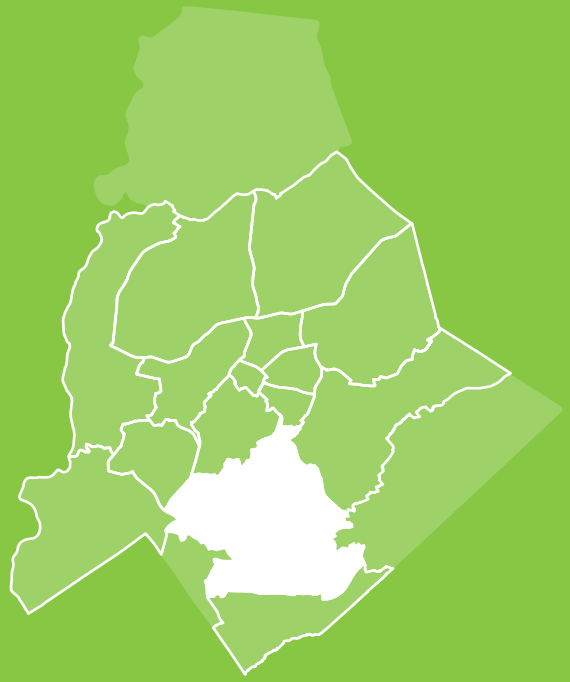


SOUTH MIDDLE

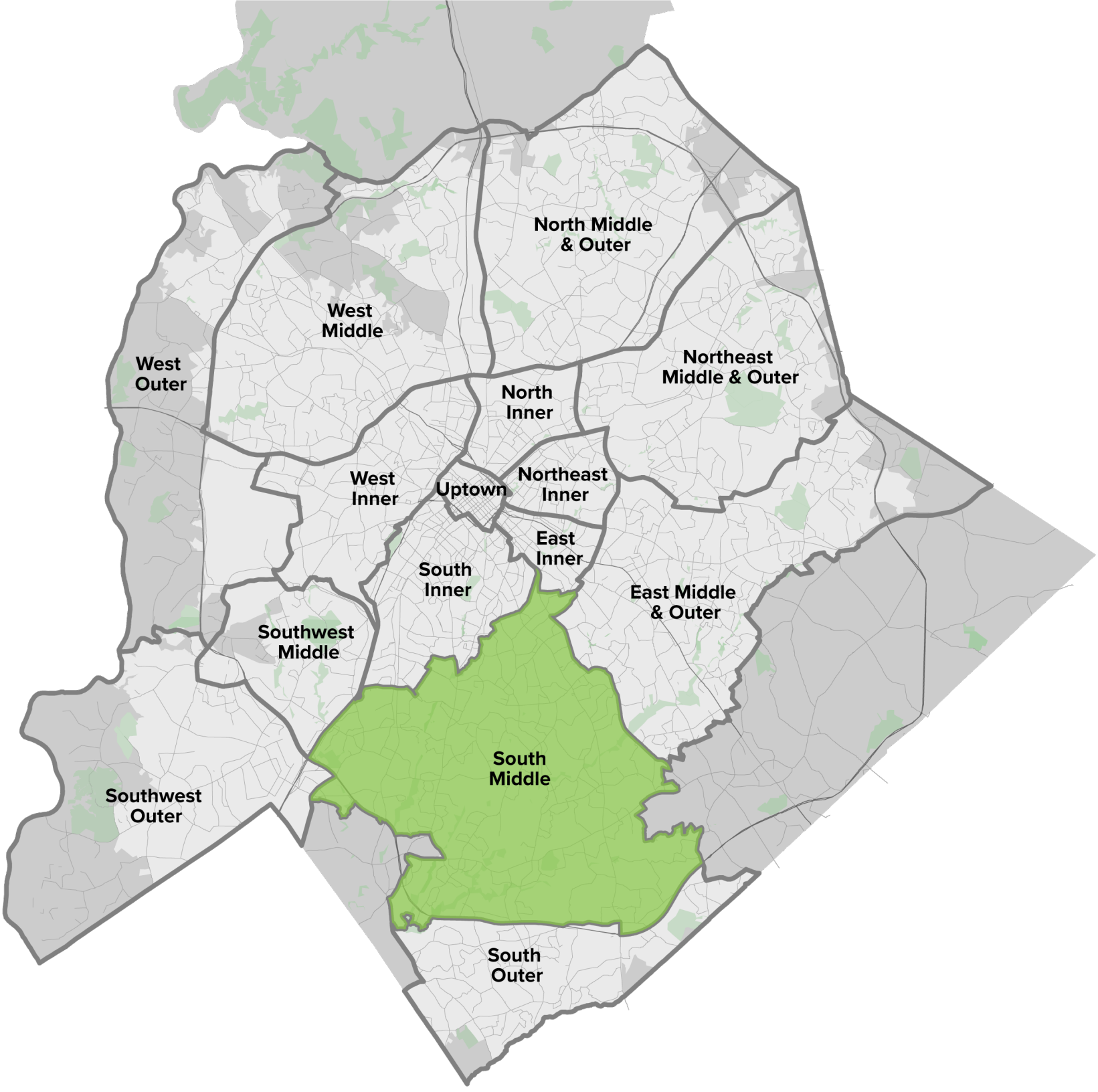
CHARLOTTE FUTURE 2040

COMMUNITY AREA PLANNING

ADOPTED APRIL 13, 2026

MIG

CITY OF CHARLOTTE


North Middle & Outer
West Middle
West Outer
Northeast Middle & Outer
North Inner
West Inner
Uptown
Northeast Inner
East Inner
South Inner
East Middle & Outer
Southwest Middle
South Middle
Southwest Outer
South Outer

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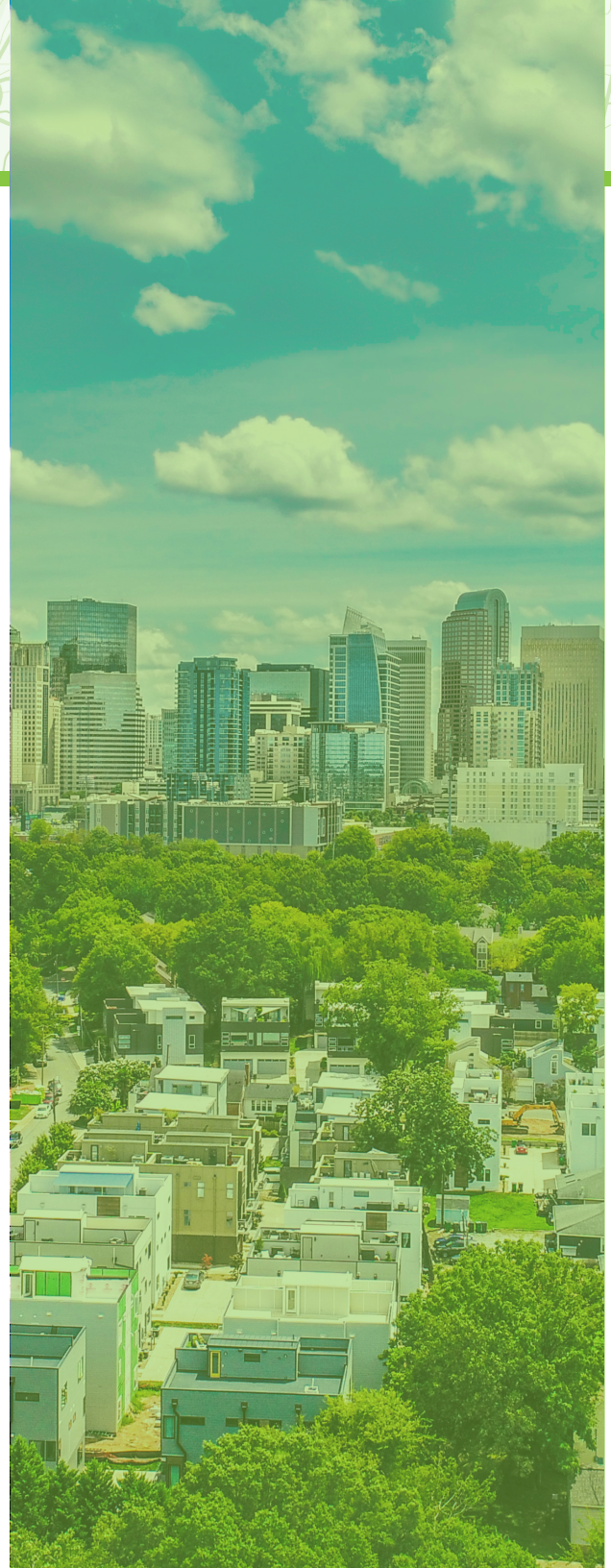
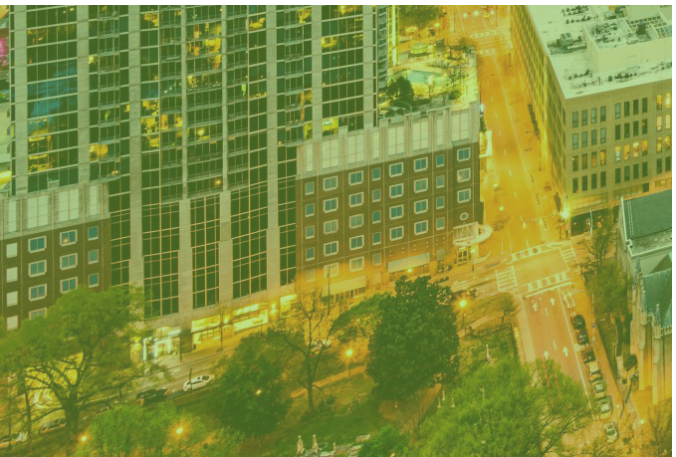
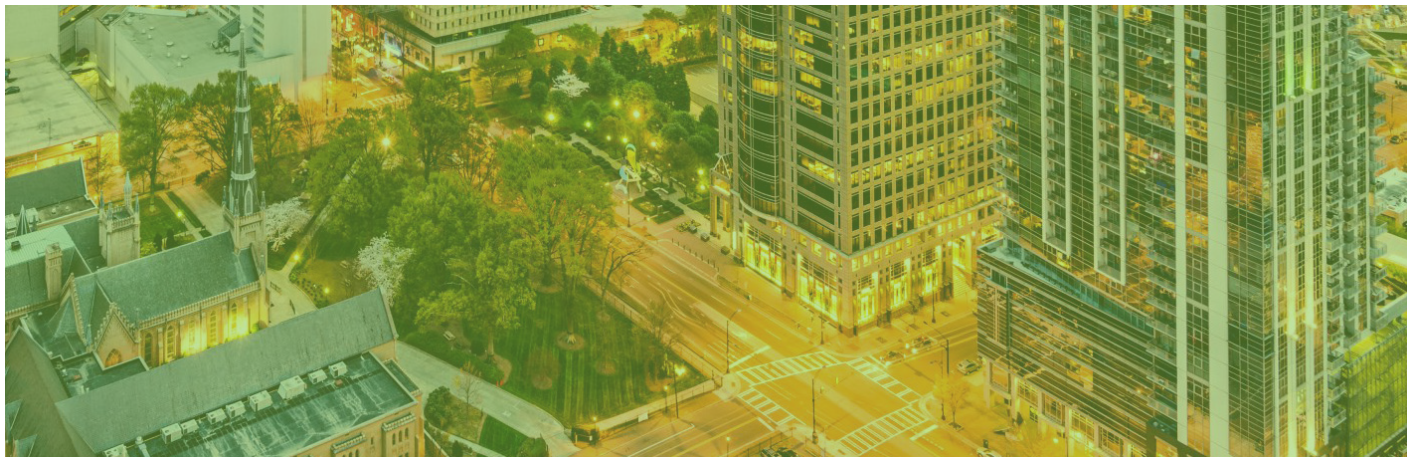






INTRODUCTION

Community Area Plans are policy guides that provide the framework for future growth and development and serve as a guide for making land use, zoning, and capital investment decisions. The guidance within these plans is intended to help implement the vision and goals adopted within the citywide *Charlotte Future 2040 Comprehensive Plan*, and companion map, the *Charlotte Future 2040 Policy Map*.

INTRODUCTION

BACKGROUND & PURPOSE

In June 2021, Charlotte City Council adopted the *Charlotte Future 2040 Comprehensive Plan*, which is Charlotte's shared vision to guide growth over the next 20 years. As a community-driven Plan, it seeks to address the inequities of the past, and unite the city around a shared set of goals for our future. The Plan is the foundation for strategic policy, equitable investment in infrastructure, and regulatory tools such as the *Unified Development Ordinance*.

Included within the Comprehensive Plan is an approach and hierarchy for additional, supportive policies needed to implement Charlotte's vision. The adopted Planning Approach provides guidance for aligning and guiding future planning efforts and ensures that planning at all levels in Charlotte is completed in an efficient and effective manner with meaningful participation and support from residents, neighborhoods, property owners, business owners, partner agencies, major institutions, and other key stakeholders.

FIGURE 1: **CHARLOTTE'S PLANNING APPROACH**

Community Area Plans are an important level of policy guidance (see Figure 1). These plans provide more detailed guidance for land use, building form, mobility, open space, and public facilities for sub-geographies. The community-level approach provides a coordinated, efficient, and effective structure for developing this more detailed guidance at a citywide scale. Furthermore, the community-level approach facilitates conversations between neighborhoods and addresses major barriers that often serve as neighborhood boundaries. The outcome of the Community Area Planning process is policy documents that guide property owners, developers, and elected and appointed officials in making land use and development decisions.

In addition to these policy documents, there are other factors that influence the built environment including development regulations, market demands, available financing, and private/public partnerships. As policy guides, *Community Area Plans* are one component that influences how the built environment changes overtime. While other factors will influence the City's future, this policy guidance is essential to ensuring future growth is aligned with Charlotte's vision to become more equitable in the future.

DEVELOPMENT & ADOPTION PROCESS

The *Charlotte Future 2040 Community Area Plans*, developed by an interdepartmental team led by Charlotte Planning, Design & Development Department, included a five-phase process that utilized stakeholder input and technical analysis (see Figure 2).

The Charlotte Future 2040 Community Area Plan portfolio includes three volumes:

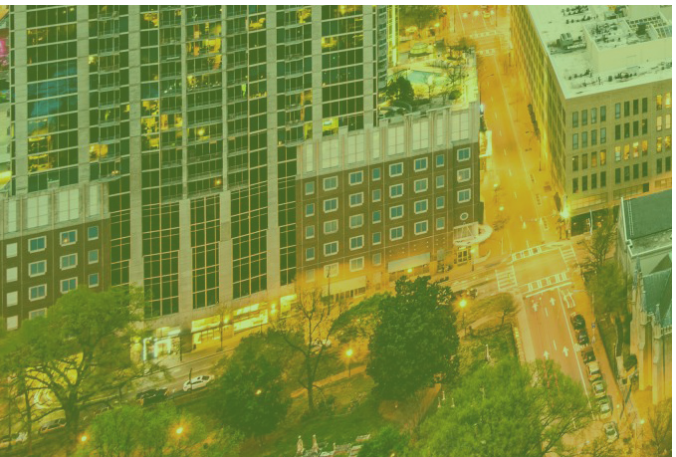
Volume 1: Program Guide (1) – Provides an overview of the plans' purpose, including how they affect different users, such as residents and elected officials. It also addresses other policies applicable to the built environment that apply to every plan geography.

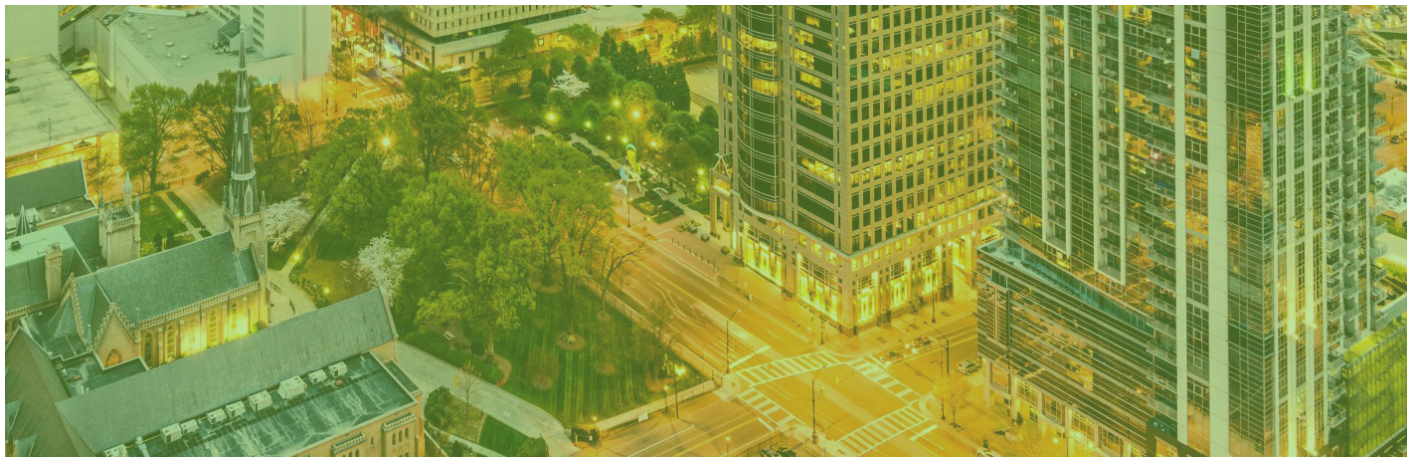
Volume 2: Community Area Plans (14) – Identifies each plan area's needs in relationship to the citywide vision and goals and offers recommendations to move towards that shared vision.

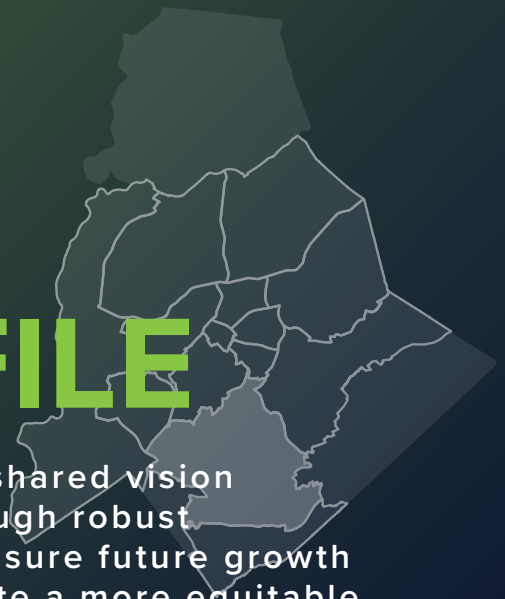
Volume 3: Implementation Guide (1) – Suggest specific actions to be taken to implement the plan recommendations.

***Volume 1: Program Guide* and *Volume 2: Community Area Plans* are adopted by City Council and become City policy.** *Volume 3: Implementation Guide* is not adopted by City Council; rather it is used to guide staff efforts to implement *Volume 2*. The Neighborhood Toolkit and information about the technical analysis completed for these plans can be found in the *Appendix*.

FIGURE 2: **FIVE-PHASE PLANNING PROCESS**







COMMUNITY PROFILE

The *Charlotte Future 2040 Comprehensive Plan* is Charlotte's shared vision to guide growth and development over the next 20 years. Through robust engagement, the Charlotte community expressed a desire to ensure future growth benefits as many residents as possible and helps make Charlotte a more equitable city for all. Within the context of the Comprehensive Plan, equity is defined as thinking about our most vulnerable populations first and working towards increasing access to housing choices, job opportunities, daily goods & services, and reducing environmental impacts throughout Charlotte.

Community Area Plans provide guidance for future development to ensure each area's growth contributes to a more equitable city over time. With that objective in mind, each plan begins with an overview of the geography's existing infrastructure, land use patterns, design of existing development, and demographics. This information sets the stage for understanding the area's greatest needs in terms of increased access and reduced impacts and will inform plan recommendations that are aimed at ensuring future development benefits as many residents as possible.

COMMUNITY AREA PROFILE

SOUTH MIDDLE

The South Middle geography is roughly bounded by Randolph and Sardis Roads to the north, Interstate 485 to the east and south, and Interstate 77, Archdale Drive and Briar Creek to the west.

The geography includes several major avenues (South Boulevard, Park Road, Sharon/Carmel Roads, Colony/Rea Roads, Providence Road) which provide north-south connectivity and include high-capacity or express transit service. A portion of the geography is served by the LYNX Blue Line, including three transit stops from Archdale Road to I-485/South Boulevard Transit Station. There are few east-west avenues such as Fairview Road. The plan area is composed of curvilinear or cul-de-sac streets that limit connectivity.

Nearly half of the geography was developed during the 1940s-1960s; this period of development was influenced by Federal policies that encouraged single-family development and car ownership, resulting in a more auto-dependent building form. The other half of the geography was developed from the 1970s-2000s which was constructed in a similar form but included more cul-de-sacs. Both periods of development include a significant amount of low- to moderate-density residential development (65% of development is classified as Neighborhood 1, 12% is classified as Neighborhood 2). There is also a substantial amount of Commercial (6%) and Manufacturing & Logistics (6%) development along the rail corridor, parallel to South Boulevard, which is encouraged to evolve into transit-oriented development due to its proximity to the LYNX Blue Line that opened in 2007.

