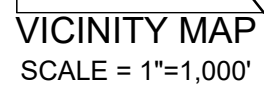




1101 S. BLVD., SUITE 100
CHARLOTTE, NC 28203

RZ-00





PROJECT

**SAVONA
REZONING**

LANDDESIGN PROJ.# 1017332

NO.	DESCRIPTION	DATE
	SUBMITTAL 2	08-13-18

SCALE NORTH

SHEET TITLE

SHEET NUMBER

RZ-01

--**Acreage:** ± 23.82 acres
 --**Tax Parcels:** 071-114-03, 071-114-12, and 071-112-09
 --**Existing Zoning:** I-1 and I-2
 --**Proposed Zoning:** MUDD-O with five (5) year vested

--**Proposed Uses:** Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the MUDD zoning district.

--Maximum Development (subject to conversion rights as defined herein):

- Up to 80,000 square feet of commercial and/or office uses, however retail uses shall not exceed 15,000 square feet total.
- Up to 390 residential units.
- Up to 23,000 square feet of existing non-conforming light industrial uses and/or adaptive reuse studio space as permitted in the MUDD zoning district.

--Maximum Building Height: Up to eight (8) stories for buildings internal to the Site, and further limited to a maximum of six (6) stories around the perimeter of the Site, in the areas as indicated on the Rezoning Plan as the Perimeter Height Zone Area. **--Parking:** As required by the Ordinance for the MUDD zoning district.

	NEW PUBLIC STREET CONNECTIONS (WITH PUBLIC RIGHT OF WAY)
	PRIVATE VEHICULAR/ PEDESTRIAN CONNECTIONS (WITH PUBLIC ACCESS EASEMENT)
	FUTURE ACCESS POINTS (WITH PUBLIC ACCESS EASEMENT)
	EXISTING ACCESS/CONNECTIONS
	POTENTIAL FUTURE PRIVATE TROLLEY CONNECTION
	PERIMETER ZONE - REDUCED BUILDING HEIGHT (6 STORIES MAX.)
	PARKING FIELDS
	NEW BUILDING FRONTAGE ZONE

— PETITION AREA BOUNDARY

— EXISTING MILL BUILDING NOT PART OF REZONING

POTENTIAL FUTURE CONNECTION IMPROVEMENT
PROVIDED WITH REDEVELOPMENT OF THE MILL SITE
SHALL NOT BE INHIBITED BY THIS DEVELOPMENT

POTENTIAL CONNECTION
OPTION A (WITH PUBLIC
ACCESS EASEMENT)

POTENTIAL CONNECTION
OPTION B (WITH PUBLIC
ACCESS EASEMENT)

CHAMBERLAIN AVENUE

ROZZELLES FERRY RD

—ROADWAY IMPROVEMENTS PROVIDED WITH PHASE 1 DEVELOPMENT

KEY MAP

SEAL

REZONING
PETITION NO.
2016-112

PROJECT

SAVONA
REZONING

ARGOS REAL ESTATE ADVISORS,
INC.

1101 S. BLVD., SUITE 100

CHARLOTTE, NC 28203

LANDDESIGN PROJ.#
1017332

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
	SUBMITTAL 2	08-13-18

DESIGNED BY:

DRAWN BY:

CHECKED BY:

SCALE NORTH

VERT: N/A

HORZ: 1"=10'

