An aerial illustration of a city with various buildings, trees, and streets. A large black circle with a yellow border is centered on the image, containing text. A smaller black circle with a yellow border is located to the right of the large circle, containing the word 'Goals'.

Charlotte will be a vibrant
LIVABLE CITY where all
residents of all income
levels have convenient
transportation access to
employment services and
housing choices.

Goals



Goals of the TOD Districts Update

Foundation

Form

Function

Flexibility

A background photograph showing a modern light rail train with a blue and white front, moving along a track. In the background, there are multi-story brick and concrete buildings under a clear blue sky. A large black circle with a yellow border is centered over the image, containing the title and list.

Build on a *Foundation*

- Implement Adopted Area Plans + Policy
- Model a new Unified Development Ordinance

A background image showing a suburban street scene. On the left, there's a sidewalk, a grassy area with a young tree, and a road with a few cars in the distance. On the right, there's a brick building with large windows and a green bush in the foreground. A large black circle with a yellow border is overlaid on the center of the image, containing text and a list.

Emphasize *Form*

- Updated Design Standards
- Districts range based on Form/Intensity



Improve *Function*

- Less process (complicated rezonings) with more predictability
- Provide extra height to get affordable housing, transportation and open space

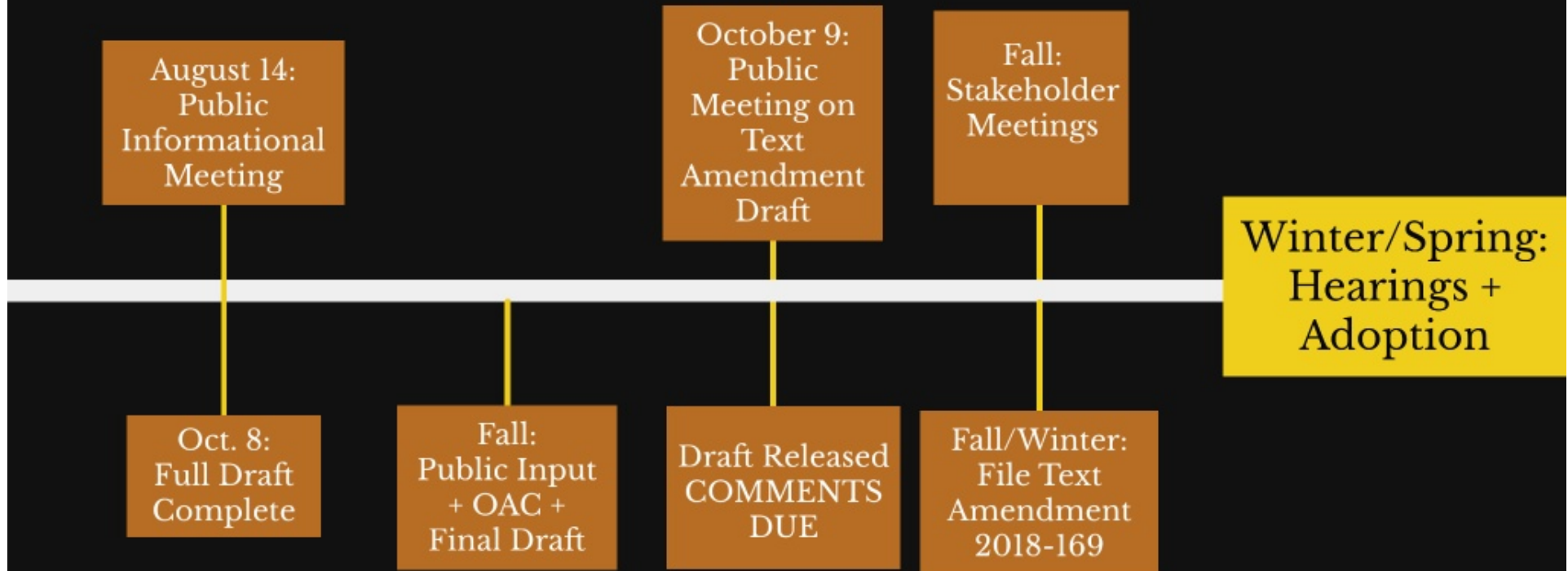


Provide *Flexibility*

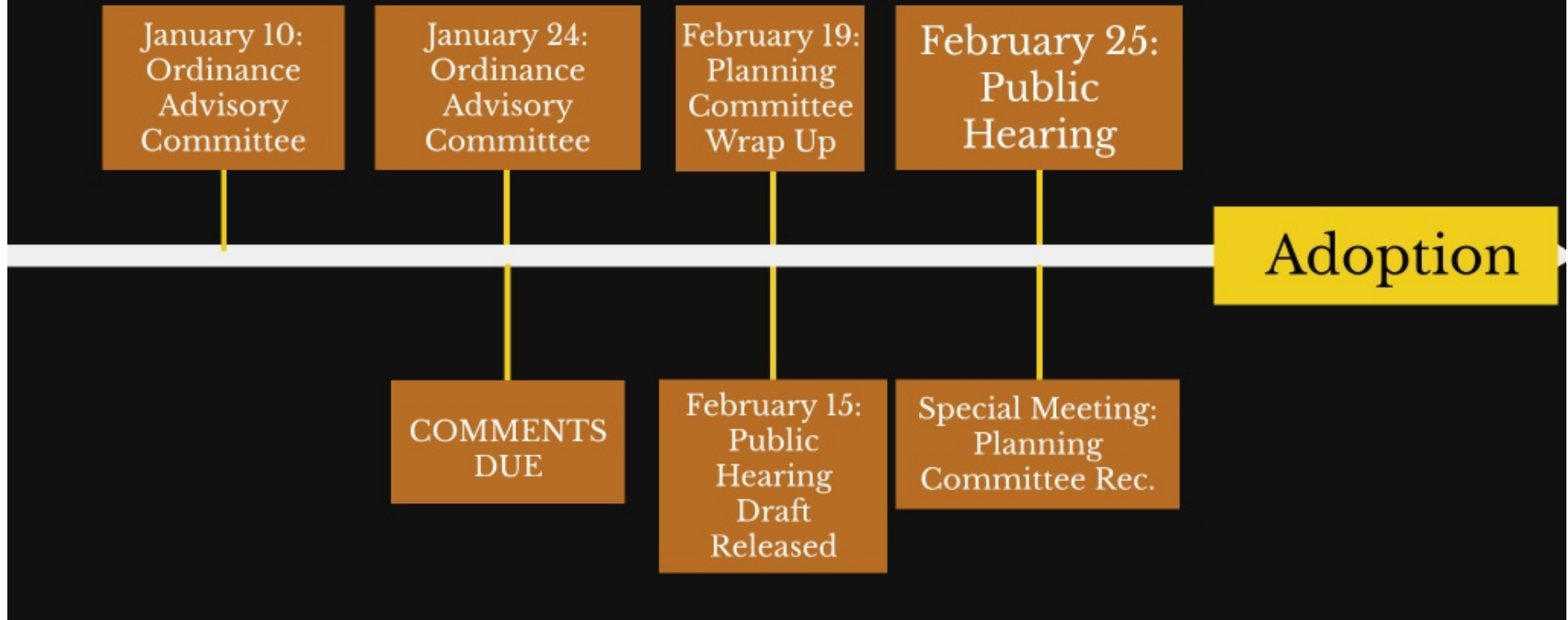
- Uses are flexible
- Clear criteria and process for considering alternative designs



Transit Oriented Development: Timeline



Transit Oriented Development: Timeline







Purpose + Applicability

*Urban
Center*

*Neighborhood
Center*

*Community
Center*

Transition

URBAN CENTER

- Highlights:
 - Intense Sites + Stations
 - Higher density + intensity + standards than current TOD
- Same distance standards as current TOD
 - 1/2 mile walking distance of station



NEIGHBORHOOD CENTER

- Highlights:
 - Transition to Existing Neighborhoods
 - Higher standards than current TOD
- Allowed further distance as current TOD
 - Up to 1 mile walking distance of station



COMMUNITY CENTER

Highlights:

- Similar to current TOD development + standards

Same distance standards as current TOD

- 1/2 mile walking distance of station
- Typical of stations further from Uptown



TRANSITION

Highlights:

- Transition to Existing Development
- Design standards and uses are in between current TOD and other standards

