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NEIGHBORHOOD TOOLKIT

The information in this section is meant to help local community members play an active role in caring for and enhancing their neighborhoods. The information on the following pages provides an overview of existing resources, tools, and programs available to the community that support improvements for neighborhood mobility, sustainability and environmental management, parks and public spaces, community character, and housing. Some tools also focus on increasing community capacity for leadership, involvement, and knowledge. These tools and resources are organized by their relevance to advancing key goals and objectives of the *Charlotte Future 2040 Comprehensive Plan*, including the *Equitable Growth Framework*. Resources, tools, and programs may evolve over time; therefore, this toolkit is designed to be revised in conjunction with the *Charlotte Future 2040 Annual Report*.

While these tools and resources are organized according to the goal or objective they most directly address, many of them can support multiple benefits and outcomes. As a contributor to your local neighborhood, it is recommended that you first focus on the tools and resources that support the top issues and priorities identified within your *Community Area Plan*.

For each opportunity, resource, tool, or program, a brief description is provided, along with one or more links to find additional information, and an indication of which entities or groups can make use of them. Such entities include but are not limited to: individual residents, resident or neighborhood groups, neighborhood organizations or associations, nonprofits, community-based organizations, businesses, business associations, property owners, schools and other public facilities, developers, and more.

A digital version of the Neighborhood Toolkit will be available via the online Community Area Plans. This resource will include links to all relevant materials.

QR Code

ACCESS TO HOUSING OPPORTUNITY

'Housing Opportunity' is defined in the *Charlotte Future 2040 Comprehensive Plan* as "the ability for residents of all income, household composition, and life stages to access housing options that meet their needs and economic conditions." However, not all areas of the city currently provide this level of housing opportunity, and, even where the diversity of housing options is abundant, many residents still struggle to make ends meet or retain stable housing. The programs, tools, and resources outlined below can be used to preserve existing housing stock and/or expand opportunities for new housing choices. In particular, these tools support the preservation and creation of both naturally occurring affordable housing and subsidized, income-restricted affordable housing. These tools also offer support systems to keep people housed, to maintain healthy living conditions, and to serve those experiencing homelessness. These are essential components of building a more equitable community – Charlotte's vision for the future.

BUILD AN ADU ON YOUR PROPERTY

Accessory Dwelling Units (ADUs) contribute to housing access by creating new homes within the market. ADUs are small housing units that sit primarily on the same property as a single-family home. They may be attached or integrated within the primary home (basement ADU or above the garage) or they may be a separate, detached structure. Because ADUs have a small footprint, they tend to be more affordable. They also provide well-suited options for single individuals, young couples, adults with disabilities, and multi-generational households. Rented ADUs also provide supplemental income for the property owner, which can reduce their overall housing costs and build additional equity through increased property value.

WHO CAN USE IT:

Property Owners and Builders/Developers

APPLY FOR HOUSING TRUST FUNDING TO BUILD AND PRESERVE AFFORDABLE HOUSING

Housing Trust Fund

The Housing Trust Fund (HTF) was created in 2001 as a tool to address the growing need for affordable housing in the city. It helps developers and property owners create and preserve affordable housing units through financial assistance. This funding primarily comes from voter-approved housing bonds, allowing the City to offer low-interest loans and grants to developers who meet certain criteria, such as providing housing at specific income levels and ensuring long-term affordability. The program supports both new construction and the rehabilitation of existing units, which helps retain affordable housing in gentrifying neighborhoods. In addition to funding, the HTF program provides technical assistance to developers, ensuring they align with City priorities for equitable and sustainable growth. The fund aims to increase housing options for low-to-moderate income families (at or below 80% of the Area Median Income), seniors, and individuals with special needs, all while fostering community engagement and partnerships between public and private sectors.

WHO CAN USE IT:

Developers

APPLY FOR A SAFE REHABILITATION LOAN TO ADDRESS HOME REPAIR NEEDS

Resources for Homeowners & Renters

The City offers funding for housing rehabilitation through three programs: Safe Home, TLC by CLT, and the Housing Preservation Program. These programs offer deferred loans to low-income homeowners to assist in addressing needed repairs to reduce energy costs and improve efficiency, create accessibility accommodations, remediate code violations, and/or keep homes safe and well-maintained. These programs are designed as a housing stability and preservation initiative, helping to keep vulnerable residents safe and housed while also preserving housing stock that may otherwise fall into disrepair.

WHO CAN USE IT:

Residents (homeowners)

APPLY FOR AN EMERGENCY REPAIR PROGRAM GRANT TO IMMEDIATELY ADDRESS HOME SYSTEM FAILURE

Safe Home Emergenct Repair Program

The Safe Home Emergency Repair Program (ERP) is designed to address immediate threats to health and safety for low-income homeowners (at or below 60% of the Area Median Income) who are 62 years or older and/or have a disability. The repair need must meet specific requirements for designation as an emergency, for which the program provides financial assistance as a grant. The goal of ERP is to restore the home to a safe and livable state so that residents can continue to live there.

WHO CAN USE IT:

Residents (homeowners)

APPLY FOR EMERGENCY RENT & UTILITY ASSISTANCE

Emergency Financial Assistance: Spratt | Crisis Assistance Ministry

Crisis Ministries offers various rent and utility assistance programs to low-income residents of Mecklenburg County. Applicants must apply in-person and provide documents confirming their need for assistance, such as proof of income and past due/disconnection notices. This program is designed to prevent eviction and homelessness as well as to maintain health and safety within the home by ensuring that vulnerable residents have running water, heat, and electricity.

WHO CAN USE IT:

Residents

ACCESS TO HOUSING OPPORTUNITY

REQUEST FREE LEAD TESTING (& REMEDIATION) FOR YOUR HOME AND YOUR CHILDREN

LeadSafe Program

The LeadSafe program was established to provide lead testing for low-income community members (at or below 80% of the Area Median Income) who live in homes built before 1978 (when lead pipes and paint were legal and common). This program is especially geared towards households with children as lead poisoning can cause the most harm to young people who are still developing. Both material testing within the home and blood testing for children under 6 are provided free of charge for eligible residents. Testing is available for both renters and homeowners. The City also has variable grant funding available for remediation projects when lead is found in the home.

WHO CAN USE IT:

Residents (homeowners and renters)

SELL YOUR HOME TO THE CITY'S ACQUISITION, REHAB, AND RESELL PROGRAM (AFFORDABLE HOUSING PRESERVATION)

Acquisition, Rehab and Resell Program

The City has developed a program to preserve affordable housing by buying homes from homeowners, renovating, and reselling them.

WHO CAN USE IT:

Homeowners

TAKE ADVANTAGE OF THE CITY'S HOUSING COUNSELING CLASSES

Housing Counseling

In partnership with Community Link and DreamKey Partners (nonprofit organizations), the City offers several housing counseling services, including financial literacy, pre-homeownership counseling, and foreclosure prevention. The classes cover a range of topics, including budgeting, credit repair and mortgage loan assistance and education. By offering these classes, the City seeks to increase residents' awareness of the housing options and opportunities available to them, to help inform complex decisions around housing affordability, and to help residents achieve their housing goals.

WHO CAN USE IT:

Residents

APPLY FOR HOUSE CHARLOTTE HOMEOWNERSHIP ASSISTANCE

House Charlotte Program

In partnership with DreamKey Partners, the House Charlotte Program offers deferred and forgivable loan options for low-to-moderate-income residents (up to 110% of the Area Median Income) looking to purchase a home. Up to $80,000 in assistance can be used to cover down payment, closing costs and interest rate buydowns for qualified applicants. This program is designed to expand homeownership opportunities, allowing more residents to build equity and generational wealth.

WHO CAN USE IT:

Residents

SEEK ASSISTANCE FROM OR VOLUNTEER WITH A HOMELESS PREVENTION OR SERVICE ORGANIZATION

Emergency Housing Assistance

Community Support Services

Effective support for those impacted by homelessness comes when communities band together to build compassion and create solutions. The City of Charlotte distributes Federal Emergency Solutions Grants (ESG) funding to organizations with the following programs at the forefront of their mission: street outreach, emergency shelter, homelessness prevention, rapid re-housing assistance and data collection through the Homeless Management Information System (HMIS). A request for proposals is released yearly for agencies seeking ESG funding. The City also provides funding annually, through its Financial Partners process, for local non-profit agencies that provide emergency housing services. Many of the organizations that rely on these funds to provide their services also rely on community volunteers.

WHO CAN USE IT:

Nonprofit and community-based organizations, residents

Source: Homeguide.com

Source: Habitat for Humanity

ACCESS TO ESSENTIAL GOODS & SERVICES

'Access to Essential Amenities, Goods, and Services' is defined in the *Charlotte Future 2040 Comprehensive Plan* as having daily needs and leisure opportunities close to home, which fosters good health and well-being. Essential amenities, goods, and services include several uses as shown below. Having these amenities within close proximity of home not only ensures that residents' basic and leisure needs are met, but also reduces passive travel time. This reduces environmental impact and creates opportunity for other important activities, such as work, civic participation, recreation, health and wellness, and spending time with friends or family. However, not all areas of the city currently provide access to essential goods and services. The City has adopted new land use policies that encourage greater integration of uses across Charlotte's neighborhoods and districts, which will create new opportunities for increased access to goods and services. While private development will play a key role in taking advantage of these new opportunities to establish additional goods and services, the tools described below may be used by local organizations and businesses to support the expansion of some goods and services in areas currently lacking them or where growth is expected. These are essential components of building a more equitable community – Charlotte's vision for the future.

Essential Goods & Services

- Childcare and education
- Parks, open space, and trails
- Community facilities
- Healthy and fresh food
- Healthcare and pharmacies
- Financial services
- Public-use internet

ORGANIZE AND APPLY TO HOST SPECIAL EVENTS

Permitting Requirements

Reserving a Public Space

Planning Outdoor Events

The City of Charlotte manages three public spaces that are available for reservations: Five Points Plaza, the Green at Prosperity Village and the Ritz at Washington Heights. Learn more about the permitting requirements for using these spaces via the link above. Please watch the "Reserving a Public Space" video for additional information. To reserve a park shelter or schedule an event at a park please contact Mecklenburg County Park and Recreation. General information about hosting outdoor events is also available via the City's website.

WHO CAN USE IT:

Residents, neighborhood associations, community organizations, or businesses associations

APPLY FOR BUSINESS FAÇADE IMPROVEMENT GRANT

Facade Improvement Grant Program

The Facade Improvement Grant Program seeks to remove blight by assisting businesses and commercial property owners with improving building appearance and by bringing signs, parking and landscaping into conformance with current codes. The program provides up to 50% reimbursement to commercial or industrial businesses or property owners for eligible renovation costs. A 60% reimbursement may be available on a case-by-case basis for utilization of certified Minority, Women or Small Business Enterprise (MWSBE) firms. Maximum grant awards are based upon building square footage. Please visit the link above for eligible expenses.

This tool helps advance access to essential goods and services by ensuring that small businesses can maintain a welcoming and successful shopfront and/or by supporting new or expanding businesses that want to renovate the façade of the building space in which they are opening and operating.

WHO CAN USE IT:

Commercial property owners, businesses

OPEN SPACE & ENVIRONMENTAL JUSTICE

The *Charlotte Future 2040 Comprehensive Plan* envisions a future where Charlotte has healthy, safe, and active communities as well as an integrated natural and built environment (see Goals 6 & 7). These goals promote accessible and varied open spaces, reduced exposure to harmful toxins and contaminants, improving and expanding green infrastructure and the tree canopy, protecting water quality and ecological diversity, and proactively addressing and mitigating climate change. In addition, *Charlotte Future 2040* defines environmental justice as the actions and decisions that "seek to minimize and equalize the effects of environmental hazards among the entire community, regardless of income, race, education level, and age." However, environmental injustice currently exists in some areas of the city, shaped by geographic inequities and procedural inequities. The tools, programs, and resources outlined below support efforts to create a healthier and more sustainable environment and to build a more equitable community – Charlotte's vision for the future.

ENHANCE NEIGHBORHOOD COMMON SPACES

Multiple programs are offered for groups and individuals to enhance common open spaces throughout neighborhoods:

Plant and Care for Trees - Tree Charlotte works with groups to plant and care for trees. Trees Charlotte

Placemaking Grant Program - A community-building initiative to support the activation of leftover and underutilized spaces and the creation of community gathering spaces. It is connected to the City's Placemaking Hub - a digital resource that offers a menu of possibilities for your neighborhood! Placemaking Grant Program Charlotte Placemaking Hub

Neighborhood Matching Grants Program - Awards funds to eligible neighborhood-based organizations to make neighborhoods better places to live, work, and play. Eligible projects include, but are not limited to: park/playground enhancements, landscaping and trees, trails, art, benches and seating, and community gardens. Neighborhood Matching Grants

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

VOLUNTEER TO CLEAN UP AND MONITOR STREAMS

Stream Cleanup and Monitoring Programs

Multiple programs are offered for groups and individuals to clean up and monitor streams to help improve ecosystem health and that of the broader community. Adopt-a-Stream involves "adopting" a stream segment and agreeing to remove litter and report pollution problems at least twice a year. As a benefit, signage including the adopter's name helps illustrate their efforts to uphold environmental stewardship values. Stream cleanup opportunities are also offered by the City through the annual Big Spring Clean event during Creek Week in late March as well as monthly Second Saturday and VolunThursday events. Volunteer monitoring programs include taking photos, samples, or visually monitoring a specific stream location or segment. All of these programs are opportunities to reduce negative environmental impacts, improve environmental quality, and foster environmental stewardship in the community.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

PLANT AND CARE FOR TREES

Trees Charlotte

Charlotte Public Tree Fund

The City of Charlotte is a community partner with Trees Charlotte, a local non-profit organization, which works with residents and groups in several ways to plant and care for trees. Storm Water Services also partners with the Charlotte Public Tree Fund, another non-profit organization, to hold an annual tree planting event called Creek ReLeaf. Those tree planting sites then become available for adoption by groups who conduct maintenance activities to ensure the trees' long-term viability.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

PARTICIPATE IN THE FLOODPLAIN BUYOUT PROGRAM

Floodplain Buyout Program

With the dual goals of preserving and restoring natural flood areas and strategically mitigating the threats and impacts that flooding can have on homes and businesses, Mecklenburg County has a voluntary buyback program. This program allows property owners within the floodplain to sell their property to the County at fair market value, minimizing both financial and emotional loss and creating safe and effective buffers to manage flooding when it occurs.

WHO CAN USE IT:

Property owners

ADOPT AND MARK STORM DRAINS

Adopt and Mark Storm Drains

Adopt-a-Drain is a community program that follows the model of Adopt-a-Stream, designed to keep pollution from entering storm drains. This is currently a pilot program in partnership with Cornelius, Davidson, Huntersville, Matthews, Mint Hill, and Pineville, but may become permanent and/or extend into Charlotte in the future. Storm Drain Marking is a method of education and outreach to the community intended to reinforce connection and responsibility to waterways. Volunteers for this program glue decals onto storm drains that say "This Drain is Only for Rain. Do Not Dump – Drains to Creek".

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

PARK AND RECREATION VOLUNTEER OPPORTUNITIES

Volunteer Opportunities

There are a variety of ways to volunteer in our parks, centers, preserves, and greenways. Long term volunteer opportunities include youth sport coaching, tutors/mentors, recreation center assistants, etc. The Park Pickers program helps keep our parks beautiful through trash and debris removal events. Wayfinding Washers helps keep our park and greenway trail signs clean and legible. No matter your level of interest, there is an opportunity for you to help.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

OPEN SPACE & ENVIRONMENTAL JUSTICE

CHARLOTTE WATER CONSERVATION AND LEAK DETECTION

Conservation and Leak Detection

Conservation and leak detection go hand in hand to protect one of our most valuable resources: water. Conservation and leak detection can also reduce and prevent high water bills. Charlotte Water has many resources for leak detection, leak repair, and conservation which can be found at cltwaterblog.org.

WHO CAN USE IT:

Charlotte Water Customers

CHARLOTTE WATER CARES

Charlotte Water Cares

Charlotte Water Cares is a program that provides resources for families in need of assistance with their water bills. Program and partnerships can be found on the Charlotte Water Cares webpage or by dialing 311.

WHO CAN USE IT:

Charlotte Water Customers in need of assistance

CHARLOTTE WATER'S PARTNERSHIP WITH HOMESERVE

HomeServe USA & Charlotte Water

Charlotte Water has partnered with HomeServe USA to offer an optional solution to eliminate the high cost and stress of unexpected repairs to water and sewer lines. Most customers do not know they are responsible for the water and sewer lines running to their homes. If these lines break, you could face large, unexpected home repair bills and waste time looking for a qualified plumber when you least expect it. HomeServe offers protective services for these types of emergencies and will handle all aspects of the service line coverage.

WHO CAN USE IT:

Charlotte Water Customers

LEADFREE CLT PROGRAM

Lead Free CLT

Charlotte Water has been monitoring its water for lead and copper since 1991 and has always met EPA standards. The Environmental Protection Agency (EPA) revised the existing Lead and Copper rule (LCR) on December 16, 2021. In response to the EPA's Lead and Copper Rule Revisions (LCRR), Charlotte Water launched Lead Free CLT, a lead reduction program aiming to meet the EPA's strengthened regulations for reducing lead in drinking water.

WHO CAN USE IT:

Charlotte Water Customers

CHARLOTTE WATER PRIVATE WATER LINE FINANCIAL ASSISTANCE PROGRAM

Private Water Line Financial Assistance

This program provides eligible Charlotte Water customers with an interest-free loan to replace an existing private domestic water line. Customers must be residential and have a verifiable financial need. The intent of this program is not to finance minor repairs but to assist customers in replacing damaged pipes that have adversely impacted the customer's water bill. To learn more please visit charlottewater.org or dial 311.

WHO CAN USE IT:

Eligible Charlotte Water Customers

HELPING HANDS OUTREACH- H20 FOUNDATION

Helping Hands Outreach - H20 Foundation

Helping Hands Outreach- H20 Foundation is a program that works to ensure greater Charlotte area residents have access to clean water services by providing financial assistance for water, wastewater, and stormwater bills as well as facilitating access to new connections for those in need. To learn more please visit the above link or email administrator@charlottehelpinghands.org for assistance.

WHO CAN USE IT:

Charlotte Water Customers in need of assistance

CHARLOTTE WATER'S SMART IRRIGATION PROGRAM

Smart Irrigation Program

The Smart Irrigation program is designed to make watering more efficient and less costly for customers. The program is estimated to help customers reduce their summertime watering demand by 20+% and to produce healthier landscapes. The program requires annual recertification which consists of the program application and an annual backflow test. More information can be found be visiting the link above or by emailing watersmart@charlottenc.gov to discuss program criteria.

WHO CAN USE IT:

Charlotte Water customers with irrigation systems

CHARLOTTE WATER EMERGENCY ALERTS

Emergency Alerts

Sign up for emergency alerts to be notified of water outages, sanitary sewer spills, water quality concerns, and any lane or road closure due to an emergency water main break. Your contact information will not be shared and can be updated at any time. To register for alerts or update your existing information on file, please dial 311 or visit charlottewater.org.

WHO CAN USE IT:

Charlotte Water Customers

MOBILITY & ACCESSIBILITY

The *Charlotte Future 2040 Comprehensive Plan* envisions a future where all Charlotteans can conveniently, comfortably, and safely travel between destinations regardless of their age, income, ability, race, where they live, or by which mode they choose to travel (see Goal 5). Not only does this impact transportation choices and behaviors, but also reduces Charlotteans access to housing opportunities, employment opportunities, and to other essential amenities, goods, and services. The tools, programs, and resources outlined below support local improvements to mobility, with a particular focus on expanding options for active and low-cost transportation options, such as walking, bicycling, and public transportation. These are essential components of building a more equitable community – one of the core priorities identified by the community for Charlotte's future.

APPLY FOR BICYCLE PARKING INSTALLATION

Bicycle Parking Installation

Businesses in Charlotte can apply for bicycle parking installation through three different means. First, bike racks are required through redevelopment. Second, the City can initiate the installation of bike racks within the right-of-way. Third, The City of Charlotte's Bicycle Program provides inverted-u racks to businesses who request them through the Bicycle Rack Partnership Program. This program focuses on building sites that were developed before the rack requirements were included in the zoning ordinance in 2005.

WHO CAN USE IT:

Businesses

REQUEST A REPAIR OR REPORT SIDEWALK CONCERNS

Sidewalk and Pedestrian Safety

Street and Sidewalk Maintenance

With the goal of providing a "safe, useful, and inviting pedestrian environment," and guided by the City's adopted Strategic Mobility Plan, the Sidewalk Program seeks to construct new sidewalks on all arterials and collectors with missing sidewalks. The program, funded by a 2022 $50 Million voter-approved bond package, identifies specific street segments in need of sidewalks, while individuals can also report an area of need or request a specific project. Additionally, individuals can report a pothole or request sidewalk repair or obstruction remediation needs to the Charlotte Department of Transportation (CDOT).

WHO CAN USE IT:

Residents, businesses, business associations, neighborhood organizations or associations, community-based organizations or groups

ADOPT-A-STOP

Adopt-A-Stop Program

Adopt-A-Stop is a program created in partnership by Charlotte Area Transit System (CATS) and Keep Charlotte Beautiful (KCB). Similar to the Adopt-a-Stream and Adopt-a-Street programs, community members can apply to adopt a specific bus stop which they agree to clean at least twice a month for two years. This program is designed to keep Charlotte's bus stops clean, safe, and inviting while empowering the local community to care for these public space amenities.

WHO CAN USE IT:

Residents, neighborhood organizations or associations, nonprofits, community-based organizations and groups, businesses, business associations

PROJECT TYPES SUPPORTED:

Mobility, sustainability and environmental management, community character, capacity-building

PARTICIPATE IN CATS' TRAVEL TRAINING PROGRAM

CATS Accessibility Services

The Charlotte Area Transit System (CATS) offers free one-on-one training for people with disabilities who want to travel using buses or the light rail but are overwhelmed by the task of learning the system and planning their trips. This service provides coaching to help these individuals break down access barriers by building confidence and comfort in using these available mobility options. This not only reduces isolation and increases equity by ensuring that residents with disabilities are able to safely reach their desired destinations, but also reduces environmental impact by limiting ride-hailing single-occupancy trips.

WHO CAN USE IT:

Residents

COMMUNITY CHARACTER

‘Community Character’ is defined in *Charlotte Future 2040* as the characteristics that make a place identifiable, unique, and special, including physical elements such as architecture, public spaces, art, landscaping and tree canopy, activities and uses, signage, streetscapes, development siting, and more. The Place Types and *2040 Policy Map* define some of these general characteristics, yet the nuance across each individual neighborhood, activity hub, or jobs center is understood and shaped best by the local residents, businesses, and visitors who inhabit it. Goal 9 from Charlotte Future 2040 promotes community-driven placemaking and curation of local identity. The tools, programs, and resources outlined below support community-based efforts to define, preserve, and enhance the local character of Charlotte’s neighborhoods.

DECORATE SIGNAL CABINET COVERS

Decorative Signal Cabinet Covers

As a way to showcase the identity of a neighborhood or business district and to beautify the public realm, the City has established a program to support decorative covers for traffic signal cabinets. Eligibility for this program requires that signal cabinets be on City-maintained streets and that proposed art cannot contain words or advertising, distract motorists, or mimic traffic control devices. In addition, all locations are subject to CDOT review. This sort of artwork can be done in a vinyl wrap, not by paint. Interested applicants can apply per the instructions outlined at the link provided.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, business associations, community-based organizations and groups

PLACEMAKING GRANT PROGRAM

Placemaking Grant Program

Charlotte Placemaking Hub

The Placemaking Grant Program is a community-building initiative to support the activation of leftover and underutilized spaces, streetscape improvements, art and beautification efforts, and the creation of community gathering spaces. It is connected to the City’s Placemaking Hub - a digital resource that offers a menu of possibilities to make your favorite place more attractive by creating a unique vibe on a street, add art to a street, or celebrate the history of your neighborhood!

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, business associations, community-based organizations and groups

BRANDED/DECORATIVE SIGNS AND WAYFINDING

Decorative Signs

Neighborhood organizations may apply for funding to install Decorative Signs and Monuments through Neighborhood Matching Grants. This program is intended to help increase the number of decorative signs and monuments in a specific district or neighborhood to develop a greater sense of place among neighbors, define the boundaries of a neighborhood, increase neighborhood promotion, and represent a proud and engaged community. Eligibility requirements and application processes are available at the link provided.

WHO CAN USE IT:

Neighborhood organizations, business associations

DEVELOP A STREET-FRONT PARKLET

Street Front Parklet

The Pilot Parklet Program helps bring to life small public spaces that serve as an extension of the sidewalk, replacing one or more on-street parking spaces. These spaces offer a way to reclaim a small amount of public space for active uses and contribute to an accessible and vibrant urban environment. These parklets generally need to be in areas with existing pedestrian activity, on streets with lower speed limits, and within existing marked parallel parking spaces. Eligibility requirements and the application process are available at the link provided.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, business associations, community-based organizations and groups

"PAINT THE PAVEMENT" (STREET ART)

Paint the Pavement

The Paint the Pavement project is an opportunity for residents, neighborhood associations, organizations, or businesses associations to create a semi-permanent change to their neighborhood and create a forum for public expression and placemaking by painting a part of the street. There are a multitude of considerations for this project such as accessibility, traffic safety, and road standards. Eligibility requirements and the application process are available at the link provided.

Who can use it: residents, neighborhood organizations or associations, nonprofits, community- based organizations and groups, businesses, businesses associations

INSTALL OUTDOOR SIDEWALK DINING

Outdoor Sidewalk Dining

Outdoor Sidewalk Dining is an opportunity for restaurants or food service establishments to take advantage of larger outdoor sidewalk spaces for servicing customers. These projects can help increase overall seating capacity, activation, and vibrance of the streetscape. Outdoor Sidewalk Dining may also be combined with the Pilot Parklet Program.

WHO CAN USE IT:

Businesses

PROJECT TYPES SUPPORTED:

Parks and public spaces, community character

COMMUNITY CHARACTER

ADOPT-A-STREET

Adopt-A-City-Street Program

Adopt-a-Street is a grassroots litter removal program that organizes volunteer groups to clean up hundreds of miles of City- owned streets throughout Charlotte. Residents, community organizations, and businesses can adopt at minimum a one-mile length of street, conducting at least three cleanups per year over the course of two years. The program provides cleaning supplies and two adoption signs with volunteers'/group's name installed along the adopted route. This program is designed to keep Charlotte's streets clean, safe, and inviting while empowering the local community to care for public space rights-of-way.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

ADDRESS CODE VIOLATIONS AND NONCONFORMITIES

Code Enforcement

The City of Charlotte has specific regulations for structures, landscaping, and environmental health which each neighborhood, property owner, and resident is expected to abide by. These regulations - primarily found in the Unified Development Ordinance (UDO), are enforced by Code Inspectors who canvas neighborhoods daily to ensure compliance. Individual citizens can also actively participate in the process by reporting code violations via phone, online or in the CLT+ application.

WHO CAN USE IT:

Residents, property owners, businesses, business associations, neighborhood organizations or associations, community-based organizations and groups

HISTORIC DISTRICT OVERLAY (HDO)

Historic District Overlay (HDO)

The HDO is a zoning tool used to preserve the historic character of an area and ensure new development is compatible. The overlay, where applied, requires a design review process for all exterior changes to structures and lots, including demolition. The Historic District Commission (HDC) or its staff must approve all projects before work takes place. Approved projects receive a Certificate of Appropriateness (COA) which is required to obtain building permits. Exterior work that does not require a building permit must still receive a Certificate of Appropriateness before work begins.

WHO CAN USE IT:

Residents, property owners, developers, neighborhood organizations or associations, businesses, business associations

HISTORIC DISTRICT OVERLAY - STREETSIDE (HDO-S)

Historic District Overlay – Streetside (HDO-S)

The HDO-S is similar to an HDO but mostly focuses on the first 50% in depth of principal buildings and lots. COAs are typically not required for projects located in rear yards or additions that extend off the rear but are required for any additions that are taller or wider than a structure. Demolition and the entirety of new construction inside an HDO-S is subject to full review.

WHO CAN USE IT:

Residents, property owners, developers, neighborhood organizations or associations, businesses, business associations

NEIGHBORHOOD CHARACTER OVERLAY (NCO)

Neighborhood Character Overlay (NCO)

The NCO is an overlay district that may impose standards inside existing neighborhoods to help new infill development fit in better. This overlay is available for neighborhoods that may not be a candidate for historic designation but where enough support exists to preserve its character. It requires a minimum of 15 contiguous acres in an area that is 75% developed. Added standards for the overlay area are developed and compiled into a Neighborhood Character Plan (NCP) that requires approval from City Council.

WHO CAN USE IT:

Residents, property owners, developers, neighborhood organizations or associations, businesses, business associations

RESIDENTIAL INFILL OVERLAY (RIO)

Residential Infill Overlay (RIO)

Residential Infill Overlay Districts (RIO) are similar to NCOs with the intent of maintaining and complimenting existing neighborhood conditions when new infill development occurs. RIOs application preserves existing neighborhood character by regulating front yard setbacks, building sidewall heights, and maximum building size/ heated square footage in new construction. It requires a minimum of 50 contiguous lots.

WHO CAN USE IT:

Residents, property owners, developers, neighborhood organizations or associations, businesses, business associations

NEIGHBORHOOD LEADERSHIP & CAPACITY-BUILDING

Charlotte Future 2040 sets an ambitious vision for the future of the community, grounded in broad and robust community input. The Plan envisions a future that is inclusive and diverse, livable and well-connected, healthy and sustainable, prosperous and innovative, and regionally responsive. The community is committed to improving equity and creating more choice and opportunity for all Charlotteans, while preserving and maintaining the things that residents cherish and love. These goals can't be achieved by the City alone. The 2040 Plan and subsequent *Community Area Plans* provide a shared vision, while encouraging the entire community to roll up their sleeves and work together to achieve that vision. The tools, programs, and resources outlined below are designed to support and inspire grassroots efforts and neighborhood leaders. While some of these resources supplement other projects and objectives described in this Toolkit, others specifically focus on building individuals' or community organizations' capacity to affect change and positively impact their neighborhood.

APPLY TO PARTICIPATE IN THE CHARLOTTE CIVIC LEADERSHIP ACADEMY

Charlotte Civic Leadership Academy

The City has created a free 10-course program which is available, upon application, to Charlotte residents interested in taking on a leadership role within their community. The program provides an overview of City government and provides participants with skills to improve their leadership efforts and push their community forward.

WHO CAN USE IT:

Residents, members of community-based organizations and groups, members of neighborhood organizations and associations, members of business organizations

APPLY TO PARTICIPATE IN CHARLOTTE'S 2040 PLANNING ACADEMY

2040 Planning Academy

The City of Charlotte's Department of Planning Design and Development hosts 2040 Planning Academy, as a free, educational program for residents interested in learning more about the role that city planning plays in building communities. The goals of the program are to educate residents so that they feel empowered to effectively participate in the City's current and future planning processes and serve as advocates and voices for their communities, as well as to build strong relationships between staff, participants, and neighborhoods.

WHO CAN USE IT:

Residents, members of community-based organizations and groups, members of neighborhood organizations and associations, members of business organizations

TAKE ADVANTAGE OF THE CITY'S VARIOUS TRAINING & CAPACITY BUILDING OPPORTUNITIES

Training and Engagement Opportunities

The City of Charlotte, through the Housing and Neighborhood Services Department, offers both in-person and on-demand digital training for individuals and organizations that wish to build capacity and better equip themselves to be leaders and active participants in their local community. These training courses cover a wide range of community-based topics such as HOAs, neighborhood organizing and organizational support, City policies, programs, tools, and operations, emergency response, sustainability and environmental stewardship, youth engagement, and much more.

WHO CAN USE IT:

Residents, businesses, business associations, neighborhood organizations and associations, nonprofits, community-based organizations and groups

NEIGHBORHOOD ENGAGEMENT SERVICES TEAM (NEST)

Neighborhood Engagement Services Team

The main purpose of the NEST teams, which are defined by council districts, is to assist their respective communities with project implementation and area revitalization efforts. This work is done using a number of methods, including advocacy for both the City and neighborhood, coordination for the best use of public resources, information sharing and empowering problem-solving solutions. The name and contact information for your area's NEST coordinator can be found at the link provided.

WHO CAN USE IT:

Residents, businesses, business associations, neighborhood organizations and associations, nonprofits, community-based organizations and groups

THE CITY'S COMMUNITY TOOLBANK

Charlotte Community ToolBank

The Community ToolBank offers low-fare tool and equipment rentals for local project and event implementation. Projects can include but are not limited to landscaping, pavement painting, neighborhood movie nights, etc. This resource is provided to help make possible local grassroots projects that area spearheaded and constructed by the community.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, schools, nonprofits, community-based organizations and groups, business organizations

NEIGHBORHOOD LEADERSHIP & CAPACITY-BUILDING

REQUEST SUPPLIES AND SUPPORT FOR CLEANUP PROJECTS (KEEP CHARLOTTE BEAUTIFUL)

Keep Charlotte Beautiful

Keep Charlotte Beautiful (KCB) was started as an effort to educate and encourage people to actively participate in efforts to improve the health, cleanliness, and beauty of their community. Among other efforts, the KCB program offers cleanup supplies such as trash bags, vests, and litter sticks to make local beautification and health improvement efforts possible.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, businesses, business associations, schools

APPLY FOR A COMMUNITY RESILIENCE GRANT

Community Resilience Fund Nonprofit Grants

This grant program is designed to support nonprofit organizations that provide services and programs that support and uplift communities or individuals that have been financially and/or disparately impacted by Covid-19. Prioritizing work that fosters racial equity and economic mobility in marginalized communities, these grants can support organizations that address issues of housing and neighborhood stability, upward mobility and economic advancement, equity and inclusion, and sustainability and environmental justice.

WHO CAN USE IT:

Nonprofits

REFERENCE THE CLT COMMUNITY ONLINE PLATFORM

CLT Community Online Platform

The CLT Community is an online platform where residents can connect with several City of Charlotte planning and development programs through one account. It allows residents to identify and register as neighborhood leaders; access the latest City data to understand key trends and issues; and utilize web-based applications and programs designed for the community. Some of the features on the dashboard include the Housing Locational Tool, the Strategic Energy Action Plan Dashboard, Code Enforcement Case Lookup tool, and Pollinator Habitats.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, nonprofits, businesses, community-based organizations and groups

PROJECT TYPES SUPPORTED:

Mobility, sustainability and environmental management, parks and public spaces, community character, housing, capacity-building

NEIGHBORHOOD ORGANIZATION CONTACT LIST

Neighborhood Organization Contact List

This list, available on the CLT Community online platform, connects neighborhoods and encourages community involvement. New residents can identify neighborhood leaders, while government, agencies, and developers may use it to share updates, opportunities, and request public input.

WHO CAN USE IT:

Residents, neighborhood organizations and associations, businesses, business associations, developers

NEIGHBORHOOD MATCHING GRANTS PROGRAM

Neighborhood Matching Grants

The Neighborhood Matching Grants Program (NMG) awards funds to eligible neighborhood-based organizations to make neighborhoods better places to live, work, and play. The program supports many of the other objectives and projects described elsewhere in this Toolkit. Eligible projects include, but are not limited to:

- Lighting
- Traffic calming
- Park/playground enhancements
- Bike infrastructure
- Public plaza enhancements and performance spaces
- Recycling and resource use reduction projects
- Transit amenities
- Branding, marketing, and signage
- Websites
- Cleanup or cleanliness projects and events
- Asset mapping
- Communications
- Strategic planning
- Infrastructure improvements
- Landscaping and trees
- Trails
- Art
- Benches and seating
- Community gardens and greenhouses
- Training and education
- Festivals, events, and programs

WHO CAN USE IT:

Neighborhood organizations and associations

APPENDIX B: EQUITABLE GROWTH FRAMEWORK METHODOLOGY

PURPOSE

This document outlines the methodology used for determining *Equitable Growth Framework* metric scores for each *Community Planning Area* (CAP). This process was used to identify the greatest challenges and needs for each CAP and to identify priority goals from the *Charlotte Future 2040 Comprehensive Plan*.

WHAT IS THE EQUITABLE GROWTH FRAMEWORK?

The *Equitable Growth Framework* (EGF) is a foundational component of the *Charlotte Future Comprehensive Plan*. It is intended to reflect and address the community's input regarding long standing disparities and the inequitable distribution of costs and benefits associated with Charlotte's historic development and the potential for these patterns to continue with future growth if policies are not proactively designed for change. The EGF helps to ensure that the costs and benefits of growth in Charlotte are distributed more equitably moving forward.

The EGF involves the measurement of four key metrics:

- Access to essential amenities, goods, and services
- Access to housing opportunities
- Access to employment opportunities
- Environmental Justice

These metrics are considered alongside an evaluation of Vulnerability to Displacement, which layers socioeconomic characteristics into the access and environmental justice metrics. The socioeconomic characteristics include:

- Poverty rate
- Educational attainment
- Race
- Age

Together, these elements of the EGF are analyzed spatially across the city using ½ mile by ½ mile grid cells – each receiving a specific score. This provides a nuanced understanding for the relative distribution of access to daily needs, choices for housing, a diversity of employment, and safe and heath environments and how that distribution overlaps with socioeconomic patterns. Ultimately, the EGF identifies areas with the greatest need for intentional investment to increase opportunity, access, and healthy environments for residents and neighborhoods that have been historically disadvantaged and who are most vulnerable.

More information about the citywide EGF methodology can be found in the Charlotte Future 2040 Manuals & Metrics Document: *A. Equitable Growth Framework* Manual - Charlotte Future 2040.

APPLYING THE EGF TO COMMUNITY PLANNING AREAS

While the EGF was originally designed as a city-wide tool, the concept and metrics were a critical component to advance through the CAP process. To understand EGF priorities for each CAP, the EGF analysis grid cells that align (approximately) with each CAP were averaged for each of the four metrics. This produced an individual score for each EGF metric across each CAP. Scores of 4 or lower were identified priorities. If a CAP had more than one metric with a score of 4 or lower, they were ranked from 1st to 4th priority.

Table 1: EGF Metric Scores & Prioritization for All CAPs.

	Access to Amenities	Access to Employment	Access to Housing	Environmental Justice
East Inner	6	8	5	4
East Middle & Outer	4	2	3	7
North Inner	3	6	4	3
North Middle & Outer	3	4	2	5
Northeast Inner	5	7	4	5
Northeast Middle & Outer	4	3	3	5
South Inner	6	7	3	6
South Middle	4	4	2	7
South Outer	4	4	1	6
Southwest Middle	3	6	2	4
Southwest Outer	2	4	1	5
Uptown	8	8	2	2
West Inner	5	6	4	4
West Middle	3	3	2	4
West Outer	2	1	2	5

KEY
Scores < 5 = priority
1st Priority
2nd Priority
3rd Priority
4th Priority
White background = not priority

APPENDIX C: MOBILITY ASSESSMENT METHODOLOGY

Note for all analyses:

- *"Hubs" refers to clusters of mixed-use place types (NC, CAC, RAC, IMU).*
- *Analyses will only include hubs that are outside of Strategic Investment Area (SIA) rectangles and Corridor of Opportunity (COO) rectangles.*
- *This assumes CDOT does not want us to reuse any of July analysis.*
- *Coding will be done as "yes/no" in hubs dataset in a field for each condition and an overall field for each topic area capturing alignment level.*

1. Pedestrian Network

- **Aspiration for Mixed-Use Place Types:** The pedestrian network is complete, direct, safe, comfortable, and designed to accommodate significant pedestrian activity. Due to their transitional nature, IMU places also need to accommodate truck access, placing extra emphasis on thoughtful design to balance these needs.
- **Data:** "Sidewalk_Inventory"
- **Aspirational Alignment Levels:**
  - o Not Aligned:
    - a) There are sidewalk gaps inside the hub and/or
    - b) There are sidewalk gaps on non-local streets within ¼ mile of the hub
  - o Somewhat Aligned:

    None of the "not aligned" conditions apply and
    - c) There are sidewalk gaps on local streets within ¼ mile of the hub and/or
    - d) Sidewalks are less than 8' wide on non-local roads inside or within ¼ mile of the hub and/or
    - e) Over 50% of sidewalks inside the hub have planter strip gaps or planter strips less than 8' wide.
  - o Aligned: None of the above conditions apply.
- **Summarized Workflow:**
  1. Establish named hubs and buffer them by 20'.

     Note: Hubs are drawn by block and sidewalks are drawn along street edges, so they may not intersect. Buffering hubs will add area around them which will presumably intersect sidewalk lines.
  2. Establish named ¼ mile buffers around hubs. Combine with hubs into one dataset.

     Note: Buffers should be drawn as "donut" shapes to avoid overlap with hubs.
  3. Clip sidewalks to this combined dataset. Recalculate linear feet for all segments.

     Note: Will reduce processing times, full dataset is almost 100,000 segments.
  4. For every hub – Use a series of selections (by attributes then location) to check for each lettered condition above (except amenity zones).

2. Bike Network

- **Aspiration for Mixed-Use Place Types:** The bike network is complete, well-marked, safe, and easy to use. Due to their transitional nature, IMU places also need to accommodate truck access, placing extra emphasis on thoughtful design to balance these needs.
- **Data:** "Bike_Lanes", "Cross_Charlotte_Trail", "Greenway Trails_Existing ", "Greenway masterplan" (funded only), street class data?, visual analysis

- **Aspirational Alignment Levels:**
  - o Not Aligned:
    a) There are arterial streets without bike facilities and/or
    b) If greenways exist within ½ mile, they have no direct connections to the hub and/or
    c) Any local streets that are immediately adjacent and perpendicular to the hub's edge don't connect directly into the hub.
  - o Somewhat Aligned:
    None of the "not aligned" conditions apply and
    d) There are arterial streets with bike facilities < 8' wide and/or
    e) The hub is not connected to local streets from all four cardinal directions.
  - o Aligned: None of the above conditions apply.
- **Summarized Workflow:**
  1. Use named hubs dataset and buffer them by 50'.
     Note: Hubs are drawn by block and bike lanes are drawn along street centerlines, so they may not intersect. Buffering hubs will add area around them which will presumably intersect bike lane lines.
  2. Establish named ½ mile buffers around hubs. Combine with hubs into one dataset.
     Note: Buffers should be drawn as "donut" shapes to avoid overlap with hubs.
  3. Clip bike facilities and trails to this combined dataset. Recalculate linear feet for all segments.
     Note: Will reduce processing times.
  4. Code bike facilities and trails by street type (buffer and selection/coding process).
  5. For every hub – Use a series of selections (by attributes then location) to check for conditions a and d above.
  6. Only for the remaining hubs (that had only "no's" from a and d) – do visual analysis for local street and greenway connectivity noted in items b, c, and e above.

3. Crossings

- **Aspiration for Mixed-Use Place Types:** There are ample opportunities for pedestrians and cyclists to safely cross busy Arterial streets, allowing for direct and convenient travel between destinations.
- **Data:** Street class data? ADA ramps, signalized intersections, visual analysis for crossings.
- **Aspirational Alignment Levels:**
  - o Not Aligned:
    a) The majority of arterials in the hub have signalized intersections or mid-block crossings that are over twice the preferred block spacing for the place type per the UDO and/or
    b) There are less than two signalized intersections or mid-block crossings on Arterials within ¼ mile of the hub and/or
    c) Less than 50% of the signalized intersections on arterials or unsignalized cross-street crossings (not across arterial) have high-visibility markings and appropriate ramps

- Somewhat Aligned:
  None of the "not aligned" conditions apply and
  d) The majority of, but not all arterials in the hub have signalized intersections or mid-block crossings that are less than twice the preferred block spacing for the place type per the UDO
  e) Over 50% but not all the arterial crossings lack high-visibility markings and appropriate ramps and/or
  f) Over 50% but not all mid-block crossings along arterials have pedestrian refuges.
- Aligned: None of the above conditions apply.

- **Summarized Workflow:**
  1. Use named hubs dataset.
  2. For every hub – Visual review of aerials for each lettered condition above. Measure distances between crossings, reference signalized intersections and ramps data.

4. Block Length and Street Network

- **Aspiration for Mixed-Use Place Types:** The street network is well-connected, supports walkability, and provides easy access to centers from surrounding areas and between destinations.
- **Data:** Street class data? Visual analysis.
- **Aspirational Alignment Levels:**
  Not Aligned:
  a) The internal and adjacent Local street network is generally disconnected and/or
  b) Any local streets that are immediately adjacent and perpendicular to the hub's edge don't connect directly into the hub and/or
  c) Block lengths (distances between cross-streets) along arterial streets average twice the preferred length for the place type per the UDO.
  - Somewhat Aligned:
    None of the "not aligned" conditions apply and
    d) The hub is not connected to local streets from all four cardinal directions
    e) 50 to 99% of block lengths along arterial streets do not exceed the preferred length for the place type.
  - Aligned: None of the above conditions apply.
- **Summarized Workflow:**
  1. Use named hubs dataset.
  2. For every hub – Reuse bike network fields for b and d.
  3. For every hub – Visual review of aerials for a, c, and e. Measure distances between cross streets.

5. Parking

- **Aspiration for Mixed-Use Place Types:** Parking may be limited and is typically located and provided in ways that encourage a highly walkable environment.
- **Data:** Street class data? Visual analysis.
- **Aspirational Alignment Levels:**

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APPENDIX D: OPEN SPACE ASSESSMENT METHODOLOGY

This document outlines the methodology used for spatial analysis of existing and planned conditions for parks and public spaces in Charlotte as part of the 2023 – 2025 Community Area Planning process. This analysis identified gaps related to a) open space access, b) open space diversity, and c) tree canopy coverage. This analysis was applied only to mixed-use Future Place Types (Neighborhood Center, Community Activity Center, Regional Activity Center, and Innovation Mixed Use) and their immediate surroundings (within one-half mile). The gaps identified in this analysis are intended to inform future opportunities for new project proposals and initiatives that support increased alignment with the aspirational conditions for these Future Place Types.

METHODOLOGY

1. Clarify aspirational characteristics for each mixed-use Future Place Type across each of the four assessment categories.

<table>
<tr><td></td><td colspan="3">Open Space Aspirational Characteristics</td></tr>
<tr><td rowspan="2">Mixed Use Place Types</td><td rowspan="2">ACCESSIBILITY</td><td colspan="2">DIVERSITY</td><td rowspan="2">TREE CANOPY
In Mixed-Use Places, trees are primarily provided by street trees, along pedestrian paths, and onsite.*</td></tr>
<tr><td>PARKS + GREENWAYS</td><td>PLAZAS + COURTYARD</td></tr>
<tr><td>Neighborhood Center (NAC)</td><td rowspan="4">Public open space should be accessible within a 10-minute walk (roughly half a mile) from any point within a mixed-use place. Public open space may include parks, greenways, plazas/courtyards, or preservation areas.</td><td colspan="2" rowspan="4">Mixed-Use places should include a moderate diversity of passive and active open spaces. Passive and active open spaces may include small parks, natural open spaces, greenways, plazas, patios, and courtyards that may include landscaping. These places should also have a highly amenitized public realm which is defined as the public space between buildings and the street. A highlight amenitized public realm may include wide sidewalks, seating, plantings, and lighting. Community + Regional Activity Centers should also include open spaces that are developed with trails, amenities, facilities, art, or other investments that add to the space's natural benefits.</td><td>Tree canopy coverage is 25% - 35%.</td></tr>
<tr><td>Community Activity Center (CAC)</td><td>Tree canopy coverage is 20% - 30%.</td></tr>
<tr><td>Regional Activity Center (RAC)</td><td>Tree canopy coverage is 15% - 25%.</td></tr>
<tr><td>Innovation Mixed Use (IMU)</td><td>Tree canopy coverage is 35% - 40%.
*Trees may also be provided within buffer areas.</td></tr>
</table>

2. Define spectrum of existing/planned conditions per alignment with aspirational Future Place Type characteristics.

Level of Alignment with Place Types	Open Space Characteristics			
	Accessiblity	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards	
Not Aligned	The entirety or vast majority of the mixed-use geography is not within a half-mile of existing open space.	The existing open spaces provide no diversity in the types of activities or benefits provided to the mixed-use geography. Only 1 (or none) park type within a half-mile of the geography.	There are no existing plazas or courtyards within the mixed-use geography.	Tree canopy coverage is at least 10% below the minimum target range for the mixed-use geography's predominant Place Type (see table above).
Somewhat Aligned	A significant portion of the mixed-use geography is within a half-mile of existing open space, but not all of it.	The existing open spaces provide limited diversity in the types of activities or benefits provided to the mixed-use geography. There are 2 park types within a half-mile of the geography.	There are some plazas or courtyards within the mixed-use geography.	Tree canopy coverage is between the minimum target and 9% below the minimum target range for the mixed-use geography's predominant Place Type (see table above).
Aligned	Most or all of the mixed-use geography is within a half-mile of existing open space.	The existing open spaces provide an adequate diversity in the types of activities or benefits provided to the mixed-use geography. There are 3 or more park types within a half-mile of the geography.	There are many plazas or courtyards within the mixed-use geography.	Tree canopy coverage meets or exceeds the minimum target range for the mixed-use geography's predominant Place Type (see table above).

3. Identify data sources

Open Space Parcels:

a. Mecklenburg County Park & Recreation Property – polygon shapefile
b. Mecklenburg County Park & Recreation Easements – polygon shapefile
c. City of Charlotte Public/Open Space Property – polygon shapefile
d. Charlotte-Mecklenburg Schools – points shapefile
e. City of Charlotte Parcels – polygon shapefile
f. City of Charlotte Tree Canopy Preservation Properties – polygon shapefile

Trails – only for reference on the map; not part of the analysis:

g. Mecklenburg County Parks & Recreation Greenway Trails (existing) – lines shapefile
h. Mecklenburg County Parks & Recreation Greenway Masterplan Trails – lines shapefile

Other:

a. City of Charlotte/Mecklenburg County Tree Canopy – raster file
b. City of Charlotte Future Place Types (filter for NC, CAC, RAC, and IMU only) – polygon shapefile

4. Proceed with Geospatial Analysis

a. Initial Set Up:

i. First, filter the City of Charlotte Parcels shapefile to select "schools-public," "college-public," and "school, college, private." Then add to this selection all parcels that intersect with the Charlotte-Meck School points (select by location). Export this selection as its own shapefile feature class for all schools.

ii. Conduct a "group by proximity" analysis for this new "all schools" shapefile to assign group ID's for parcels that are within close proximity ("planar near": 100 ft).

iii. Next, dissolve each of the open space input parcel shapefiles (as applicable) so that each specific location is a single polygon (rather than multiple individual parcels next to each other). Be sure to retain type classification attributes. Details below:

- County Parks Parcels: dissolve using the "property" attribute (specific property names)
  - Retain the "park_type" and "status attributes.
- County Park Easements: dissolve using "property" attribute (specific property names)
  - Retain "park_type" and "status" attributes
- City Public Spaces: did not need to dissolve this shapefile
- Schools: dissolve using "group ID"
- Tree Canopy Preservation Parcels: dissolve using "address" attribute

iv. Add a new field for the dissolved schools shapefile and apply the value "facilities" to all features within the dataset.

Original Shapefile	Park Classification in Original Shapefile	New Park Classification in Merged Shapefile
Schools & Colleges	n/a (all features classified as “facilities” in earlier step)	Facilities
Tree Canopy Preservation Parcels	n/a (all features classified as “parks” in earlier step)	Parks
County Park Easements	Greenway	Greenways
	Regional Park	Parks
	Community Park	Parks
County Parks	Administration	n/a – delete these parcels
	Aquatic Center	Facilities
	Community Park	Parks
	Event Venue	Facilities
	Golf Course	Parks
	Greenway	Greenways
	Historic Site	Historic Sites
	Nature Preserve	Parks
	Neighborhood Park	Parks
	Recreation Center	Facilities
	Regional Park	Parks
	Senior Center	Facilities
City Public Space (all features classified as “city-owned public spaces” in earlier step)	Canopy Corner	City-Owned Public Spaces (all features classified as “city-owned public spaces” in earlier step)
	Community Hub	
	Design Dependent	
	Pocket Plaza	
	Right of Way Enhancement	
	Urban Wild	
	Unclassified	

i. Create a half-mile buffer around the merged parks polygons (dissolved), saving it as a new shapefile feature class.

ii. Create a new copy of the "all parks" shapefile layer and change the symbology to illustrate the new classifications created. In the attribute table, create a new column for each of the 5 park diversity categories. Us the calculate field function for each so that each polygon row has a "1" in the appropriate park diversity category column. All other cells in these columns should be "0" or blank.

iii. Identify natural clusters of mixed-use Future Place Type parcels to establish a set number of distinct geographies. Give each geography a unique identifier and determine its predominant Future Place Type (NC, CAC, RAC, or IMU). Some geographies may include parcels with multiple Place Types, which is ok, but the predominant one should be identified for analysis and documentation. We did this step initially in InDesign, and then edited the data and added unique identifiers in GIS:

- Create a new version of the Future Place Types shapefile and select all individual parcels in each geography cluster and merge them (Modify tool) so that they are linked as one polygon. Add the appropriate unique identifier data for each geography.
- Add three new fields to the attribute table: "Park Access," "Park Diversity," and "Tree Canopy."

iv. Create half-mile buffers around the mixed-use geographies (not dissolved), saving these buffers as a new shapefile feature class. Ensure that the unique identifier data for each geography is included in this shapefile.

Create a matrix to document assessment outcomes and add these columns to the edited Future Place Types shapefile that you just created:

Mixed-Use Geography	Open Space Characteristics			
	Accessibility	Diversity		Tree Canopy
		Parks & Greenways	Plazas & Courtyards	
OS1) NC – E. 10th/I-277				
OS2) CAC – W. Central				

b. Parks & Public Space Access:
i. Assess Parks & Public Space Access by inspecting the overlap between the Future Place Type geography polygon and the open spaces half-mile buffer. Fill out the matrix (and the new Future Place Types shapefile attribute table in GIS) with the appropriate existing condition option from the table in Step 2.

c. Parks & Public Space Diversity:

i. Assess Parks & Public Space Diversity using the mixed-use geography half-mile buffers and the "all parks" shapefile. Conduct a spatial join with the half-mile buffer shapefile as the target feature and the "all parks" shapefile as the join feature. Use the "one to one" and "intersect" join settings. For each of the five park diversity category columns ("fields"), ensure they are "summed" in the output.

ii. Once the spatial join is complete, export the attribute table for this new shapefile as an Excel CSV file. Remove any "0"s from the 5 diversity category columns' data (find and replace with nothing – i.e. blank cell). Then create a new column called "park diversity count" and use the "counta" formula to get a count for how many of the 5 diversity categories are found within each mixed-use geography (row).

iii. Add a new column to the spreadsheet called "diversity alignment" and fill out each cell with the appropriate existing condition option from the table in Step 2.

iv. Delete all extraneous data from the spreadsheet (everything except "FID," "join count," "mixed-use geography ID," and the 5 diversity categories. Conduct a table join with this spreadsheet and the new Future Place Types shapefile so that all the data is preserved in GIS.

v. Fill out the matrix with the appropriate existing/planned condition option from the table in Step 2.

d. Assess Tree Canopy Coverage:

i. Using the City of Charlotte's Tree Canopy raster data and the new Future Place Types shapefile, conduct a Tabulate Area analysis to calculate the number of cells with each value (#1-5, 7) within each geography. Export the table to Excel and calculate the total number of cells in each geography (row) and the percentage of tree canopy cells (values #5 and #7). Add a column to this spreadsheet called "tree canopy alignment" and fill out each cell with the appropriate existing condition option from the table in Step 2. Conduct a table join with this spreadsheet and the new Future Place Types shapefile so that all the data is preserved in GIS.

ii. Fill out the matrix with the appropriate existing condition option from the table in Step 2.

e. Create a map that illustrates:

i. All existing parks and public space properties by the five park classifications (Greenways, Historic Sites, Facilities, Parks, City-Owned Public Spaces)

ii. Half-mile parks and public space access buffer to highlight areas that do have ½ mile access (transparent hashed overlay). Gaps = no access

iii. All existing and proposed Greenway and Urban Trails (existing symbolized as solid lines, proposed symbolized as hashed lines)

iv. Mixed-use Future Place Types and geography unique identifiers (NC, CAC, RAC, IMU)

APPENDIX E: ENVIRONMENTAL JUSTICE METHODOLOGY

PURPOSE

This document outlines the methodology used for spatial analysis of existing conditions for Environmental Justice in Charlotte as part of the 2023 – 2025 Community Area Planning (CAP) process. This analysis identified how environmental harms and benefits are distributed across the 14 CAP geographies, indicating priority areas for Environmental Justice interventions. Building from the Environmental Justice assessment conducted for the *Charlotte Future 2040 Comprehensive Plan,* this analysis included five key elements: 1) tree canopy coverage, 2) impervious surface coverage, 3) proximity to heavy industrial activity, 4) proximity to major transportation infrastructure, and 5) flood risk. For each of these elements, the analysis was applied to the entire geography of each CAP.

