CREATING THE CITY WE ALL IMAGINE.
Transit Oriented Development

CHARLOTTE-MECKLENBURG PLANNING

Update to Zoning Ordinance
Transit Oriented Development (TOD) Districts

Public Kick-off Meeting

Charlotte Trolley Museum

June 12, 2014

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Charlotte's TOD Zoning Regulations

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Current TOD Regulations

- **Purpose**
  - Create a compact, high-intensity mix of residential office, retail, institutional, and civic uses
  - Emphasize pedestrian circulation and transit access
  - Ensure compact urban growth, transportation choices, safe and pleasant pedestrian environment, attractive streetscape

- **Location**
  - Property must be within 1/2 mile of a transit station or covered by a transit station area plan

Current TOD Regulations: Districts Established

- **Residentially Oriented (TOD-R)**
  - Primarily high-density residential, with supporting limited nonresidential (retail, restaurant, civic, etc.)
- **Employment Oriented (TOD-E)**
  - Primarily high-intensity office uses (minimum 60% of new development), plus supporting residential

Current TOD Regulations: Districts Established

- **Mixed-Use Oriented (TOD-M)**
  - Blend of high-density residential, high-intensity employment/office, civic entertainment, and institutional, plus limited retail
- **TOD Optional Districts**
  - TOD standards are guidelines, but may be modified (except use lists)

Current TOD Regulations: Applicability and Exceptions

- **Standards apply to all new development, plus**

- **Some exceptions for redevelopment:**
  - Change of use (non-residential to non-residential, or residential to non-residential) with no expansion
  - Expansion of less than 5% of building area or 1000 sf (whichever is less), for both conforming & nonconforming uses
  - Creation or expansion of outdoor seating
  - Major façade improvements to existing buildings
  - Additional parking for existing development

Current TOD Regulations: Uses Allowed

Uses Allowed By Right (sample)

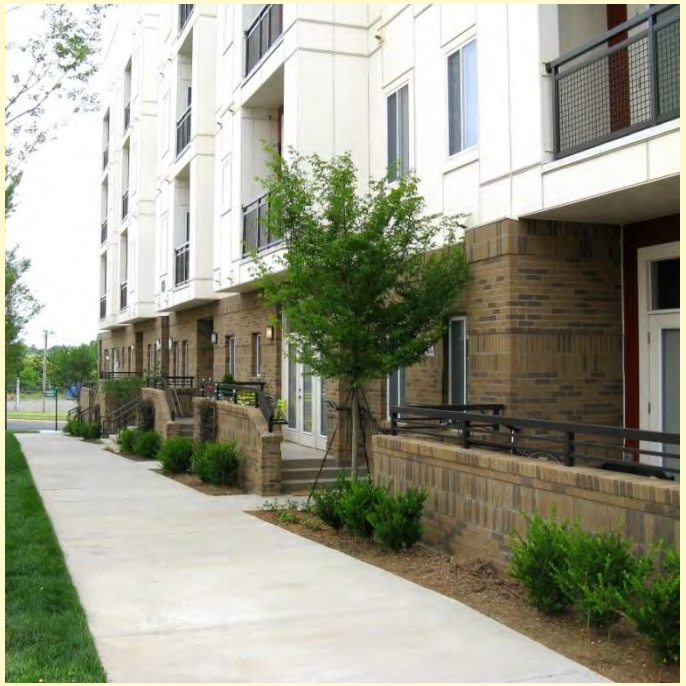
- Auto sales (INDOOR ONLY)
- B&Bs
- Civic clubs
- Colleges and adult schools
- Convention
- Dwellings
- Group homes
- Hospitals and clinics
- Hotels and motels
- Mixed-use developments
- Parks
- Offices
- Open-air markets
- Parking lots
- Personal services
- Restaurants

Uses Allowed with Conditions (sample)

- Boarding houses and commercial rooming houses
- Bars and nightclubs (min 200 ft from residential)
- Child care centers
- Mobile food vendors
- Retail and personal service (over 30K sq ft per tenant)
- Short-term care facilities
- SRO residences

Current TOD Regulations: Development Standards

- **Minimum Setbacks**
  - Most parcels: determined by streetscape plan
  - On streets with single-family zoning: 30 feet
  - Some projections into setbacks allowed (porches and stoops)
- **Maximum Building Height**
  - Generally, base height = 40 feet
  - Step-ups allowed as move away from SF residential
  - Max = 120 feet



Current TOD Regulations: Development Standards

- **Minimum residential density**
  - Within ¼ mile of station: 20 dwelling units/acre
  - ¼ to ½ mile of station: 15 dwelling units/acre
- **Minimum floor area ratio (FAR)**
  - Within ¼ mile of station: 0.75
  - ¼ to ½ mile of station: 0.5

Current TOD Regulations: Development Standards

- **Parking**
  - Typically no minimum requirements, except for some residential and restaurant uses near single-family residential zoning
  - Maximums apply
  - Generally shall be located to the rear or side of buildings
- **Screening and Buffers**
- **Outdoor Lighting**
- **Connectivity and Circulation**
- **Urban Open Spaces**

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Current TOD Regulations: Urban Design Standards

- Street Walls
- Base of High-Rise Buildings (5+ stories)
- Top of Buildings
- Building Entrances and Orientation
- Structured Parking Facilities
- Canopies
- Signs, Banners, Flags, and Pennants

Current TOD Regulations: Urban Design Standards

- Streetscape Standards

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Current TOD Regulations: Administration

- **Administrative Approval**
  - To offer flexibility, Planning Director may approve changes of any development or urban design standard
  - 5% of quantitative standards
- **No Development/Design Variances**
  - Board of Adjustment has no jurisdiction to grant variances from development or urban design standards
- **Urban Design Review Required**
  - During conceptual design process
  - During design development stage

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Why Update the TOD District Regulations?

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Common Reasons to Update

- **Improve quality of development**
  - Lineup of districts
  - Permitted uses
  - Development standards
- **Revise burdensome procedures**
- **Make the code more user-friendly**
  - Improved organization and formatting
  - Additional graphics

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We Need Your Feedback!

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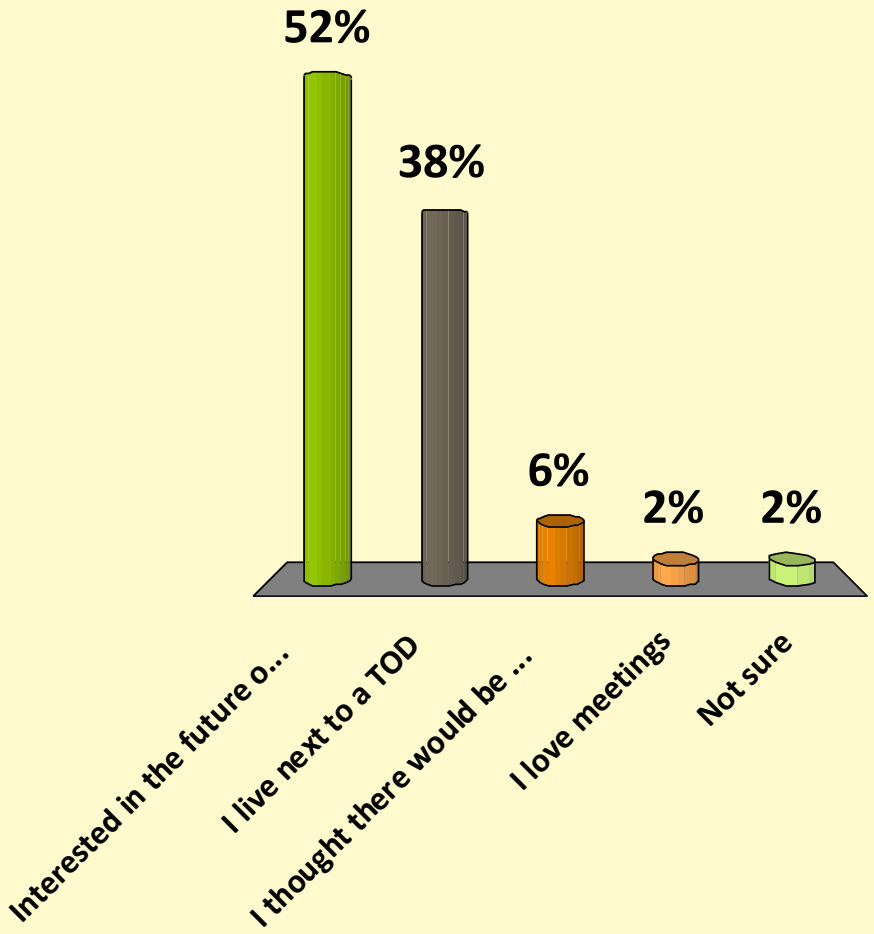
Warm-up Round…

Why did you come tonight?

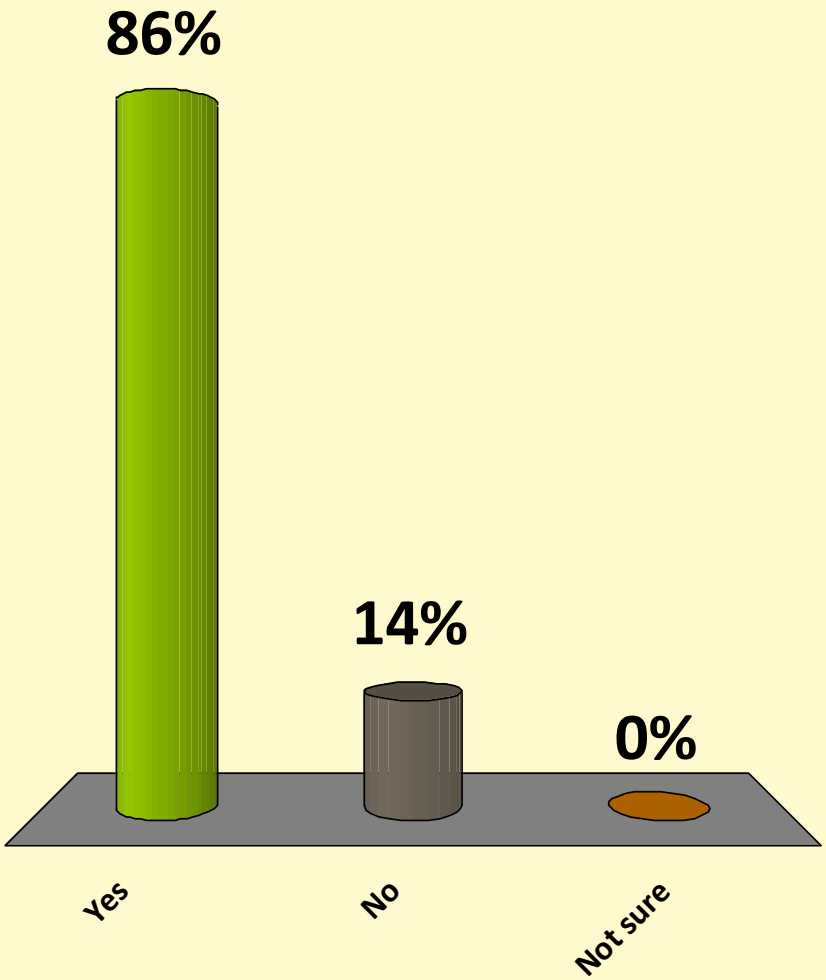
1. Interested in the future of Charlotte
2. I live next to a TOD
3. I thought there would be pizza
4. I love meetings
5. Not sure



Warm-up Round…

Do you live in Charlotte?