Allowed further distance as current TOD

- Up to 1 mile walking distance of station





Dimensional Standards



*Building
Dimensions*

*Building
Siting*

*Building
Height +
Stepback*

*Building
Articulation*

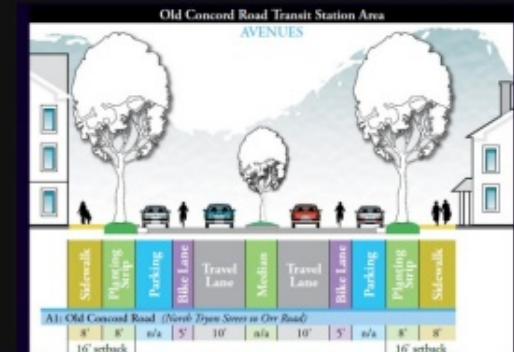
BUILDING DIMENSIONS

- Intent:
 - Massing + block structure that encourage connectivity
- Maximum building length = 400'
- There is NOT a current standard for this



BUILDING SITING

- Highlights:
 - Standardizes setback for ALL station areas
 - Mimics standards currently found in Station Area Plans
- Utilizes Build-To Zone + Minimum Build-To Percentages for buildings



BUILDING HEIGHT + STEPBACK

Intent:

- Appropriate scale + massing

Highlights

- Simplifies transition + gives more height to parcels in transition
- Protects area within 200' of single family zoning
- Gives more height in Urban Center



BUILDING ARTICULATION

Highlights:

- Ground Floor Height requirement
- Entrances to enliven street + meet at grade for ADA
- Ground Floor Transparency to activate public realm

NEW standards not currently in
TOD





Bonus Principles



*Why a
Bonus
Structure?*

Changes

Prioritize

Rationale

- Build on policy and lessons learned
- Modify the Optional Process for Predictability

Make it Work

- Test Projects + Calibrate
- Specifically in Urban Center to ensure that bonus is attainable



Prioritize

- Affordable Housing near transit is the priority
- Infrastructure + Jobs



Design Standards



*Articulation
Massing
Entrances*

*Townhouse
Design
Standards*

*Parking
Structure
Design*

ARTICULATION + MASSING + ENTRIES

- Intent:
 - Great architecture with flexibility for creativity
- Require modulation for large buildings
- Require "prominent" entrances from frontages



TOWNHOUSE DESIGN STANDARDS

- Highlights:
 - Walkability: Parking in the rear of buildings
 - Create privacy: Separation between buildings and the street
 - Provide usable open space
- Similar to current standards raising bar with fronting units



PARKING STRUCTURE DESIGN

Intent:

- Walkability + Vibrant Street Life

Highlights:

- Require ground floor active uses with standards for design
- Articulation for upper stories is also required
- Whether or not active uses are required and to what degree is tied to the frontage type + district





Public Realm Standards

*Transportation
Impact Study*

*Streetscape
Standards*

*On-Site
Open Space*

*Architectural
Features*

TRANSPORTATION IMPACT STUDY

- Intent:
 - Predictability with required improvements
- Require a study and improvements based on clear criteria
- Future curb line will follow current practices until a map is adopted



STREETSCAPE STANDARDS

- Highlights:
 - Walkability is priority
 - New sidewalks that meet the standards are required for ALL new construction
- Change of use triggers streetscape BUT is a change of categories
- Flexibility for Transition district



ON-SITE OPEN SPACE

Intent:

- Open Space increases to provide community benefit

Highlights:

- Require public open space in all developments (including residential projects)
- Scaled for development intensity



ARCHITECTURAL FEATURES

Intent:

- Allow features that add to streetscape vitality
- Ensure the safety of pedestrians through standards





Parking Standards



```
graph LR; A((Applicability + Minimums)) --- B((Parking Standards)); B --- C((Parking Maximums)); B --- D((Other Standards))
```

*Applicability +
Minimums*

*Parking
Maximums*

*Other
Standards*

APPLICABILITY + MINIMUMS

- Intent:
 - Encourage redevelopment of existing buildings
- Only require parking with a change of use is larger than 5,000sf
- Protect existing neighborhoods by requiring limited restaurant parking



PARKING MAXIMUMS

- Highlights:
 - Exceed maximums with:
 - handicapped parking
 - public parking
 - car share vehicles
 - visitor parking
- Simplifies current standards for all uses