MAP 1: **SOUTH MIDDLE PLAN AREA**

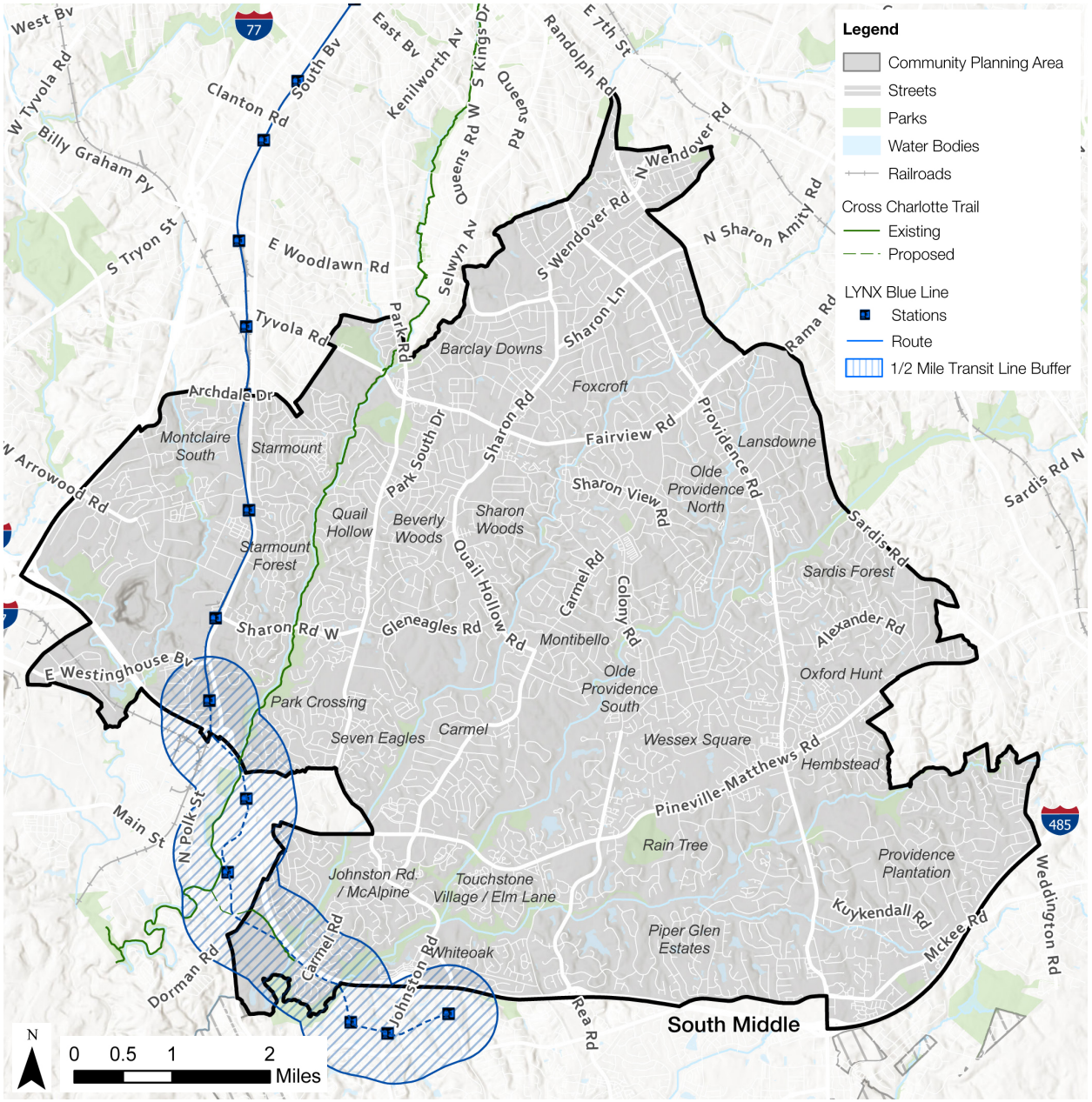


FIGURE 3: **SOUTH MIDDLE QUICK FACTS**

EXPECTED GROWTH

The South Middle geography is projected to see an increase of 17,731 residential units, which is 11% of the city's overall residential growth, and 14,028 new jobs, which is 5% of the city's total job growth, by the year 2040.

Data Sources:

- *American Community Survey (ACS) 2019*
- *Quality of Life Explorer (QOL) 2020*
- *Community Viz Model 2020*
- *CPA Prioritization Matrix 2019*

POPULATION

The South Middle geography is comprised of 171,084 residents, which is 18% of the city's population.

171,084
RESIDENTS

18%
OF CITY-WIDE POPULATION

The Median Household Income Range in the South Middle geography is between $39,896 and $210,417, while the citywide range is $18,897 to $250,001.

INCOME

$39,896 - $210,417
MEDIAN HOUSEHOLD INCOME RANGE

RACE

In the South Middle geography, most residents are White (65%), followed by Latino (15%) and Black (12%). while citywide, the majority are White (40%), followed by Black (34%) and Latino (15%).

65%
WHITE

12%
BLACK

15%
LATINO

EDUCATION & JOBS

In the South Middle geography, 94% of adults 25+ have a high school diploma or equivalent, and 60% have a bachelor's degree or higher, compared to 90% and 46% citywide.

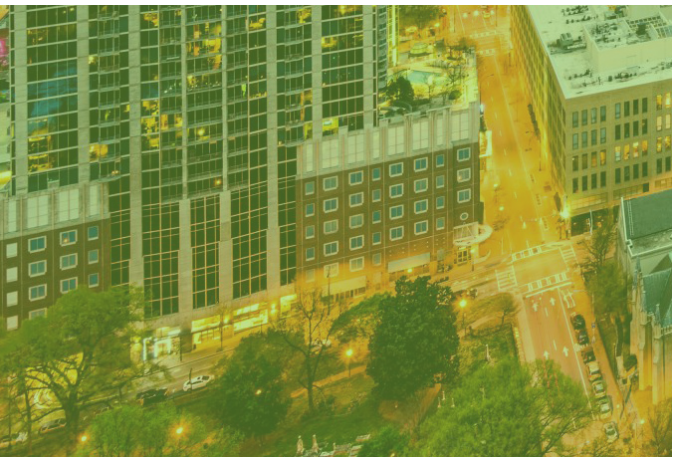
94%
ADULTS AGE 25+ WITH HIGH SCHOOL DIPLOMA OR EQUIVALENT

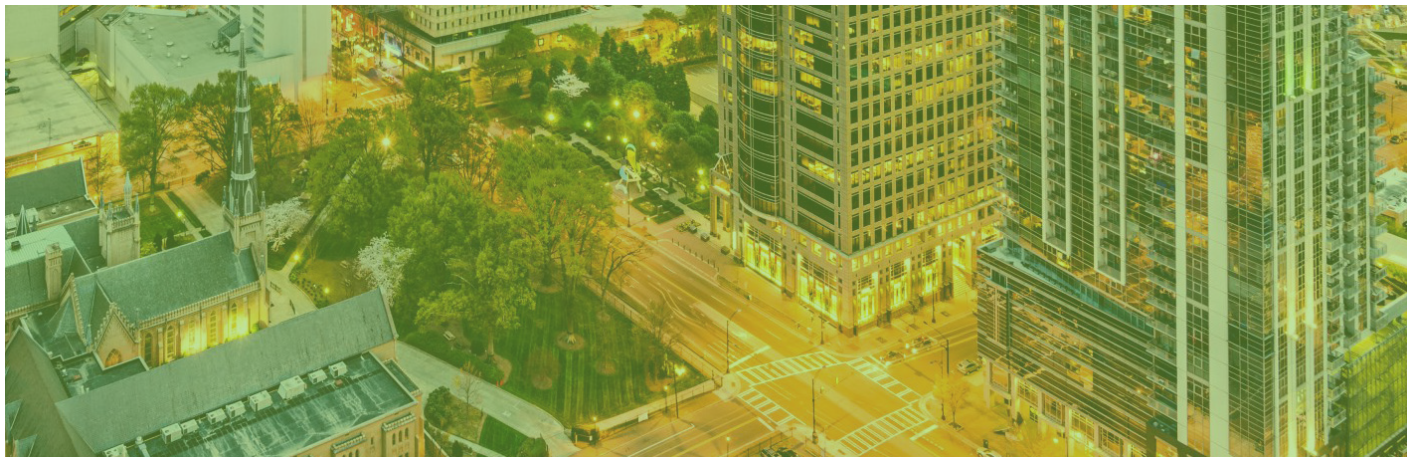
60%
ADULTS AGE 25+ WITH BACHELORS DEGREE OR HIGHER

In the South Middle geography, 96% of adults in the labor force are employed and 17% of the population is foreign-born, compared to 95% employment and 8% foreign-born citywide.

96%
OF ADULTS IN THE LABOR FORCE WHO ARE EMPLOYED

17%
FOREIGN BORN POPULATION





COMMUNITY NEEDS & GOALS

The *Charlotte Future 2040 Comprehensive Plan* includes ten goals that reflect the values and guiding principles for creating an equitable city. While it is important to advance all ten goals across Charlotte, some goals are more of a priority for a plan area based on existing levels of access to housing choices, job opportunities, daily goods & services, and environmental impacts.

The Equitable Growth Framework, included within the Comprehensive Plan, measures existing levels of access and impacts based on metrics that are tenets of a more equitable growth strategy and the ten Plan goals. The four metrics (Access to Housing Choices, Employment Opportunities, Essential Goods & Services, and Environmental Justice Impacts) include 27 measures, many of which relate to the diversification and proximity of land uses within a geography's existing development. Therefore, a geography's profile (or existing development pattern) can influence its equity score and identify the priority goals for a plan area.

COMMUNITY NEEDS & GOALS

COMMUNITY NEEDS

The Equitable Growth Framework (EGF) includes one overlay, four metrics, and 27 measures. If an area's access and impact scores are below the City's goal (score 5 or higher), then future development should address the area's greatest needs to ensure growth benefits as many people as possible and helps create a more equitable city.

Vulnerability to Displacement Overlay (VDO) Measures: Poverty Rate, Race, Educational Attainment, Age
Part of South Middle is within the VDO

Access to Housing	Access to Jobs	Access to Amenities	Environmental Justice
Measures: Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing, Tenure, Level of (Re)Investment	Measures: Proximity to Employment, Employment in Commute Shed, Wage Levels, Middle Skill Jobs, Knowledge Based Jobs	Measures: Proximity to Childcare and Early Childhood Education, Parks, Open Space, Trails; Community Facilities, Fresh Food, Health Care & Pharmacies, Financial Services, Internet Service	Measures: Tree Canopy, Impervious Surfaces, Proximity to Heavy Industrial Uses, Proximity to Major Transportation Infrastructure, Floodplain
2	**4**	**4**	**7**

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

The South Middle geography's greatest needs are to **increase access to housing choices, daily goods & services, and employment opportunities.**

COMMUNITY GOALS

While it is important to advance all ten goals of the Charlotte Future 2040 Comprehensive Plan across the City, some goals are more of a priority for a geography based on the community's needs for increased access and reduced impacts.

Based on the South Middle's need to increase access to housing choices, daily goods & services, employment opportunities, and proximity to existing or future rapid transit, the following Comprehensive Plan Goals are a priority for the geography:

Goal 1: 10-Minute Neighborhoods

Goal 2: Neighborhood Diversity and Inclusion

Goal 3: Housing Access for All

Goal 4: Transit- and Trail-Oriented Development (2T-OD)

Goal 8: Diverse and Resilient Economic Opportunity

Goal 5: Safe and Equitable Mobility and **Goal 10**: Fiscally Responsible are not directly tied to measures in the Equitable Growth Framework and are priorities across the City.

GOAL 1: 10-MINUTE NEIGHBORHOODS

All Charlotte households will have access to essential amenities, goods, and services within a comfortable and tree-shaded 10-minute walk, bike, or transit trip by 2040.

To increase access to essential amenities, goods, and services, Charlotte will increase the number of households, both new and existing, within a ½ mile walk, bike, or transit trip of the following services and amenities, in part, through the City's integrated land use and transportation growth strategy:

- A concentration of daily goods and services (via Neighborhood Centers, Community and Regional Activity Centers),
- Non-emergency health care services,
- Financial services,
- Family sustaining wage jobs,
- High performance transit stations,
- Trails, greenways, and other bicycle facilities.

GOAL 2: NEIGHBORHOOD DIVERSITY AND INCLUSION

Charlotte will strive for all neighborhoods to have a diversity of housing options by increasing the presence of middle density housing (e.g. duplexes, triplexes, fourplexes, townhomes, accessory dwelling units, and other small lot housing types) and ensuring land use regulations allow for flexibility in creation of housing within existing neighborhoods.

To create a diversity of housing options, Charlotte will increase the number of Accessory Dwelling Units, missing density units (such as duplexes and triplexes), and small footprint housing units in all neighborhoods. Charlotte will also increase middle density housing options along high performance transit corridors, major thoroughfares, and between low intensity and higher intensity Place Types.

GOAL 3: HOUSING ACCESS FOR ALL

Charlotte will ensure opportunities for residents of all incomes to access affordable housing through the preservation of naturally occurring affordable and workforce housing and increasing the number of affordable and workforce housing units through new construction.

To preserve existing affordable housing units, Charlotte will manage change within existing neighborhoods. To increase affordable housing units, Charlotte will increase affordable housing opportunities within ½ mile of Activity Centers and high-performance transit. The City will also increase homeownership opportunities, specifically dedicating 10% of future housing trust funds to homeownership, in areas with low Access to Housing Opportunity scores.

GOAL 4: TRANSIT- AND TRAIL-ORIENTED DEVELOPMENT (2TOD)

Charlotte will promote moderate to high intensity, compact, mixed-use urban development along high-performance transit lines and near separated shared-use paths or trails.

To promote moderate to high-intensity, compact, mixed-use urban development along high-performance transit lines and separated shared-used paths, Charlotte will increase the percentage of households and jobs and encourage maximum build out potential within ½ mile of high-performance transit stations and trail access points. The City will also increase road connectivity, pedestrian crossings, bike infrastructure, and engaging public spaces within two miles of transit stations and trail access points.

GOAL 8: DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY

Charlotteans will have opportunity for upward economic mobility through access to a diverse mix of jobs and careers that align with education and skill levels of residents and the economic strengths of the region.

To ensure upward economic mobility, Charlotte will increase the number of family sustaining wage jobs, middle skill jobs, cooperatively owned businesses, Minority, Women, and Small Business Enterprises (MWSBEs), and the rate of new business formation through supportive programs. The City will maintain or increase the number of jobs and acres developed within Manufacturing & Logistics and Innovation Mixed-Use Place Types through implementation of the Charlotte Future 2040 Policy Map. Charlotte will also increase job-training opportunities and the jobs-to-housing balance to ensure housing keeps pace with job growth through programs and policy implementation.

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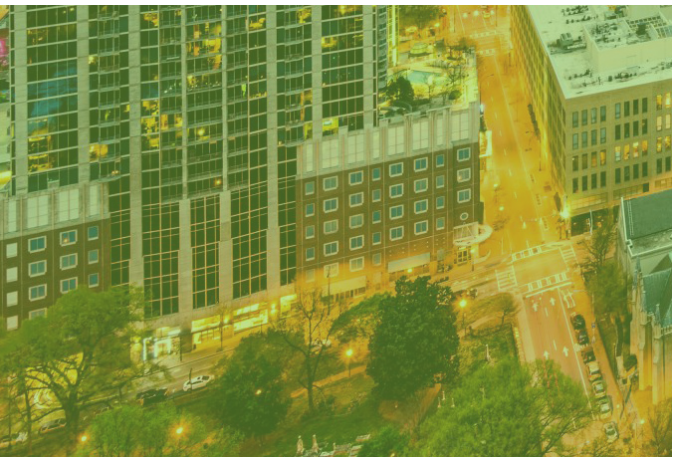
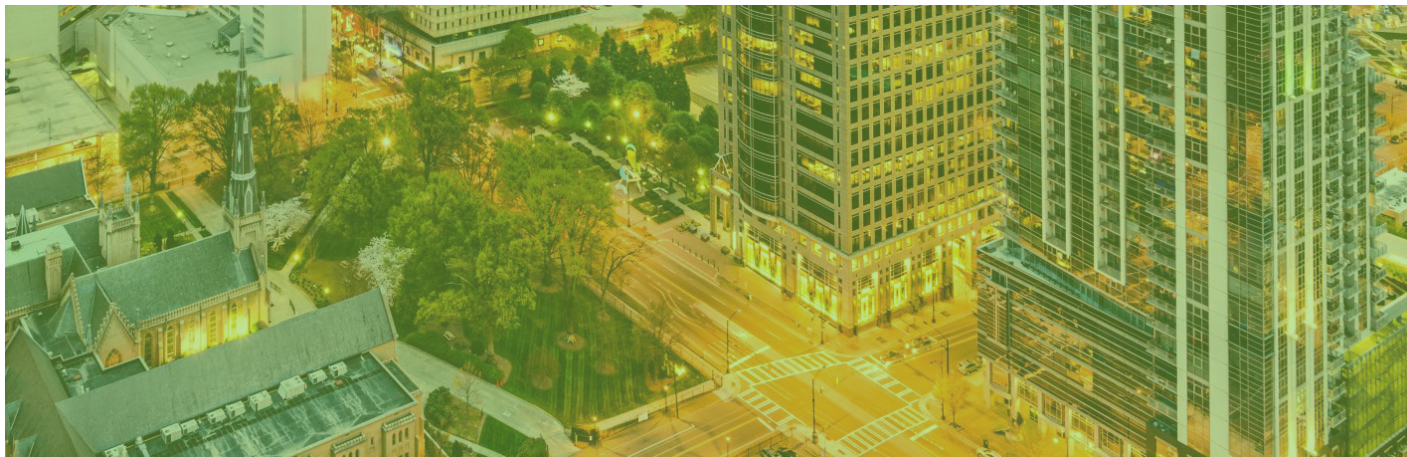




CREATING COMPLETE COMMUNITIES

The following section provides Place Type recommendations[1] for how the plan area should evolve over time to increase access, reduce impacts, and advance priority goals. Place Types, adopted within the Comprehensive Plan, are a classification system for organizing patterns of development that encourage more integrated and complete communities. Each Place Type designation provides guidance for the appropriate mixture of land uses, form of development, open space amenities, and mobility choices.

Recommended Place Types (as described in the Comprehensive Plan and mapped in the Policy Map) are aspirational and do not reflect the character of existing development. Comparing existing and future development helps to understand the types of change anticipated within the plan area. There are four types of Anticipated Change and each type of change has an impact on increasing access, reducing impacts, and advancing key goals within the community.

[1] "B. Place Types Manual," cltfuture2040.com, City of Charlotte, 2021, https://cltfuture2040plan.com/b-place-types-manual/

PLACE TYPES

Below are the descriptions of the ten Place Types, as adopted within the Comprehensive Plan. Each Place Type outlines the appropriate mixture of land uses, form of development, open space amenities, and mobility choices. The Place Type designations shown in the Policy Map on the next page recommend the types of development appropriate in the future and illustrate how the community is intended to evolve over time.

NEIGHBORHOOD 1

- Allows for primarily single family detached, duplexes, triplexes, quadraplexes, attached single family and some small multi-family buildings.
- Uses are typically low rise residential with similar setbacks and lot sizes, with private yards and improved common areas.
- Typically located within a well-connected local street network that supports walking, biking and transit.

NEIGHBORHOOD 2

- Allows for primarily multi-family, single family attached residential and ground floor non-residential uses.
- Uses are typically low- to mid-rise multifamily residential and mixed-use buildings.
- Open space is typically privately owned, with common space and small parks, greenways and open space.
- Typically located within a well-connected and dense street network that supports walking, biking and transit.

PARKS & PRESERVES

- Allows for larger public parks, cemeteries, wildlife refuges, nature preserves, and recreational centers and facilities.
- Uses include low rise recreational or maintenance support facilities.
- Typically located along all street types.

NEIGHBORHOOD ACTIVITY CENTER

- Allows for mix of uses and density, neighborhood-serving commercial uses (retail, dining, office, personal services) and some multi-family.
- Uses set within low-rise buildings in a pedestrian-oriented environment, easily accessible to surrounding neighborhoods.
- Provides additional mobility, open space, and placemaking elements to support uses and density.

COMMERCIAL

- Allows for primarily car-oriented uses and destinations, such as retail, services, hospitality, and dining.
- Uses are typically low-rise retail structures with a walkable,
- landscaped public real and often set along major streets or near interstates.
- Uses typically set along high-volume arterials and interchanges; and are autooriented, but can accommodate all modes of travel.

CAMPUS

- Allows for primarily office, research and development (R&D), education, medical uses, places of assembly as well as supporting uses.
- Uses are set within low- to mid-rise buildings; some may include some high-rise buildings. Typically located along at least one arterial street with an internal street and/or pathway network.

INNOVATION MIXED-USE

- Allows for mix of uses and density, including adaptive reuse, low- to mid-rise structures and a variety of integrated employment uses (research and development, studios, light manufacturing) and some supporting multifamily residential.
- Provides additional mobility, open space, and placemaking elements to support uses and density.