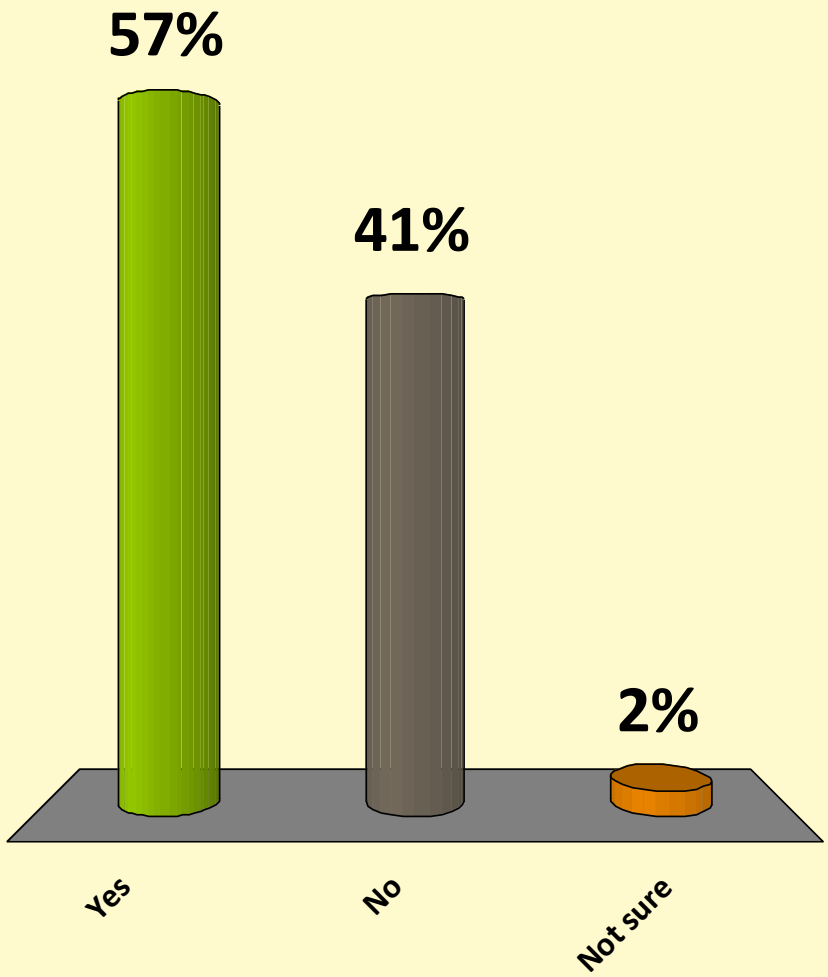
1. Yes
2. No
3. Not sure



Warm-up Round…

Do you work in or near a Charlotte Transit Oriented Development?

1. Yes
2. No
3. Not sure



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What Do You Think?

- **Look at series of photographs of topics within the following categories:**
  - **Land use**
  - **Community design**
  - **Mobility**
- **Respond to the following questions for each topic:**
  1. How important is this topic to you?
  2. How well has Charlotte performed so far with TOD projects?
  3. Should this topic be a major priority for the City of Charlotte moving forward?

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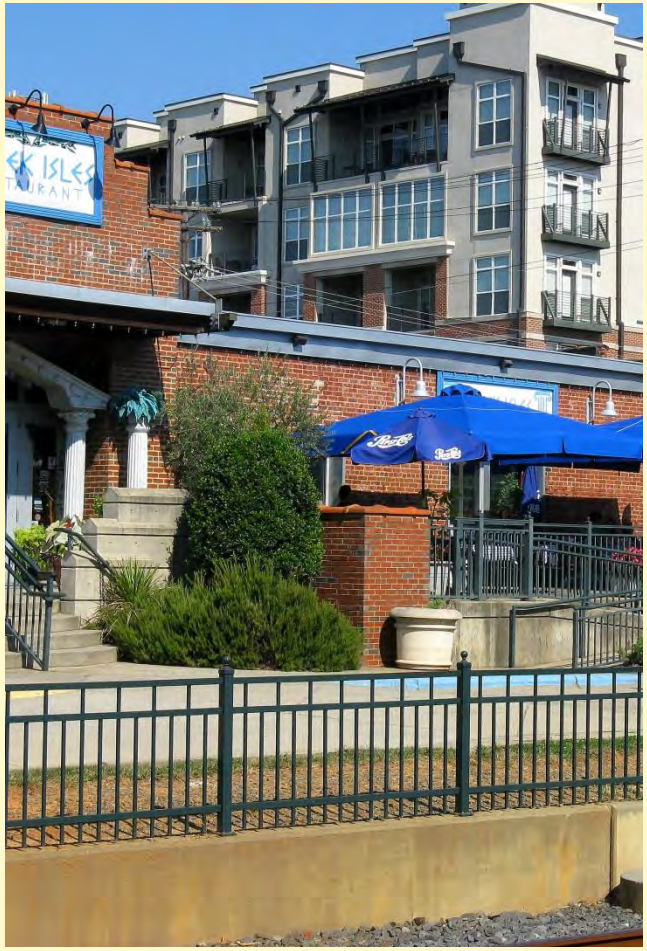
LAND USE

- **Mixture of transit-supportive uses**
  - Residential, office, service-oriented retail, civic
- **Appropriate density transitions**
  - Highest-density uses adjacent to transit, lower-density uses adjacent to neighborhoods
- **Mixture of housing types**
  - Including workforce/affordable



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Mixture of Transit-Supportive Uses

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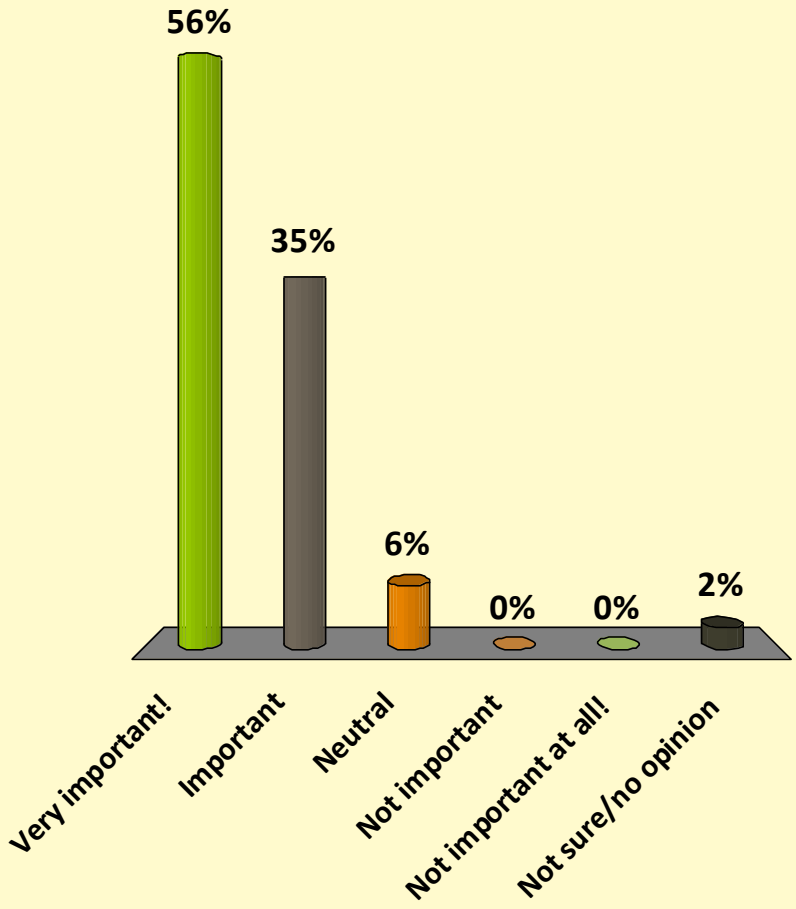

Mixture of Transit-Supportive Uses

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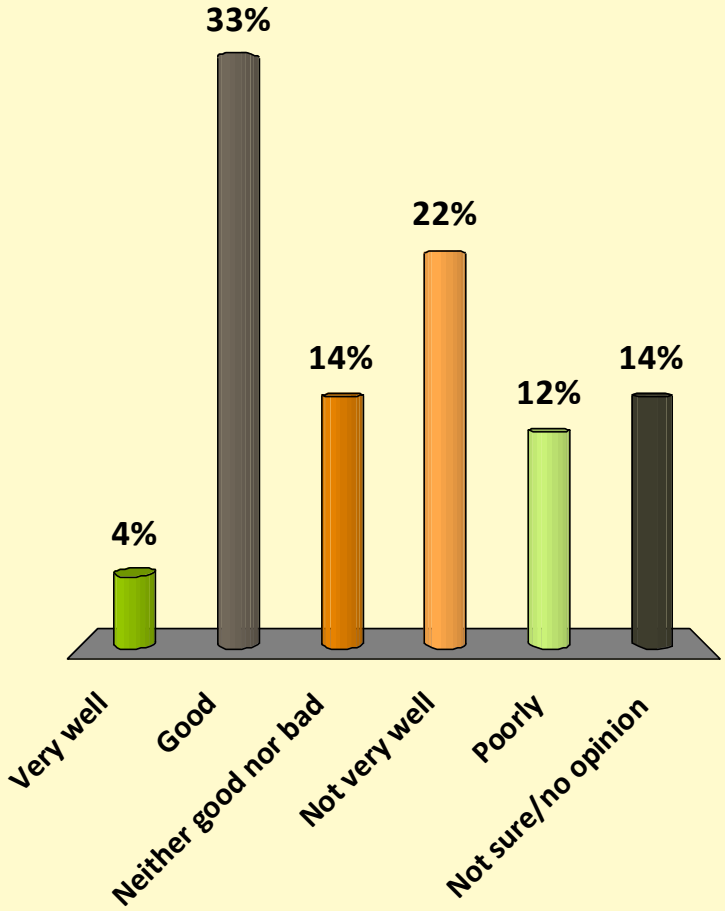

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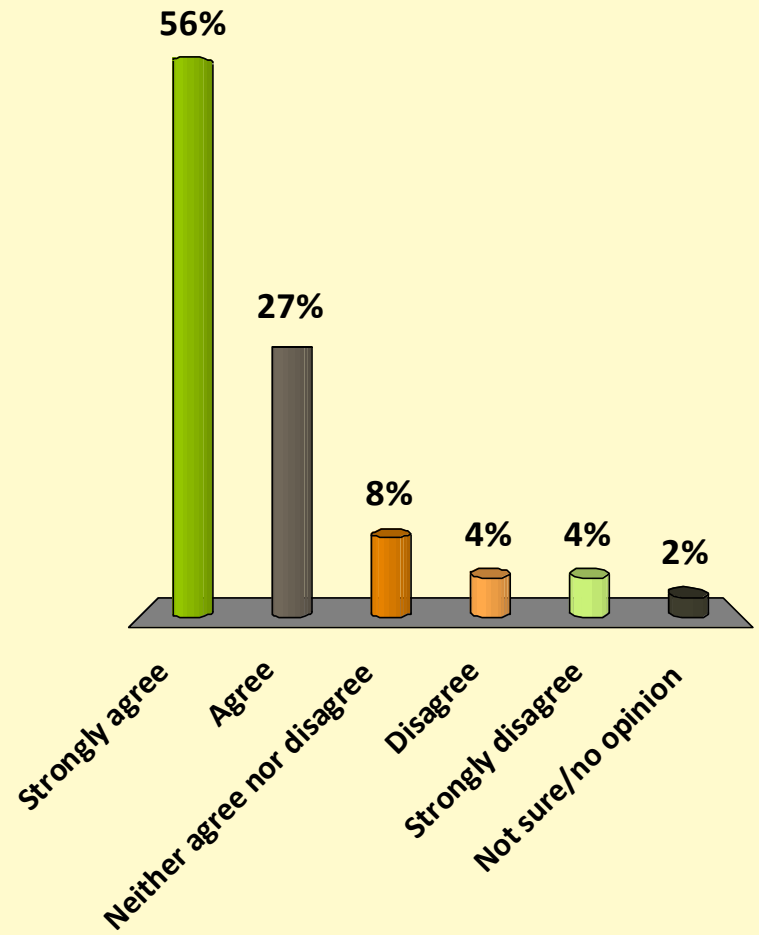

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Appropriate Density Transitions

