

**CHARLOTTE CODE**

**PART 12: TRANSIT ORIENTED DEVELOPMENT DISTRICTS**

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**PART 12: TRANSIT ORIENTED DEVELOPMENT DISTRICTS**

**Section 9.1201 Purpose.**

The purpose of the Transit Oriented Development (TOD) zoning districts is to create a compact, and high intensity mix of residential, office, retail, institutional, and civic uses to promote the creation and retention of uses in areas with high potential for enhanced transit and pedestrian activity. Pedestrian circulation and transit access are especially important and have an increased emphasis in the TOD zoning districts. The development standards are designed to require compact urban growth, opportunities for increased choice of transportation modes, and a safe and pleasant pedestrian environment by ensuring an attractive streetscape, a functional mix of complementary uses, and the provision of facilities that support transit use, bicycling, and walking.

These zoning districts are meant to create high density transit supportive development around transit stations, typically the area within one-half (1/2) mile walking distance from the transit station, which represents a 10-minute walk.

**Section 9.1202 Establishment of Transit Oriented Development Districts.**

There are six (6) Transit Oriented Development zoning districts:

- (1) Residentially Oriented (TOD-R)  
This transit oriented residential district is established to support high-density residential communities that also accommodate a limited amount of retail, institutional, civic, restaurant, service, and small employment uses within a pedestrian friendly area.

Residential developments and residential components of multi-use developments shall have a minimum density of twenty (20) dwelling units per acre within ¼ mile walking distance from a transit station or a minimum density of fifteen (15) dwelling units per acre between ¼ mile and ½ mile walking distance from a transit station. The density shall be based on the residential portion of the site. The approved station area plan classifies parcels according to whether they are within the ¼ mile walking distance or between the ¼ mile to ½ mile walking distance.

Retail, institutional, civic, and office uses are permitted. Only up to 20% of the total development gross square footage that is composed of these uses may be credited toward meeting the minimum residential densities at a ratio of one (1) dwelling unit to 2,000 square feet of development.

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(2) Employment Oriented (TOD-E)

This transit oriented employment district is established to accommodate high intensity office uses, office support services, or residential uses in a pedestrian oriented setting. High intensity office uses and office support services shall have a minimum FAR of .75 within ¼ mile walking distance from a transit station, or a minimum FAR of .5 between ¼ mile to ½ mile walking distance from a transit station. The approved station area plan classifies parcels according to whether they are within the ¼ mile walking distance or between the ¼ mile to ½ mile walking distance. (*Petition No. 2009-12 §9.1202(2) 03/19/09*)

Office uses shall comprise a minimum of 60% of the new development project gross square footage.

Retail, institutional, and/or civic uses are permitted. Only up to 20% of the total development gross square footage that is composed of these uses may be credited toward meeting the minimum FAR standards.

Only up to 20% of the total development gross square footage may be composed of residential uses that meet one of the following standards:

- (a) The density shall be based on the residential portion of the site. The residential component shall have a minimum density of twenty (20) dwelling units per acre within ¼ mile walking distance from a transit station. Between ¼ mile to ½ mile walking distance from a transit station a minimum density of fifteen (15) dwelling units per acre, shall be required, OR
- (b) The residential component shall meet the minimum FAR standards. The minimum floor area shall not be less than .75 square feet of floor area to 1 square foot of the development site (.75 FAR) within ¼ mile walking distance from a transit station or not less than .50 square feet of floor area to 1 square foot of the development site (.50 FAR) between ¼ mile to ½ mile walking distance from a transit station.

(3) Mixed-Use Oriented (Including Multi-use Developments) (TOD-M)

This transit oriented mixed-use district is established to support a blend of high density residential, high intensity employment/office, civic entertainment, and institutional uses, as well as a limited amount of retail uses in a pedestrian friendly area.

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High intensity office uses, office support services, civic, entertainment, and institutional uses shall have a minimum FAR of .75 within ¼ mile walking distance from a transit station, or a minimum FAR of .5 between ¼ mile to ½ mile walking distance from a transit station. The approved station area plan classifies parcels according to whether they are within the ¼ mile walking distance or between the ¼ mile to ½ mile walking distance.

Retail uses are permitted. Only up to 20% of the total development gross square footage that is composed of retail uses may be credited toward meeting the minimum FAR standards.

Residential uses (as a single use or as a development component) are permitted and shall meet one of the following standards:

- (a) The density shall be based on the residential portion of the site. The residential component shall have a minimum density of twenty (20) dwelling units per acre within ¼ mile walking distance from a transit station. Between ¼ mile to ½ mile walking distance from a transit station a minimum density of fifteen (15) dwelling units per acre, shall be required, OR
  - (b) The residential component shall meet the minimum FAR standards. The minimum floor area ratio shall not be less than .75 square feet of floor area to 1 square foot of the development site (.75 FAR) within ¼ mile walking distance from a transit station or not less than .50 square feet of floor area to 1 square foot of the development site (.50 FAR) between ¼ mile to ½ mile walking distance from a transit station.
- (4) TOD-Optional Districts (TOD-RO, TOD-EO, TOD-MO)  
The TOD – Optional zoning district may be applied to any of the above three (3) zoning districts:

TOD-Residentially Oriented – Optional (TOD-RO)  
TOD-Employment Oriented – Optional (TOD-EO)  
TOD-Mixed-Use Oriented – Optional (TOD-MO)

For more information on TOD-Optional districts, see Section 9.1212.

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#### **Section 9.1203. Rezoning to a TOD Zoning District.**

As per Section 6.103(1), any amendment for the reclassification of property to a TOD 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 1/2 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.

*(Petition No. 2004-93 §9.1203 10/18/04), (Petition No. 2009-12 §9.1203 03/19/09)*

#### **Section 9.1204. Applicability and Exceptions**

The Transit Oriented Development District regulations applies to all property where TOD-R, TOD-E, TOD-M, TOD-RO, TOD-EO, OR TOD-MO is indicated on the official Charlotte Zoning Map.

New development within all TOD zoning districts shall be subject to the development and urban design standards of Chapter 9, Part 12, with the following exceptions.