MANUFACTURING & LOGISTICS

- Allows for large scale, low-rise manufacturing, warehousing, or distribution uses.
- Supporting uses such as retail, dining, and personal services are allowed to increase access to goods and services and to create more complete employment places.
- Uses are typically located on the interior of a site, and surrounded by parking, outdoor storage, or landscaped buffers.

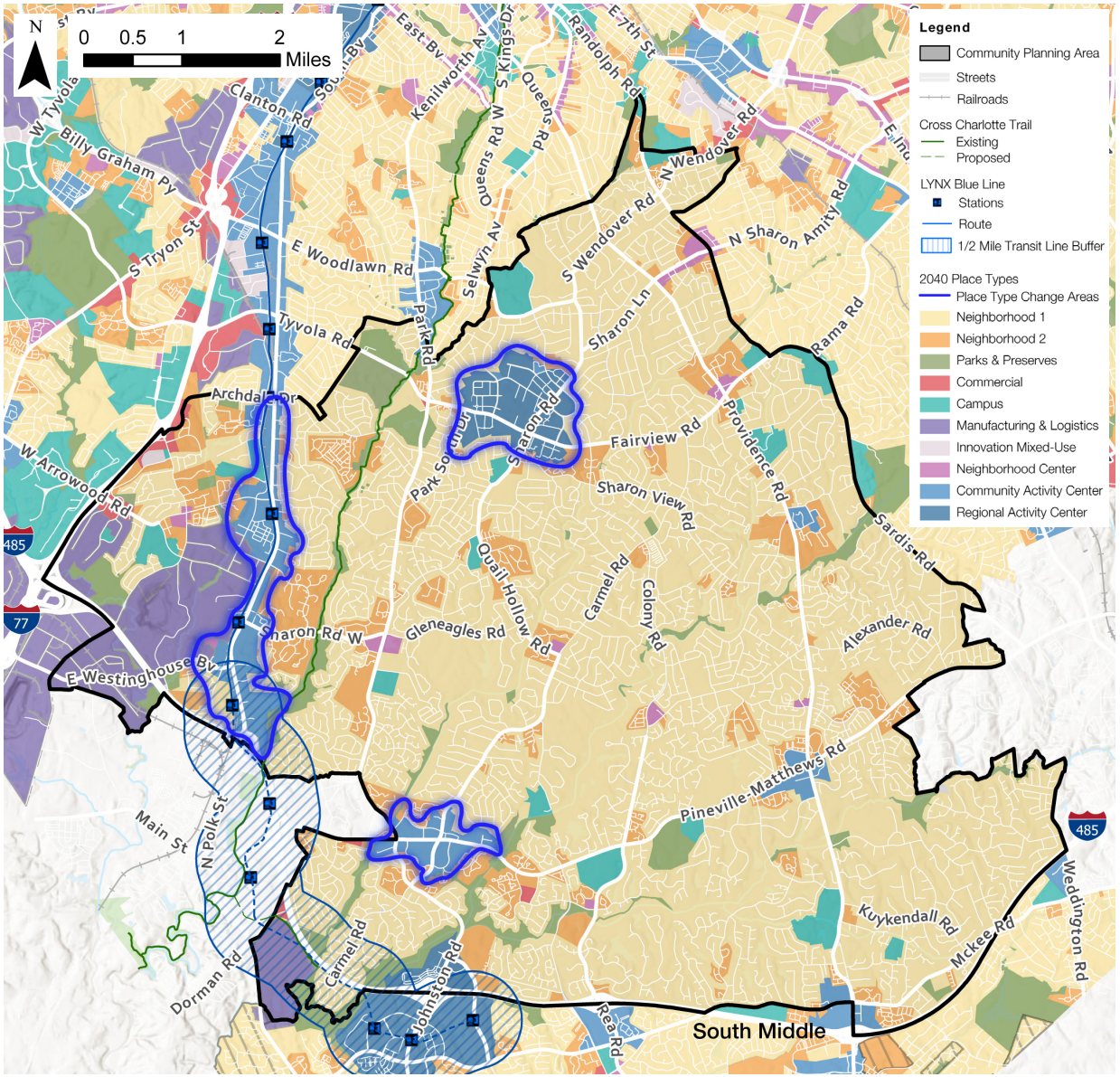
COMMUNITY ACTIVITY CENTER

- Allows for mix of uses and density (residential, employment, shopping, leisure, and entertainment).
- Uses set within mid-rise buildings in a pedestrian-oriented environment, easily accessible to nearby neighborhoods.
- Provides additional mobility, open space, and placemaking elements to support uses and density.

REGIONAL ACTIVITY CENTER

- Allows for vertical-mixed use, office, multi-family, restaurant, retail, entertainment, personal service, and institutional uses.
- Uses typically set within mid to high-rise buildings in a walkable and transit friendly environment.
- Located in a very well-connected street network with small blocks and highly walkable connections, with improved open spaces as key features and many public and private spaces.

MAP 2: **SOUTH MIDDLE 2040 POLICY MAP**



Map reflects designations approved by City Council at the adoption of the Community Area Plans.

The Charlotte Future 2040 Policy Map (see Map 2) illustrates the recommended development pattern for the plan area. Recommendations for future development aim to respect established neighborhoods, align future growth with infrastructure capacity, and create vibrant, mixed-use centers that are accessible to a wide variety of users.

Most of the existing development (87%) within the plan area is expected to remain in place. Areas expected to remain in place include the low- to moderate-density residential neighborhoods (Neighborhood 1 & 2) and Parks & Preserves. If redevelopment or infill occurs within these areas, it should be consistent with the type and intensity of development described in the recommended Place Type.

13% of existing development is recommended to evolve into a different Place Type as new development/redevelopment occurs. Campus development with civic uses that are permitted in Neighborhood 1 (such as religious institutions or schools) are reclassified as Neighborhood 1 to provide opportunities for a portion of these sites to be redeveloped for residential purposes. Development within the SouthPark Municipal Service District is recommended to continue evolving into Regional Activity Center. Commercial development along South Boulevard and near the intersections of Carmel Road and Pineville-Matthews Road and Providence Road and Pineville-Matthews Road is recommended to evolve into Community Activity Centers. The next section addresses the impacts and advancement of prioritized goals associated with these types of change.

Citywide 2040 Policy Map

The 2040 Policy Map was adopted by City Council in March 2022 and revised with community input during the Community Area Planning process. It will continue to be updated over time. A current version of the map can be viewed here:

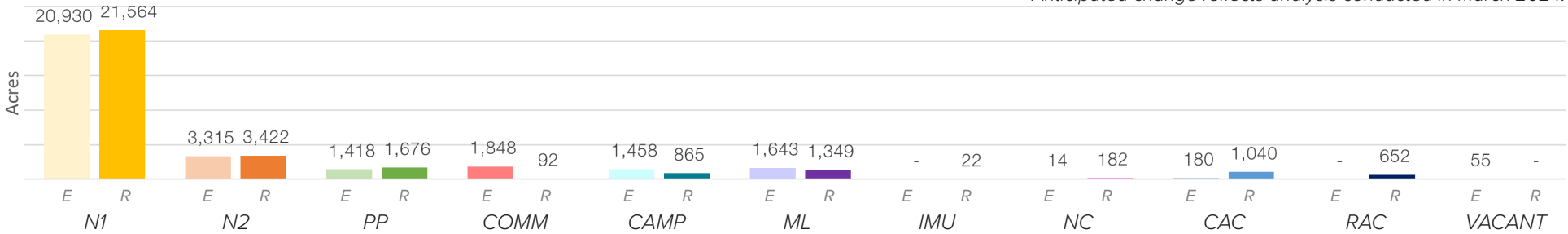
https://tinyurl.com/2040PolicyMap

ANTICIPATED CHANGE

13% of the plan area is recommended to evolve into a different Place Type than what exists today. The chart below shows the total acreage of change for each Place Type (from existing to future) in the area. These Place Type recommendations are anticipated to generate different levels of change that fall into four categories: 1) delineate land uses, 2) increase land uses, 3) increase density, and 4) new development. Following Table 1 is a description of the most predominant changes from existing to future Place Types and the anticipated change associated with each recommendation.

TABLE 1: EXISTING TO RECOMMENDED PLACE TYPES

E = Existing, R = Recommended
Anticipated change reflects analysis conducted in March 2024.

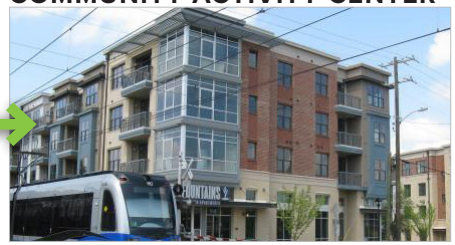


EXAMPLE LOCATIONS:

#1

COMMERCIAL

COMMUNITY ACTIVITY CENTER



#2

COMMERCIAL

REGIONAL ACTIVITY CENTER

#3

CAMPUS

NEIGHBORHOOD 1

#4

MANUFACTURING & LOGISTICS

NEIGHBORHOOD 1

FUTURE PLACE TYPES & ANTICIPATED CHANGE

PREDOMINANT TYPES OF CHANGE

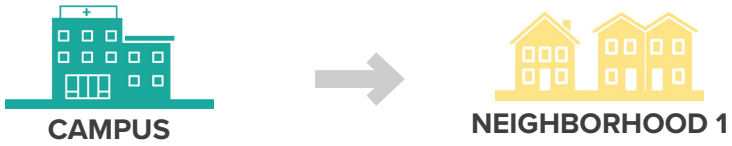
The four predominant types of change from existing to future Place Types within the geography are: **Commercial to Community Activity Center, Commercial to Regional Activity Center, Campus to Neighborhood 1, and Manufacturing & Logistics to Neighborhood 1.** Below is a comparison of the type and intensity of development between these existing to future Place Types and the level of impact associated with the type of change.

EXISTING PLACE TYPE	RECOMMENDED FUTURE PLACE TYPES	
	COMMUNITY ACTIVITY CENTER	REGIONAL ACTIVITY CENTER
 COMMERCIAL Commercial places are characterized by car-oriented destinations for retail, dining, or service uses, typically within low-rise buildings that are located along major streets or near interstates.	 To help meet this geography's goals for the future, some Commercial sites are encouraged to evolve into Community Activity Centers, which are characterized by a mix of uses (residential, employment, shopping, leisure, and entertainment). These uses are set within mid-rise buildings in a pedestrian-oriented environment that is easily accessible to nearby neighborhoods. **This Place Type change will add a greater mix of uses and density to the recommended areas.** To support the increase in uses and density, future development will provide additional mobility, open space, and placemaking elements.	 To help meet this geography's goals for the future, some Commercial sites are encouraged to evolve into Regional Activity Centers, which are characterized by a mix of uses (residential, employment, and entertainment). These uses are set within mid- to high-rise buildings in a pedestrian-oriented environment that is easily accessible to nearby neighborhoods and employment hubs. **This Place Type change will add a greater mix of uses and density to the recommended areas.** To support the increase in uses and density, future development will provide additional mobility, open space, and placemaking elements.

EXISTING PLACE TYPE	RECOMMENDED FUTURE PLACE TYPES
 CAMPUS Campus places are characterized by a concentration of civic, office, education, or medical uses, typically within low- to mid-rise buildings that are constructed on a cohesive site.	 **NEIGHBORHOOD 1** To help meet this geography's goals for the future, some Campus sites are encouraged to be integrated within surrounding Neighborhood 1 places. **This Place Type change delineates specific civic uses (religious institutions, schools, etc.) that are allowed within Neighborhood 1 contexts** and creates new opportunities for a portion or all of these sites to be redeveloped for residential purposes. Neighborhood 1 is characterized by a mix of low-density housing types, including single-family homes, accessory dwelling units, duplexes, triplexes, and quadraplexes along arterials. Civic uses such as parks, religious institutions, and schools are allowed within this place to help create integrated and complete communities.
 MANUFACTURING & LOGISTICS Manufacturing & Logistic places are characterized by large scale, low-rise manufacturing, warehousing, or distribution facilities.	 **NEIGHBORHOOD 1** Neighborhood 1 is characterized by a mix of low-density housing types, including single-family homes, accessory dwelling units, duplexes, triplexes, and quadraplexes along arterials. Civic uses such as parks, religious institutions, and schools are also allowed within Neighborhood 1 places to help create integrated and complete communities. Over time, these two types of development have been constructed adjacent to or within proximity to one another – in some locations creating incompatibilities that limit each from successfully accommodating their respective purposes. T**his Place Type change delineates where Manufacturing & Logistics uses encroach on an established Neighborhood 1 area, The goal is to preserve more land for residential use, create well-defined boundaries, and reduce potential health and safety risks for neighborhood residents.**

ADVANCING PRIORITY GOALS

The types of change from existing to future Place Types and the associated levels of impact help advance the geography's prioritized goals: **Goal 1: 10-Minute Neighborhoods, Goal 2: Neighborhood Diversity and Inclusion, Goal 3: Housing Access for All, Goal 4: Transit- and Trail-Oriented Development (2T-OD), and Goal 8: Diverse & Resilient Economic Opportunity.** Advancing these prioritized goals will help increase access, reduce impacts, and contribute to a more equitable future. (See the *Community Needs & Goals* chapter for more information on the plan area's prioritized goals.)



GOAL 1

This Place Type change delineates civic uses that are allowed within Neighborhood 1 and allows for low-density housing to be developed on vacant or underutilized land within civic sites. This advances Goal 1 by increasing residents' access to essential services such as schools, daycares, and religious institutions. Increasing access to these services helps create integrated and complete communities.

GOAL 2

This Place Type change delineates civic uses that are allowed within Neighborhood 1 and allows for low-density housing to be developed on vacant or underutilized land within civic sites. This change advances Goal 2 by increasing access to housing choices (including number and types of residential units) where they were not previously permitted.

GOAL 3

This Place Type change delineates civic uses that are allowed in Neighborhood 1 and allows for low-density housing to be developed on vacant or underutilized land within civic sites. This change advances Goal 3 by increasing access to housing choices (including number and types of residential units) where they were not previously permitted. While an increase in the number and type of residential units will not guarantee an increase in affordable or workforce units, an increase in the overall housing supply does help manage housing costs in the local market.

GOAL 1

This Place Type change will add a greater mix of uses and density to the recommended areas, which advances Goal 1 by increasing both the number of residents and their access to essential goods and services within a ½ mile walk or 2-mile bike or transit trip. As the areas evolve, future development will provide mobility, tree canopy, and open space elements needed to ensure that goods and services are accessible by multiple modes of transportation, including walking and biking.

GOAL 2

This Place Type change will add a greater mix of uses and density to the recommended areas, which advances Goal 2 by increasing access to housing choices (including number and types of residential units) where they were not previously permitted.

GOAL 3

This Place Type change will add a greater mix of uses and density to the recommended areas, which advances Goal 3 by increasing access to housing choices (including number and types of residential units) where they were not previously permitted. While an increase in the number and type of residential units will not guarantee an increase in affordable or workforce units, an increase in the overall housing supply does help manage housing costs in the local market.

GOAL 4

Community Activity Centers and Regional Activity Centers are typically located along existing or planned high-performance transit lines and trails. As such, this Place Type change will add a greater mix of uses and density to recommended areas, and advance Goal 4 by increasing the number of households and jobs with access to high-performance transit stations or trails (either directly adjacent or within a ½ mile walk or 2-mile bike).

GOAL 8

This Place Type change will add a greater mix of uses and density to the recommended areas, which advances Goal 8 by increasing access to job opportunities (including number and types of jobs for different skillsets) where they were not previously permitted. By introducing residential uses into these areas, this change also increases live-work proximity to existing and future jobs.

ADVANCING PRIORITY GOALS

MANUFACTURING & LOGISTICS

NEIGHBORHOOD 1

GOAL 2

This Place Type change delineates where manufacturing sites encroach on established neighborhoods, and advances Goal 2 by increasing access to housing choices (including number and types of residential units) where they were not previously permitted.

GOAL 3

This Place Type change delineates where manufacturing sites encroach on established neighborhoods, and advances Goal 3 by increasing access to housing choices (including number and types of residential units) where they were not previously permitted. While an increase in the number and type of residential units will not guarantee an increase in affordable or workforce units, an increase in the overall housing supply does help manage housing costs in the local market.

GOAL 6

This Place Type change delineates where manufacturing sites encroach on established neighborhoods, and advances Goal 6 by reducing exposure to potential contaminants and increasing access to open space and multimodal transportation choices, which will increase opportunities for active transportation and recreation and improve air quality (via reduction in car emissions).

GOAL 7

This Place Type change delineates where manufacturing sites encroach on established neighborhoods, requiring future development within the recommended areas to provide mobility, tree canopy, and open space elements to support residential uses and protect against nearby manufacturing activity. This change advances Goal 7 by enhancing the tree canopy, providing more open space, and improving surface water quality through reduced car emissions and less impervious surface for parking.

CREATING COMPLETE COMMUNITIES RECOMMENDATIONS

PT-1 To ensure future growth helps achieve the City's vision, encourage new development/redevelopment as recommended in the *Charlotte Future 2040 Policy Map*, which shows how the *Charlotte Future 2040 Comprehensive Plan* applies across the city and considers existing and planned infrastructure in guiding growth.

PT-2 To ensure successful implementation of the *Charlotte Future 2040 Policy Map*, approve entitlements through city-led or privately initiated rezonings that further the goals of the Comprehensive Plan and Community Area Plans.

PT-3 To ensure amendments to the *Charlotte Future 2040 Policy Map* are evaluated consistently, assess amendment requests based on the Minor and Major Map Amendment Criteria (see Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Program Guide), as well as goals of the Community Area Plan.

PT-4 When a zoning transition is needed because the recommended Place Types next to each other create a non preferred adjacency, refer to Table 2: Place Type Adjacencies & Zoning Districts in the Program Guide. This table explains when a zoning transition is appropriate. If a transition is required, choose the least intense zoning district that still aligns with the area's designated Place Type.

PT-5 To ensure the scale and massing of new development/redevelopment is compatible with existing development, the following items should be taken into consideration when considering a zoning change within Neighborhood 1 Zoning Districts. The listed items should not be considered a comprehensive list of considerations and other contextual, locational, and site-specific elements may be considered when evaluating the appropriateness of a zoning change within the N1 zoning districts.

- Existing lot pattern in the area of the request,
- Average lot sizes,
- Road frontage classification of the subject parcel(s),
- Location of the subject parcel(s); i.e.- mid-block, corner lot, etc.

PT-6 To ensure new development/redevelopment is consistent with the aspirations of mixed-use Place Types, the land use composition of Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use should be assessed at regular intervals, and the findings should be used in land-use-related decision making.

PT-7 To reduce residential displacement and promote housing choices, new development/redevelopment within the Vulnerability to Displacement Overlay (VDO) should consider incorporating mixed-income or senior housing.

CREATING COMPLETE COMMUNITIES RECOMMENDATIONS

PT-8 To help reduce displacement of existing small businesses, small business tools and resources are encouraged, where feasible, within Neighborhood Centers and Community Activity Centers located in the Vulnerability to Displacement Overlay (VDO), while recognizing that many tools and resources are not location-specific and are available citywide.

PT-9 This policy is not applicable to the South Middle geography.

PT-10 To ensure future residential infill development is compatible with the character of existing neighborhoods, the City should adopt regulations that limit the maximum height of new homes to the average height of homes on the block (when permitted by state law).

PT-11 To respect the character of existing neighborhoods, the City should limit future development of triplex buildings to properties located along major thoroughfares (when permitted by state law).

PT-12 To encourage the development of new homes that are compatible with the character of existing neighborhoods, the City should establish an expedited permitting process for residential infill that meets guidelines for compatible development.

PT-13 To protect the character of existing neighborhoods, the City should create a voluntary program that allows property owners to place additional development restrictions on their own properties, such as limits on building height.

PT-14 To encourage land uses that maximize the benefits of transit, the City should review the Place Type designations of properties within a half-mile of planned rapid transit lines prior to completion of final transit design and construction.

PT-15 To ensure new development trends are compatible with existing neighborhoods, the City should establish guidance for new and emerging land uses, such as data centers, to ensure appropriate location and design.

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CHARLOTTE'S ANTI-DISPLACEMENT STRATEGY

BACKGROUND

This chapter provides guidance for how the plan area should evolve over time. Future development recommendations are intended to respect established neighborhoods, with areas designated Neighborhood 1 expected to remain in place. As the city grows and changes, some neighborhoods may be vulnerable to displacement. The City has identified anti-displacement as a key component of its long-term growth strategy and prioritizes efforts to support these communities.

The City's commitment to mitigating displacement is reflected in its Equitable Growth Framework, adopted as part of the Charlotte Future 2040 Comprehensive Plan. The framework recognizes the legacy of systemic racism and identifies communities most at risk of displacement. In addition, in 2023 the City worked with the Neighborhood Equity and Stabilization (NEST) Commission and community stakeholders to develop the City's Anti-Displacement Strategy to help guide the City's efforts to address displacement and build stability and opportunity for residents and communities. In 2025, the City conducted the Charlotte Small Business Ecosystem Assessment to identify, among other things, strategies to help mitigate small business displacement pressures.

