

# ZONING ORDINANCE TEXT AMENDMENT APPLICATION

## CITY OF CHARLOTTE

FY2009 Petition #: <u>2009-013</u> Date Filed: _____ Received By: _____ <i>Office Use Only</i>
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Revised **2-20-09**

**Section #:** 10.901 "Purpose"; 10.902 "Applicability"; 10.904 "Rezoning to a Transit Supportive District"; 10.907 "Development Standards"; 10.908 "Urban Design Standards", and 10.912 "Transit Supportive District (Optional)".

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

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AN ORDINANCE AMENDING APPENDIX A OF THE CITY CODE - ZONING ORDINANCE

ORDINANCE NO. \_\_\_\_\_

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE:

Section 1. Appendix A, "Zoning" of the Code of the City of Charlotte is hereby amended as follows:

A. Chapter 10: OVERLAY DISTRICTS

1. PART 9: TRANSIT SUPPORTIVE OVERLAY DISTRICT

- a. Amend Section 10.901, "Purpose" by revising the last sentence. The revised first paragraph shall read as follows:

**Section 10.901 Purpose.**

The Transit Supportive (TS) overlay district is established to 1) introduce transit supportive and pedestrian oriented development regulations and uses, 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 that complement adjacent neighborhoods at a lesser intensity than traditional transit oriented development.

- b. Amend Section 10.902, "Applicability", by adding development exception for properties zoned TOD before March 2010. The revised first paragraph shall read as follows:

**Section 10.902. Applicability.**

The Transit Supportive (TS) overlay district shall be applied to select transit station areas with an approved station area plan, but shall not be applicable in the Mixed Use Development District (MUDD), Uptown Mixed Use District (UMUD), and the Transit Oriented Development Districts (TOD-R, TOD-E, TOD-M).

All properties zoned TOD-E, TOD-M and TOD-R on March 1, 2009 will not be subject to Ordinance # \_\_\_\_\_ if site plans have been submitted for formal review by March 1, 2011.

- b.c. Amend Section 10.904, "Rezoning to a Transit Supportive Overlay District" to clarify who may apply for TS zoning. Delete the entire paragraph and replace it in its entirety. The revised text shall read as follows:

**Section 10.904. Rezoning to a Transit Supportive Overlay District (TS).**

~~Amendment(s) for the reclassification of property to TS may be initiated in a number of ways. The City Council or Planning Commission, on its own motion, or a non-owner may initiate an~~

~~amendment for reclassification of property to TS after a station area plan has been approved. Any owner with a legal interest in a piece of property, or anyone else authorized in writing to act on the owner's behalf, may initiate an amendment or reclassification to TS prior to the approval of a station area plan, in accordance with the procedures set forth in Chapter 6. A City/County Department may initiate an amendment for reclassification of property to TS to implement a public project.~~

As per Section 6.103(1), any amendment for the reclassification of property to a TS zoning district may be initiated by the City Council, the Planning Commission on its own motion, by any owner with a legal interest in the property, by anyone authorized in writing to act on the owner's behalf, or by any non-owner in accordance with the procedures set forth in Chapter 6. However, the property must be located within 1 mile of a rapid transit station that is included in a project for which the Federal Transit Administration (FTA) has issued a Record of Decision or be located within the boundaries of a Council adopted transit station area plan.

- e.d. Amend Section 10.907, "Development Standards", subsections (1) to clarify that standards apply to both public and private streets and add text describing setback differences if TS is across the street from or abutting single family development. Add statement in subsection (1)(e) to exclude restriction of utilities under certain City ordinances. Add subsection (1)(g) to allow certain architectural features to encroach into the setback. All other subsections will remain unchanged. The revised text and new subsections shall read as follows:

### **Section 10.907. Development Standards**

(1) Minimum setback

- (a) ~~The minimum building setbacks along particular streets shall be determined by the adopted station area plan. When a station area plan does not exist, or does not specify a specific setback, the minimum setback shall be sixteen (16) feet.~~

The minimum building setbacks along public and private streets shall be determined as follows:

1. New development across a local (public or private) street from, or abutting on the same side of a local street as, existing single family zoning (R-3, R-4, R-5, R-6, and R-8), shall have a minimum setback of (30) feet. This minimum setback shall apply only if the single family parcels front onto the same local street as the development parcel. This setback shall supersede the adopted streetscape plan.
  2. Minimum setbacks for all other parcels shall be determined by a City Council adopted streetscape plan. If there is not an adopted streetscape plan, or when a streetscape plan does not specify a setback, the minimum setback for all uses shall be twenty-four (24) feet on major thoroughfares and sixteen (16) feet on all other streets. If on-street parking is provided, the minimum setback from back of curb may be reduced by the width of the on-street parking.
- (e) All above ground, at ground, and below ground utility structures associated with underground electric, natural gas, telecommunications or cable television

distribution lines, pipes, or conduits shall be located behind the minimum setback, except as allowed by any City right-of-way ordinances. This includes as-air vents, vaults, and backflow preventers.

- (g) ~~Walls and fences are not permitted in the minimum setback, except for outdoor seating areas. Outdoor seating areas may be surrounded with walls and fences, subject to an approved encroachment agreement with CDOT if the wall or fence will be located in the right of way or sidewalk, and subject to approval by the Planning Director, if located within the minimum setback.~~

One story screened or open air porches and stoops may encroach into the setback up to 8', but shall be behind the required sidewalk. Architectural features such as eaves, steps and cornices may encroach up to an additional 3' into the setback. Fences and walls may also be located in the setback, behind the required sidewalk, but shall not exceed 36 inches in height above grade. All fences and walls shall be constructed in a durable fashion of brick, stone, other finished masonry materials, wood posts and planks or metal or other materials specifically designed as fencing materials or any combination thereof.

**e.e.** Amend Section 10.907, "Development Standards" subsection (2), "Minimum side and rear yards", subsection (b) to include freight rail corridors adjacent to TS side and rear yards. The remaining subsections shall remain unchanged. The revised text shall read as follows:

(2) Minimum side and rear yards

- (b) When a lot abuts a rapid transit corridor or a rapid transit corridor that is located within or adjacent to a freight rail corridor, a minimum rear yard setback shall be required, as specified in the approved station area plan. If a station area plan has not been adopted or does not specify a rear yard setback, then the minimum rear yard setback from the centerline of the rapid transit corridor shall be a minimum of 35 feet, or the width of the right-of-way, including the freight rail corridor, whichever is greater.

**e.f.** Amend Section 10.907, "Development Standards" subsection (3), "Maximum height", to change location of the height plane measurement to the setback line and reorganize the section in its entirety, and reduce the maximum height from 120' to 60'. The revised text and new subsections shall read as follows:

(3) Maximum height

~~The permitted maximum height shall be determined by the distance of the structure to the boundary line of the nearest single family residential districts (R-3, R-4, R-5, R-6, and R-8). This distance shall be the shortest measurable distance between the building footprint edges and nearby single family residential district boundaries.~~

~~The base height for the TS district shall be 40 feet. Height increases for portions of the building that are a further distance from single family residential zoning districts, are allowed at a rate of one additional foot of height for every 10 feet of additional distance the portion of the building is from the edges of nearby single family zoning districts. The intent of this standard is to allow the height of a portion of a structure to increase~~

~~the further away it is from nearby single family residential zoning districts, resulting in a building with varying heights. The maximum height shall be 120 feet.~~

(a) The maximum building height shall be determined as follows:

1. The base height for all TS districts shall be 40 feet.
2. For new development across a local (public or private) street from existing single family zoning (R-3, R-4, R-5, R-6, and R-8), the 40' base height shall be measured at the minimum setback line. The height may increase one foot in height, over 40 feet, for every 10 feet in distance the portion of the building is from the required setback along that street.
3. For new development abutting on the same side of a local (public or private) street as existing single family zoning (R-3, R-4, R-5, R-6, and R-8), the 40' base height shall be measured at the required yard. The height may increase one foot in height, over 40 feet, for every 10 feet in distance the portion of the building is from the required yard.
4. For all other parcels, the permitted maximum height shall be determined by the distance from the structure to the boundary line of the nearest single-family residential districts (R-3, R-4, R-5, R-6, and R-8). This distance shall be the shortest measurable distance between the building footprint edges and nearby single-family residential district boundaries. Height increases for portions of the building that are a further distance from single-family residential zoning districts, are allowed at a rate of one additional foot of height for every 10 feet of additional distance the portion of the building is from the edges of nearby single-family zoning districts.
5. The maximum height for the TS district shall be 60 feet.

f.g.