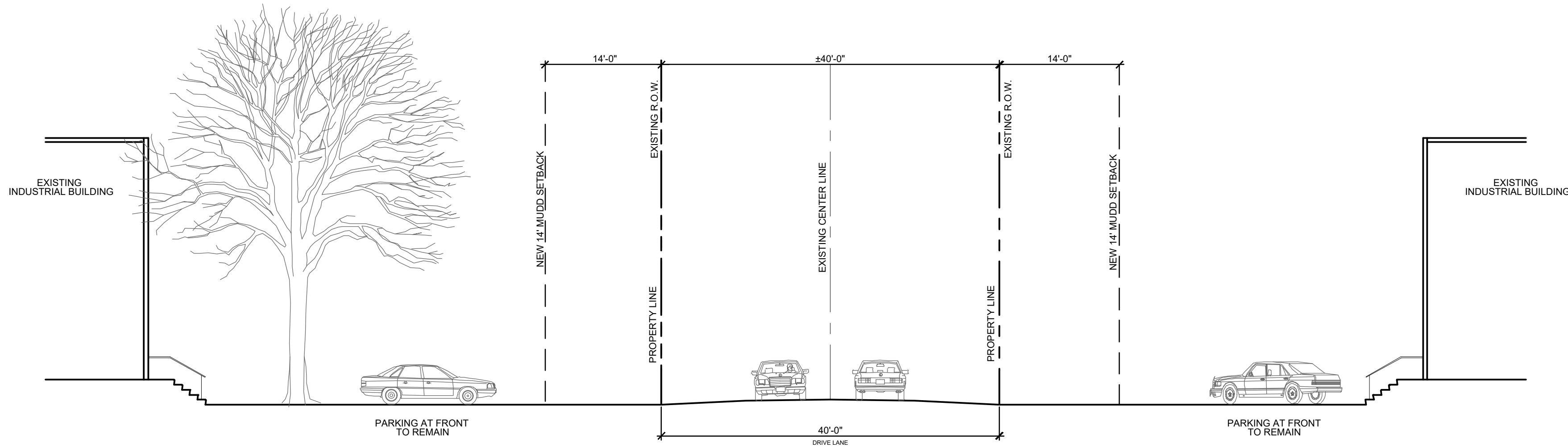
0 5' 10' 20'

