

Article 13. Transit Oriented Development Zoning Districts: TOD-TR, TOD-CC, TOD-NC, TOD-UC

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13.1 PURPOSE AND APPLICABILITY

A. TOD-TR Transit Transition Zoning District

1. Purpose

The TOD-TR Transit Transition Zoning District is appropriate for parcels near moderate-intensity rapid transit stations and streetcar stops to transition from higher intensity Transit Oriented Development Zoning Districts to adjacent existing neighborhoods, or in transit neighborhoods where the rehabilitation and reuse of buildings is important to preserving the existing character and scale.

The TOD-TR Zoning District's modest maximum building heights, more relaxed design standards, expanded menu of permitted uses, and higher maximum parking limits are intended to accommodate and encourage transit oriented and transit supportive development in transit station areas where there is not a current market demand for more intense development. These station areas are generally further from Uptown. This zoning district is also intended for use in areas where adopted policy encourages the adaptive reuse of existing building stock.

The TOD-TR Zoning District may be used in any transit station area or near a streetcar stop where moderate intensity development is appropriate, but should not be used in the Uptown area (inside Interstate Highways 277 and 77).

2. Applicability

The TOD-TR Zoning District may be applied in any of the following areas:

- a. Within a 1-mile walking distance of an existing rapid transit station, or within ½ mile walking distance of an existing streetcar stop.
- b. Within ½ mile walking distance of an adopted Metropolitan Transit Commission alignment rapid transit station location.
- c. Within ¼ mile walking distance of an adopted and funded streetcar stop.

B. TOD-CC Transit Community Center Zoning District

1. Purpose

The TOD-CC Transit Community Center Zoning District is appropriate for parcels near moderate-intensity rapid transit stations and streetcar stops. Its lower maximum building heights, and less stringent design standards are intended to accommodate and encourage transit oriented and transit supportive development in transit station areas where there is not a current market demand for more intense development. These station areas are generally further from Uptown.

The TOD-CC Zoning District may be used in any transit station area or near a streetcar stop where moderate intensity development is appropriate, but should not be used in the Uptown area (inside Interstate Highways 277 and 77). It is not intended for sites adjacent to a Neighborhood 1 Place Type unless separated by a Limited Access Highway, Parkway, Boulevard, or Avenue of at least four lanes, or a rail corridor, or by a public amenity greater than three acres in size.

2. Applicability

The TOD-CC Zoning District may be applied in any of the following areas:

- a. Within ½ mile walking distance of an existing rapid transit station, or within ¼ mile walking distance of an existing streetcar stop.
- b. Within ½ mile walking distance of an adopted Metropolitan Transit Commission alignment station location, and as identified in a financially constrained Metropolitan Transportation Plan (MTP) on an existing rapid transit corridor.
- c. Within ½ mile walking distance of an adopted and funded Metropolitan Transit Commission alignment station location on other rapid transit corridors.
- d. Within ¼ mile walking distance of an adopted and funded streetcar stop.

C. TOD-NC Transit Neighborhood Center Zoning District

1. Purpose

The TOD-NC Transit Neighborhood Center Zoning District is intended for use in existing or future transit station areas and near streetcar stops as a transition from a higher intensity TOD-UC Zoning District to adjacent existing neighborhoods, or where the rehabilitation and reuse of existing structures is important to preserving the character of established neighborhoods.

The TOD-NC Zoning District generally maintains the high level of design standards associated with the TOD-UC Zoning District, but is preferred over the TOD-UC Zoning District where less intensity is more appropriate, such as adjacent to a Neighborhood 1 Place Type, or where adopted policy recommends a lower maximum building height.

The TOD-NC Zoning District may be used in any transit station area or near a streetcar stop where moderate to high intensity transit oriented development is appropriate, but should not be used in the Uptown area (inside Interstate highways 277 and 77).

2. Applicability

The TOD-NC Zoning District may be applied in any of the following areas:

- a. Within a 1-mile walking distance of an existing rapid transit station, or within ½ mile walking distance of an existing streetcar stop.
- b. Within ½ mile walking distance of an adopted Metropolitan Transit Commission alignment station location.
- c. Within ¼ mile walking distance of an adopted and funded streetcar stop.

D. TOD-UC Transit Urban Center Zoning District

1. Purpose

The TOD-UC Transit Urban Center Zoning District is appropriate for parcels near high-intensity rapid transit stations and streetcar stops. Of the Transit Oriented Development Zoning Districts, the TOD-UC Zoning District will permit the greatest building heights, demand the uppermost level of site and architectural design, permit the least amount of vehicle parking, and require the most urban form of streetscape and public realm. This zoning district should be used on sites closest to transit stations and a limited number of streetcar stops where the highest density and most intense uses are envisioned.

The TOD-UC Zoning District may be used in any transit station area or near a streetcar stop where high intensity transit oriented development is appropriate. It is not intended for sites adjacent to a Neighborhood 1 Place Type unless separated by a limited-access highway, parkway, boulevard, or avenue of at least four lanes, or a rail corridor, or by a public amenity, greater than three acres in size.

2. Applicability

The TOD-UC Zoning District may be applied in any of the following areas:

- a. Within ½ mile walking distance of an existing rapid transit station, or within ¼ mile walking distance of an existing streetcar stop.
- b. Within ½ mile walking distance of an adopted Metropolitan Transit Commission (MTC) alignment station location, and as identified in a financially constrained Metropolitan Transportation Plan (MTP) on an existing rapid transit corridor.
- c. Within ½ mile walking distance of an adopted and funded Metropolitan Transit Commission alignment station location on other rapid transit corridors.
- d. Within ¼ mile walking distance of an adopted and funded streetcar stop.

