



TOD TRANSIT ORIENTED DEVELOPMENT DISTRICT

Below is an outline for TOD-A Transit Oriented Development District. These are the basic standards that create the form of the district. Sections with an asterisk (*) are included in the February 22nd Draft of a TOD-A. Sections with an asterisk and a half (*/) are partially included in the February 22nd Draft of TOD-A.

***1. Purpose Statement & Applicability**

Each district has a purpose statement and where it may be applied within the ordinance jurisdiction.

***2. Uses**

The new use structure is a clear delineation of what uses are permitted in the TOD-A Zoning District. Included in the Use Section is the following:

- Use Matrix: A simplification of the Use Standards with what is allowed
- Prescribed Conditions: Guidelines that supplement specific uses
- Use Definitions: Definitions are included for all of the proposed uses

***3. Dimensional Standards**

The TOD-A District has dimensional standards that are more form-based than would be found in other districts. The standards are organized into a table, as opposed to the current listed structure. Also included is the **BIG IDEA** of height bonuses for priorities including affordable housing, transportation improvements, and numerous additional incentives.

***/4. Design Standards**

The TOD-A District has design standards to facilitate the high-activity, pedestrian and transit friendly environment. Standards include transparency, ground floor design standards, building massing, and entrance design requirements. Also included in this section will be On-Site Open Space Design Standards.

5. Streetscape Standards

The TOD-A District includes streetscape standards that give guidance on the sidewalk width, tree plantings, and when building new streetscape is required.

***/5. Off-Street Parking & Loading**

There are issues to parking that are unique to TOD Districts. Off-Street Parking includes parking requirements for both vehicles and bicycles, as well as the design standards for surface parking, structured parking, and bicycle parking.

6. Landscape/Trees

Landscape standards applicable in such a district are typically limited due to the urban form. The Tree Ordinance will still be the foundation of the Landscape Standards with buffer standards included in the new districts.

7. Signs

Signs should be tailored to the urban form. The signs chapter will give guidelines for all TOD districts.

8. Accessory Structures

This section addresses a broad range of accessory structures and uses.

***/9. TOD Administration**

TOD Administration includes the Special Use Process, a Planned Development Process, and modifications to the district standards.

10. Definitions

Definitions include the glossary of terms found in the TOD districts. The definitions will include terms such as: primary and secondary frontage and blank walls, as well as others.

How does it all fit together?

Charlotte's Current Regulations, New TOD Districts, and the future UDO.

Transit-oriented development in Charlotte is currently controlled by the Zoning Ordinance and other relevant ordinances (left column). The new TOD districts, once complete and adopted will be organized to fit in this structure within the current set of "general districts." Once adopted, controls addressed within the TOD Districts (center column) will supersede controls in the left-hand column, while anything not addressed will continue to be controlled by the current regulations. Moving forward to the UDO structure (right column), controls within the TOD Districts will be shuffled into the larger UDO structure where indicated by the blue lines.