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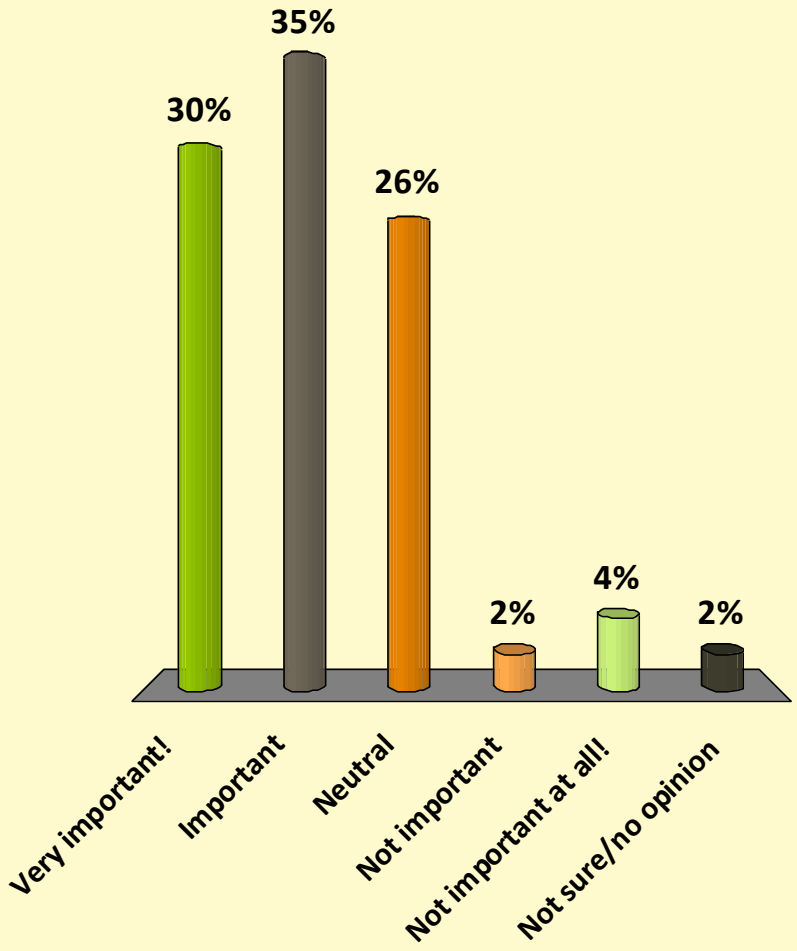

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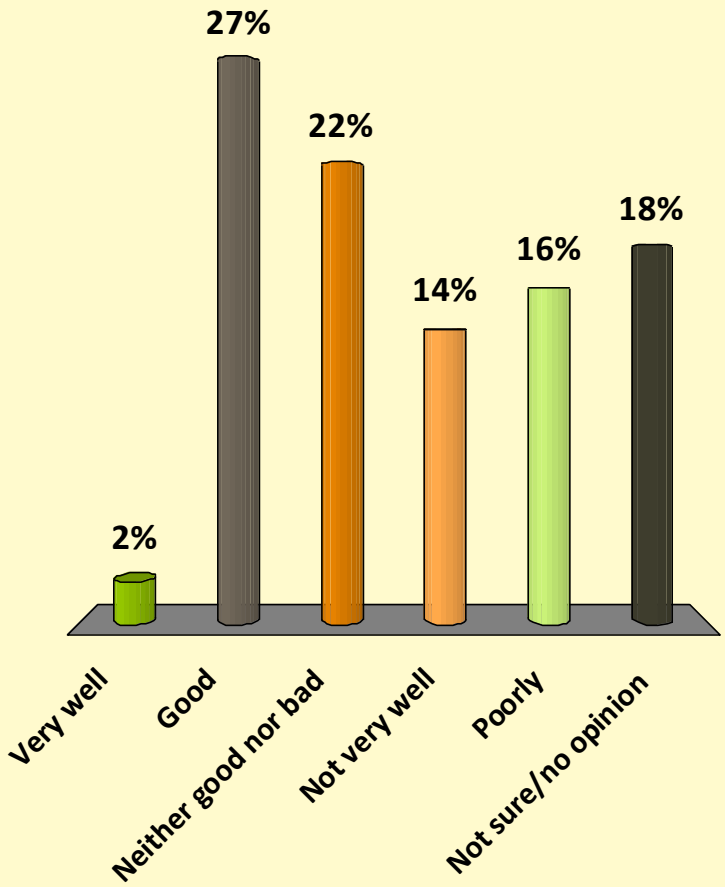

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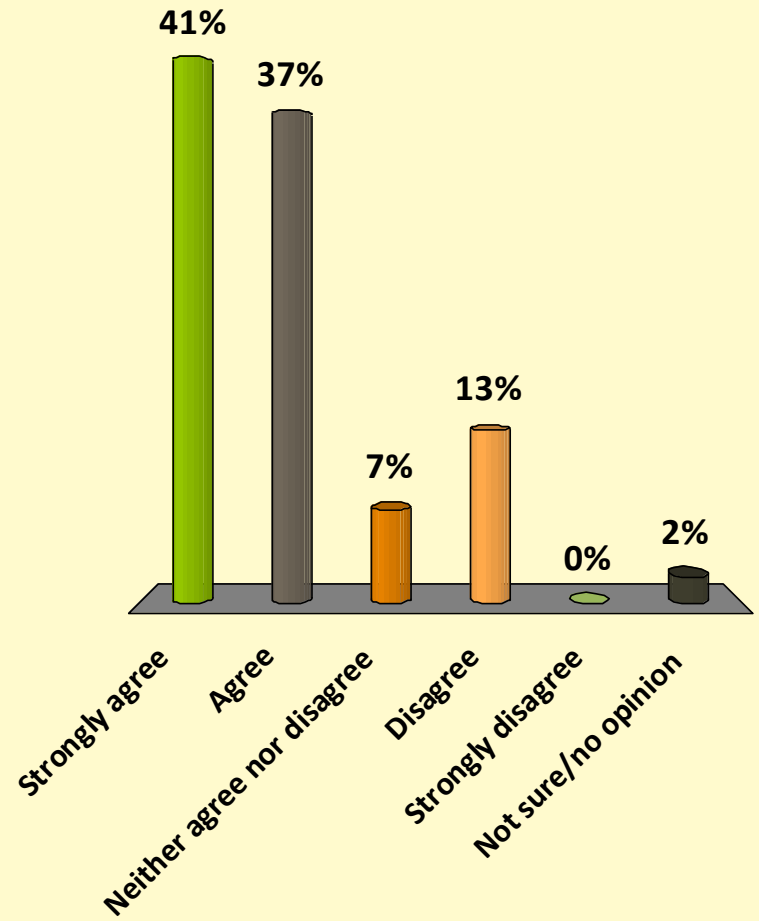

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Mixture of Housing Types

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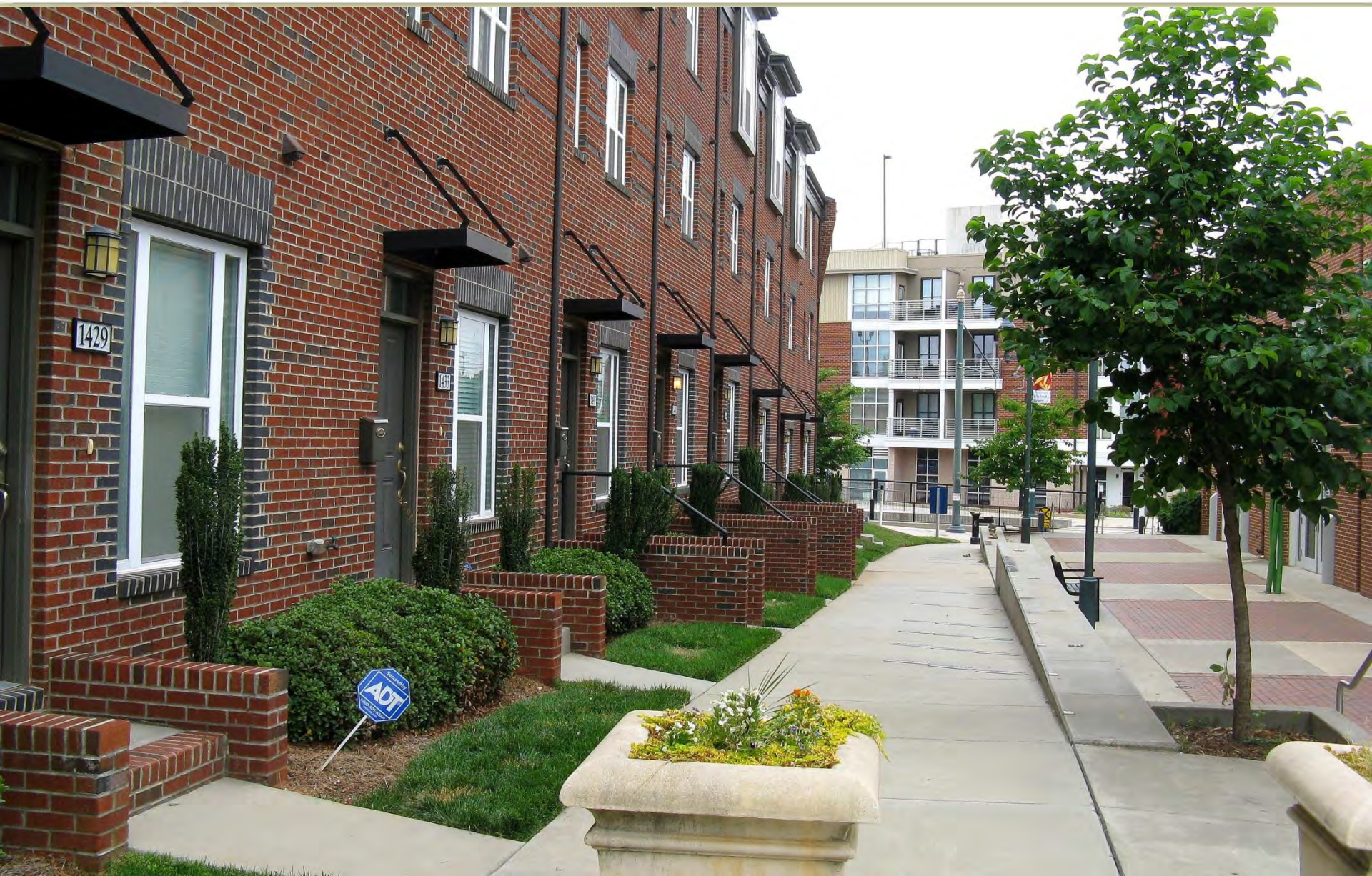

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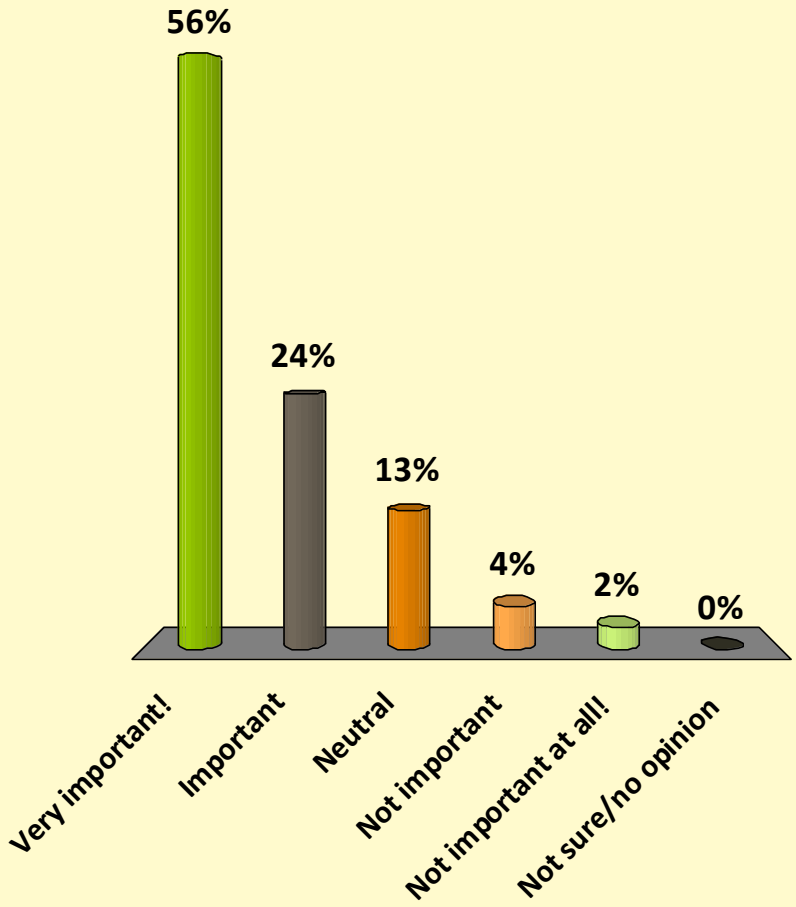

