



Update to Zoning Ordinance Transit Oriented Development (TOD) Districts

Charlotte-Mecklenburg Planning Commission

June 2, 2014

- 1. Background**
- 2. Moving Forward: Process and Schedule**
- 3. Planning Commission Involvement**

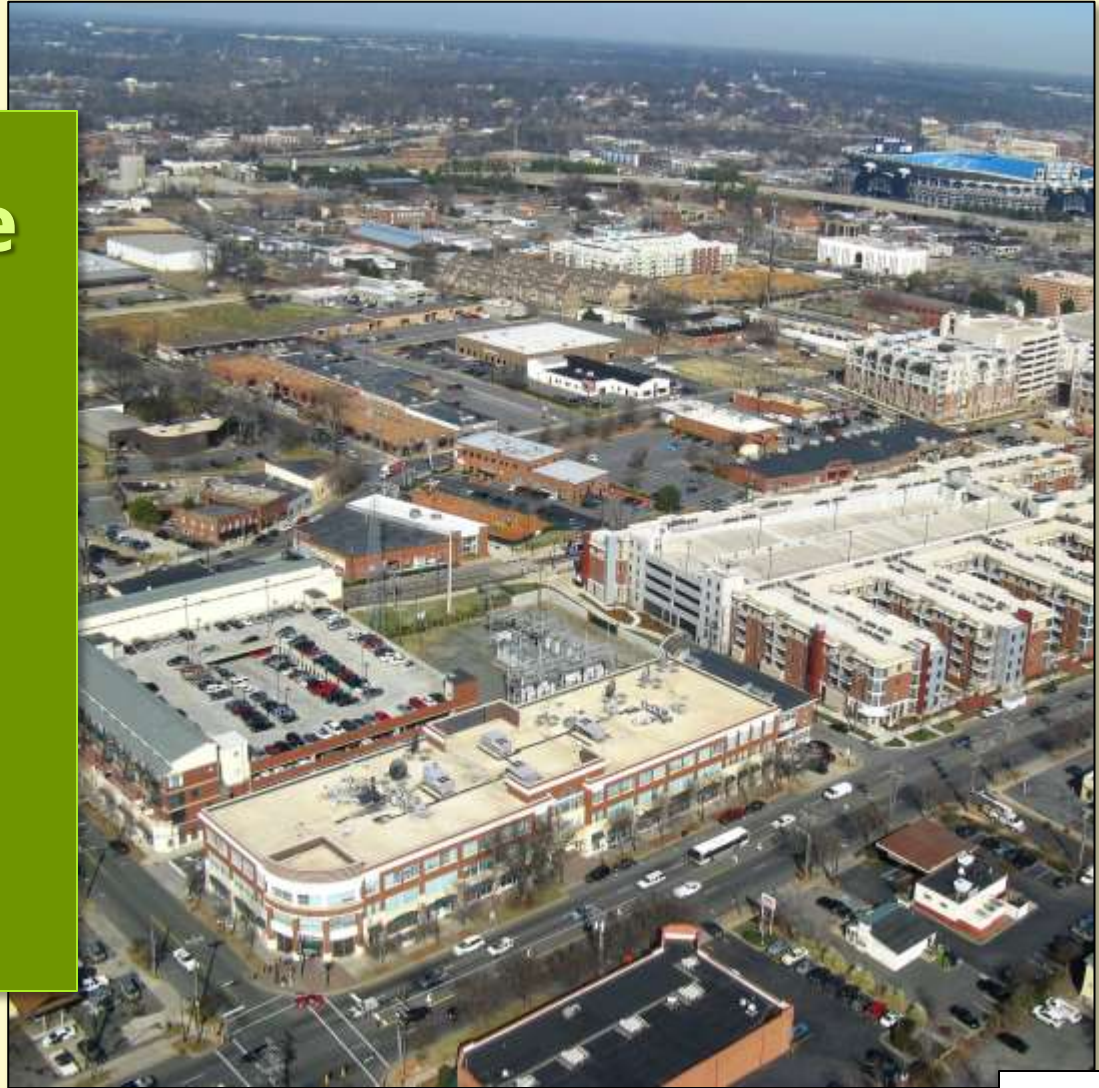
Staff is requesting a member be assigned to the project



What is Transit Oriented Development?