- (1) Change of Use, Non-Residential to Non-Residential with No Expansion
  - (a) If the change of use in an existing building does not require more than five (5) additional parking spaces based on the minimum/maximum number of parking spaces required in Section 9.1208(6)(a), then the requirement to provide the additional parking spaces is waived. Parking in excess of the maximum may remain.
  - (b) If additional parking spaces are added, the new parking area shall meet the parking standards, internal planting requirements, and parking lot screening of Section 9.1208(6)(b) through (1).
  - (c) If sidewalks and a perimeter planting strip with trees are non-existent along street frontages, the streetscape requirements of Section 9.1209(8) shall be required.
  - (d) The sign, banner, flags, and pennant requirements of Section 9.1209(7) shall apply.
  - (e) The connectivity and circulation requirements of Section 9.1208(11) shall apply.

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- (2) Change from a Residential Use to a Non-Residential Use With No Expansion
- (a) All the requirements of Chapter 9, Part 12 shall apply with the exception of the urban design standards of Section 9.1209(1) through (4).
  - (b) Any non-conforming parking located in the required setback shall be eliminated and replaced with landscaping, patios, and/or related amenities.
- (3) Expansions of less than 5% of the building area or 1,000 square feet, whichever is less, for both conforming and non-conforming uses.
- (a) The building expansion shall meet the minimum setback, yard and height requirements of Section 9.1208(1), (2), and (3).
  - (b) The minimum/maximum parking standards of Section 9.1208(6)(a) shall be met. If there are parking spaces in excess of the maximum permitted, they may remain.
  - (c) No exterior improvements shall make the building non-conforming in any way, or add to its non-conformity.
- (4) Creation or expansion of outdoor seating
- (a) Additional parking spaces shall not be required unless such outdoor seating requires more than 5 additional spaces based on the TOD minimum/maximum parking standards of Section 9.1208(6)(a).
  - (b) If additional parking area is provided, the new parking area shall meet the parking standards, internal planting requirements, and parking lot screening of Section 9.1208(6)(b) through (1).
  - (c) If outdoor seating is located within an existing right-of-way or public sidewalk, an encroachment agreement shall be approved by CDOT.
- (5) Major facade improvements to existing buildings including buildings with non-conforming uses

New exterior improvements (beyond paint and general maintenance such as roof or window repair or replacement) whose value exceeds 25% of the current listed tax value of the entire property shall be subject to the following.

- (a) The setback, yard and height requirements of Section 9.1208(1), (2) and (3) shall be met.

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- (b) The urban design standards of Section 9.1209(1) through (4) shall apply to the new façade improvements.
  - (c) The streetscape requirements of Section 9.1209(8) shall be required if sidewalks and a perimeter planting strip with trees are non-existent along street frontages.
  - (d) No exterior improvements shall make the building nonconforming, or more non-conforming in any manner.
  - (e) Any existing, non-conforming parking shall be eliminated from the required setback. Such elimination shall not require any additional parking even if the site is rendered non-conforming.
  - (f) The connectivity and circulation requirements of Section 9.1208(11) shall apply.
- (6) Additional parking for existing development
- (a) The additional parking spaces shall not exceed the maximum number of spaces permitted under Section 9.1208(6)(a)
  - (b) The additional parking area shall meet the parking standards of Section 9.1208(6)(b) through (1)
  - (c) The additional parking area shall meet the outdoor lighting standards of Section 9.1208(10)
  - (d) If there is any non-conforming parking located in the required setback, it shall be eliminated and replaced with landscaping, patios, and/or related amenities. Any such elimination shall not require additional parking even if the site is rendered non-conforming with regard to parking.
  - (e) If an existing buffer or screening area is removed for more than five (5) additional parking spaces, then a perimeter planting strip, landscaping and sidewalk shall be provided, as per Section 9.1209(8), if they are non-existent.
- (7) All properties zoned TOD-E, TOD-M and TOD-R on March 1, 2009 will not be subject to Ordinance # 4129 if site plans have been submitted for formal review by March 1, 2011. (*Petition No. 2009-12 §9.1204(7) 03/19/09*)

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**Section 9.1205. Uses Permitted by Right**

The following uses are permitted by right in all Transit Oriented Development zoning districts:

- (1) Automobile, motorcycle and moped sales, including offices and repair facilities, with no outdoor sales, display, or storage.  
*(Petition No. 2004-128 §9.1205(1) 2/21/05), (Petition No. 2009-12 §9.1205(1) 03/19/09)*
- (2) Bed and breakfasts (B&B's).
- (3) Buildings for dramatic, musical, or cultural activities, stadiums, and coliseums.
- (4) Buildings for social, fraternal, social service, union and civic organizations, and comparable organizations.
- (5) Transit stations (bus or rail) and parking facilities, including Park-and-Ride and Kiss-and-Ride facilities.
- (6) Colleges, universities, commercial schools, schools providing adult training in any of the arts, sciences, trades and professions, and dormitories for the students of colleges, commercial schools, schools providing adult training and for the staff of hospitals.
- (7) Convention centers and halls, conference centers, exhibition halls, merchandise marts, and other similar uses.
- (8) Dwellings, detached, duplex, triplex, quadruples, attached, multi-family and planned multi-family developments.
- (9) Group Homes, up to 10 residents.
- (10) Health institutions, including hospitals, clinics, and similar uses.
- (11) Hotels and motels
- (12) Institutional uses such as religious institutions, churches, synagogues, parish houses, Sunday school buildings, convents, monasteries, community recreation centers, country and swim clubs, athletic and sports facilities, libraries, museums, theaters, art galleries, police and fire stations, and public and private elementary, junior and senior high schools.
- (13) Mixed-use developments or multi-use developments with a maximum of 30,000 square feet of gross floor area per floor, per single tenant.
- (14) Public and private recreational parks and playgrounds (non-commercial).

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- (15) Open air, fresh food market on private or public property, not including the streets and sidewalks, for the selling of fresh food, (not consumed on the premises), and plants, but shall be subject to all applicable State laws and regulations. Such an open air, fresh food market need not comply with the development standards of Section 9.1208.
- (16) Outdoor seasonal sales subject to the requirements of Section 12.519.
- (17) Parking decks
- (18) Parking lots (temporary surface lots), over one (1) acre, subject to the following:
  - (a) Any operator of a temporary parking lot shall apply for a permit from Engineering and Property Management. The Engineering and Property Management staff shall not issue the permit until the Planning Director, or his or her designee has granted approval. The permit shall authorize a temporary parking lot for a period of five (5) years from the date the permit is issued. *(Petition No. 2005-78 §9.1205(18)(a),06/20/05)*
  - (b) Temporary, surface parking lots shall not be permitted when the lot adjoins a residentially used parcel of land, not zoned TOD-R, TOD-E, TOD-M, TOD-RO, TOD-EO, or TOD-MO, unless the parking lot will be located on a major thoroughfare.
  - (c) The use shall not require the construction of a permanent building.
  - (d) Any signage, which identifies the use, shall be in accordance with Section 9.1209(7).
  - (e) Parking and maneuvering shall observe the minimum setbacks determined in each approved transit station area plan for particular streets, and be located outside the site distance triangle. When a station area plan does not specify a setback the minimum setback shall be 16 feet.
  - (f) The operator is responsible for the removal of any vestiges upon cessation of the temporary parking lot, including signage.
- (18.1) Pet services indoor.  
*(Petition No. 2010-044§ 9.1205(18.1) 9/20/10)*
- (19) Professional business and general offices such as banks, offices, clinics, medical, dental and doctor's offices, government and public utility office buildings, post offices, opticians' offices and similar uses. No more than four (4) drive-through service lanes shall be permitted per individual use.