SHEET TITLE

STREET SECTIONS

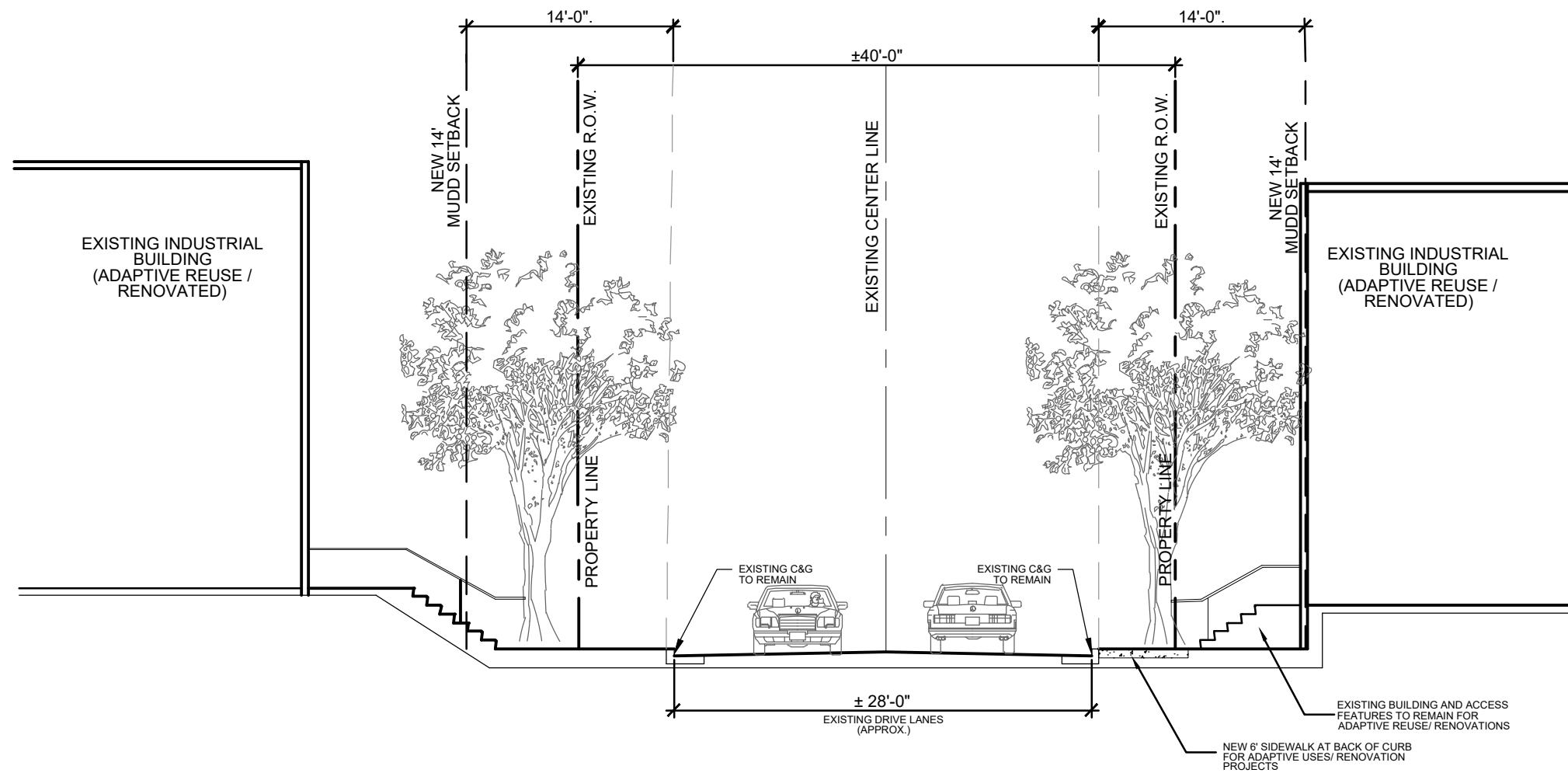
SHEET NUMBER

RZ-02



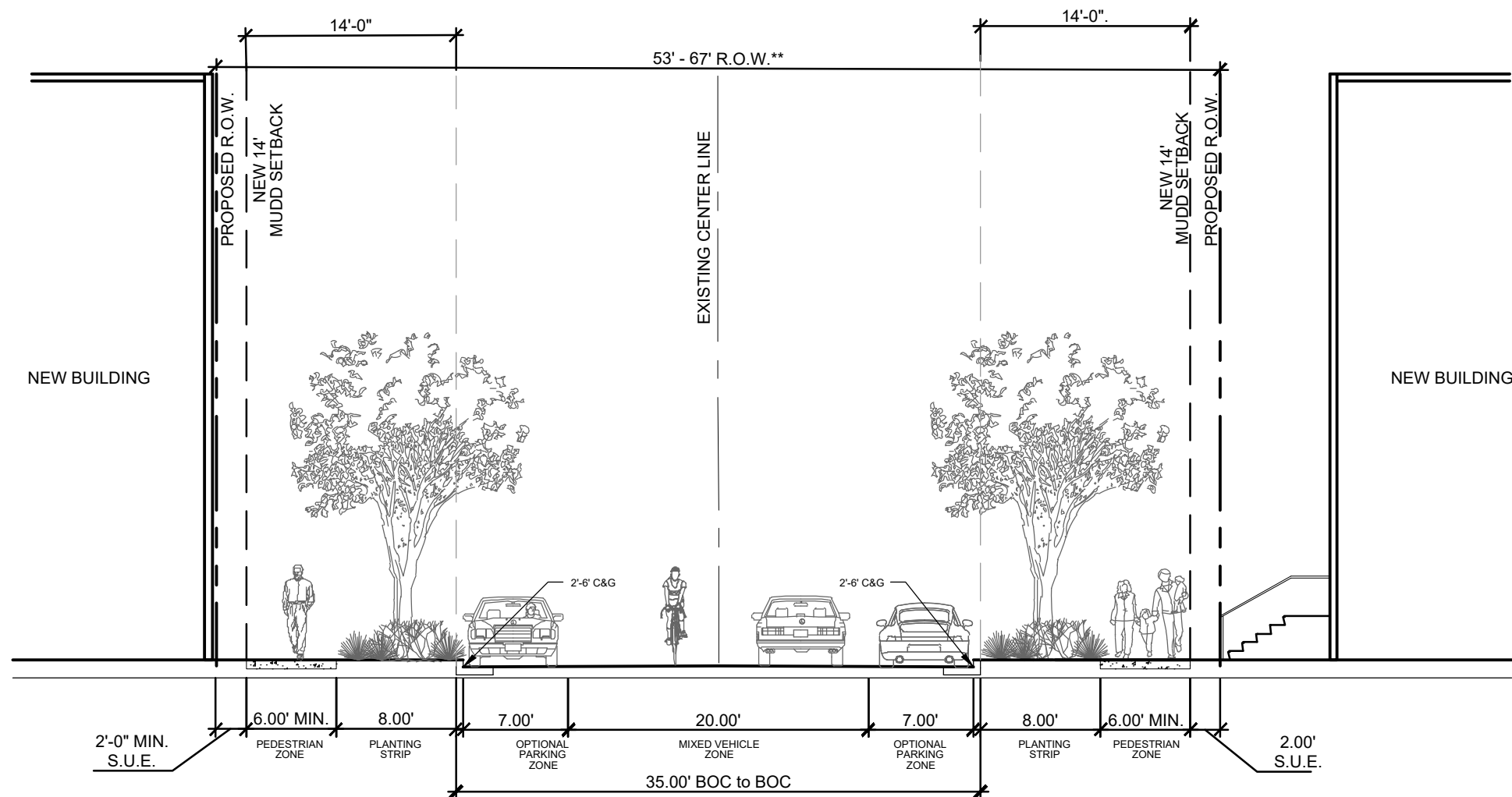
CHAMBERLAIN STREET - EXISTING CONDITION

SCALE: 1" = 10'-0"



