

REQUEST	Current Zoning: CC, commercial center Proposed Zoning: B-2(CD), general business, conditional
LOCATION	Approximately 39.06 acres located on the southeast corner at the intersection of Interstate 85 and University City Boulevard across from IKEA Boulevard. (Council District 4 - Phipps)
SUMMARY OF PETITION	The petition proposes development of a 275,000-square foot automotive mall consisting of up to four separate dealerships and accompanying retail services as identified on the site plan.
PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE	DDR Belgate LP Arden Group Cambridge Properties, Inc.
COMMUNITY MEETING STATEMENT OF CONSISTENCY	Meeting is required and has been held. Report available online. This petition is found to be consistent with the <i>University City Area Plan</i> and to be reasonable and in the public interest based on information from the staff analysis and the public hearing, by a 5-0 vote of the Zoning Committee (motion by Commissioner Walker seconded by Commissioner Labovitz).

ZONING COMMITTEE ACTION	<p>The Zoning Committee voted 5-0 to recommend APPROVAL of this petition with the following modifications:</p> <p>The following issues have been addressed via a revised site plan, and the addition of a booklet that contains development standards, conceptual building façade vignettes, and cross-sections of proposed intersection and streetscape improvements.</p> <p><u>Ikea Boulevard & Site Connectivity</u></p> <ol style="list-style-type: none"> 1. Eliminated inventory parking areas between Ikea Boulevard and the property line (within Duke Power easement). 2. Added notes under heading of Streetscape, Landscaping, Buffers and Common Plaza to require the following: (a) Ikea Boulevard right-of-way streetscape will include large maturing trees planted on both sides of the street, staggered on either side of the sidewalk and 10-foot sidewalk/trail located within and outside the right-of-way; (b) the 20-foot setback will be landscaped; (c) low accent walls will be provided at the private street entrance from Ikea Boulevard; (d) a common plaza area with pedestrian amenities will be located at the private street entrance from Ikea Boulevard; (e) the southwest and southeast corners of City Boulevard and Ikea Boulevard will be designed to create a sense of entry that retains and may add to the existing monumentation. 3. Amended Note 5 under Streetscape, Landscaping, Buffers and Common Plaza heading to state the following: "An easement will be granted and a sidewalk connection will be constructed at the end of Stetson Drive, which will connect to the corner of Ikea Boulevard and City Boulevard. This connection must be made prior to the issuance of the certificate of occupancy." 4. Provided a graphic of the intersection of City Boulevard and Ikea Boulevard. 5. Provided a street cross-section for Ikea Boulevard. 6. Provided a layout of the plaza area along Ikea Boulevard.
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Pedestrian/Multi-modal Connectivity

7. Added note requiring Macfarlane Boulevard to be built and extended to connect to the east-west private street and/or the east-west private street shall be aligned to connect to the existing portion of MacFarlane Boulevard.

Building Placement and Architectural Design

8. Provided a broader explanation of the Architectural Design Guidelines that categorizes Primary and Secondary building materials and frontages. Added qualifications for the use of allowable building materials, and percentage requirements for materials and frontages (categorized by Primary and Secondary). Provided definitions, examples and illustrations along with visual conceptual vignettes.
9. Added decorative/architecturally finished concrete masonry units (CMU) as an allowable building material.
10. Listed concrete masonry units (CMU) without architecturally or decorative finish, and "stamp type" brick and stone finishings, as prohibited exterior building materials.
11. Required buildings to extend the full length of the building frontage.
12. Required a building base to be provided that shall be maintained through material transitions and building articulation.
13. Addressed massing and scale by requiring façades to be designed to reduce the mass, scale and uniform monolithic appearance of large unadorned walls, while providing visual interest. Large building facades shall be divided into distinct massing elements, and a roof line more than 90 feet in length shall include a change in height that must align with the vertical building bays.
14. Added note requiring building façade along the frontages to provide a two-story appearance to define the street edge.
15. Required building service areas to be screened from view with a minimum five-foot tall masonry wall that is designed to match and complement the building architecture of adjacent buildings.
16. Amended Note 2(d) to state "In Areas A, C and D, accessory customer parking, accessory inventory parking areas, freestanding structures for accessory uses and plazas and outdoor activity may be located within the building envelopes provided that a principal structure is also located within the building envelope. For Area B, the building envelope standards and conditions only apply should a building be located within this development area. Development Area B may contain only inventory parking without a building."
17. Defined "service areas."