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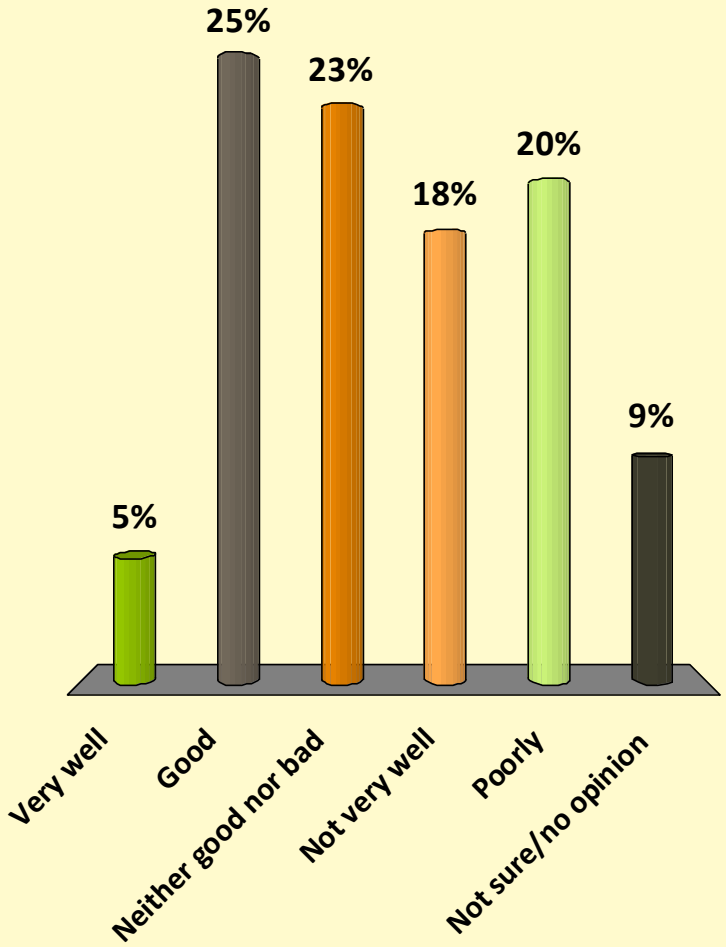

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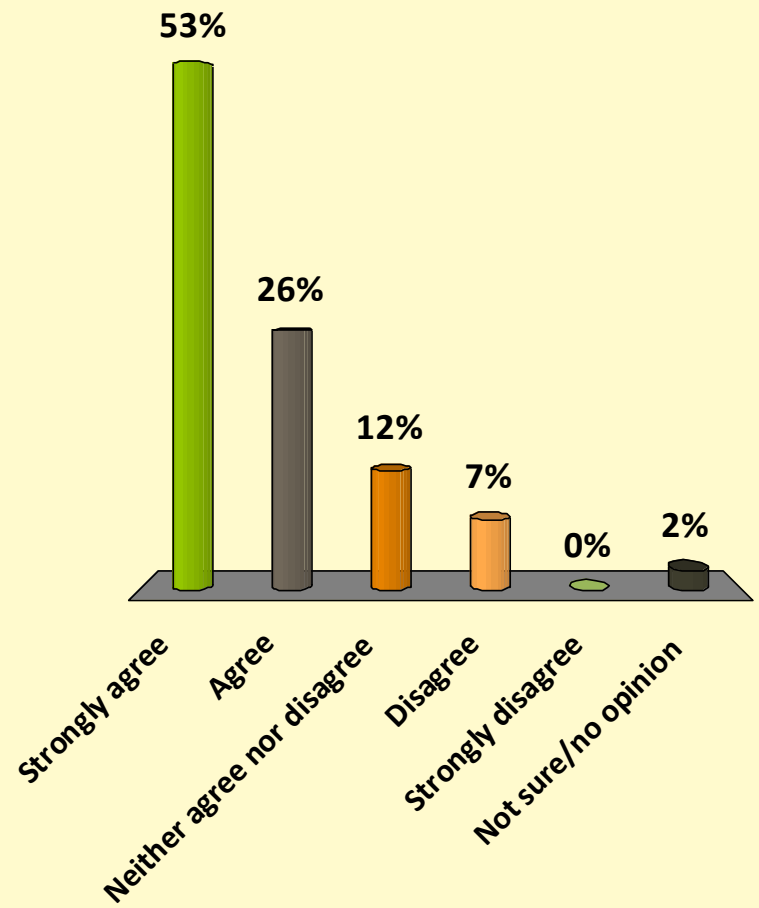

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COMMUNITY DESIGN

- **Buildings oriented to public streets or open spaces**
  - Minimize setbacks, parking to the rear
- **Pedestrian-friendly building design**
  - Windows and doors at street level
- **Pedestrian-friendly streetscape**
  - Street trees, benches, pedestrian-scale lighting
- **Usable open spaces**
  - Plazas, fountains, public art, play areas

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Buildings Oriented to Public Streets or Open Spaces

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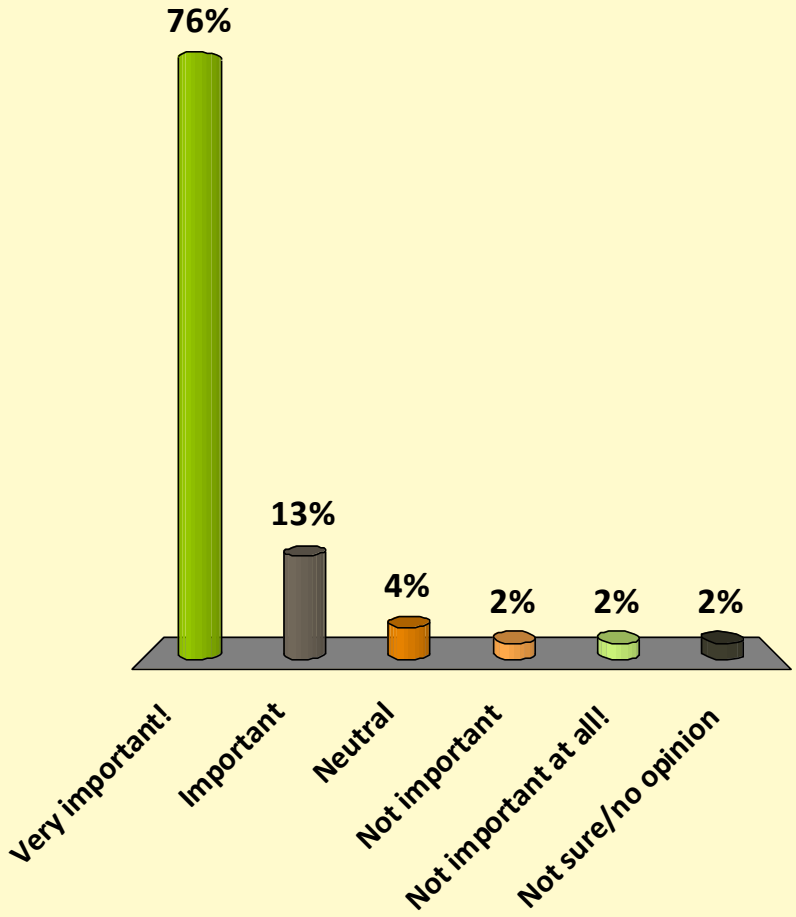

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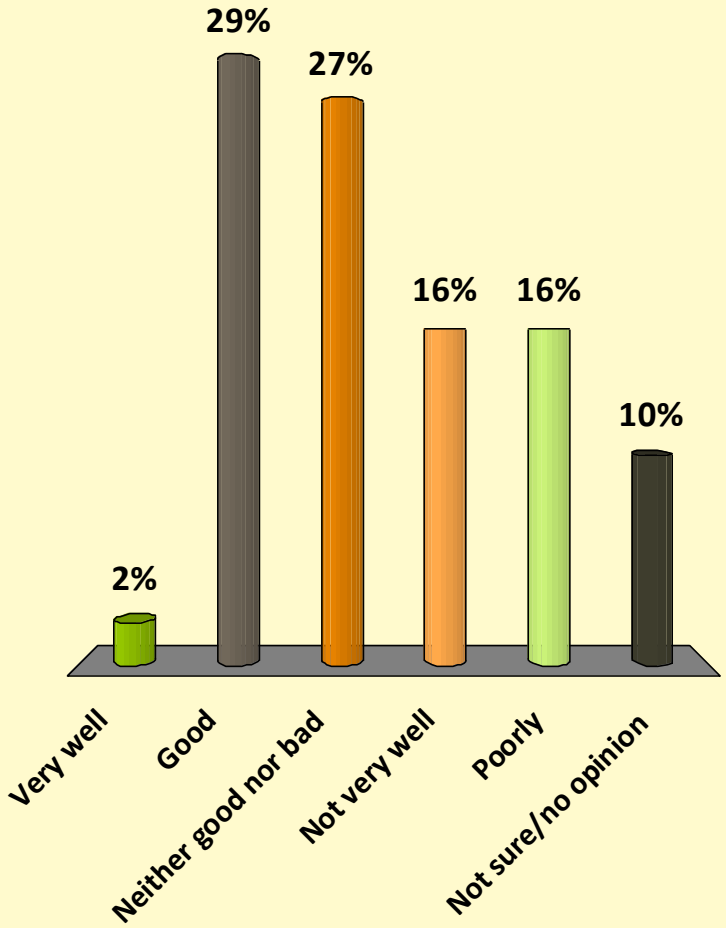

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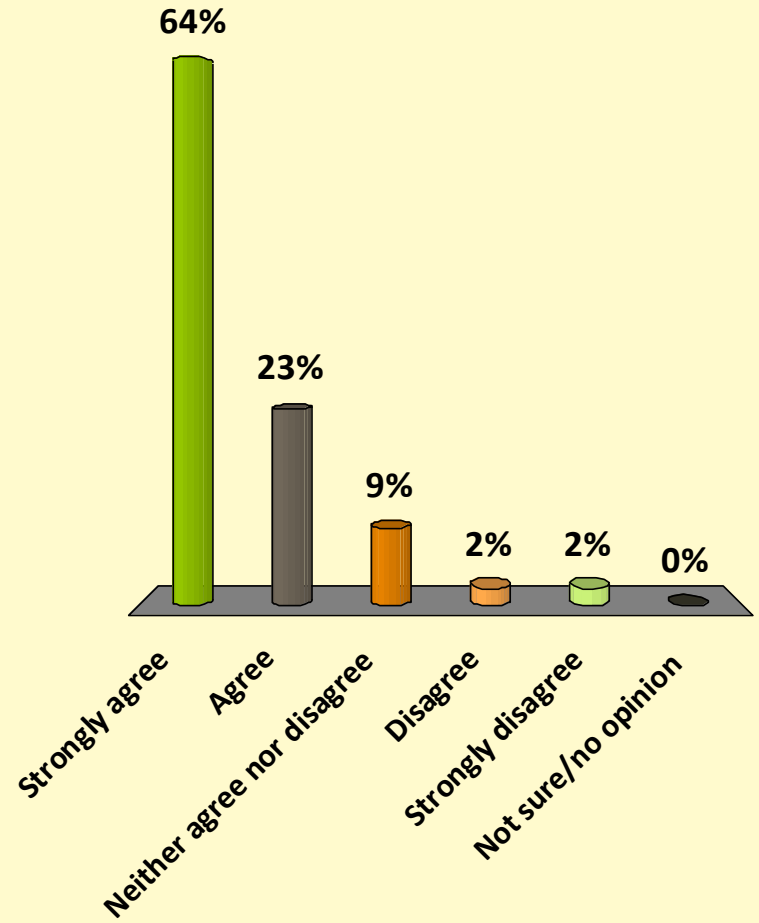

