

Off-Street Parking and Loading

(1) Required Vehicle and Bicycle Parking

(a) Parking Minimums

Parking is not required in the TOD-A District. The parking maximums of item (b) below still apply.

(b) Parking Maximums

Parking maximums in the TOD-A District are as follows and apply to both surface parking lots and parking structures:

1. Dwelling units are limited to a maximum of 1 surface parking space per dwelling unit. In the case of structured parking, dwelling units are limited to a maximum of 1.5 spaces per dwelling unit.
2. Nonresidential uses are limited to 2 spaces per 1,000 square feet of gross floor area, with the exception of the following:
 - a. Bar: 3 spaces per 1,000 square feet of gross floor area maximum
 - b. Live performance venue: 4 spaces per 1,000 square feet of gross floor area maximum
 - c. Nightclub: 3 spaces per 1,000 square feet of gross floor area maximum
 - d. Restaurant: 4 spaces per 1,000 square feet of gross floor area maximum
3. Spaces reserved for the following are not counted in calculating parking maximums:
 - a. Required accessible parking spaces in compliance with ADA standards.
 - b. Electronic vehicle charging stations (public or private).
 - c. Spaces reserved for car share vehicles (public).
4. The parking maximum may be exceeded by 50% if a portion of the lot provides public parking, whether compensation is required or not. 20% or more of all spaces provided must be open to the public 24 hours per day, seven days per week. Such spaces must be marked as reserved for public parking only.

OFF-STREET PARKING & LOADING

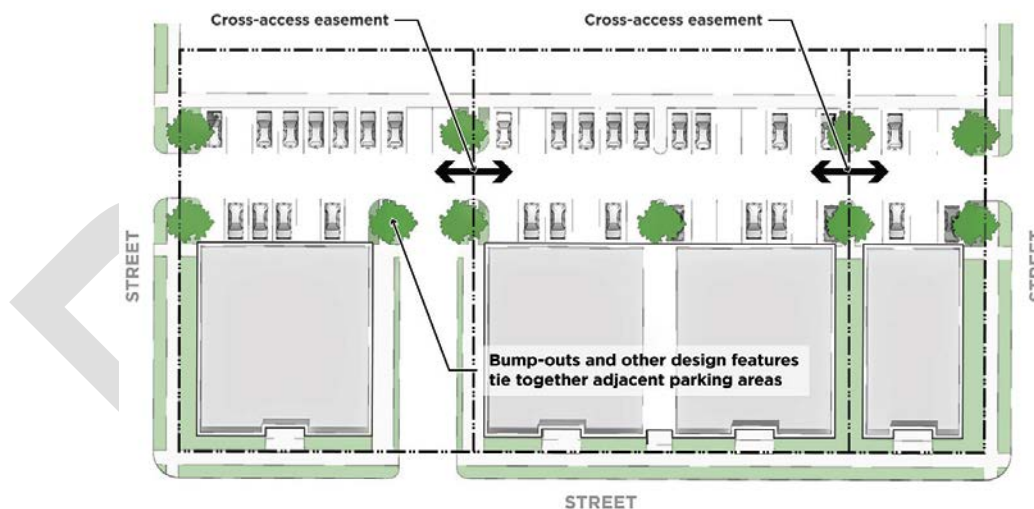
(3) Bicycle Parking

Bicycle parking is as required in Table 12.202 of the Zoning Ordinance with the following exceptions in the TOD Districts. Other uses in the TOD Districts require bicycle parking as required by Table 12.202 using the equivalent use in the table to that allowed in the TOD District.

- (a)** Multi-Family Dwelling: 1 bicycle space per ten dwelling units. 80% of required spaces must be long-term bicycle parking spaces.
- (b)** Dwelling Units in Mixed-Use Development: 1 bicycle space per ten dwelling units. 80% of required spaces must be long-term bicycle parking spaces.