Amend Section 10.907 “Development Standards” subsection (4), “Minimum residential density” subsection (a) to clarify the location of minimum residential densities. All other subsections shall remain unchanged. The revised text shall read as follows:

(4) Minimum residential density

- (a) Residential development, and the residential component of multi-use developments, shall have a minimum density of twelve (12) dwelling units per acre if an adopted station area plan exists and the site is within the ½ mile walk distance of the station. When a station area plan has not been adopted or a site is more than a ½ mile walk from the station, the minimum density shall be ten (10) dwelling units per acre. Densities shall be based on the residential portion of the site.

For large or phased projects, the residential density for each phase shall meet or exceed the minimum density requirements. If phases cannot meet this requirement, but the overall Master Plan meets or exceeds the minimum density requirements, approval may be granted by the Planning Director for phases that

meet at least 80% of the minimum residential density requirements, or the applicant may choose to rezone to the optional TS-O zoning district, which allows variations in the TS standards. (See Section 10.912).

**g-h.** Amend Section 10.907 “Development Standards” subsection (5), “Floor Area Ratio” subsection (a) to clarify the minimum FAR if an adopted transit station area plan exists, and the development site is located within ½ mile walk distance of the station. Also clarify the minimum FAR if a transit station area plan has not been adopted, or the site is more than a ½ mile walk from the station. All other subsections shall remain unchanged. The revised text shall read as follows:

(5) Floor Area Ratio

- (a) The total minimum floor area ratio of buildings on a development site shall not be less than .50 square feet of floor area to 1 square foot of the development site (.50 FAR) if an adopted transit station area plan exists and the site is within the ½ mile walk distance of the station. If a transit station area plan has not been adopted, or a site is more than a ½ mile walk from the station development shall have a minimum FAR of .35. The FAR shall apply to the following uses:
1. All non-residential uses [except those excluded in Section 10.907(5)(e)]
  2. Non-residential uses of multi-use developments.
  3. Residential uses of mixed-use developments.

**h-i.** Amend Section 10.907 “Development Standards” subsection (6), “Parking Standards” subsection (a), table for residential development to establish a minimum of 1 parking space per unit, and a maximum of 1.6 parking spaces per dwelling unit. Amend the office parking ratio to require a maximum of one parking space per 300 square feet of office space. Also amend the parking standards for restaurants and nightclubs by adding different parking requirements based upon whether the site is located within 800’ of single family zoning. If it is, then a new parking ratio of a minimum of one parking space per 150 square feet of restaurant/nightclub space is required. For all other sites, there is no minimum parking required. The maximum parking ratio established for restaurants and nightclubs remains unchanged at one space per 75 square feet of space. In addition, amend the maximum parking ratio for retail uses to one per 250 square feet. Parking for all other non-residential uses is also modified. The maximum is now set at the minimum required in Table 12.202, without a 25% increase in the number allowed. Reorganize and add text in subsection (c) to describe where parking, maneuvering and driveways are allowed. Reorganize and add text in subsection (d) to require on-street parking. Add a new subsection (n) to disallow front loaded garages and parking pads for individual residential single-family and multi-family dwellings, along public or private streets. All other subsections shall remain unchanged. The revised text and new subsections shall read as follows:

(6) Parking Standards

- (a) New permitted uses within this zoning overlay district shall be required to meet the minimum/maximum number of off-street parking spaces as follows: All square footage is measured as “gross footage”.