TOD in Charlotte

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



TOD Planning Framework

Policy & Plan Development

City

Centers, Corridors & Wedges
(2010)

Corridor

Transit Station Area Principles
(2001)

Station

Station Area Plans
South Corridor – 2005-2009
BLE Stations - 2013

Implementation

Zoning Tools

Parcel

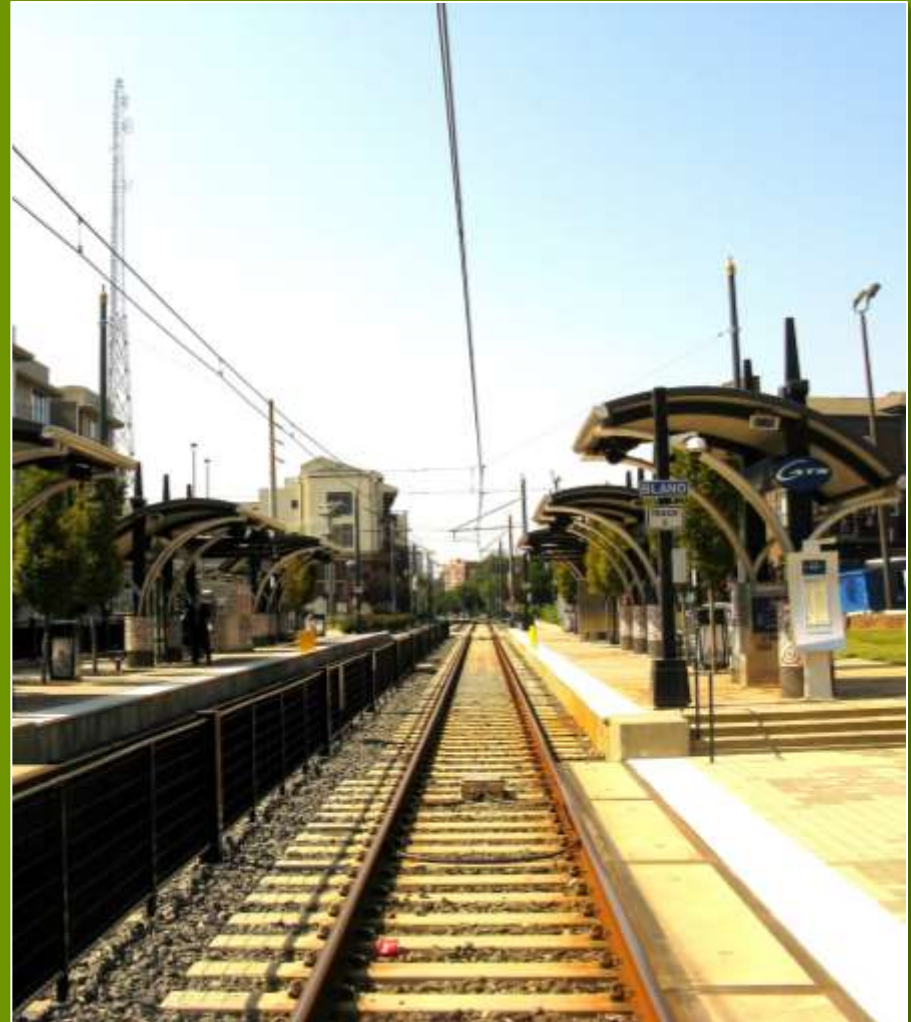
TOD
(Transit Oriented
Development)

TS
(Transit Supportive
Overlay)

