

# TRANSIT ORIENTED DEVELOPMENT

## ZONING DISTRICTS : ZONING TRANSLATIONS

### QUESTIONS?

EMAIL US AT :  
CHARLOTTEUDO@CHARLOTTENC.GOV

### GOAL:

All Transit Oriented Districts will be pedestrian-friendly to support and encourage transit use. Within walking distance of our stations, land that is recommended and suitable for transit oriented development will be zoned a TOD district.

### INTENT:

The purpose of the overall effort is to build on the **FOUNDATION** of our adopted policies and implement the recommendations through the Zoning Ordinance. This will require changing the zoning of properties along the Blue Line. The alignment effort will include conversations with property owners, neighborhoods, and other interested parties. The effort in TOD also serves as a model for the Unified Development Ordinance, in which a similar process will occur for the entire city.

## PHASE 1: TRANSLATION OF TOD ZONING DISTRICTS

In Phase 1, all parcels that are currently zoned TOD-M, TOD-R, or TOD-O will be converted to the TOD-COMMUNITY CENTER district. This district most closely reflects the current TOD districts in design standards, height, and massing. Existing development will not have to meet the new standards of the TOD-Community Center District. All new development, permitted after the adoption of the TOD Zoning Districts will have to meet the standards of the TOD-Community Center District.

## PHASE 2: ALIGNMENT REZONING DISTRICT CRITERIA

To identify the appropriate new TOD zoning district for each parcel during the ALIGNMENT REZONINGS, the following list is considered. Sites that are translated as part of Phase 1 will also be a part of the alignment if the recommendation differs from the Community Center District.

- **PRIORITY:** The sites have an **adopted future land use** of TOD based on a Station Area Plan or a rezoning (adopted policy). No sites will be considered that do not have future land use of TOD. This protects existing neighborhoods and builds on the adopted policy.
- **PRIORITY:** To utilize the higher intensity new TOD zoning districts (Urban Center and Community Center) sites must be within a **½ walking distance** from a transit station and not have height or intensity limitations on the parcel in the adopted Station Area Plan.
- Through analysis, stations are classified as **“High Intensity”** (Urban and Neighborhood Center districts are appropriate) or **“Moderate Intensity”** (Community Center and Transition districts are appropriate). Determinations for which type of station are proposed based on recent market conditions.

### PROCESS:

