ZONING ORDINANCE
TEXT AMENDMENT APPLICATION

CITY OF CHARLOTTE

FY2009
Petition #: 2009-013

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Office Use Only

Revised 12-30-08

Section #: 10.901 "Purpose"; 10.904 "Rezoning to a Transit Supportive District"; 10.907 "Development Standards"; 10.908 "Urban Design Standards"

Purpose of Changes: The Transit Supportive (TS) overlay district is established to 1) introduce transit supportive and pedestrian oriented development regulations and uses, and 2) encourage properties to transition to more transit supportive development and uses up to one-half (1/2) mile walking distance from a transit station. The purpose of this overlay district is to create a set of additional standards designed to accommodate the continued existence and minor expansion of existing uses while transitioning to a more compact, high intensity, transit supportive mix of uses at a lesser intensity than traditional transit oriented development. However, some residents have expressed concern over the type of development occurring at the edge of single family districts. This text amendment will modify certain regulations in TS to protect the character of adjacent single family neighborhoods, particularly where TS is across the street from, or on the same side of the street as single family development. The text amendment will also make minor revisions such as clarifying text, The requested changes are:

When TS is across the street from or adjacent to single family development:

1. Modify setback standards to apply to both public and private streets, and modify them based upon the street classification.
2. Change the starting point for measuring the height plane from the zoning district line to the setback line or required yard, based on the location of single family development.
3. Prohibit loading and service areas.
4. Screen parking garages and decks with active uses.
5. Provide architectural design details such as roof line variation, material changes, enhanced design for building entrances, wall plane variation, window placement and design, etc.

Other general changes to TS include:

1. Modify when property can be rezoned to TS.
2. Change the maximum building height to 60'
3. Modify the setback standards for development not across the street from, or adjacent to single family development.
4. Modify the list of architectural features that may encroach into the setback.
5. Modify the minimum side and rear yard requirements when within or adjacent to a freight or rail corridor.
6. Clarify the minimum residential density standards, and FAR requirements.
7. Create minimum parking requirement for residential development, and modify parking minimum and maximums for other uses.
8. Require on-street parking on all streets, in addition to required off-street parking.
9. Clarify parking standards.
10. Prohibit front loaded garages, driveways, and parking pads for individual single family and multi-family units along both private and public streets.
11. Clarify screening standards.
12. Clarify outdoor lighting standards.
13. Modify the urban open space requirements.
14. Modify the urban design standards for "street walls".
15. Clarify building entrance and orientation standards.
16. Delete the provision allowing a size bonus for neon light signs.
17. Modify streetscape standards.

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