CHARLOTTE'S ANTI-DISPLACEMENT STRATEGY

Charlotte's Anti-Displacement Strategy, developed in 2023, is the result of collaboration between the City of Charlotte and the NEST Commission. It outlines goals, objectives, and strategies that build on existing programs and introduces new approaches to integrate anti-displacement into City policies and programs. Additionally, the Charlotte Small Business Ecosystem Assessment, published in 2025, outlines strategies to ensure small businesses have access to the tools, resources, and partner support needed to thrive amidst displacement pressures.

GOALS	OBJECTIVES
1. **Support Residents**: Enhance housing stability at both the household and neighborhood levels	1.1 – Increase access to resources and services to enhance resident and neighborhood stability 1.2 – Preserve and increase access to homeownership 1.3 – Incorporate anti-displacement in new and existing affordable housing programs
2. **Strengthen Communities**: Preserve social capital and help communities advocate and plan for future needs	2.1 – Partner with communities for planning and advocacy 2.2 – Celebrate neighborhood identity and support anchor institutions 2.3 – Support innovative shared ownership models
3. **Foster Inclusivity**: Build trust and transparency and ensure diverse participation in decision-making about displacement.	3.1 – Ensure racial equity and inclusive participation in decision-making 3.2 – Conduct transparent, culturally competent, and accessible communication with communities facing displacement 3.3 – Dedicate funding to meet anti-displacement goals
4. **Empower Businesses**: Retain legacy business and support local entrepreneurship	Strategies identified in the Charlotte Small Business Ecosystem Assessment will guide and inform implementation of Goal 4 of the Anti-Displacement Strategy, including: • Increase awareness, access, and utilization of business support resources across the ecosystem • Increase access to capital across small business types and development stages • Reduce real estate barriers for small businesses • Increase business ownership rates for historically underrepresented population in Charlotte • Increase talent pipeline for small businesses • Increase local purchasing from Charlote Anchor institutions

CHARLOTTE'S ANTI-DISPLACEMENT STRATEGY

STRATEGY AND IMPLEMENTATION EXAMPLES

The examples below include representative strategies, programs, and investments that support the goals of the Anti-Displacement Strategy and the Charlotte Small Business Ecosystem Assessment. They illustrate the range of approaches the City may use to promote housing stability, strengthen communities, and support small businesses.

POLICY AND STRATEGY APPROACHES

- **Displacement Risk** – Assess displacement risk and impacts when evaluating large public infrastructure investments
- **Funding Policy** - Focus on actionable measures and outcomes that enhance neighborhood affordability, economic mobility and residential stability while prioritizing populations and locations vulnerable to displacement
- **Anti-Displacement Funding** – Create a dedicated and sustainable funding source to support and advance anti-displacement programs and activities
- **Focused Stability Investments** – Advance targeted investments that strengthen housing stability, support corridor communities, expand access to resident resources, and build capacity for small businesses, small landlords, and community-led development.
- **Resident Outcomes** – Incentivize and prioritize investments that incorporate relevant and meaningful resident services

PROGRAM TOOLS AND SERVICES

- **Staying in Place** – Connect residents to programs and resources that help them remain in their homes
- **Resource Hub** – Create a hub of anti-displacement resources to help households facing displacement pressures
- **Affordable Housing Concierge** – Create a concierge position to help cultivate affordable housing opportunities and expand resident connections to available resources

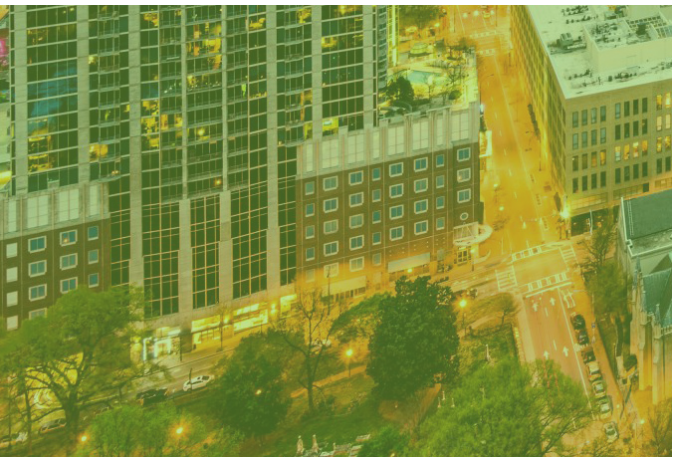
- **Small Landlord Support** – Fund small landlord investments in unit rehab and other supports such as training and education, capital and capacity, and community-focused real estate development
- **Small Business Access to Capital** – Promote and support ecosystem partners that provide financial readiness training, workshops, and technical assistance
- **Small Business Real Estate** – Support expanded access by partnering with organizations that offer real estate–focused programs and by promoting existing resources, such as the City's Business Matching Grants, which assist with physical improvements to small businesses. In addition, continue strengthening collaboration with City and County permitting to improve clarity and efficiency for small businesses
- **Small Business Ownership** – Provide support for organizations serving underrepresented and economically disadvantaged small business owners
- **Neighborhood Matching Grants & Board Retreats** – Empower communities with resources to preserve and enhance neighborhood assets and cultural programming, while expanding supportive programming and engagement
- **Community Engagement** – Provide a forum for community concerns from communities facing displacement, and public accountability

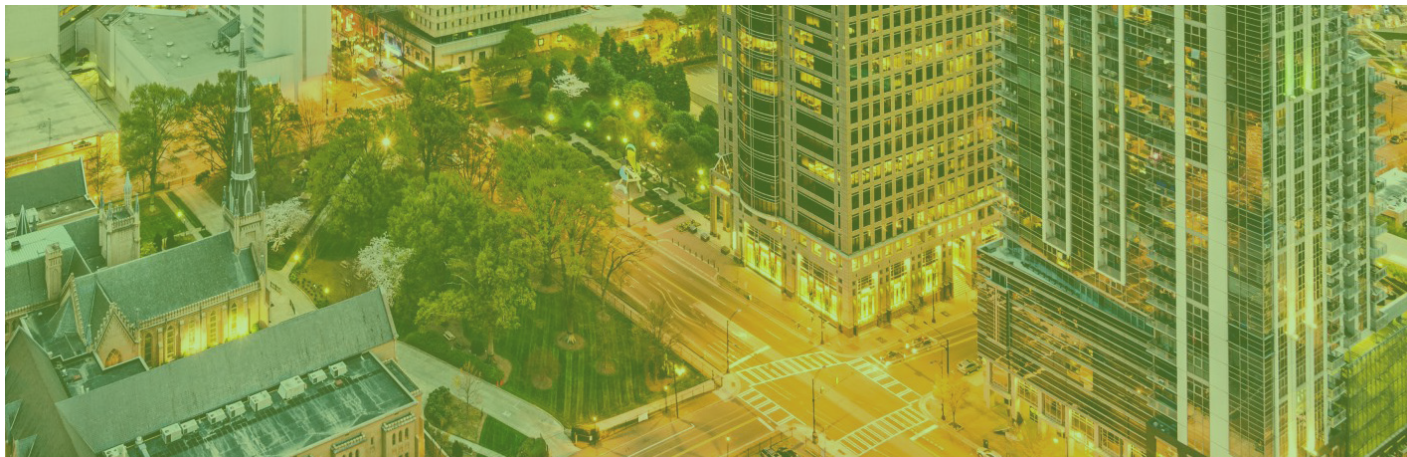
DEVELOPMENT INITIATIVES AND INVESTMENTS

- **Corridors of Opportunity** – Leverage public and private investment to support economic mobility and quality of life in corridor communities, including operationalizing Small Business Opportunity Hubs
- **Naturally Occurring Affordable Housing (NOAH)** – Fund the rehabilitation and preservation of NOAH communities in such a way that provides owners and developers a way to quickly respond to market opportunities
- **Public Land** - Unlock the potential of publicly owned land for affordable housing, including land acquisition in areas of high opportunity

ANTI-DISPLACEMENT RESOURCES

To read the Neighborhood Equity and Stabilization Commission's Anti-Displacement Recommendations Report or Charlotte's Anti-Displacement Strategy in full please scan the QR code below or visit:
tinyurl.com/CLT-NEST





SUPPORTING THE VISION

To fully realize the aspirations of the Place Type recommendations and advance Charlotte's goals, future development will need support from City and County agencies that manage issues related to Mobility, Open Space, Environmental Justice & Sustainability, Community Character, and Public Services. This support will be provided through guiding policies, capital projects, and supportive programs.

The following section outlines adopted and recommended policies, planned capital projects, and existing programs that align with the Place Type recommendations and will help achieve the vision for these aspirational places. It also includes a needs assessment for Mobility, Open Space, and Placemaking in mixed-use Place Types. These assessments will help identify future capital projects and prioritize programmatic funds.

SUPPORTING THE VISION

OVERVIEW

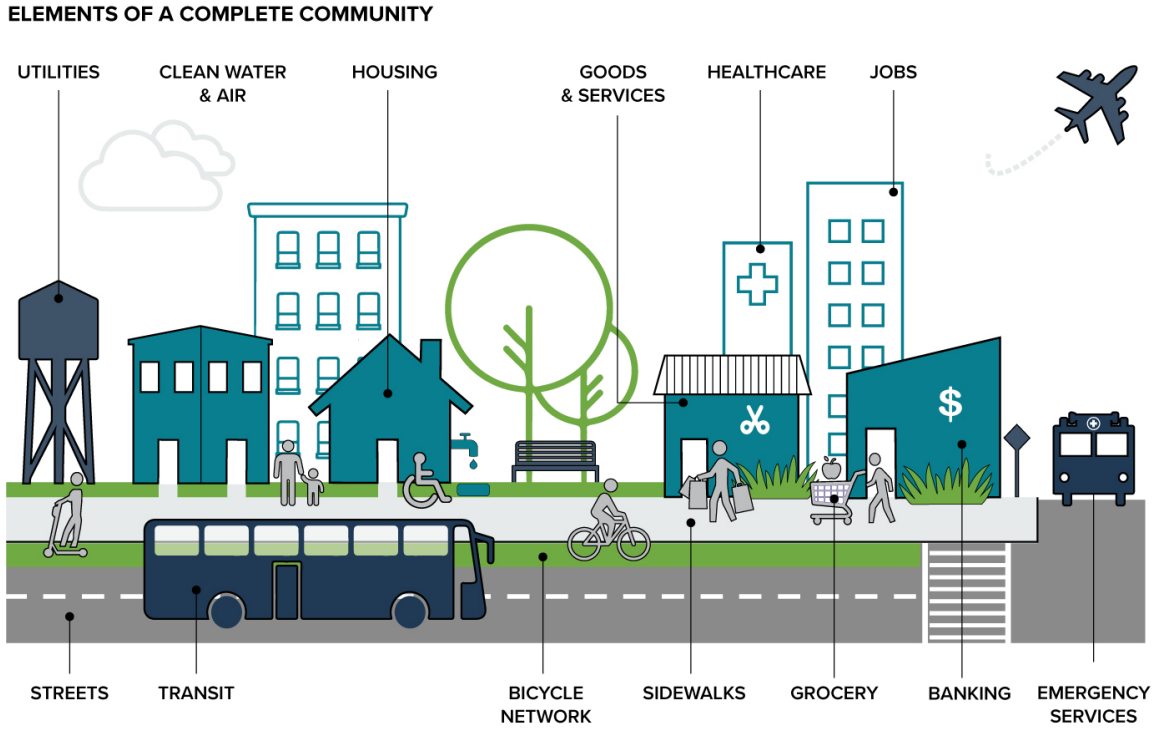
The previous chapter outlines the recommended development pattern for the plan area, which aims to:

- respect established neighborhoods,
- align growth with infrastructure capacity, and
- create vibrant, mixed-use centers accessible to all.

Most of Charlotte's existing development, including its established neighborhoods, is expected to remain in place. However, if redevelopment or infill occurs in those areas, it should align with the type and intensity of development outlined in the designated Place Type. To ensure future growth is well-supported by infrastructure and fosters vibrant, mixed-use centers, some parts of Charlotte should transition to a different Place Type as new development or redevelopment occurs.

The Place Type recommendations provide guidance beyond land use; they define the desired characteristics for building form, open space, and transportation. **As such, regardless of whether an area is recommended to remain the same or evolve, all places will be improved over time by incorporating high-quality public spaces, open areas, and diverse transportation options.** Ultimately, these efforts aim to create Complete Communities – places where people can live, work, play, and move around efficiently.

FIGURE 4: **COMPLETE COMMUNITIES**



Creating Complete Communities throughout Charlotte helps increase access to housing options, job opportunities, daily goods and services, while also reducing environmental impacts for all residents.

To fully realize the aspirations of the Place Type recommendations, the plan area requires support from City and County agencies that oversee Mobility, Open Space, Environmental Justice & Sustainability, Community Character, and Public Services. This chapter is organized around these key topics, with each section outlining policy recommendations, planned projects, and existing programs that align with the Place Type recommendations. These policies, projects, and programs will enhance all parts of the community, including areas recommended to remain as they are and those recommended to evolve into a different Place Type.

Established neighborhoods and other areas expected to remain in place will benefit from the guidance in this chapter, which addresses the integration of quality public spaces, open areas, and mobility options. Additionally, they can utilize the **Neighborhood Toolkit**, included in the Appendix. This resource is designed to empower community members to take an active role in maintaining and enhancing their neighborhoods. The toolkit catalogs existing resources, tools, and programs that support community-led improvements and help advance Charlotte's vision for greater equity.

For areas recommended to evolve into a mixed-use Place Type, this chapter provides a Mobility, Open Space, and Placemaking Assessment of future improvements or investments needed to achieve the Place Type aspirations. These assessments focus on mixed-use areas because they are expected to undergo the most significant changes and accommodate the majority of Charlotte's new growth and development. Ensuring these areas realize the Place Type aspirations will benefit both those who live or work in the area and those drawn to it as a destination. To advance Goal 10: Fiscally Responsible, which encourages aligning capital investments with growth and ensuring that public and private sector investments benefit all residents equitably, these assessments should serve as a guide for future investment decisions—both private and public—as development and redevelopment occur. Notably, since Corridors of Opportunity (COO) is an investment strategy for the City, the assessments highlight mixed-use areas within a COO Area of Influence to identify improvements that may be eligible for future COO funding. (See next page: How To Use CAP Assesssments)

NEIGHBORHOOD TOOLKIT

MOBILITY

OPEN SPACE

ENVIRONMENTAL JUSTICE & SUSTAINABILITY

COMMUNITY CHARACTER

PUBLIC FACILITIES & SERVICES

SUPPORTING THE VISION

HOW TO USE CAP ASSESSMENTS

The Mobility, Open Space, and Placemaking Assessments identify future improvements or investments needed for areas recommended to evolve into mixed-use Place Types including Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use.

These assessments provide consistent data for residents, developers, staff, and officials to reference in future decision-making. They help users understand an area's needs and prioritize improvements that ensure future growth aligns with the community's aspirations.

Who Should Use the Assessments & Why:

RESIDENTS: should use the tables to see which improvements are most pressing for their community's future. With this knowledge, they can advocate for prioritizing those improvements – ensuring each new investment moves the community closer to its future aspiration.

DEVELOPERS: should use the tables to understand which improvements matter most to the community. While no project can address every need, each new project should respond to an identified priority and improve existing conditions—not just enhance elements that already meet city aspirations.

ELECTED & APPOINTED OFFICIALS: should use the tables to evaluate how project proposals align with community needs and priorities. Directing resources toward these identified improvements advances Goal 10 of the Comprehensive Plan: Fiscally Responsible—aligning capital spending with growth and maximizing benefits for residents.

STAFF: should use the tables to identify which improvements matter most to the community when reviewing, designing or prioritizing infrastructure projects. This ensures city efforts remain aligned with Charlotte's vision for the future.

Assessment Components:

TABLE 4: **OPEN SPACE ASPIRATIONS**

MIXED-USE PLACE TYPE	OPEN SPACE ASPIRATIONAL ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards	In Mixed-Use Places, trees are primarily provided by street trees, along pedestrian paths, and onsite.
Neighborhood Center (NC)	**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, recreation facilities, plazas and courtyards, or preservation areas.	**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, recreation facilities, 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 high quality amenitized public realm may include wide sidewalks, seating, plantings, shade, 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.		Tree canopy coverage is 25% - 35%
Community Activity Center (CAC)				Tree canopy coverage is 20% - 30%
Regional Activity Center (RAC)				Tree canopy coverage is 15% - 25%
Innovation Mixed-Use (IMU)				Tree canopy coverage is 35% - 40%

MAP 6: **OPEN SPACE ASSESSMENT**

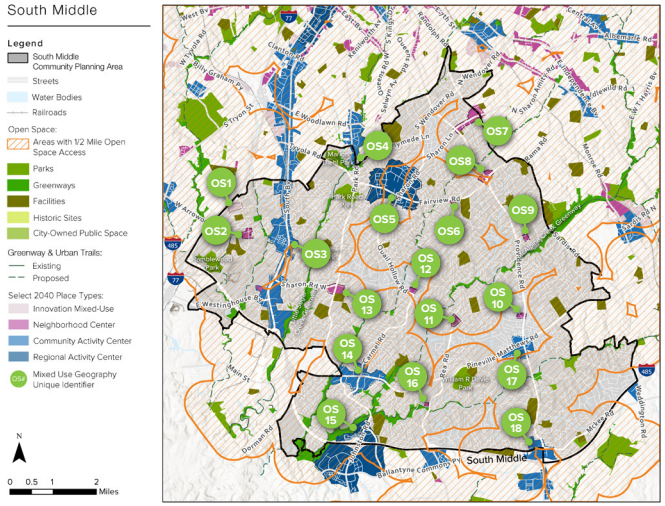


TABLE 5: **OPEN SPACE ASSESSMENT**

MIXED-USE GEOGRAPHY	OPEN SPACE CURRENT/PLANNED ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards*	
OS1) IMU - Forest Point Blvd/ Nations Ford Rd	✓	✓	○	○
OS2) NC - Arrowood Rd/Nations Ford Rd	✓	✓	○	○
OS3) CAC - South Blvd	✓	✓	○	✓

How to Read and Use the Assessments:

The Mobility, Open Space, and Placemaking Assessments focus on areas recommended to evolve into mixed-use Place Types—Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use. These areas are expected to experience the most significant change and accommodate much of Charlotte's future growth. Ensuring they realize their Place Type aspirations will benefit both those who live or work in the area and those drawn to it as a destination.

Each assessment includes three components: an aspirational table, a map, and an assessment table. The following process applies to the Mobility, Open Space, and Placemaking assessments.

When reviewing an area recommended to evolve into a mixed-use Place Type, follow these steps:

1. **Review aspirations** – In the assessment you are consulting (Mobility, Open Space, or Placemaking), start by reviewing the Place Type aspirations provided in the aspirational table.

2. **Locate the area** – Use the map included in that assessment to find the area in question, and note its location identifier.

3. **Find the assessment entry** – Use the location identifier to locate the corresponding row in the assessment table.

4. **Read the assessments** – Review how current conditions compare to each aspirational characteristic.

5. **Apply the findings** – Where conditions are "Somewhat Aligned" or "Not Aligned," use this data to guide decisions about which improvements are most needed. Not every investment can address every need, but the assessments provide a consistent reference for discussions among residents, developers, staff, and officials about which improvements should be prioritized.

MOBILITY

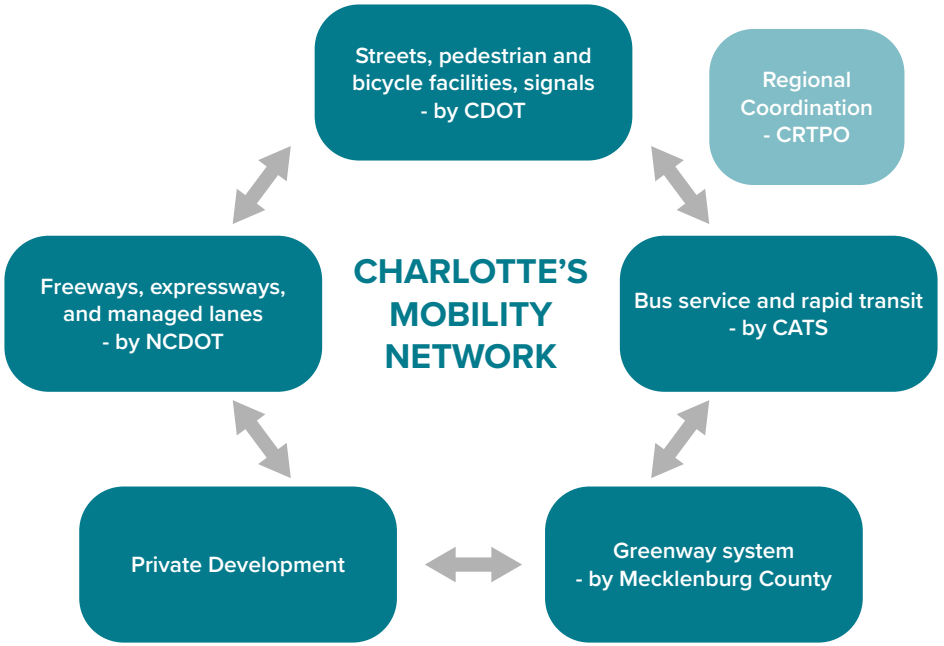
GOAL 5:

SAFE & EQUITABLE MOBILITY

Charlotte will provide safe and equitable mobility options for all travelers regardless of age, income, ability, race, gender, where they live, or how they choose to travel. An integrated system of transit and tree-shaded bikeways, sidewalks, shared-use paths, and streets will support a sustainable, connected, prosperous, and innovative network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services and the region.