Pedestrian-Friendly Building Design

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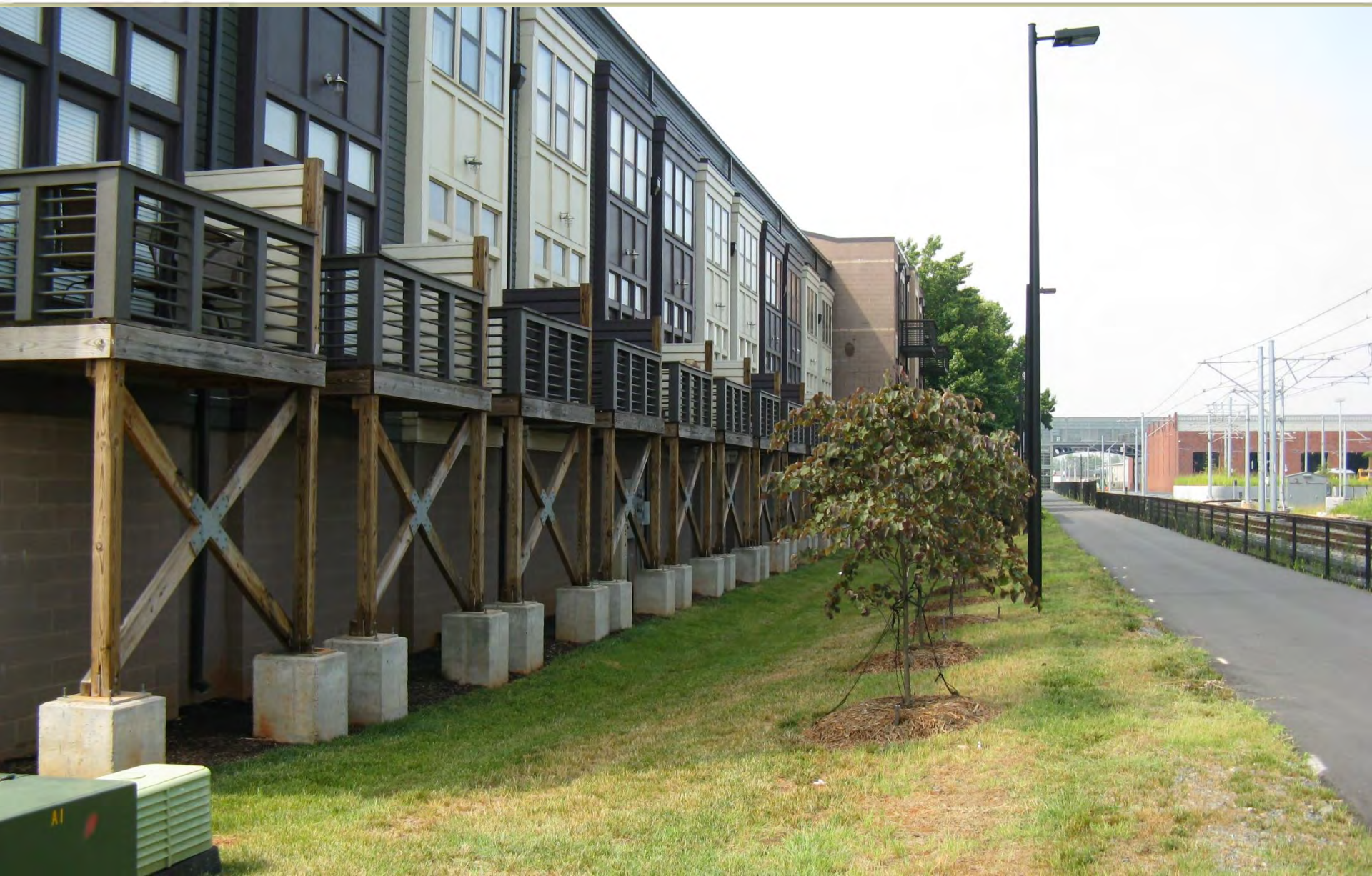
Pedestrian-Friendly Building Design



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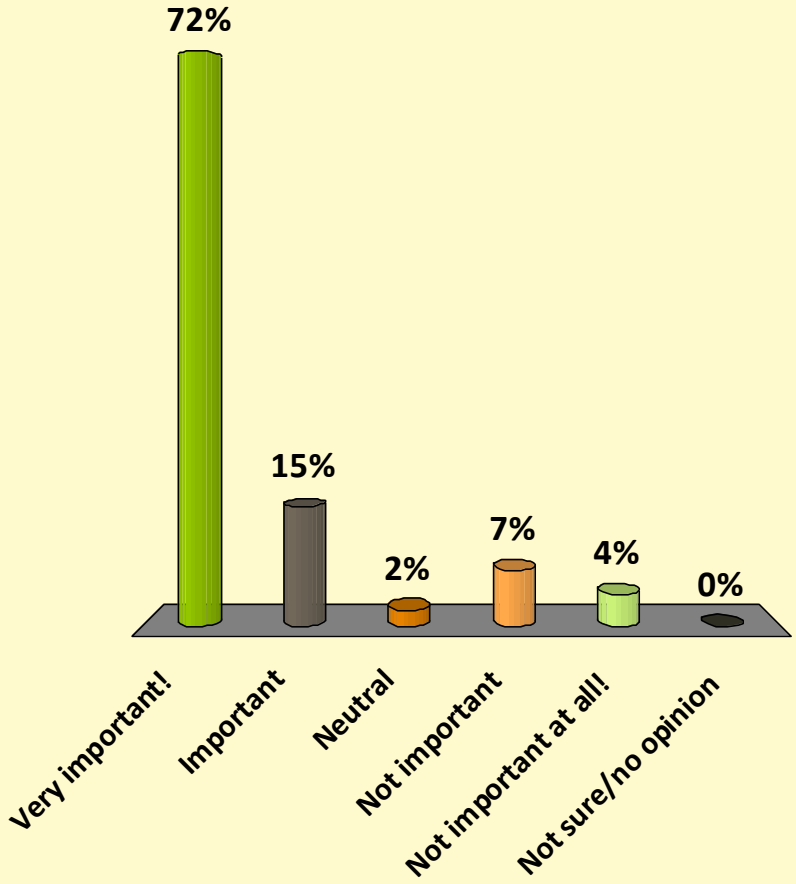

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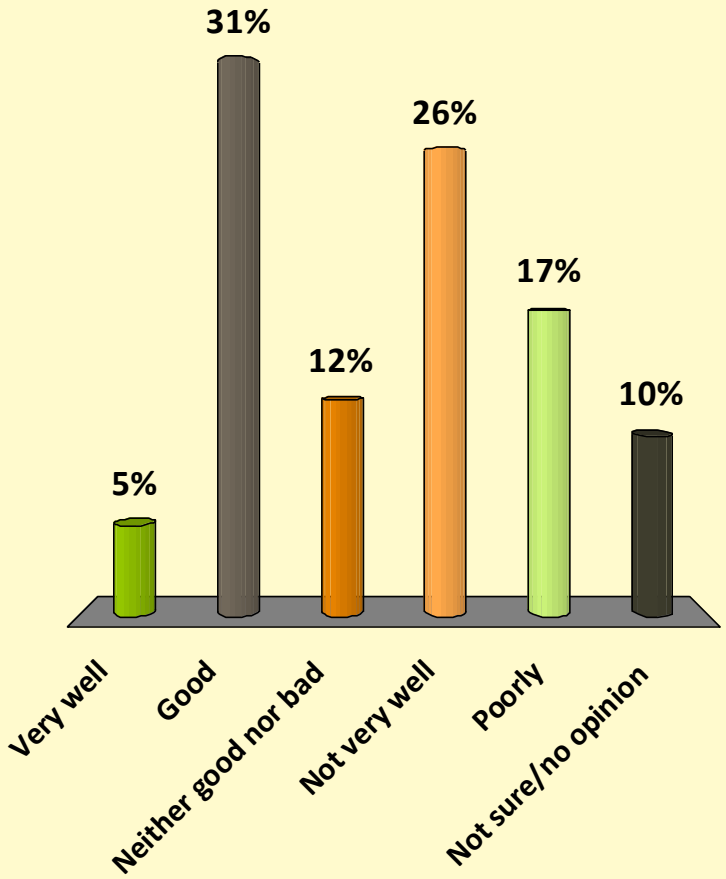

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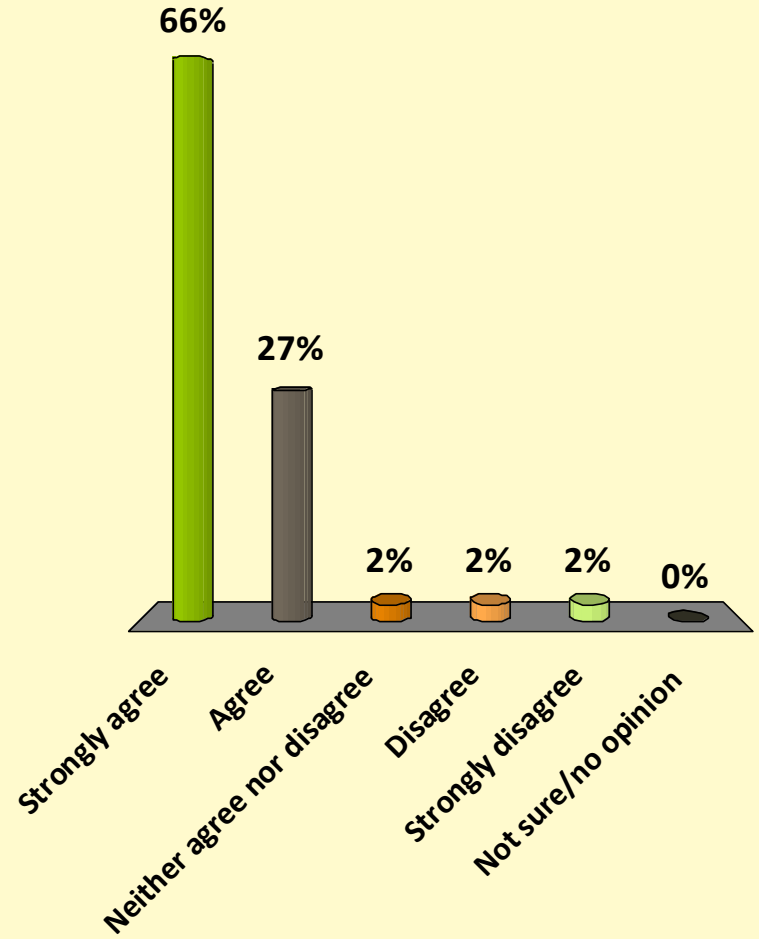

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Pedestrian-Friendly Streetscape

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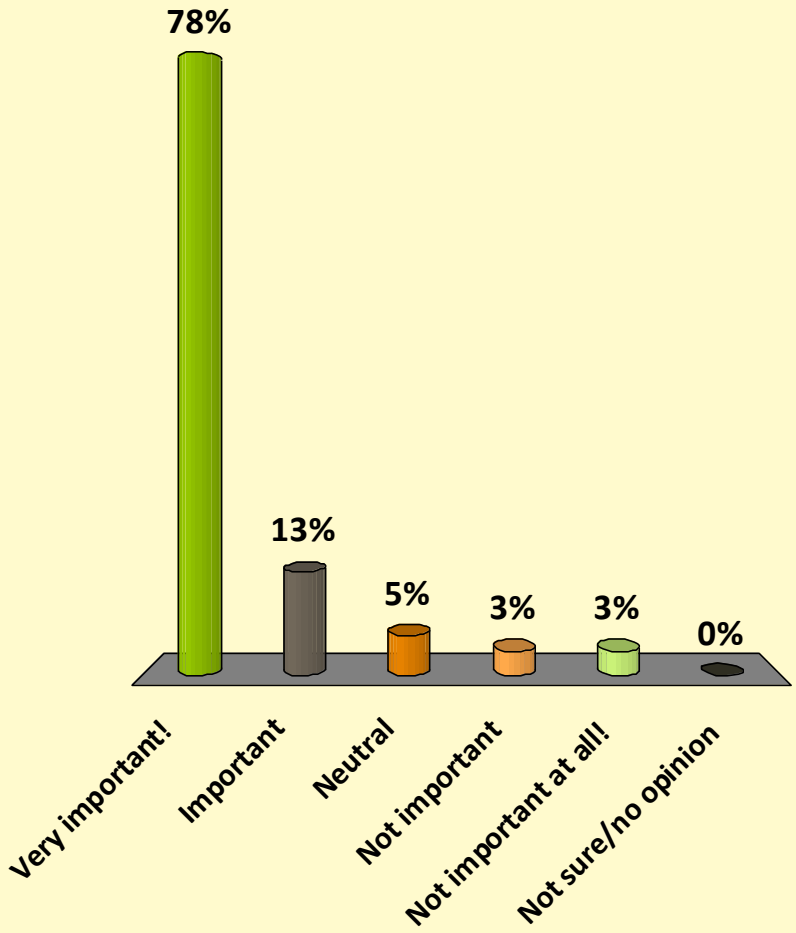