13.2 USES

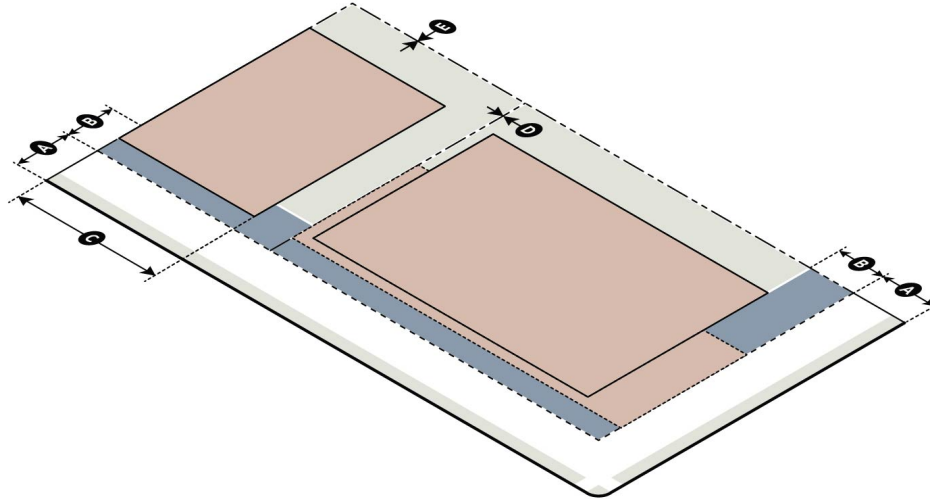
Article 15 lists permitted, temporary, and accessory uses for the Transit Oriented Development Zoning Districts. [Use definitions are found in Article 15.](#)

13.3 DIMENSIONAL AND DESIGN STANDARDS

The tables below include the dimensional and design standards for the Transit Oriented Development Zoning Districts. Standards within the tables below may contain specific regulations organized by frontage type (Section 3.5). In the tables below, where a cell contains a standard or a “✓” the standard is applicable. Where a cell is blank and shaded, the standard does not apply.

A. Building Siting

Building siting standards govern the placement of buildings on lots and are intended to ensure that development maintains compatibility with its surrounding context and the intent of the applicable zoning district.



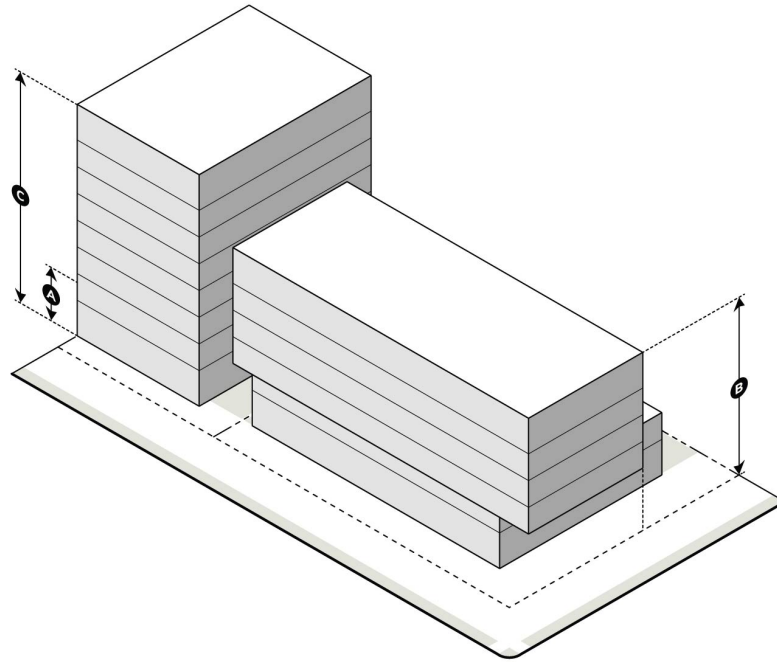
Transit Oriented Development Zoning Districts Building Siting Standards					
		TOD-TR	TOD-CC	TOD-NC	TOD-UC
A	Frontage Setback Line (from future back of curb) (feet) ^{1, 2}				
	Uptown Signature	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>
	Main Street	24	24	24	24
	Linear Park	<u>36</u>	<u>36</u>	<u>36</u>	<u>36</u>
	4-5 Lane Avenue/Boulevard	24 <u>20</u>	24 <u>20</u>	24 <u>20</u>	24 <u>20</u>
	6 or more Lane Avenue/Boulevard	30 <u>24</u>	30 <u>24</u>	30 <u>24</u>	30 <u>24</u>
	2-3 Lane Avenue	20	20	20	20
	Transit Station, Off-Street Public Path, Public Park ³	5	5	5	5
	Uptown Primary	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>
	Other - Primary	20	20	20	20
	Uptown Secondary	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>
	Secondary	16	16	16	16
	Parkway (Measured from ROW)	40 <u>20</u>	40 <u>20</u>	40 <u>20</u>	40 <u>20</u>
	Limited Access (Measured from ROW)	10	10	10	10
B	Frontage Build-To Zone (BTZ) (from frontage setback line) (feet) ^{4, 5}				
	Main Street	0-20	0-10	0-20	0-10
	4-5 Lane Avenue/Boulevard	0-20	0-10	0-20	0-10
	6 or more Lane Avenue/Boulevard	0-20	0-10	0-20	0-10
	2-3 Lane Avenue	0-20	0-10	0-20	0-10
	Transit Station, Off-Street Public Path, Public Park	0-20	0-10	0-20	0-10
	Other - Primary	0-20	0-10	0-20	0-10
	Secondary	0-20	0-10	0-20	0-10
	Parkway				
	Limited Access				

