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

PLANNING STAFF REVIEW

• Proposed Request Details

The text amendment contains the following provisions:

- Modifies the TS overlay district purpose statement.
- Expands the conditions under which properties can be rezoned to a TS zoning district.
- Modifies the minimum setback standards, including:
 - ☐ Applies the standards to both private and public streets.
 - ☐ Sets new 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, including:
 - ☐ Amending 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).
 - ☐ Amending the maximum height from 120 feet to 60 feet.
- Modifies the minimum residential density and floor area ratio (FAR) by relating the density and FAR to the walking distance of the site to the transit station.
- Modifies the parking standards, including:
 - ☐ Sets a new minimum parking space requirement for residential uses and modifies the parking ratio for offices, restaurants and nightclubs, retail and other nonresidential uses.
 - ☐ 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 pedestrian lighting standards by requiring the lighting be shielded with full cut-off fixtures.
- 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 onto 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 neon lighted signs.
 - 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.
 - **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

Application
CATS Review
CFD Review
LUESA Review
Storm Water Review

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