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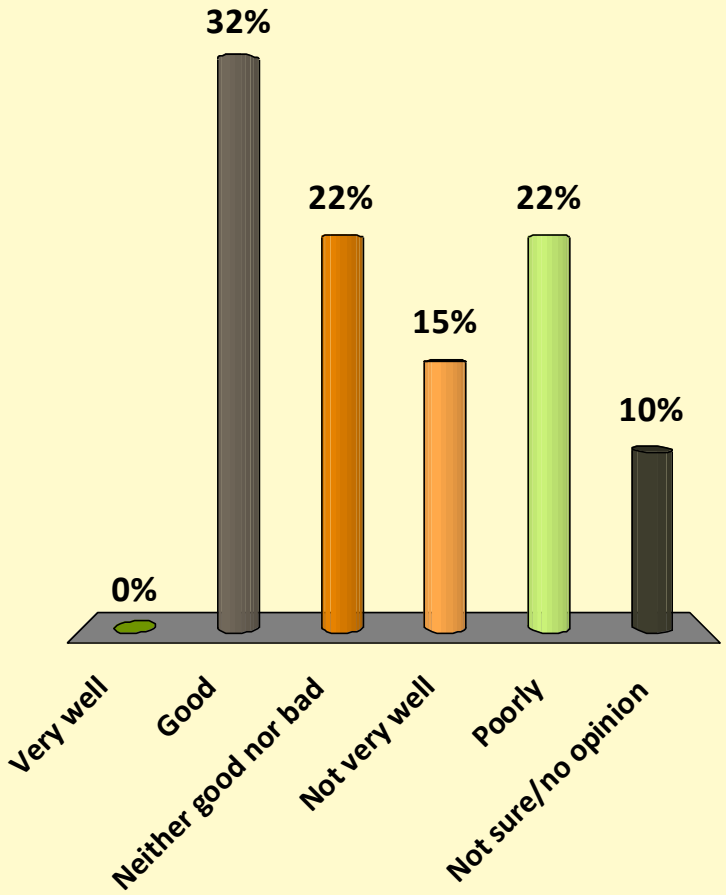

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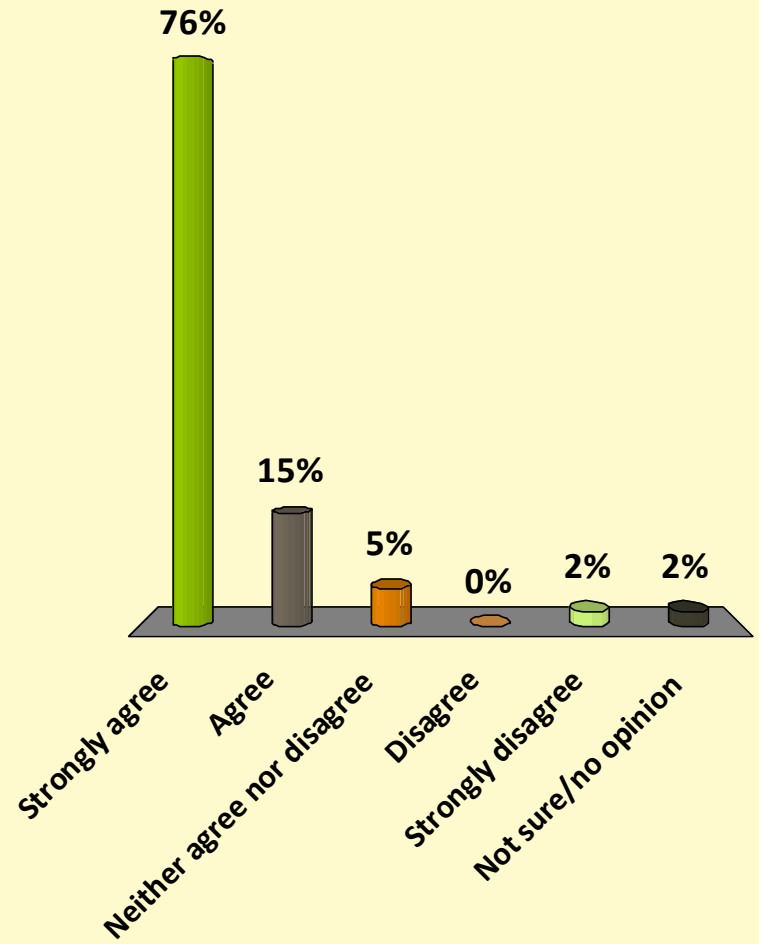

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Usable Open Spaces

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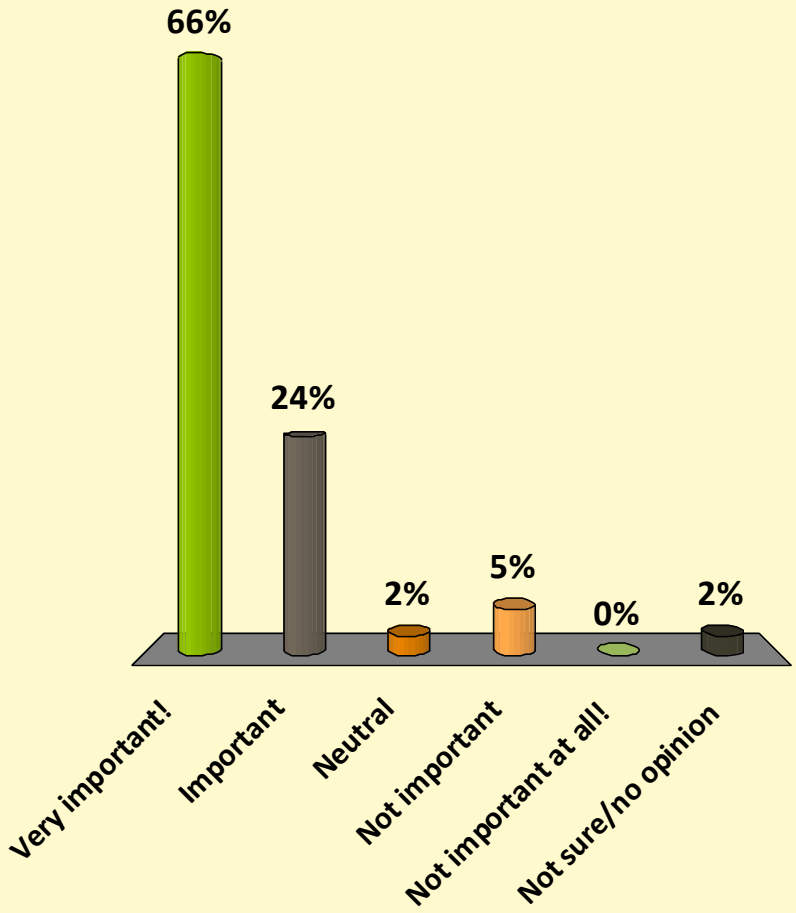

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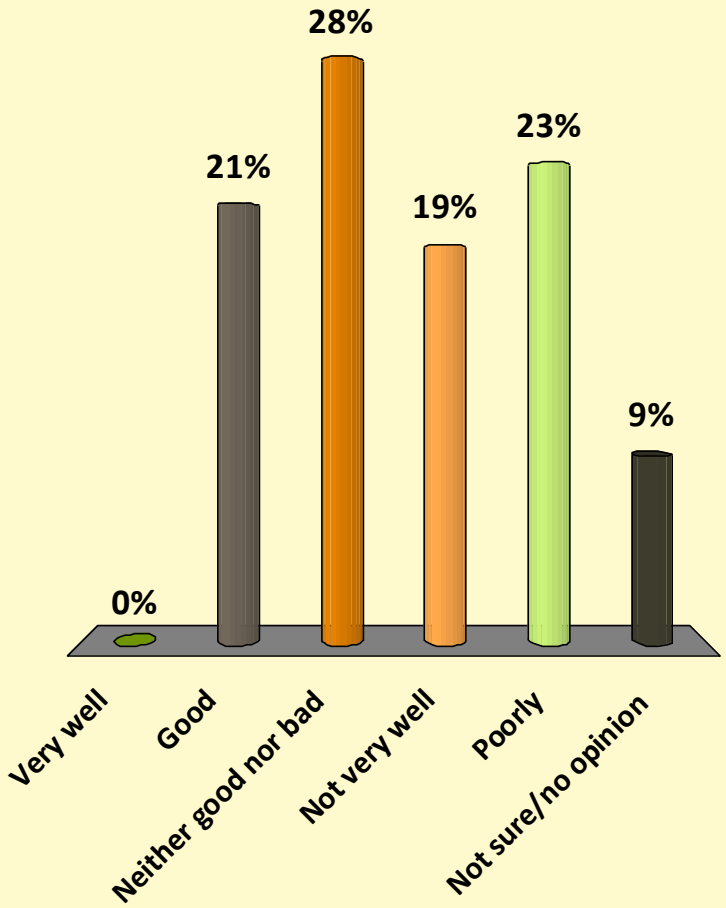

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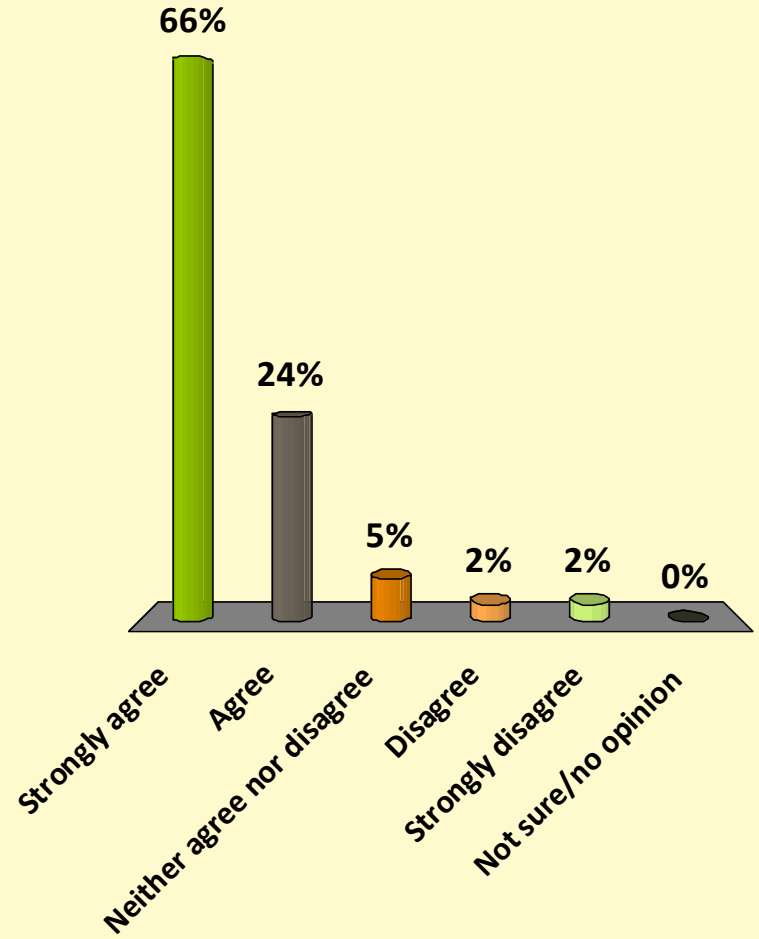

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MOBILITY

- **Multi-modal environment that emphasizes pedestrians and bicyclists**

- **Interconnected street network**
  - Require smaller blocks, or provide mid-block crossings of larger blocks

- **Minimize parking**
  - Set parking maximums, rather than minimums
  - Shared parking and other alternatives

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Multi-Modal Environment that Emphasizes Pedestrians and Bicyclists