Transit Oriented Development Zoning Districts Building Siting Standards					
		TOD-TR	TOD-CC	TOD-NC	TOD-UC
C	Minimum BTZ Build-To Percentage for Structure (%)				
	Main Street	80	80	100	100
	4-5 Lane Avenue/Boulevard	80	80	80	80
	6 or more Lane Avenue/Boulevard	80	80	80	80
	2-3 Lane Avenue	40	60	40	60
	Transit Station, Off-Street Public Path, Public Park	80	80	80	80
	Other - Primary	80	80	80	80
	Secondary	40	60	40	60
	Parkway				
	Limited Access				
D	Minimum Side Setback (feet)				
	Not abutting Neighborhood 1 Place Type	0	0	0	0
	Abutting Neighborhood 1 Place Type	10	10	10	10
E	Minimum Rear Setback (feet)				
	Not abutting Neighborhood 1 Place Type	0	0	0	0
	Abutting Neighborhood 1 Place Type	20	20	20	20

- 1 On local and collector streets, measured from the curb location for Office/Commercial Wide Local Street Cross Section in CLDSM or the existing back of curb, whichever is farthest from the centerline. If SSI standards require the relocation of the back of curb or the back of curb is voluntarily relocated, that shall be considered the existing back of curb location.
- 2 In no case shall any building entry be located closer than six feet to an existing or proposed off-street public path or shared use path.
- 3 For the transit station, off-street public path, public park frontage, shall be measured from a property line or right-of-way line. If there is an easement in place for any frontage, then the measurement shall be taken from such easement. For any frontage abutting a reservation for a future frontage, the frontage setback line shall be measured from the edge of the reservation area.
- 4 If there is an existing CLT Water easement [or other utility easement](#) that conflicts with the build-to zone requirement, a build-to line shall be established at the edge of the easement closest to the build-to zone.
- 5 Where a lot has more than two frontages that require a build-to zone, the build-to zone shall be increased by 100% for those frontages that exceed two. Such an increase should be applied to those frontages that are lowest in the established hierarchy of frontages (Section 3.5.D).

B. Building Height

Building height standards govern the minimum and maximum heights of buildings, as applicable, and are intended to provide flexibility while maintaining appropriate transitions to adjacent areas.

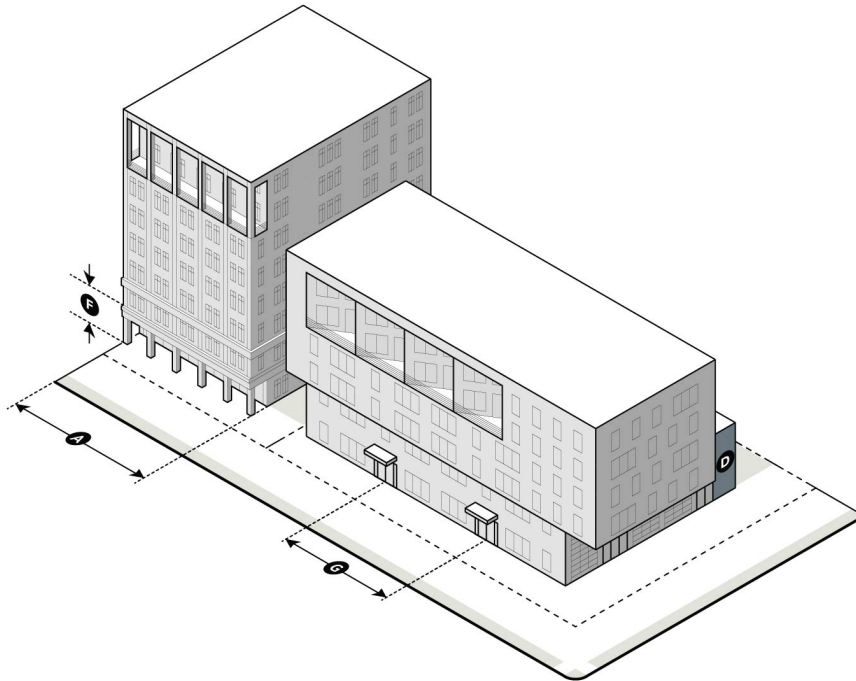


Transit Oriented Development Zoning Districts Building Height Standards					
		TOD-TR	TOD-CC	TOD-NC	TOD-UC
A	Minimum Building Height (feet) ¹		24	24	24/40 ²
B	Maximum Building Height (feet) ^{3,4,5}	50	90	75	130
C	Maximum Height with Bonus (feet) (Section 16.3) ^{3,4,5}	75	130	100	300 / Unlimited ⁶

