



CHARLOTTE
CHARLOTTE-MECKLENBURG
PLANNING

Transit Oriented Development Zoning District Update

Charlotte-Mecklenburg Planning Commission
June 1, 2015

Agenda

- Transit Oriented Development Policy Overview
- Transit Oriented Zoning District
- TOD Assessment Update
- Next Steps

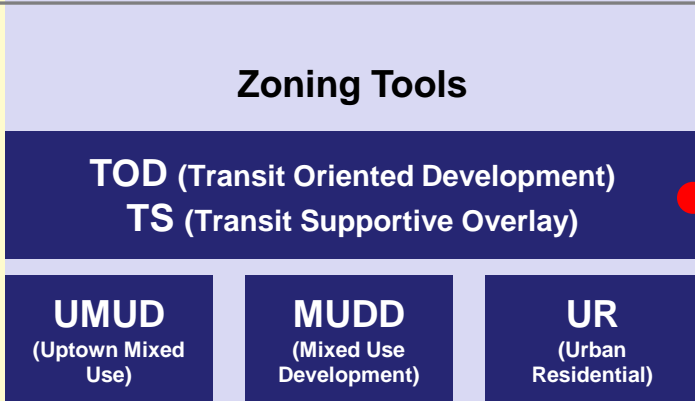
Policy & Plan Development



2001 – Council adopts Transit Station Area Principles

2005 to Present – Station area plan development & adoption

Implementation



2003 & 2005 - Council adopts Transit Oriented Development Zoning Districts

TOD in Charlotte

A compact neighborhood with housing, jobs, and neighborhood services within easy walking distance of a transit station.



Transit Station Area Zoning

Zoning districts that are consistent with the Station Area Principles can be used to achieve the vision of Charlotte's transit station area plans. Such districts should:

- Allow for a mix of uses
- Limit auto-oriented uses
- Include urban design standards
- Encourage pedestrian activity
- Include urban setbacks and streetscape requirements



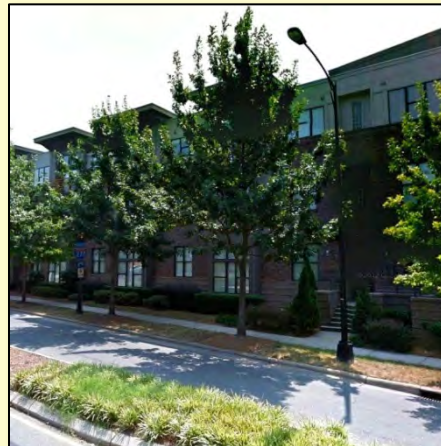
UMUD

Uptown Mixed Use District



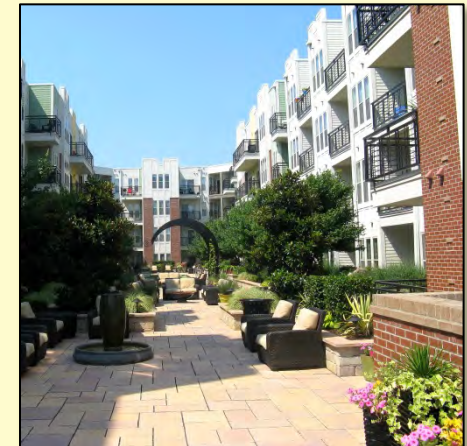
MUDD

Mixed Use Development District



UR (UR-1, UR-2, UR-3, UR-C)

Urban Residential Districts



TOD & TS

Transit Oriented & Transit Supportive

Transit Oriented Development Zoning Types:

Transit Oriented Development (TOD) Districts

- Adopted in 2003.
- Replaces underlying zoning and restricts uses.
- Usually applied at walk-up stations and fairly urban locations
- Three types: TOD-R (Residential), TOD-E (Employment), TOD-M (Mixed-Use)

Transit Supportive (TS) Overlay

- Adopted in 2005.
- Overlays existing zoning and allows most uses permitted in underlying zoning districts.
- Requires design standards be achieved.
- Available to be applied at stations where market hasn't matured.

Transit Oriented
Development (TOD)
Zoning Districts

Standards:

- Residential Density
- Non-Residential Floor Area Ratio
- Height
- Parking
- Street Activation

TOD Standards



Residential Density

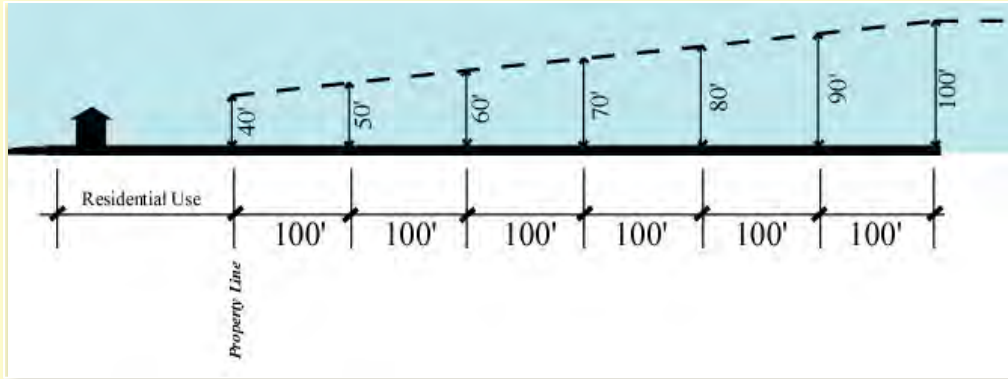
- Minimum residential density
 - ¼ mile - 20 units per acre
 - ½ mile - 15 units per acre
- No maximum density

