

VICINITY MAP
NTS

SITE DEVELOPMENT DATA

Site Acreage:	+/- 39 Ac.
Tax Parcels:	047-23-108
Proposed Zoning:	B-2(CD)
Existing Zoning:	CC
Existing Uses:	Vacant Pad
Proposed Uses:	Automotive Sales related uses allowed within the B-2 District, as more specifically described in the dev. stds.
Maximum Gross Development:	Up to 275,000 square feet of gross floor area.
Maximum Building Height:	Maximum height is 40' as required by the Ordinance.

SITE LEGEND

- SITE ACCESS
- PUBLIC STREET
- PRIVATE STREET
- BUILDING EDGE

**The ARDEN Group
Development Standards**
08/13/13
Rezoning Petition No. 2013-052 (University City Auto Mall)

Site Development Data:

- Site Acreage: 1.19 Ac.
- Tax Parcel #: 047-23-108
- Existing Zoning: CC
- Proposed Zoning: B-2(CD)
- Existing Uses: Vacant Pad
- Proposed Uses:
 - Automotive sales-related uses allowed within the B-2 District, specifically including:
 - Automotive sales and repair
 - Auto body repair and refinishing, 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
- Maximum Gross Square feet of Development: Up to 275,000 square feet of gross floor area
- Maximum Building Height: Maximum height is 40' as required by the Ordinance.

1. General Provisions

- These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by The Arden Group (the "Petitioner") to accommodate development of an Auto Mall cluster of up to four (4) separate dealerships and accompanying retail and services on an approximately 39 acre site that is part of the Belgate Development, east of Interstate 85, located immediately south of IKEA, along University City Boulevard (the "Site").
- The development depicted on this plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement and size of individual site elements may be altered or modified within the limits prescribed by the Ordinance under Section 6.207.
- The proposed zoning district for the site is B-2. The proposed uses on the site will be limited to those Automotive sales/ service centers and related uses allowed in the B-2 District and as described within these Development Standards. The intent of the petitioner is to develop a complex of up to four (4) automobile sales and service centers along with other associated and ancillary uses that relate to or support the sales and service of automobiles and provide convenient services for customers and employees of the site.
- Accessory uses for the site may include the following:
 - Car Wash
 - Body Shop

2. Permitted Uses & Development Area

- Subject to the restrictions and limitations listed below, the site may be developed with up to 275,000 s.f. of gross floor area of Automotive sales/ service related uses permitted by right and under prescribed conditions in the B-2 zoning district, as applicable. The Auto Mall may contain up to four (4) different dealerships. No free standing service stations are permitted on the Site.
- Prior to approval by the City Council or 2013-052, the Petitioner and the owner of the property subject to Petition 2008-059 will file an administrative amendment for Petition 2008-059 that will reduce the development rights pertaining to retail square footage on a pro rata basis for the retail portion included in Petition 2013-052 and the 350 multi-family dwelling units for the multi-family portion included in Petition 2013-052. If Petition 2013-052 is approved by the City Council, the reduction in the retail square footage and number of residential units allowed on Petition 2008-059 will be binding and may not be added back to the Petition through the administrative amendment process. If Petition 2013-052 is not approved by the City Council, the administrative site plan amendment will be null and void.
- No single building on the site will exceed a total of 75,000 s.f. Automated freestanding car wash facility(ies) and body shops may be constructed on the Site.
- Building Envelopes have been identified within each Development Area, as shown on the Technical Data Sheet. The intent of these building envelopes is to designate the general building areas within which buildings may be constructed. Up to 25% of the land area depicted within each building envelope area may be used for customer parking and vehicle display areas. 10% may be used for inventory parking areas.
- "Building Edges(s)" have been provided within Development Areas A, B, C & D as generally depicted on the Technical Data Sheet. The buildings constructed within these Development Areas must adhere to the Building Edge(s) generally depicted on the Technical Data Sheet (plans/outline activity areas will be considered part of the building envelopes for the purposes of compliance with this provision). The schematic representations of the design treatment for the development within Development Areas A, B, C & D generally depicted within the Rezoning Plans are merely schematic in nature and may be altered in a manner consistent with the Building Edge(s) provisions described above.
- The relationships of the building envelopes provided within Development Areas C & D are intended to address the Common Plaza area shown on the Technical Data Sheet. These buildings will address either the Common Plaza areas as depicted or front the Private Street Network shown on the Technical Data Sheet.
- Inventory parking areas have been designated on the Technical Data Sheet to show the general arrangement of these Inventory Parking areas to the building envelopes and edges within each Development Area. Inventory parking areas are provided for the sole purpose of storing and displaying vehicles for sale.
- The following uses allowed within B-2 District will be excluded:
 - Strip Clubs
 - Drive Thrus
 - Sweepstakes parlors
 - Gas stations
 - Sale of Tractor Trailer Trucks
 - Billboards

