’ clear area on either side of water and sewer lines.

Landscape Plan: A landscape plan with plant locations, material quantities, and species shall be provided for the zoning and codes administrator to review and approve prior to issuance of a building permit.

Completion: The entire landscape installation must be completed before a Certificate of Occupancy will be provided.

Section h: Development phasing schedule, including number of units and approximate construction dates.

The project buildings including the commercial “shells” will all be constructed in a single phase although buildings may be occupied as completed. The commercial spaces will be permitted and “built-out” to meet each tenant’s specifications as those commercial tenant leases are obtained. In general construction is expected to commence in May, 2015 and be completed by August, 2016.

Section i: Statement of impact on public facilities, including water, sewage collection and treatment, schools, roads, solid waste disposal, fire protection, and written verification from providers that facilities and services adequate to serve the facilities are available.

Utilities: All permanent utility services (e.g. electric, natural gas, telecommunications, etc.) must be installed underground. Any required above ground facilities (e.g. transformers, meters, etc.) must be screened from view of the public.

Easements: If required, easements shall be provided on utilities inside the property.

Sanitary Sewer: This project will create an additional sewer loading on the existing sewer infrastructure owned and maintained by the City of Clemson. As a result of the increased sewer loading the developer shall provide an evaluation of the existing sewer infrastructure, as specified by city staff, to determine if upgrades are required. If upgrades are required, the developer will incur the cost.

Water: The city has indicated that adequate water service is available for this project. The project shall be serviced from a water main in U.S. Highway 76. Permits to tap the water main will be required from the City of Clemson and the SCDOT.

Solid Waste Disposal: Service to the property shall be provided by a licensed solid waste hauler as approved by the City of Clemson.

Section j: Details of association or organization involved in ownership and maintenance of development, including procedures and methods of operation.

The development will be owned by an entity which includes the developer and its investors. The property will be constructed by a SC licensed general contractor with oversight from the developer, its architect and engineers as well as other third party inspectors. Upon completion, the property will be managed by a nationally-recognized property management company which specializes in student apartment properties. It is expected that there will be at least 4 full-time employees dedicated to the property and numerous other part-time employees. This day-to-day operation, maintenance, management and marketing will include site and stormwater management systems and be overseen by the owner. Trash collection will be provided by a private trash collection company at the property owner's expense.

Section k: Design standards, procedures and methods demonstrating that development will result in an integrated use district, functional and compatible with the surrounding area.

Site and Building Design Character and Materials

Purpose: The concept for this project is to create a mix-use development for residence to live that is safe, in close proximity to campus for biking and connected to public transportation. The design will foster a pedestrian scale that promotes and protects the character, appearance and economic value of the project. It will provide a secure pedestrian environment while accommodating safe vehicular movement and access.

Building Façade: The buildings shall be designed with varying facades that add color, texture and rhythm. There will be no Balconies and all units will be accessed from a breezeway. All roof top mechanical equipment will be screened from the public right-of-way. Service, trash and utility areas shall be concealed from the public view with walls and gates in keeping with the building materials. All building will be designed to meet all applicable building codes.

Material: Exterior building material, colors and accents shall be consistent but varied through the project. All sides of the building shall be compatible materials with appropriate design consideration.

Exterior building material shall be high quality materials including:

- Brick
- Rain Screen panel systems
- Stucco (EIFS)
- Cast stone
- Cementitious siding
- Precast concrete
- Cast-in place concrete
- Solid cellular PVC, vinyl or anodized or coated aluminum windows
- Painted or stained wood, fiberglass or steel and solid or raised panel doors with glass lights.
- Painted steel, aluminum, stainless steel handrails and guardrails.
- Painted or pre-finished steel, stainless steel, copper or aluminum, fiber-cement board, PVC, stucco or natural and Cast stone trim and accents
- Asphalt Shingles, metal standing seam, Membrane roofing
- Asphalt paving, concrete sidewalks, brick, concrete, stone pavers, cast-in-place retaining walls, brick retaining walls.
- Final color selections shall be submitted to staff for final approval.

Section l: Proposed restrictive covenants to be recorded to ensure future compliance with standards in the plan.

The proposed Planned Development Ordinance will be recorded and the tools to set the standards for this property and its current and future development are specified therein

Section m: Such other information as may be appropriate for planning commission review.

Site Lighting: Lighting will follow the City Of Clemson zoning ordinance, section 19 Article X Lighting standards.

Signage: All signage within the Project shall comply with the City of Clemson zoning ordinance, Article VII, sign regulations with the exception that a 120 sf. maximum monument sign will be allowed at each entry into the development off Anderson Highway for a maximum of two monuments signs at least 250' apart. No digital signs shall be allowed. (Exhibit K).

Refer to application, Plan and other exhibits with the planned development ordinance application.