Floor Area Ratio (FAR) - non-residential uses

- Minimum FAR requirements
 - ¼ mile - .75 FAR
 - ½ mile - .5 FAR
- No maximum FAR



TOD Standards



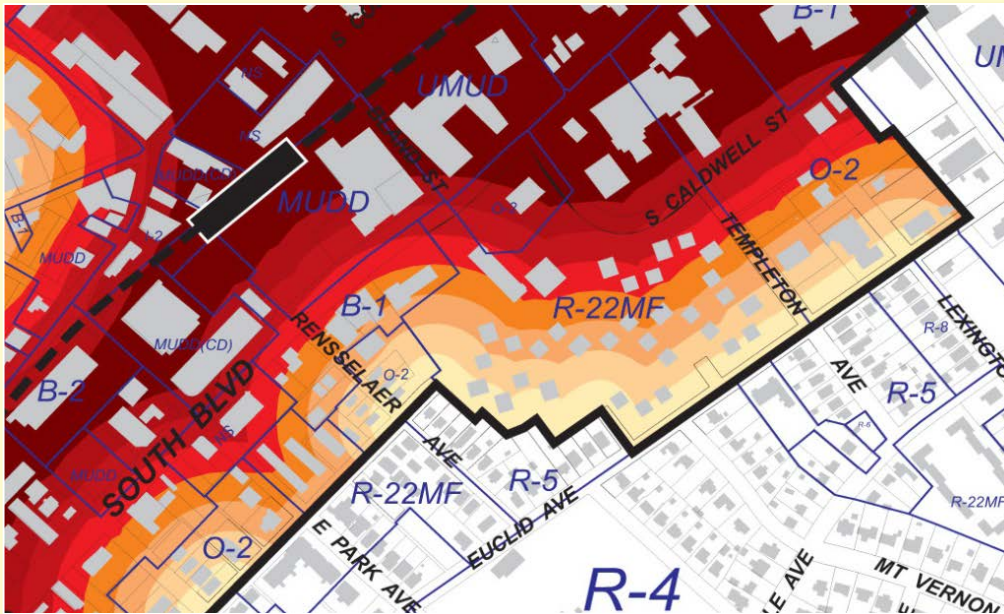
Gradual TOD Height Plane

Maximum Building Height

- Maximum height 120 feet

Single Family Height Transition

- Base height 40 feet
- Gradual increase based on distance from single family (10' in height for every 100' separation from single family)



Example TOD Height Plane Map

TOD Standards



Parking

Amount

- No minimum parking requirement (limited exceptions near single family)
- Maximum parking requirements
- Shared parking permitted/encouraged
- Bicycle parking required

Design

- No parking between building and street
- Structured parking partially lined with active uses
- No front-loaded garages



TOD Standards



Street level (pedestrian) design

- Retail and office must have clear glass windows and doors at street level
- Limit on length of blank wall areas
- No reflective surfaces at street level
- 50% of street frontage on identified retail streets must accommodate non-residential uses

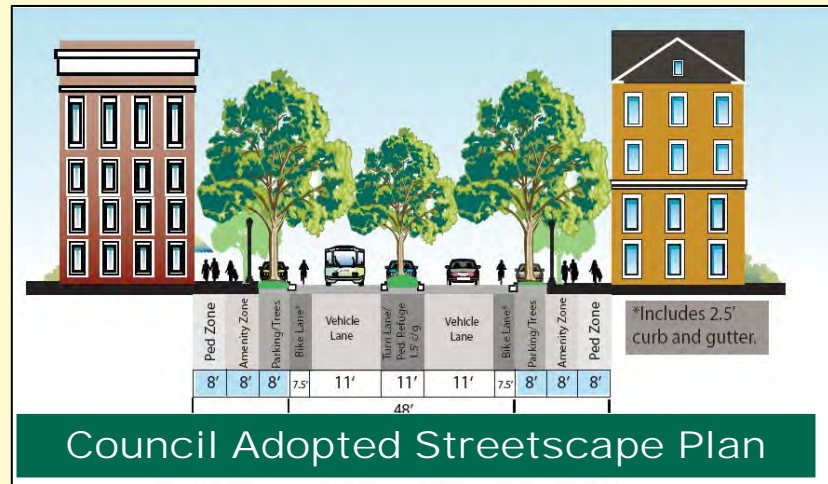


Setback

- Measured from the back of curb, not from property line
- Determined by City Council-adopted Streetscape Plan
- No utility structures in setback
- Open air porches and stoops may encroach into setback but must be behind sidewalk