S. GARDNER AVENUE - EXISTING CONDITION

SCALE: 1" = 10'-0"



PROPOSED NEW STREET SECTION

SCALE: 1" = 10'-0"

**ROW REDUCED IF ON-STREET
PARKING IS OMITTED.

REZONING PETITION NO. 2016 - 112

DEVELOPMENT STANDARDS

ARGOS REAL ESTATE ADVISORS, INC.

August 13, 2018

Site Development Data:

- Acreage: ± 23.82 acres
--Tax Parcels: 071-114-03, 071-114-12, and 071-112-09
--Existing Zoning: I-1 and I-2
--Proposed Zoning: MUDD-O with five (5) year vested rights.
--Existing Uses: Industrial
--Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the MUDD zoning district.
--Maximum Development (subject to conversion rights as defined herein):
a. Up to 80,000 square feet of commercial and/or office uses, however retail uses shall not exceed 15,000 square feet total.
b. Up to 390 residential units.
c. Up to 23,000 square feet of existing non-conforming light industrial uses and/or adaptive reuse studio space as permitted in the MUDD zoning district.
--Maximum Building Height: Up to eight (8) stories for buildings internal to the Site, and further limited to a maximum of six (6) stories around the perimeter of the Site. The area as indicated on the Rezoning Plan as the Perimeter Height Zone Area. --Parking: As required by the Ordinance for the MUDD zoning district.

1. General Provisions

- (a) **Site Description.** These Development Standards and the Technical Data Sheet form the rezoning plan (hereafter collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Argos Real Estate Advisors, Inc. ("Petitioner") to accommodate the redevelopment of an approximately 30 acre property generally surrounded by Stewart Avenue, Chamberlain Avenue, Turner Avenue, State Street and Stewart Creek (the "Site").
(b) **Intent.** This Rezoning is intended to accommodate the evolution of a heavy industrial property into a vibrant mixed use community. The Petitioner seeks to preserve existing buildings and infrastructure where possible while maintaining enough flexibility to develop new improvements in a manner and at a time that is responsive to market demand. The Petitioner proposes to create an internal street network through the Site that will create a more complete street network that will allow pedestrian, bicycle, and automobile traffic to travel through the Site. The Petitioner seeks to create a public realm with the pedestrian experience in mind. The overall development plan is intended to allow the Site to evolve with the surrounding area, resulting in a well-designed, quality experience for the residents, employees, and visitors, as well as the larger community.
(c) **Zoning District/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the MUDD zoning classification for the portion of the Site so designated on the Rezoning Plan shall govern all development taking place on such portion of the Site, subject to the Optional Provisions Provided below.
(d) **Planned/Unified Development.** The Site shall be viewed as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, setbacks, side and rear yards, buffers, building height separation standards, FAR requirements, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. Furthermore, the Petitioner and/or owner of the Site reserve the right to subdivide portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, public/private street frontage requirements and FAR requirements, provided, however, that all such separation standards along the exterior boundary of the Site shall be adhered to and all FAR requirements will be regulated by any development limitations set forth in Section IV below as to the Site as a whole and not individual portions or lots located therein.
(e) **Existing Development.** All existing infrastructure, structures, uses and parking areas on the Site may be maintained and continued in their current condition until such time as the particular infrastructure, structure, use or parking area is redeveloped. However, nothing shall prevent the Petitioner from demolishing the existing buildings and replacing them with new structures.
(f) **Five Year-Vested Rights.** Pursuant to the provisions of Section 1.110 of the Ordinance and N.C.G.S. Section 160A-385.1, due to the master planned large scale nature of the development and/or redevelopment, the level of investment, the timing of development and/or redevelopment and certain infrastructure improvements, economic cycles and market conditions, this Petition includes vesting of the approved Rezoning Plan and conditional zoning districts associated with the Petition for a five (5) year period.