MUDD

UMUD

UR

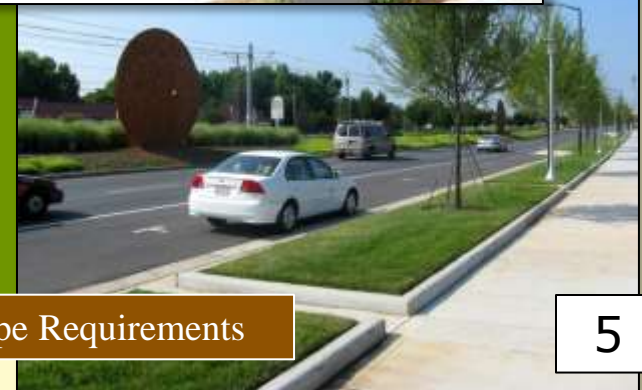
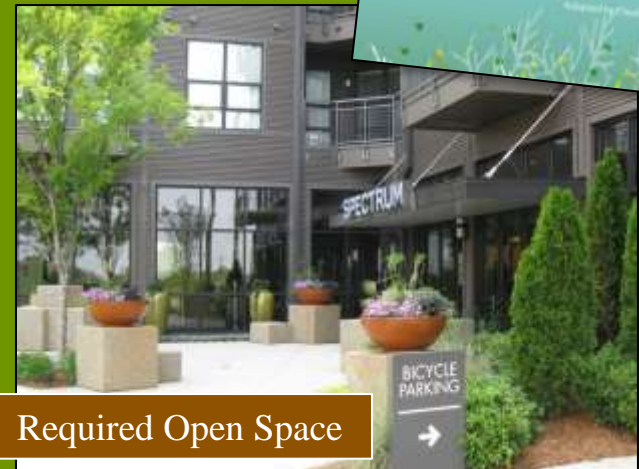


TOD Zoning Districts

3 TOD Zoning Districts adopted by City Council in 2003.

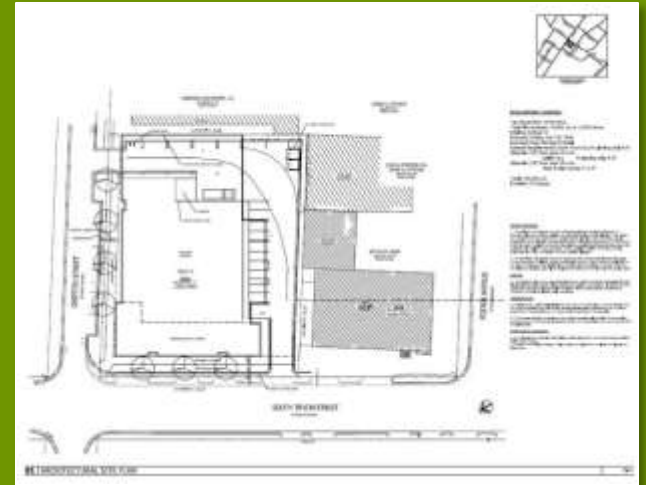
TOD-R (Residential)
TOD-E (Employment)
TOD-M (Mixed-Use)

- Limit or prohibit auto-oriented uses.
- Reduced building setbacks.
- Minimum density requirements.
- Typically no minimum parking.
- Pedestrian connectivity & open space requirements.
- Ground floor design and streetscape standards.



Transit Supportive Overlay (TS)

- Overlay district “sits on top” of underlying zoning (e.g. B-1, B-2, I-1, I-2)
- Intended for use on edges of station areas or in areas not yet ready for TOD zoning
- Allows most permitted uses of the underlying zoning district
- Most development standards are identical to TOD except:
 - Residential Density
 - Floor Area Ratio
 - Maximum Height
- TS Overlay zoning adopted in 2005 but not used until 2013



Why Update TOD and TS Now?

Topic: How can South End get from Good to Great?