Mobility is essential in every part of the City and all Place Types. The mobility network provides the foundation for the places we live, work, and play. The ability to move safely and conveniently between these places is vital to our quality of life and the strength of our neighborhoods and city. Goal 5 of the *Charlotte Future 2040 Comprehensive Plan* focuses on providing Safe & Equitable Mobility. Charlotte's three mobility partners - Charlotte Department of Transportation (CDOT), Charlotte Area Transit System (CATS), and Charlotte Regional Transportation Planning Organization (CRPTO) - each play a role in achieving the city's mobility goal.

FIGURE 5: **CHARLOTTE'S MOBILITY NETWORK**



CHARLOTTE DEPARTMENT OF TRANSPORTATION

The Charlotte Department of Transportation (CDOT) is responsible for planning, designing, operating, and maintaining Charlotte's transportation infrastructure to ensure that it is safe and equitable for all people and modes. CDOT also works with partners, both public and private, to advance the goals of the *Strategic Mobility Plan* (SMP) which is built around Goal 5 of the *Charlotte Future 2040 Comprehensive Plan* and specifically focuses on policies that will reach our 50-50 Mode Share and Vision Zero aspirations [SMP Graphics Figure 6]. For example, CDOT works with CRTPO and NCDOT to plan for and ensure that State-funded projects provide for not only motor vehicles, but also for pedestrian, bicycle, and transit travel. Similarly, developers adhere to SMP policies and related regulations in the UDO to provide incremental improvements to our mobility networks.

STRATEGIC MOBILITY PLAN

The *Strategic Mobility Plan* (SMP) is Charlotte's transportation plan to offer everyone in our city safe and equitable mobility choices.

The established polices of this plan include:

1. Our commitment of Vision Zero to be a community that ensures and prioritizes the safety of all who share Charlotte's streets.

2. Establishing a 50-50 mode share aspiration to be a community that balances our mobility choices and transitions away from a dependency on the car for most of our travel needs.

3. Expanding transit throughout our city to be a community that makes rail and bus transit trips faster, more reliable, and a natural part of how we travel.

4. Preparing for the future of mobility to be a community on the leading edge of the on-going technological transformation of urban mobility.

FIGURE 6: **STRATEGIC MOBILITY PLAN ASPIRATIONS**

As a community, we will eliminate traffic deaths and serious injuries for all who share Charlotte streets.

Being safe means: No one in Charlotte will be seriously hurt or killed traveling on our streets.

As a community, half of our commute trips will be made by means other than a single-occupancy vehicle, through walking, biking, and taking transit.

Being equitable means: Living and working in Charlotte will not require traveling by car.

MOBILITY

CHARLOTTE STREET MAP

An important policy tool guiding our evolving multimodal street network is the *Charlotte Streets Map* (Map 3 shows the Streets Map classifications for the plan area). Adopted in 2022, and to be periodically amended, the Streets Map defines the multimodal expectation for each arterial street in the network. Organized by street classification, the Streets Map provides essential information used in the UDO and on capital projects to ensure our streets continue evolving to meet our multimodal goals, whether improved by private or public entities. Visit **https://tinyurl.com/CLTStreetsMap** to see the recommended design for any arterial street segment.

The Streets Map establishes four types of arterial streets:

Parkways

Connections to Our Region

Parkways provide multimodal connectivity to our regional roadway network with limited access to adjacent land uses for efficient and safe operation. They typically include four to six travel lanes for regional travel and transit capacity with dedicated pedestrian and bicycle facilities on separate adjacent shared use paths.

Boulevards

Connections Across Our City

Boulevards provide efficient multimodal connectivity to our citywide street network with managed access to support development. They typically include four travel lanes for citywide travel and transit capacity with bicycle facilities in buffered/separated bicycle lanes or shared use paths.

Avenues

Connections to Our Neighborhoods & Centers

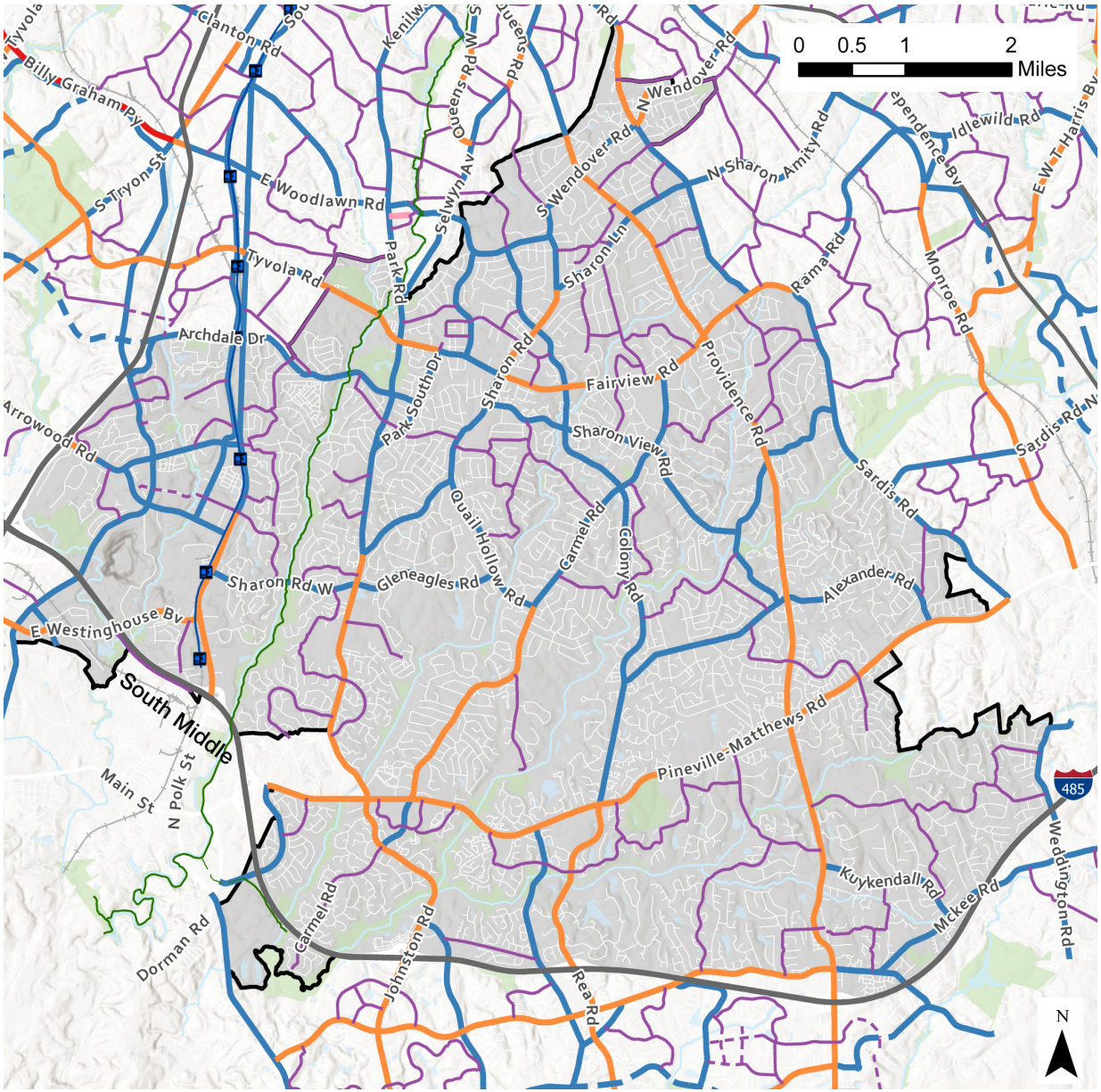
Avenues provide multimodal connectivity to and between our neighborhoods and centers with increased access to our local street network. They typically include two to four travel lanes for local travel and transit capacity with bicycle facilities in buffered/separated bicycle lanes and may include on-street parking depending on the nature of adjacent development.

Main Streets

Connections in Our Centers

Main Streets provide multimodal access to centers of civic, social, and mixed-use activity and are designed to prioritize pedestrian comfort. They are limited to two travel lanes for low speed, shared lanes with bicyclists and always include on-street parking.

MAP 3: **SOUTH MIDDLE STREETS MAP**



Legend

- Community Planning Area

Charlotte Streets Map

- Main Street
- Avenue
- Future Avenue
- Boulevard
- Future Boulevard
- Greenway On-Street
- Future Greenway On-Street
- Parkway
- Limited Access
- Collector
- Future Collector

MOBILITY

HOW WE INVEST

To achieve our goal of safe and equitable mobility, we must identify areas across the city where our mobility policies and priorities align. We must also consider the types of projects, investments, and programs that will influence how people move throughout the city. The following categories highlight areas where we can focus investments to support our policies and reach our aspirational goals.

Roads

Managing our vehicular mobility system with targeted road and intersection expansion, new streets and traffic signals, enhanced street lighting, and fiber optic connectivity.

Pedestrian

Enhancing our pedestrian environment with new sidewalks and accessibility improvements, pedestrian crossings for safety and comfort, and signal upgrades for priority and visibility.

Innovation & Technology

Preparing for our autonomous mobility future with supportive investment in lanes, pavement markings, and vehicle-to-infrastructure (V2I) communication.

Transit (supporting)

Expanding our transit capacity and access with high-frequency bus corridors, mobility hubs for shared mobility options, and microtransit for first/last mile connectivity.

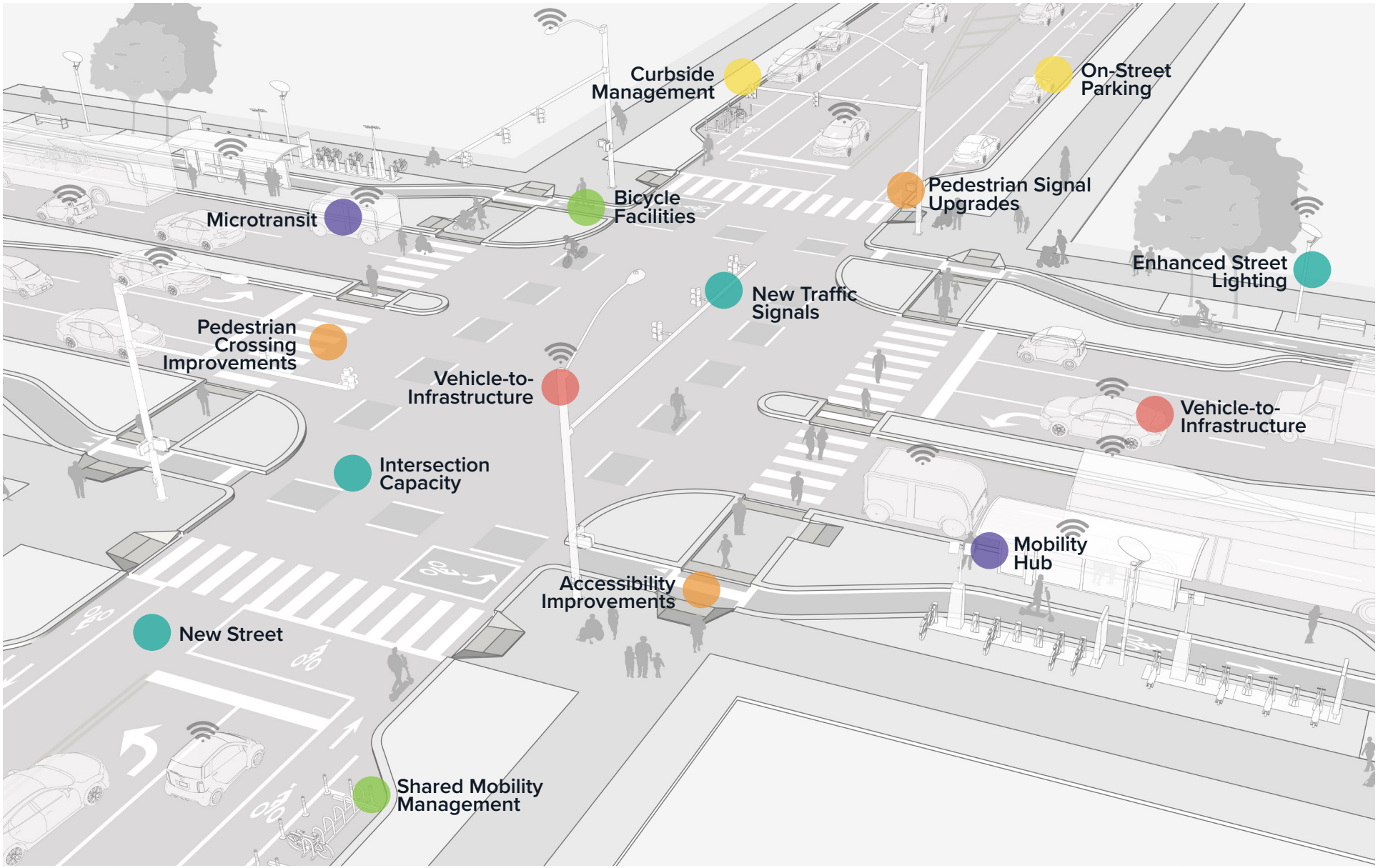
MOBILITY ASSESSMENT

To determine how we should invest, it's important to closely examine our current situation and assess the improvements needed to achieve our aspirational mobility goals. The following Mobility Assessment serves as a tool to evaluate mobility needs and identify the types of improvements that will have the greatest impact in the areas of the city expected to experience the most growth and change.

STRATEGIC INVESTMENT AREAS

The city is implementing a new mobility strategy by defining Strategic Investment Areas (SIAs) across the city. These SIAs were established through a data-driven process, aligning our mobility policies with identified needs. There are 22 SIAs, each encompassing a range of both large and small projects that can be delivered efficiently, while remaining measurable and adaptable. SIAs provide a place-based focus, with a strategy centered on investing in local needs and priorities.

FIGURE 7: **HOW WE INVEST**



MOBILITY

MOBILITY ASSESSMENT

All Place Types have important connections between how they develop and how their mobility network needs to function. This section focuses on the four Place Types expected to accommodate the most change, most development activity, and highest intensity of uses: Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use places. These places serve both internal residents and people attracted to the mix of destinations. It is particularly important that their mobility networks support safe and comfortable access to and within the place. Over time, these mixed-use places are expected to evolve to meet the mobility aspirations shown in Table 2.

For mixed-use places located in SIAs, the Implementation Section of this plan includes the identified groups of potential projects intended to help achieve the mobility aspirations in Table 2. These places are also subject to development regulations that support the mobility aspirations.

This assessment helps guide mobility-related decisions as development and redevelopment occurs in these places. The Mobility Assessment includes three pieces:

1. A summary of the mobility aspirations for these mixed-use places (Table 2).

2. A map of the recommended mixed-use places within the plan area (Map 4).

3. A table summarizing how well each of the recommended mixed-use places aligns with the mobility aspirations, based on existing infrastructure, networks, and built environment (Table 3).

The evolution of the mobility network towards the aspiration in these mixed-use places will occur through private redevelopment, public investment through various mobility programs, or a combination of the two. A detailed methodology for the Mobility Assessment is included in the Appendix.

TABLE 2: **MOBILITY ASPIRATIONS FOR MIXED USE PLACES**

Mixed-Use Place Type	MOBILITY ASPIRATIONAL ELEMENTS						
	Pedestrian Network	Bike Network	Crossings	Block Lengths & Street Network	Parking	Access & Internal Connections	Transit Access
Neighborhood Center (NC)	The pedestrian network is complete, direct, safe, comfortable, and designed to accommodate significant pedestrian activity. IMU places also need to accommodate truck access in the interim, placing extra emphasis on thoughtful design to reflect these needs while prioritizing the transition to a mixed-use place.	The bike network is complete, well-marked, safe, and easy to use. IMU places also need to accommodate truck access in the interim, placing extra emphasis on thoughtful design to reflect these needs while prioritizing the transition to a mixed-use place.	There are ample opportunities for pedestrians and cyclists to safely cross busy Arterial streets, allowing for direct and convenient travel between destinations.	The street network is well-connected, supports walkability, and provides easy access to centers from surrounding areas and between destinations.	Parking may be limited and is typically located and provided in ways that encourage a highly walkable environment. IMU places also need to accommodate truck access in the interim, placing extra emphasis on thoughtful design to reflect these needs while prioritizing the transition to a mixed-use place.	It is easy to "park once" and walk or use other mobility options between destinations.	Centers are easily accessible via transit, and transit facilities are located and designed to support that accessibility.
Community Activity Center (CAC)							
Regional Activity Center (RAC)							
Innovation Mixed-Use (IMU)							

MAP 4: **MOBILITY ASSESSMENT**

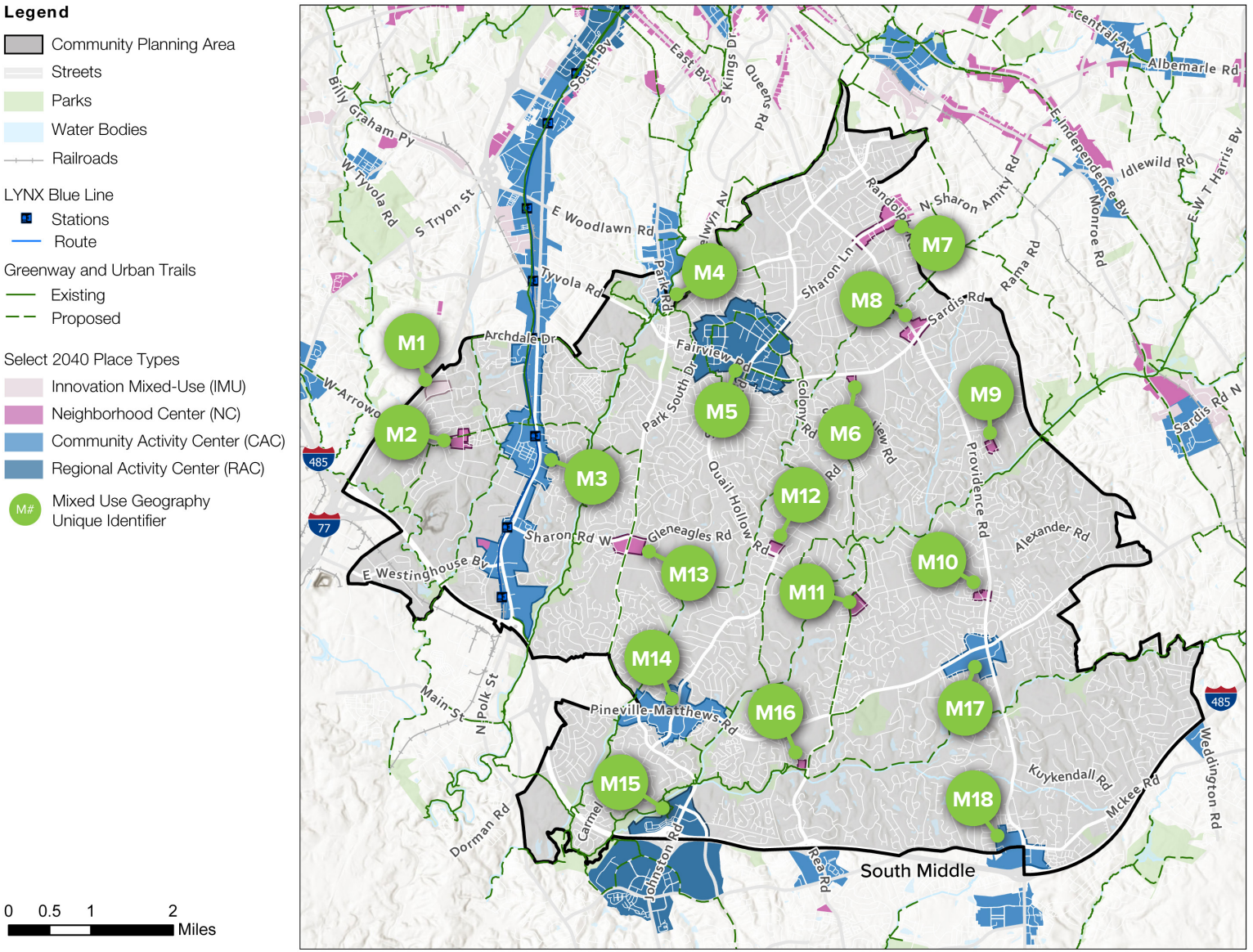


TABLE 3: **MOBILITY ASSESSMENT**

MIXED-USE GEOGRAPHY	MOBILITY CHARACTERISTICS						
	Pedestrian Network	Bike Network	Crossings	Block Length & Street Network	Parking	Access & Internal Connections	Transit Access
M1) IMU* - Forest Point Blvd/ Nations Ford Rd	○	○	○	○	○	○	◔
M2) NC* - Arrowood Rd/Nations Ford Rd	○	○	○	○	◔	○	◔
M3) CAC* - South Blvd	○	○	○	○	○	○	◔
M4) CAC* - Park Rd	○	○	◔	○	◔	◔	◔
M5) RAC/CAC* - Southpark Mall	○	○	○	○	◔	✓	◔
M6) NC - Fairview Rd/Simsbury Rd	○	✓	◔	○	○	○	◔
M7) NC* - Randolph Rd/Sharon Amity Rd	○	○	○	○	○	○	◔
M8) NC* - Sardis Rd/Providence Rd	○	○	○	○	◔	◔	◔
M9) NC - Landmark Dr/International Dr	○	○	○	○	○	✓	○
M10) NC - Providence Rd/ Candlewyck Ln	○	○	○	○	○	◔	◔
M11) NC* - Colony Rd/Rea Rd	○	○	○	○	◔	✓	◔

*These geographies are within a Strategic Investment Area

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 2.