Side and Rear Yards

- None required unless abutting residential



Screening

- Utility structures must be screened from view from the street
- Parking must be screened

Buffers

- Uses must have landscape buffer along property lines if abutting residential zoning

Connectivity

- Internal sidewalk connections required from all buildings to all on-site facilities
- Ground floor residential units encouraged to connect to adjacent sidewalk



Urban Open Spaces

- New development must provide urban open space
- Must be improved with seating, planting, and/or other amenities
- May be private open space for residential development (interior courtyard, rooftop)
- Must be accessible to public for non-residential development



Street Walls

- Retail and office must have clear glass windows and doors at street level
- First floor facades to be designed for pedestrian interest
- Limit on length of blank wall areas
- No reflective surfaces at street level
- 50% of street frontage on identified retail streets must accommodate non-residential uses



Clear Glass at Street Level



Limit Blank Wall Areas



Design for Pedestrian Interest



Accommodate Non-Residential Uses on Retail Streets



Building Entrances

- At least one entrance required along each street
- Entrance required onto abutting multi-use trail or greenway
- Building entrances must provide well-designed sense of entry



Signature Building Entrance

Streetscape Standards

- Perimeter planting strip, street trees, sidewalk required
- Transit Station Area Plan determines sidewalk width (typically 8')



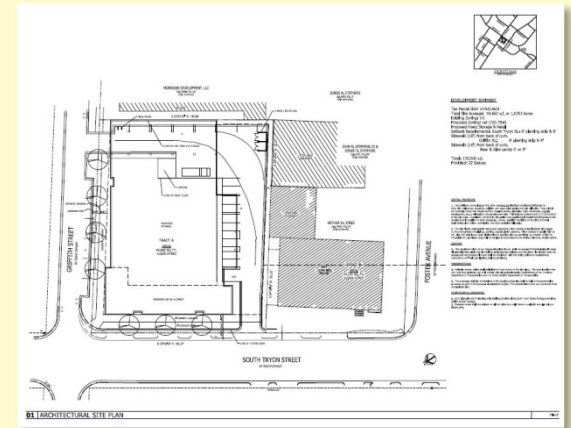
Planting Strip, Street Trees, and 8' Sidewalk



Entrance Onto Abutting Multi-Use Path

Transit Supportive Overlay (TS)

- Overlay district “sits on top” of underlying zoning (e.g. B-1, B-2, I-1, I-2)
- Intended for use on edges of station areas or in areas not yet ready for TOD zoning
- Allows most permitted uses of underlying zoning district while applying TOD development and design standards
- Most development standards are identical to TOD (density, FAR, and maximum height are less)
- TS Overlay zoning adopted in 2005 but not used until 2013
- First two TS rezoning petitions went to public hearing in May 2013



TOD on the Ground



Station Area Development Since 2005...

5,000
residential units

700,000
square feet of office & retail

\$900 million
in private investment





The Tremont

- 45 units
- 62 DUA
- 3,000 sq. ft. retail space

1225 South Church

- 406 units
- 83 DUA
- 3,200 sq. ft. retail space



Junction 1504

- 11 acres
- 281 units in 18 buildings
- 25 DUA
- 354,000 sq. ft.
- New internal public and private streets
- Some units open onto rail corridor path
- Open 2013



The Ashton

- Luxury apartment building
- 312 units
- Structured parking
- Rooftop pool
- 120' height (maximum allowed in TOD zoning)
- Completed 2009



1927 South Tryon

- 82,000 sq. ft. office space



Flores & Associates

- 20,000 sq. ft. single-tenant office space



Packard Building

- Former auto showroom
- 15,000 sq. ft. office space



125 Remount Road

- Former industrial use
- 13,700 sq. ft. retail space

Transit Oriented Development (TOD) District Review

Background:

Council referred issue to TAP
Committee in Fall of 2013:

- Raise the bar/ensure high-quality development
- Create better linkages between plans/policies & ordinance

Status:

- Initial stakeholder/public outreach conducted
- Draft assessment being finalized which will outline recommended changes
- Update of District to be incorporated into overall Zoning Ordinance Update

Stakeholder Feedback & Assessment:

Clarity:

Make TOD Ordinance more user-friendly

Clarifications:

- Definitions
- Consolidate standards
- Addition of graphics for dimensional standards

Raise the Bar:

Ensure quality urban/walkable development

Form-based Standards

- Street-level activation (design)
- Transparency and fenestration
- Entrances
- Articulation, scale, and mass

Link to Plans:

Create linkages between plans and ordinance

Link to plans:

- Street-level activation (location)
- Height
- Open Space
- Other?

Next Steps

- Finalize Assessment Report & engage community (Summer/Fall)
- Incorporate recommendations into Zoning Ordinance Update (beginning in Fall)