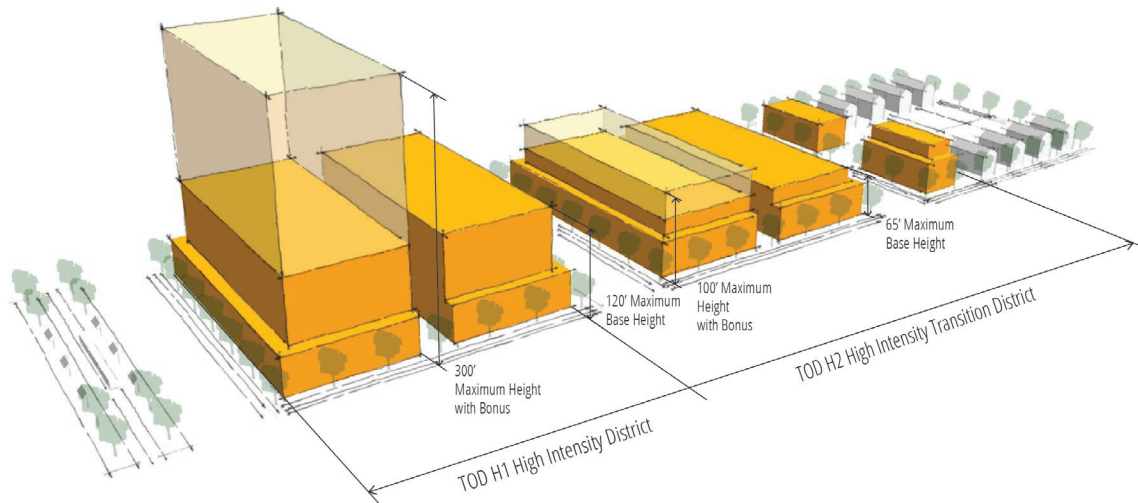


X.1 PURPOSE AND APPLICABILITY

X.1.1 TOD General Purpose

The purpose of the Transit Oriented Development (TOD) Districts is to create moderate to high intensity, compact, and mixed-use development in existing and future transit station areas and corridors as identified in the City's adopted future land use plans. The development standards are designed to promote a walkable urban form, access to transit, and a well-integrated mix of uses. The goals of the Transit Oriented Development Districts include:

- A.** Encourage appropriate building forms and uses to support increased transit use and decrease the use of motor vehicles.
- B.** Create a high-quality public realm and pedestrian environment that supports walkability and a range of mobility choices (vehicular, pedestrian, bicycle, and transit).
- C.** Provide for a range of mixed-use development intensity that transitions to, and respects the character of existing neighborhoods.
- D.** Support a diversity of housing choices with access to daily services, employment, and transit.