This meeting of local and national development and design experts resulted in the formulation of key strategies to:

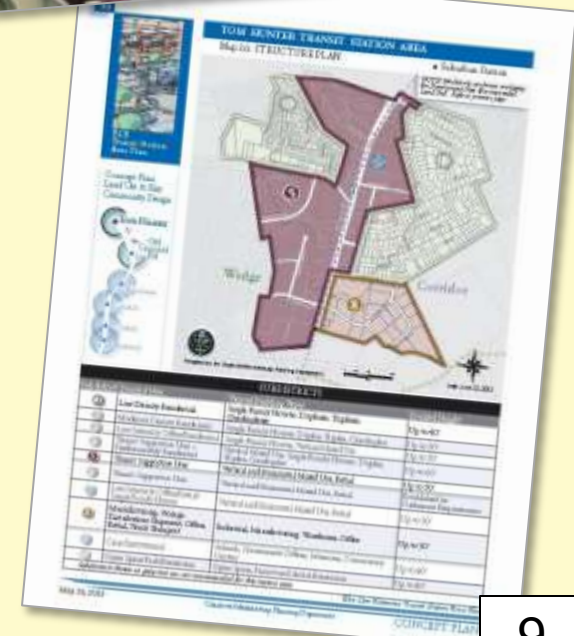
Raise the Development Bar

- Identify urban design issues and opportunities such as:
 - Ground floor building design
 - Parking deck location
 - Building massing, scale, and use
 - Respect street grid
- Update and create design guidelines



Transportation & Planning Committee Feedback

- *"We must ensure future development along the transit corridor is in keeping with the vision of the station area plans."*
- *"The Zoning Ordinance should implement the policies of the adopted station area plans."*
- *"The zoning ordinance needs to be flexible but not at the expense of compliance with the vision and intent of the area plans."*
- *"How can we make sure the station areas end up looking the way we all hope they will look?"*



In September 2013 City Council approved a Planning Staff proposal to modify Transit Oriented Development (TOD and TS) zoning districts in an effort to better achieve the vision of the station area plans.

Shook Kelley's 2013 analysis of existing transit oriented development resulted in this Top 10 list of issues to be addressed:

1. Connect uses to the street
2. Design of ground floor street frontage
3. Activate the corners
4. Define the entrance
5. Relate ground floor residential to the public realm
6. Parking as a ground floor use
7. Quality of open space
8. Hide utilities
9. Landscaping
10. Be pet friendly



TOD Revision Process

Over the next 11 months, with the support of Clarion Associates, the TOD and TS section of the Zoning Ordinance will be revised in a 5-step process:

1. Lessons Learned
2. Diagnostic Memo
3. Annotated Outline
4. Draft Text Amendment
5. Adoption



1. Lessons Learned

Learning from users of the current TOD ordinance

June 2014

Range of Activities

- Planning staff and consultant break down current ordinance
- Small stakeholder meetings with consultant
- Public meeting
- Tour of existing TOD sites

Planning Commission Participation

- Assign representative to attend public meetings
- Commission input throughout the process. Comments to date will be forwarded to the consultant for consideration.

1. Lessons Learned

Learning from users of the current TOD ordinance

June 2014

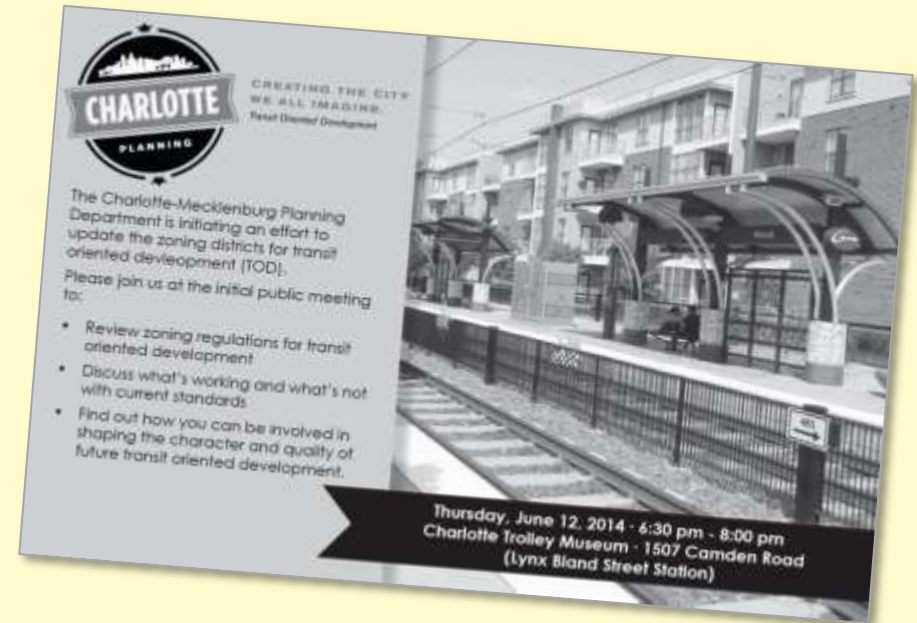
Stakeholder Group Meetings:

Project Partners

- Charlotte Center City Partners
- University City Partners
- UNC – Charlotte

TOD Users and Advocates

- Developers and agents
- Design Professionals
- City Urban Review Team



Public Kick-Off Meeting
Thursday, June 12 at 6:30 p.m.
Charlotte Trolley Museum

2. Diagnostic Memo

June – September 2014

- **Analysis of Strengths/Weaknesses of TOD districts and development standards**
- **Description of potential new planning tools to better implement the plans**
- **Summary outline of updated TOD districts**
- **Planning Commission Participation**
 - Staff will provide draft Diagnosis Memo to the Planning Commission for discussion at the September meeting.

3. Annotated Outline

July – November 2014

- **Explanation of proposed new TOD structure**
 - Descriptions of major sections
 - Major changes from existing standards
 - Introduces proposed new reformat
- **Public Workshop in November**
 - Present draft Annotated Outline
- **Planning Commission Participation**
 - Staff will present draft Annotated Outline to the Planning Commission in October for reaction and feedback prior to final revisions.

4. Draft TOD Text Amendment

December 2014 – January 2015

- **Proposed Text Amendment to include:**
 - Updated TOD districts
 - Updated standards
 - New outline and format (including tables, graphics, illustrations, etc.)
- **Public Meeting in January 2015**
 - Present draft Text Amendment
- **Planning Commission Participation**
 - Staff will present draft Text Amendment to the Planning Commission in January 2015 for reaction and feedback prior to final revisions.

The TOD/TS update can serve as a model for how a future revised Zoning Ordinance could look and work.