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- (20) Restaurants; including open air or sidewalk cafes. No drive-through service windows permitted.
- (21) Retail sales, showrooms and service establishments, multi-tenant shopping centers, and personal service establishments with less than 30,000 square feet of gross floor area per floor, per single tenant. No drive through windows or outdoor storage is permitted.  
*(Petition No. 2009-12 §9.1205(21) 03/19/09)*
- (22) Services such as beauty shops, barbershops, and dry-cleaning establishments. No drive-through service windows permitted.
- (22.5) Tattoo establishment  
*(Petition No. 2012-036 §9.1205(22.5) 06/18/2012)*
- (23) Temporary buildings and storage of materials in conjunction with construction of a building is permitted on, 1) a lot where construction is taking place, 2) an adjacent lot, or 3) an approved lot under common ownership or lease agreement, subject to administrative approval by the City of Charlotte, Department of Transportation (CDOT) and Engineering and Property Management staff to determine compliance with the following criteria:
  - (a) The storage site is located a distance of at least 200 feet from any residential land use or property with a residential zoning classification,
  - (b) Location of approved temporary access to the alternative storage site,
  - (c) Installation of temporary opaque screening to mitigate impacts to surrounding less intense land uses,
  - (d) Fencing and required signage,
  - (e) Leasing of necessary right-of-way or easements to facilitate safe movement of materials between the two sites during construction,
  - (f) A traffic control and associated operational plan use of the use site during the course of construction,
  - (g) Timetable for use of the site and the preparation of an approved site restoration plan to be implemented prior to the issuance of a certificate of occupancy for the principal use
  - (h) Posting of any additional surety guarantee the repair of any public improvements that may be impacted during the construction process,

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- (i) Such temporary uses shall be terminated upon the completion of construction.
- (24) Utility and related facilities such as distribution lines and railroad right-of-way.

**Section 9.1206. Uses Permitted Under Prescribed Conditions.**

The following uses are permitted subject to the specific conditions governing each use as set out below:

- (1) Beneficial fill sites, subject to the regulations of Section 12.523.
- (2) Boarding houses, subject to regulations of Section 12.520.
- (2.5) Breweries, subject to the regulations of Section 12.544  
(TOD-E and TOD-M only)  
*(Petition No 2013-050, §9.1206, 06/17/2013)*
- (3) Bus stop shelters, subject to the regulations of Section 12.513.
- (4) Commercial Rooming Houses, subject to the regulations of Section 12.531.
- (5) Child care centers, nursing homes, rest homes and homes for the aged, in accordance with the standards of Mecklenburg County and the State of North Carolina for the licensing and operation of such facilities.
- (5.01) Emergency Shelter, subject to the regulations of 12.537.
- (6) Entertainment establishments such as lounges, nightclubs, bars, taverns, and cabarets provided they are located at least 200 feet from any residential use located in a residential district, or from a residential district.
- (7) Electric and gas substations, subject to the requirements of Section 12.504.
- (7.05) Mobile Food Vending Service, subject to Section 12.510.
- (7.1) Outdoor fresh produce stands, subject to the regulation of Section 12.539.  
*(Petition No. 2010-080 §9.1206(7.1) 05/14/2012)*
- (7.2) Pet services indoor/outdoor, subject to the regulations of Section 12.541.  
*(Petition No. 2010-044 §9.1206(7.1) 9/20/10)*
- (8) Privately owned parking lots (off-street, principal use) under one (1) acre. The combined ownership, interest, or options on adjacent or contiguous property (including parcels across public or railroad right-of way) shall be included in determining the total acreage of any off-street parking lot. Interest in adjoining

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property is defined as the same person, immediate family, entity, corporation, or any type of ownership pattern or option where at least one person in common has a financial interest or option on adjoining parcels of land.

- (8.5) Bicycle-sharing station, subject to the regulations of Section 12.543.  
*(Petition No. 2012-066, §9.1206(8.5) 06/18/2012)*
- (9) Retail sales, showrooms and service establishment and personal service establishments with more than 30,000 square feet of gross floor area per floor, per single tenant shall meet the following: *(Petition No. 2009-12 §9.1206(9) 03/19/09)*
  - (a) Transparent, clear glass windows and doors shall be visible from and to the street at least 75% of the first floor street façade of the building, and there shall be at least one entrance per street frontage; or
  - (b) The building is designed to accommodate other single tenant uses along the linear street frontages to create pedestrian interest and activity.
- (9.5) Short-term care facilities, (TOD-E and TOD-M only) subject to the regulations of Section 12.522.  
*(Petition No. 2004-96, § 9.1206(9.5),10/18/04)*
- (10) Single room occupancy (SRO) residences, subject to the regulations of Section 12.527.

#### **Section 9.1207. Accessory Uses.**

*(Petition No. 2010-045 § 9.1207(2),06/20/11)*

The following are permitted as accessory uses and structures in the TOD zoning districts:

- (1) Accessory residential uses and structures, clearly incidental and related to the permitted principal use or structure.
- (2) Vending machines located within an enclosed building for the convenience of the occupants of the building.
- (3) Signs, bulletin boards, kiosks and similar structures that provide historical information, information for non-commercial activities or space for free use by the general public.
- (4) Land clearing and inert landfills (LCID): on-site, subject to the regulations of Section 12.405.
- (5) Wireless communications facilities are only permitted atop a building or structure (other than a single family structure or other residential structure of less than two stories in height). Such facility shall not exceed 20 feet in height measured from

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the top of the highest point of the existing structure. Any such facility and any associated antennae located within 400 feet of a residential district shall be indiscernible from the rest of the building or structure.