MAP 4: **MOBILITY ASSESSMENT**

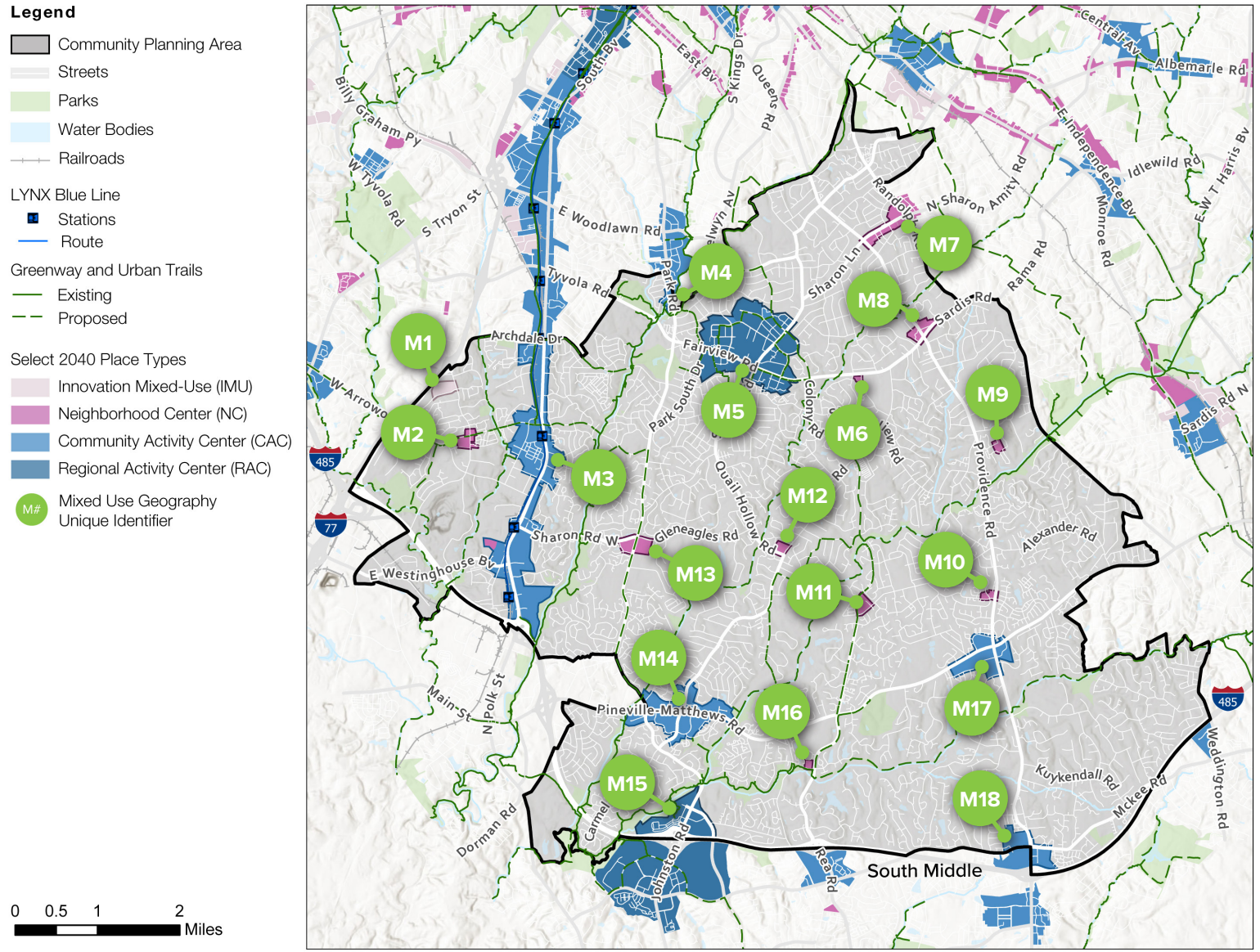


TABLE 3: **MOBILITY ASSESSMENT**

MIXED-USE GEOGRAPHY	MOBILITY CHARACTERISTICS						
	Pedestrian Network	Bike Network	Crossings	Block Length & Street Network	Parking	Access & Internal Connections	Transit Access
M12) NC - Quail Hollow Rd/Carmel Rd	○	○	○	○	○	○	○
M13) NC - Gleneagles Rd/Park Rd	○	○	○	○	○	✓	◐
M14) CAC* - Pineville-Matthews Rd/ Carmel Rd	○	○	○	○	○	○	◐
M15) RAC* - Johnstown Rd/I-485	○	○	○	○	○	✓	◐
M16) NC* - Red Rd/Bevington Rd	○	○	○	○	○	✓	◐
M17) CAC* - Pineville-Matthews Rd/ Providence Rd	○	○	○	○	○	◐	◐
M18) CAC* - McKee Rd/Providence Rd	○	○	○	○	○	◐	◐

*These geographies are within a Strategic Investment Area

LEGEND

✓ Aligned with Aspirations

◐ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 2.

MOBILITY TRENDS IN SOUTH MIDDLE

The majority mixed use geographies in South Middle are within a Strategic Investment Area and have improvements identified, except M6, M9, M10, M12, and M3. These geographies are generally not aligned with the aspirational characteristics.

MOBILITY

STRATEGIC INVESTMENT AREAS (SIAS)

Through the implementation of the Strategic Mobility Plan (SMP) and development of a data-driven process, Strategic Investment Areas (SIAs) have been identified that align our mobility goals with our mobility needs.

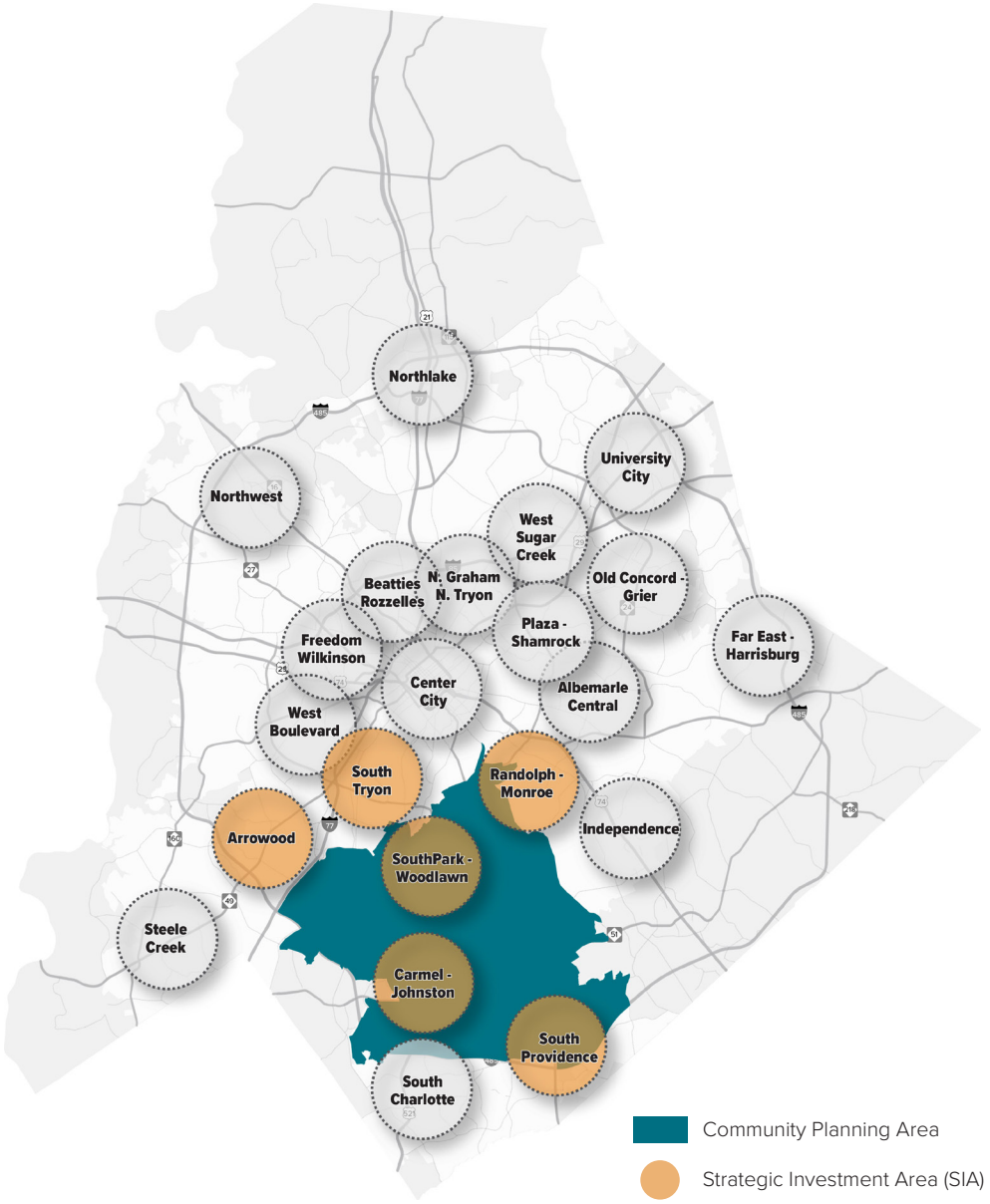
SIAs are 22 areas across Charlotte where targeted mobility investments are strategically planned to achieve the goals set forth in the SMP (see Map 5). The SIAs were identified and refined through a combination of data analysis, known mobility needs, established mobility goals, and public input. Among these 22 areas, 6 are Corridors of Opportunity, where the Corridors of Opportunity Program has identified potential mobility projects.

Each SIA is composed of potential project groups that vary in type and scale, strategically combined by geography to maximize impact. These “scalable project components” will be delivered over time, guided by feasibility, community engagement, and resource availability.

The resulting project groups reflect those most likely to be prioritized for evaluation and implementation within each SIA. It’s important to note that not all identified groups or projects will be funded or constructed. These groups serve as a starting point, guiding decisions on the most effective combinations of projects and designs to move forward.

The South Middle plan area includes portions of 6 SIAs and 18 groups of potential projects (Map 5). Information about the potential projects is included in the Implementation Guide of this Plan.

MAP 5: **SOUTH MIDDLE & CITYWIDE SIAS**



THE MOBILITY FOCUS FOR RANDOLPH-MONROE SIA IS:

- Providing safe and convenient multimodal access within the Cotswold core and to surrounding neighborhoods, including safe crossings of high-volume arterial streets
- Providing safe and convenient multimodal access between commercial areas and surrounding neighborhoods
- Improving the multimodal network through ped/bike connections, bike facilities, and improving the network of neighborhood bicycle routes
- Increasing multimodal capacity through network connections/ operational improvements

Mixed-Use Geography within SIA
M7, M8

THE MOBILITY FOCUS FOR ARROWOOD SIA IS:

- Improving multimodal access to transit along this major corridor connecting High Frequency/Priority Bus transit with the Blue Line
- Improving multimodal access to the station area and activity centers
- Providing safe, multimodal access to jobs, greenspace, and educational facilities for transportation disadvantaged communities
- Increasing capacity with operational improvements, transit, and targeted widenings in the western portions of the area

Mixed-Use Geography within SIA
M1, M2, M3

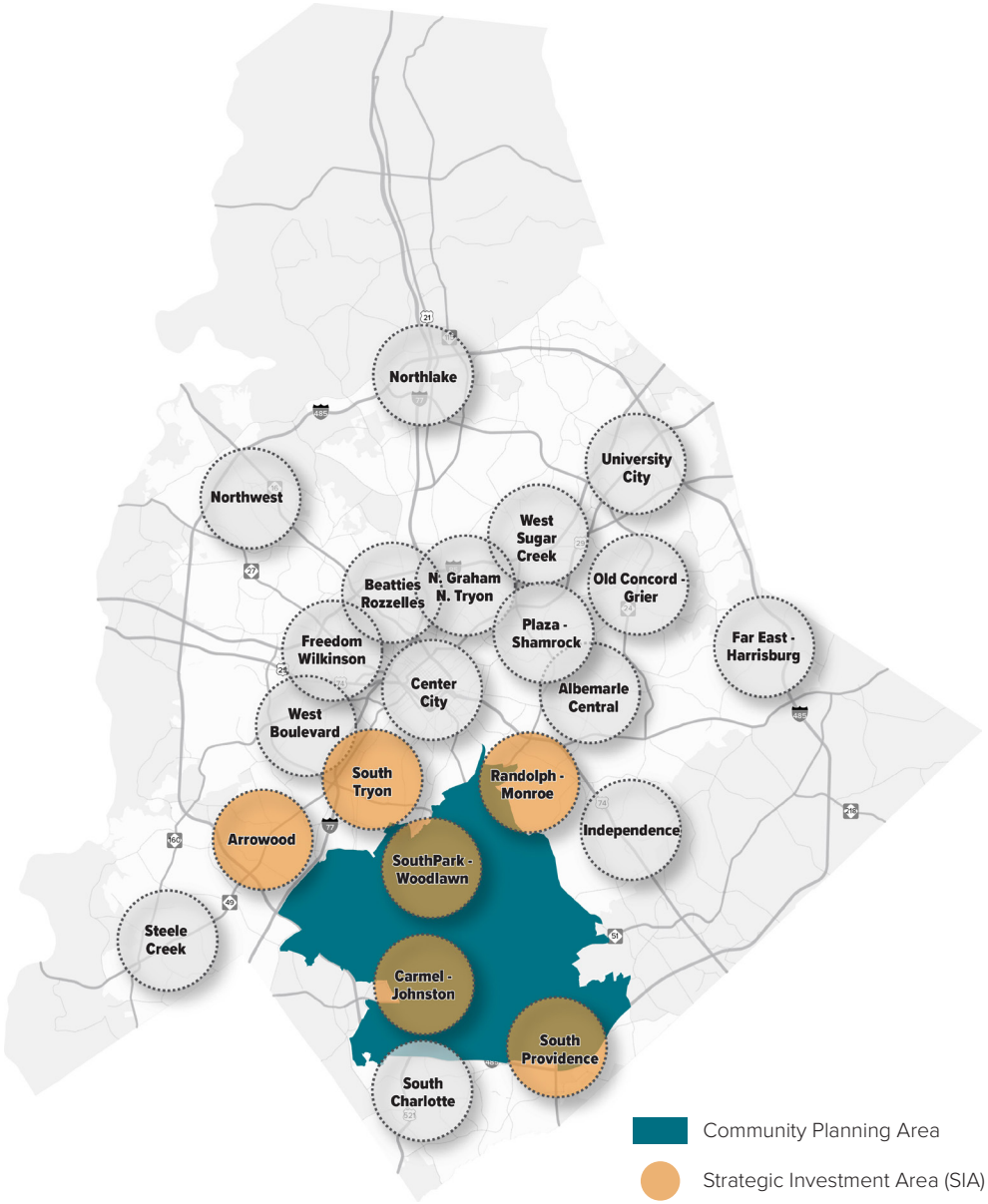
THE MOBILITY FOCUS FOR CARMEL / JOHNSTON SIA IS:

- Providing safe and convenient connections between the Activity Center and commercial activities along Pineville-Matthews Rd and surrounding neighborhoods in support of 10-minute neighborhoods
- Expanding the multimodal network by improving pedestrian and bike connections between existing and planned greenways and destinations along Pineville-Matthews Rd
- Using targeted partnerships for physical capacity improvements and safe pedestrian and bicycle facilities

Mixed-Use Geography within SIA
M11, M13, M14, M15, M16

MOBILITY

MAP 5: **SOUTH MIDDLE & CITYWIDE SIAS**



THE MOBILITY FOCUS FOR SOUTH CHARLOTTE SIA IS:

- Increasing capacity through operational and physical improvements, including important street network connections and targeted widenings
- Supporting the development of the Activity Center and planned light rail corridor into a multimodal place that helps meet mode shift goals, employment and recreational opportunities to surrounding communities
- Improving safe and comfortable access for pedestrians and cyclists to and within the Activity Center in support of 10-minute neighborhoods

Mixed-Use Geography within SIA
M15

THE MOBILITY FOCUS FOR SOUTH PROVIDENCE SIA IS:

- Increasing capacity with widenings, operational improvements, and transit
- Improving network connections for more capacity and better multimodal route choices
- Supporting 10-minute neighborhoods and mode shift by creating better multimodal access from surrounding neighborhoods to the Activity Centers (Waverly, Arboretum) and to the transit corridor
- Providing for safe crossings, pedestrian, bike, and transit facilities along the corridor

Mixed-Use Geography within SIA
M17, M18

THE MOBILITY FOCUS FOR SOUTH TRYON SIA IS:

- Supporting the growing concentrations of housing, jobs, and entertainment in the corridor by continuing to improve first/last mile connections to the Blue Line
- Providing safe and comfortable pedestrian, bicycle, and transit facilities from nearby neighborhoods to (and between) station areas
- Providing safe and convenient crossings of high-volume arterial streets
- Increasing multimodal capacity through network connections/ operational improvements and providing better access to greenspaces

Mixed-Use Geography within SIA
N/A

THE MOBILITY FOCUS FOR SOUTHPARK / WOODLAWN SIA IS:

- Improving multimodal mobility within and to the SouthPark, Park-Woodlawn, and Selwyn-Colony Activity Centers in support of 10-minute neighborhoods and mode shift goals
- Improving multimodal access between the Activity Centers and surrounding neighborhoods, transit, and the XCLT
- Providing for safe and convenient crossings of high-volume arterial streets for easier multimodal access to shopping, entertainment, transit, jobs, and the XCLT
- Improving the network of pedestrian and bicycle connections
- Increasing multimodal capacity through network connections, operational improvements, and targeted widenings

Mixed-Use Geography within SIA
M4, M5

MOBILITY

In the plan area, there are potential capital projects that will be implemented by the City, planned capital projects that will be implemented by NCDOT, and many areas expected to see improvements implemented through development and redevelopment. The City of Charlotte's Capital Investment Plan, which is a long-range investment program designed to meet the needs of our growing community, includes information about standalone projects identified through other planning processes. North Carolina Department of Transportation's State Transportation Improvement Program includes information about state-funded capital projects. The following section focuses on Charlotte's mobility-related capital fund programs, which advance the City's mobility needs.

CITY MOBILITY PROGRAMS

The City's Capital Investment Plan is dedicated to addressing our community's critical infrastructure needs. Ongoing investment across the city is essential to meet a wide range of infrastructure and mobility requirements. Through a data-driven approach, projects are prioritized based on the unique needs and goals of each program, ensuring that resources are directed where they will have the greatest impact. This approach focuses on closing infrastructure gaps, improving safety in response to evolving traffic conditions, and advancing the mobility policies adopted by City Council. The following city programs specifically address these city-wide mobility needs:

SIDEWALK
Constructs new sidewalks, including ADA improvements, primarily on arterial streets.

BIKE
Develops plans, initiatives, and funds projects that advance bicycling.

VISION ZERO
Invests in safety and addresses the High Injury Network, including providing for traffic calming, pedestrian crossings, and streetlighting.

RESURFACING
Resurfaces streets and bike lanes.

TRAFFIC CONTROL DEVICES UPGRADE
Plans, constructs, upgrades, and maintains city-wide traffic control signals.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
Maintains, upgrades, and adds infrastructure to create a fully coordinated signal network.

BRIDGE
Inspects, maintains, repairs, and replaces city-maintained bridges.

CONGESTION MITIGATION
Provides quick, small-scale infrastructure projects to improve traffic flow in focused areas.

STRATEGIC MOBILITY PLAN RECOMMENDATIONS

The Charlotte *Strategic Mobility Plan* is an important next step in realizing the vision of the *Charlotte Future 2040 Comprehensive Plan* and is built on the engaged planning efforts of many in our community. The SMP defines and details Charlotte's policy framework to align our partnerships and actions with our foundational commitments and vision - to be a community that truly provides safe and equitable mobility to all that share Charlotte's streets. While the SMP's policy framework is intended to be implemented citywide, the following policies are particularly relevant to this plan area.

SMP-1 Connected – 4.11 – Transit-Oriented Development – Support CATS and the Planning, Design and Development (PDD) Department in proactive station area planning along new and existing corridors, focusing on identifying the critical mobility infrastructure investment necessary to support transit-oriented development.

SMP-2 Sustainable – 1.24 – City TDM Strategy – Develop a long-term citywide TDM implementation plan that identifies strategies for employers and property managers to encourage fewer drive-alone trips (including overall reductions in work trips) for their employees and/or residents. Establish the City of Charlotte, as an employer, as a leader in implementation of TDM programs.

SMP-3 Safe – 1.13 – Intersection Design – Design intersections to prioritize pedestrians and bicyclists by minimizing crossings distances, maximizing visibility between vulnerable users and motorists, and incorporating geometric design and traffic signal technology that slows vehicular traffic and manages conflict points between vulnerable users and motorists.