CHARLOTTE CODE
PART 12: TRANSIT ORIENTED DEVELOPMENT DISTRICTS

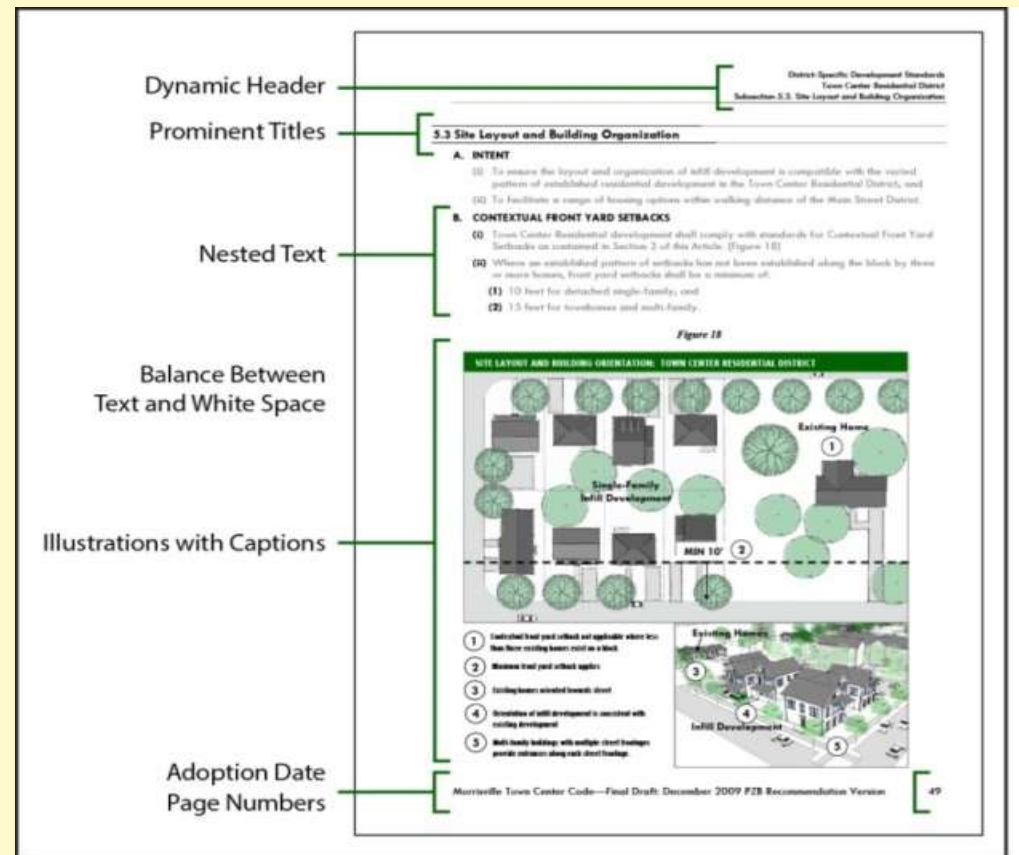
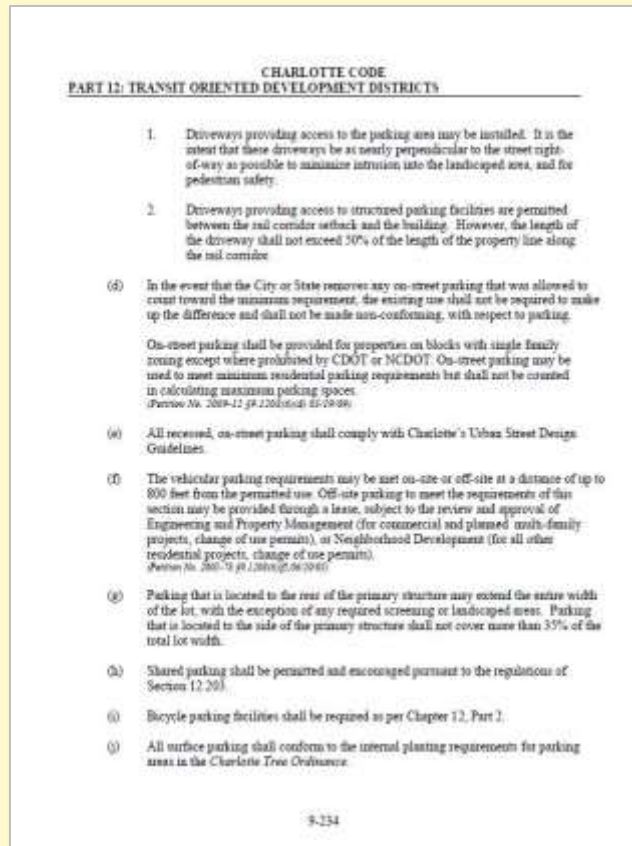
1. Driveways providing access to the parking area may be installed. It is the intent that these driveways be as nearly perpendicular to the street right-of-way as possible to minimize intrusion into the landscaped area, and for pedestrian safety.
2. Driveways providing access to structured parking facilities 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.
(Ordinance No. 2009-12 § 12.06(c)(4) 05-28-09)
- (e) All reserved, 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).
(Ordinance No. 2010-13 § 12.06(c)(5) 06-29-10)
- (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 12.20.
- (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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TOD/TS Overlay Update

The TOD/TS update can serve as a model for how a future revised Zoning Ordinance could look and work.



5. Text Amendment Adoption

TOD Text Amendment Adoption Schedule

(Staff will be responsible for the adoption process)

January 26, 2015

Filing Deadline

March 2, 2015

City Open House Forum

April 20, 2015

City Council Public Hearing

April 29, 2015

Zoning Committee Work Session

May 18, 2015

City Council Decision

Requested Action:

Staff requests that a Planning Commission representative be appointed to the TOD Revisions initiative.

Questions and Discussion