- ¹ Lots of ~~30 feet one-half acre in area~~ or less ~~in lot width~~ are exempt from any applicable minimum building height requirements. Buildings of 2,000sf or less of gross floor area are exempt from any applicable minimum building height requirements.
- ² ~~Minimum building height is 24 feet for parcels less than 1/4 acre in area and 40 feet for parcels greater than or equal to 1/4 acre in area.~~
- ³ ~~Any structures integral to the operation of a use, such as smokestacks, chimneys, cooling towers, water towers, elevator houses, mechanical stacks, and other similar items that exceed the maximum height allowed in a zoning district are permitted. Any such structures that are freestanding shall be set back from any lot line that abuts a Neighborhood 1 Place Type a distance equal to the height of the structure.~~
- ⁴ The height and location of structures may be restricted by the limitations set forth in the Code of Federal Regulations (CFR) Title 14 Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace. A notice of proposed construction FAA Form 7460-1 must be filed with the FAA for construction or alteration that impacts any of the imaginary surfaces as defined in 14 CFR Part 77, or is more than 200 feet in height above the ground at its site at least 45 days prior to construction. The Aviation Department Planning Division may serve as a point of contact for information regarding building notification requirements and obstruction evaluation. ~~The height of structures may be restricted by the limitations set forth in the Code of Federal Regulations Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace. The Airport may be contacted for assistance with obstruction determination.~~
- ⁵ The maximum building height of any structure within 200' of residential uses or vacant land in a Neighborhood 1 Place Type is limited as follows: That portion of a structure within the first 100 feet is limited to a maximum of 50 feet in height; that portion of a structure within 100 to 200 feet is limited to a maximum of 65 feet in height to 65 feet. ~~In the TOD-UC Zoning District, the maximum building height of any structure within 200 feet of residential uses or vacant land in a Neighborhood 1 Place Type is limited to a maximum building height of 65 feet within the first 100 feet and a maximum building height of 75 feet within the area greater than 100 feet and up to 200 feet.~~ These standards apply only to that part of a structure within the 200 foot distance. This limitation does not apply to public parks of three acres or greater within a Neighborhood 1 Place Type, nor to ~~a contiguous area of two or fewer adjacent~~ parcels within a Neighborhood 1 Place Type.
- ⁶ The height limit is 300 feet, unless located within ¼ mile walking distance from a rapid transit station, the maximum height is unlimited.

C. Building Articulation

Building Articulation standards govern the dimensions of building facade elements and entry features, and are intended to facilitate the enhancement of a pedestrian-oriented environment.



Transit Oriented Development Zoning Districts Building Articulation Standards					
		TOD-TR	TOD-CC	TOD-NC	TOD-UC
A	Minimum Building Length as a Percentage of Lot Width Along Frontage (Measured at Frontage Setback Line) (%) ¹				
	Main Street	60	60	80	80
	4-5 Lane Avenue/Boulevard	60	60	60	60
	6 or more Lane Avenue/Boulevard	60	60	60	60
	2-3 Lane Avenue	60	60	60	60
	Transit Station, Off-Street Public Path, Public Park	60	60	60	60
	Other - Primary	60	60	60	60
	Secondary	40	40	40	40
	Parkway				
	Limited Access				
B	Maximum Building Length Along a Frontage (feet) ²	400	400	400	400
C	Maximum Building Length Along a Frontage with Additional Design Elements (feet) ^{2,3}	600	600	600	600

Transit Oriented Development Zoning Districts Building Articulation Standards					
		TOD-TR	TOD-CC	TOD-NC	TOD-UC
D	Maximum Blank Wall Area - Horizontal or Vertical (feet)				
	Main Street	20	20	20	20
	4-5 Lane Avenue/Boulevard	20	20	20	20
	6 or more Lane Avenue/Boulevard	20	20	20	20
	2-3 Lane Avenue	20	20	20	20
	Transit Station, Off-Street Public Path, Public Park	20	20	20	20
	Other - Primary	20	20	20	20
	Secondary	35	20	20	20
	Parkway	50	50	50	50
	Limited Access	50	50	50	50
E	Minimum Ground Floor Height – Residential (Finished Floor Elevation to Finished Floor Elevation) (feet) ^{4, 5, 6}				
	Main Street	16 ⁷	16 ⁷	16 ⁷	16 ⁷
	4-5 Lane Avenue/Boulevard	10	12	12	12
	6 or more Lane Avenue/Boulevard	10	10	12	12
	2-3 Lane Avenue	10	10	12	12
	Transit Station, Off-Street Public Path, Public Park	10	10	12	12
	Other - Primary	10	10	12	12
	Secondary	10	10	12	12
	Parkway (when only frontage or adjacent to shared-use path)	10	10	12	12
	Limited Access				
F	Minimum Ground Floor Height – Nonresidential and Mixed-Use (Finished Floor Elevation to Finished Floor Elevation) (feet) ^{4, 6}				
	Main Street	16 ⁷	16 ⁷	16 ⁷	16 ⁷
	4-5 Lane Avenue/Boulevard	14	16 ⁷	16 ⁷	16 ⁷
	6 or more Lane Avenue/Boulevard	14	14	16 ⁷	16 ⁷
	2-3 Lane Avenue	14	14	16 ⁷	16 ⁷
	Transit Station, Off-Street Public Path, Public Park	14	14	16 ⁷	16 ⁷
	Other - Primary	14	14	16 ⁷	16 ⁷
	Secondary	14	14	16 ⁷	16 ⁷
	Parkway (when only frontage or adjacent to shared-use path)	14	14	16 ⁷	16 ⁷
	Limited Access				
G	Maximum Prominent Entry Spacing (feet)				
	Main Street	250	250	250	250
	4-5 Lane Avenue/Boulevard	250	250	250	250
	6 or more Lane Avenue/Boulevard	250	250	250	250
	2-3 Lane Avenue	250	250	250	250
	Transit Station, Off-Street Public Path, Public Park	250	250	250	250
	Other - Primary	250	250	250	250
	Secondary	250	250	250	250
	Parkway (when only frontage or adjacent to shared-use path)	250	250	250	250
	Limited Access				

¹ Where a minimum building length as a percentage of lot width applies to multiple frontages, the highest frontage classification in the hierarchy (per Section 3.5.D) shall meet the established standard. In the case of a lot with two frontages, the second frontage shall only meet a standard of 40%. If there are more than two frontages subject to the standard, there is no minimum requirement for any frontage beyond the two highest frontages in the hierarchy. This requirement does not apply to Parkway or Limited Access frontages.