HOW WAS ENVIRONMENTAL JUSTICE MEASURED FOR CHARLOTTE FUTURE 2040?

The *Equitable Growth Framework* (EGF) is a foundational component of the Comprehensive Planning process that seeks to ensure the equal distribution of benefits and opportunity for Charlotte's residents while minimizing inequitable harms and environmental vulnerabilities. The EGF is organized around spatial analysis across four key metrics:

- Access to essential amenities, goods, and services
- Access to housing opportunities
- Access to employment opportunities
- **Environmental Justice**

For this process, Environmental Justice was analyzed using five measures:

- **Tree canopy:** measured by the percentage of land area covered by tree canopy.
  Analysis criteria threshold: areas with more than 50% tree canopy.
- **Impervious surface:** measured by the percentage of land area covered with impervious surfaces.
  Analysis criteria threshold: areas with 25% or less impervious surface.
- **Proximity to heavy industrial uses:** measured the percentage of households within a ½ mile of heavy industrial uses (excluding extraction operations, i.e. quarries).
  Analysis criteria threshold: areas with less than 25% of households within ½ mile of industrial uses.
- **Proximity to major transportation infrastructure:** measured the percentage of households within ½ mile of freeways, expressways, railroads and/or the airport.
  Analysis criteria threshold: areas with less than 50% of households within ½ mile of these transportation facilities.
- **Floodplain:** measured the percentage of households within the local floodplain.
  Analysis criteria threshold: areas with less than 25% of households within the floodplain.

Each of the five measures was analyzed across the city using ½ mile by ½ mile grid cells, with each receiving a score of 1 or 0 based on whether they met the criteria threshold noted above (1=met criteria, 0=did not meet criteria). For each cell, these scores were then added to define a total Environmental Justice score between 0 and 5. Cells with higher scores have fewer environmental harms and/or more environmental benefits than cells with lower scores.

More information about the citywide Environmental Justice methodology can be found in the *Charlotte Future 2040 Manuals & Metrics Document: A. Equitable Growth Framework Manual* - Charlotte Future 2040.

APPLYING THE EGF ENVIRONMENTAL JUSTICE ANALYSIS TO COMMUNITY PLANNING AREAS

While the Environmental Justice analysis was originally designed as a city-wide tool, better understanding the nuances of the individual measures at a local level was a critical component to advance through the CAP process. Applying the EGF metric scores to each CAP (see separate methodology document) provided a high-level sense of which CAPs have poor overall environmental conditions, indicating a need for prioritized investment. To take that one step further, this process of extrapolating CAP-level scores for each of the Environmental Justice measures provides another layer of nuanced understanding for addressing those needs.

To analyze each of the Environmental Justice measures across each CAP, the data for all grid cells that align (approximately) with each CAP were averaged. For example, if an area had five grid cells with the following tree canopy coverage data:

- **Cell 1**: 12%
- **Cell 2:** 58%
- **Cell 3**: 26%
- **Cell 4:** 31%
- **Cell 5:** 72%
- **Area average**: 40%

Then, a more nuanced scoring system was applied to each area's average, resulting in a final relative score between 1 and 4, with higher scores indicating better conditions and lower scores indicating poorer conditions, which correlates with needed investment. This process was used for four of the five measures: tree canopy, impervious surface, proximity to heavy industrial, and proximity to transportation infrastructure. See table on the following page.

APPENDIX E: ENVIRONMENTAL JUSTICE METHODOLOGY

Table 1: CAP Environmental Justice Scores for 4 Measures

For the fifth measure (floodplain), the project team determined that using a different methodology and more recent data would provide a more useful and nuanced outcome for the CAPs. Instead of measuring the percentage of each CAP within the floodplain, the team measured the total number of structures within the floodplain and the average risk score of those structures across each CAP. This data was provided by Charlotte-Mecklenburg Stormwater Services. This data was then analyzed and scored by the consultant team for each CAP geography. See table on following page for more information.

Name	Tree Canopy	TC Score	Heavy Industrial	HI Score	Major Transpo	MT Score	Impervious Surf	IS Score
East Inner	52.4%	3	66.4%	2	89.7%	1	68.4	3
East Middle & Outer	62.8%	3	15.0%	4	44.2%	3	37.8	4
North Inner	24.0%	1	95.6%	1	91.0%	1	60.7	3
North Middle & Outer	53.0%	3	25.3%	3	52.0%	2	37.7	4
Northeast Inner	51.0%	3	55.7%	2	48.8%	3	53.8	3
Northeast Middle & Outer	59.6%	3	39.4%	3	50.4%	2	32.9	4
South Inner	49.1%	2	47.8%	3	37.3%	3	68.8	3
South Middle	62.2%	3	11.6%	4	20.5%	4	44.0	3
South Outer	48.6%	2	1.3%	4	34.5%	3	42.2	3
Southwest Middle	54.5%	3	44.5%	3	37.8%	3	35.8	4
Southwest Outer	46.4%	2	24.6%	4	16.0%	4	32.1	4
Uptown	17.5%	1	84.2%	1	100.0%	1	101.4	2
West Inner	48.1%	2	84.1%	1	84.5%	1	51.5	3
West Middle	52.9%	3	42.1%	3	60.1%	2	31.9	4
West Outer	51.8%	3	30.9%	3	40.5%	3	23.3	4

SCORING KEY							
(high is good)		(low is good)		(low is good)		(low is good)	
< 25% = 1		< 25% = 4		< 25% = 4		< 40 = 4	
25-50% = 2		25-50% = 3		25-50% = 3		40-80 = 3	
50-75% = 3		50-75% = 2		50-75% = 2		80-120 = 2	
>75% = 4		>75% = 1		>75% = 1		120-160 = 1	

Table 2: CAP Environmental Justice Scores for Flood Risk

CAP Name	Structures Within Floodplain	Average Risk Score	EJ Floodplain Score
Northeast Inner	136	88	4
North Inner	69	164	3
South Outer	265	27	3
West Middle	247	38	3
East Inner	267	102	2
Southwest Middle	202	133	2
West Outer	168	184	2
East Middle & Outer	393	50	2
North Middle & Outer	326	44	2
West Inner	450	84	2
Northeast Middle & Outer	370	106	1
South Inner	538	165	1
Southwest Outer	342	133	1
South Middle	1425	56	1

AVERAGE RISK SCORE KEY				
Very Low	Low	Moderate	High	Very High
<5	6 - 100	101 - 500	501 - 1,000	1,001+

EJ FLOODPLAIN SCORE KEY			
4	3	2	1
<200 structures + low score	<200 structures + moderate score	200 - 400 structures + moderate score	400 - 600 structures + moderate score
	200 - 400 structures + low score	400 - 600 structures + low score	600+ structures

APPENDIX F: URBAN HEAT METHODOLOGY

This table outlines the methodology used for mapping the Urban Heat or Land Surface Temperature data for each Community Planning Area (CAP). This information helps to identify areas exposed to extreme urban heat conditions which may increase a community's health risks, such as heat stroke.

Date Name	Description	Data Source
Average summer Land Surface Temperature 2022-2024 (deg F)	• Land surface temperature (LST) was calculated from Landsat 8 satellite data over June, July, and August for 2022-2024 using Google Earth Engine. • To ensure sufficient clear-sky observations, only images with <20% cloud cover were selected. Cloud pixels were removed (masked) using the QA band. Because Landsat's revisit time is 8 days, a 3-year window was used to generate robust summer averages. • LST is originally measured at 100-meter resolution and was downscaled to 30 meters to match other bands. The final raster contains mean summer LST values per pixel for the 2022–2024 period.	Landsat 8 data (2022-2024). Retrieved from Google Earth Engine. Accessed 01 October 2024, processed by the U.S. Geological Survey.

Source: Smart Surfaces Coalition. For more information, visit **https://web.tplgis.org/smart-surfaces-coalition/**

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APPENDIX G: PLACEMAKING ASSESSMENT METHODOLOGY

PURPOSE

This document outlines the methodology used for spatial analysis of existing public realm amenities in areas recommended to evolve into a mixed-use Place Type as part of the 2023 – 2025 Community Area Planning process. This analysis identified gaps related to a) signage, b) public art, c) amenities and furnishings, d) branding, e) public spaces, f) public play areas, and g) property ownership patterns. This analysis was applied only to mixed-use Future Place Types (Neighborhood Center, Community Activity Center, Regional Activity Center, and Innovation Mixed Use). The gaps identified in this analysis are intended to inform future opportunities for new project proposals and initiatives that support increased alignment with the aspirational conditions for these Future Place Types.

METHODOLOGY

1. Clarify aspirational characteristics for the mixed-use Future Place Type across each of the seven assessment categories.

Place Type	Placemaking Aspirational Elements						
	Signage	Public Art	Amenities & Furnishings	Branding	Public Spaces	Public Play Areas	Property Ownership Patterns
Neighborhood Center (NAC)	Wayfinding is provided to support a well-connected, walkable, and easily navigable environment.	Public art is present to support vibrant spaces and contributes to the unique character and identity of the hub.	The public realm is highly amenitized, with frequent provision of benches, planters, tables, waste receptacles, lighting, bike racks, and bus stops with shelters.	Public and/or private branding contributes to the unique character and identity of the hub. These features help people remember and reference the hub, and often helps to establish hub boundaries.	Active and passive community gathering spaces are provided, including plazas, patios, courtyards, and parks.	Formal and informal amenities that encourage multi-generational play or physical activity are provided, including playgrounds, climbable sculptures, sports facilities, etc.	A diversity of property owners allows for a greater array of business and building types and provides greater opportunity for the creation and operation of a Special District to support local placemaking efforts.
Community Activity Center (CAC)							
Regional Activity Center (RAC)							
Innovation Mixed Use (IMU)							

2. Define spectrum of existing/planned conditions per alignment with aspirational Future Place Type characteristics.

Level of Alignment	Placemaking Elements						
	Signage	Public Art	Amenities & Furnishings	Branding	Public Spaces	Public Play Areas	Property Ownership Patterns
Not Aligned	**There is generally a lack of wayfinding signage**	There is generally a lack of public art	There is generally a lack of amenities & furnishings	There is generally a lack of branding	There is generally a lack of public space	There is generally a lack of play amenities	There are few property owners
Somewhat Aligned	**There is some wayfinding signage**	There is some public art	There are some amenities and furnishings	There is some branding	There are some public spaces	There are some play amenities	n/a
Aligned	**There is a cohesive and well-distributed system of wayfinding**	Public art is abundant	There are many amenities and furnishings	There is cohesive and clearly defined branding throughout the hub and/or several areas with unique branding (large hubs only)	Formal and informal public spaces are abundant and well integrated throughout the hub	There are many public play amenities	There are many different property owners

APPENDIX G: PLACEMAKING ASSESSMENT METHODOLOGY

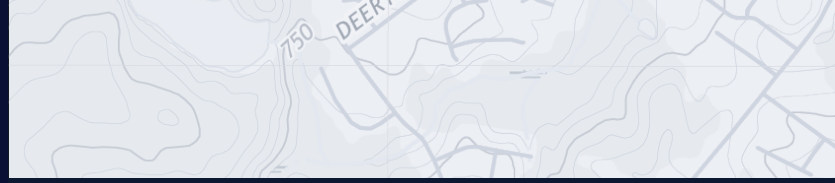
3. Define & Proceed with Geospatial Analysis.

Due to spatial data limitations for these elements, the analysis utilized a visual survey approach using aerial and street-view imagery. This approach involves some subjectivity, however, to ensure as much predictability and consistency as possible, one person conducted the analysis for all 14 CAP areas and the parameters were used to assign a "not aligned," "somewhat aligned," or "aligned" scores. Below is a brief summary of how the analysis was conducted for each element.

Placemaking Element	Methodology
Signage	Looked for public (non-commercial) signage and smaller-scale wayfinding elements. Many of these were associated with existing trails or greenways. There were very few elements of signage associated with commercial areas or corridors. • If the majority of the hub lacked wayfinding amenities, it received a "not aligned" score. • If some wayfinding amenities were found within the hub, but not provided throughout and/or only associated with a specific amenity (e.g. greenways), it received a "somewhat aligned" score. • If the majority of the hub had wayfinding amenities in a seemingly cohesive system with minimal gaps, it received an "aligned" score.
Public Art	Looked for public art elements such as murals, creative landscaping, sculptures, light installations, etc. Public art elements were most commonly present in commercial areas or within small public spaces. • If no apparent public art was found in the hub, it received a "not aligned" score. • If some public art was found in the hub, but only in certain areas, or only as relatively small features, it received a "somewhat aligned" score. • If several large public art pieces were found in the hub, it received an "aligned" score.
Amenities/Furnishings	Looked for benches, bus stops with shelters, planters, tables, bike racks or bike infrastructure, trash or recycling receptacles, lighting, etc. Amenities and furnishings were the most common community character analysis element found across the Mixed-Use hubs. • If the majority of the hub lacked amenities and furnishings, it received a "not aligned" score. • If sizable portions of the hub lacked any amenities and furnishings and/or if there was not a diversity of amenities and furnishings scattered throughout, it received a "somewhat aligned" score. • If the majority of the hub had a variety of multiple amenities and furnishings, it received an "aligned" score.

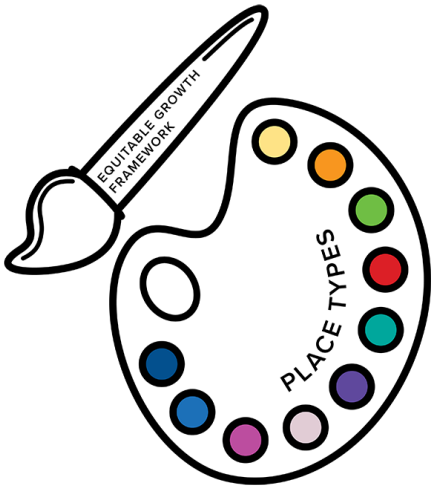
Branding	Looked for branding signage, banners, monuments, etc. Almost all of the branding elements noted were found in commercial/shopping areas (mainly strip malls), likely created and implemented by private developers. There was almost no traditional public "neighborhood" or "corridor" branding. • If the hub lacked any apparent public or private branding amenities, it received a "not aligned" score. • If a few specific areas within the hub had apparent private branding amenities, it received a "somewhat aligned" score. • If the hub had cohesive neighborhood-wide or corridor public branding and/or if several specific areas within the hub had apparent private branding amenities, it received an "aligned" score.
Public Spaces	Looked for a range of public spaces, typically open areas that appear to generally be accessible to the public for active or passive gathering. Many of these elements were hard-scape plazas and found within or adjacent to shopping centers or strip malls - built into the urban form of those spaces. Green spaces and parks were also noted. There were very few plazas or parks that were not associated with commercial developments. This analysis was loosely calibrated based on the general size of the hub (e.g. larger hubs are generally expected to have a greater number of and larger public spaces than smaller hubs). • If the hub did not have any apparent publicly-accessible plazas, parks, or gathering spaces, it received a "not aligned" score. • If the hub had a limited number of apparent publicly-accessible plazas, parks, or gathering space and/or if those spaces were small compared to the entire hub, it received a "somewhat aligned" score. • If the hub had one or more large (relative to entire hub) publicly-accessible plazas, parks, or gathering spaces and/or many smaller public spaces, it received an "aligned" score.
Public Play Area	Looked for playgrounds or play sets for children, play sculptures, or sports facilities (like basketball hoops) that appear to generally be accessible to the public. • If the hub had no play amenities, it received a "not aligned" score. • If the hub had one or two play amenities, it received a "somewhat aligned" score. • If the hub had several play amenities, generally dispersed throughout the area, it received an "aligned" score.
Property Ownership Pattern	Using property ownership spatial data, assessed whether most of the properties in the hub were owned by just a handful of entities or whether there was a wide array of different owners across individual properties. This analysis was loosely calibrated based on the general size of the hub (e.g. larger hubs are generally expected to have more property owners than smaller hubs). • This analysis was slightly different than for the other elements, in that the scores assigned were binary rather than a three-tiered scale. Each hub received a score of "few" (generally correlating with "not aligned") or "many" (generally correlating with "aligned").

APPENDIX H: CREATING THE POLICY MAP



OVERVIEW

The *Charlotte Future 2040 Policy Map* was developed as a first step in implementing the Comprehensive Plan. The map translates the Plan's place-based policies to specific geographies, building out the geographic vision for growth and change in Charlotte over time. The map builds upon prior planning work, involved extensive community engagement and a technical mapping process documented in this section. As such, future amendments should be documented with the same level of rigor to track and refer back to changes over time.



CHARLOTTE 2040 POLICY MAP - ORIGINAL MAPPING METHODOLOGY

The *Charlotte Future 2040* mapping process was developed using Place Types (a new tool at the time) and followed three primary steps:

Step 1: Map Existing Place Types

Existing development was translated into Place Types using existing land use and form of development. It helped to illustrate how the new tool is intended to be applied and served as a helpful reference later in the process to assess potential change.

- Existing Land Use
- Form of Development

Step 2: Map Adopted Policies Place Types

Adopted area plans (or current land use policies) were translated into Place Types. This also included considerations for zoning and market support. This illustrated what our community would look like in a "status quo" scenario, if we did not update the policy map with the *Charlotte Future 2040 Comprehensive Plan* recommendations.

- Future Land Use
- Zoning
- Market Support

Step 3: Charlotte Future 2040 Policy Map

The Adopted Policies Place Type Map (Step 2) was revised to reflect the Comprehensive Plan place-based policies, such as the *Equitable Growth Framework,* and ensured future growth projections could be accommodated. Revising the Adopted Policies Place Type Map ensured previous community input was not lost while also incorporating the more recent input received during development of the *Charlotte Future 2040 Comprehensive Plan.*

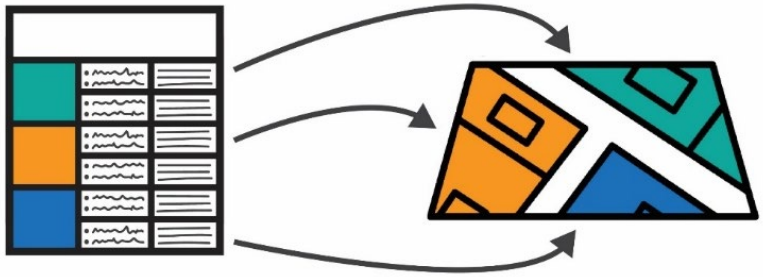
- Inputs:
  - *Equitable Growth Framework*
  - Plan Policies
  - Survey Responses
- Checks:
  - Growth Projections & Allocations
  - Infrastructure & Environmental Capacity
  - Market Feasibility

STEP 1: MAP EXISTING DEVELOPMENT

The Existing Place Types Map translated existing development into Place Types. The intent of this map was to reflect what was currently on the ground (in 2021) through the lens of Place Types and provide a tool to assess potential change between 2021 and 2040. This process started with a translation of existing land uses to their most aligned place type. Mixed use places were evaluated based on several factors such as their specific mixed of land uses, density, scale, site orientation, and context. Although not one of the ten Place Types, large existing vacant areas were coded as “vacant” on the Existing Place Types Map. It was determined that would be the most accurate approach and would provide helpful information for the 2040 Policy Mapping. Due to lack of data related to determining existing Innovation Mixed Use place type locations, City of Charlotte planners did a review based on local knowledge of existing mixed-use adaptive reuse places and manually mapped these areas.

STEP 2: MAP ADOPTED POLICIES

The Future Place Types Map started with a “Status Quo Place Types map”. This illustrated what Charlotte could look like in 2040, through the lens of Place Types, if policies from the Comprehensive Plan were not applied. Using existing zoning and future land use from recently adopted area plans, this map played an important role in understanding the community’s recent visioning efforts and existing entitlements. This included a translation of zoning districts (pre-UDO) to place types using a “crosswalk” table and review of future land use plans adopted since 2010. These area plans utilized several different land use palettes that were translated into one consolidated place types palette.



Current zoning districts were translated to Place Types

STEP 3: MAP CLT FUTURE 2040 POLICIES

The *2040 Policy Map* used the Status Quo Place Types Map as a starting point for Charlotte's future, and then was modified based on the application of place-based policies from the *Comprehensive Plan*. Growth projections were also modeled using the *2040 Policy Map* and ensured projected housing and job growth could be accommodated. Three main steps were followed to create the*2040 Policy Map*:

Operationalizing Equitable Growth Framework Metrics

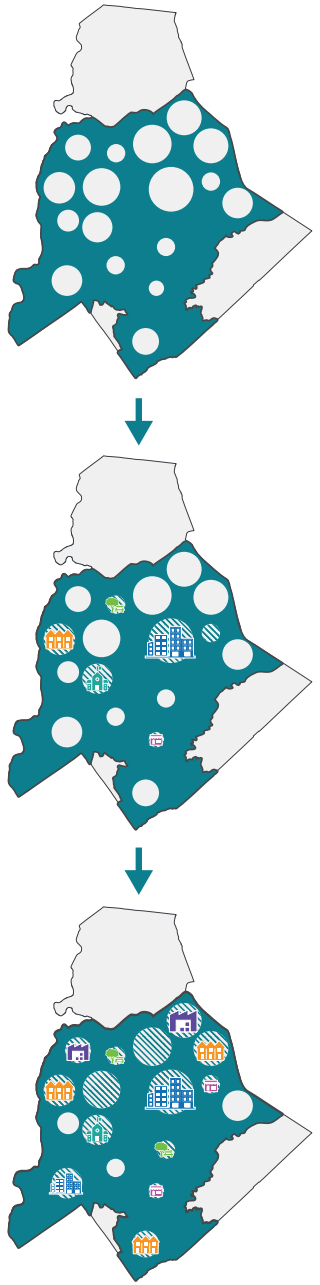
- To operationalize *Equitable Growth Framework* (EGF) metrics, first the mapping team identified the gaps in equity ("EGF gaps") based on the four Equity Metrics as mapped in the Comprehensive Plan.
- The mapping team determined which place types may provide an opportunity to reduce EGF gaps in the future and then assessed where these opportunities were already potentially being recognized based on the Status Quo Place Types Map.
- To help reduce these EGF gaps as much as possible, the mapping methodology included criteria for both where (locational opportunities) and how (Place Type choice) to map new future Place Types. This included creating and referencing a Place Types Pattern Book that illustrated ways to provide opportunities to fill EGF gaps.

Mapping of Additional Place-Based Policies from the Comprehensive Plan

- The mapping preserved of existing Neighborhood 1 and Parks and Preserves.
- The mapping preserved valuable existing Manufacturing and Logistics and repurposed Manufacturing and Logistics to Innovation Mixed Use where appropriate.
- Historic districts and historic district adjacencies were considered when mapping changes in Place Types.
- Additional Neighborhood 2 was mapped in certain locations such as in Neighborhood 1 in Uptown outside of historic districts.
- More Commercial areas were converted to Neighborhood Centers.

Final Refinements

- Activity Center boundaries were refined based on frequency, proximity, and size.
- New residential uses were not mapped within airport impact areas.
- The Pedestrian Zoning Overlay was considered to indicate places with walkable design and development standards.
- The mapping was refined to align with visioning from the Corridors of Opportunity Initiative.
- Recent rezonings (since the mapping process began) were considered to reflect the most likely development possibility for a parcel for the next 20 years.



COMMUNITY INPUT

Community engagement was conducted in three “windows” throughout the Future 2040 Policy Mapping process.

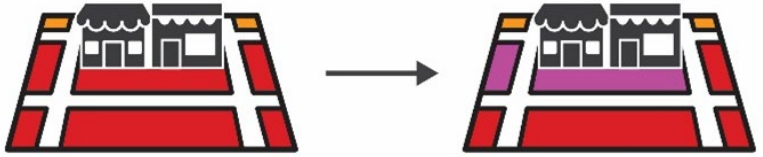
- The first window was focused on education and Place Type relationships and adjacencies.
- The second and third windows explained the mapping methodology and used a variety of techniques to allow the community to review and comment on the draft maps, including an online commenting map application, virtual informational meetings, virtual listening sessions, virtual community conversations, public comment sessions with City Council, explanatory handouts and video, email comments, and review of hard copy maps at libraries and other community venues. Due to the COVID-19 pandemic, engagement was primarily virtual.

Some examples of the types of map changes that were made based on community input are illustrated on this page.

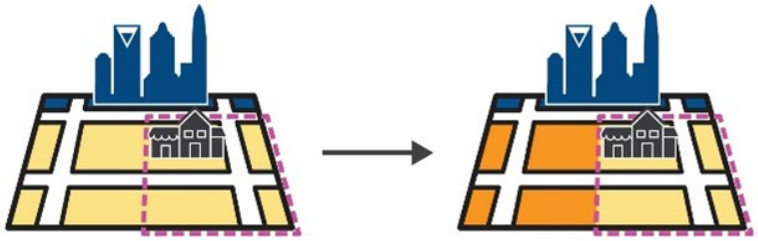
Existing Regional and Community parks and greenways of at least 5 acres in size were preserved as PP.

Historic districts were preserved as their existing Place Type.

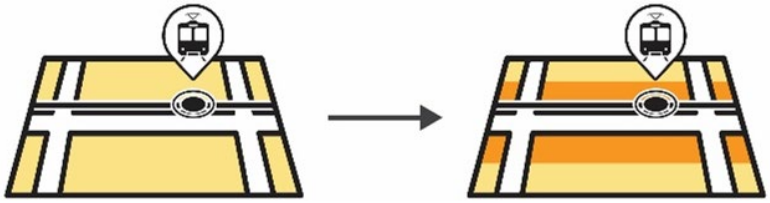
Existing N1 was preserved when distanced from high-capacity transportation infrastructure.



Small, targeted nodes of COMM surrounded by neighborhoods and located on local roads were transitioned to NAC.



N1 was changed to N2 in Uptown outside of the historic district.



N1 was changed to N2 in immediate proximity to high-capacity transit stations.

Older ML was considered an opportunity for new IMU.

Valuable existing ML was preserved as ML.

COMMUNITY AREA PLANNING POLICY MAP REFINEMENTS

The first planning-related update of the 2040 Policy Map occurred during the 2023-2024 Community Area Planning (CAP) effort. The objective of CAP's second phase was to review and refine the Place Type designations within the Policy Map to ensure designations addressed each community's needs in terms of better access to housing, jobs, and goods as well as reduced environmental impacts. Below is a summary of the map refinements recommended as an outcome of 42 community workshops and coordination with city, county, and not-for-profit partners:

External Engagement – Discussions with the community via 42 workshops focused on identifying opportunities to improve access and reduce impacts, and were categorized into three themes:

1. Balancing Priorities – This theme explored scenarios where two or more comprehensive plan goals conflict with one another in a certain location. The objective of these conservations (summarized below) was to determine if the conflict could be resolved through additional mapping steps. Ultimately, the conflicts within these scenarios are too complicated to address with additional mapping steps. Therefore, the *Policy Map* approach was not amended and there were no map refinements as an outcome of these conversations.

2. Confirming the Vision – This theme explored how the Campus Innovation Mixed Use Place Types help improve access to housing choices, job opportunities, daily goods & services and reduce environmental impacts. The objective of these conversations was to demonstrate how adopted Place Types will address a community's greatest needs overtime. The community agreed with the existing mapping approach. Only minor refinements were made to the extents or boundaries of existing Place Types designations.

3. Enhancing Our Activity Centers – This theme explored opportunities to recommend new Activity Centers or enhance existing Activity Centers within a plan area. Feedback received from these conversations that influenced additional mapping steps are listed below. Other feedback related to needed projects + programs to support the vision were carried forward into the third phase of CAP.

- The community recommended the existing mapping approach for changing small, targeted nodes of Commercial (surrounded by neighborhoods) to Neighborhood Activity Center be expanded. Locational criteria previously required access along local roads. The community recommended expanding this criterion to include access along planned transit or high-frequency bus service.
- The community recommended superseding mapping steps to protect established single-family homes and existing manufacturing sites when within the boundary of an Activity Center.

Internal Engagement - Coordination with city, county, and not-for-profit partners focused on updating data, and adhered to the adopted mapping approach, to improve the accuracy of the *Policy Map*.

- Property acquired by Mecklenburg County Park & Recreation was reflected as Parks & Preserves.
- Property owned by Catawba Lands Conservancy and protected in perpetuity was reflected as Parks & Preserves.
- Community feedback received via the Corridors of Opportunity engagement (Freedom/Wilkinson and N. Graham/N. Tryon) and consistent with the adopted mapping approach was incorporated into the Revised *Policy Map*.
- Place Type changes due to inconsistent rezonings within Activity Centers were reverted back to the previous Activity Center designation.
- Existing entitlements of all parcels were compared to the adopted Place Type designations to eliminate unintentional down zoning where appropriate.