USE	MINIMUM/MAXIMUM NUMBER OF PARKING SPACES
Residential	<u>Minimum of 1 space per dwelling unit for properties on blocks with single family zoning, no parking minimum for all other properties and a Mmaximum of 2-1.6 parking spaces per dwelling unit.</u>
Office	Maximum of one (1) parking space per <del>225</del> <u>300</u> square feet of office space. Mixed-use developments and multi-use developments of residential and office uses may share parking spaces as per Section 12.203.
Restaurants/Nightclubs	<u>For all sites within 800' of single family zoning, Mminimum of one (1) parking space per <del>125</del> <u>150</u> square feet of restaurant/nightclub space, but no more than</u> For all other sites, no minimum. Maximum of one (1) space per 75 square feet.
Retail	Maximum of one (1) space per <del>185</del> <u>250</u> square feet.
All Other Non-Residential Uses	The maximum number of parking spaces permitted is listed as the minimum amount required in the Table 12.202, per non-residential use, <del>plus 25%.</del>

- (c) ~~No surface parking or maneuvering space shall be permitted within any required or established setback, or between the permitted use and the required setback, except that driveways providing access to the parking area may be installed across these areas. It is the intent that these driveways be as nearly perpendicular to the street right-of-way as possible to minimize intrusion into the landscaped area, and for pedestrian safety.~~

No surface parking or maneuvering space shall be permitted within any required or established setback, and no surface parking or maneuvering space is allowed between the permitted use and the required setback, except that:

1. Driveways providing access to the parking area may be installed. It is the intent that these driveways be as nearly perpendicular to the street right-of-way as possible to minimize intrusion into the landscaped area, and for pedestrian safety;
2. Driveways providing access to structured parking facilities are permitted between the rail corridor setback and the building. However, the length of the driveway shall not exceed 50% of the length of the property line along the rail corridor.

- (d) ~~On-street parking spaces located along the portion of a public street(s) abutting the use where parking is currently permitted may be counted toward the minimum number of parking spaces as required by this ordinance. Those on-street parking spaces must be located on the same side of the street as the use, have a dimension of at least 22 feet in length, and be located in areas approved by the Charlotte Department of Transportation (CDOT). However, on-street parking directly across the street from the use may be counted if that parking abuts property that is~~

~~undevelopable because of physical constraints.~~

In the event that the City or State removes any on-street parking that was allowed to count toward the minimum requirement, the existing use shall not be required to make up the difference and shall not be made non-conforming with respect to parking.

~~On-street parking spaces shall not be counted in calculating maximum parking spaces.~~

~~On-street parking shall be provided on all streets for properties on blocks with single family zoning except where prohibited by CDOT or NCDOT. All recessed on-street parking shall comply with Charlotte's Urban Street Design Guidelines. On-street parking shall not be used to meet minimum residential parking requirements, but may be used to meet non-residential parking requirements. On-street parking shall not be counted in calculating maximum parking spaces. On-street parking may be used to meet minimum residential parking requirements but shall not be counted in calculating maximum parking spaces.~~

~~(n) Front-loaded garages, parking pads and driveways for individual single family and multi-family residential units shall not be permitted along public or private streets, except for corner lots and lots at least fifty (50) feet in width. Driveways located along public or private streets shall not be allowed to cross the front setback to access individual residential garages except for corner lots. Corner lots may have driveway access to a public street from the side yard. Shared driveways and alleys accessing multiple (two or more) individual garages are permitted if the garages are to the rear of the structure.~~

~~Front-loaded garages may be approved by the Planning Director if site shape, environmental and/or topographic features challenges exist that present significant site constraints.~~

~~i,j.~~ Add a new subsection (c) to Section 10.907 "Development Standards" subsection (7), "Loading Standards" to restrict loading and service in single family areas. All other subsections remain unchanged. The new subsection shall read as follows:

(7) Loading standards

(c) Loading and service areas shall not be located across from single family or abutting single family on the same side of the street.

~~j,k.~~ Amend Section 10.907 "Development Standards" subsection (8), "Screening Standards" subsection (a) to allow a screening wall or fence to replace the 5' planting strip. Add descriptive text to (a)(1) and (a)(4) for screening. Add text to subsection (b) to include large utility structures as items to be screened. Clarify text in subsection (c) for surface parking lot screening. All other subsections shall remain unchanged. The revised text shall read as follows:

(8) Screening standards

- (a) All service entrances, utility structures associated with a building, and loading docks and/or spaces shall be screened from the abutting property and from view from a public or private street or from a transit-way. Such screening shall consist of a 5-foot wide planting strip, consisting of evergreen shrubbery sufficient to visually screen these uses, or an alternative as approved by the Planning Director. An optional wall or fence may be used in lieu of the 5-foot planting strip. ~~An optional wall or fence may be located in the 5-foot planting strip, but shall be no higher than 2 ½ – 3 feet in height, and shall be constructed to be between 40% – 50% open, for safety purposes.~~ Walls may be reduced in height to 30 inches within sight triangles as required by the Charlotte Department of Transportation (CDOT).
1. Any fences or walls used for screening shall be constructed in a durable fashion of brick, stone, other finished masonry materials, wood posts and planks or metal or other materials specifically designed as fencing materials or any combination thereof as may be approved by the Zoning Administrator. The finished side of the fence shall face the abutting property. In no instance shall a fence or wall used for screening be located within a setback-, nor shall a chain link or barbed wire fence be permitted.
  4. The minimum height for walls and fences abutting a residential district shall be 6' or whatever is sufficient to screen the use. The minimum height for screening shall be whatever shall be sufficient to visually separate the uses, but not less than 4'.
- (b) Dumpsters, recycling containers, compactors, large above-ground utility structures and solid waste handling areas are not permitted in any setback or yard and shall be screened from adjacent property and from public view with a minimum 6-foot high solid and finished masonry wall, with closeable gate that shall be 40% - 50% open for safety and security purposes. In no instance shall a chain link fence or a barbed wire fence be permitted. Dumpsters are not permitted in any required setback or yard space.
- (c) ~~Parking areas and structures shall provide screening in accordance with Section 10.907(6)(k).~~ Surface parking lots shall be screened in accordance with Section 10.907(6)(k).

**k-1.** Amend Section 10.907 “Development Standards” subsection (11), “Connectivity and circulation standards”, subsection (a)(3) to include full cut-off light fixtures. The revised text shall read as follows:

(11) Connectivity and circulation standards

- (3) The on-site pedestrian circulation system shall be lighted to a level where employees, residents, and customers can safely use the system at night. The lighting system shall be shielded with full cut off fixtures.

**I.m.** Amend Section 10.907 “Development Standards” subsection (12), “Urban open spaces” by reorganizing this standard in its entirety to better define public and private open spaces. Add a new subsection (f) to include design criteria for sites 10 acres and larger. The revised text and reorganized section shall read as follows:

(12) Urban open spaces

~~(a) — Urban open spaces for public congregation and recreational opportunities shall be required for all new buildings with a gross floor area greater than 50,000 square feet. Such buildings must provide useable open space behind the required setback and on private property proportionate to the building square footage according to the following schedule:~~

~~**Lot Size** ————— **Open Space Requirement**~~

<del>0-20,000 sq. ft.</del>	<del>1 square foot/200 sq. ft. (gross)</del>
<del>20,001-40,000 sq. ft.</del>	<del>1 square foot/150 sq. ft. (gross)</del>
<del>40,001+ sq. ft.</del>	<del>1 square foot/100 sq. ft. (gross)</del>

~~(b) — Open space may be located on the roofs of buildings, or enclosed on the ground floor. A maximum of 30% of the required open space may be provided on an enclosed ground floor level. All open space shall be easily observed from the street or pedestrian areas.~~

~~(c) — All required open space shall be accessible to the users of the building and improved with seating, plantings, and amenities, and be visible from the street or pedestrian areas.~~

~~(d) — Floor Area Ratio credits are allowed for all new developments as per Section 9.1208(5)(c) when the pedestrian space is available for use by the public, including widened sidewalk areas.~~

(a) All new development on lots of greater than 20,000 square feet must provide urban open space. Such open space shall be either private open space and/or public open space.

- (b) Private open space is defined as an area that is:
1. Accessible and visible to residents, tenants, and/or users of the development.
  2. Improved with seating, plantings, and/or other amenities.
  3. Located on the ground floor or first level of the development, or on a roof or terrace level, or in an interior courtyard area of the development, or a combination of these locations.
  4. Out of doors, or in the open air (may be under a roof or canopy).

(c) Public urban open space is defined as an area that is:

1. Accessible and open to the public.
2. Improved with seating, plantings, and/or other amenities.
3. Visible and accessible from the street or public pedestrian areas.
4. Located on the ground floor or no more than five feet above or five feet below ground level.
5. Out of doors, or in the open air (may be under a roof or canopy).