- ² Maximum building length along a frontage does not apply to any frontage located along a Limited Access road. [If any applicable minimum building length exceeds a maximum building length requirement, the maximum building length shall control.](#)
- ³ To achieve maximum building length with additional design elements, the following is required:
- A. Where a building abuts two parallel frontages with pedestrian facilities, or one frontage with pedestrian facilities and a parking lot, public park or other publicly owned open space on the side of the building opposite the frontage, a pedestrian passage is required. Such passage shall meet the following criteria:
1. General Requirements
 - a. Passages shall be designed to accommodate pedestrians. Vehicular access and circulation shall not be allowed as a component of a passage.
 - b. Passages shall be a minimum of 30 feet in width and 20 feet in height, and shall be located within the middle third of the building, measured along the frontage.
 - c. Passages shall be designed to maintain views from one end through to the other. Such views shall not be obstructed by lighting or other design features.
 - d. Inclusion of decorative elements such as lighting installations or public art within passages is encouraged.
 - e. Passages shall align with the street grid or other points of access to sidewalks, public paths, parking lots, public parks or other publicly owned open space where feasible.
 - f. For the purposes of any build-to zone requirement, a building passage is considered part of the building façade that meets such requirement.
 2. Passages in nonresidential and mixed-use buildings.
 - a. Ground floor uses shall be oriented toward the passage, including public entrances.
 - b. Ground floor façades facing into building passages in nonresidential and mixed-use buildings shall maintain a minimum transparency of 35% of the wall area of the passage.
 3. Passages in residential buildings.
 - a. Passages in residential buildings may be closed off to the public with gates and/or fencing but shall be of open design to allow for a clear view through the passage.
 - b. Passages in residential buildings shall be designed with elements for use by residents, such as seating areas.
 - c. Ground floor façades facing into building passages in residential buildings shall maintain a minimum transparency of 25% of the wall area of the passage.
- B. Where a building does not abut two parallel frontages with pedestrian facilities, a break in the building massing is required as follows:
1. Building mass shall be recessed a minimum of 20 feet in depth for no less than 30 linear feet along the façade. Such recess shall extend the full height of the building, and shall meet the following criteria:
 - a. The recess shall be located within the middle third of the building, measured along the frontage.
 - b. For nonresidential and mixed-use buildings, ground floor uses shall be oriented toward the recessed area, including public entrances.
 - c. The recessed area is subject to all transparency requirements.
 - d. The recessed area shall be designed as public or common space including amenities such as seating areas, landscaping, lighting, decorative elements, and public art.
- ⁴ The ground floor of residential developments is still considered residential when leasing or management offices and/or tenant facilities, such as gyms and community/party rooms associated with the development are located on the ground floor.
- ⁵ Applies only if non-convertible residential; for convertible residential, nonresidential standard applies.
- ⁶ At least 70% of the total ground floor [for nonresidential uses and 30% for residential uses](#), measured as a percentage of the interior space, shall meet the minimum ground floor height requirement.
- ⁷ [Minimum ground floor heights can be reduced by the Zoning Administrator if there are site constraints that would cause practical difficulty.](#)

D. Transparency

Transparency standards govern the required amount of ground floor and upper story transparency, and are intended to facilitate the enhancement of a pedestrian-oriented environment. These standards do not apply to townhouse development.

Transit Oriented Development Zoning Districts Transparency Standards					
		TOD-TR	TOD-CC	TOD-NC	TOD-UC
A	Ground Floor Transparency – Residential (% of wall area between 3' and 10' from grade) ^{1,2}				
	Main Street	25	25	25	25
	4-5 Lane Avenue/Boulevard	20	25	25	25
	6 or more Lane Avenue/Boulevard	20	25	25	25
	2-3 Lane Avenue	20	25	25	25
	Transit Station, Off-Street Public Path, Public Park	20	20	20	20
	Other - Primary	20	25	25	25
	Secondary	20	25	25	25
	Parkway	20	20	20	20
	Limited Access				
B	Ground Floor Transparency – Nonresidential and Mixed-Use (% of wall area between 3' and 10' from grade) ¹				
	Main Street	60	60	60	60
	4-5 Lane Avenue/Boulevard	40	50	60	60
	6 or more Lane Avenue/Boulevard	40	50	60	60
	2-3 Lane Avenue	40	50	60	60
	Transit Station, Off-Street Public Path, Public Park	40	50	60	60
	Other - Primary	40	50	60	60
	Secondary	40	50	50	50
	Parkway	30	30	30	30
	Limited Access				
C	Upper Story Transparency – Residential, Nonresidential, and Mixed-Use (% of Wall Area of Story)				
	Main Street	15	15	15	25
	4-5 Lane Avenue/Boulevard	15	15	15	25
	6 or more Lane Avenue/Boulevard	15	15	15	25
	2-3 Lane Avenue	15	15	15	25
	Transit Station, Off-Street Public Path, Public Park	15	15	15	25
	Other - Primary	15	15	15	25
	Secondary	15	15	15	15
	Parkway	15	15	15	15
	Limited Access				

¹ The ground floor of residential developments is still considered residential when leasing or management offices and/or tenant facilities, such as gyms and community/party rooms associated with the development are located on the ground floor.

² Applies only if non-convertible residential; for convertible residential, nonresidential standard applies.