Ultimately, external and internal engagement throughout Phase 2 of the 2023-2024 Community Area Planning effort resulted in approximately 6% map change. The Revised Policy Map was checked via the Metrolina Regional Model to ensure final designations can accommodate Charlotte's growth allocations.

APPENDIX I: PLACE TYPE DETAILS

OVERVIEW

Through many rounds of public input and revision 10 distinct Place Types were established for the City of Charlotte. These Place Types represent the types of development and land uses that currently exist in Charlotte, as well as the aspirational character for those types. These Place Types can generally be organized into these categories:

- The neighborhoods where we live (Neighborhood 1, Neighborhood 2, and Parks and Preserves)
- The employment areas where we work (Commercial, Campus, Manufacturing & Logistics, and Innovation Mixed-use), and
- Centers where we shop, dine, and play (Neighborhood Center, Community Activity Center, and Regional Activity Center).

The Place Types and *Policy Map* help to achieve the guiding principles, vision elements, equitable growth metrics, and plan goals (shown on the next page) from the *Charlotte Future 2040 Comprehensive Plan.*

GUIDING PRINCIPLES

- EQUITABLE
- AUTHENTIC
- INTEGRATED
- RESILIENT

VISION ELEMENTS

- INCLUSIVE & DIVERSE
- LIVABLE & CONNECTED
- HEALTHY & SUSTAINABLE
- PROSPEROUS & INNOVATIVE
- REGIONAL

EQUITABLE GROWTH METRICS

- VULNERABILITY TO DISPLACEMENT
- ACCESS TO ESSENTIAL AMENITIES, GOODS, AND SERVICES
- ACCESS TO HOUSING OPPORTUNITY
- ACCESS TO EMPLOYMENT OPPORTUNITY
- ENVIRONMENTAL JUSTICE

PLAN GOALS

1. 10-MINUTE NEIGHBORHOODS
2. NEIGHBORHOOD DIVERSITY AND INCLUSION
3. HOUSING ACCESS FOR ALL
4. TRANSIT- AND TRAIL-ORIENTED DEVELOPMENT
5. SAFE AND EQUITABLE MOBILITY
6. HEALTHY, SAFE, AND ACTIVE COMMUNITIES
7. INTEGRATED NATURAL AND BUILT ENVIRONMENTS
8. DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY
9. RETAIN OUR IDENTITY AND CHARM
10. FISCALLY RESPONSIBLE

CHARLOTTE
CHARLOTTE

ADJACENCIES

Certain adjacencies are preferred between Place Types in order to provide sensitive transitions, compatible uses, and to support policy and *Equitable Growth Framework* objectives from the Comprehensive Plan. These are outlined in the Place Type Patterns shown on the following pages and are available in more detail in the Place Types Pattern Book.

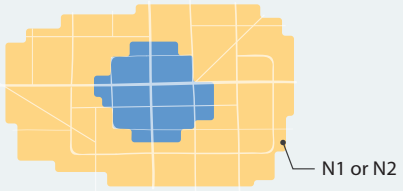
As noted earlier in this manual on pages 7-8, transitions should also be considered within the UDO zoning district development standards, particularly where there is not the opportunity to achieve the recommended patterns based on existing conditions or other constraints. There patterns were mapped to the extent possible during the Policy Mapping process.

These patterns use the four equity metrics from the *Charlotte Future 2040 Comprehensive Plan* to organize patterns of different Place Types, showing how they might fit together or interact in an area. The strategic development of these patterns in parts of the city that may be lacking access and opportunity are one tool for more equitable growth and change.

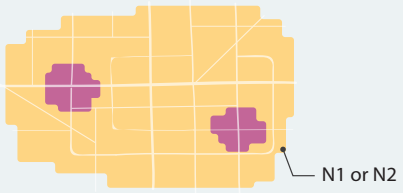
Access to Goods and Services

Measuring access to essential amenities, goods and services helps identify areas where residents and businesses may not have what they need close to home. The result typically involves having to travel farther and pay more to meet basic daily needs. Patterns for this measure illustrate access to goods and services for neighborhoods and for large areas of single-use employment areas.

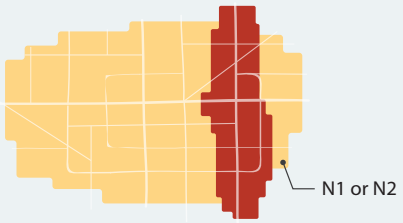
NEIGHBORHOOD PLACES ACCESS



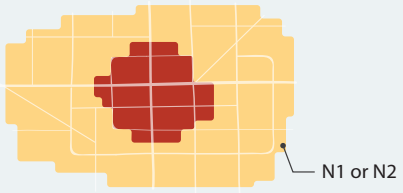
One Community or Regional Activity Center



Multiple Neighborhood Centers

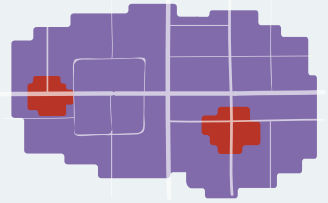


Commercial Corridor

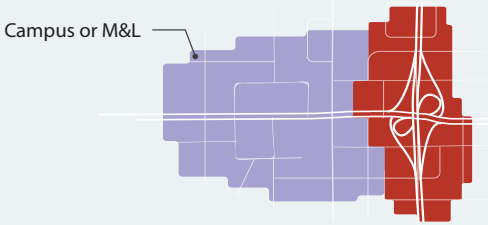


Commercial Center

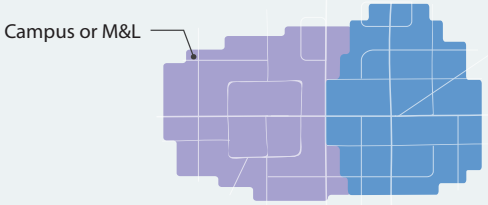
WORK PLACES ACCESS



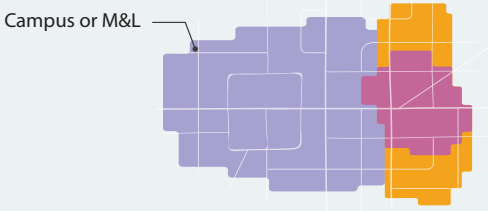
Manufacturing and Logistics with Small Commercial Centers



Commercial Corridor



Commercial, Community or Regional Activity Center

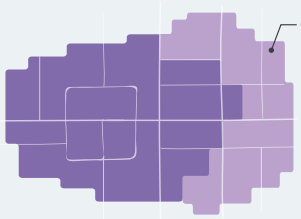


Neighborhood 2 Groupings

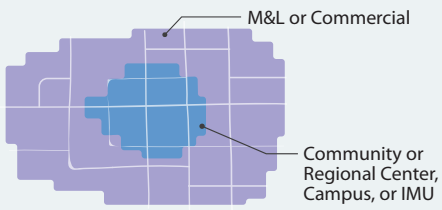
Access to Employment Opportunity

Patterns for this measure illustrate diverse employment patterns adjacent to neighborhoods and better access to employment along major transportation networks within the commute shed.

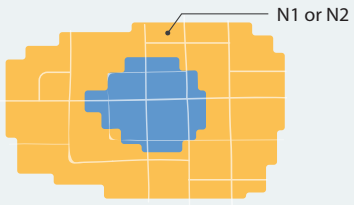
JOB DIVERSITY



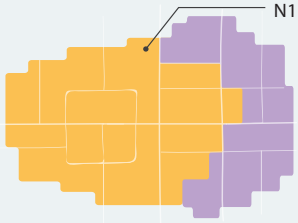
Manufacturing and Logistics with Center or IMU Transition



Manufacturing and Logistics or Commercial with Community or Regional Activity Center, Campus, or IMU

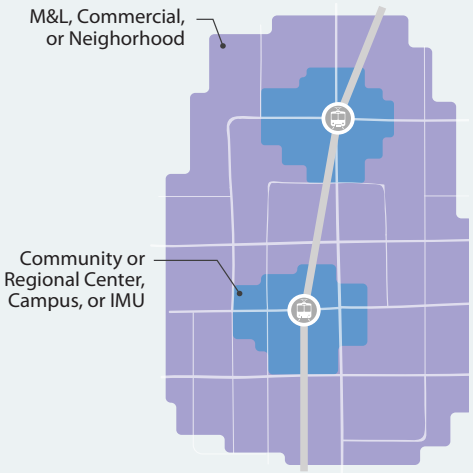


Neighborhood with Community or Regional Activity Center, Campus, or IMU

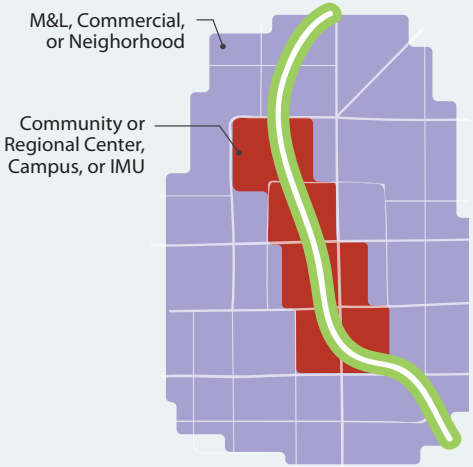


Neighborhood with IMU

BETTER EMPLOYMENT ACCESS



Work Places Along Major Transit Line

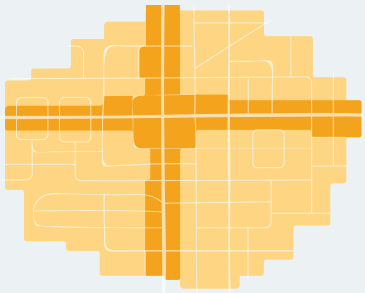


Work Places Along Major Trail

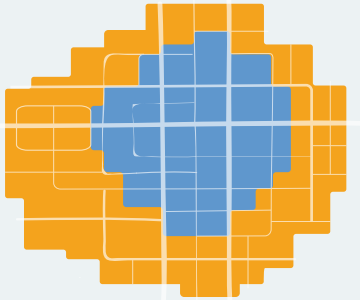
Access to Housing Opportunity

Patterns for this measure illustrate diverse housing patterns and better access to housing along major transportation networks.

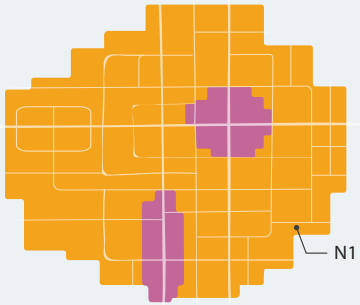
HOUSING DIVERSITY



Large Area of Neighborhood 1, with Neighborhood 2 on Major Streets



Community or Regional Activity Center with Neighborhood 2

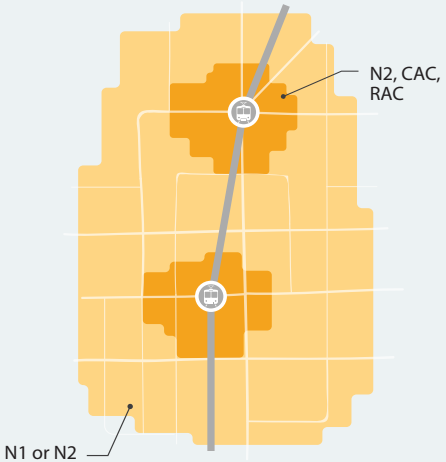


Neighborhood Centers within Neighborhoods

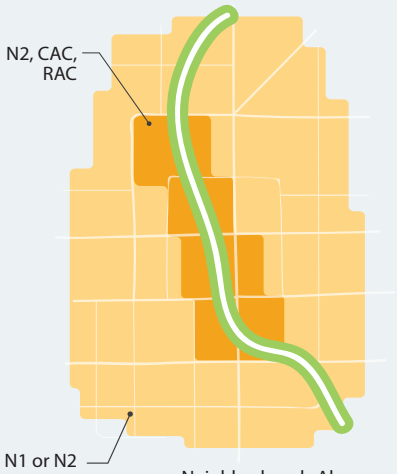
Environmental Justice

Patterns for this measure illustrate buffering neighborhoods from industrial uses and buffering neighborhoods from major transportation infrastructure.

BETTER HOUSING ACCESS

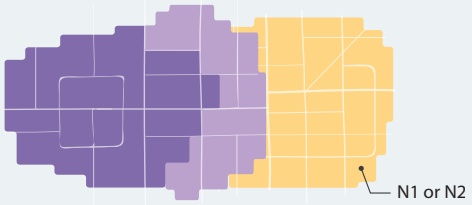


Neighborhoods Along Major Transit Line

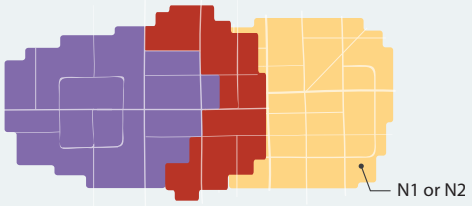


Neighborhoods Along Major Trail

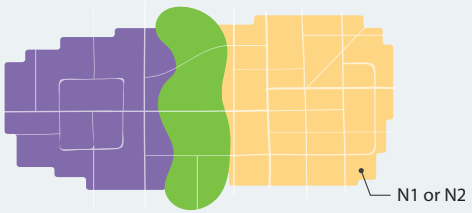
NEIGHBORHOOD PROXIMITY TO INDUSTRIAL USES



Manufacturing and Logistics with IMU Transition to N1 or N2

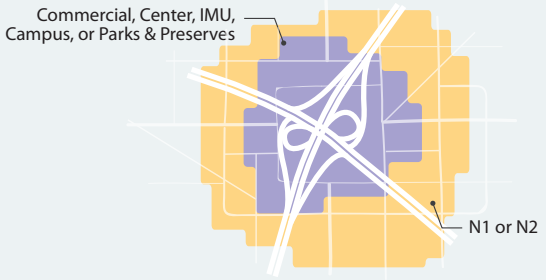


Manufacturing and Logistics with Commercial Transition to N1 or N2

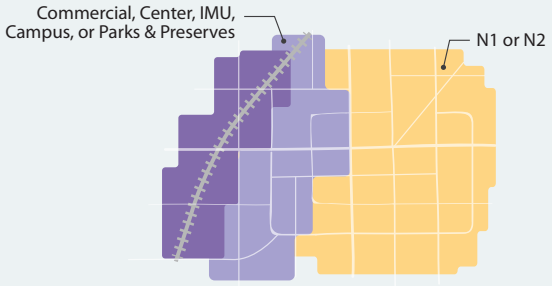


Manufacturing and Logistics with Parks and Preserves Transition to N1 or N2

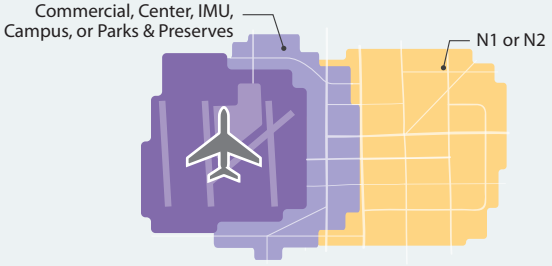
NEIGHBORHOOD PROXIMITY TO MAJOR TRANSPORTATION INFRASTRUCTURE



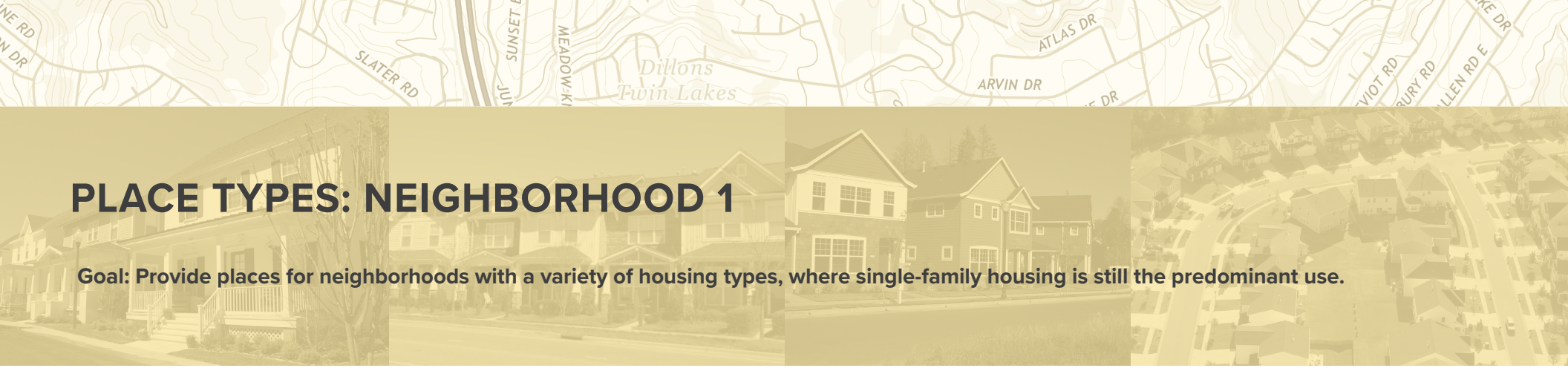
Buffer for Neighborhoods from Freeway Interchange



Buffer for Neighborhoods from Heavy Rail Line



Buffer for Neighborhoods from Airport



PLACE TYPES: NEIGHBORHOOD 1

Goal: Provide places for neighborhoods with a variety of housing types, where single-family housing is still the predominant use.

Neighborhood 1 places are the lower density housing areas across Charlotte, where most of the city's residents live, primarily in single-family or small multi-family homes or Accessory Dwelling Units (ADUs).

LAND USE

- Single-family detached homes are the primary use in this Place Type.
- Accessory Dwelling Units are frequently found on the same lots as individual single-family detached homes.
- Duplexes, triplexes, quadraplexes, and civic uses, such as parks, religious institutions, and neighborhood scaled schools, may also be found in this Place Type.
- Smaller lot single-family detached developments, small townhome buildings, and small multi-family buildings, as well as civic uses, are also found on some 4+ lane arterials. These building types provide a transition between higher volume streets and the interior of neighborhoods.
- The greatest density of housing in this Place Type is located within ½ mile walk of a Neighborhood Center, Community Activity Center, or Regional Activity Center and is located on an arterial, with a high frequency bus or streetcar route.
- In some cases, small neighborhood commercial buildings are found in older neighborhoods.

CHARACTER

- This Place Type is characterized by low-rise residential buildings, uniformly setback from the street, and generally consistent lot sizes.
- Front lawns or landscaped yards are found between residences and the street, and individual back yards are commonly found for each main residential building. There is limited impervious cover between residential buildings and the street.
- Many of the individual neighborhoods in this Place Type have unifying characteristics, such as setbacks and building heights, that have been maintained as they were originally developed. Others have seen changes in these and other characteristics.

MOBILITY

- A very well-connected local street network provides safe and direct access throughout the neighborhood and to and through the neighborhoods and adjacent Place Types. This street network helps disperse vehicular traffic and allows residents to walk or bike to transit and nearby destinations.
- Arterial streets also support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit or nearby destinations.
- Direct access to buildings, parks, and other facilities is usually from Local streets, with more limited access opportunities along arterials. Alleys are also used to provide access to residences located on narrower lots.

BUILDING FORM

- The typical building in a Neighborhood 1 place is a low-rise residential building up to three or four stories.
- Townhome style buildings typically have 4-6 units.
- The size of civic and institutional buildings varies based on context and accessibility.
- The length of single-family attached and small multi-family **residential** buildings varies but is typically relatively consistent along a block and rarely exceeds 150 feet.

- Principal buildings are typically oriented with the front facade and main entrances connecting to the public sidewalk. In some cases, buildings face improved common open space, or adjacent parks and greenways, but street facing sides of buildings still include prominent entrances providing pedestrian access from the public sidewalk.

OPEN SPACE

- **Private yards and improved common areas are typical open spaces in this Place Type.**
- **Public open spaces such as small parks and greenways, and natural open spaces such as tree preservation areas, are also an important feature and should be included in neighborhoods.**

CLOSEUP HIGHLIGHTS

A. Comfortable sidewalks with planting strips and shade trees

B. Alleys in select locations to access garages and ADUs

C. Multiple housing types in proximity to each other

D. Accessory Dwelling Units typically accessed off alleys

E. Transition to Adjacent Place Types

BIRD'S EYE HIGHLIGHTS

a Infill low- and medium-density residential development (including single-family detached, ADU's, townhomes, cottage courts, and duplexes/triplexes)

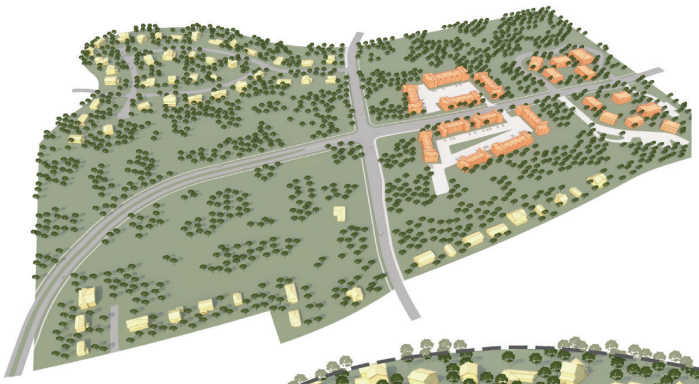
b Enhanced and additional small public parks/ open spaces

c Improved vehicular connectivity

d New trails, enhanced pedestrian connectivity and walkability

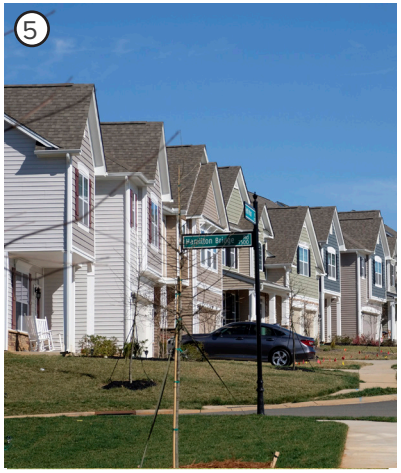
e Neighborhood Center at major intersection

f Transition in density to surrounding uses



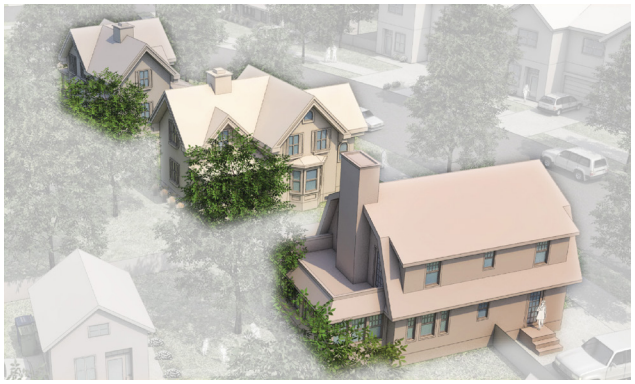
Existing Place Type Layout

Aspirational Place Type Layout



NOTABLE CHARACTERISTICS

1. Landscaping and front yards provide residences with a transition from the street.
2. Townhome style buildings typically include 4-6 units and have a similar character and style to the surrounding neighborhood.
3. Civic and institutional buildings support the neighborhood and can vary in size.
4. Wide sidewalks with a buffer from the street provide a comfortable pedestrian environment for all residents and should be consistent throughout Neighborhood 1.
5. Buildings along a block are usually a similar size and distance from the street to create a cohesive neighborhood character.
6. Buildings are typically oriented to the street with the main entrances connecting to the public sidewalk. Garages should not be the prominent street facing feature. In some cases, buildings face shared open space, or adjacent parks and greenways or shared pedestrian networks, but street facing sides of buildings still include prominent entrances and provide pedestrian access from the public sidewalk.



Building placement and street orientation examples

URBAN FOREST

- The majority of Charlotte's tree canopy is located here, primarily on private land, that is supplemented with a significant street and civic area tree population.
- All streets are designed for both car and pedestrian use, and are therefore significantly planted with trees (90% of all public and street planting sites will have trees).
- Civic use properties within Neighborhood 1 - schools, passive-use parks and park areas - have significant canopy coverage.
- Preservation of private land for tree canopy is a priority.
- Areas not built upon will provide for sustainable tree canopy cover growth and preservation.
- Tree canopy cover ranges from 50% - 60%.

TRANSITIONS

- Transitions from small lot single-family, townhome style housing, multi-family, and civic/institutional uses to single-family detached, duplexes, triplexes and quadraplexes are typically provided by increased separation that mimics the typical rear yards in Neighborhood 1.
- Lower building heights, increased separation, and landscaped buffers are also provided when larger civic uses abut residential uses.

BUILDING PLACEMENT

- Buildings in Neighborhood 1 places are typically located away from streets and have front yards.
- Front yards are semi-private open spaces for use by the residents of a dwelling. These areas may include elements that contribute to the neighborhood residential character, such as front stoops and porches.
- When located along Arterial streets, residences, especially single-family detached homes, duplexes, triplexes and quadraplexes, are farther back from the street to reduce noise or other traffic impacts.
- Rear yards are provided and are deep enough to be used as private open space. Abutting residential rear yards usually have a similar depth.
- Front, side, and rear setbacks vary in size across neighborhoods but are generally consistent within an individual neighborhood.
- Yards for civic/institutional uses in this Place Type are typically larger than the yards of residential buildings.

PARKING & LOADING

- Residential parking is typically located in garages, on driveways, or in small surface parking lots to the side or rear of the primary residence.
- For non-residential uses, parking is located to the side or rear of buildings in surface parking lots.
- Loading and service areas for civic/institutional and for townhome and multi-family uses are located to the rear of buildings and screened from street view.

BLOCK LENGTHS & STREET NETWORK

- Neighborhood 1 places have a dense and well-connected network with good

external connections to adjoining streets and destinations. Multiple route options help accommodate all modes of transportation. This enhances safety and mobility by dispersing traffic and providing multiple, shorter routes for walkers, cyclists, and motorists.

- Neighborhood 1 places have street connections to parks, schools, and other destinations, and include well-designed pedestrian connections to trails or greenways.
- The preferred block length is 600 feet and block lengths typically do not exceed 800 feet.

PEDESTRIAN & BICYCLE FACILITIES

- Local streets have 6-foot sidewalks with planting strips in locations with less intense development and have 8-foot sidewalks with planting strips in locations with more intense development. Arterials typically have 8-foot sidewalks with either planting strips or amenity zones.
- Amenity zones (space for items such as benches and trash receptacles between the sidewalk and the street) are used instead of planting strips next to full-time on-street parking in higher density locations, particularly where approaching other higher density Place Types, such as Centers.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Bike lanes or separated bike lanes are provided on Arterial streets, sharrows are included on Local streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

- Neighborhood 1 places typically have a low to moderate level of non-auto mode trips, with more opportunities for non-auto trips where the neighborhood is near other destinations or high frequency transit routes and has supporting infrastructure.

ACCESS

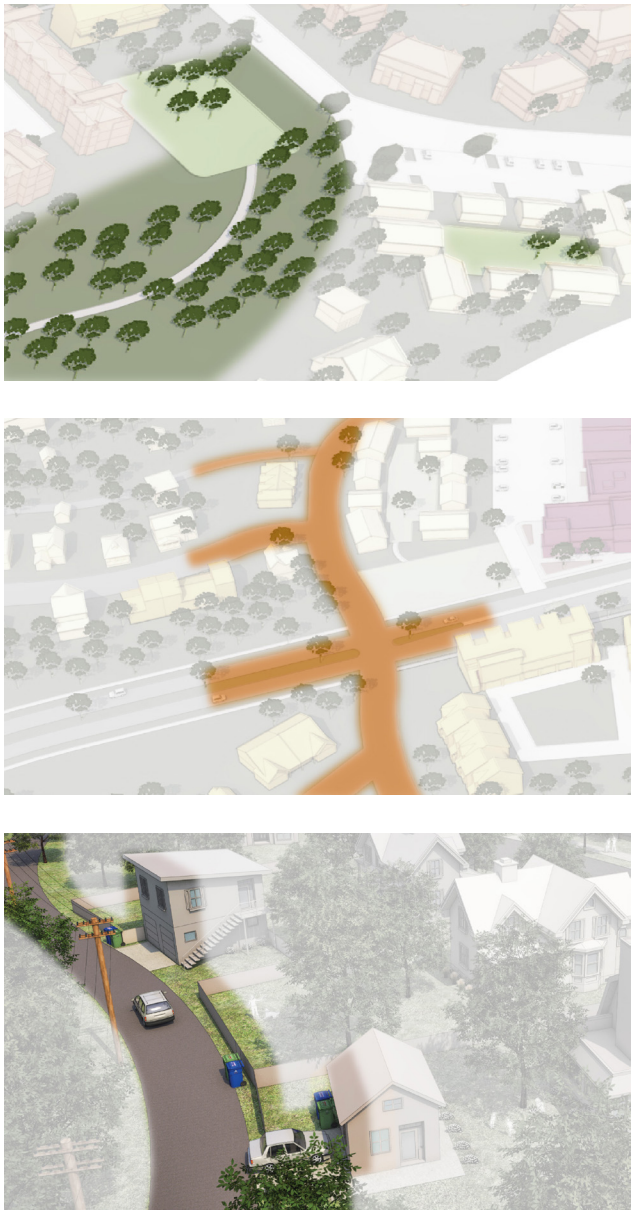
- Individual driveways are common for single-family detached residential homes, though shared driveways are sometimes utilized.
- Alleys are also used to improve access and to limit the number of individual driveways along streets, especially where there are narrow lots or single-family attached dwellings. The limited number of driveways provides a more comfortable public realm for pedestrians and cyclists, while increasing greenspace.
- Direct access from arterials is very limited.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is moderately to heavily used, and street widths are scaled to accommodate the expected demand for parking.
- The curb space has moderate turnover and may require implementation of curb lane management strategies to accommodate multiple users in locations where there is competing demand for curb space.