- (6) Drive-through service lanes are only permitted when associated with professional business and general offices, and only when located between ¼ to ½ mile walking distance from a transit station, as designated on the approved station area plan. Drive-through windows shall only be located on the same site as the principal use, shall be located to the rear or side of the principal use, to minimize visibility along public right-of-way. No more than four (4) drive through service lanes shall be permitted per individual use. Freestanding drive-through lanes are prohibited.

#### **Section 9.1208. Development Standards.**

The following requirements apply to all buildings or uses in TOD unless specified otherwise in Section 9.1204:

- (1) Minimum setback
- (a) The minimum building setbacks along public and private streets shall be determined as follows: *(Petition No. 2009-12 §9.1208(1)(a) 03/19/09)*
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.
- (b) The minimum setback shall be measured from the back of all existing or future curbs whichever is greater. If the existing right-of-way is greater than the minimum setback from the back of existing or future curbs, the right-of-way line shall become the minimum setback. If the existing curb line varies, the setback shall be measured from the widest sections. Curb lines are to be determined jointly by the Charlotte Department of Transportation (CDOT) Director, or his designee, and the Planning

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Director or his designee.

- (c) If the new construction incorporates an existing structure located within the minimum setback, the CDOT Director, or his designee, and the Planning Director or his designee may allow the setback for the addition to be reduced to the established setback.
- (d) For the purposes of this section, the minimum setback applies to all frontages, not just to the street frontage toward which the structure is oriented.
- (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 air vents, vaults, and backflow preventers.  
*(Petition No. 2009-12 §9.1208(1)(e) 03/19/09)*
- (f) No new doors shall be permitted to swing into the minimum setback, except for emergency exit doors.
- (g) 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.  
*(Petition No. 2009-12 §9.1208(1)(g) 03/19/09)*
- (h) No canopies or signs are permitted in the minimum setback, except as provided for Section 9.1209(6) and Section 9.1209(7).
- (i) Driveways may cross the setback, but shall be as near as possible to perpendicular to the street, so as to minimize intrusion into any landscaped area, and for pedestrian safety.
- (j) Balconies may project up to 2' into the minimum setback, subject to an approved sidewalk encroachment agreement with CDOT. Balconies shall have a minimum clearance of 10' from grade.

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- (k) Sidewalk arcades may be located within the sidewalk portion of the minimum setback, at sidewalk level, subject to an approved sidewalk encroachment agreement with CDOT. Sidewalk arcades shall maintain a minimum 10' clear, unobstructed space between arcade supports, and a minimum overhead clearance of 10'. No arcade support shall be located closer than 14' from the back of the existing or future curb, whichever is greater.
- (l) The transitional setback requirements of Section 12.103 shall not apply in the TOD-R, TOD-E, TOD-M, TOD-RO, TOD-EO, or the TOD-MO zoning districts.

(2) Minimum side and rear yards

None required, except if a side and /or rear yard is provided, the minimum width shall be five (5) feet, with the following exceptions:

- (a) When a lot abuts an existing residential structure or a residential zoning district, then a minimum side yard of five (5) feet and/or a minimum rear yard of twenty (20) feet shall be required.
- (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 approved 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.  
*(Petition No. 2009-12 §9.1208(2)(b) 03/19/09)*

(3) Maximum height

*(Petition No. 2004-93 §9.1208(3) 10/18/04), (Petition No. 2009-12 §9.1208(2)(b) 03/19/09)*

- (a) The maximum building height shall be determined as follows:
  - 1. The base height for all TOD 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.

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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 district (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 all TOD districts shall be 120 feet.

(4) Minimum residential density

- (a) Residential developments and the residential component of multi-use developments shall have a minimum density of twenty (20) dwelling units per acre within the ¼ mile walking distance from a transit station. Between the ¼ and ½ mile walking distance, the minimum density shall be fifteen (15) 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, then approval may be granted by the Planning Director for phases that meet at least 80% of the minimum density requirement, or the applicant may choose to rezone to the TOD Optional zoning district, which allows variations in the TOD standards. (See Section 9.1212).

- (b) The residential component of mixed-use developments shall meet the Floor Area Ratio (FAR) requirements of Section 9.1208(5).

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- (5) Floor Area Ratio (FAR)
- (a) The total minimum floor area ratio of buildings on a development site shall not be less than .75 square feet of floor area to 1 square foot of the development site (.75 FAR) within ¼ mile walking distance from a transit station or not less than .50 square of the development site (.50 FAR) between ¼ mile to ½ mile walking distance from a transit station, or as indicated on an approved station area plan. The FAR shall apply to the following uses:
- (1) All non-residential uses (except those excluded in Section 9.1208(5)(e))
  - (2) Non-residential uses of multi-use developments.
  - (3) Residential uses of mixed-use developments.
- (b) For large or phased projects the FAR for each phase shall meet or exceed minimum FAR requirements. If phases cannot meet this requirement, but the overall Master Plan meets or exceeds the minimum FAR requirements, approval may be granted by the Planning Director for phases that meet at least 80% of the minimum FAR requirements, or the applicant may choose to rezone to the optional TOD zoning district, which allows variations in the TOD standards. (See Section 9.1212)
- (c) Plazas, arcades, courtyards, outdoor cafes, rooftop gardens, and widened public sidewalks that enhance pedestrian spaces and amenities can be credited toward meeting the minimum required FAR. If the pedestrian spaces/amenities are available to the public then the square footage shall be credited at 100%; if private, then the square footage shall be credited at 50%. In no instance shall more than 20% of the pedestrian area be credited toward the required FAR.
- (d) An FAR credit shall be given for structured parking facilities that devote at least 75% of the linear street level frontage of the building to retail, office, civic, or institutional uses. Similarly, an FAR credit shall also be permitted for structured parking facilities that provide such uses above the street level, and/or on any other side of the building. See Section 9.1208(6)(1) for credit amounts.

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- (e) Certain principal uses are exempt from meeting the minimum FAR requirements:
  - (1) Transit stations (bus or rail), parking facilities, and bus shelters.
  - (2) Private parking decks (principal use only) and surface parking facilities.
  - (3) Existing development and expansions of existing developments.
  - (4) Freestanding group homes for up to 10 residents.
  - (5) Public and private recreational parks and playgrounds.
  - (6) Utility and related facilities.
  - (7) Electric and gas substations.