E. Site Layout Standards

1. Residential Site Layout Standards

The standards below establish site layout requirements for multi-family attached, multi-family stacked, and townhouse development when allowed within the Transit Oriented Development Zoning Districts. Where standards below refer to a frontage, such standards apply to all frontages except parkways or limited access roads.

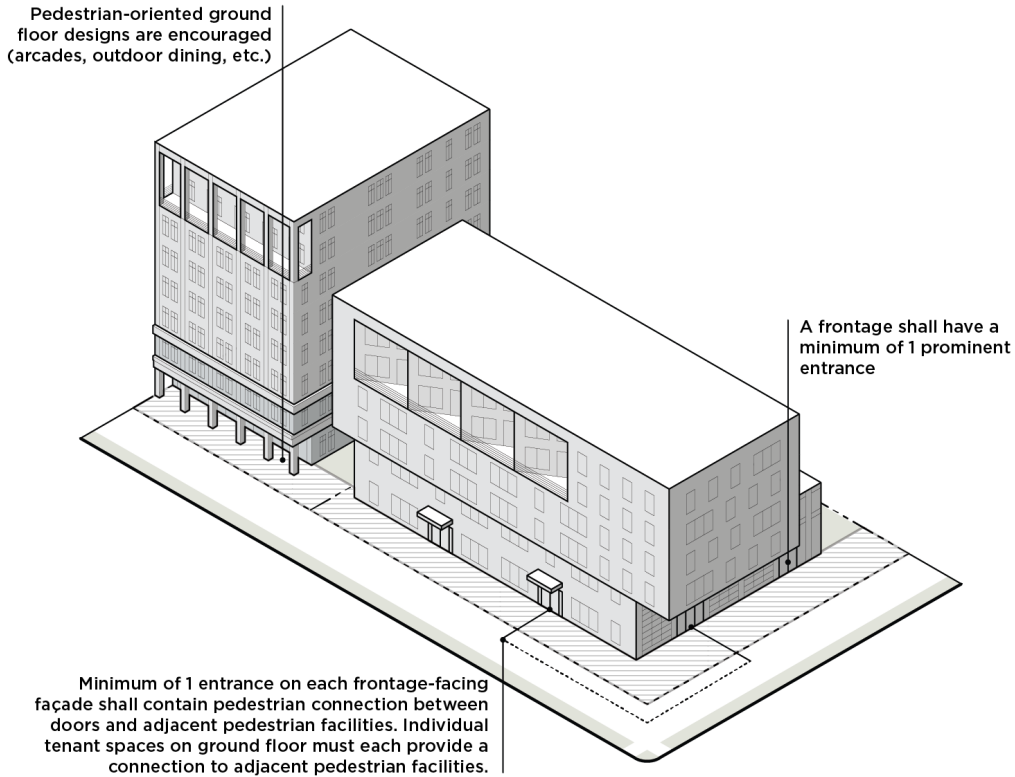
Transit Oriented Development Zoning Districts Residential Site Layout Standards			
	Multi-Family Attached	Multi-Family Stacked	Townhouse
In the Transit Oriented Development Zoning Districts—not including the TOD-UG Zoning District—vehicular entrances to garages, including areas used for vehicular access to attached or detached garages, shall be located to the rear of the building and shall not face the front façade of another building or common open space. The Zoning Administrator may waive this requirement if it is determined that, due to site constraints, there is no alternative to vehicular entrances facing a front façade or common open space.	✓	✓	
The primary pedestrian entry to each principal structure shall face a frontage.		✓	
The primary pedestrian entry to each dwelling unit shall face a frontage or common open space.	✓		
Principal structures abutting a frontage shall be oriented with all building sidewalls perpendicular to the frontage. On corner lots, sidewalls may be oriented perpendicularly to either frontage.			✓
The maximum number of attached dwelling units within a single structure is eight, unless adjacent to a Neighborhood 1 Place Type, then the maximum number of attached units within a single structure is six.	✓		✓

F. Building Design Standards

1. Nonresidential and Mixed-Use Building Design Standards

The following design standards apply to nonresidential and mixed-use buildings in the Transit Oriented Development Zoning Districts.

Updated diagram



Transit Oriented Development Zoning Districts Nonresidential and Mixed-Use Building Design Standards				
	TOD-TR	TOD-CC	TOD-NC	TOD-UC
Facade Modulation				
For buildings 150' in length or longer, facades located along a frontage shall be divided into shorter segments by means of modulation. Such modulation shall occur at intervals of no more than 60' and shall be no less than 3' in depth and 10' in length. Modulation is not required for those portions of the façade located higher than the third story.				
Main Street	✓	✓	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓	✓	✓
2-3 Lane Avenue	✓	✓	✓	✓
Transit Station, Off Street Public Path, Public Park	✓	✓	✓	✓
Other—Primary	✓	✓	✓	✓
Secondary	✓	✓	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	✓
Limited Access				
Building Base and Entrance Design				