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management.



Parks and pedestrian access examples

NEIGHBORHOOD 2

Goal: Provide a range of moderate to higher intensity housing types, including apartment and condominium buildings, to meet the needs of a diverse population.

Neighborhood 2 places are higher density housing areas that provide a variety of housing types such as townhomes and apartments alongside neighborhood-serving shops and services.

LAND USE

- The primary uses in this Place Type are multi-family and single-family attached residential, including some buildings with ground floor, non-residential uses.
- Lower intensity housing types are also found in Neighborhood 2, especially as part of a large development with a mix of housing types.
- Neighborhood 2 places also include civic uses such as schools, neighborhood parks, and religious institutions.

CHARACTER

- This Place Type is characterized by low- to mid-rise multi-family residential buildings, in a walkable environment.
- Neighborhood 2 places include larger scale residential buildings than are found in Neighborhood 1.
- Neighborhood 2 residential developments typically include shared community amenities, such as open spaces or recreational facilities, and common parking areas.

MOBILITY

- Because Neighborhood 2 places typically serve as a transition between lower-density development and higher-intensity commercial or mixed-use centers, they have a very well-connected and dense street network with short blocks. This provides multiple route options to better accommodate walking, cycling, and transit use.
- Both Local and Arterial streets are designed to support and encourage walking, cycling, and transit use to reach transit or nearby destinations.

BUILDING FORM

- The typical building is a single-family attached or multi-family building and is usually not more than five stories.
- Civic and institutional buildings vary in size based on their context and accessibility.
- Buildings are designed to orient to streets with prominent entrances providing pedestrian access from the public sidewalk.
- Buildings also orient toward on-site open spaces and abutting parks and greenways.
- Buildings are designed with active ground floor uses, either residential or in some instances, economically viable commercial, to support a vibrant pedestrian environment. Buildings with ground floor commercial have tall ground floors and a high degree of transparency using clear glass windows and doors.

OPEN SPACE

- This Place Type includes privately owned, common open space that serves individual residential developments. This open space takes a range of forms, from playgrounds and recreation spaces, to plazas, courtyards and rooftop decks.
- Public open spaces such as small parks and greenways, and natural open spaces such as tree preservation areas, are also an important feature and should be included in neighborhoods.

CLOSEUP HIGHLIGHTS

A. Infill development forming a consistent street edge

B. Trail-oriented development

C. Shared public open spaces

D. Neighborhood trail connections

E. Comfortable sidewalks with planting strips and shade trees

F. Mix of different housing types (including townhomes, condos, and medium-density residential development)

G. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

a Medium- and high-density 2-5 story residential infill and redevelopment (ADUs, townhomes, multi-family residential, and mixed-use)

b Buildings oriented toward streets, trails, or open space

c Transition to lower-density neighborhoods and Neighborhood Activity Center

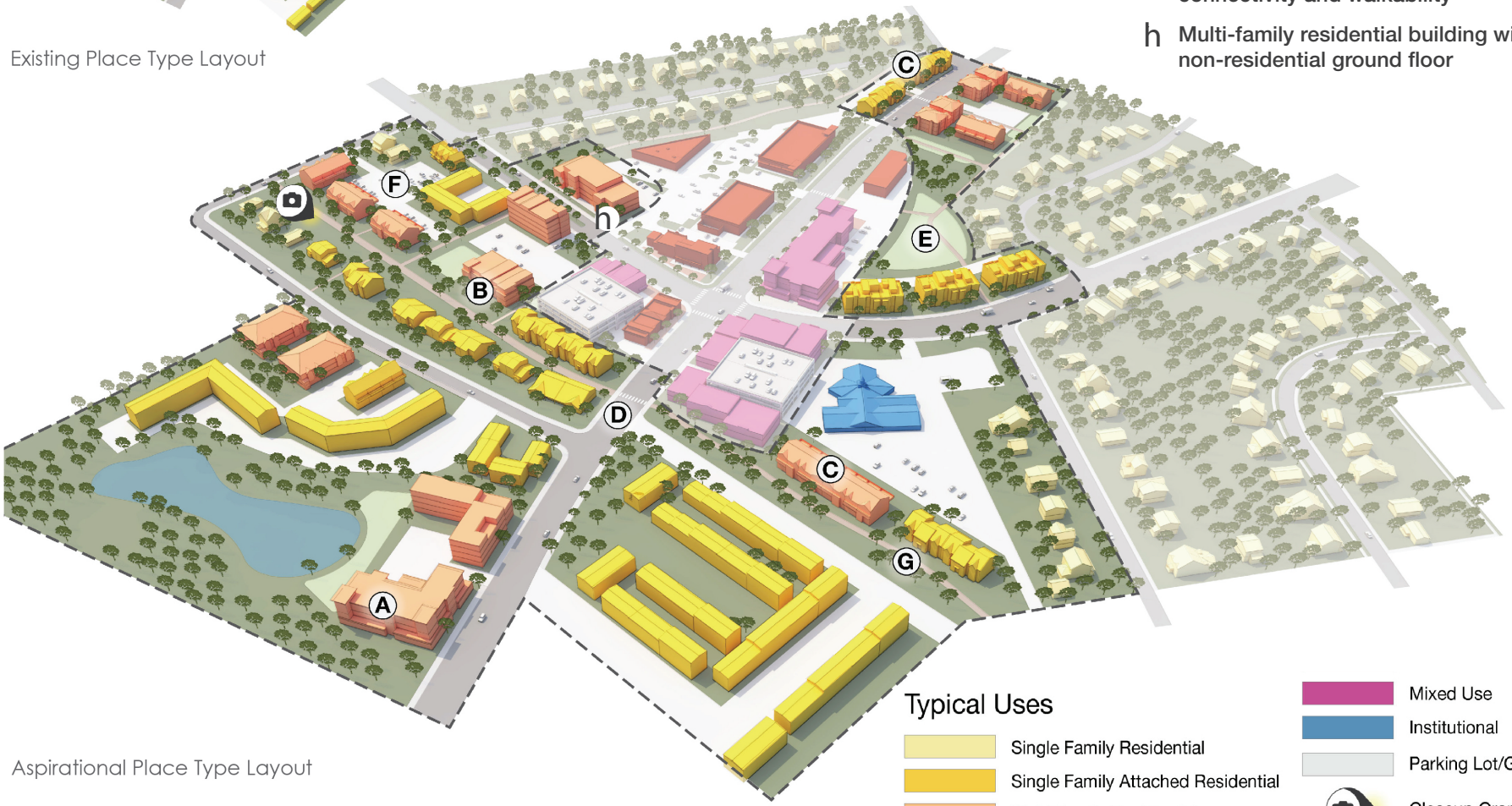
d Frequent pedestrian connections to and between buildings and blocks

e Additional small public parks/open spaces

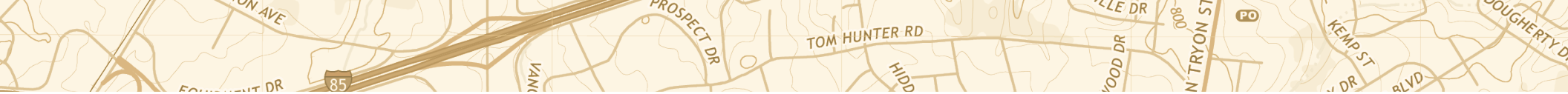
f On-street parking, parking garages, and small parking lots to the side, interior, or behind buildings

g New trails, enhanced pedestrian connectivity and walkability

h Multi-family residential building with a non-residential ground floor



Aspirational Place Type Layout



NOTABLE CHARACTERISTICS

1. Buildings come in a variety of sizes and styles, but should all be sensitive to the character and style of the surrounding neighborhood.
2. Civic and institutional buildings support the neighborhood and can vary in size.
3. Buildings are designed to orient to streets with prominent entrances that provide pedestrian access from the public sidewalk and well-designed facades that create a more vibrant public realm.
4. Buildings may also orient toward shared open spaces and abutting parks and greenways or shared pedestrian networks.
5. Multi-family buildings may have commercial uses on the ground floor to create a more active public realm and also provide neighborhood-serving uses to residents. Active ground floors should be easily visible and inviting.

Building placement examples

URBAN FOREST

- Due to more dense development, overall tree canopy cover (shade) in Neighborhood 2 depends heavily on street trees. Therefore, sidewalks and road medians support the growth and longevity of large stature, shade trees providing a pleasant pedestrian experience and environmental benefits.
- Supplemental canopy is provided through trees in small parks, yards and courtyards of multi-family and civic buildings.
- All streets are designed for both car and pedestrian use, and are therefore significantly planted with trees (90% of all public and street planting sites will have trees.).
- Civic use properties within Neighborhood 2 - schools, passive-use parks and park areas - have significant canopy coverage.
- Trees are incorporated into any green infrastructure installations.
- Tree canopy cover ranges from 35% - 45%.

TRANSITIONS

- Transitions from residential development and larger civic uses in Neighborhood 2 to less intensely developed residential uses in a Neighborhood 1 are typically provided by landscaped buffers, increased separation, and decreased building height.

BUILDING PLACEMENT

- Buildings are typically located away from the street, with lawns between the building and sidewalk. However, buildings in more urban contexts or with ground floor retail may be located closer to the street.
- Where residential buildings are located near the sidewalk, either a small front yard provides horizontal separation, or the ground floor of the building is raised above the sidewalk to provide vertical separation between the public sidewalk and the interior of residences.
- When located along Arterial streets, buildings are set back farther from the street to reduce noise or other traffic impacts and to provide privacy.
- Side and rear setbacks for residential uses in this Place Type are limited, except where abutting Neighborhood 1 places. When abutting these Place Types, side and rear setbacks are increased to provide an adequate transition.
- Side and rear yards for civic/institutional uses in this Place Type are typically larger than the side and rear yards of residential buildings.

PARKING & LOADING

- Parking is typically provided on surface lots. While not discouraged, structured parking is usually not found in this Place Type.
- Surface parking is usually located to the side or rear of buildings.
- Loading and service areas are located to the rear of buildings and screened from street view.

BLOCK LENGTHS & STREET NETWORK

- Neighborhood 2 places have dense and well-connected street networks to support high density residential development. The street network provides good external connections to adjoining streets, transit, and nearby destinations.

- This Place Type has street connections to parks, schools, and other destinations, and includes well-designed pedestrian connections to trails or greenways.
- Short block lengths allow for more connections and create more (and shorter) route options to and through the neighborhood, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
- The preferred block length is 600 feet and block lengths typically do not exceed 650 feet.

PEDESTRIAN & BICYCLE FACILITIES

- Local and arterial streets have 8-foot sidewalks with a planting strip or amenity zone. Amenity zones are typically used where there is full-time on-street parking, particularly on streets approaching higher intensity Place Types, such as Centers.
- Sites include a robust internal pedestrian network to encourage walking between buildings, and excellent connections to adjoining sites and neighborhoods to reduce unnecessary auto trips to nearby destinations.
- Sites always include clear and direct pedestrian access between streets and the buildings.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Separated bike lanes are provided on Arterial streets, sharrows are included on Local streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

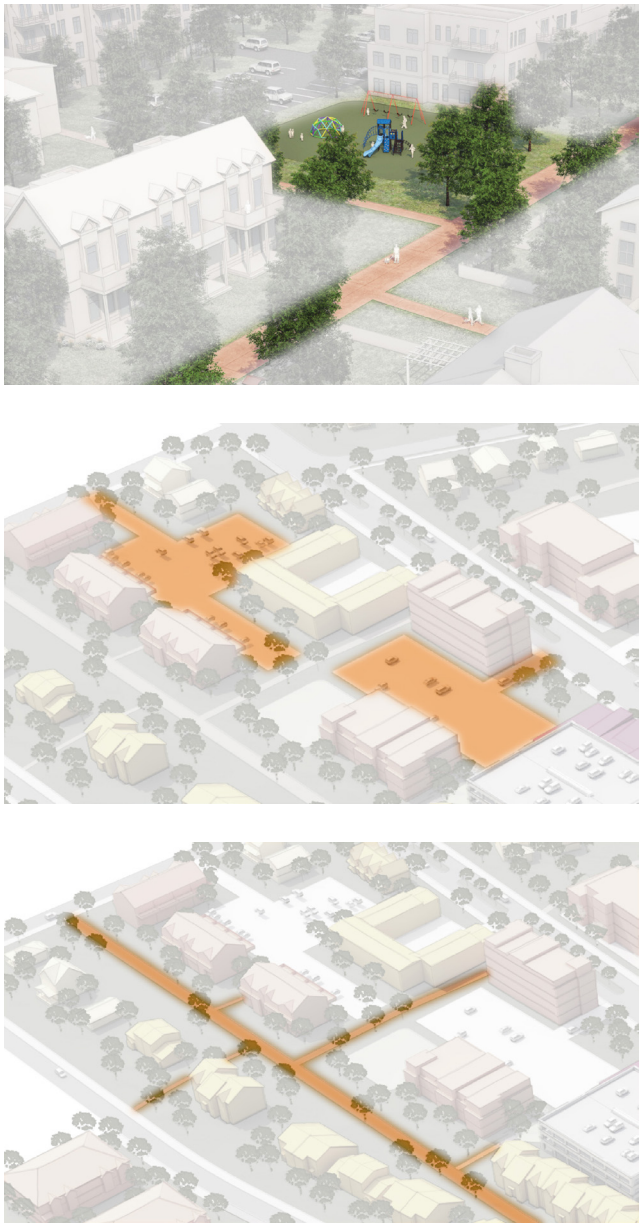
- This Place Type typically has a moderate level of non-auto mode trips. A greater number of non-auto trips are possible where Neighborhood 2 places are near a Center or other major destination or adjacent to high frequency transit.

ACCESS

- Developments are designed to include driveways for low-rise multi-unit buildings, as well as for larger mid-rise multi-family developments, to limit the number of individual access points from local streets.
- Alleys are also used to improve access and to limit the number of driveways along streets. The limited number of driveways provides a safe and inviting public realm along streets that encourages walking and cycling.
- Cross access is provided between adjacent multi-family residential sites and between multi-family residential and commercial sites.
- Curb Lane Management & On-Street Parking
- On-street parking is expected to be heavily used, and street widths are scaled to accommodate the expected demand for parking.
- The curb space has moderate turnover and may require implementation of curb lane management strategies to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management.



Parks, parking, and pedestrian access examples

PLACE TYPES: PARKS AND PRESERVES

Goal: Protect land that is intended to remain as parks or natural preserves in perpetuity. These places contribute to the quality of life of residents and visitors by providing places to gather and recreate, and further the environmental quality of our ecosystems including the tree canopy, waterways, and wildlife habitats.

Parks & Preserves serve to protect public parks and open space while providing rest, recreation, and gathering places for Charlotteans.

LAND USE

- Primary uses may include larger public parks, cemeteries, wildlife refuges, nature preserves, and recreational centers and facilities.
- Limited commercial uses may be compatible in some Parks and Preserves.

CHARACTER

- This Place Type is characterized by natural areas, green spaces with tree canopy, and active uses where appropriate.
- Structures are typically limited in number and are intended to support on-site recreational activities and/or civic uses.
- Active uses and structures are located to provide minimal impact to sensitive environmental features.

MOBILITY

- Parks and Preserves are easily and directly accessible from all places and are located along all street types. Any streets leading to, by, or through these places are designed to encourage safe and comfortable access by all transportation modes.
- The internal transportation network typically consists of pedestrian and bicycle paths for smaller parks, and for larger Parks and Preserves also includes driveways and very low-speed Local streets to provide access to internal facilities. Both the streets and the off-street network are well-connected and include pedestrian and bicycle facilities, even where natural features and large recreational areas limit street connections.

BUILDING FORM

- Typical buildings in this Place Type include recreation facilities, nature centers, restroom facilities, shelters, maintenance buildings, and accessory commercial structures such as concession stands.
- Building sizes vary depending on the purpose of the building and the setting.
- Buildings are typically low-rise.

OPEN SPACE

- Open space is the primary element of this Place Type.
- Depending on the purpose, the on-site open spaces typically include preserved natural areas, outdoor recreation facilities, or both. Examples of other open spaces include community or botanical gardens, arboreta, and landscaped areas.

CLOSEUP HIGHLIGHTS

A. Community gathering space with small-scale commercial uses such as cafes along roadway

B. Amenities interspersed throughout the public realm (benches, tables, trash receptacles, bike parking, etc.)

C. Active space including sports fields/ courts, play area, and community garden

D. Safe multi-use paths, accommodating a lot of people and activation

E. Transition to Adjacent Place Types

BIRD'S EYE HIGHLIGHTS

a

A. Increased tree canopy in open/ passive spaces

b

B. Frequent paths and connections (including to regional trails/greenways)

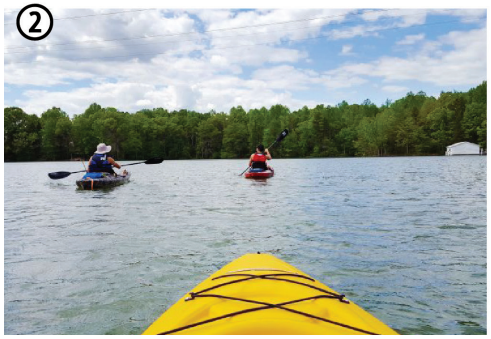
c Active space including sports fields/courts, play area, plaza, and community garden

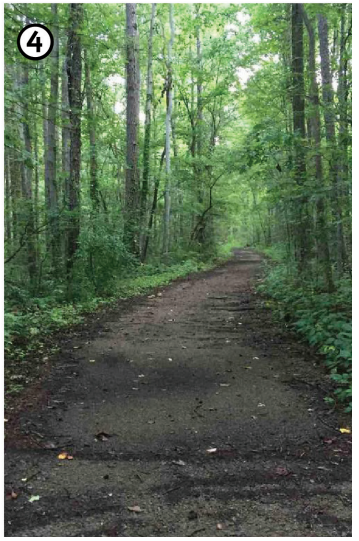
d A mix of passive and active spaces

e New buildings in/along park including small low-intensity commercial node (eg. cafes) and civic buildings (eg. library, nature center, etc.)

Existing Place Type Layout

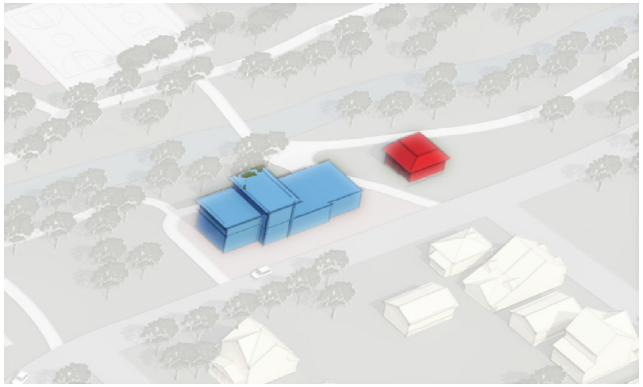
Aspirational Place Type Layout





NOTABLE CHARACTERISTICS

1. Buildings typically include recreation facilities, nature centers, restrooms, shelters, maintenance buildings, and small shops such as concession stands. Sizes vary depending on the purpose of the building and the setting, but are typically only a few stories.
2. Preserves provide a natural setting and may include a variety of ways to interact with it, including paths, trails, and recreation opportunities.
3. Parks include a variety of activities and facilities for active uses such as sports fields/courts, plazas, play areas, and gardens.
4. Parks and Preserves should all provide easy access and clear paths of travel.



Building placement and orientation examples

URBAN FOREST

- Parks have very high canopy coverage (excluding cemeteries, sports and recreation fields, etc.).
- Corridors connecting people to this Place Type are forested or tree-lined.
- In active use areas, all non-use space is maximized with tree plantings, including line roadways, parking lots and walkways.
- Passive use areas of this Place Type are 90%+ canopy cover.

TRANSITIONS

- Transitions from most Parks and Preserves to other Place Types are typically not provided. However, landscape buffers and other light and sound mitigation techniques are applied where intensely used recreational facilities abut residential neighborhoods.

BUILDING PLACEMENT

- Setbacks in Parks and Preserves vary based on the context in which they are located.
- Buildings along all street frontages include operable entrances and, particularly in urban environments, significant transparency.

PARKING & LOADING

- Most Parks and Preserves include some surface parking for users of the facilities.
- Where there are buildings that require loading, these facilities are located to the rear of buildings and screened from street view.

BLOCK LENGTHS & STREET NETWORK

- The street network in Parks and Preserves varies greatly, depending on the use and size of the site.
- Preserves may have large contiguous natural areas that limit street connections. In these cases, pedestrian and bicycle facilities strengthen the internal network and provide connections to adjacent streets and neighborhoods.
- Parks and recreational areas typically have a fuller transportation network than Preserves, to provide direct access for all modes of transportation to facilities and playing fields.

PEDESTRIAN & BICYCLE FACILITIES

- Local and Arterial streets typically have 6-foot sidewalks with planting strips. Parks and recreational facilities in urban locations typically have at least 8-foot sidewalks and may include amenity zones. Larger parks typically have at least 8-foot sidewalks to encourage walking within the park and between facilities, while accommodating increased foot traffic.
- Shared use paths are provided where they are shown on the adopted Streets Map and along some internal local streets (for example, along main entrances and access roads into or through large Parks or Preserves). The internal pedestrian and bicycle network connects to these shared use paths at frequent intervals.

- Pedestrian access points into Parks and Preserves are direct and visible from adjacent streets.

MODE SHARE

- Parks have a moderate to high level of non-auto mode trips, depending on their size and specific facilities. Preserves have a low to moderate level of non-auto mode trips, depending on the surrounding context.

ACCESS

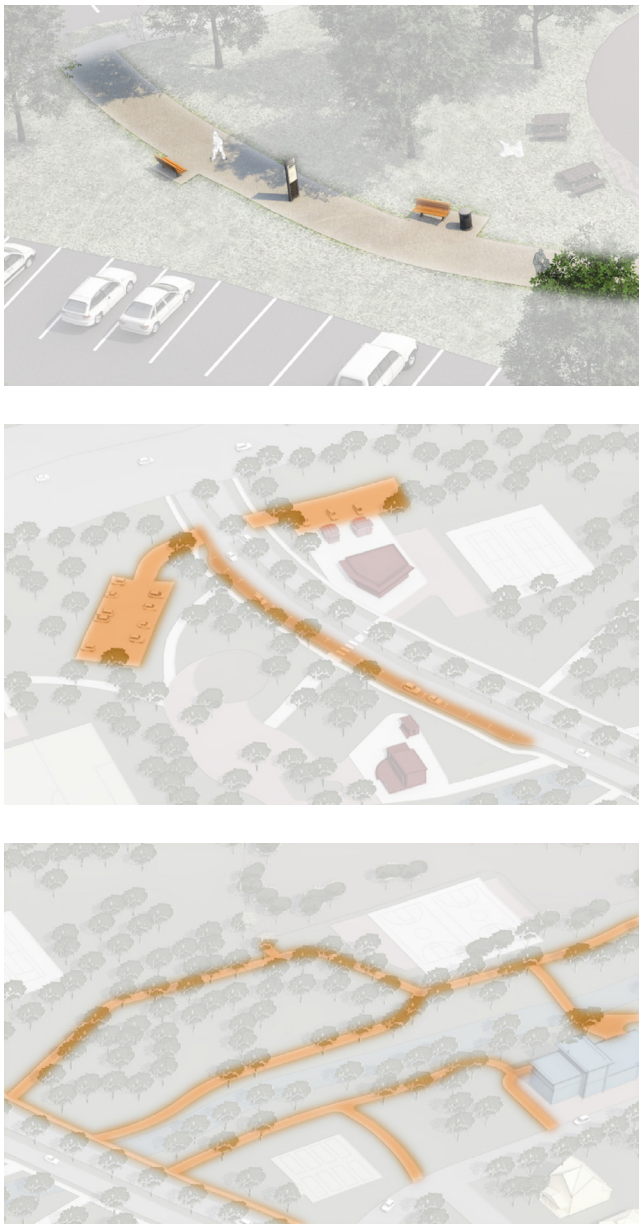
- For Parks and Preserves, shared parking areas and on-site amenities are accessible from both Local streets and Arterial streets. Shared parking areas are also well-connected to internal pedestrian and bicycle facilities and are designed to provide clear and direct pedestrian pathways through the parking lots.

CURB LANE MANAGEMENT & ON-STREET PARKING

- For most Parks, on-street parking is expected along Local streets and may be provided along some Arterial streets. Parks and particularly Preserves in less urban locations may include Local streets without on-street parking if the street is designed for access to specific internal parking areas, trailheads, or other facilities.
- Parks designed for active recreation will have high turnover, requiring some degree of curb management to accommodate multiple users along local streets adjacent or within the site. Preserves typically have lower turnover and have limited need for curb management strategies.

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management in recreational areas and parks where access is provided by multiple modes. Preservation areas will have limited opportunities for Transportation Demand Management strategies.



Parking and pedestrian access examples

PLACE TYPES: COMMERCIAL

Goal: Provide places for the sale of goods and services in locations readily accessible by automobile.

Commercial places are primarily car-oriented destinations for retail, services, hospitality, and dining, often along major streets or near interstates.

LAND USE

- Typical uses include shopping centers, standalone retail uses, personal services, hotels, restaurants, and service stations.

CHARACTER

- This Place Type is characterized by low-rise retail structures with a walkable, landscaped public realm that balances automobile, bicycle, and pedestrian design elements.

MOBILITY

- Commercial places are typically located along high-volume arterial streets, limited access roadways, and near interstate interchanges.
- While uses and sites are generally automobile-oriented, streets are designed to accommodate safe and comfortable travel by all modes of travel.
- Cross-access between adjoining sites limits the number of driveways off arterial streets, thereby improving the public realm and circulation.
- Arterial streets support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit stops, jobs, or nearby destinations.

BUILDING FORM

- The typical building height is four or fewer stories. If located in an interchange area, buildings may be up to 5 stories.
- Long, continuous buildings, especially strip commercial buildings, can be found in Commercial places. These buildings still accommodate the desired block structure and connected street network.
- Some sites include accessory drive through facilities and gas pumps.
- Buildings include entrances on the street-facing side(s) to provide pedestrian access from the public sidewalk.

OPEN SPACE

- This Place Type includes numerous improved open spaces such as plazas, patios, and courtyards that may include landscaping.
- Natural open spaces, such as tree preservation areas, are also found and encouraged here.
- Landscaping provides an attractive public realm by softening street edges.

CLOSEUP HIGHLIGHTS

A. Comfortable sidewalks with landscape buffers

B. Mid-block crossings

C. Active ground floors with patios/ plazas typically behind buildings along major roadways

D. Buildings oriented to streets

E. Signage opportunities

F. Transition to Adjacent Place Types

BIRD'S EYE HIGHLIGHTS

a Consolidated driveways and access points

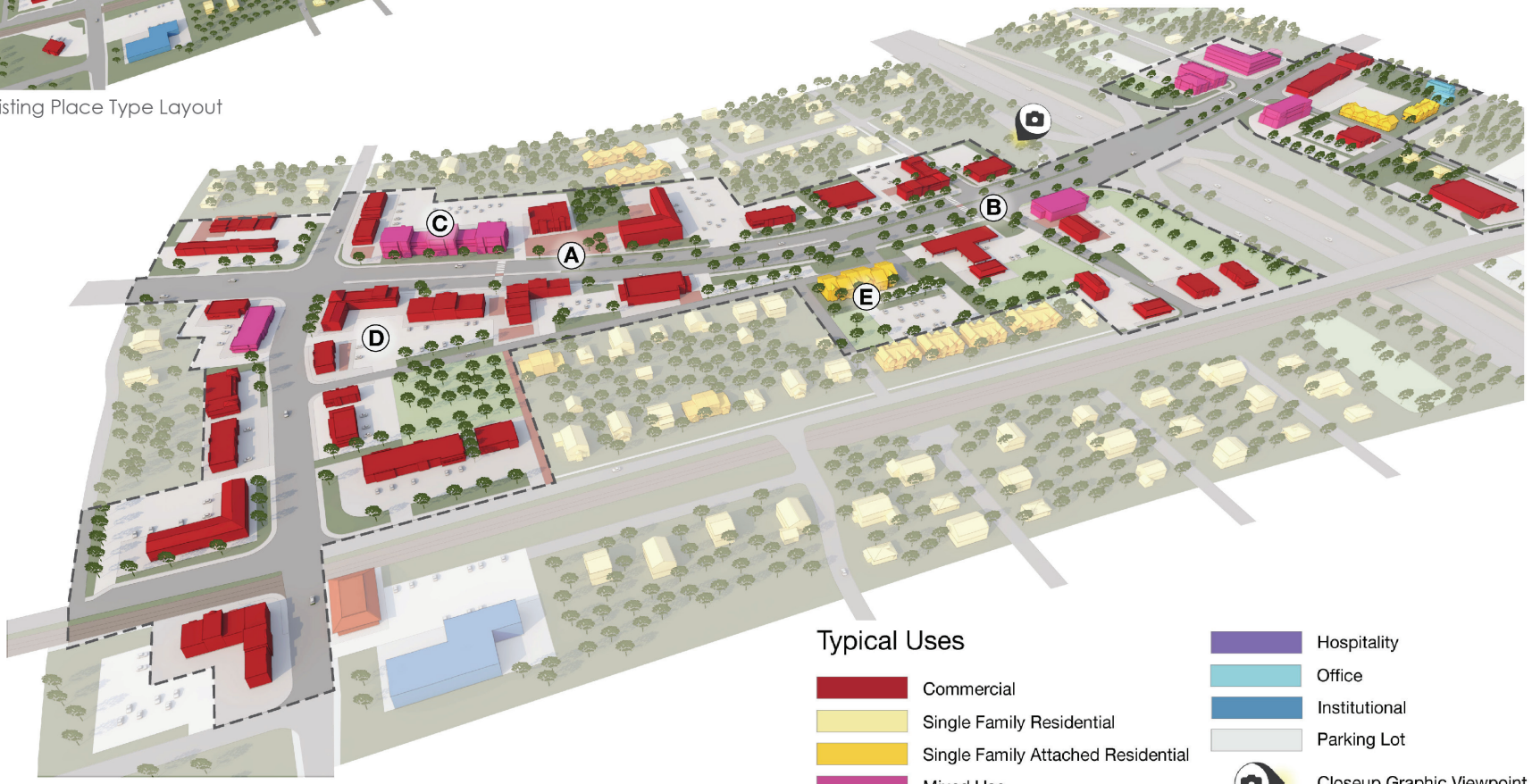
b Frequent pedestrian connections to and between buildings and blocks

c 1-3 story infill buildings oriented towards the street with commercial, office, hospitality, and mixed-use

d On street and surface parking (located to the side and behind buildings as feasible)

e Increase in housing density near commercial activity

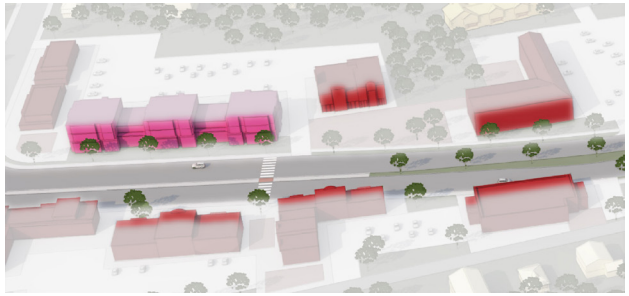
Existing Place Type Layout



Aspirational Place Type Layout

NOTABLE CHARACTERISTICS

1. Buildings forms, sizes, and styles vary based on use, but typically buildings are placed along the street whenever feasible.
2. Windows, doors, and clear public entries are located along the street frontage with parking or services on the side or in the rear.
3. Wider planting strips, sidewalks and bike lanes along larger streets separate pedestrians and higher speed vehicles and provide a more comfortable pedestrian environment.
4. While discouraged, limited parking and drive-through lanes may be located between the sidewalk and the front door.
5. Outdoor dining areas along the sidewalk and street provide a more vibrant public realm.
6. Pedestrian connections are provided from the street and sidewalk directly to the front door of commercial buildings.
7. Developments with multiple retail tenants and clear pedestrian connections create a safe, walkable environment.



Building placement and orientation examples

URBAN FOREST

- Tree canopy is made up of primarily street trees, trees in parking lot islands and along pedestrian paths. Where structured parking exists, trees are more integrated into courtyards, plazas and common areas.
- Newly constructed streets and sidewalks support the growth and longevity of large stature trees.
- In on-street and off-street parking areas, there is sufficient tree canopy cover to provide shade and more pleasant pedestrian experience.
- Tree canopy cover ranges from 25% - 35%.

TRANSITIONS

- Transitions use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.

BUILDING PLACEMENT

- Buildings are typically located away from the street at a distance that still allows for safe and comfortable pedestrian connections from the public sidewalk.
- Some buildings, especially buildings on smaller parcels, may be located closer to the street.
- Buildings may be located near the side and rear property lines but are frequently separated from these edges. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.

PARKING & LOADING

- Parking is typically provided on surface lots. While not discouraged, structured parking is usually not found in this Place Type.
- Surface parking is usually located to the side or rear of buildings. Surface parking in front of buildings is allowed, but the size should be limited.
- Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.
- Loading and service areas are located to the rear of buildings and screened from streets.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- Commercial places are typically located along major arterial streets, and the street network has excellent internal and external connectivity.
- The network connects to and enhances the adjoining network to provide for route and mode choice and is dense enough to provide direct and efficient access from sites to arterials.
- The preferred block length is 600 feet and block lengths typically do not exceed 650 feet. The preferred block lengths provide the connectivity needed to support multiple route options within and to the Commercial places, surrounding destinations, and arterial streets, thereby encouraging the use of other modes of transportation and helping to disperse vehicular traffic.

PEDESTRIAN & BICYCLE FACILITIES

- Standard 6-foot sidewalks with planting strips on local, collector, and arterial streets are sufficient in most locations.
- Sites include clear and visible pedestrian access between the streets and the buildings.
- Separated bike lanes are provided on Arterial streets, sharrows are included on some Local streets. The bike network is complete, well-marked, safe, and easy to use.
- Shared use paths are provided where they are shown on the adopted Streets Map, and also between the street and buildings to connect the pedestrian and bicycle network to entries.

MODE SHARE

- Commercial places have primarily vehicular access.

ACCESS

- Commercial sites are primarily accessed from arterial or collector streets, but local streets are also utilized and are designed to provide safe connections from adjacent neighborhoods and places, to better accommodate all transportation modes.
- Commercial places have a limited number of driveways off arterial streets and cross access is necessary between adjacent sites.
- Alleys are also used to provide cross access between sites.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is found along local and collector streets adjacent to or within the internal network of Commercial places.
- Arterial streets are designed to accommodate higher traffic volumes and do not typically have on-street parking.
- The curb space along local and collector streets has moderate turnover and therefore requires a moderate amount of curb management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are limited opportunities for Transportation Demand Management.

Parking, access, and landscaping examples

PLACE TYPES: CAMPUS

Goal: Provide places for large, multi-building institutions, such as educational, religious, civic, or health facilities, or for a concentration of office and research and development uses.

Campuses are a relatively cohesive group of buildings and public spaces that are all serving one institution such as a university, hospital, or office park.

LAND USE

- Primary uses vary, depending on the purpose of the Campus and may include facilities for office, research and development, education, medical, and places of assembly that require a significant amount of space for various activities spread across sites.
- Additional uses intended to support the primary use include residential, retail, hotels, restaurants and dining facilities, sports facilities, laboratories, and galleries intended to serve workers, residents and visitors.

CHARACTER

- This Place Type is characterized by low- to mid-rise office or civic buildings. Some institutional Campuses are more intensely developed and may include some high-rise buildings.
- Campuses may be on one large site or multiple adjacent sites that create a unified appearance with defined edges.

MOBILITY

- Campuses are typically located along at least one arterial street with an internal street network that encourages walking and bicycling, particularly when sites are located near transit routes and stops.
- More intensely developed institutional Campuses have a denser street network and a higher level of non-auto mode share than less intensely developed Campuses.

Mostly Non-Residential Land Uses

- Campuses should include amenity-rich transit stops and mobility hubs at key entries, stations, and intersections.
- Arterial streets support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit stops or nearby destinations.

BUILDING FORM

- The typical building is an office or civic building and is usually no more than five stories. Residential buildings may be found in this Place Type but are less prevalent. More intensely developed institutional Campuses sometimes include high-rise buildings. Office Campuses may also include taller buildings where additional open space or benefits to the community are provided.
- Campuses usually have a variety of activities on site, and buildings vary depending on the needs of the primary user. As a result, Campuses have a range of building types and sizes.
- Buildings may be designed with active ground floor uses to support a walkable environment and have a high degree of transparency using clear glass windows and doors.

- Buildings are oriented toward streets when they are adjacent to streets. When internal to a Campus, buildings are oriented to and have prominent entrances that connect to the pedestrian network for the Campus.
- Buildings adjacent to on-site open spaces orient to these open spaces and include accessible building entrances from these areas.

OPEN SPACE

- Open space is a key feature of this Place Type. The types and sizes of open spaces vary based on the use and development intensity.
- Campuses typically include numerous pervious areas. These include lawns, passive landscaped areas, park space, and natural open spaces.
- Improved open spaces such as plazas, courtyards, and outdoor recreational facilities are also an important feature for this Place Type and should be included in all types of Campuses.

CLOSEUP HIGHLIGHTS

A. Comfortable and convenient internal multi-modal connections

B. Highly amenitized public realm

C. Enhanced walkable “main street” connection to adjacent commercial development

D. Transition to Adjacent Place Types

BIRD'S EYE HIGHLIGHTS

a Frequent multi-use path connections between buildings (can double as service drives)

b A variety of building heights and densities

c Enhanced visual and physical connections to rail and surrounding developments

d Open spaces and community gathering spaces as a focal point of site design

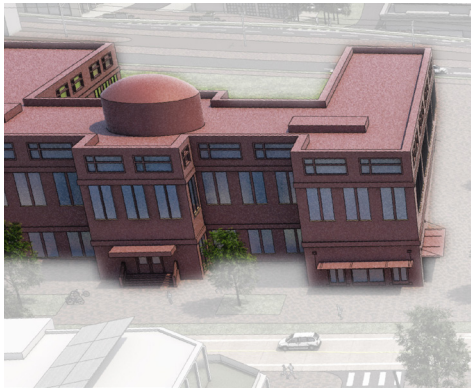
e Surface parking and garage parking with green roofs when possible

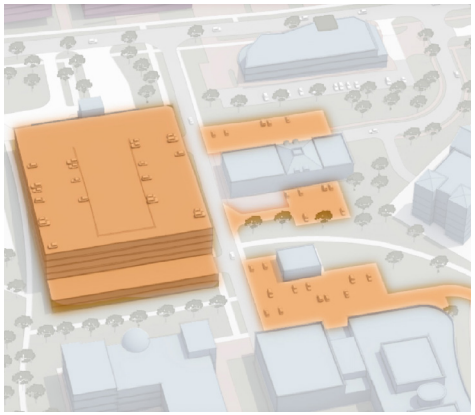
Existing Place Type Layout

Aspirational Place Type Layout

NOTABLE CHARACTERISTICS

1. Corporate campuses are often on larger undivided sites and integrate natural systems into the design of passive open space.
2. A traditional educational campus consists of multiple buildings in a more park-like environment, where the interior of the campus is largely pedestrian oriented.
3. An urban campus is organized by the street network much like traditional development.
4. Grand civic architecture often anchors campuses, particularly education campuses.
5. A high amount of active and passive open space is common on campuses and is used as an organizing element for buildings that front on the space.
6. Urban campuses typically include a large multi-wing building with associated buildings located nearby, but connected by private drives, structured parking and private open space.
7. Corporate campuses typically have multiple office buildings of a similar architectural style and highly designed open spaces.
8. The public edges of campuses should provide a welcoming public realm and architectural features that invite pedestrians into the campus.





Building placement and orientation examples

URBAN FOREST

- Trees on campuses are healthy and iconic, serving as both unique landmarks and environmental assets.
- Where there is surface parking, significant tree canopy to shade impervious surfaces is a priority.
- Sidewalks and road medians are designed and built to support the growth and longevity of large stature, shade trees.
- Areas of passive-use mowed lawn include canopy cover in urban open spaces. On less intensely developed campuses, and especially in environmentally sensitive areas, tree cover is composed of diverse species and mature sizes to create a more natural ecosystem.
- Tree canopy cover ranges from 40-50%.

TRANSITIONS

- Transitions use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.
- Building heights will be lower along edges abutting neighborhoods.
- Surface parking can be used to transition development intensity but should not be located immediately adjacent to bounding streets or other Place Types. (see Parking & Loading)

BUILDING PLACEMENT

- Buildings on less intensely developed Campuses are typically located away from the sidewalk, and lawns; and open spaces may be found between buildings and streets.
- Buildings on more intensely developed institutional Campuses are located near the back of the sidewalk on local and Main Streets; greater separation is provided on arterial streets where a greater distance between buildings and travel lanes is desirable.
- Campuses located adjacent to residential neighborhoods include front setbacks similar to setbacks provided on other sites along the street that are not part of the Campus.
- More intensely developed institutional Campuses have buildings and open spaces that line street frontages, providing an urban edge, while lawns and open spaces typically line the streets of less intensely developed Campuses.
- Outdoor seating or usable open spaces are located between the face of buildings and the sidewalks of more intensely developed institutional Campuses, and positively contribute to a lively streetscape and attractive public realm.
- Side and rear setbacks are not provided for more intensely developed institutional Campuses, except when abutting single-family neighborhoods. When abutting neighborhoods, the setbacks are large enough to allow a landscaped buffer and separation between the buildings in this Place Type and the abutting residential neighborhood.
- For less intensely developed Campuses, side and rear setbacks are larger, reflecting the dispersed nature of the development.

PARKING & LOADING

- Campuses have a mix of structured and surface parking.
- Surface parking on less intensely developed Campuses is typically located to the side or rear of buildings and is designed to not conflict with the onsite pedestrian network. Any surface parking located between the building and the street is limited and provides a clear pedestrian path between the public sidewalk and building entrances.
- More intensely developed institutional Campuses typically have structured parking. Design structured parking to be screened or wrapped in other uses and consider green roofs. Any surface parking on these Campuses is located to the side or rear of buildings.
- Loading needed to service the Campus uses is located to the rear of buildings and screened from street view.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- More intensely developed institutional Campuses have the most dense and well-connected street network, to accommodate higher intensity uses, create route options and emphasize accessibility for multiple travel modes. For these Campuses, the preferred block length is 500 feet and block lengths typically do not exceed 650 feet to create a dense and well-connected network.
- Less intensely developed Campuses might have slightly longer block lengths, but still have excellent internal and external connectivity to encourage the use of other travel modes and to help disperse traffic. For these Campuses, the preferred block length is 500 feet and block lengths typically do not exceed 650 feet to provide the connectivity needed to support multiple route options.

PEDESTRIAN & BICYCLE FACILITIES

- More intensely developed institutional Campuses include 8-foot sidewalks with planting strips or amenity zones on local, collector, and arterial streets.
- Less intensely developed Campuses include 6-foot sidewalks with planting strips or amenity zones along, local, collector, and arterial streets.
- For all Campuses, Main Streets always include 10-foot sidewalks with an amenity zone.
- Sites include clear and direct pedestrian and bicycle access between the streets and the buildings and also a well-developed internal shared use path network to connect buildings across the site.
- Shared use paths are utilized where they are shown on the adopted Streets Map.
- For all Campuses separated bike lanes are provided on Arterial streets, sharrows are included on Local and internal streets. The bike network is complete, well-marked, safe, and easy to use.
- All Campuses must have a robust pedestrian and bicycle network with a clear and established hierarchy of routes and wayfinding.

MODE SHARE

- More intensely developed institutional Campuses typically have a high level of non-auto mode trips (depending on primary use), while less intensely developed Campuses typically have a more moderate level of non-auto mode trips.

ACCESS

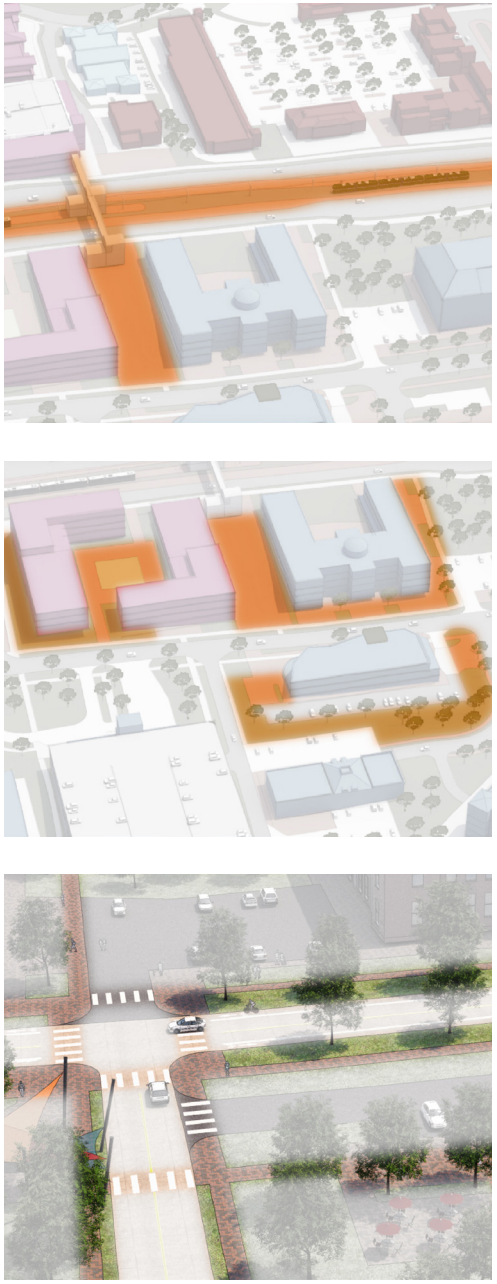
- Sites may be accessed off arterial streets, collectors, and local streets.
- Campuses have a limited number of driveways off arterial streets and more intensely developed institutional Campuses include cross access to limit the need for additional access points and improve internal access and circulation.
- Alleys are also used on more intensely developed institutional Campuses.

CURB LANE MANAGEMENT & ON-STREET PARKING

- In more intensely developed institutional Campuses, on-street parking is included along local streets, collector streets, and Main Streets, and may be included along some types of arterials.
- In less intensely developed Campuses, on-street parking is less prevalent, but might be included on some local streets, collector streets, and some types of arterials. On-street parking will always be included on Main Streets.
- The curb space has moderate to high amounts of turnover in more intensely developed institutional Campuses and will require some degree of curb management to accommodate multiple users.
- In lower-intensity Campuses, the curb space along local streets and collector streets has relatively low turnover and will require less curb management, depending on the type of Campus (Institutional Campuses might require more curb management for example).

TRANSPORTATION DEMAND MANAGEMENT

- There are excellent opportunities for transportation demand management for more intensely developed institutional Campuses and moderate opportunities for less intensely developed Campuses.



Parking and access examples

PLACE TYPES: MANUFACTURING AND LOGISTICS

Goal: Contribute to Charlotte's economic viability by accommodating places of employment for a range of uses related to manufacturing, logistics, production and distribution.

Manufacturing and Logistics places are employment areas that provide a range of job types, services, and wage levels in sectors such as production, manufacturing, research, distribution, and logistics.

LAND USE

- Primary uses include manufacturing, research and development, warehousing, distribution, and other similar uses.
- Uses in this Place Type also include limited office usually to support primary uses; outdoor storage of materials and vehicles; limited hospitality and restaurants, limited retail, and personal services to serve area workers.

CHARACTER

- This Place Type is typically characterized by large scale, low-rise manufacturing or warehouse buildings, and other assembly and distribution facilities.
- Parcels are often large, with buildings placed on the interior of the site surrounded by service areas, outdoor and container storage, parking, and landscape buffers to provide a transition to adjacent uses.

MOBILITY

- Manufacturing & Logistics places are accessible by higher capacity transportation facilities, such as arterials and interstates, as well as by freight rail. These places may also benefit from proximity to airports. Streets accommodate large trucks, while still serving all travel modes.
- The local and collector street network is well-connected to serve sites directly and to provide good access to arterials.
- Truck traffic will use routes that minimize impacts on neighborhoods and open spaces.

- Streets and sites prioritize access for motor vehicles while still providing safe and comfortable access for other modes of travel.
- Where possible, mobility hubs with transit stations, pick-up and drop-off areas, bike parking and bike share, and micro-mobility options should be provided within this Place Type to accommodate employees without access to a vehicle.
- Arterial streets support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit stops, jobs, or nearby destinations.

BUILDING FORM

- The typical building is a high-bay, single-story manufacturing, or warehousing building.
- Buildings widely range in size and scale depending on their context and use.
- Long, continuous buildings can be found within Manufacturing & Logistics more so than in other Place Types. Nevertheless, buildings accommodate the desired block structure and connected street network.
- Buildings include entrances on the street side to provide pedestrian access from the public sidewalk, where possible.

OPEN SPACE

- Improved open spaces with Manufacturing & Logistics places are typically recreational facilities and picnic areas, walking trails, patios, and courtyards provided on individual sites and designed to be used by employees.
- Natural open spaces, such as tree preservation areas, are also found here.
- Within Manufacturing & Logistics places generous landscaped or natural buffers separate large site, less desirable uses, and the public realm.

CLOSEUP HIGHLIGHTS

A. Improved bike and pedestrian facilities and connections

B. Generous landscaping and buffers

C. Small shared outdoor gathering space for employees

D. Dedicated rideshare pickup/ dropoff locations

BIRD'S EYE HIGHLIGHTS

a Improved multi-modal street connections to accommodate multiple modes of transportation including freight

b Frequent pedestrian connections between buildings

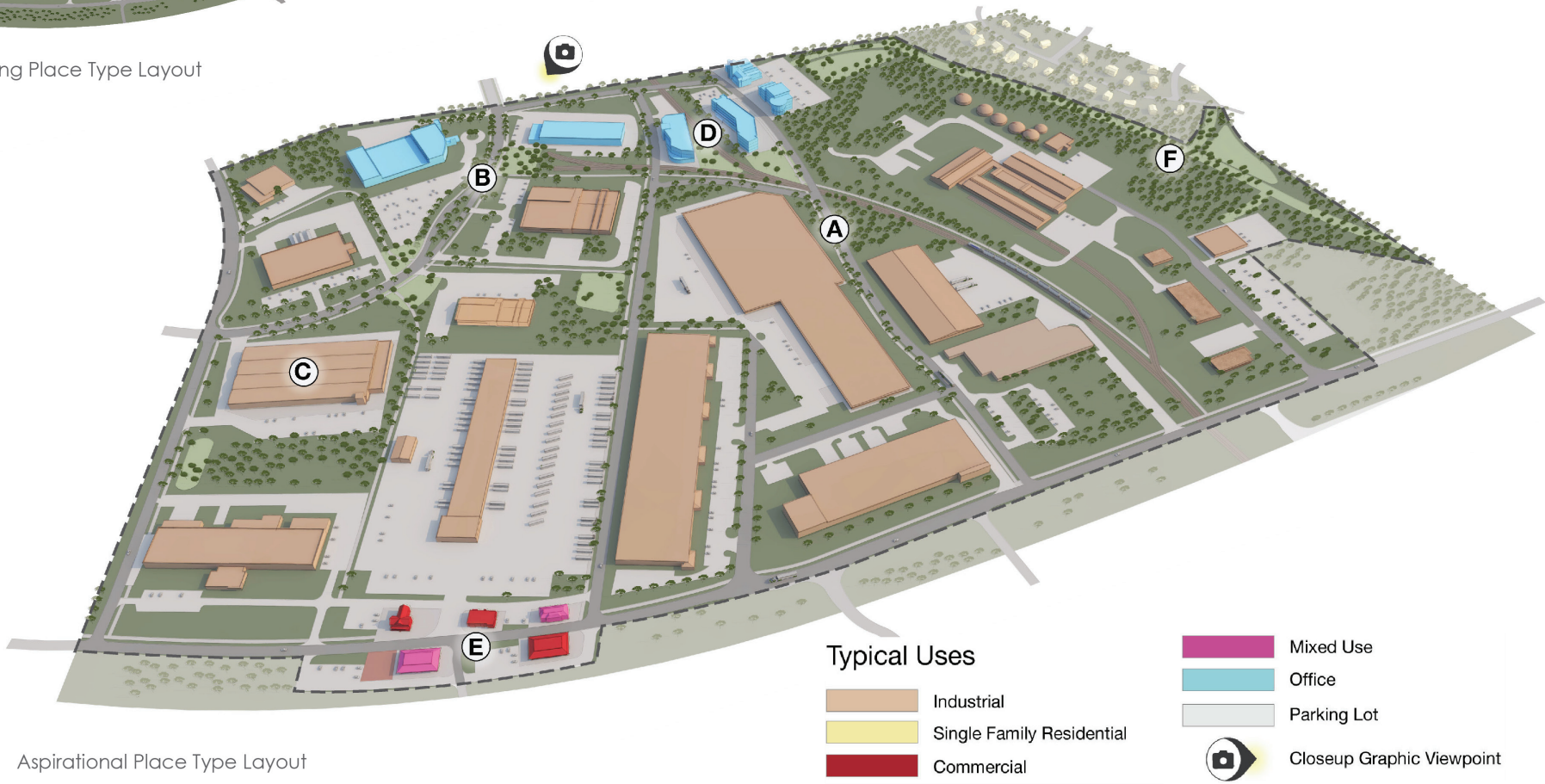
c Large scale industrial building types of varying forms

d Infill cluster of office uses

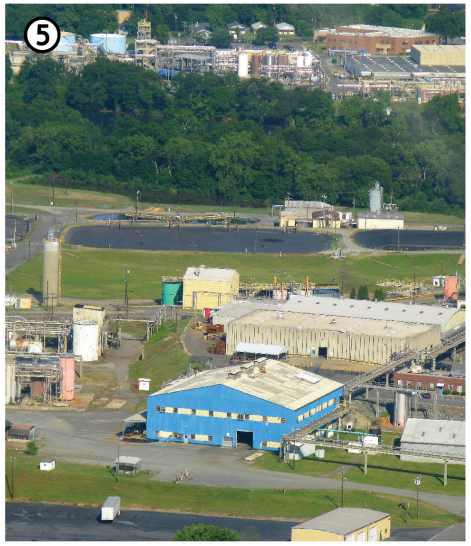
e Infill node of commercial and mixed-use along major arterial

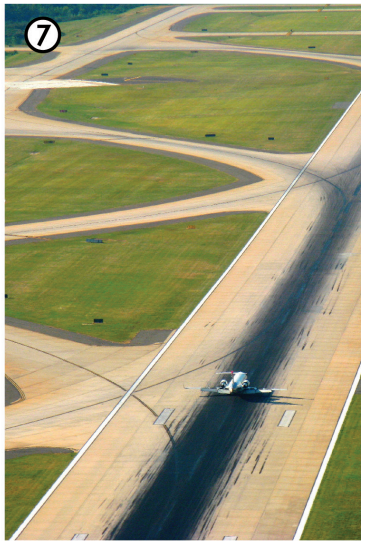
f Ample open space transition to surrounding neighborhoods

Existing Place Type Layout



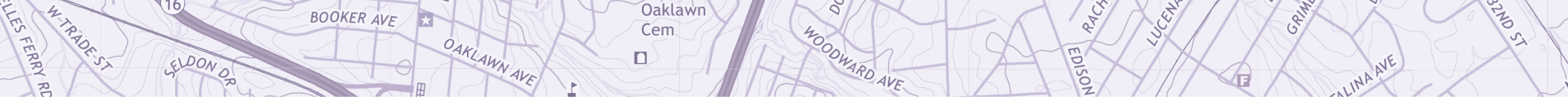
Aspirational Place Type Layout

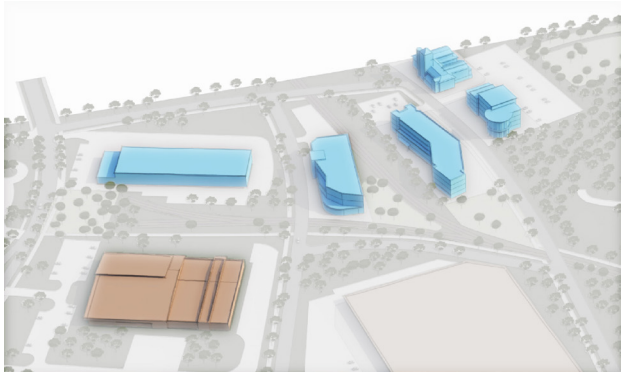


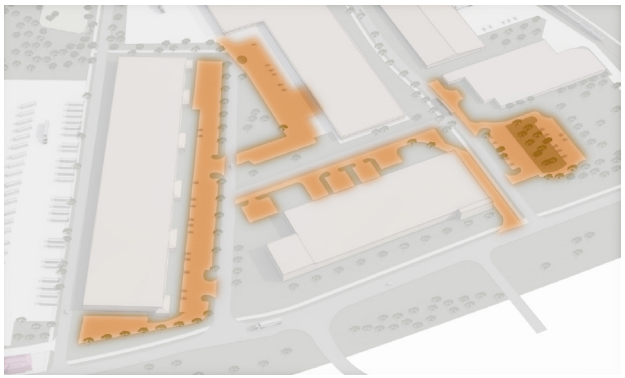


NOTABLE CHARACTERISTICS

1. Outdoor storage of materials, storage and distribution are common elements of industrial development, but should be screened from the public realm, to the extent reasonably possible.
2. Some heavy manufacturing uses contain taller elements such as smokestacks and cooling towers.
3. Large distribution warehouses that accommodate a high volume of large truck traffic are common and should still include clear entries and connections to the public realm.
4. The outdoor storage and movement of heavy equipment is common, such as train depots and inter-modal yards.
5. The outdoor storage of trucks, materials and equipment occur when larger buffers can be accommodated at the edges.
6. Contractor storage yards, metal recycling and materials recycling can occur when separated by larger, undisturbed natural buffers.
7. The airport and its associated facilities are found in this Place Type.
8. Warehouse buildings accommodate a high volume of large truck traffic and should be designed to do so safely, and out of view of the public realm, to the extent reasonably possible.