2. MUDD-O Optional Provisions

The following Optional Provisions are provided to accommodate deviations from the MUDD standards:

- (a) To allow existing structures to remain and to permit changes of use within existing buildings without having to bring buildings into compliance with MUDD design or streetscape standards.
(b) To allow off-street, surface level, vehicular parking and maneuvering areas between existing buildings and public and private streets in the areas generally depicted on the Rezoning Plan.
(c) To allow up to three porte-cochères or valet parking service areas between buildings and a street.
(d) To not require doorways to be recessed into the face of buildings when the abutting sidewalk width is greater than twelve (12) feet.
(e) To allow required long term bike parking spaces to be located within parking structures.
(f) To allow water quality and stormwater detention facilities to be located beneath sidewalks, but outside of the public right-of-way.
(g) To allow the "base" of building requirements of Section 9.5306(2)(i) to be satisfied by providing taller and architecturally differentiated ground floors that distinguish ground floor levels from upper stories.
(h) To allow screening materials for parking areas to include masonry, wood, perforated metal, other similar materials, or landscaped plantings.
(i) To allow alternative cross sections if approved by the Charlotte Department of Transportation (CDOT).
(j) To allow signs that vary from the MUDD standards to be permitted as set forth in Section 10 below.

3. Permitted Uses and Maximum Development

Subject to the Maximum Development provisions set forth herein, the Site may be devoted to any commercial and residential uses permitted by right and/or under prescribed conditions in the MUDD Zoning District together with any incidental or accessory uses associated therewith, except for the following:
1.Car washes;
2.Automobile service stations; and
3.EDEEs with drive-through service windows.

The existing Adaptive Reuse Buildings on the Site may be maintained and devoted to those uses allowed in the I-2 Zoning District together with any incidental or accessory uses associated therewith until such time as the buildings are demolished.

4. Development Areas and Conversion Rights

- (a) Subject to the restrictions, limitations, and transfer/conversion rights listed below, the principal buildings constructed within Development Areas may be developed: (i) with up to 80,000 square feet of gross floor area of commercial non-residential uses permitted by right and under prescribed conditions; (ii) up to 390 residential dwelling units; and (iii) up to 23,000 square feet of existing non-conforming industrial uses and/or adaptive reuse studio space as permitted in the MUDD zoning district without existing buildings, along with any accessory uses allowed in the MUDD zoning district. In the event that 80,000 square feet of commercial uses are not constructed on the Site, unused commercial square footage may be converted to residential dwelling units at the rate of one (1) residential dwelling unit per 1,000 square feet of commercial square footage so converted. Thus, the total number of residential dwelling units allowed on the Site may exceed 390 if unused commercial square footage is converted in accordance with the above ratio. However, the total number of multi-family units shall not exceed 590 units at any time, including conversions. Any such conversion shall take into account any reduction in commercial square footage resulting from the conversion of commercial square footage into hotel rooms as permitted in the following paragraph.
(b) For purposes of the development limitations set forth in these Development Standards, the following items will not be counted as part of the allowed gross floor area (floor area as defined by the Ordinance) for the Site: surface level parking facilities, all loading dock areas (open or enclosed), and outdoor dining areas whether on the roof of the building(s) or at street level (parking for outdoor dining areas will be provided as required by the Ordinance of these Development Standards).
(c) The total square feet of gross floor area devoted to office uses and other commercial uses such as retail, restaurant and personal service uses shall be interchangeable provided that:

1. the total square feet of gross floor area of all such office and other commercial uses (excluding the 23,000 square feet of existing light industrial and adaptive reuse studio space within existing buildings) does not exceed 80,000 square feet of gross floor area; and
2. the total amount of retail square footage shall not exceed 15,000 square feet.

5. Transportation

- (a) All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the area, by way of private/public partnership effort or other public sector project support.