OTHER STANDARDS

Bike Parking:

- Increase over current standards + require more long-term spaces

Location: No parking on Primary Frontages

Loading + Valet Standards:

- Require public open space in all developments (including residential projects)
- Scaled for development intensity





Landscape + Screening

*Applicability +
Minimums*

LANDSCAPE + SCREENING

- Intent:
 - Provide landscaping as buffers and work within current Tree Ordinance





Signs



```
graph LR; Signs((Signs)) --- SignTypes((Sign Types)); Signs --- SizesFlexibility((Sizes + Flexibility));
```

Sign Types

*Sizes +
Flexibility*

SIGN TYPES

- New Allowed Types:
 - A-Frame Signs
 - Marquee Signs
 - Roof Signs
 - Skyline Signs
- Monument Signs:
 - Not allowed in all districts



SIZE + FLEXIBILITY

Allow larger signs in more locations to encourage creativity + interest in Transit Oriented Development





Uses

*General
Concepts*

*Prescribed
Conditions*

USE STANDARDS

- CONSOLIDATED uses to 62
- ONLY allowed in UC + CC:
Higher intensity uses such as
Convention Center, Hotel,
Helistops
- ONLY allowed in TR: Auto
oriented uses with pedestrian
oriented designs:
 - self-storage
 - drive thrus
 - Vehicle Dealership -
Enclosed



PRESCRIBED CONDITIONS

Simplification of Current Standards with Best Practices incorporated





Accessory Structures

*General
Concepts*

SCREENING

- Provide screening and allow structures as appropriate:
 - Fences + Walls
 - Mechanical Equipment
 - Waste Containers
 - Solar Panels
 - Utilities





Non- Conformities

*General
Concepts*

NON-CONFORMITIES

- All existing buildings are deemed conforming.
- If an addition does not exceed 25% or 1,000sf (whichever is less) it only meets siting, height, and open space standards.
- If an addition is more than 25% or 1,000sf it meets standards





Administration



```
graph LR; A((Administration)) --- B((Administrative Adjustment)); A --- C((Alternative Compliance Review Board)); A --- D((Rezoning + TOD-EX)); A --- E((Variance));
```

Administrative
Adjustment

Alternative
Compliance
Review Board

Rezoning +
TOD-EX

Variance

ADMINISTRATIVE ADJUSTMENT

- All Quantitative Measurements
- Examples:
 - Building Length (in example would be up to 440')
 - Open Space
 - Transparency
 - Parking/Bike Parking Requirements

- UP TO 10%
- Must:
 - Meet Criteria and Intent
 - Existing Conditions [Buildings, topography, trees]



Alternative Compliance Review Board

Provide Flexibility on
Design, Stepback,
Screening, and
Streetscape Standards

Format

Process

Alternative Compliance Review Board

- Composed of 7 members
 - [Professionals + Development Community + Neighborhoods]
- Criteria for Recommendation



Alternative Compliance Review Board

7 Members and 2 Alternates appointed by City Council:

- Architect
- Architect
- Landscape Architect
- Civil Engineer
- Real Estate Development Industry Representative
- Neighborhood Representative
- Neighborhood Representative
- Landscape Architect (alternate)
- Architect (alternate)



Terms:

- 3 years, with staggered terms
- No member serving more than 2 consecutive full terms
- If a vacancy occurs, City Council to appoint a replacement for unexpired term

Alternative Design Review Board

The Design maintains compatibility with adjacent developments and surrounding land uses.

The design maintains pedestrian safety and walkability.

For building length, The structure is designed so that additional building mass is broken up through the use of design features including, blank walls of lesser than that required of the district , and or the use of plazas and seating areas along street frontages.



Alternative Compliance Review Board

- File Application
- 30-60 days to Hearing
- Staff Recommendation
- Neighbors Notified
- Recommendation Made on Same Day as Meeting
- Planning Director approves
- ~2 Months



*You want to build a project with a
TOD zoning district*

Conventional
Rezoning

vs.