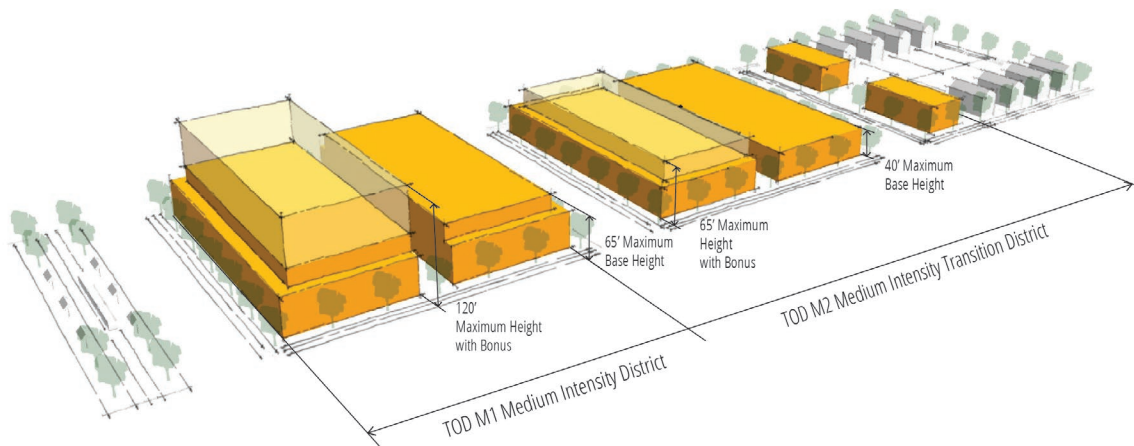


X.1.2 TOD-H1 Transit Urban Center

- A. Purpose.** The purpose of the TOD-H1 Transit Urban Center District is to encourage the location of uses and forms of development conducive to, and accommodating of, increased transit usage within Charlotte's urban centers. The TOD-H1 District is intended to promote high intensity, well-integrated mixed-use development, ensuring that development occurs in the form of compatible, transit-friendly design in close proximity to rapid transit stations, or large sites proximate to a streetcar stop. The regulations encourage a highly walkable and bikeable neighborhood, decreased reliance on motor vehicles, and mixed-use development that provides settings for social interaction and active community life.
- B. Applicability.** TOD-H1 may be applied to lots within 1/2 mile walking distance of an existing rapid transit station or within 1/4 mile walking distance of an existing streetcar stop. It may also be applied to lots within 1/2 mile walking distance of a funded and adopted Metropolitan Transit Commission alignment station location or within 1/4 mile walking distance of an adopted and funded streetcar stop. TOD-H1 may not be applied within 200 feet of a single-family residential zoning district, unless separated by an interstate, parkway, boulevard, or avenue (4 lane or more), or fronting on a public park of 3 or more acres in area.

X.1.3 TOD-H2 Transit Neighborhood Center

- A. Purpose.** The purpose of the TOD-H2 Transit Neighborhood Center District is to encourage a mixture of uses and a moderate intensity of development, and may serve as a transition between more intensely developed transit oriented districts and adjacent low-intensity residential neighborhood development. TOD-H2 is intended to encourage reuse of existing structures, promote walkability and bikeability, and require a high quality of design that complements the scale and character of Charlotte's existing urban neighborhoods. The district is also considered appropriate for areas along Charlotte's streetcar alignments.
- B. Applicability.** TOD-H2 may be applied to lots within 1 mile walking distance of an existing rapid transit station or 1/2 mile walking distance of an existing streetcar stop. It may also be applied to lots within 1/2 mile walking distance of an adopted Metropolitan Transit Commission alignment station location.



X.1.4 TOD-M1 Transit Community Center

- A. **Purpose.** The purpose of the TOD-M1 Transit Community Center District is to encourage the location of uses and forms of development conducive to, and accommodating of, increased transit usage within Charlotte’s urban centers. The TOD-M1 District is intended to promote moderate intensity, well-integrated mixed-use development, ensuring that development occurs in the form of compatible, transit-friendly design in close proximity to rapid transit stations, or large sites proximate to a streetcar stop. The regulations encourage a highly walkable and bikeable neighborhood, decreased reliance on motor vehicles, and mixed-use development that provides settings for social interaction and active community life.
- B. **Applicability.** TOD-M1 may be applied to lots within 1/2 mile walking distance of an existing rapid transit station or within 1/4 mile walking distance of an existing streetcar stop. It may also be applied to lots within 1/2 mile walking distance of a funded and adopted Metropolitan Transit Commission alignment station location or within 1/4 mile walking distance of an adopted and funded streetcar stop. TOD-M1 may not be applied within 200 feet of a single-family residential zoning district, unless separated by an interstate, parkway, boulevard, or avenue (4 lane or more), or fronting on a public park of 3 or more acres in area.

X.1.5 TOD-M2 TOD Transition

- A. **Purpose.** The purpose of the TOD-M2 Transition District is to encourage a mixture of uses and a moderate intensity of development. The district may serve as a transition between areas of medium intensity transit oriented development and adjacent lower intensity development that may be more suburban in character. TOD-M2 is intended to promote the reuse of existing structures, and to promote walkability, bikeability, and flexibility in uses to serve and complement adjacent development.
- B. **Applicability.** TOD-M2 may be applied to lots within 1 mile walking distance of an existing rapid transit station or 1/2 mile walking distance of an existing streetcar stop. It may also be applied to lots within 1/2 mile walking distance of an adopted Metropolitan Transit Commission alignment station location. TOD-M2 may not be applied within 1/4 mile walking distance of an existing rapid transit station.