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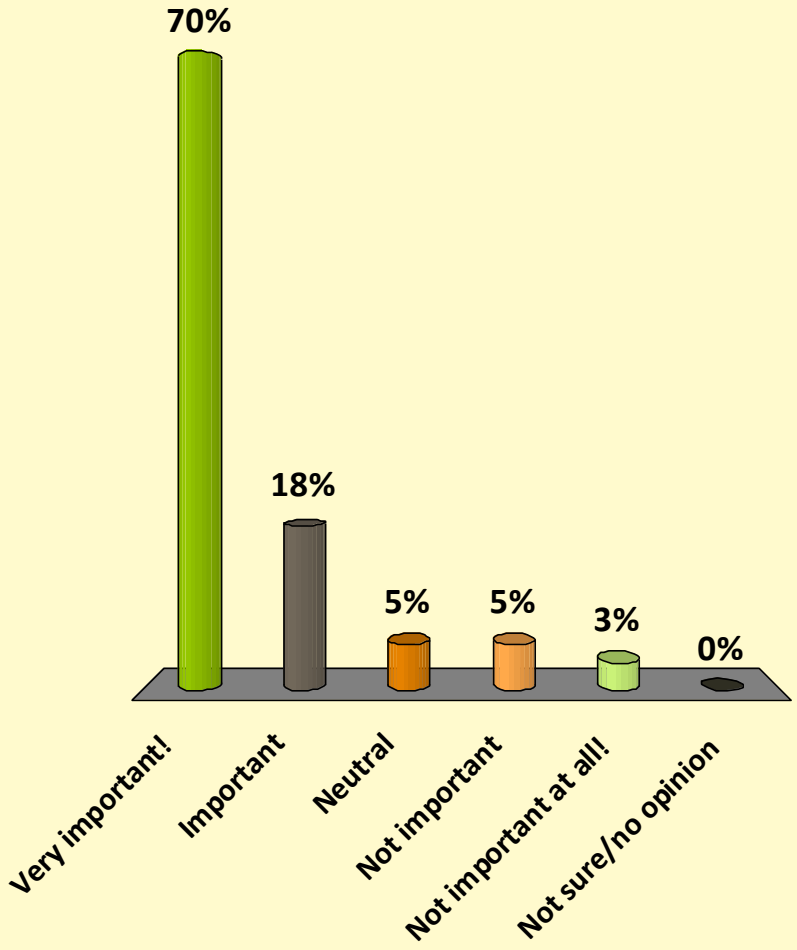

Multi-Modal Environment that Emphasizes Pedestrians and Bicyclists

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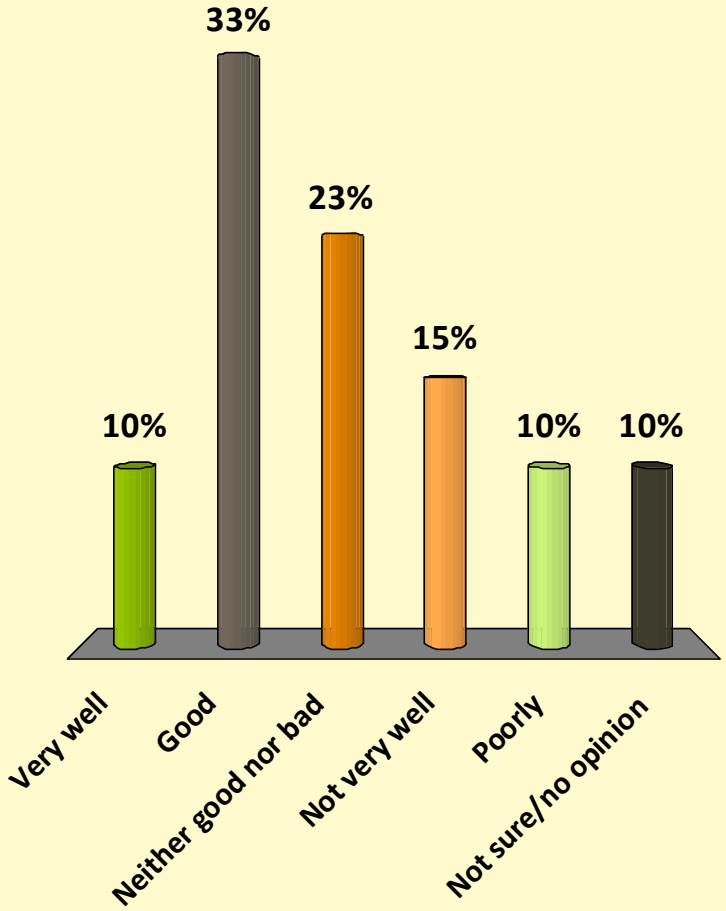
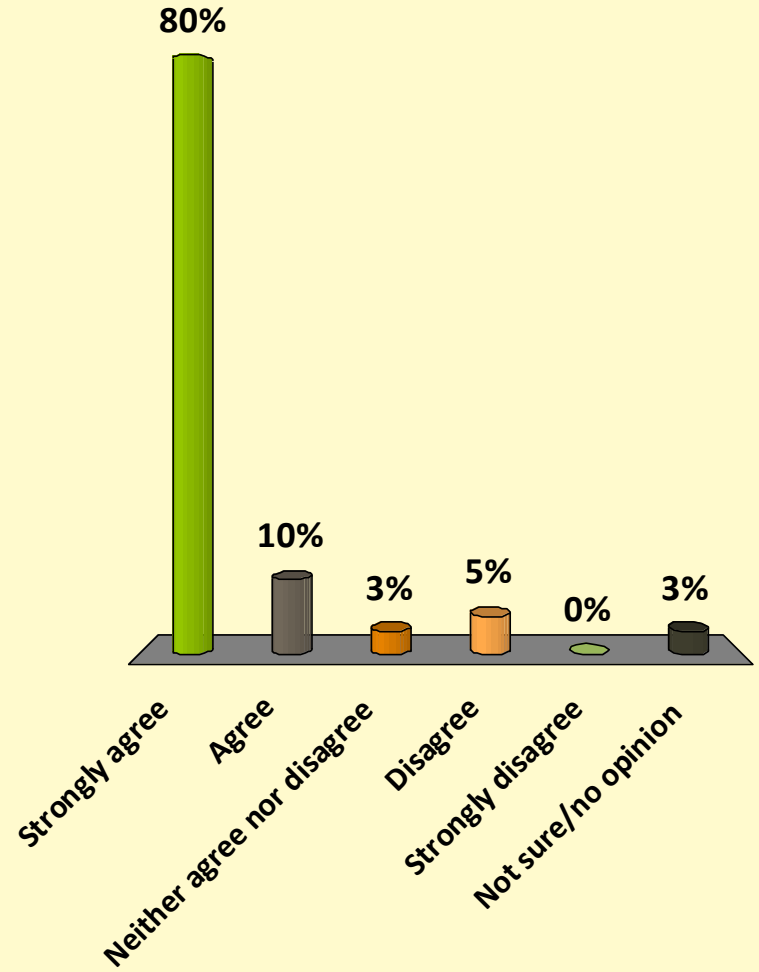


Multi-Modal Environment that Emphasizes Pedestrians and Bicyclists

This topic is a major priority for the City of Charlotte moving forward:

1. Strongly agree
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Strongly disagree
6. Not sure/no opinion



CHARLOTTE.

Interconnected Street Network

CHARLOTTE.

Interconnected Street Network

CHARLOTTE.

Interconnected Street Network

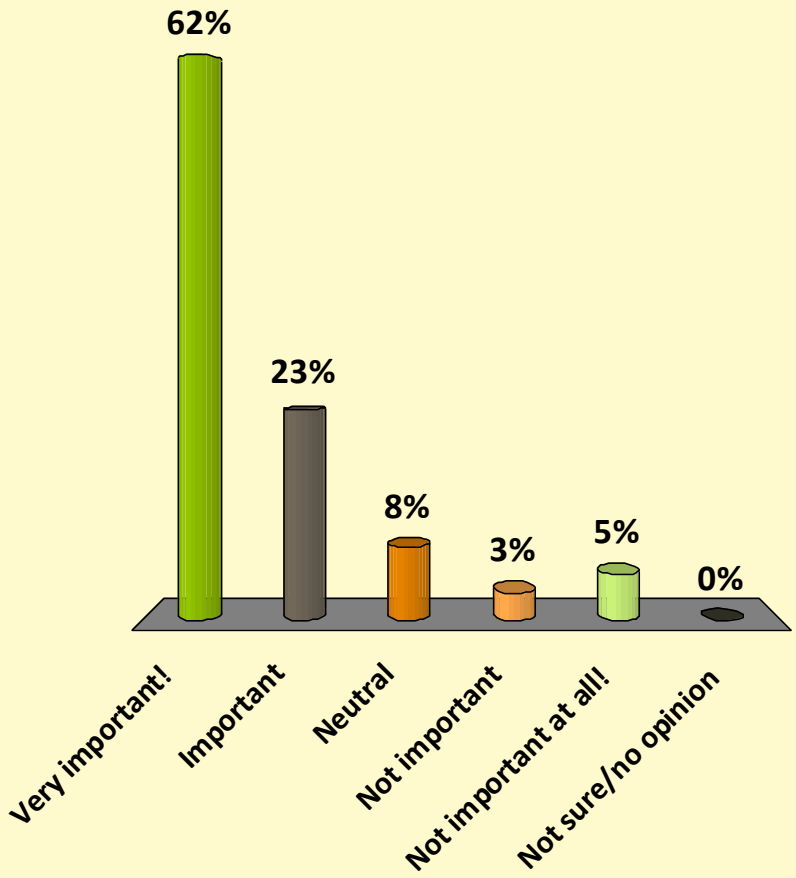
CHARLOTTE.

Interconnected Street Network

Interconnected Street Network

How important is this topic to you?

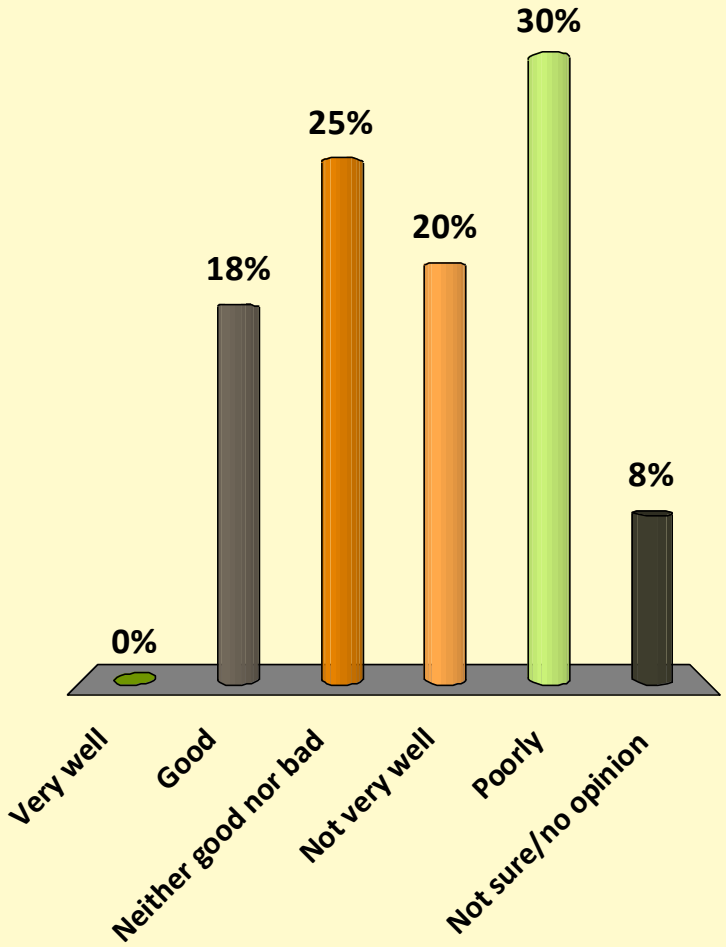
1. Very important!
2. Important
3. Neutral
4. Not important
5. Not important at all!
6. Not sure/no opinion



Interconnected Street Network

How has Charlotte done with this issue for current TODs?