3. Transportation Improvements

- Access to the Site will be from City Boulevard, IKEA Boulevard extension, and MacFarlane Boulevard as generally depicted on the Technical Data Sheet.
- The number and location of access points to the Development Areas will be determined during the building permit process.
- The Private Street shown between Development Areas A & B is an existing road that will remain.
- The alignment of the Street Network, including vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT and NCDOT, in accordance with published standards.
- The IKEA Boulevard extension will connect to MacFarlane Boulevard as generally depicted on the Technical Data sheet.
- The Petitioner plans to 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:
 - Public Street R/W dedication to the edge of the Site for connection by CATS to the Lynn Blue Line Connector Road as depicted on the Technical Data Sheet.
 - Public Street R/W dedication (2 access points shown) to the edge of the Site for connection to Parcel 047-231-06 as depicted on the Technical Data Sheet.
- Traffic Impact Study (TIS), if required, will be coordinated with NCDOT & CDOT.
- CDOT/NCDOT Standards. Public roadway improvements for the Site 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 Belgate/ University City.
 - CDOT has the authority to regulate/ approve all private street/ driveway and public street connections to the right-of-way of a Public Street under the regulatory jurisdiction of the City of Charlotte.
 - Adequate sight triangles must be reserved at the existing/ proposed Public Street entrances. Two 35'x35' and two 10'x70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distances at the entrances.
 - The proposed driveway connections to IKEA Boulevard extension and City Boulevard will require driveway permits to be submitted to CDOT and NCDOT for review and approval. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
 - All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
 - Any fence or wall constructed along or adjacent to any sidewalk or street right of way requires a certificate issued by CDOT
 - A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/ existing City maintained street right-of-way by a private individual, group, business or homeowner's/ business association. An encroachment agreement must be approved by CDOT prior to the construction/ installation of the non-standard item(s).

4. Architectural Standards

- Maximum building height is 40' from the finished floor elevation as required by the Ordinance.
- The principal buildings constructed on the Site may use a combination of the building materials listed below. An Architectural Palette is provided with this Rezoning Petition. The architectural palette provided is not intended in any manner to be an elevation; however, it is intended to demonstrate an example of building façade that meets the criteria set forth in the development standards.
 - Brick
 - Stone, simulated/ synthetic stone
 - Precast concrete
 - Stucco
 - EIFS
 - Prefinished Aluminum Composite Metal (ACM) PanelsNote: the following building materials shall not be used
 - Vinyl Siding
 - Cementitious Fiberboard
 - Pre-engineered metal building materials
 - Aluminum Siding
- The Petitioner will coordinate the general appearance of each of the separate dealership's building architecture, landscaping, signage and streetscape elements by utilizing generally similar building materials, colors, architectural details, streetscapes, landscape materials and designs.
 - Buildings within Development Area A and B
 - With respect to the buildings within Development Areas A and B, external vertical surfaces (exclusive of windows and doors) of all buildings shall be constructed with a minimum of 70% masonry materials (brick, stone, simulated/ synthetic stone). No aluminum or vinyl siding or spandrel glass may be used on the elevations of any of these buildings. In addition, a minimum of three elevations of each such building will be articulated and a wainscot of masonry materials listed above having a minimum of 3 feet will be incorporated within each elevation. Metal entry elements may be incorporated within building facades to accommodate tenant brand images.
 - For the areas within Development Areas C & D, all terms under (i) above will be applied with the exception of 70% masonry materials for external vertical surfaces
 - The main service building overhead entry doors shall not address the Private Street Network & Common Plaza. Ancillary and associated buildings, i.e. body shop, auto wash and truck service, overhead entry doors shall not address the Private Street Network.
- The service areas of the buildings constructed within Development Areas A, B, C and D will be screened from the adjoining streets with walls designed to match and compliment the building architecture of the adjacent buildings. The term Service Area is not intended to include a building edge that houses Vehicle Services. Architectural features such as, but not limited to, banding, medallions, changes in color or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
- Retaining walls located on the Site will be treated with landscaping to help soften their appearance.
- Roof top HVAC and related mechanical equipment will be screened from public view at grade.