(2) Parking Location and Access

- (a)** No surface parking may be located in front of a building façade along any street frontage. The preferred location for surface parking lots is in areas abutting an interior side and/or rear lot line to the rear of the building.
- (b)** No surface parking lot may be located along a primary frontage.
- (c)** Access to off-street parking facilities, both surface lots and parking structures, should be from the secondary frontage when available. Access from street frontages located across from single-family residential districts should be avoided.
- (d)** Parking access should be located at the side or rear of a structure, including driveways accessing internal structured parking within a development.
- (e)** The creation of new sidewalk curb cuts should be avoided whenever an alternative point of access is available or can be created.
- (f)** Cross-access easements are encouraged. Cross-access easements must meet the following standards:
 1. Adjacent non-residential developments (including mixed-use development) with dedicated parking areas are encouraged to provide a cross-access drive to allow circulation between sites. Property owners are encouraged to pursue cross-access with adjacent property owners at the time of development. If cross-access is provided, the Planning Director may require that the property owner provide proof that adjacent property owners have been contacted in writing regarding the provision of cross-access.
 2. Joint use driveways and cross-access easements must incorporate site design features such as coordinated landscape, bulb-outs, or hardscape elements to make it visually apparent that the abutting properties are tied together.



3. Pursuant to this section, property owners who establish cross-access easements must:
 - a. Record an easement allowing cross-access to and from properties served by the joint use driveways and cross-access easement.
 - b. Any pre-existing driveways must be closed and eliminated after construction of the joint-use driveway.
 - c. Record a joint maintenance agreement defining the maintenance responsibilities of each property owner.

(3) Parking Structure Design

(a) Standalone structured parking facilities.

The following applies to standalone structured parking facilities, where the parking structure is the principal use.

1. Standalone parking structures must include space for nonresidential uses along 90% of the ground floor of any primary frontage and 60% of the ground floor of any secondary frontage, excluding required access areas from the calculation, when adjacent to a public or private street. Such nonresidential spaces must be a minimum of 20 feet in width, 30 feet in depth, and 14 feet in height, with utility stubs and able to accommodate restaurant uses.

(b) Integrated structured parking facilities.

The following applies to structured parking facilities integrated into another principal use, whether designed as podium structures or wrapped parking structures.

1. Integrated parking structures must include space for active uses along 90% of the ground floor of any primary frontage, and 60% of the ground floor of any secondary frontage, excluding required access areas from the calculation, when adjacent to a public or private street. Such active spaces must be a minimum of 20 feet in width, 30 feet in depth, and 14 feet in height, with utility stubs and able to accommodate restaurant uses. Active uses include residential, retail, office, structured parking facility lobbies, and bike facilities.

(c). Structured parking must be designed to allow for conversion to other uses or the applicant must provide analysis that clearly identifies the reason this requirement cannot be met, including engineering diagrams and/or other schematics.

(d). On portions of the ground floor façade abutting any public or private street, or a public space such as a plaza, public seating area, multi-use trail, rapid transit way, greenway or park where items (a) and (b) above do not apply, pedestrian-scale interest and activity must be created through the inclusion of at least three architectural elements such as awnings, overhangs, decorative screens, grills, louvers or other similar features. A five foot landscape yard is required between the sidewalk and the ground floor façade, with a minimum of one shrub planted every three linear feet on center and the remainder of the area planted in live groundcover.

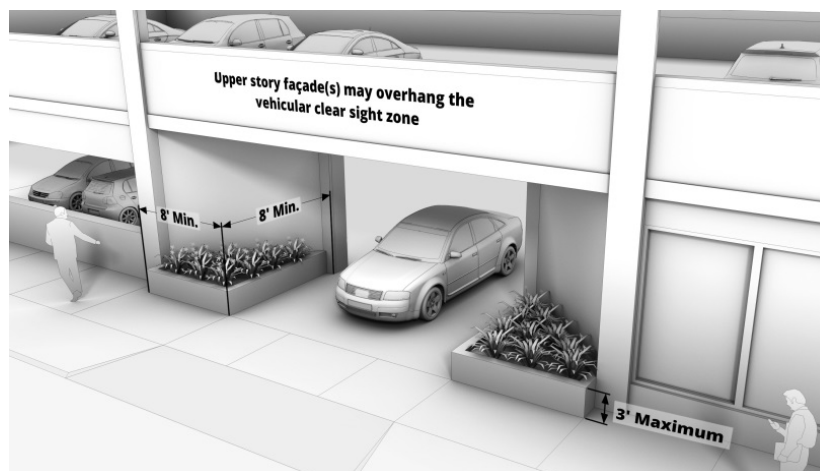
(e). Façade openings that face a public or private street or open space must be vertically and horizontally aligned, and all floors fronting on those façades shall be level, not inclined.

