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<b>REQUEST</b>	Text amendment to modify the Transit Oriented Development (TOD) district standards.
<b>SUMMARY OF PETITION</b>	This petition proposes to amend the Transit Oriented Development standards by 1) adding new permitted uses, 2) modifying the development and urban design standards and 3) modifying the conditions under which property can be reclassified to a Transit Oriented Development district.
<b>STAFF RECOMMENDATION</b>	Staff recommends approval of this petition. The petition is consistent with the <i>Transit Station Area Principles (2001)</i> and is reasonable and in the public interest.
<b>Petitioner Agent/Representative</b>	Charlotte-Mecklenburg Planning Commission Charlotte-Mecklenburg Planning Department
<b>Community Meeting</b>	Meeting not required.

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## PLANNING STAFF REVIEW

### • Proposed Request Details

The text amendment contains the following provisions:

- Removes the restriction for warehousing and distribution uses from the TOD-Employment district.
- Expands the conditions under which properties can be rezoned to a TOD zoning district.
- Adds moped sales and showrooms as allowable uses.
- Modifies the minimum setback standards including:
  - ☉ Applies the standards to both public and private streets.
  - ☉ Sets new setback standards for new development located across the street from, or abutting, existing single family zoning districts.
  - ☉ Amends the type of architectural features which can encroach into the setback.
- Modifies the minimum side and rear yard standards by adding standards for lots abutting a rapid transit corridor or a freight rail corridor.
- Modifies the maximum height standards by changing the height plane for new development located across a local public or private street from existing single family districts. The height plane would be measured from the required setback and required yards, rather than from the zoning boundary of the nearest single family district(s).
- Modifies the parking standards, including:
  - ☉ Sets a new minimum parking space requirement for residential uses and modifies the parking ratio for restaurants and nightclubs.
  - ☉ Requires on-street parking, except where prohibited.
  - ☉ Adds standards for residential front-loaded garages, parking pads, and driveways.
- Modifies the loading standards to prohibit loading and service areas across from, or abutting, single family uses.
- Modifies the screening standards including:
  - ☉ Requires screening of service entrances, utility structures, and loading docks or spaces from private streets, in addition to public streets.
  - ☉ Adds large above-ground utility structures to the uses that must be screened.
  - ☉ Clarifies that only surface parking lots must be screened, not parking structures.
- Modifies the urban open space requirements by specifying that the required open space must be private or public based on the type of use, the lot size, and the gross square footage of the building floor area.

- Modifies the urban design standards for “street walls”, including:
  - ⊖ Requires retail and office buildings that front on private streets, or that front onto a public multi-use path along a transit line, to provide clear glass windows and doors on the first floor street level frontage.
  - ⊖ Adds standards for roof line variations, façade variations, and porch sizes.
  - ⊖ Requires new buildings on retail streets to have a percentage of nonresidential uses on the first floor.
  - ⊖ Requires parking structures located across the street from, or abutting single family to be wrapped with active uses.
- Modifies the building entrance and orientation standards by changing the number of pedestrian entrances that must be provided.
- Modifies the sign standards by deleting the bonus provision for signs lit with neon.
- Modifies the streetscape standards by adding references and standards for amenity zones, which can be required in lieu of planting strips.

- **Public Plans and Policies**

- This petition is consistent with the *Transit Station Area Principles (2001)*.
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**PUBLIC INFRASTRUCTURE** (see full department reports online)

- **CDOT:** No comments received.
  - **Charlotte Fire Department:** No issues.
  - **CATS:** No issues.
  - **Connectivity:** No issues.
  - **Schools:** CMS does not comment on text amendments.
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**ENVIRONMENTALLY SENSITIVE SITE DESIGN** (see full department reports online)

- **Storm Water:** No issues.
  - **LUESA:** No issues.
  - **SITE DESIGN:**
    - There is no site plan associated with this text amendment.
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**OUTSTANDING ISSUES**

- No issues.
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**Attachments Online at [www.rezoning.org](http://www.rezoning.org)**

- Application
- CATS Review
- LUESA Review
- Storm Water Review

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