SMP-4 Safe – 1.12 – Intersections and Traffic Signals – Identify, prioritize, and improve pedestrian safety at intersections and traffic signals, including Leading Pedestrian Intervals (LPI) and LPI Plus treatments, exclusive pedestrian phase, raised intersections, etc.

Through ongoing collaboration between City staff and community partners, the following policy recommendation emerged during the Community Area Planning process. It is being included in this plan to ensure that new roads within the Extraterritorial Jurisdiction (ETJ) are properly maintained over time.

MP-4 This policy is not applicable to the South Middle geography.

MP-5 The Comprehensive Transportation Review thresholds for trip generation of proposed development should be re-evaluated every two years to ensure mobility improvements reflect the anticipated impacts of each development.

MOBILITY

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The Charlotte Regional Transportation Planning Organization (CRTPO) is the federally designated Metropolitan Planning Organization (MPO) for the Charlotte Urban Area. Within its established three-county planning area of Iredell, Mecklenburg, and Union counties, the CRTPO leads transportation planning efforts and supports 24 member jurisdictions through collaboration on various initiatives and the allocation of federal transportation funds. The CRTPO partners with its member jurisdictions, the North Carolina Department of Transportation (NCDOT), and the Federal Highway Administration (FHWA) to carry out the metropolitan transportation planning process. Significant activities include identifying priority projects, allocating federal funds equitably, monitoring performance, and implementing strategies to enhance the transportation system.

The CRTPO maintains the ***Comprehensive Transportation Plan*** (CTP) and the ***Metropolitan Transportation Plan*** (MTP). The CTP is a long-range transportation plan that envisions the region's multimodal transportation vision over a 50-year horizon looking at roadways, transit, bicycle, and pedestrian needs unconstrained by funding limitations. The CTP serves as a framework for selecting future transportation projects for the MTP, which prioritizes the region's multimodal transportation vision over a 20-year horizon. The MTP specifically identifies and prioritizes project funding and establishes metrics to measure progress. Updated every four years, the MTP informs project selection for the shorter-term Transportation Improvement Program (TIP), which NCDOT uses to schedule projects for construction.

In addition to the CTP and MTP, CRTPO managed the ***Beyond 77 Corridor Study***, adopted by the CRTPO Board in 2022. As an important corridor in the region, the study identified recommendations for jurisidictions adjacent to Interstate 77 to ensure future investments help strengthen the multimodal network surrounding the interstate. While the corridor study is applicable to jurisdictions beyond Charlotte, the following policies are relevant to this plan area.

BEYOND 77 RECOMMENDATIONS

B77-1 To improve mobility throughout the Charlotte region, CRTPO should gather data on the implementation of existing and planned regional Intelligent Transportation Systems (ITS). This data will help coordinate efforts with state, regional, and local agencies while supporting the development of technological solutions to the region's transportation challenges.

B77-2 To advance the region's multimodal goals, regional and local agencies should collaborate to create policy language allowing multiple uses of streets/corridors. Jurisdictions should have flexibility to adapt facilities to better serve alternative modes. A literature review, sharing best practices, and a planning study may be recommended.

B77-3 To assess the region's parking needs, regional and local agencies should collaborate on parking studies in urban-core/mobility-hub areas. These studies should evaluate parking demand, minimum and maximum parking requirements, and identify areas where parking needs and public space priorities should be reevaluated.

CHARLOTTE AREA TRANSIT SYSTEM

In 2000, Charlotte Area Transit System (CATS) was founded on the principles of the integration of transit and land use as set forth in the ***2025 Transit and Land Use Plan***. Since then, CATS implemented the LYNX Blue Line Light Rail, CityLYNX Gold Line Streetcar, and greatly increased bus service throughout Mecklenburg County. Today, CATS seeks to continue the original vision by building and operating rapid transit corridors supported by high frequency bus service that serve our community's diverse travel needs while ensuring an attractive quality of life and sustainable growth.

In 2025, CATS began an update of the proposed ***2030 Transit System Plan*** and Better Bus program. The update will be complete by mid 2025 and will result in a ***Transit System Plan*** that includes bus and rail scenarios to be implemented over the next thirty years pending the availability of future funding.

Transit System Plan advances recommendations for an interconnected system of bus and rail improvements within Charlotte and surrounding communities. This updates the ***2030 Transit System Plan*** to expand major corridors within the next thirty years.

Better Bus is a foundational piece of the Transit System Plan to improve travel time, enhance customer experience, and increase access for existing and future riders. CATS will achieve this vision by implementing the following recommendations:

- A future high frequency network with 15-minute or better service
- A priority network consisting of six focus corridors that include a higher level of priority treatment recommendations
- New network and crosstown connections to key hubs and destinations.
- Bus stop and mobility hub improvements to improve the rider experience and seamless transfer between transit modes.
- On-demand microtransit services as well as first- and last-mile connectivity to frequent transit routes and key destinations.

Within the plan area, transit recommendations as well as major investments are detailed below:

Major Capital Investments

- Existing Blue Line Light Rail service with stations at Archdale Dr, Arrowood Rd, Sharon Rd West, and South Blvd/I-485

High-Frequency Network

- Improve bus services along Park Road to 15 minute or better frequency

Mobility Hubs

- Enhance and upgrade light rail stations and bus stops to better accommodate proposed microtransit services
- Evaluate microtransit connection to existing South Park Community Transit Center

On-Demand Services

- Proposed microtransit zone in Starmount / Quail Hollow
- Evaluate future microtransit in the South Park area

Bus Stops

- Improve the accessibility of area bus stops
- Enhance bus stops with seating and covered waiting areas

OPEN SPACE

OVERVIEW

Open Space is an integral component of Place Types and is essential for advancing several of the Comprehensive Plan goals. Open Space can include private open space within neighborhoods, public open space like parks or recreation facilities, greenways, and preservation areas.

Through intergovernmental agreement between Mecklenburg County and the City of Charlotte, Mecklenburg County Park and Recreation has historically managed the acquisition, improvement, maintenance, and operations of parks and greenways in the City. Moving forward, they will continue to expand and invest in open spaces across Charlotte as outlined in ***Meck Playbook***, adopted in 2021.

While the County will continue to play a significant role in providing and managing parks and greenways, achieving Charlotte's aspirations for more frequent and varied open spaces requires collaboration among the City, developers, and property owners, along with additional tools and strategies to support the needs of a growing population. Neighborhoods can enhance common open spaces using guidance in the Neighborhood Toolkit, while the Open Space Recommendations (page 57) outline ways other stakeholders can contribute to creating accessible and varied open spaces.

OPEN SPACE ASSESSMENT

While open space is essential in all Place Types, *Community Area Plans* include an assessment of existing and planned open space in mixed-use places (Neighborhood Centers, Community + Regional Activity Centers, and Innovation Mixed-Use). This assessment should be used by decision-makers to identify future projects or improvements and to prioritize programmatic funds.

The open space assessment includes three parts:

1. A summary of the open space aspirations for each mixed-use place (Table 4: Open Space Aspirations). Charlotte's aspirations aim to advance the Accessibility, Diversity, and Tree Canopy of open spaces.
2. A map of the recommended mixed-use places within the plan area (Map 6: Open Space Assessment).
3. An evaluation of how well the existing and planned assets are aligned with the open space aspirations for each mixed-use geography (Table 5: Open Space Assessment.

The evaluation of existing and planned Accessibility, Diversity, and Tree Canopy was measured as follows:

- **Accessibility** – Are the mixed-use geographies within a ½ mile of existing parks or acquired sites owned by Mecklenburg County Park & Recreation, easements that provide access to County parks, City owned and managed public spaces, or schools and colleges? Note: To gain a more nuanced understanding of accessibility, this evaluation should be considered in conjunction with the Mobility assessment provided on [page 41].
- **Diversity (Parks & Greenways + Public Plazas & Courtyards)** – Do the mixed-use geographies have access to a range of park types, including public plazas and courtyards (typically included within urban development)? Note: data limitations for public plazas and courtyards are noted in the Appendix.
- **Tree Canopy** – Does the tree canopy within the mixed-use geographies meet the recommended coverage?

A more detailed methodology for the Open Space Assessment is included in the Appendix.

TABLE 4: **OPEN SPACE ASPIRATIONS**

MIXED-USE PLACE TYPE	OPEN SPACE ASPIRATIONAL ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards	In Mixed-Use Places, trees are primarily provided by street trees, along pedestrian paths, and onsite.
Neighborhood Center (NC)	**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, recreation facilities, plazas and courtyards, or preservation areas.	**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, recreation facilities, 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 high quality amenitized public realm may include wide sidewalks, seating, plantings, shade, 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.		Tree canopy coverage is 25% - 35%
Community Activity Center (CAC)				Tree canopy coverage is 20% - 30%
Regional Activity Center (RAC)				Tree canopy coverage is 15% - 25%
Innovation Mixed-Use (IMU)				Tree canopy coverage is 35% - 40%

OPEN SPACE

MAP 6: **OPEN SPACE ASSESSMENT**

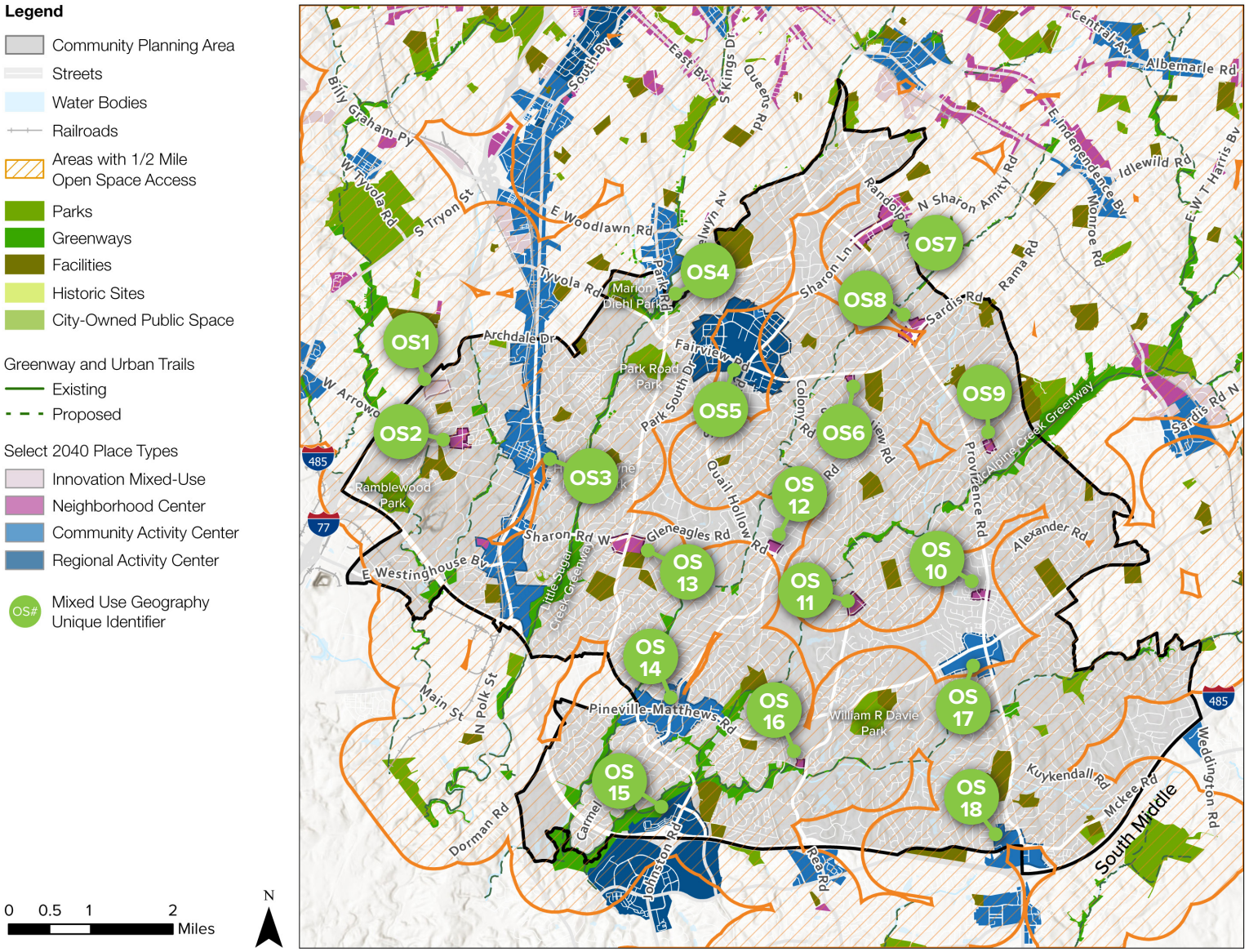


TABLE 5: **OPEN SPACE ASSESSMENT**

MIXED-USE GEOGRAPHY	OPEN SPACE CURRENT/PLANNED ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards*	
OS1) IMU - Forest Point Blvd/ Nations Ford Rd	✓	✓	○	○
OS2) NC - Arrowood Rd/Nations Ford Rd	✓	✓	○	○
OS3) CAC - South Blvd	✓	✓	○	✓
OS4) CAC - Park Rd	✓	✓	○	✓
OS5) RAC/CAC - Southpark Mall	○	✓	◔	✓
OS6) NC - Fairview Rd/Simsbury Rd	✓	◔	◔	✓
OS7) NC - Randolph Rd/Sharon Amity Rd	✓	○	◔	◔
OS8) NC - Sardis Rd/Providence Rd	○	◔	◔	✓
OS9) NC - Landmark Dr/ International Dr	✓	◔	○	○
OS10) NC - Providence Rd/ Candlewyck Ln	○	○	○	✓
OS11) NC - Colony Rd/Rea Rd	✓	◔	◔	◔

*This assessment reflects the “public spaces” and “public play areas” identified in the Community Character assessment (see page 65).

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 4.

OPEN SPACE

TABLE 5: **OPEN SPACE ASSESSMENT**

MIXED-USE GEOGRAPHY	OPEN SPACE CURRENT/PLANNED ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards*	
OS12) NC - Quail Hollow Rd/ Carmel Rd	✓	◔	◔	◔
OS13) NC - Gleneagles Rd/Park Rd	○	○	○	✓
OS14) CAC - Pineville-Matthews Rd/Carmel Rd	✓	◔	○	◔
OS15) RAC - Johnstown Rd/I-485	✓	✓	○	✓
OS16) NC - Red Rd/Bevington Rd	✓	✓	○	✓
OS17) CAC - Pineville-Matthews Rd/Providence Rd	✓	○	○	◔
OS18) CAC - McKee Rd/Providence Rd	○	○	◔	✓

*This assessment reflects the "public spaces" and "public play areas" identified in the Community Character assessment (see page 65).

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 4.

OPEN SPACE TRENDS IN SOUTH MIDDLE

Mixed-use geographies in South Middle generally have good access to open space and relatively good diversity of parks and greenways, except OS10, OS12, and OS17. Public plazas and courtyards are generally lacking across most mixed-use geographies. This is partly because the County has historically been responsible for creating and maintaining open spaces in Charlotte. To support the City's growing population, Charlotte now aims to expand open spaces with the help of developers and property owners as new development and redevelopment take place. Tree canopy coverage is also good for all mxied-use geographies, except OS9.

OPEN SPACE RECOMMENDATIONS

OS-1 To increase access to open space, ensure new development/redevelopment provides enhanced open space(s), as encouraged by the designated Place Type and required by the Unified Development Ordinance. New development/redevelopment in mixed-use Place Types should contribute to the creation, expansion, and/or maintenance of privately-owned public spaces.

OS-2 To help connect and expand Charlotte's greenway network, new development/redevelopment should, where appropriate, designate property within the FEMA 100-year floodplain and/or the 100-foot Water Quality or Post-Construction buffers (whichever is larger) as open space or greenway, if identified in the Mecklenburg County Greenway Master Plan.

OS-3 To increase access to open space, new development/redevelopment adjacent to existing or planned Mecklenburg County parks or greenways should provide connections to the open space, if deemed feasible by Mecklenburg County Park and Recreation.

OS-4 To ensure future development supports Charlotte's aspiration of accessible and diverse open spaces, the City should track, digitize, and calculate walking distances to public open spaces provided through private development, such as plazas and courtyards.

OS-5 To increase access to open space, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the City should establish a long-term strategy for the maintenance, funding, and programming of all city-owned public spaces. Priority should be given to potential projects that fall within areas classified as "Not Aligned" or "Somewhat Aligned" in Table 5: Open Space Assessment or identified in the Corridors of Opportunity Playbooks. (Cross reference with CC-6 & CC-8).

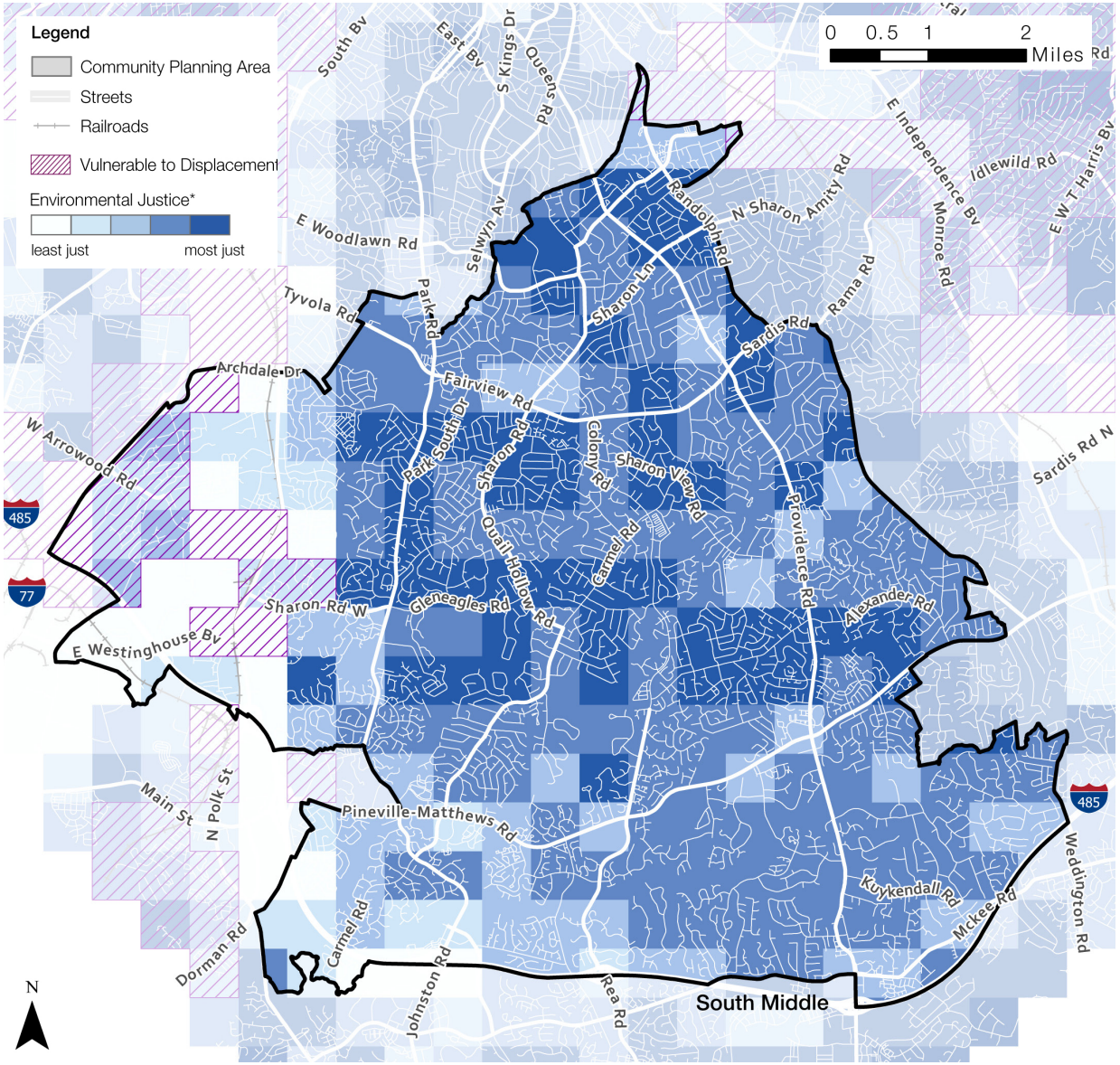
OS-6 To maximize the use of and access to existing open space, the City of Charlotte and/or Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.

OS-7 To maintain and expand Charlotte's tree canopy within mixed-use areas, the City should continue purchasing and preserving parcels through the Tree Canopy Preservation Program.

OS-8 To maintain and expand Charlotte's tree canopy, the City should expand options for the Affordable Housing Bonus Program to allow contributions to a Tree Canopy Preservation Fund in lieu of on-site requirements.

ENVIRONMENTAL JUSTICE & SUSTAINABILITY

MAP 7: **ENVIRONMENTAL JUSTICE & VULNERABILITY TO DISPLACEMENT**



Charlotte's vision to be a more equitable city for all requires mitigation of environmental impacts across the City, especially in areas where populations are vulnerable to displacement. Environmental Justice seeks to minimize effects of environmental impacts or hazards that arise from geographic or procedural inequities. These inequities include a development pattern that concentrate undesirable or unhealthy land uses in certain areas, the placement of desirable public amenities outside of disadvantaged communities, and limited or non-existing political influence among certain demographic groups.