1. Very well
2. Good
3. Neither good nor bad
4. Not very well
5. Poorly
6. Not sure/no opinion



Interconnected Street Network

This topic is a major priority for the City of Charlotte moving forward:

1. Strongly agree
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4. Disagree
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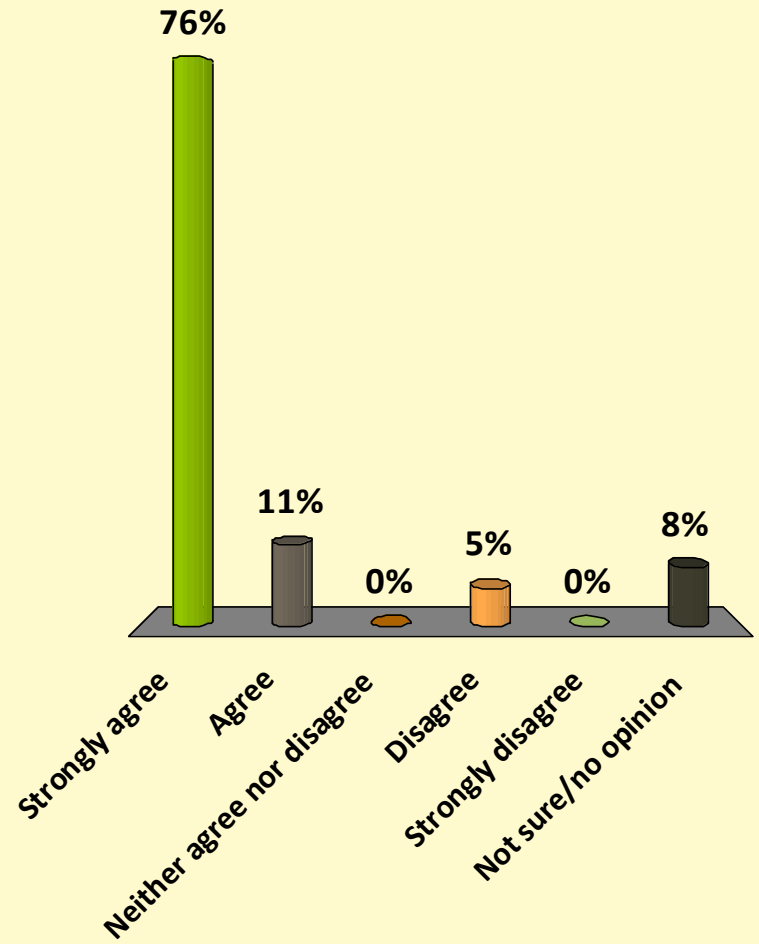
6. Not sure/no opinion



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Minimize Parking

CHARLOTTE.

Minimize Parking

CHARLOTTE.

Minimize Parking

CHARLOTTE.

Minimize Parking

Minimize Parking

How important is this topic to you?

1. Very important!
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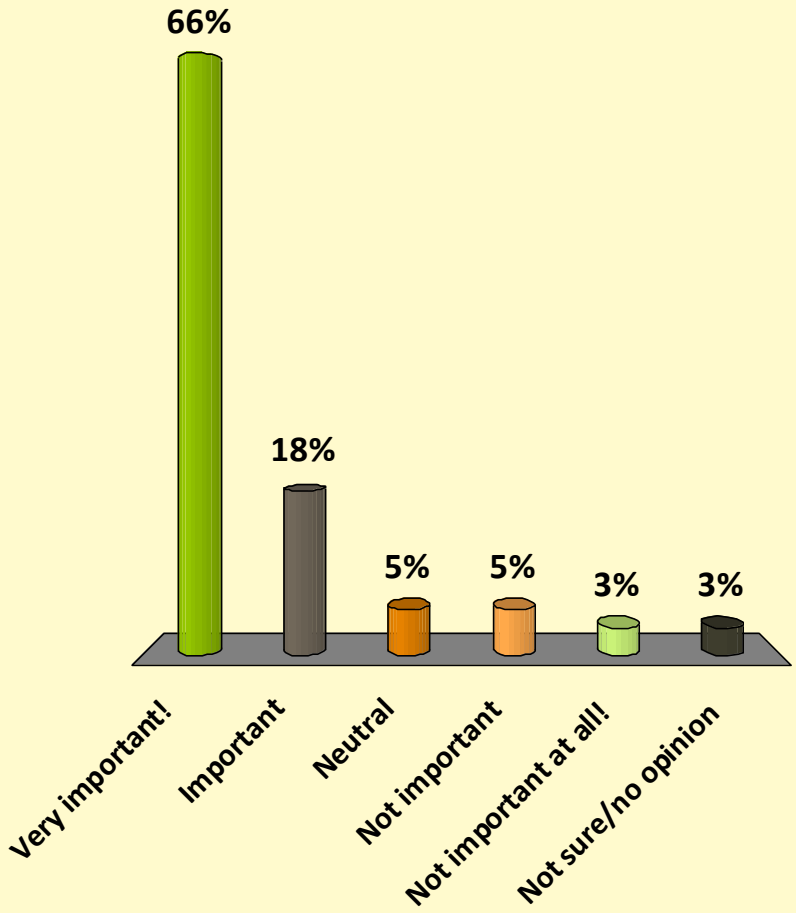
4. Not important
5. Not important at all!
6. Not sure/no opinion



Minimize Parking

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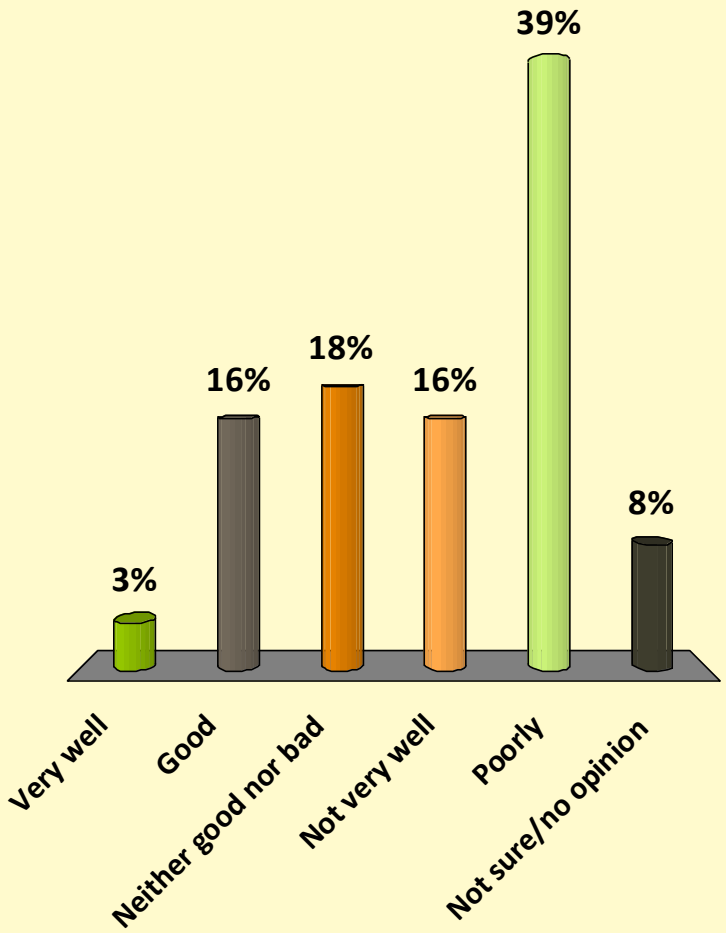

Minimize Parking

This topic is a major priority for the City of Charlotte moving forward:

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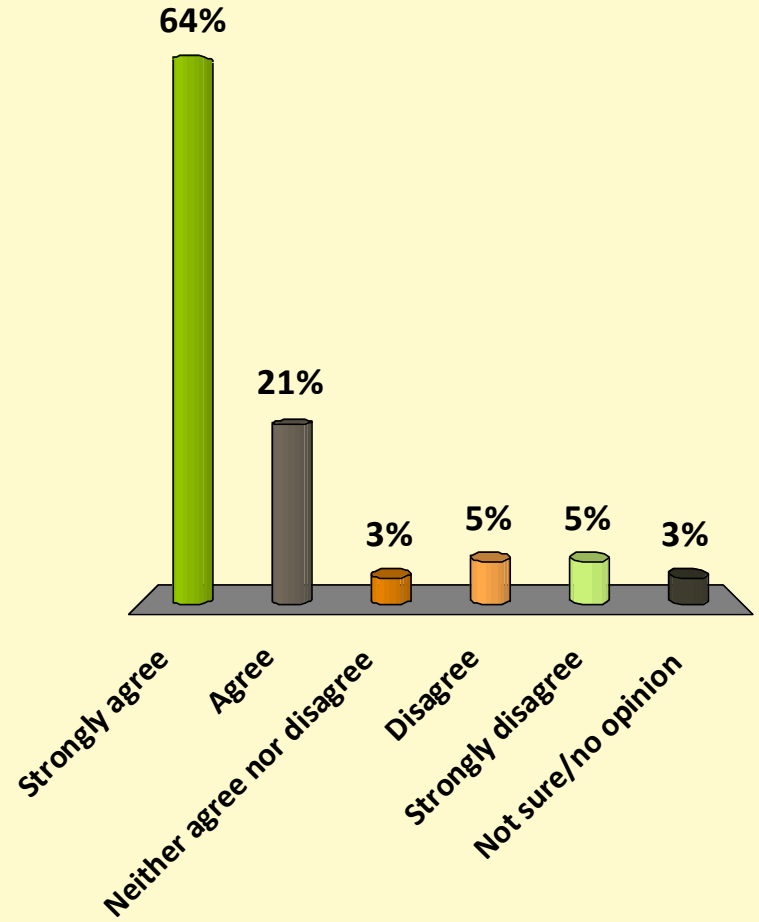
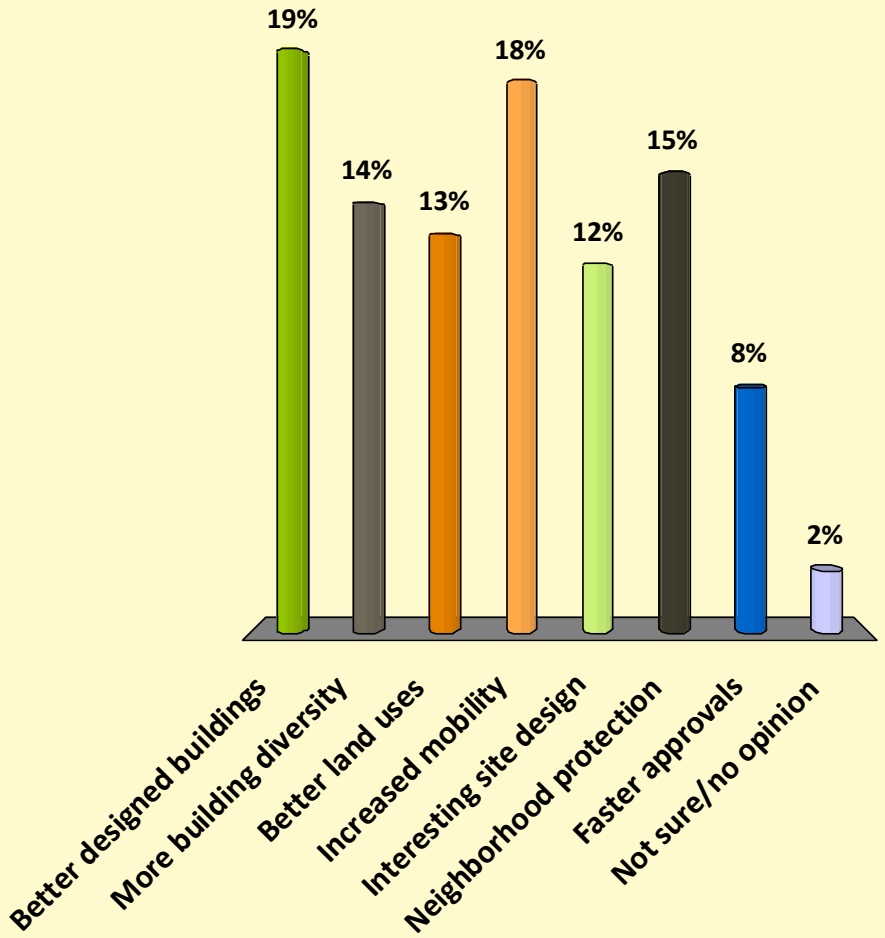
5. Strongly disagree
6. Not sure/no opinion



BONUS QUESTION:

What does it mean to "raise the bar" for development in Charlotte? (select all that apply)

1. Better designed buildings
2. More building diversity
3. Better land uses
4. Increased mobility
5. Interesting site design
6. Neighborhood protection
7. Faster approvals
8. Not sure/no opinion



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Questions and Discussion

CREATING THE CITY
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Transit Oriented Development

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Reminder

Stay Updated:

CharlottePlanning.org

Transit Oriented Development Revisions

Thank You!

CREATING THE CITY
WE ALL IMAGINE.
Transit Oriented Development

Alan Goodwin
Planning Coordinator

agoodwin@charlottenc.gov
(704) 432-3418

CLARION