(6) Parking Standards

- (a) New permitted uses within this zoning 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.”  
*(Petition No. 2009-12 §9.1208(6)(a) 03/19/09)*

USE	MINIMUM/MAXIMUM NUMBER OF PARKING SPACES
Residential	Minimum of 1 space per dwelling unit for properties on blocks with single family zoning, no parking minimum for all other properties and a maximum of 1.6 parking spaces per dwelling unit.
Office	Maximum of one (1) parking space per 300 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	For all sites within 800’ of single family zoning, minimum of one (1) parking space per 150 square feet of restaurant/nightclub space. For all other sites, no minimum. Maximum of one (1) space per 75 square feet.
Retail	Maximum of one (1) space per 250 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.

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- (1) The required /permitted number of parking spaces for any building within the district, including mixed-use buildings, shall be the sum total of the requirements for each use in the building calculated separately.
  - (2) Parking maximums may be exceeded by up to a total of 30% of the maximum, under the following circumstances, if one or more of the following is provided:
    - (a) If a structured or underground parking is provided on site, parking maximums may be exceeded by 25%.
    - (b) If a shared parking agreement is executed, the parking maximum may be exceeded by 20%.
    - (c) If all parking spaces are located behind the building and are not visible from the public right-of-way, parking maximums may be exceeded by 10%.
    - (d) If driveways and access points are shared by at least two adjacent properties, parking maximums may be exceeded by 10%.
    - (e) If a provision is made for combining or interconnecting adjacent parking lots and pedestrian access points, parking maximums may be exceeded by 10%.
  - (3) A 25% parking reduction in the minimum number of parking spaces required is allowed if the principal use is located within 800 feet of a parking facility with parking spaces available to the general public, or within 800 feet of public transit park and ride facilities with an approved joint use agreement. This section in combination with Section 12.202(2) allows for no more than a total of 25% parking reduction of the minimum requirements.
- (b) The Provisions for parking standards shall conform to the general requirements of chapter 12, Part 2, OFF STREET PARKING AND LOADING, except as provided for in this section.
  - (c) 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:  
*(Petition No. 2009-12 §9.1208(6)(c) 03/19/09)*

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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) 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 shall be provided for properties on blocks with single family zoning except where prohibited by CDOT or NCDOT. On-street parking may be used to meet minimum residential parking requirements but shall not be counted in calculating maximum parking spaces.  
*(Petition No. 2009-12 §9.1208(6)(d) 03/19/09)*
- (e) All recessed, on-street parking shall comply with Charlotte's Urban Street Design Guidelines.
- (f) The vehicular parking requirements may be met on-site or off-site at a distance of up to 800 feet from the permitted use. Off-site parking to meet the requirements of this section may be provided through a lease, subject to the review and approval of Engineering and Property Management (for commercial and planned multi-family projects, change of use permits), or Neighborhood Development (for all other residential projects, change of use permits).  
*(Petition No. 2005-78 §9.1208(6)(f),06/20/05)*
- (g) Parking that is located to the rear of the primary structure may extend the entire width of the lot, with the exception of any required screening or landscaped areas. Parking that is located to the side of the primary structure shall not cover more than 35% of the total lot width.
- (h) Shared parking shall be permitted and encouraged pursuant to the regulations of Section 12.203.
- (i) Bicycle parking facilities shall be required as per Chapter 12, Part 2.
- (j) All surface parking shall conform to the internal planting requirements for parking areas in the *Charlotte Tree Ordinance*.

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- (k) All parking areas for more than 10 motorized vehicles (except for parking areas for detached duplex, triplex or quadraplex dwellings on a single lot) shall provide screening which consists of either a 5-foot wide planting strip consisting of evergreen shrubbery to sufficient to visually separate land uses, or a finished masonry wall that is a minimum of 2 ½ feet in height, up to a maximum height of 3 feet, and that shall be 40% - 50% open for safety and security purposes, or an alternative as approved by the Planning Director. Evergreen shrubbery shall meet the requirements of Section 12.303(g). However, a wall cannot be substituted for the planting strip along any public street or transit-way unless supplemented by landscaping in a minimum 3-foot wide planting strip.

If a wall is provided, then the area devoted to the wall shall be wide enough to allow for its maintenance.

The 5' planting strip or the wall may be eliminated if abutting parking lots are combined or interconnected with motor vehicular and pedestrian access.

Shrubs and walls may be reduced in height to 30 inches when located within sight triangles as required by the Charlotte Department of Transportation (CDOT). In no instance shall a chain link fence or a barbed wire fence be permitted.

*(Petition No. 2004-128 §9.1208(6)(k) 2/21/05)*

- (l) Structured parking facilities shall meet the following additional requirements:
- (1) At least fifty (50%) of the linear street level frontage of the facility shall be devoted to retail, office, civic, institutional, or residential uses. If 75% or more of the linear street frontage is devoted to such uses, then the total square footage of the uses shall be credited at 200% toward the required FAR minimums.
  - (2) If retail, office, civic, institutional, or residential uses are constructed on the side or rear of the facility, or above the ground floor on the street frontage of the facility, then the total square footage of these uses shall be credited at 200% toward the required FAR minimums.
  - (3) Underground parking structures are permitted. Subsurface parking located in the minimum setback shall be permitted, with an 8' clearance from the top of the subsurface structure to the sidewalk, subject to an approved encroachment agreement with CDOT. No ventilation shall be permitted in the setback.
  - (4) A minimum 9-foot clearance shall be maintained on the first level and any additional level that provides disabled parking spaces. A minimum 7-foot clearance shall be maintained throughout the remainder of the parking deck to ensure the safe movement of vans and emergency vehicles.

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- (5) Structured parking decks and underground parking decks providing required parking for residential dwelling units, in all the TOD zoning districts, shall meet the following requirements:  
*(Petition No. 2007-158, § 9.1208(6)(1)(5), 02/18/08)*
  - (a) Residential developments, including mixed-use or multi-use developments with a residential component, shall provide security for residents by controlling vehicular and pedestrian access to structured or underground parking areas designated for residential parking.
  - (b) Controlled gate locations are subject to the approval of CDOT.
- (m) Front-loaded garages, parking pads and driveways for individual 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. 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 challenges exist that present significant site constraints.

*(Petition No. 2009-12 §9.1208(6)(m) 03/19/09)*

(7) Loading standards

- (a) Non-residential buildings and structures, excluding parking structures, subject to the provisions of this Part shall provide a minimum number of off-street service/delivery loading spaces. These spaces shall be designed and constructed so that all parking maneuvers can take place entirely within the property lines of the premises. These loading spaces shall not interfere with the normal movement of vehicles and pedestrians on the public rights-of-way, except as permitted by Section 20-29[14-25] of the City Code. These loading spaces shall be a minimum of 10 feet by 25 feet and be provided in accordance with the following:

Non-residential uses with gross floor area:

Less than 50,000 square feet:	None required
50,000 – 150,000 square feet:	One (1) space
Each additional 100,000 square feet:	One (1) space

Existing buildings are exempt from these loading standards.