Building placement and loading orientation examples

URBAN FOREST

- Much of tree canopy is located in buffer areas on privately-held land.
- Rights-of-way and private land adjacent to public streets are planted with trees appropriate for the space available and industrial use by large trucks.
- Where there are large open areas surrounding buildings, there are protected woodland areas and tree canopy.
- Newly constructed parking areas are designed and constructed to accommodate shade trees (options: increasing planter size, using linear planters, using structural soils, installing permeable pavement materials around trees, providing irrigation, and other innovative solutions) and large vehicles.
- Tree canopy cover ranges from 25% - 35%.

TRANSITIONS

- Transitions from Manufacturing & Logistics places use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.
- In instances where an industrial facility includes a structure that requires increased height, the structure is located so that it does not significantly visually or physically impact nearby residential areas.

BUILDING PLACEMENT

- Buildings are typically located away from the street.
- Buildings may be located near the side and rear property lines but are frequently separated from these edges. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.

PARKING & LOADING

- Parking is typically provided on surface lots.
- Large vehicle parking should be located to the side and rear of buildings, when possible and not abutting residential neighborhoods.
- Parking lots in front of buildings provide a clear pedestrian path between the public sidewalk and building entrances.
- Loading docks and vehicle storage are located to the side or rear of buildings and screened from streets.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- Manufacturing & Logistics places allow the least dense network due to the relatively low intensity and mix of uses, but still provide good internal and external connections to adjoining streets and developments.
- The connected network provides for direct and efficient truck access to arterials from local and collector streets and accommodates multiple modes of transportation.

- The preferred block length is 800 feet and block lengths typically do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
  In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

PEDESTRIAN & BICYCLE FACILITIES

- Standard 6-foot sidewalks with planting strips on local, collector, and arterial streets are sufficient in most locations.
- Pedestrian crossings are provided across site barriers such as rail lines, where needed to connect to the pedestrian network.
- Sites include clear and direct pedestrian and bicycle access between streets and the buildings.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Bike lanes are provided on Arterial streets, sharrows are included on Local and internal streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

- Manufacturing & Logistics places typically have a low level of non-auto mode trips.

ACCESS

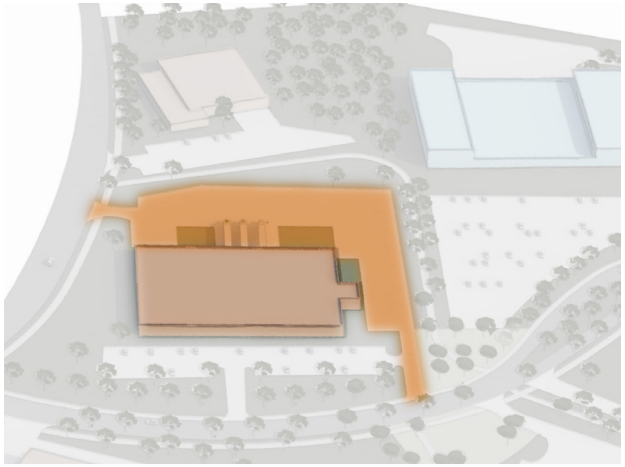
- Direct access is from arterials, collector, or local streets that do not require truck traffic to traverse through residential neighborhoods.
- Cross access is provided whenever possible to help limit the need for additional access points off arterial streets.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is permitted along local and collector streets but is not typically provided along arterial streets.
- The curb space along local and collector streets will have low turnover and will not require active curb management.

TRANSPORTATION DEMAND MANAGEMENT

- There are limited opportunities for Transportation Demand Management.



Parking and public space examples

PLACE TYPES: INNOVATION MIXED USE

Goal: Contribute to Charlotte's economic viability by providing mixed-use urban places that include light manufacturing, office, residential, and retail.

Innovation Mixed-Use places are vibrant areas of mixed-use and employment, typically in older urban areas, that capitalize on Charlotte's history and industry with uses such as light manufacturing, office, studios, research, retail, and dining.

LAND USE

- Typical uses include office, research and development, studios, light manufacturing, showrooms, hotels, and multi-family residential.
- Uses in this Place Type also include retail, personal services, restaurants, and bars, and limited warehouse and distribution associated with light manufacturing and fabrication.

CHARACTER

- This Place Type is characterized by adaptively reused buildings and low to mid-rise single-use structures that are transitioning to vertically integrated uses in a pedestrian-oriented environment.

MOBILITY

- Innovation Mixed-Use places are accessible by higher capacity facilities such as arterials and may also include access from interstates and freight rail. Streets serve all travel modes while still accommodating large trucks along primary arterial streets. The local and collector street network is well-connected to serve sites directly and to provide good access to arterials.
- Truck traffic will use routes that do not impact neighborhoods or open spaces.
- Mobility hubs with transit stations, pick-up and drop-off areas, bike parking and share, and micro-mobility options should be provided within this Place Type to accommodate employees without access to a vehicle.
- Arterial streets support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit stops, jobs, or nearby destinations.

Mostly Non-Residential Land Uses

BUILDING FORM

- The typical building in Innovation Mixed-Use places is an older industrial structure that has been adaptively reused.
- Newer office, residential, and mixed-use buildings typically have heights up to six stories in this Place Type.
- New buildings are designed with active ground floor uses to support a vibrant pedestrian environment. They have tall ground floors and a high degree of transparency using clear glass windows and doors.
- All buildings are designed to orient to streets, whether reused or new, with prominent entrances providing pedestrian access from the public sidewalk.
- Buildings also orient toward existing or planned on-site open spaces and abutting parks and greenways.

OPEN SPACE

- This Place Type includes improved numerous open spaces such as plazas, patios, and courtyards that may include landscaping.
- Public open spaces such as small parks and greenways, and natural open spaces such as tree preservation areas, are also an important feature and should be included in Innovation Mixed-Use places.

CLOSEUP HIGHLIGHTS

A. Active and passive community gathering spaces

B. Adaptive reuse of light industrial or underutilized buildings, embracing unique history and form

C. Regular rail crossings

D. Increased tree canopy

BIRD'S EYE HIGHLIGHTS

a Infill/redevelopment (adaptive reuse when possible) including light industrial, light industrial mixed use, medium to high density residential, and commercial

b A variety of innovation mixed-use uses which may include breweries/distilleries, office, research, light manufacturing, art/exercise studios, hotels, coworking space, etc.

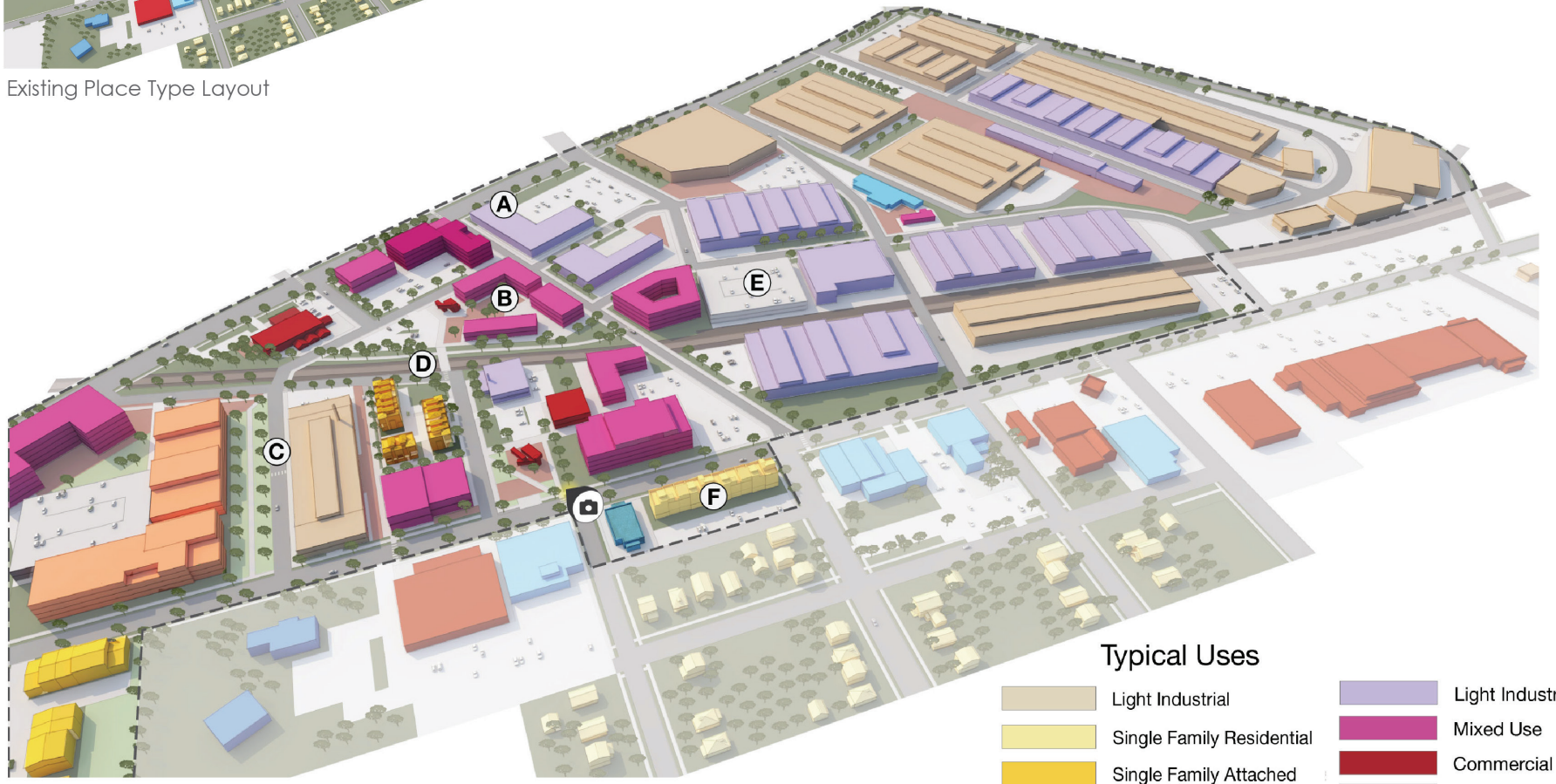
c Improved multi-modal street connections to accommodate multiple modes of transportation including freight

d Frequent pedestrian connections to and between buildings and blocks and across rail lines

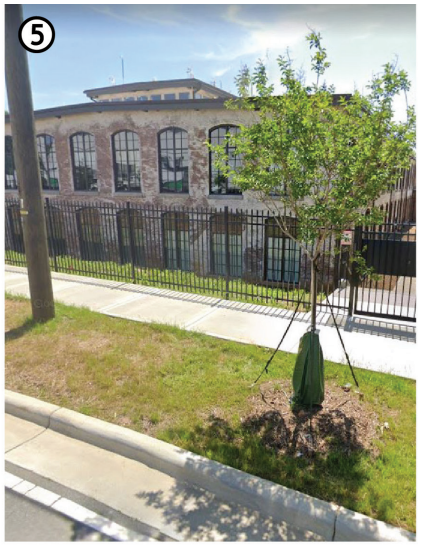
e Small parking lots and garages located to the side and behind buildings as feasible

f Transition to surrounding neighborhoods

Existing Place Type Layout

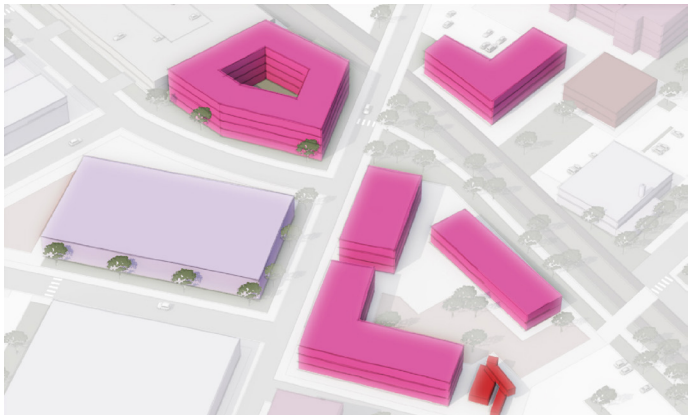


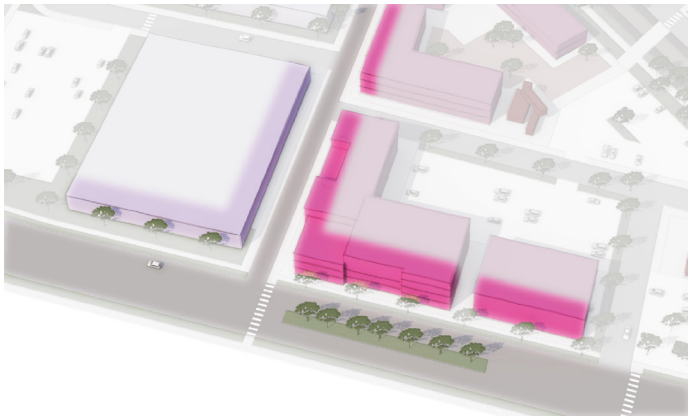
Aspirational Place Type Layout



NOTABLE CHARACTERISTICS

1. The reuse of buildings for small scale production and distribution like breweries, bakeries, and similar businesses is common and encouraged.
2. Self storage coupled with ground floor commercial space integrate this use into a mixed-use, walkable place.
3. Creative office space often occupies buildings not originally created for office use.
4. Mixed-Use Residential buildings may be integrated into post industrial buildings.
5. Preservation of significant industrial buildings for new uses is common in areas that want to maintain a character that honors the past.
6. Small, older purpose built warehouses can become the framework for a wide range of development infill.
7. New office buildings can take on the character of a transitioning industrial area and provide a mix of old and new building styles.
8. Newly built, smaller scale flex buildings that house office uses in conjunction with limited distribution are common. Truck traffic is lower than Manufacturing and Logistics uses, minimizing the impacts to adjacent neighborhoods.





Building placement and orientation examples

URBAN FOREST

- Tree canopy cover is primarily provided by street trees, pocket parks, and buffer areas, supporting pleasant pedestrian experience and environmental benefits.
- Newly constructed, and redeveloped streets and sidewalks support large stature trees.
- In all parking areas, sufficient trees are planted to mitigate heat island effect and stormwater runoff.
- Greater use of innovative approaches to support tree planting and growth, such as pervious pavement and green infrastructure, are encouraged.
- Tree canopy cover ranges from 35% - 45%.

TRANSITIONS

- Transitions from Innovation Mixed-Use places use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.
- Building heights will be lower along edges abutting neighborhoods.

BUILDING PLACEMENT

- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- New buildings are intended to line street frontages while existing reused buildings will provide an urban edge using urban open space and other site elements.
- Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
- Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and a robust public realm.

PARKING & LOADING

- Parking is provided primarily on surface parking lots but can occur in parking decks associated with new buildings.
- Surface parking is located to the side and rear of buildings.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- The more urban/transitional nature of Innovation Mixed-Use places requires excellent internal and external connectivity.
- The street network connects to and enhances the adjoining network to

provide for route and mode choice and is dense enough to provide direct and efficient access from sites to arterials, particularly to reduce truck traffic on local streets.

- The preferred block length is 500 feet and block lengths typically do not exceed 650 feet. The preferred block lengths provide the connectivity needed to support route options within and to the Innovation Mixed-Use places and surrounding destinations and arterial streets, thereby encouraging the use of other modes of transportation and helping to disperse vehicular traffic.

PEDESTRIAN & BICYCLE FACILITIES

- 8-foot sidewalks with planting strips or amenity zones on local, collector, and arterial streets are sufficient in most Innovation Mixed-Use places.
- 10-foot sidewalks with a hardscape amenity zone are found along Main Streets.
- Frequent pedestrian crossings are provided across site barriers such as rail lines.
- Sites include clear and direct pedestrian and bicycle access between the streets and the buildings.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Bike lanes or separated bike lanes are provided on Arterial streets, sharrows are included on Local streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

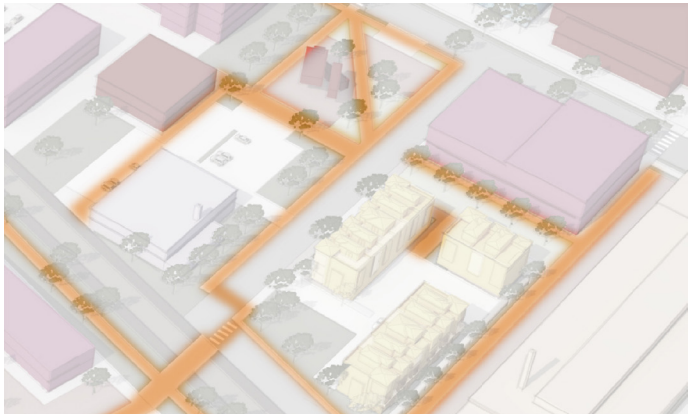
- Innovation Mixed-Use places have a moderate to high level of non-auto mode trips.

ACCESS

- Direct access is from arterials, collectors, or local streets that do not require trucks to traverse through residential neighborhoods.
- Sites and internal networks provide cross access between parking lots to limit the need for additional access points from streets.
- Alleys are also used as part of the internal network to improve connectivity between sites.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is included on local streets, collector streets, and Main Streets, and may be provided along some types of arterials.
- The curb space has moderate to high amounts of turnover and requires some curb management to accommodate multiple users.



Pedestrian access and public space examples

PLACE TYPES: NEIGHBORHOOD CENTER

Goal: Provide places that have a pedestrian-friendly focal point of neighborhood activity where nearby residents can access daily shopping needs and services within a 5-10 minute walk or a short drive.

Neighborhood Centers are small, walkable mixed-use areas, typically embedded within neighborhoods, that provide convenient access to goods, services, dining, and residential for nearby residents.

LAND USE

- Typical uses include retail, restaurants, personal services, institutional, multi-family, and offices.
- Some types of auto-oriented uses, well-designed to support walkability, may be located on the edges of this Place Type.

CHARACTER

- This Place Type is typically characterized by low-rise commercial, residential civic/institutional, and mixed-use buildings in a pedestrian-oriented environment. Some limited mid-rise buildings (up to five stories) can be expected in certain Neighborhood Centers.

MOBILITY

- Neighborhood Centers are easily and directly accessible from nearby neighborhoods to encourage walking and cycling, and to support the concept of a complete neighborhood.
- The Local street network is well-connected, designed for slow traffic, and includes good pedestrian facilities.
- Arterial streets provide for safe and comfortable pedestrian, bicycle, and transit travel along and across them for easy access to and from the Neighborhood Center and surrounding areas.

Mostly Non-Residential Land Uses

BUILDING FORM

- The typical building type is a commercial, institutional, or multi-family building of up to four stories.
- Buildings are designed with active ground floor uses to support a vibrant pedestrian environment.
- Buildings, especially non-residential structures, have tall ground floors and a high degree of transparency using clear glass windows and doors.
- Buildings orient to streets with prominent entrances connected directly to the public sidewalk. Buildings also orient toward existing or planned on-site open spaces and abutting parks and greenways.

OPEN SPACE

- Neighborhood Centers include numerous improved open spaces such as plazas, patios, and courtyards that may include landscaping.
- Public open spaces such as small parks and greenways, and natural open spaces such as tree preservation areas, are also an important feature and should be included in centers.

CLOSEUP HIGHLIGHTS

A. Pedestrian-friendly focal point of neighborhood activity

B. Ground floors with retail, front porches, or other active uses

C. Comfortable sidewalks with street trees

D. Highly amenitized public space with small plazas/gathering spaces

E. Improved pedestrian connectivity and safe crossings

F. Rooftop patios

G. Transition to Adjacent Place Types

BIRD'S EYE HIGHLIGHTS

a Infill development on existing parking lots and underutilized parcels

b Low-rise buildings (4 stories or less) oriented to the street with active ground floors to support a vibrant pedestrian environment

c Increased mix of uses including commercial, residential, office, institutional, and mixed-use

d Improved pedestrian, bicycle, and vehicular connectivity

e Frequent pedestrian connections to and between buildings and blocks

f Primarily on-street parking and small surface lots

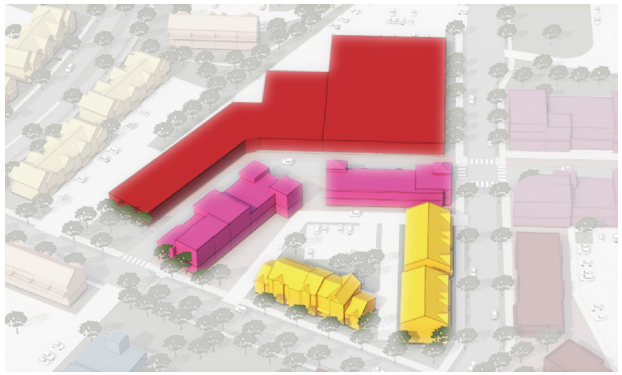
g Transition down in intensity or open space buffer to adjacent neighborhoods

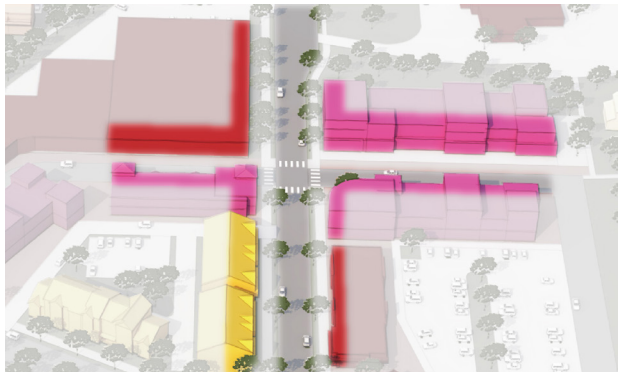
Existing Place Type Layout

Aspirational Place Type Layout

NOTABLE CHARACTERISTICS

1. Buildings come in a variety of styles and uses including commercial, institutional, or multi-family, they are typically small-scale and less than four stories.
2. Commercial buildings should have a highly transparent and active ground floor uses to support a vibrant pedestrian environment, where uses may spill into the public realm.
3. A large, comfortable public realm is key to creating walkable, mixed-use environments that support local businesses and other active uses.
4. Buildings orient to streets with prominent entrances connected directly to the public realm. Buildings also orient toward shared open spaces, parks and greenways.
5. A variety of uses provide diverse goods and services to neighborhoods.





Building placement and orientation examples

URBAN FOREST

- Tree canopy is made up of primarily street trees and along pedestrian paths to reduce heat stress.
- Tree canopy is accommodated on-site with internal trees located on lawns and urban open space. Newly constructed and rehabilitated streets, sidewalks, plazas, and pocket parks on public and private properties support the growth and longevity of large stature trees.
- Transitional buffers and screening provide an opportunity for increased canopy.
- In on-street and off-street parking areas, design and construction criteria are such that there are sufficient trees planted to screen surface parking and mitigate heat island effect and stormwater run-off. Greater use of pervious pavement and green infrastructure will be encouraged.
- Tree canopy cover ranges from 25% - 35%. 90% of all public and street planting sites will have trees (refer to UDO for calulation information)

TRANSITIONS

- Transitions from Neighborhood Centers use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.
- Building heights will be lower along edges abutting neighborhoods.

BUILDING PLACEMENT

- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
- Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
- Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and a robust public realm.

PARKING & LOADING

- Parking is typically limited and located in small parking structures associated with new development, or small surface lots, located to the side or rear of buildings.
- The ground floor of structured parking facilities includes active uses when fronting public streets and network required private streets.
- Loading facilities are located to the rear of buildings and screened from street view.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- Neighborhood Centers have a dense street network to reflect the high emphasis on accessibility by all modes. Short block lengths allow for more connections and create more (and shorter) route options to and through the Neighborhood Center, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
- The preferred block length is 500 feet and block lengths typically do not exceed 650 feet.

PEDESTRIAN & BICYCLE FACILITIES

- Local and Arterial streets have 8-foot sidewalks with amenity zones or planting strips. Planting strips are only used on connecting Local streets with lower density residential uses or on non-parked Arterials outside the core of the Neighborhood Center.
- Main streets have 10-foot sidewalks with an amenity zone.
- Sites include a robust internal pedestrian network to encourage walking between buildings, and excellent connections to adjoining sites and neighborhoods, to reduce unnecessary auto trips to and within the Neighborhood Center.
- Sites always include clear and direct pedestrian and bicycle access between streets and the buildings.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Bike lanes are provided on Arterial streets, sharrows are included on Local and internal streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

- Neighborhood Centers have a moderate to high level of non-auto mode trips due in part to being able to provide a “park once” environment.

ACCESS

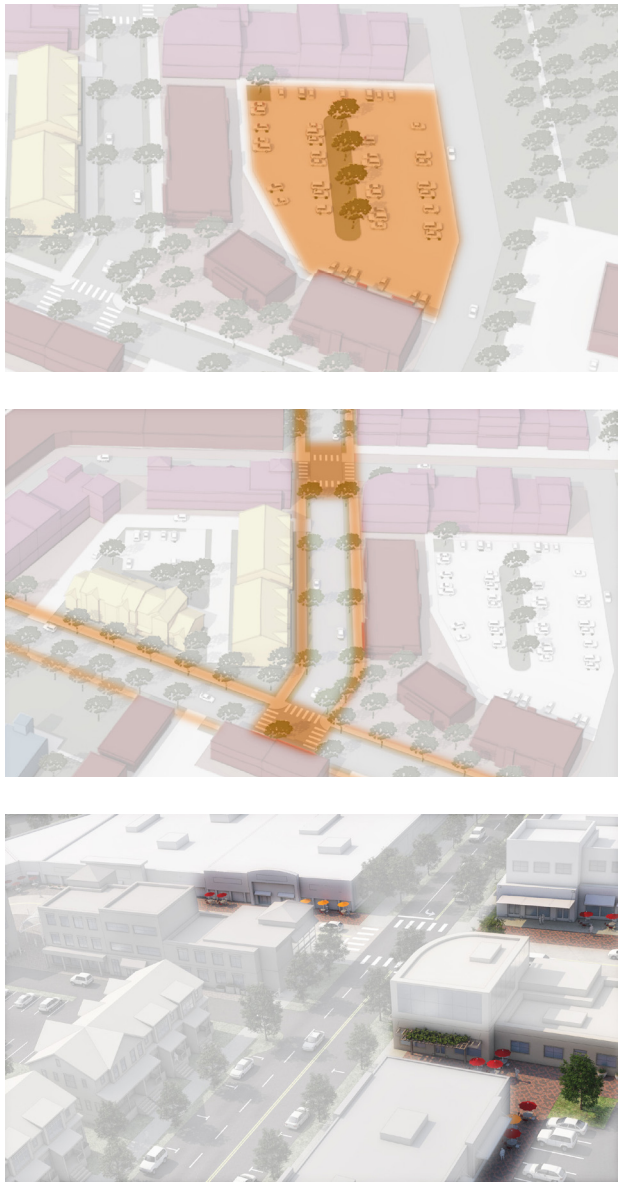
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited or consolidated (preferably one per block) to maintain a pedestrian-focused public realm.
- Cross access is used to help limit the number of driveways and reduce short distance auto trips on the Arterial streets. Alleys are often used as part of the internal network to improve connectivity between sites, and/or to provide for deliveries, access to parking decks, and access to loading zones.
- Driveways are designed and located to align on either side of Local Streets.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is typically provided along Local and Main streets and may be provided along some Arterial streets.
- The curb space has high turnover, particularly along local and Main streets, requiring curb lane management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.