6. Access and Internal Streets

1. New public streets within the Site shall be provided as generally depicted on the Rezoning Plan, subject to adjustment set forth below. It is understood that the routes for such internal vehicular and pedestrian connections as generally depicted may be adjusted as reasonably necessary to address site constraints.
2. Internal vehicular and pedestrian connections, as generally depicted on the Rezoning Plan, shall be installed as redevelopment (including adaptive reuse of existing buildings) occurs as may be necessary to ensure appropriate vehicular and/or pedestrian access to the development area in question.
3. Private Connection A or Private Connection B shall be offered in the alternative, depending on the feasibility of each alternative location based on the overall development plan in a location determined by the developer to benefit access to future development while meeting the design standards and intent of the new connections as proposed on the Rezoning Plan. The exact location of internal streets depicted on the Rezoning Plan will be determined during the design process and thereafter with approval from appropriate governmental authorities, subject to applicable standards, ordinances and regulations such as subdivision and driveway regulations.
4. The internal private streets will have recorded public access easements. However, this shall not preclude Petitioner from temporarily closing internal private streets for, but not limited to, special events, festivals, public markets, concerts, block parties or similar events.
5. In addition to proposed street locations, other potential vehicular access points which could be surface drives or entrances to structured parking facilities shall be allowed. The exact number and location of vehicular access points will be determined during the design process and thereafter with approval from appropriate governmental authorities, subject to applicable standards, ordinances and regulations such as subdivision and driveway regulations. Petitioner, in its discretion may limit ingress and egress movements or restrict certain vehicular access points to one-way traffic if necessary.
6. The Petitioner reserves the right to request the installation of pavers and/or stamped or colored asphalt within streets abutting or internal to the Site in order to designate and define pedestrian crossings in order to enhance the pedestrian experience (including within intersections such as multimodal plazas or speed tables) and the Petitioner will coordinate the design of any decorative pavement elements proposed within the public right-of-way with CDOT during the driveway permit process. Furthermore, the Petitioner understands that an encroachment and maintenance agreement must be obtained from CDOT before any decorative pavers and/or stamped pavement proposed in the public right-of-way may be installed.
7. The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the Petitioner, subject to CDOT's final approval.

- (c) **Substantial Completion.** Reference to "substantially complete" for certain improvements as set forth herein shall mean completion of the roadway improvements in accordance with the standards set forth herein, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will allow applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.
(d) **Roadway Improvements and Phasing.** Petitioner shall provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below to benefit overall traffic patterns throughout the area in accordance with the following implementation provisions:

1. Re-mark the existing painted center island on Rozzelles Ferry Road with a westbound left turn lane with 150 feet of storage (creating three 10-foot wide lanes) (no roadway widening is necessary).
2. Install a pedestrian refuge island (within the existing painted center island) and crosswalk on Rozzelles Ferry Road on the west side of S. Turner Avenue (adjacent to the CATS bus stops located on both sides of Rozzelles Ferry Road).
(e) **Right-of-way Availability.** It is understood that some of the public roadway improvements referenced herein may not be possible without the acquisition of additional right-of-way. If after the exercise of diligent good faith efforts, as specified by the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte Engineering and Property Management Department, the Petitioner is unable to acquire any land necessary to provide for any such additional right-of-way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body agrees to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition proceedings including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection (a) above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein above, then the Petitioner will contact the Planning Department and CDOT regarding an

appropriate infrastructure phasing plan that appropriately matches the scale of the development proposed to the public infrastructure mitigations. If after contacting the Planning Department and CDOT to determine the appropriate infrastructure phasing plan, delays in the acquisition of additional right-of-way extends beyond the time that the Petitioner seeks to obtain a Certificate of Occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a Certificate of Occupancy is issued to secure completion of the applicable improvements.
(f) **Alternative Improvements.** Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT, Planning Director, and as applicable, NCDOT, provided, however, the proposed alternate transportation improvements must provide (in the aggregated) comparable transportation network benefits to the improvements identified in this Petition.

(g) **Alternative Compliance.** While it is understood that the improvements set forth above, unless otherwise specified, are the responsibility of the Petitioner or other private sector entity, in any event that it is necessary or advantageous, CDOT may, at its discretion, accept a fee in lieu of construction of certain improvements, as long as such fee is equal to the full cost of said improvements (including design, acquisition and construction).

6. Design Guidelines

(a) **Adaptive Reuse of Existing Buildings.** Existing buildings shall be permitted to remain without triggering new building design guidelines, including, but not limited to, allowance of the following:

1. Existing parking and maneuvering between existing buildings and the street shall be permitted to remain.
2. Adaptive reuse of existing buildings shall not trigger streetscape or roadway improvements.
3. Non-conforming uses shall be permitted to remain.
4. Existing parking areas as labeled on the Rezoning Plan shall not be required to be adequately screened from existing buildings containing non-conforming uses or adaptive reuse.

(a) New Building Design Guidelines

1. The new principal buildings constructed on the Site may use a variety of building materials. The building materials used for buildings (other than structured parking facilities) will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, architectural pre-cast concrete, synthetic stone, stucco, cementitious siding (such as hard-plank), or wood. EIFS as a building material will not be allowed, except as back-up for architectural trim on stucco-clad buildings. Vinyl, as a building material, will only be allowed on windows, soffits, and trim features.