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- (b) No loading spaces 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 loading area may be installed across these areas.
  - (c) Loading and service areas shall not be located across from single family or abutting single family on the same side of the street.  
*(Petition No. 2009-12 §9.1208(7)(c) 03/19/09)*
- (8) Screening standards.  
*(Petition No. 2004-128 §9.1208(8)(a) 2/21/05), (Petition No. 2009-12 §9.1208(8)(a) 03/19/09)*
- (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. 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.
    - (2) The composition of the screening material and its placement on the lot shall be left up to the discretion of the property owner, as long as the intent of this Ordinance is met. However, a wall cannot be substituted for the planting strip along any public street or transit-way unless supplemented by landscaping in a minimum 3-foot wide planting strip.

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- (3) Shrubs used for screening shall be evergreen and at least 2 to 2 ½ feet tall with a minimum spread of 2 feet when planted and no further apart than 5 feet. Shrubs shall be adequately maintained so that an average height of 5 to 6 feet can be expected as normal growth within 4 years of planting. The average expected height may be reduced to 4 feet for screening along public streets. Shrubs and trees shall be on the approved plant list in the “Approved Plant Species” matrix in the Charlotte Land Development Standards Manual. Walls shall be reduced in height to 30 inches within sight triangles as required by the Charlotte Department of Transportation (CDOT).  
*(Petition No. 2009-083, §9.1208(8)(a)(3), 1/19/10)*
- (4) The minimum height for walls and fences abutting a residential district shall be 6’, or whatever is sufficient to visually screen the use. The minimum height for screening shall be whatever is sufficient to visually screen 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.  
*(Petition No. 2004-128 §9.1208(8)(b) 2/21/05), (Petition No. 2009-12 §9.1208(8)(b) 03/19/09)*
- (c) Surface parking lots shall be screened in accordance with Section 9.1208(6)(k).  
*(Petition No. 2009-12 §9.1208(8)(a) 03/19/09)*
- (9) Buffer Standards.
- (a) All uses, other than single-family detached units, shall provide landscaping along all property lines abutting residentially zoned property (single-family, multi-family and urban residential zoning districts) located adjacent to the Transit Oriented zoning district. This requirement also applies in situations where an alley with a right-of-way width of 25 feet or less separates uses in a TOD zoning district from non-TOD zoned residential property. Landscaping shall be provided along all property lines abutting the alley. However, multi-family developments zoned TOD are exempt from this landscaping requirement when they abut other multi-family uses or undeveloped multi-family zoning districts.

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- (b) Such landscaping shall consist of a 10' wide planting strip. The planting strip shall consist of a combination of evergreen trees and evergreen shrubs. Plant materials shall be provided at a minimum of 6 trees and 20 shrubs per 100 linear feet in accordance with Section 12.302(9)(b), (c), (d) and (e). The 10' planting strip may be reduced to 8' and the shrubs need not be planted if a masonry wall with a height of between 6' to 8' in a side yard, or between 8' to 10' in a rear yard is installed. No more than 25% of the wall surface shall be left open. Shrubs and walls may be reduced in height to 30 inches within sight triangles as required by the Charlotte Department of Transportation (CDOT). This landscaping area may be interrupted with a gate/pedestrian access way to an adjacent site, or a driveway to an adjacent alley.

In no instance shall a chain link or barbed wire fence be permitted.

(10) Outdoor lighting standards.

- (a) All outdoor lighting fixtures for parking lots, and pedestrian activity areas shall be classified as full cut-off, cutoff or semi-cutoff. In addition, any building light fixtures used to illuminate parking and pedestrian areas, and service areas shall be classified as full cutoff, cutoff or semi-cutoff.
- (b) No outdoor lighting fixture or building light fixtures shall cause glare on public travel lanes or on adjacent residentially used or zoned property. All fixtures shall be screened in such a way that the light source shall not cast light directly on public travel lanes or on adjacent residentially used or zoned property.
- (c) The lighting of signs shall be in accordance with standards of Chapter 13

(11) Connectivity and circulation standards.

Transit oriented development uses shall be integrated with the surrounding community, easily accessible, and have a good internal circulation system for a variety of travel modes.

- (a) A pedestrian sidewalk system shall meet the following standards:
  - (1) Internal sidewalk connections are required between buildings and from buildings to all on site facilities (parking areas, bicycle facilities, urban open space, etc.) in addition to the sidewalk requirements of Section 9.1209(8)(e). All internal sidewalks shall be hard surfaced and at least 6' in width.

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- (2) External sidewalk connections are required to provide direct connections from all buildings on site to the existing and/or required sidewalk system, and to adjacent multi-use trails, parks and greenways. The connection shall be no longer than 120% of the straight-line distance from all buildings to the existing or proposed sidewalk, or no more than 20' longer than the straight-line distance, whichever is less. Sidewalks shall be hard-surfaced and at least six (6) feet in width. The sidewalk width can be reduced to 4' in width, if the internal sidewalk serves less than four (4) dwelling units.
  - (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. All lighting shall be shielded with full cut off fixtures.  
*(Petition No. 2009-12 §9.1208(11)(a)(3) 03/19/09)*
  - (b) Bicycle parking and storage facilities shall be provided in accordance with Chapter 12, Part 2 of this Ordinance.
- (12) Urban open spaces.  
*(Petition No. 2009-12 §9.1208(12) 03/19/09)*
- (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 sidewalk and on private property.

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- (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:

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

- (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.