Other

18. Amended Note 5(g) to state that the existing monumentation will remain but may be added to, provided it will comply with the ordinance.
19. Agreed to preservation of the 50-foot Natural Buffer and 50-foot Landscape Buffer as stipulated in Belgate Rezoning Petition 2008-59.
20. Addressed Urban Forestry comments by stating that the site will comply with the Tree Ordinance.
21. Amended Site Development Data to list automotive sales and repair excluding tractor trucks and accompanying trailer units as allowed within the B-2 (general business) district as the principal use.
22. Listed accessory uses that may be included.
23. Specified that Development Area B may contain inventory parking, with or without a building.

24. Specified that the site may be developed with up to 275,000 square feet of building area. No single building may exceed 75,000 square feet.
25. Development Area A is limited to a building size of 45,000 square feet.
26. Deleted the term "gross floor area" from the Site Development Data.
27. Clarified that building height is limited to a maximum of 40 feet.
28. Clarified that the site may accommodate an auto mall cluster that includes up to five building envelopes within which principal and accessory uses will be located.
29. Reflected proposed zoning as B-2(CD) (general business, conditional).
30. Amended Note 2(b) under Permitted Uses & Development Areas as follows: "Prior to approval by the City Council of 2013-052, the Petitioner and the owner of the property covered by Petition 2008-059 will file an administrative site plan amendment for Petition 2008-059 that will adjust the development rights by: reducing the allowed retail and restaurant uses to 388,000 square feet and the maximum overall square footage (excluding hotels) to 438,000 square feet.
31. Amended Note 2(a) to remove reference to "automated freestanding car wash facility(ies)."
32. Deleted the list of prohibited uses.
33. Amended Note 3(b) to indicate that the number and location of access points to the development areas will be determined during the building permit process. Approximate driveway locations are shown on the technical data sheet.
34. Amended Note 5(i) to indicate that sidewalk and streetscape improvements will be constructed along the frontage of Macfarlane Boulevard, in accordance with the office-wide street classification standard.
35. Amended Note 3(e)(1) to add the following: "Public street right-of-way dedication (two access points shown) to the edge of the site for connection to tax parcel 04723106 as depicted on the technical data sheet. Provide public street dedication of up to 77 feet of right-of-way as shown on U-05A of the Charlotte Land Development Standards Manual prior to issuance of a final certificate of occupancy or at the time CATS constructs the connection to Ikea Boulevard, whichever occurs first."
36. Amended Note 3(e)(2) to include the following language: "Provide public street dedication of up to 77 feet of right-of-way as shown on U-05A (office commercial wide street classification) of the Charlotte Land Development Standards Manual prior to the issuance of the first certificate of occupancy."
37. Added a Note (e)(3) under Transportation as follows: "The petitioner shall reserve right-of-way adjacent to Area C equal to 28.5 feet measured from the centerline of the existing easement to allow for the future extension of MacFarlane Boulevard prior to the certificate of occupancy for Development Area C. The petitioner agrees to dedicate the right-of-way at such time development occurs on tax parcel 047-231-05. All setbacks for Area C shall be measured and established from the future curblines of Macfarlane Boulevard."
38. Provided a retaining wall cross-section.
39. Amended Technical Data Sheet to connect/label the separated building envelopes on Areas C and D.
40. Deleted page 16 of the Development Standards. Not needed because overhead doors are not permitted along a building frontage.

41. Added a note under General Provisions specifying that “plan” as referenced consists of Sheet RZ-1 and the University City Auto Mall Booklet. Ensure that the University City Auto Mall Booklet is referenced on Sheet RZ-1 and vice versa.
 42. Added a note under Architectural Standards requiring the petitioner to submit detailed plans to the staff of the Charlotte-Mecklenburg Planning Department for review prior to the issuance of building permits for construction.
 43. Renamed “Primary Frontage” and “Secondary Frontage” as “Type A Building Frontage” and “Type B Building Frontage”.
 44. Deleted signage renderings on Page 22.
 45. Amended Note 3(e)(3) to reflect tax parcel 047-231-05.
- Staff rescinded the following requests:**
46. Amend Note 5(g) as follows: “A linear park will be provided (mostly within the utility easement along the south side of Ikea Boulevard) from the corner of City Boulevard and Ikea Boulevard to MacFarlane Boulevard as shown on the Technical Data Sheet. The park and the common plaza will contain a combination of the following pedestrian amenities:
 - a. Seating areas,
 - b. Pedestrian walkway/minimum 10’ multi-use trail,
 - c. Land forms (mounds and stabilized slopes),
 - d. Enhanced landscape areas (within the parameters of the Duke Energy guidelines for utility easements), and
 - e. Specialty hardscape.”
 47. Amend Note 5(g)(ii) to state “pedestrian walkway/minimum 10-foot multi-use trail”.
 48. Amend Note 5(j) to add that a bike network will be maintained along all of Ikea Boulevard.
 49. Amend Note 5(l) to add the following: “This extension will also be provided along the unimproved portion of MacFarlane Boulevard adjacent to the frontage of development Area C.”
 50. Add Note 5(e) to limit encroachment into the landscape buffer to no more than 10 feet.
 51. Add the following notes under the heading of Streetscape, Landscaping, Buffers and Common Plaza: “Open space corridors will be provided as depicted on the technical data sheet to include:
 - a. minimum easement of 20 feet;
 - b. landscaped concept.”