Transit Oriented Development Zoning Districts Nonresidential and Mixed-Use Building Design Standards				
	TOD-TR	TOD-CC	TOD-NC	TOD-UC
<p>For buildings over five stories, the first two floors above street grade shall be significantly distinguished from the remainder of the building with an emphasis on providing design elements that will enhance the pedestrian environment. Buildings shall be designed with at least three elements to add special interest to the base, including but not limited to cornices, corbeling, molding, stringcourses, ornamentation, changes in material or color, recessing, architectural lighting, and other sculpturing.</p>				
Main Street	✓	✓	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓	✓	✓
2-3 Lane Avenue	✓	✓	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓	✓	✓
Other - Primary	✓	✓	✓	✓
Secondary	✓	✓	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	✓
Limited Access				
<p>For buildings over 90' in height, the base of the building shall be clearly differentiated from the remainder of the building with an emphasis on providing design elements that will enhance the pedestrian environment.</p> <p>This differentiation shall occur somewhere within the bottom third of the building, but no higher than 50' above grade.</p> <p>Elements such as, but not limited to, cornices, corbeling, molding, stringcourses, ornamentation, changes in material or color, recessing, architectural lighting, and other sculpturing of the base shall be provided to clearly differentiate the base from the remainder of the building.</p>				
Main Street	✓	✓	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓	✓	✓
2-3 Lane Avenue	✓	✓	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓	✓	✓
Other - Primary	✓	✓	✓	✓
Secondary	✓	✓	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	✓
Limited Access				

Transit Oriented Development Zoning Districts Nonresidential and Mixed-Use Building Design Standards				
	TOD-TR	TOD-CC	TOD-NC	TOD-UC
A frontage shall have a minimum of one prominent entrance, as defined in this Ordinance. In the case of a building located on a corner lot with two frontages, one prominent entrance located on the corner may satisfy this requirement for both frontages, subject to the following:				
1. Each frontage shall not require more than one prominent entry.				
2. A prominent corner entry shall include design features that reinforce intersections as key locations for pedestrian activity. Two of the following shall be included:				
a. A chamfered or rounded corner design.				
b. Awnings, canopies, or other covered entry features.				
c. Special paving, landscape, or lighting features.				
d. Unique architectural detailing that emphasizes the corner entry.				
Main Street	✓	✓	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓	✓	✓
2-3 Lane Avenue	✓	✓	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓	✓	✓
Other - Primary	✓	✓	✓	✓
Secondary	✓	✓	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	✓
Limited Access				
A minimum of one ground floor entrance along each frontage facing facade, except for a Limited Access frontage , shall include a pedestrian connection between doors and adjacent pedestrian facilities, where such facilities are present or are required by this Ordinance. ¹				
Main Street	✓	✓	✓	
4-5 Lane Avenue/Boulevard	✓	✓	✓	
6 or more Lane Avenue/Boulevard	✓	✓	✓	
2-3 Lane Avenue	✓	✓	✓	
Transit Station, Off-Street Public Path, Public Park	✓	✓	✓	
Other - Primary	✓	✓	✓	
Secondary	✓	✓	✓	
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	
Limited Access				
All ground floor entrances along each frontage facing facade, except for a Limited Access frontage , shall include a pedestrian connection between doors and adjacent pedestrian facilities, where such facilities are present or are required by this Ordinance. ¹				
Main Street				✓
4-5 Lane Avenue/Boulevard				✓
6 or more Lane Avenue/Boulevard				✓
2-3 Lane Avenue				✓
Transit Station, Off-Street Public Path, Public Park				✓
Other - Primary				✓
Secondary				✓
Parkway (when only frontage or adjacent to shared-use path)				✓
Limited Access				

Transit Oriented Development Zoning Districts Nonresidential and Mixed-Use Building Design Standards				
	TOD-TR	TOD-CC	TOD-NC	TOD-UC
Where a building contains multiple tenant spaces on the ground floor abutting a frontage, each tenant space shall have a prominent entrance including a pedestrian connection between doors and adjacent pedestrian facilities, where such facilities are present or are required by this Ordinance. ¹				
Main Street	✓	✓	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓	✓	✓
2-3 Lane Avenue	✓	✓	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓	✓	✓
Other - Primary	✓	✓	✓	✓
Secondary	✓	✓	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	✓
Limited Access				
One prominent entrance at grade is required per building on a site. All other ground floor entrances shall be between 4' above and 4' below the grade of the adjacent sidewalk. ²				
Pedestrian-oriented ground-floor designs are encouraged, including arcades, galleries, colonnades, outdoor dining areas, and outdoor plazas. When integrated into the overall building design, such features are considered to meet any required build-to percentage.				
Main Street	✓	✓	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓	✓	✓
2-3 Lane Avenue	✓	✓	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓	✓	✓
Other - Primary	✓	✓	✓	✓
Secondary	✓	✓	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓	✓	✓
Limited Access				

¹ The Zoning Administrator may waive this requirement if they determine that the nature of the use does not require such pedestrian connections, for example warehouse and distribution centers, airports, truck and rail freight terminals, and other similar uses.

² ~~Zoning Administrator may allow adjustments to standards if adjacent average sidewalk grade is greater than 10% or to comply with federal and state law.~~

2. Residential Building Design Standards

The following design standards apply to multi-family attached and multi-family stacked development in the Transit Oriented Development Zoning Districts.