**Section 9.1209. 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.

*(Petition No. 2009-12 §9.1209(1)(a) 03/19/09)*

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- (b) For all other uses, buildings shall be designed so that the first floor street façade along all streets includes the use of clear glass windows and doors arranged so that the uses are visible from and/or accessible to the street on at least 25% of the length of the first floor street frontage. When this approach is not feasible, a combination of design elements shall be used on the building façade, or included into the site design, to animate and enliven the streetscape. These design elements may include but are not limited to the following: ornamentation; molding; string courses; changes in material or color; architectural lighting; works of art; fountains and pools; street furniture; stoops, landscaping and garden areas; and display areas.
- (c) The first floor façade of all buildings, including structured parking facilities, shall be designed to encourage and complement pedestrian-scale, interest, and activity.
- (d) Expanses of blank wall shall not exceed 20 continuous feet in length. A blank wall is a facade that does not add to the character of the streetscape and does not contain clear glass windows or doors or sufficient ornamentation, decoration or articulation.
- (e) No reflective surfaces shall be permitted on street level exterior facades.
- (f) Ventilation grates on the building, or emergency exit doors located on the first floor street façade(s) shall be decorative and part of the overall building design.
- (g) For buildings across from single family zoning or abutting single family zoning on the same side of the street, roof line variation every 30 feet is required. This can be accomplished by using 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.  
*(Petition No. 2009-12 §9.1209(1)(g) 03/19/09)*
- (h) For buildings across from single family zoning or abutting single family zoning on the same side of the street, porches, if provided, shall be at least 6 feet in depth. A porch is defined as a covered platform, usually having a separate roof, at an entrance to a building.  
*(Petition No. 2009-12 §9.1209(1)(h) 03/19/09)*
- (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.  
*(Petition No. 2009-12 §9.1209(1)(i) 03/19/09)*

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- (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.  
*(Petition No. 2009-12 §9.1209(1)(j) 03/19/09)*
  - (k) The ground floor of parking structures that are across the street from single family zoning or that abut single family zoning on the same side of the street, shall be wrapped with active uses such as residential, office and retail uses.  
*(Petition No. 2009-12 §9.1209(1)(k) 03/19/09)*
  - (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 to accommodate non-residential uses but may be occupied with residential uses.  
*(Petition No. 2009-12 §9.1209(1)(l) 03/19/09)*
- (2) Base of High Rise Building. (Buildings exceeding 5 stories in height)
- (a) The first 3 floors above street grade shall be distinguished from the remainder of the building with an emphasis on providing design elements that will enhance the pedestrian environment. Such elements as cornices, corbeling, molding, stringcourses, ornamentation, changes in material or color, recessing, architectural lighting and other sculpturing of the base as are appropriate shall be provided to add special interest to the base.
  - (b) In the design of the building façade, attention shall be paid to the appearance both during the day and at night. Material and color changes alone do not meet the requirements of this section and design elements, which are used to meet the requirements of this section, shall be visually continuous around the building. In the event that a building façade is not visible from a public street or right-of-way then the Planning Director has the option of waiving this requirement.
  - (c) Special attention shall be given to the design of windows in the base. Band windows are prohibited. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are permitted.

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(3) Top of Buildings.

- (a) All rooftop mechanical equipment on buildings over 60' in height shall be screened from public view from below by integrating the equipment into the building and roof design to the maximum extent feasible, by the use of parapet walls or similar architectural treatments. Buildings under 60' in height shall screen all rooftop mechanical equipment from public view from above or below (based on the type of mechanical equipment utilized) by integrating it into the building and roof design to the maximum extent feasible.

(4) Building Entrances and Orientation.  
*(Petition No. 2009-12 §9.1209(4) 03/19/09)*

- (a) At least one or more operable pedestrian entrances shall be provided in each of the following circumstances:
- (1) When a lot abuts a public or private street, at least one entrance shall be provided 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 approved 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.
- (b) Such entrances shall be distinguishable from the rest of the building to provide a sense of entry and to add variety to the streetscape. No doors shall be permitted to swing into the minimum setback, except for emergency exit doors.
- (c) On corner lots, buildings may provide one main entrance oriented to the corner or facing either of the streets.

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- (d) 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.

(5) Structured Parking Facilities.

Structured parking facilities shall be designed to encourage and complement pedestrian-scale interest and activity, and shall be designed so that motorized vehicles parked on all levels of the facility inside are screened from the street, the transitway, and/or from adjacent residentially zoned and/or used property. Decorative elements such as grillwork or louvers may be utilized to accomplish this objective.

Openings at the street level are limited to vehicular entrances, pedestrian access to the structure, and ventilation openings. All such openings shall be decorative and be an integral part of the overall building design.

(6) Canopies.

Canopies, awnings, cornices and similar architectural accents are permitted on exterior building walls. Such features shall be constructed of rigid or flexible material designed to complement the streetscape of the area. Any such feature may extend from the building up to one-half of the width of the setback area in front of the building or 9', whichever is less, and may not be closer than 2' to the back of the curb. In no instance shall such features extend over, or interfere with the growth or maintenance of any required tree plantings. Minimum overhead clearance shall be 8'. Ground supports for these features are not permitted in the minimum setback, sidewalk or in the public right-of-way. If a canopy, awning, cornice, or other appurtenance extends into the public right-of-way, an encroachment agreement from CDOT or the State shall be required.

*(Petition No. 2004-93 §9.1209(6) 10/18/04)*

(7) Signs, Banners, Flags and Pennants.

*(Petition No 2010-045 §9.1209(7) 06/20/11)*

- (1) 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:

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- (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. In lieu of a ground mounted or monument sign the area of wall signs may be increased to a maximum of 120 total square feet.  
*(Petition No. 2009-12 §9.1209(7)(a) 03/19/09)*  
*(Petition No. 2013-049-12 §9.1209(7)(a) 06/17/2013)*
- (b) Signs are permitted to project up to 6' into the minimum setback as measured from the building. Under no circumstance shall a sign project more than 4' from the back of curb. A minimum overhead clearance of 8' from the sidewalk shall be maintained.
- (c) Marquee signs are permitted and shall meet the requirements of Section 13.108(a)(4).  
*(Petition 2012-003 §9.1209 (1), (c.), 02/20/2012)*
- (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.  
*(Petition No. 2009-12 §9.1209(7)(d)(1) 03/19/09)*
  - (2) Signs shall be located behind the right-of-way and out of any sight distance triangle prescribed by the Charlotte Department of Transportation (CDOT).
  - (3) Signs shall be located behind the minimum setback.
- (e) No freestanding pole signs shall be permitted.
- (f) No outdoor advertising signs shall be permitted.
- (2) Information and advertising pillar signs must conform to the requirements of Section 13.108(b).
- (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.