Conditional
Rezoning
[TOD-X + CD]

3 Months
City Council
Decision

4 Months +
Standards
WITH PUBLIC
BENEFIT
City Council
Decision

4 Months +
Negotiated
Standards
City Council
Decision

TOD-EX: Flexibility + Public Benefits

NOT

ALLOWED

FOR:

- Uses
- Maximum height regulations + bonus provisions
- Parking lot locations in H1 + H2

TOD-EX: Flexibility + Public Benefits

A public benefit is required.

- Sustainability
- Public Amenity
- City Improvements
[Transportation]
- 2 of 3

Variance

When unnecessary hardship would result from the strict application of the ordinance. - G.S. 160A-388

Decision goes to Zoning Board of Adjustment.
~ 2 months

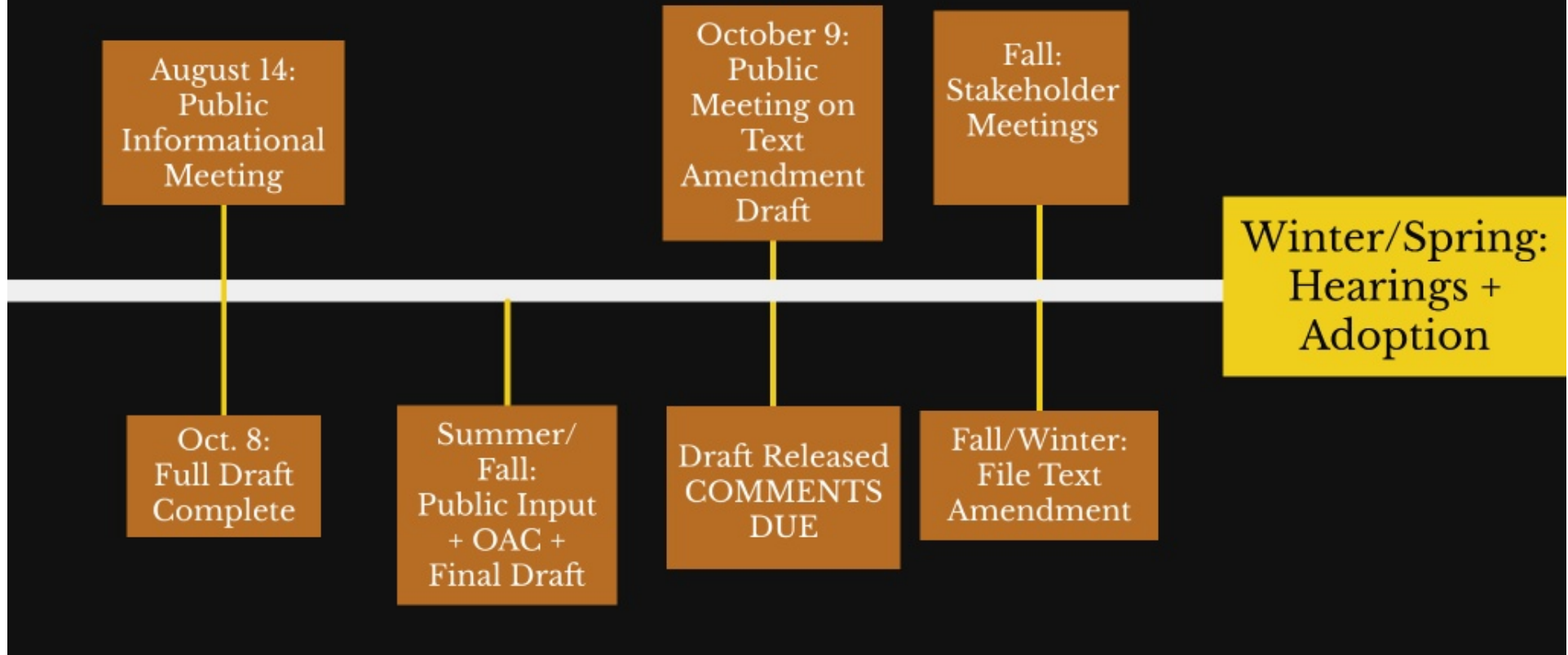
Example

Variance [~2 month]

- Does the Railroad and Parcel shape create a hardship for the developer?
 - Is there a way to build the project without the variance?
- What defines an unnecessary hardship?
 - Is there an existing condition that makes it impossible to build?
 - A stream?
Topography?



Transit Oriented Development: Timeline



Transit Oriented Development: Timeline