5. Streetscape, Landscaping, Buffers & Common Plaza

- The Petitioner will preserve the 50' Natural Buffer as stipulated in Belgate Rezoning Petition #2008-059. This Natural Buffer, located adjacent to Interstate 85 may be used to satisfy required Treesave requirements for the Site and additionally will satisfy the following requirements:
 - Trees 4 inches DBH and greater will be preserved in accordance with the City of Charlotte's Tree Ordinance.
 - The petitioner reserves the right to remove trees less than 4 inches DBH within this Natural Buffer including weeds, vines and dead trees, excluding Dogwoods, Eastern Redbuds, Serviceberries, and Tulip Trees.
- The Petitioner will preserve the 50' Landscape Buffer as stipulated in the Belgate Rezoning Petition #2008-059.
 - This Landscape Buffer will be left undisturbed to the greatest extent reasonable. Should this buffer area be disturbed in a manner that causes the loss of trees in excess of 4" DBH, then it will be supplemented by additional planting material in accordance with the specifications for a Class A Buffer.
 - The Petitioner reserves the right to remove trees less than 4" DBH within this area, including weeds and vines.
- A 20 foot setback will be located along University City Blvd and IKEA Boulevard Extension as generally depicted on the Technical Data Sheet.
- Screening, if applicable, will conform to the standards of the Ordinance.
- Buffer areas will be developed in accordance with the provisions of the Ordinance. Required buffers on the site may be eliminated if the adjoining parcels are rezoned or the use changes such that buffers are no longer required.
- The street right-of-way screening requirement does not apply to the storage of new and used vehicles which are offered or intended for sale.
- A linear park, containing Vehicular Display Areas has been provided (mostly within the utility easement) from the corner of City Boulevard and Ikea Boulevard to the Public Street B connection as shown on the Technical Data Sheet. A total of 14 automobiles may be located within this linear park indicated. In addition to the display of automobiles, the park referenced will contain the following pedestrian amenities: This will occur in 1 of 2 places: linear park and common plaza area.
 - Seating areas
 - Pedestrian walkways
 - Land forms (mounds and stabilized slopes)
 - Enhanced landscape areas (within the parameters of the Duke Energy guidelines for utility easements)
 - Specialty hardscape
- The Southeast and Southwest corners of the City Boulevard and IKEA Boulevard intersection will be designed to create a sense of entry that compliments the monumentation for Belgate across City Boulevard such that the monumentation shall be complimentary with that of Belgate.
- Parking/ Inventory areas within Development Area B will be screened with shrubs in accordance with Section 12.303 in order to provide adequate screening from City Boulevard
- The bike network will be maintained from City Boulevard to the Public Street which connects to the CATS BLE Station.
- An easement will be granted for the construction of a sidewalk connection at the end of Sisson Drive which will connect to the corner of Ikea Boulevard and City Boulevard.
- Streetscape improvements will be made along the frontage of MacFarlane Boulevard including sidewalk and associated planting strip.
- This Rezoning Petition agrees to carry over specific design standards from Rezoning Petition No. 2008-059, including but not limited to:
 - Incorporation of the same light fixtures installed currently along Ikea Boulevard
 - Specialty hardscape on a portion of Ikea Boulevard where it crosses the Common Plaza
 - Pedestrian connectivity will be provided between all buildings and through customer parking areas.
- The Common Plaza area shown on the Technical Data Sheet shall have the following amenities, including but not limited to:
 - Seating Areas
 - Specialty Hardscape Surfaces
 - Enhanced Landscape Features
 - Vehicular Display Areas

6. Environmental Features

- The Petitioner shall comply with the Charlotte City Council approved and adopted PM Construction Controls Ordinance.
- The location, size and type of storm water management systems depicted on the Rezoning Plan is subject to review and approval as part of the full development plan submittal and is not implicitly approved with this Petition. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- The Site will comply with the Tree Ordinance.

7. Signage

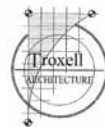
- Signage as allowed by the Ordinance may be provided. The Site will be viewed as a Planned Development. The petitioner reserves the right to utilize the Sign Flexibility provisions of the Ordinance (Section 13.110) to implement a master signage plan for the site. No billboards will be permitted on site.

8. Lighting

- All Site lighting fixtures will be designed and/or capped to direct light toward the Site and away from adjoining properties.
- Freestanding lights will be limited to a height of 25'.



Architectural Palette



University City - Auto Mall

Charlotte, North Carolina

Sheet RZ - 3

Architectural Palette

08.13.13