(d) All required open space shall be located behind the **minimum setback sidewalk** and on private property.

(e) Open space requirements are based on the type of use, the lot size, and the gross square footage of building floor area, in accordance with the following schedule:

<u>Use</u>	<u>Private open space</u>	<u>Public open space</u>
<u>Residential use</u>	<u>1 sq. ft./100 sq. ft. gross floor area or 1 sq. ft./200 sq. ft. lot area, whichever is greater.</u>	<u>None required.</u>
<u>Non-residential use</u>	<u>None required.</u>	<u>1 sq. ft./100 sq. ft. gross floor area or 1 sq. ft./200 sq. ft. lot area, whichever is greater.</u>

(f) For developments on lots in excess of ten acres (435,600 square feet), at least fifty percent (50%) of the required open space must be centrally located on the site in a common area.

(g) Floor Area Ratio credits are allowed for all new developments as per Section 9.1208(5)(c) when the pedestrian space is available for use by the public, including widened sidewalk areas.

**m.n.** Amend Section 10.908, “Urban Design Standards” subsection (1), “Street Walls”, subsection (a), to include criteria for street walls fronting on public and private streets and public multi-use paths. Add new criteria for building design standards in new subsections (g) through (l). The remaining subsections remain unchanged. The revised text and new subsections shall read as follows:

Section 10.908. Urban Design Standards

All buildings and uses developed in this zoning district must meet the following minimum standards:

(1) Street walls

(a) All retail and office buildings fronting directly on a public or private street or fronting on a public multi-use path along a transit line and identified in an area plan shall be designed so that the first floor façade of the building(s) along all streets and pathways includes clear glass windows and doors to increase

pedestrian interest. These openings shall be arranged so that the uses are visible from and to the street and/or pathway on at least 50% of the length of the first floor street level frontage.

- (g) For buildings across from single family zoning or abutting single family zoning on the same side of the street, the roof line shall vary every 30 feet by the use of is required. This can be accomplished by vertical offsets in ridge lines, gables, exaggerated cornices, dormers, roof top patios, material changes and/or other architectural features such as trellises, portals or porches.
- (h) For buildings across from single family zoning or abutting single family zoning on the same side of the street Pporches, if provided, shall be at least 6 feet in depth and at least one half the width of the facade. A porch is defined as a covered platform, usually having a separate roof, at an entrance to a building.
- (i) For buildings across from single family zoning or abutting single family zoning on the same side of the street, entrances that face the street for ground floor units shall be provided. No more than four ground floor units shall be allowed to utilize the same entrance.
- (j) For buildings across from single family zoning or abutting single family zoning on the same side of the street, façade variations shall be provided that visually separate individual units. This can be accomplished through measures such as window arrangement and size variation, unit entrance design, roof variation, material changes, and/or offset wall planes.
- (k) The ground floor of Pparking structures that are across the street from single family housing zoning or that about single family zoning on the same side of the street, shall be wrapped with active uses such as residential, office and retail uses.
- (l) The first floor of any new building on a street identified as a retail street or site identified for ground floor retail by a Council adopted plan must have at least 50% of the linear street frontage developed with non-residential uses. to accommodate non-residential uses but may be occupied with residential uses.

n.o.

Amend Section 10.908, “Urban Design Standards”, subsection (4) “Building entrances and orientation” subsection (a)(1) to include building entrance criteria on private streets. Add text to subsection(a)(3) for distance requirement of building entrances to sidewalks. Add a new subsection (d) requiring minimum first floor height above grade on non-local streets. The remaining subsections shall remain unchanged. The revised text and new subsection shall read as follows:

(4) Building Entrances and Orientation

(a) At least one or more operable pedestrian entrances per building shall be provided in at least two each of the following circumstances:

(1) When a lot abuts a public ~~street right-of-way~~ or private street, at least one

entrance shall be provided ~~along all building facades fronting all public right of ways on each building façade fronting a street.~~ Single family and townhouse units are only required to have an entrance on one building façade fronting a street.