Transit Oriented Development Zoning Districts Residential Building Design Standards		
	Multi-Family Attached	Multi-Family Stacked
Facade Modulation		
Structures shall incorporate elements of variation on any façade facing a frontage, public open space, or common open space. Variation shall be achieved as follows:		
<ol style="list-style-type: none"> 1. For multi-family attached dwellings, one of the following shall be incorporated into the design of the structure: <ol style="list-style-type: none"> a. Variation in the façade depth of adjoining dwelling units of at least 3'. Such variation shall extend the entire height of the façade. b. Architectural features, such as balconies, bay windows, or other elements along the façade of each dwelling unit, subject to the standards of Article 18. 2. For multi-family stacked dwellings longer than 150' or more in length, recesses or projections of the façade of at least two <u>1</u>' feet in depth, and no less than 10' in width are required at intervals of no more than 60 feet. 		
Main Street	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓
2-3 Lane Avenue	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓
Other - Primary	✓	✓
Secondary	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓
Limited Access		
Building Base and Entrance Design		
The primary pedestrian entry shall be a prominent entrance along a frontage as defined by this Ordinance. In the case of a building with multiple exterior entrances to individual units within the structure, this requirement applies to all exterior entrances along a frontage.		
Main Street	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓
2-3 Lane Avenue	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓
Other - Primary	✓	✓
Secondary	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓
Limited Access		

Transit Oriented Development Zoning Districts Residential Building Design Standards		
	Multi-Family Attached	Multi-Family Stacked
All ground floor entrances to individual units on a frontage with a sidewalk shall be between 1' and 5' above sidewalk the grade of the adjacent sidewalk when located within 10' 15' of the back of sidewalk. Residential units located below the grade of the adjacent sidewalk are permitted to have below-grade entrances, which shall be between 1' and 3' below the grade of the adjacent sidewalk. ¹		
Main Street	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓
2-3 Lane Avenue	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓
Other - Primary	✓	✓
Secondary	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓
Limited Access		
For buildings over five stories, the first two floors above street grade shall be significantly distinguished from the remainder of the building with an emphasis on providing design elements that will enhance the pedestrian environment. Buildings shall be designed with at least three elements to add special interest to the base, including but not limited to cornices, corbeling, molding, stringcourses, ornamentation, changes in material or color, recessing, architectural lighting, and other sculpturing.		
Main Street	✓	✓
4-5 Lane Avenue/Boulevard	✓	✓
6 or more Lane Avenue/Boulevard	✓	✓
2-3 Lane Avenue	✓	✓
Transit Station, Off-Street Public Path, Public Park	✓	✓
Other - Primary	✓	✓
Secondary	✓	✓
Parkway (when only frontage or adjacent to shared-use path)	✓	✓
Limited Access		
Arcades, galleries, colonnades, outdoor plazas, outdoor dining areas, or similar pedestrian-oriented ground floor designs may be incorporated into facades. When provided, such features that are in line with the building facade above the ground floor are considered to meet any required build-to percentage.		
Main Street		✓
4-5 Lane Avenue/Boulevard		✓
6 or more Lane Avenue/Boulevard		✓
2-3 Lane Avenue		✓
Transit Station, Off-Street Public Path, Public Park		✓
Other - Primary		✓
Secondary		✓
Parkway (when only frontage or adjacent to shared-use path)		✓
Limited Access		

¹ Zoning Administrator may allow adjustments to standards if adjacent average sidewalk grade is greater than 10% or to comply with federal and state law.

G. Building Materials

The following building materials are limited to 25% of each façade along a frontage. They may also be used as a component of construction when not a surface finish material without limitation. ~~In the Transit Oriented Development Zoning Districts, the following building materials are limited to use as a decorative or detail element for up to 25% of the façade. They may also be used as a component of construction when not a surface finish material.~~

1. Corrugated metal siding; however, the reuse of pre-fabricated shipping containers is permitted and is not subject to this limitation, subject to compliance with the building code and other applicable codes

~~1. Corrugated Metal Siding~~

~~2. Exposed aggregate concrete wall panels~~

~~3. Exterior insulation finishing systems (EIFS)~~

2. Exterior insulation finishing systems (EIFS) is prohibited on the ground floor of a multi-family dwelling (the 25% permission in item 1 above does not apply)

3. Plain concrete masonry units (CMU)

4. Plastic

5. T-111 composite plywood siding

6. Vinyl

13.4 OPEN SPACE REQUIREMENTS

A. New ~~development~~construction of a principal building, change of use, and expansion of a principal building by ~~1,000~~5,000 square feet or 20% of the building area, whichever is less, is required to provide on-site open space, except for development on sites of one-half acre or less in size.

B. The design of open space shall meet the design requirements of Section 16.5.

C. Development shall provide a minimum of on-site open space as follows:

Table 11.1: Required Open Space				
	TOD-TR	TOD-CC	TOD-NC	TOD-UC
Total On-Site Open Space	10%	10%	10%	5%
Public On-Site Open Space (% of Total On-Site Open Space)				
<i>Commercial Development</i>	50	50	50	50
<i>Mixed-Use Development</i>	25	25	25	25

D. Residential on-site open space may be provided as land dedicated to Mecklenburg County Park and Recreation, a fee in lieu provided to Mecklenburg County Park and Recreation, or a combination thereof in accordance with the requirements of Section 16.5.

E. Nonresidential and mixed-use on-site open space may be provided as land dedicated to Mecklenburg County Park and Recreation, a fee in lieu provided to Mecklenburg County Park and Recreation, or a combination thereof in accordance with the requirements of Section 16.5.

13.5 ON-SITE PEDESTRIAN CONNECTIVITY REQUIREMENTS

Standards for required on-site pedestrian connectivity are found in Section 16.6.

13.6 GENERAL DEVELOPMENT STANDARDS

A. General Development Standards

General development standards are found in Article 16.

B. Accessory Structures

Standards for accessory structures are found in Article 17.

C. Architectural Features

Standards for architectural features are found in Article 18.

D. Off-Street Parking

Standards for off-street parking and bicycle parking are found in Article 19.

E. Landscaping and Screening

Landscaping and screening standards are found in Article 20.

F. Loading and Service

Standards for loading [spaces](#) and service [areas](#) are found in Article 21.

G. Signs

Standards for signs are found in Article 22.

H. Drainage

Standards for drainage are found in Article 24.