VOTE

Motion/Second:	Walker/Allen
Yeas:	Allen, Dodson, Labovitz, Walker and Zoutewelle
Nays:	None
Absent:	Firestone, Low and Ryan
Recused:	None

ZONING COMMITTEE DISCUSSION

Staff provided an overview of the petition, its architectural and site design, and relationship to the University City Boulevard station area, key aspects of which include:

- Located outside the station area’s ¼ mile area designated for higher intensity transit oriented development;
- Site design and connectivity is planned to anticipate adjacent transit oriented development by providing a connected street and block structure;
- The site’s block structure is designed to support connectivity and long-term site intensification.
- Extends Ikea Boulevard one-quarter of a mile in length, providing needed access to adjacent transit oriented development;
- Orients buildings up to the street along Ikea Boulevard and University City Boulevard, in order to screen parking areas and

- activate the street level pedestrian environment;
- Established architectural design standards that ensure minimum material commitments and street oriented windows;
- Commits to enhanced site design features including a 10-foot multi-use trail and entry plaza/open space;
- Provides needed transportation infrastructure and appropriate site development while supporting the station area's long-term transit oriented development opportunities.

Staff explained the overall transit oriented policy and how each transit station is different and must weigh land use against form. It was noted that, for the subject petition, while design standards appropriate for an area in close proximity to a proposed transit station were sought, the focus of this rezoning was form and infrastructure due to the limits placed on the site by frontage along an interchange and Duke Power right-of-way lines that cross the property.

Staff further explained that the site plan provides street connections necessary to promote pedestrian activity and interconnectivity to areas closer to the proposed transit station, while placing major emphasis on streetscape and site design standards, building placement and orientation, and architectural design standards.

A Commissioner stated that while development differs along an interchange and in a TOD area, this plan appears to do a good job of bringing the two together.

STAFF OPINION

Staff agrees with the recommendation of the Zoning Committee.

FINAL STAFF ANALYSIS (Pre-Hearing Analysis online at www.rezoning.org)

PLANNING STAFF REVIEW

- Background**

The subject property was rezoned via Petition 2008-059 to CC as part of the larger 168-acre Belgate development which allows up to 450,000-square feet of retail, office, restaurants, two 200-room hotels, and up to 720 attached residential units. The subject property was identified as Parcel B6, which was limited to one drive-through facility, and Parcel C, which allowed 360 attached residential units, with the potential for up to 400 units via the transfer of undeveloped residential units from Parcel A.

- Proposed Request Details**

The site plan accompanying this petition contains the following provisions:

Proposed Uses

- Automobile sales and related uses allowed within the B-2 District, specifically including:
 - Automotive sales and repair,
 - Automotive service stations, including minor adjustments, repairs and lubrication,
 - Automotive repair garages including engine overhaul, body and paint shops and similar operations,
 - Automobiles, truck and utility trailer rental.
 - Car wash and body shop.
- An administrative amendment will be filed for Petition 2008-059 that will adjust the development rights pertaining to retail and restaurant uses to 388,000 square feet for Parcels B1, B2, B3,B4 and B5. The maximum gross floor area for retail, restaurant and office uses (excluding hotels) shall be adjusted to 438,000 square feet.

Architectural Standards and Building Square Footage

- Square footage will not exceed 275,000, with no single building to exceed 75,000-square feet.
- Building materials consisting of (primary) brick, stone (natural or synthetic equivalent), architecturally finished precast concrete, decorative/architecturally finished concrete masonry units, and (secondary) stucco, EIFS, prefinished architectural metal panel systems, and tile cladding systems. Vinyl siding, cementitious fiberboard, pre-engineered metal building materials,

aluminum horizontal siding, concrete masonry units without architecturally or decorative finish, and stamp type brick and stone finishings are prohibited as building materials.