- (2) When a lot abuts an existing or proposed public open space system, multi-use trail, or greenway, entrance(s) shall be provided on the building façade closest to public open space, multi-use trail, or greenway.
- (3) When an adopted station area plan depicts a required sidewalk not specified in the subsections above, an entrance(s) shall be provided on the building façade closest to the required sidewalk. Distances shall be measured in a straight line from the closest point of the property line to the closest point of the right-of-way, public open space, transit station, or light rail transit station platform.

~~If all three (3) of these circumstances exist, only two (2) entrances shall be required, with the third being optional.~~

- ~~(d) The first floor entrance of residential uses on non local public streets shall be at least 3 feet above grade to provide separation for the residence from the sidewalk and street. To provide a level of comfort and security for residents on the first floor of residential buildings on major thoroughfares, the first floor should be visually and physically separated from the sidewalk. Examples include increasing the setback, installing additional landscaping, raising or lowering the first floor or other methods.~~

**e.p.**

Amend Section 10.908, “Urban Design Standards”, subsection (7), “Signs, Banners, Flags and Pennants” by deleting the last sentence in subsection (a) and (d)(1) providing bonus for neon lighting. All other subsections shall remain unchanged. The revised text shall read as follows:

(7) Signs, Banners, Flags and Pennants

Where signs, banners, flags and pennants for identification or decoration are provided, they shall conform to the requirements of Chapter 13, except for the following:

- (a) Wall signs shall meet the specifications of Section 13.108a, with the exception that signs located on any building wall shall have a maximum sign surface area not to exceed 5% of building wall area to which the sign(s) is attached, up to a maximum of 100 total square feet. Wall signs may be increased by 20 square feet per sign in lieu of a ground mounted or monument sign. ~~A bonus of 4 square feet in size (20%) shall be permitted if the sign is lit 100% by neon light.~~
- (d) Ground mounted or monument signs are allowed as follows:
  1. Signs shall not exceed 5 feet in height and 20 square feet in area. ~~A bonus of 4 square feet in size (20%) shall be allowed if the sign~~

is lit 100% by neon light.

p-q. Amend section 10.908, “Urban Design Standards”, subsection (8), “Streetscape Standards” subsection (a) to include amenity zones in lieu of planting strips in certain conditions. Add a new subsection (g) to require amenity zones in certain conditions. The remaining subsections remain unchanged. The revised text and new subsection shall read as follows:

(8) Streetscape Standards

- (a) A continuous perimeter-planting strip or amenity zone (excluding driveways) shall be required whenever property abuts a curb. The width of the planting strip or amenity zone shall be determined by the approved station area plan. Because stations will have different characters and unique conditions, planting strips and amenity zones within each station area may vary. When a station area plan does not specify a planting strip width or amenity zone an 8’ wide planting strip shall be constructed.

If the adopted station area plan does not adequately define the curb line, then the curb line shall be determined by jointly by the Charlotte Department of Transportation (CDOT) Director, or his designee, and the Planning Director, or his designee.

- (g) An amenity zone is required in lieu of a planting strip along ground-floor, non-residential uses, unless on-street parking is not permitted by CDOT or NCDOT.

Amend section 10.912, “Transit Supportive Overlay District (Optional)” subsection (1), “Purpose” to add new text expanding allowable circumstances for opting out of certain development standards. The remaining paragraphs and subsections shall remain unchanged. The revised text and new subsection shall read as follows:

- (1) Purpose. The Transit Supportive (TS) overlay district establishes minimum standards for development. However, circumstances may arise which those regulations do not address or did not foresee- , or due to the specific requirements of the regulations and their application to a specific proposal create an undesirable or unintended outcome. Therefore, this section establishes an alternative process by which the City Council may evaluate and approve development, which does not meet the minimum standards of TS.

Section 2. That this ordinance shall become effective upon its adoption.

Approved as to form:

\_\_\_\_\_  
City Attorney

I, \_\_\_\_\_ City Clerk of the City of Charlotte, North Carolina, DO HEREBY CERTIFY

that the foregoing is a true and exact copy of an Ordinance adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, the reference having been made in Minute Book \_\_\_\_\_, and recorded in full in Ordinance Book \_\_\_\_\_, Page(s)\_\_\_\_\_.

WITNESS my hand and the corporate seal of the City of Charlotte, North Carolina, this the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.