Parking and access examples

PLACE TYPES: COMMUNITY ACTIVITY CENTER

Goal: Provide places that have a concentration of primarily commercial and residential activity in a well-connected, walkable place located within a 10-minute walk, bike, or transit trip of surrounding neighborhoods.

Community Activity Centers are mid-sized mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, entertainment, and residential for nearby and regional residents.

LAND USE

- Typical uses are retail, restaurant and entertainment, and personal services.
- Some multi-family and office may also be located in this Place Type. In Transit Station Areas, multi-family and/or office may be primary uses.
- Some types of auto-oriented uses, well-designed to support walkability, may be located outside of the core of this Place Type.

CHARACTER

- This Place Type is characterized by low to mid-rise commercial, residential, civic/institutional, and mixed-use buildings in a pedestrian-oriented environment.
- Community Activity Centers in Transit Station Areas are typically more intensely developed than Community Activity Centers in other locations.

MOBILITY

- These Place Types include a transportation network that supports highly accessible “10-minute neighborhoods” and a “park once” environment.
- Community Activity Centers are typically located at or near key intersections or on major Arterials with transit service.
- The Local street network is well-connected, with small blocks and highly walkable connections along streets and between destinations.
- There are frequent opportunities to cross adjacent Arterials, and the pedestrian network accommodates large groups of people.

Mostly Non-Residential Land Uses

- Easy access and direct connections to nearby residential neighborhoods help reduce trip lengths, keeps some cars off the Arterials, and encourages transit use, walking, or bicycling.
- Mobility hubs with transit stations, pick-up and drop-off areas, bike parking and share, and micro-mobility options should be provided within this Place Type to accommodate the high-level non-vehicular traffic.

BUILDING FORM

- The typical building is a commercial, institutional, multi-family or mixed-use building of five to seven stories. Some buildings in Transit Station Areas are taller.
- Buildings are designed with active ground floor uses to support a vibrant pedestrian environment.
- Buildings, especially non-residential structures, have tall ground floors and a high degree of transparency using clear glass windows and doors.
- Buildings orient to streets with prominent entrances connected directly to the public sidewalk. Buildings should also orient toward existing or planned on-site open spaces and abutting parks and greenways.

OPEN SPACE

- Improved open space is a key feature of this Place Type.
- Community Activity Centers include numerous improved open spaces such as plazas, patios, and courtyards that may include landscaping.
- Public open spaces such as small parks and greenways, and natural open spaces such as tree preservation areas, are also an important feature and should be included in centers.

CLOSEUP HIGHLIGHTS

A. Wide sidewalks with hardscape amenity zone or landscape zone

B. Regular street trees on core streets

C. Highly amenitized public realm with frequent open spaces

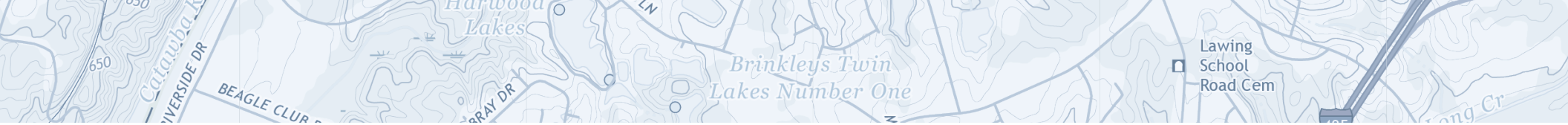
D. Ground floors with retail, patios, or other active uses

E. Upper story balconies and rooftop patios

F. Improved multi-modal connectivity and mobility hub amenities

G. Well-connected, amenity-rich transit stops

H. On-street parking and screened or wrapped parking lots/structures



BIRD'S EYE HIGHLIGHTS

a Infill development on existing parking lots and underutilized parcels

b Mid-rise mixed-use (5 to 7 stories), active ground floors with office or residential above, orienting to street or public space

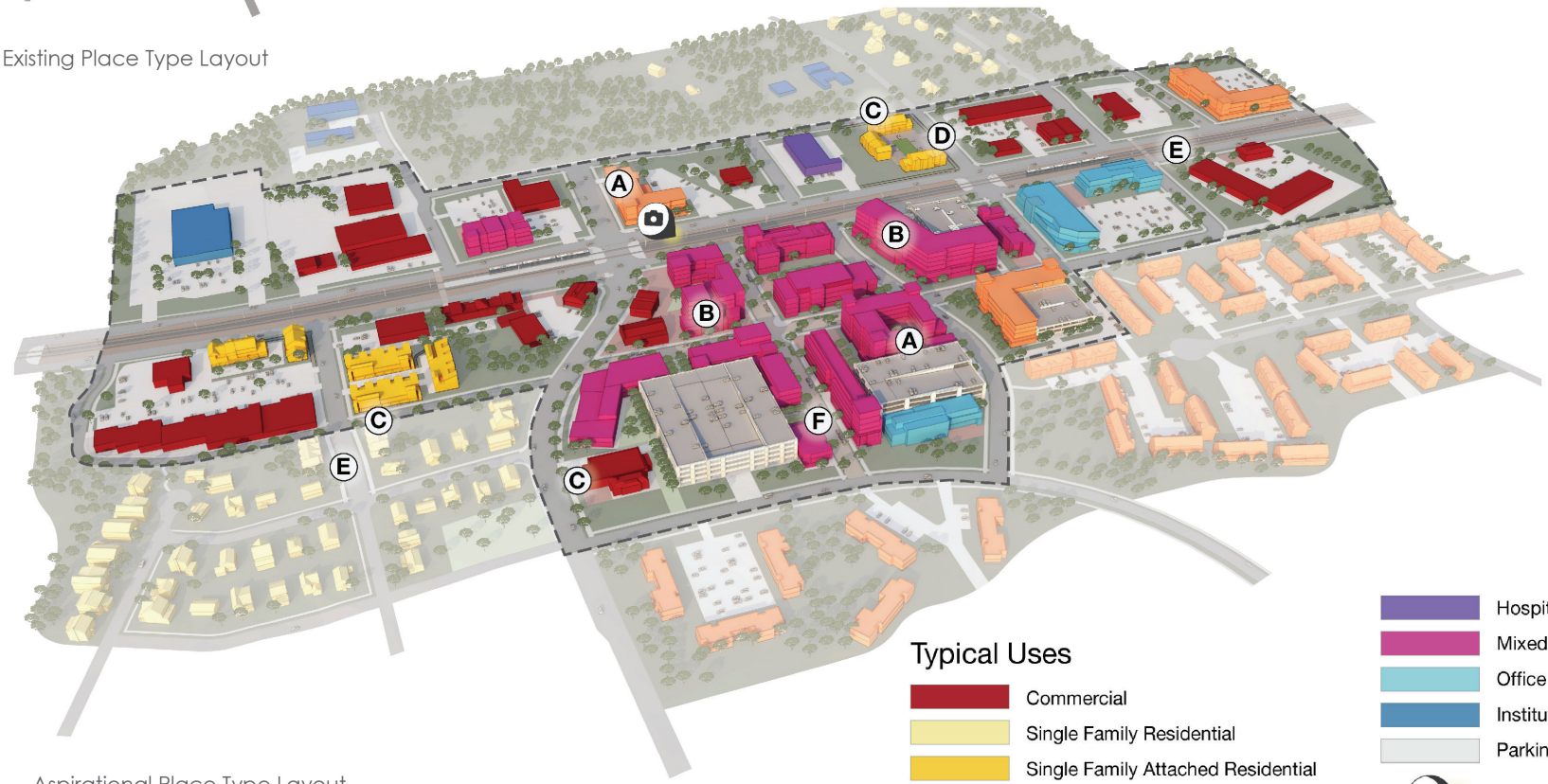
c Transition down in intensity to neighborhoods

d Small walkable blocks in organized grid pattern

e Improved pedestrian, bicycle, and vehicular circulation and connectivity to adjacent neighborhoods

f On-street parking and screened or wrapped parking lots/structures

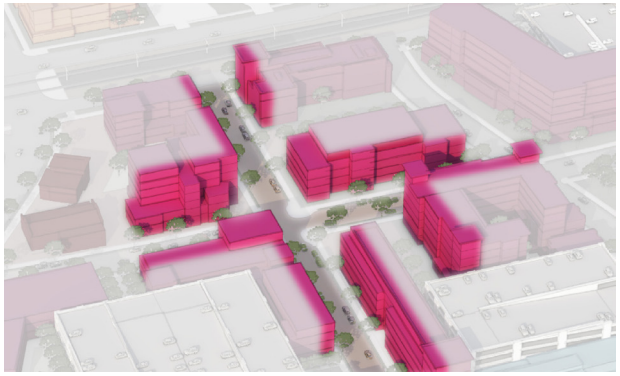
Existing Place Type Layout



Aspirational Place Type Layout

NOTABLE CHARACTERISTICS

1. Buildings come in a variety of styles and uses including commercial, institutional, or multi-family, they are typically between five to seven stories but may be taller in Transit Station areas.
2. Commercial buildings should have a highly transparent and active ground floor to support a vibrant pedestrian environment, where uses spill into the public realm.
3. A large, comfortable public realm with many amenities is key to creating walkable, mixed-use environments that support local businesses, residents, and other active uses.
4. Buildings orient to streets with prominent entrances connected directly to the public realm. Buildings also orient toward shared open spaces, parks and greenways.
5. A tall ground floor, stepbacks and articulation in the facade helps create a human scale and a vibrant public realm.
6. Uses provide diverse goods and services to neighborhoods and surrounding areas.



Building placement and orientation examples

URBAN FOREST

- Tree canopy is made up of primarily street trees and along pedestrian paths to reduce heat stress.
- Tree canopy is accommodated on-site with internal trees located on lawns and urban open space. Newly constructed and rehabilitated streets, sidewalks, plazas, and pocket parks on public and private properties support the growth and longevity of large stature trees.
- In on-street and off-street parking areas, design and construction criteria are such that there are sufficient trees planted to mitigate heat island effect and stormwater run-off. Greater use of innovative approaches such as pervious pavement and green infrastructure will be encouraged.
- Tree canopy cover ranges from 20% - 30%. 90% of all public and street planting sites will have trees.

TRANSITIONS

- Transitions use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.
- Building heights will be lower along edges abutting neighborhoods.

BUILDING PLACEMENT

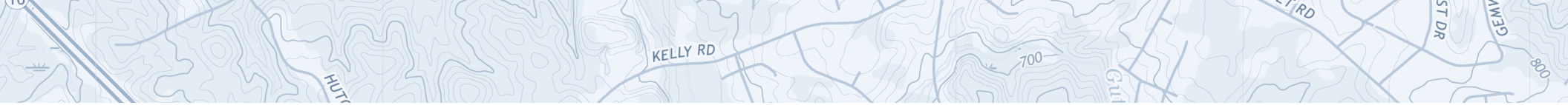
- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
- Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
- Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and a robust public realm.

PARKING & LOADING

- Parking is typically limited and located in parking structures. Structured parking is designed to be screened or wrapped in other uses and should consider green roofs. Small surface parking lots are sometimes located to the side or rear of buildings.
- The ground floor of structured parking facilities includes active uses when fronting streets.
- Loading facilities are located to the rear of buildings and screened from street view.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- Community Activity Centers have a dense street network to reflect the high emphasis on accessibility by all modes. Short block lengths allow for more connections and create more (and shorter) route options to and through the Community Activity Center, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
- The preferred block length is 500 feet and block lengths typically not exceed 650 feet.



PEDESTRIAN & BICYCLE FACILITIES

- Local and Arterial streets have 8-foot sidewalks with amenity zones or planting strips. Planting strips are only used on connecting Local streets with lower density residential uses or on non-parked Arterials outside the core of the Community Activity Center.
- Main streets have 10-foot sidewalks with an amenity zone.
- Sites include a robust internal pedestrian network to encourage walking between buildings, and excellent connections to adjoining sites and neighborhoods, to reduce unnecessary auto trips to and within the Community Activity Center.
- Sites always include clear and direct pedestrian and bicycle access between streets and the buildings.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Separated bike lanes are provided on Arterial streets, sharrows are included on Local and internal streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

- Community Activity Centers have a moderate to high level of non-auto mode trips due in part to being able to provide a “park once” environment.

ACCESS

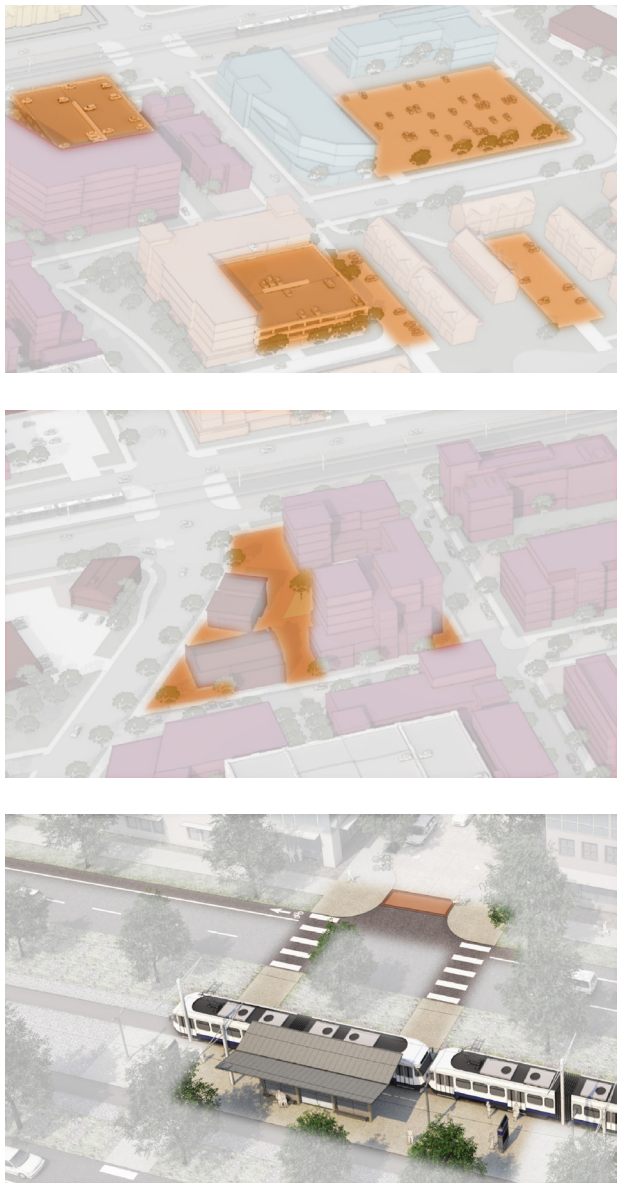
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited or consolidated (preferably one per block) to maintain a pedestrian-focused public realm.
- Cross access is used to help limit the number of driveways and reduce short distance auto trips on the Arterial streets. Alleys are often used as part of the internal network to improve connectivity between sites, and/or to provide for deliveries, access to parking decks, and access to loading zones.
- Driveways are designed and located to align on either side of Local Streets.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is required along Local and Main streets and may be provided along some Arterial streets.
- The curb space has high turnover, particularly along local and Main streets, requiring curb lane management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.



Parking, public space, and transit station examples

PLACE TYPES: REGIONAL ACTIVITY CENTER

Goal: Provide major employment locations and cultural destinations for residents from throughout the Charlotte region.

Regional Activity Centers are large, high-density mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, offices, entertainment, and residential for regional residents and visitors.

LAND USE

- Uses in Regional Activity Centers, which are frequently vertically-mixed, include office, multi-family, retail, restaurant and entertainment, personal service, and institutional.

CHARACTER

- This Place Type is characterized by its urban form, with mid to high-rise commercial, residential, and civic/institutional buildings in a pedestrian-oriented and transit-friendly environment.
- Regional Activity Centers in Transit Station Areas are typically more intensely developed than Regional Activity Centers in other locations.

MOBILITY

- The transportation network supports transit access and complements land uses and design to create a "park once" environment, so that even those who drive to the center are comfortable and encouraged to use other modes within the center.
- The street network is very well-connected, with small blocks and highly walkable connections along streets and between destinations.
- Easy access and multiple connections between these centers and surrounding residential neighborhoods help reduce auto trip lengths, keep some vehicles off the Arterials, and encourage using transit, walking, or bicycling to the Center.
- Arterials provide for safe and comfortable transit, pedestrian, and bicycling movement. There are frequent opportunities to cross the Arterials, and the pedestrian facilities accommodate large groups of people.
- Mobility hubs with transit stations, pick-up and drop-off areas, bike parking and share, and micro-mobility options should be provided within this Place Type to accommodate the high-level of non-vehicular traffic.

BUILDING FORM

- The predominant building type is a mid- or high-rise building (over 5 stories) with commercial, institutional, multi-family or a mix of uses in the buildings. Buildings within Regional Activity Centers (outside of Uptown) that exceed 20 stories should be developed with benefits to the community.
- Buildings are designed with active ground floor uses to support a vibrant pedestrian environment.
- Buildings, especially non-residential structures, have tall ground floors and a high degree of transparency using clear glass windows and doors.
- Buildings are encouraged to step back after 3-5 stories, to provide a human scale at street level.
- Buildings over 8-10 stories, may have "point towers," where only a smaller portion of the building mass is built to the maximum height in order to maintain views and natural light. The portion of the building that is stepped back to the tower can be used for private open space and amenities.
- Buildings orient to streets with prominent entrances connected directly to the public sidewalk system. Buildings also orient toward existing or planned on-site open spaces and abutting parks and greenways.

OPEN SPACE

- Improved open space is a key feature of this Place Type.
- Regional Activity Centers include numerous improved open spaces such as plazas, patios, and courtyards that may include landscaping.
- Public open spaces such as small parks and greenways, and natural open spaces such as tree preservation areas, are also an important feature and should be included in centers.

CLOSEUP HIGHLIGHTS

A. Safe pedestrian connections, including midblock crossings

B. Wide sidewalks with hardscape amenity zone or landscape zone

C. Safe, accessible bike facilities (grade separated or buffered on major streets)

D. Highly amenitized public realm with transit stops and mobility hub

E. Ground floors with retail or other active uses, buildings oriented to street

F. Rooftop patios and upper story balconies

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

a Mid- to high-rise mixed-use, hospitality, office, and high-density residential development

b "Point towers" can be used to step down the tallest buildings

c Active ground floors and buildings oriented to the street

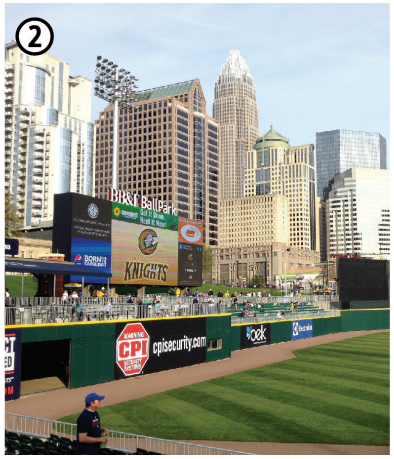
d Organized/gridded street grid with 400-500' blocks

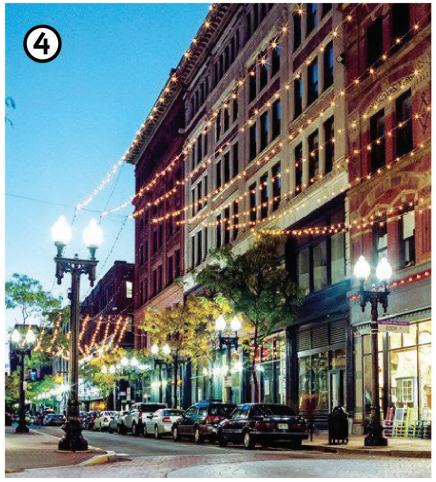
e Frequent pedestrian connections to and between buildings and blocks

f On-street parking, screened, or wrapped parking lots and structures

g Transition down in density to adjacent neighborhoods

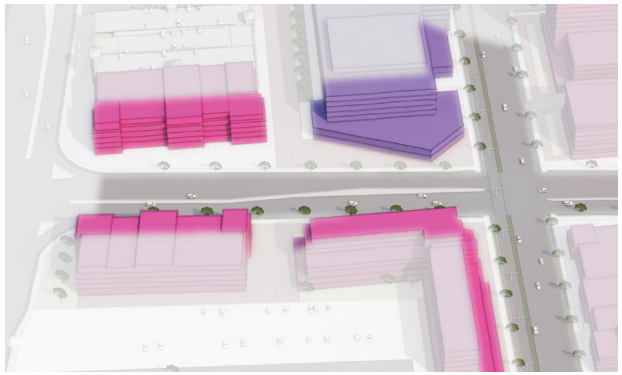
Aspirational Place Type Layout





NOTABLE CHARACTERISTICS

1. Buildings are primarily mid- to high-rise mixed-use, with a variety of forms and uses. They are typically over five stories.
2. Buildings may be as tall as 20 stories in Uptown or when developed with benefits to the community such as public space and amenities or affordable housing.
3. All buildings should have a highly transparent and active ground floor to support a vibrant pedestrian environment, where uses spill into the public realm.
4. A large, comfortable public realm with many amenities is key to creating a dense, walkable, mixed-use environment that supports offices, businesses, residents, and other active uses.
5. Buildings orient and front directly onto streets with prominent entrances connected directly to the public realm. Buildings may also, secondarily, orient toward shared open spaces, parks and greenways.
6. A tall ground floor, stepbacks and articulation in the facade helps create a human scale and a vibrant public realm.



Building placement and orientation examples

URBAN FOREST

- Tree canopy is made up of primarily street trees and along pedestrian paths to reduce heat stress.
- Tree canopy will also be accommodated on-site with internal trees and urban open space. Newly constructed and rehabilitated streets, sidewalks, plazas, and pocket parks on public and private properties will support the growth and longevity of large stature trees.
- In on-street and off-street parking areas, design and construction criteria are such that there are sufficient trees planted to mitigate heat island effect and stormwater run-off. Greater use of innovative approaches such as pervious pavement and green infrastructure will be encouraged.
- Tree canopy cover ranges from 15-25%. 90% of all public and street planting sites will have trees.

TRANSITIONS

- Transitions use site-based elements such as parking, open space, and landscape buffers to create separation from less intense Place Types.
- Building heights will be lower along edges abutting neighborhoods.

BUILDING PLACEMENT

- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.
- Buildings are located near the side and rear property lines. When abutting neighborhoods, the buildings are further from the property line and there is room for a landscaped buffer.
- Space between the sidewalk and the face of buildings contains outdoor seating or usable open space that contributes to a lively streetscape and a robust public realm.

PARKING & LOADING

- Parking is more limited in this Place Type than in others, especially in Uptown and Transit Station Areas.
- Parking is generally located in parking structures. Structured parking is designed to be screened or wrapped in other uses and should consider green roofs. Surface parking is very limited and is always located to the side or rear of buildings.
- The ground floor of structured parking facilities includes active uses when fronting streets.
- Loading facilities are located to the rear of buildings and screened from street view.
- Parking areas and areas adjacent to buildings and destinations include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.

BLOCK LENGTHS & STREET NETWORK

- Regional Activity Centers have the densest street network, reflecting the emphasis on accessibility by all modes. Short block lengths allow for more connections and create more (and shorter) route options to and through the Regional Activity Center, thereby encouraging walking and cycling, while helping disperse vehicular traffic.
- The preferred block length is 400 feet and block lengths typically do not exceed 600 feet.

PEDESTRIAN & BICYCLE FACILITIES

- Local and Arterial streets have 8-foot sidewalks with amenity zones or planting strips. Planting strips are only used on connecting Local streets with lower density residential uses or on non-parked Arterials outside the core of the Regional Activity Center.
- Main streets have 10-foot sidewalks with an amenity zone.
- Sites include a robust internal pedestrian network to encourage walking between buildings, and excellent connections to adjoining sites and neighborhoods to reduce unnecessary auto trips to and within the Regional Activity Center.
- Sites always include clear and direct pedestrian and bicycle access between streets and the buildings.
- Shared use paths are provided where they are shown on the adopted Streets Map.
- Separated bike lanes are provided on Arterial streets, sharrows or bike lanes are included on Local and internal streets. The bike network is complete, well-marked, safe, and easy to use.

MODE SHARE

- Regional Activity Centers typically have a high level of non-auto mode trips due to an emphasis on transit access, a diverse mix of land uses, and a “park once” environment.

ACCESS

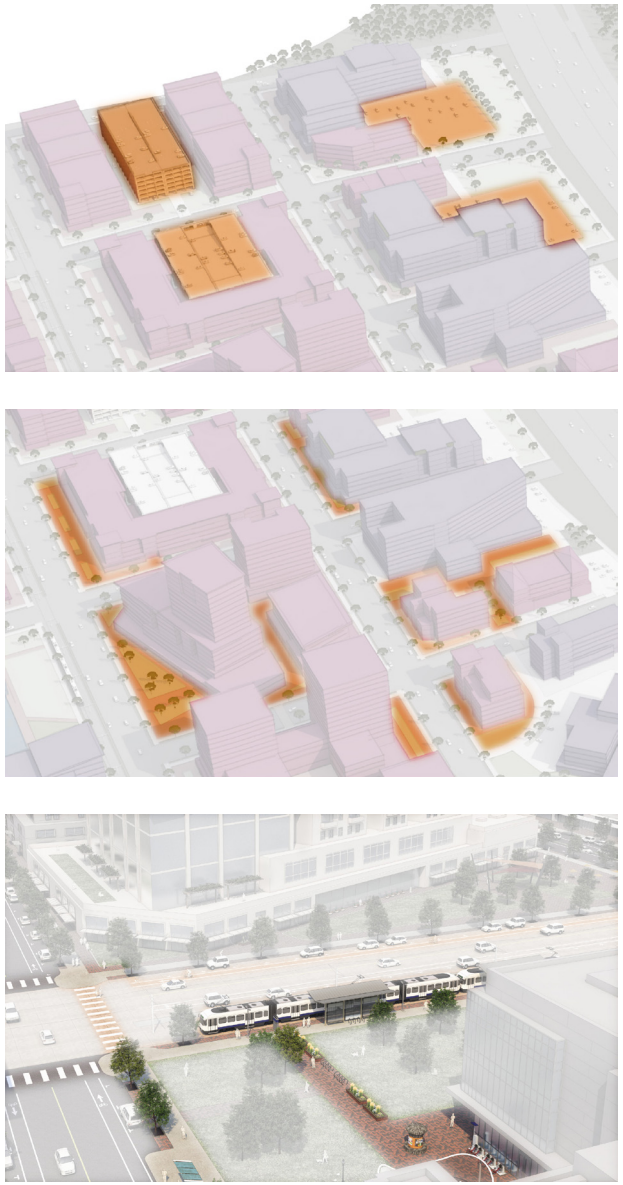
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited (preferably one per block) to maintain a high-quality pedestrian environment.
- Cross access is used to help limit the number of driveways and reduce short distance auto trips on the Arterial streets. Alleys take on a larger role and are frequently used as part of the internal network to improve connectivity between sites, and/or to provide for deliveries, access to parking decks, and access to loading zones.
- Driveways are designed and located to align on either side of Local Streets.

CURB LANE MANAGEMENT & ON-STREET PARKING

- On-street parking is required along Local streets and Main streets and might be provided along some Arterial streets.
- The curb space has high turnover, particularly along Local Streets and Main Streets, requiring curb lane management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.



Parking, public space, and transit station examples