2. "New Building Frontage Areas" are generally depicted on the Technical Data Sheet. Within these areas, building frontages shall include principal uses. Within these areas, no structured parking areas or parking and maneuvering areas shall be visible from streets or open spaces. However, driveway access points into "wrapped" parking structures and loading areas are permitted within any New Building Frontage Area.

3. "Permissible Parking Areas" are generally depicted on the Technical Data Sheet. This denotes areas where parking areas and parking structures may be visible from streets or open spaces.

4. Building materials associated with facades of parking structures shall be generally compatible in character and quality with materials used on nearby buildings, plazas and streetscapes, taking into consideration differences associated with parking structures.

5. All Permissible Parking Areas that face public and private streets adjacent to Required Open Spaces shall be screened at a level that exceeds the Ordinance requirement. The first floors of any parking structures that face streets or require Open Spaces shall be designed to encourage and complement pedestrian-scale activity and shall incorporate at least two of the following design features:

- works of art;
- decorative pedestrian lighting/scenics;
- fountains and pools;
- covered porches, canopies, awnings or sunshades;
- street furniture;
- landscaping and garden areas; and/or
- architecturally articulated facades.

6. New meter banks will be screened where visible from public view at grade from public or private streets and shall be located outside of the setback.

7. New rooftop HVAC and related mechanical equipment will be screened from public view at grade from public or private streets.

8. Trees may be provided in grates or raised planters rather than in planting strips.

9. Dumpsters, loading and services areas shall be screened from streets, common open spaces and any adjacent residential uses with materials complementary to the principal structure. Dumpster enclosures will not directly abut the back of a sidewalk.

10. Backflow preventers and transformers shall be screened and located outside the setback.

11. Buildings shall be designed so that individual residential units, shops, tenants or common entrances have direct access to public or private streets, pedestrian corridors or open spaces. Building entrances shall be at or slightly above grade and shall be highly visible and architecturally treated as prominent pedestrian entrance through a combination of at least five (5) of the following features:

- Decorative pedestrian lighting/scenics;
- Architectural details carried through to upper stories;
- Covered porches, canopies, awnings or sunshades;
- Archways;
- Transoms/windows;
- Terrace or raised planters that can be utilized as seat walls;
- Common outdoor seating enhanced with specialty details, paving, landscaping or water features;
- Double doors;
- Sloops or stairs; and/or
- Contrasting pavement from primary sidewalk.

12. Streetscape treatment will be a unifying element through the use of consistent paving, pedestrian scale lighting, enhanced landscaping, site furnishings and signage. Specialty pavers, stained and patterned concrete, paving or other similar means will be used to call attention to amenity areas, gathering spaces and plazas as a method of way-finding.

13. Expanses of blank or unarticulated walls greater than 20 feet in length shall be treated with a minimum of three (3) options below:
- Provide a higher level of transparency on the ground floor, such as exaggerated or larger windows indicative of living areas or retail spaces;
 - Utilize horizontal and vertical variations in wall planes;
 - Provide architectural protrusion to accentuate enclosed balconies;
 - Utilize cornices to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses;
 - Provide amenity landscaping, such as a sitting area with arboring; and/or
 - Any other architectural improvements as allowed by the Ordinance to improve the visual aesthetics of blank or unarticulated wall.

14. The scale and massing of buildings longer than 150 feet along a street or public open space or greater than 30,000 horizontal square feet shall be minimized by utilizing at least three (3) options below:
- Provide a minimum four (4) foot step back for buildings taller than four stories above the first floor or second floor;
 - Provide varied roof lines through the use of slopes, modulated building heights, gables, dormers or innovative architectural solutions;
 - Utilize cornices to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses;
 - Provide architectural protrusion to accentuate enclosed balconies;
 - Provide amenity landscaping, such as a sitting area with arboring; and/or
 - Any other architectural improvements as allowed by the Ordinance to improve the visual aesthetics of scale and/or massing.

15. If non-residential uses are not oriented to an existing or new network required street and cannot meet the design standards for blank wall articulation, alternative innovative design solutions may be considered for approval by the Planning Director.