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If the station area plan does not adequately define the curb line, then the curb line shall be determined jointly by Charlotte Department of Transportation (CDOT) Director, or his designee, and the Planning Director, or his designee.  
*(Petition No. 2009-12 §9.1209(8)(a) 03/19/09)*

- (b) Curbs shall be located adjacent to the perimeter-planting strip, unless specified otherwise in the approved station area plan. If the right-of-way width varies along the street frontage, the planting strip shall be aligned along the widest right-of-way section.
  - (c) Trees shall be planted in the continuous perimeter-planting strip, as per the standards found in the *Charlotte Tree Ordinance* and in the *Charlotte-Mecklenburg Land Development Standards Manual*. Tree pits with irrigation and sub-drainage are optional, in lieu of a planting strip, as per the requirements of Section 21-13(C)(2)(a)(2) of the *Charlotte Tree Ordinance*.
  - (d) *Charlotte Tree Ordinance* regulations for tree protection and replacement shall be applicable within this zoning district.
  - (e) Sidewalks shall be located and constructed as specified in the approved station area plan. This may include sidewalks along transit corridor right-of-ways. Typically, sidewalks along public street right-of-ways should abut the perimeter-planting strip, and be located on the side closest to the building to encourage pedestrian activity. The sidewalk width and locations shall be determined by the approved station area plan. If not specified, then the sidewalk shall be 8' in width. Sidewalks shall meet the standards for concrete sidewalks in accordance with the *Charlotte-Mecklenburg Land Development Standards Manual*.  
  
Sidewalk easements shall be required if the sidewalk is not located within the public right-of-way.
  - (f) The Planning Director with the affirmative recommendation of the City Arborist/Senior Urban Forester shall have the authority to modify the requirements of Section 9.1209(8), including the modification of the planting strip, sidewalk location, and width in order to preserve existing trees and to provide flexibility for a hard surface next to the curb, where appropriate for on-street parking (e.g. handicap parking areas, loading zones).
  - (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.  
*(Petition No. 2009-12 §9.1209(8)(g) 03/19/09)*
- (9) Valet parking service standards for new construction and site reconfigurations.  
*(Petition No. 2007-141, § 9.906(10), 02/18/08)*

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If provided, a valet parking service (including drop-off areas, servicing areas, and the parking areas) shall meet the following requirements:

- (a) The valet parking service can be located in the following areas:
  1. For valet parking services that utilize the public right-of-way, the service may be located at the face of the existing curb of a street or thoroughfare as long as the existing curb line is not modified to provide an inset for the valet parking service or to reduce the width of the required sidewalk or planting strip.
  2. On private property the valet parking service area shall be located to the side or rear of the structure or building, but shall not be located between the building and the street.
- (b) The parking area for the valet parking service shall be incorporated into the parking lot or parking structure design, if provided.
- (c) The valet parking service and associated structures shall not disrupt the flow of pedestrian and vehicular traffic.
- (d) For valet parking services that are located on a public street or thoroughfare, or where the right-of-way is utilized by the service, a valet parking permit shall be obtained from the Charlotte Department of Transportation (CDOT). See the Charlotte Municipal Code, Article XII. “Valet Parking”, Sections 19.321 through 19.325 for permit information and criteria.

#### **Section 9.1210. Administrative Approval.**

To offer some degree of flexibility, the Planning Director has the authority to administratively alter any of the development and urban design standards by 5% in this zoning district. If administrative approval is required for parking, or an item normally subject to approval by CDOT, the Planning Director shall only grant this approval after a determination by CDOT in conjunction with the Planning Director. On matters that do not involve quantitative measurements, the Planning Director may also make minor alterations if he/she determines that such changes would be an innovative design approach to development and/or would be in keeping with the general intent of the TOD.

Any approval shall meet the following criteria:

- (1) Incorporates existing buildings, trees, topographic features, or other existing elements consistent with the TOD intent; and
- (2) Provides urban open space, seating, fountains, accent landscaping, or other similar urban pedestrian amenities consistent with the intent of the TOD.

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**Section 9.1211. Board of Adjustment**

The Board of Adjustment shall have no jurisdiction to grant variances from the development and urban design standards of Section 9.1208 and Section 9.1209. A deviation from a development or urban design standard, however, can be obtained as a result of administrative approval pursuant to Section 9.1210. The Board shall have no jurisdiction with respect to an interpretation of, or decision about the development standards found in Section 9.1208 or the urban design standards found in Section 9.1209 except as a result of notice of zoning violation for which an appeal can be filed to the Board.

**Section 9.1212. Transit Oriented Development Zoning Districts (Optional)**

- (1) Purpose. The Transit Oriented Development (TOD) zoning districts establish 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 TOD.  
*(Petition No. 2009-12 §9.1212(1) 03/19/09)*

The Transit Oriented Development (Optional), or TOD-O, is established to provide a mechanism to review and address new development concepts, innovative designs, special problems, public/private ventures, and other unique proposals or circumstances, which cannot be accommodated by the standards of TOD. It also serves as a mechanism for altering or modifying the minimum standards as they relate to a specific development.

The TOD standards are the guidelines that shall be used to evaluate a TOD-O proposal, but any of the standards of TOD may be modified in the approval of the TOD-O application, with the exception that use variances shall not be allowed.

- (2) Application. Petitions for a zoning map amendment to establish a TOD-O shall be submitted to the Charlotte-Mecklenburg Planning Commission. In order to expedite the rezoning process, TOD-O applications shall not count toward the maximum number of cases that the City hears each month.

A TOD-O classification shall be considered only upon application of the owner of the subject property or his duly authorized agent. Applications shall be accompanied by a schematic plan, which includes pedestrian and bicycle circulation elements, and by any supporting text, that becomes a part of the amending ordinance.

- (3) Approval. The establishment of the TOD-Optional zoning district shall be in accordance with the procedures of Chapter 6, Part 2: Conditional Zoning Districts. The City Council shall also consider the extent to which the basic standards of TOD are proposed to be modified, the

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impacts of those modifications on existing and future development in the area, and the public purpose to be served by permitting the requested modifications. In no instance shall parking be permitted in the front setback.

- (4) Alterations. Changes to approved plans and conditions of development shall be treated the same as changes to the Zoning Map and shall be processed in accordance with the procedures of Section 9.1210 or Section 9.1212.

#### **Section 9.1213. Preliminary review.**

Applicants planning any development or redevelopment in a TOD area are required to meet with the staffs of the Charlotte-Mecklenburg Planning Commission, Engineering and Property Management Department, and Charlotte Department of Transportation at two points in the design process: (1) during the conceptual design process in order that the staff may offer input into urban design objectives and (2) during the design development stage to ensure that the plans meet the desired objectives and the minimum standards for the district.

Building permits shall not be issued until the Planning Commission staff approves the proposal as in conformance with this ordinance.

*(Petition No. 2003-90 §9.1201-1213 10/20/03)*