- A vignette of architectural finishes provided to demonstrate an example of a building façade that meets the criteria set forth in the architectural standards.
- The general appearance of individual dealerships will be coordinated in terms of building architecture, landscaping, signage, and streetscape elements by utilizing similar building materials, colors, architectural details, streetscapes, landscape materials and designs.
- Vehicle service shops' overhead entry doors shall not be located along the building frontage.
- Maximum building height of 40 feet.
- Roof top HVAC and related mechanical equipment will be screened from public view at grade.
- Buildings located along University City Boulevard, IKEA Boulevard Extension and MacFarlane Boulevard will provide a minimum 20-foot setback.

Transportation

- Access to the site will be provided from City Boulevard, IKEA Boulevard extension and MacFarlane Boulevard.
- The existing private street located between Development Area A and B will remain.
- The IKEA Boulevard extension will connect to MacFarlane Boulevard.
- Site will provide public street right-of-way to facilitate connection by CATS to the Lynx Blue Line Connector Road and connection to an adjacent parcel across IKEA Boulevard.
- Public street right-of-way will be dedicated to the edge of the site for connection by CATS to the Lynx Blue Line Connector Road.
- Public street right-of-way dedication for two access points to the edge of the site for connection to tax parcel 047-231-06.

Site Design, Open Space and Pedestrian Connectivity

- Retaining walls located on the site will be treated with landscaping.
- A common plaza area will be provided that contains pedestrian amenities.
- Inventory parking areas have been designate to show the general arrangement of such areas to the building envelopes and building frontages.
- The site will incorporate the same lighting fixtures as those currently along IKEA Boulevard, and will provide pedestrian connectivity between all buildings and through customer parking lots.
- A 50-foot natural buffer located adjacent to Interstate 85 will be preserved, in addition to a 50-foot landscape buffer. This will provide a minimum 100-foot buffered area along the Interstate 85 frontage per the original rezoning in 2008.
- The southeast and southwest corners of the intersection of City Boulevard and IKEA Boulevard will be designed to create a sense of entry that complements the monumentation for the Belgate development. The existing monumentation will remain but may be added to, provided it will comply with the ordinance.
- Existing ponds to remain.
- Buildings located in development A, B,C and D shall extend along the full length of the building frontages shown and will include the main entrance to the building, will be located to front along public and private streets with no vehicle parking between the building frontage and the street. Vehicular display will be permitted between the building frontage and streets, with the exception of Development Area A. Development Area B may contain inventory parking without a building.
- An easement will be granted to allow a sidewalk connection at the end of Stetson Drive that will connect to the corner of IKEA Boulevard and City Boulevard.
- Sidewalk and planting strip will be provided along the frontage on MacFarlane Boulevard.
- **Public Plans and Policies**
 - The *University City Area Plan* (2007), as amended by the 2008 rezoning, recommends retail, and/or office and residential uses.
 - This petition is consistent with the *University City Area Plan*.

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No comments received.
- **Charlotte Department of Neighborhood & Business Services:** No issues.
- **Transportation:** No issues.
- **Charlotte Fire Department:** No issues.

- **Charlotte-Mecklenburg Schools:** Non-residential petitions do not impact the number of students attending local schools
 - **Charlotte-Mecklenburg Storm Water Services:** No issues.
 - **Charlotte-Mecklenburg Utilities:** No issues.
 - **Engineering and Property Management:** No issues.
 - **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
 - **Mecklenburg County Parks and Recreation Department:** No issues.
 - **Urban Forestry:** No issues.
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ENVIRONMENTALLY SENSITIVE SITE DESIGN (see full department reports online)

- **Site Design:** The following explains how the petition addresses the environmentally sensitive site design guidance in the *General Development Policies-Environment*.
 - This site protects/restores environmentally sensitive areas by retaining existing ponds on site and provides a 100-foot buffer along Interstate 85.
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OUTSTANDING ISSUES

- No issues.
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Attachments Online at www.rezoning.org

- Application
- Pre-Hearing Staff Analysis
- Site Plan
- Community Meeting Report
- Charlotte Department of Neighborhood & Business Services Review
- Charlotte Department of Solid Waste Services Review
- Transportation Review
- Charlotte Fire Department Review
- Charlotte-Mecklenburg Storm Water Services Review
- Charlotte-Mecklenburg Utilities Review
- Engineering and Property Management Review
- Mecklenburg County Land Use and Environmental Services Agency Review
- Mecklenburg County Parks and Recreation Review
- Urban Forestry Review

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