16. All buildings shall comply with the height requirements established under the Ordinance for the MUDD classification.

7. Parking Areas, Access and Circulation Design Guidelines.

- (a) Structured parking facilities, if provided, shall be designed to encourage and complement pedestrian-scale interest and activity on the ground floor and be architecturally compatible with primary buildings on all levels.
(b) Openings at the street level are limited to vehicular entrances, pedestrian access to the structure, and ventilation openings. All such openings shall be decorative and be an integral part of the overall building design.
(c) If an exposed parking structure is located at a street corner, the corner of the parking structure shall be activated with a ground floor use.
(d) On-site loading docks and waste areas shall be separated and/or screened from view at ground level from primary building entrances.
(e) Structured parking facilities with exposed faces shall be adequately screened from all New Building Frontage Areas.

8. Pedestrian Access and Circulation Design Guidelines.

- (a) Along the Site's internal streets, the Petitioner will provide a sidewalk and a cross-walk network that links the buildings, parking areas and areas of interest on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features.
(b) Where walkways occur along building walls, a walkway width of at least six (6) feet must be maintained clear of main door swings, shopping cart storage, and temporary trash or similar impediments. Main door swings are to be distinguished from emergency exits, with emergency exits only requiring a walkway width of at least six (6) feet.
(c) Subject to the optional provision set forth above, deviations from typical sidewalk and planning strip requirements are allowable upon approval by CDOT and the Planning Director. Any changes to dimensional requirements are allowable only in cases of hardship.

9. Open Space and Amenity Areas.

Petitioner shall provide open spaces throughout the Site in accordance with the following standards:

- (a) **Urban Open Spaces:** New development within the Site shall meet or exceed the Urban Open Space requirements of the MUDD district.
(b) **Amenitized Publicly Accessible Open Space:** Petitioner shall provide at least 10,000 square feet of amenitized, publicly accessible open spaces deemed as the Site or the area as defined by the Ordinance. The majority of the required open space will be at the ground level in locations that are visible and accessible from streets or sidewalks. These areas may include elements such as water features, specialty graphics, landscaping, specialty paving, seating areas, signage, art work and/or other site elements.

10. Signage

- (a) Because the Site will be viewed as a Planned/Unified/Development as defined by the Ordinance, signs may be located throughout the Site as allowed by the Ordinance and provisions below. The allowed signs may contain identification signage for any of the uses located on the Site.
(b) The following signage types shall be permitted in addition to those allowed under Chapter 13 of the Ordinance:
1. Computer programmable L.E.D. systems with full-color, full-matrix and/or digital display;
2. Full color outdoor video display;
3. Signs with moveable parts (signs with parts that revolve, adjust, are interactive or are similar in nature to artwork);
4. Movie-type projected images from either direct projection or rear screen projection;
5. Murals/artwork;
6. Sculpture signs;
7. Landscape wall signs (landscape walls are low walls associated with landscape features or amenity areas);

8. Temporary banners hung on a supporting structure or above a pedestrian or vehicular connection on public streets or proposed connections; and
9. Other such signs having substantially the same characteristics as the foregoing or developed in response to innovative technology.

11. Lighting

- (a) All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
(b) Detached lighting on the Site, except street lights located along public streets, will be limited to 30 feet in height in the portions of the Site used for non-residential uses and 25 feet in height in the portions of the Site used for residential uses.
(c) Attached and detached lighting shall be downwardly directed. However, upward facing accent lighting shall be permitted.
(d) Architectural lighting may be integrated into building elements

12. Phasing

Petitioner intends to develop the Site in phases and may develop individual Development Areas based on market demand. All required sidewalks, street trees and open space amenities within a particular Development Area shall be installed prior to the issuance of the first Certificate of Occupancy (this requirement shall not apply to Temporary Certificates of Occupancy) for New Buildings within the same Development Area. Adaptive Reuse of Existing Buildings shall not trigger installation of required sidewalks, street trees, and open space amenities.

13. Amendments to Rezoning Plan

Future amendments to the Rezoning Plan may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

14. Binding Effect of the Rezoning Documents and Definitions

- (a) If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Technical Data Sheet will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.

- (b) Throughout these Development Standards, the terms, "Petitioner" and "owner" and "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owners of the Site from time to time who may be involved in any future development thereof.



KEY MAP

REAL

REZONING
PETITION NO.
2016-112

SAVONA
REZONING

ARGOS REAL ESTATE ADVISORS,
INC.

1101 S. BLVD., SUITE 100

CHARLOTTE, NC 28203

LANDDESIGN PROJ.# 1017332

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
	SUBMITTAL 2	08-13-18

SIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT: N/A
HORZ: N/A

SHEET TITLE

DEVELOPMENT STANDARD
NOTES

SHEET NUMBER

RZ-N1