(f) Parking Structures must be designed so that motorized vehicles parked on all levels of the structure are screened to a minimum height of 4 feet. For parking structures with rooftop open-air parking, a parapet wall of sufficient height to ensure vehicles are not visible from the sidewalk is required. Any such parapet wall may not be less than five feet in height.

(g). Parking structures must be designed to minimize blank facades through architectural detailing. The façade articulation and massing design standards of Table 2 should be followed to the extent they can be implemented.

(h). A vehicular clear sight zone must be included at vehicular exit areas as follows:

1. The façade of vehicular exit areas must be set back from any pedestrian walkway along that façade a minimum of eight feet for the portion of the façade that includes the vehicle exit area and eight feet on each side of the exit opening.
2. A sight triangle is defined by drawing a line from the edge of the vehicular exit area to a point on the property line abutting the pedestrian walkway eight feet to the side of the exit lane.
3. In the sight triangle (bound by the parking structure wall, pedestrian walkway and vehicular exit lane), groundcover, landscape, or decorative wall must be used to act as a buffer between the exit aisle and the pedestrian walkway. Landscape or a decorative wall must not exceed three feet in height in order to maintain driver sightlines to the pedestrian walkway.
4. The upper story façade(s) of the parking structure may overhang the vehicular clear sight zone.



- (i). On designated Main Streets, parking shall not be allowed within 30' of the build-to zone on all floors.

(4) Valet Parking Standards

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

- (a) A valet parking service may be located at the face of the existing curb on a public or private street. The existing curb line cannot be modified to provide an inset for the valet parking service. When located on a public or private street, such service may only be located on the vehicle way and cannot be located on the amenity zone or pedestrian way. Where valet parking services are located on a public street and/or where the public right-of-way is utilized by the service, a valet parking permit must be obtained from the Charlotte Department of Transportation (CDOT).
- (b) When located on the lot, the vehicle parking area for the service must be located to the side or rear of the building. It cannot be located between the building and the street.
- (c) The vehicle parking area for the service must be incorporated into the parking lot or parking structure design, if such is included as part of the development.
- (d) The valet parking service and associated structures cannot disrupt the flow of pedestrian and vehicular traffic.

(5) Required Loading Spaces

- (a) Off-street loading spaces must be provided for nonresidential uses in accordance with this section. In the case of multi-tenant buildings or mixed-use developments, required loading spaces are calculated on the basis of each individual tenant (for example, if only one nonresidential use tenant of a multi-tenant building is over 50,000 square feet, only one loading space is required; if all tenants are under 50,000 square feet, no loading is required.)
- (b) Loading spaces must be designed and constructed so that all parking maneuvers can take place entirely within the property lines of the premises. Loading spaces cannot 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.
- (c) Loading spaces must be a minimum of 10 feet in width, 25 feet in length, and provide a minimum vertical clearance of at least 15 feet.
- (d) Nonresidential uses are required to provide loading spaces in accordance with the following, calculated by gross floor area:

1. Less than 50,000 square feet: None
2. 50,000 – 150,000 square feet: One space

3. Each additional 100,000 square feet: One space

(e) A multi-family development of 50 dwelling units or more requires one loading space.

(f) In no case are more than five loading spaces total required.

(g) Existing buildings without loading areas, as of the effective date of this district, are exempt from these loading standards.

(h) No loading spaces are permitted within any required setback, build-to zone, or build-to line. The driveway providing access to the loading area may be installed across these areas.

(i) Loading spaces and service areas cannot be located across from single-family or abutting single-family on the same side of the street.

(j) Loading berths must be screened along interior side and rear lot lines with a solid wall or fence, a minimum of six feet and a maximum of eight feet in height.

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