The *Equitable Growth Framework*, adopted within the Comprehensive Plan, measures environmental justice using five measures: tree canopy, impervious surface, proximity to heavy industrial uses, proximity to major transportation infrastructure, and floodplain. It measures residents vulnerable to displacement using four measures: poverty rate, educational attainment, race, and age. The composite Environmental Justice and Vulnerability to Displacement scores (per grid cell) can been seen in Map 7.

The South Middle's average score[1] for Environmental Justice is 7, this is above the city's goal of 5. Therefore, reducing environmental impacts is not a priority for this plan area. A small portion of the geography is within the Vulnerability to Displacement Overlay.

1 Calculated using the Environmental Justice methodology in Appendix XX.

The measures included within the environmental justice assessment focus on aspects of the built environment and were available during development of the Comprehensive Plan. The impact of these measures on environmental justice are outlined below and the current assessment of each measure is indicated in Table 6.

Tree Canopy: Trees provide shade, help cool surrounding air, and reduce air pollution. A deficient tree canopy increases a community's exposure to heat and air pollution.

Impervious Surface: Hard surfaces that do not allow water to soak into the ground, such as asphalt and concrete, increase rates of flooding, pollute rainwater runoff, and increase urban heat. Excessive quantities of impervious surfaces increase a community's exposure to flooding, water pollution, and heat exposure.

Proximity to Heavy Industrial: The processing and manufacturing of materials/products from extracted or raw materials or the storage/ distribution of hazardous materials can expose a community within proximity to air, water, or noise pollutants.

Proximity to Major Transportation Infrastructure: Road surfaces (see Impervious Surface above) and vehicle emissions can expose a community within proximity to air and noise pollutants.

Floodplains: Flood-prone areas can expose a community to flood risks which are occuring more frequently due to climate change.

TABLE 6: **ENVIRONMENTAL JUSTICE ASSESSMENT**

The following measures were evaluated on a scale from "Poor" to "Good." For more information about this analysis, see Appendix E. A "Poor" score indicates environmental justice issues.

Tree Canopy

South Middle has a moderate tree canopy, with greater coverage in open spaces and well-established residential neighborhoods, while commercial and industrial areas have less.

Impervious Surface

South Middle has low impervious surface coverage due to its low-density residential and forested areas. However, higher concentrations of impervious surfaces are found in commercial areas, particularly along Sardis Road and at SouthPark Mall.

Proximity to Heavy Industrial

There are a few heavy industrial centers in South Middle; however, they are relatively isolated, resulting in low proximity to heavy industry.

Proximity to Major Transportation Infrastructure

South Middle has limited proximity to major transportation infrastructure.

Floodplains

South Middle has a significant number of residential units within the floodplain, resulting in a high flood risk.

ENVIRONMENTAL JUSTICE & SUSTAINABILITY

URBAN HEAT

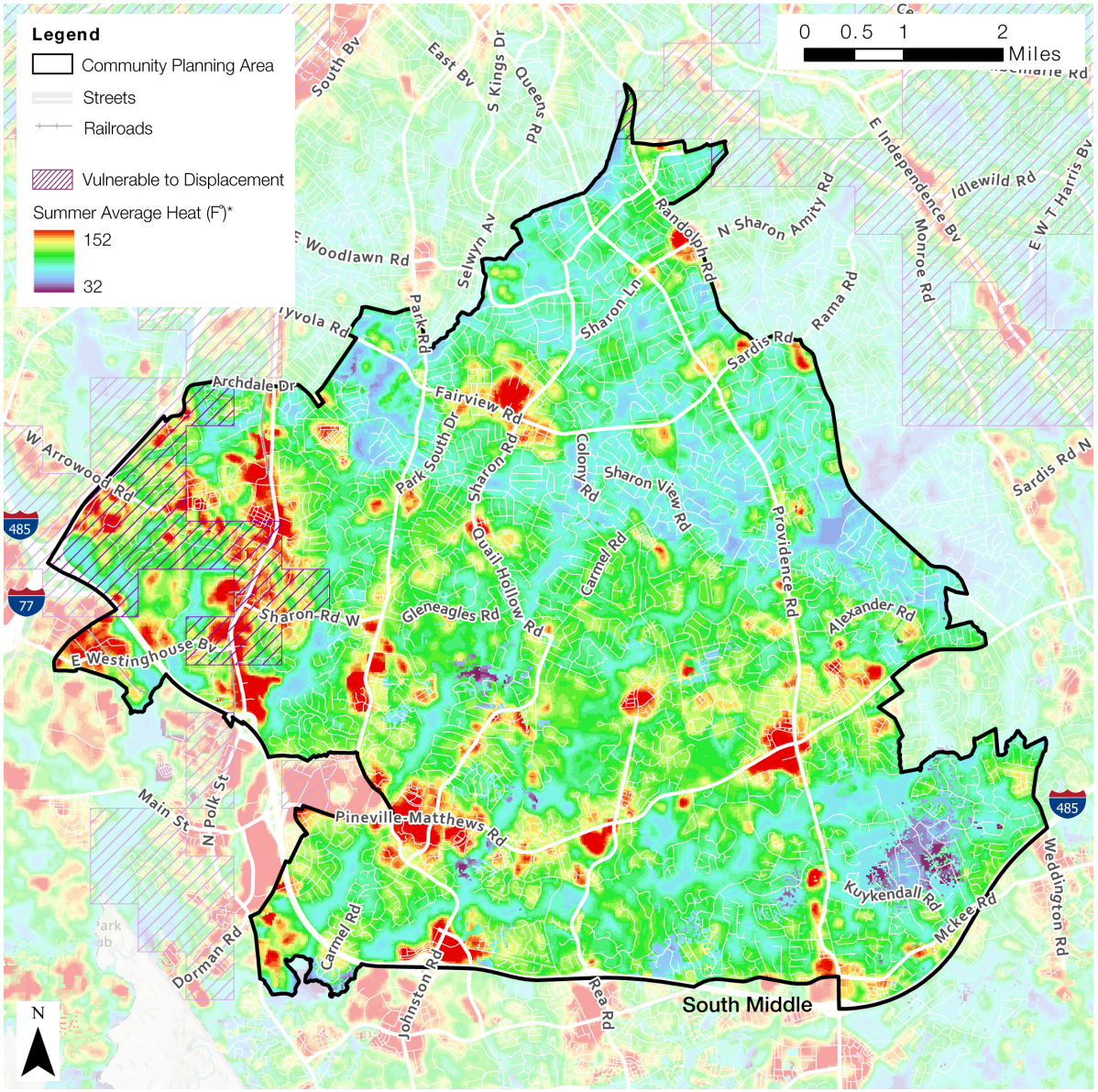
The five measures included within the Environmental Justice metric of the *Equitable Growth Framework* focused on aspects of the built environment and were available during development of the Comprehensive Plan. Since the Plan was adopted, the City has gained access to Land Surface Temperature (LST) data which measures the temperature of the Earth's surface as measured by satellites. This information helps to identify areas exposed to extreme urban heat conditions which may increase a community's health risks, such as heat stroke.

The average land surface temperature varies across South Middle. Higher temperatures are primarily found along South Boulevard and Pineville-Matthews Road, where there are more impervious surfaces and less tree canopy coverage.

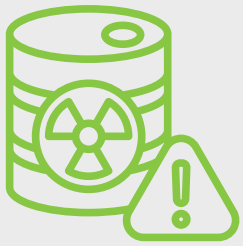
SUSTAINABILITY

Charlotte's sustainability goals - to reduce greenhouse gas emissions and become a low-carbon city - are closely tied to environmental justice. The City must ensure that future sustainability efforts do not disproportionately impact vulnerable communities or reinforce existing inequities. This plan aligns environmental justice recommendations with the City's sustainability initiatives, ensuring that both priorities are advanced while maximizing opportunities for a more equitable future.

MAP 8: **LAND SURFACE TEMPERATURE**



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



BROWNFIELDS & HAZARDOUS SITES

The North Carolina Department of Environmental Quality and Mecklenburg County maintain inventories of environmentally contaminated sites, known as Areas of Environmental Concern, which include locations such as gas stations, dry cleaners, manufacturing facilities, and inert debris facilities.

The South Middle geography contains 1,900 acres of brownfields and hazardous materials sites within the plan area. These sites account for around five percent of the geography's 35,222 acres. Brownfields are generally located on the northern half of the area along South Boulevard, Sharon Road, and Sharon Lane in commercial and industrial areas. Two former landfills are found in the area.

ENVIRONMENTAL JUSTICE RECOMMENDATIONS

EJ-1 To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics. When existing Manufacturing & Logistic sites adjacent to residential development request new entitlements, approve the least intense zoning district (ML-1).

EJ-2 To ensure compatible land uses near industrial land uses, encourage Commercial or Innovative Mixed-Use development/redevelopment adjacent to areas designated Manufacturing & Logistics.

EJ-3 To help mitigate impacts of noise and air pollution, encourage vegetated buffers and adequately sized yards between areas designated Manufacturing & Logistics and Neighborhood 1, Neighborhood 2, Campus, Neighborhood Center, Community Activity Center, or Regional Activity Center.

EJ-4 To better measure and monitor environmental justice impacts, update the Equitable Growth Framework to include Land Surface Temperature as the sixth measure of the Environmental Justice metric representing urban heat.

EJ-5 To help mitigate water pollutants in surface waters, continue to prioritize educational outreach regarding potential pollution sources, how to identify and report pollution, and other best practices.

EJ-6 To mitigate environmental justice impacts, the City should prioritize -or, in some cases, continue prioritizing- investments and programmatic funding that addresses impacts in geographies classified as "Poor" or "Somewhat Poor" in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.

EJ-7 To help mitigate impacts of high land surface temperatures, co-locate cooling amenities (such as covered seating and water fountains) at neighborhood-serving mobility hubs and encourage the use of smart surfaces in geographies classified as "Poor" or "Somewhat Poor" in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.

EJ-8 To reduce brownfields and hazardous sites, the City should consider adjacent Place Type designations and preferred adjacencies, as outlined in the Policy Map Manual, when approving new land uses for redeveloped "Areas of Environmental Concern."

ENVIRONMENTAL JUSTICE & SUSTAINABILITY

ENVIRONMENTAL JUSTICE RECOMMENDATIONS

EJ-9 To support the coordination of economic development and brownfield remediation efforts, the City should further study "Areas of Environmental Concern" to better understand the potential impacts of redevelopment.

EJ-10 To ensure future infrastructure investments do not increase environmental impacts, encourage designs that minimize impacts to air quality, stormwater, tree canopy, noise, and other environmental conditions.

EJ-11 To ensure existing residents adjacent to Manufacturing & Logistics are protected from more undesirable or unhealthy land uses, discourage the expansion of Manufacturing & Logistics development into areas designated Neighborhood 1 or Neighborhood 2.

EJ-12 To reduce environmental impacts on neighborhoods, the City should conduct future planning studies within smaller geographies (Specific Plans, as identified in Figure 1: Charlotte's Planning Approach) to identifying mitigation projects, supportive programs, and additional regulations that limit manufacturing impacts on surrounding neighborhoods.

EJ-13 To reduce existing residents' exposure to undesirable or unhealthy land uses, the City should actively explore new or alternative land use and redevelopment opportunities for small manufacturing sites adjacent to neighborhoods.

EJ-14 To maintain and expand the tree canopy within neighborhoods that experience greater environmental impacts or have increased vulnerability to displacement, the City should provide increased funding to help protect and grow the tree canopy within those neighborhoods.

EJ-15 To reduce construction waste and support environmental sustainability, the City should explore tools, such as a deconstruction ordinance, to encourage salvaging and recycling building materials before they are sent to the landfill.

EJ-16 To ensure future infrastructure investments do not increase environmental harms, encourage designs that minimize impacts to air quality, stormwater, tree canopy, noise, and other environmental conditions.

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COMMUNITY CHARACTER

Community Character refers to the distinct qualities and features of a place and may encompass aspects from the physical environment or the people who live in the community. Within *Community Area Plans*, community character is focused on placemaking and common characteristics which refer to the distinctive elements and amenities within the public realm that make Charlotte's mixed-use Place Types vibrant and unique. Realizing Charlotte's aspiration for a highly amenitized public realm will require combined efforts from City and County agencies, developers, organizations, and business and property owners.

PLACEMAKING ASSESSMENT

While placemaking is essential in all Place Types, *Community Area Plans* include an assessment of existing public realm amenities in mixed-use places (including Neighborhood Centers, Community + Regional Activity Centers, and Innovation Mixed-Use). This assessment should be used by decision-makers to identify future projects or improvements, to prioritize programmatic funds, and/or to partner with public realm management organizations and districts.

The placemaking assessment includes three parts:

1. A summary of the aspirations related to community character for the four mixed-use places (Table7: Placemaking Aspirations). Charlotte's aspirations aim to advance highly amenitized public spaces through seven key elements.

2. A map of the recommended mixed-use places within the plan area (Map 9: Placemaking Assessment).

3. An evaluation of how well each mixed-use geography is aligned with the community character aspirations across the seven key elements (Table 8: Placemaking Assessment):

- **Public Spaces** – Do the mixed-use geographies have passive and/or active public gathering spaces, such as parks, plazas or courtyards? Note: this evaluation should be considered in conjunction with the Open Space assessment provided on page 55.

- **Public Play Areas** – Do the mixed-use geographies have amenities that encourage multigenerational play and physical activity, including playgrounds, climbable sculptures, water features, sports facilities, etc.? Note: this evaluation should be considered in conjunction with the Open Space assessment provided on page 55.

- **Amenities & Furnishings** – Do the mixed-use geographies have a diversity of well-distributed amenities that allow people to rest and gather and support a safe and comfortable environment (including benches, shade, planters, waste receptables, lighting, etc.)?

- **Branding** – Do the mixed-use geographies have public and/or private branding that contributes to the unique character and identity of the hub and helps people remember or refer to the area?

- **Public Art** – Do the mixed-use geographies have signature and/or a broad diversity of integrated public art that contributes to their unique character and identity?

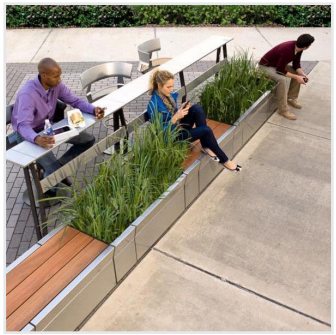
- **Signage** – Do the mixed-use geographies have a cohesive system of wayfinding signage to support a well-connected, walkable, and easily navigable environment?

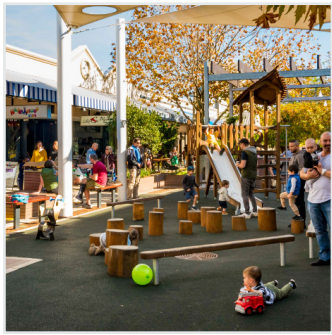
- **Property Ownership Patterns** – Do the mixed-use geographies have a diversity of multiple property owners or a single/predominant property owner(s)? Strategies for implementing placemaking efforts may take different forms depending on depending on a the number of property owners.

A more detailed methodology for the Placemaking Assessment is included in the Appendix.

TABLE 7: **PLACEMAKING ASPIRATIONAL ELEMENTS**

MIXED-USE PLACE TYPE	PLACEMAKING ASPIRATIONAL ELEMENTS						
	Public Spaces	**Public Play Areas**	**Amenities & Furnishings**	**Branding**	**Public Art**	**Signage**	**Property Ownership Patterns**
Neighborhood Center (NC)	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.	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.	Public art is present to support vibrant spaces and contributes to the unique character and identity of the hub.	Wayfinding is provided to support a well-connected, walkable, and easily navigable environment.	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)							





MAP 9: **PLACEMAKING ASSESSMENT**

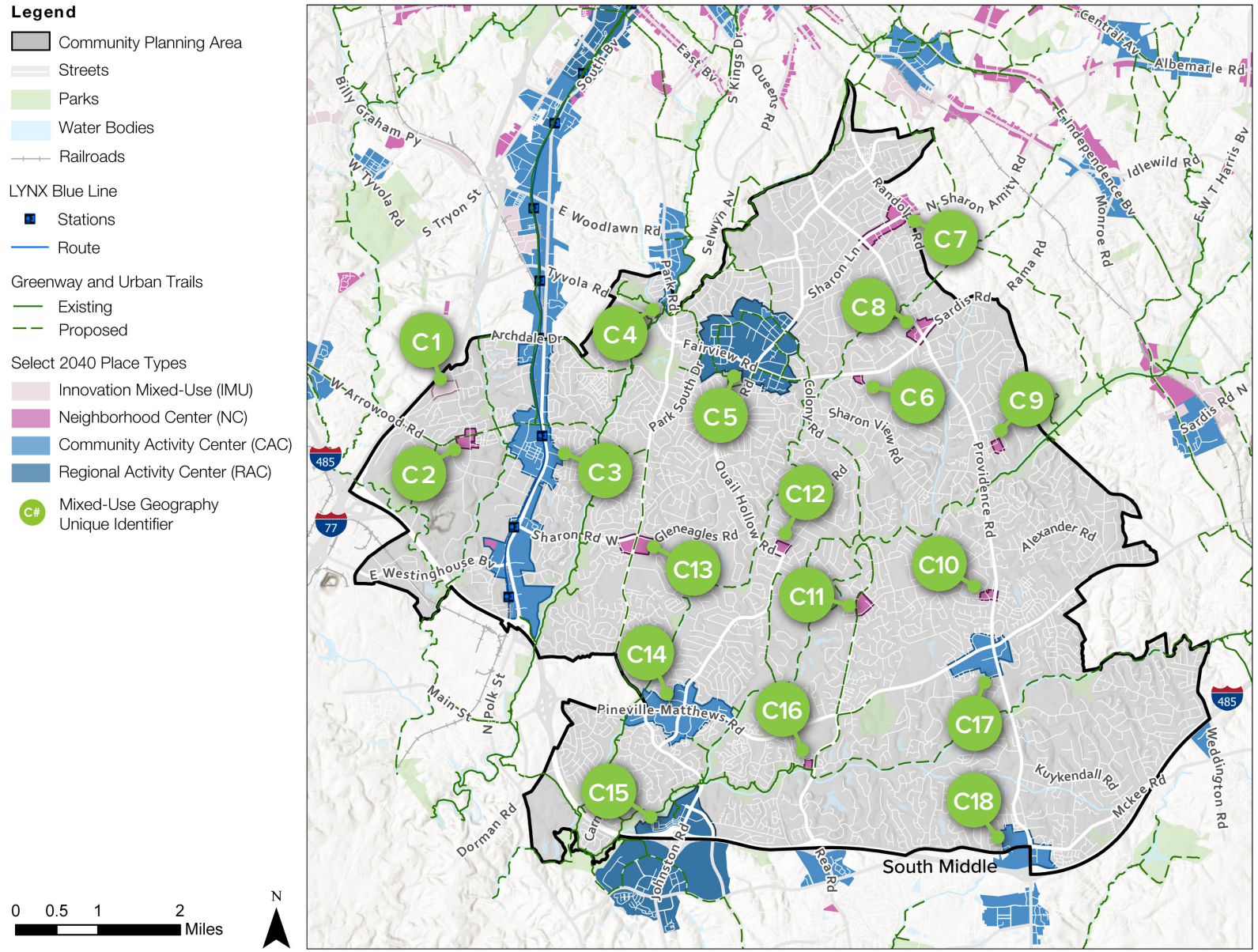


TABLE 8: **PLACEMAKING ASSESSMENT**

MIXED-USE GEOGRAPHY	PLACEMAKING ELEMENTS						
	Public Spaces	Public Play Areas	Amenities/ Furnishings	Branding	Public Art	Signage	Property Ownership Pattern
C1) IMU - Forest Point Blvd/Nations Ford Rd	○	○	○	○	○	○	Few
C2) NC - Arrowood Rd/Nations Ford Rd	○	○	○	○	○	○	Few
C3) CAC - South Blvd	○	○	◔	○	○	◔	Multiple
C4) CAC - Park Rd	◔	○	○	○	○	◔	Multiple
C5) RAC/CAC - Southpark Mall	✓	◔	◔	○	◔	◔	Multiple
C6) NC - Fairview Rd/Simsbury Rd	◔	○	○	○	○	○	Few
C7) NC - Randolph Rd/Sharon Amity Rd	◔	○	◔	○	○	○	Multiple
C8) NC - Sardis Rd/Providence Rd	◔	○	◔	○	○	○	Few
C9) NC - Landmark Dr/International Dr	◔	○	○	○	○	○	Few
C10) NC - Providence Rd/Candlewyck Ln	○	○	○	○	○	○	Few
C11) NC - Colony Rd/Rea Rd	◔	○	✓	○	✓	○	Few
C12) NC - Quail Hollow Rd/Carmel Rd	✓	○	○	○	○	○	Few
C13) NC - Gleneagles Rd/Park Rd	○	○	○	○	○	○	Few

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 7.

COMMUNITY CHARACTER

TABLE 8: **PLACEMAKING ASSESSMENT**

MIXED-USE GEOGRAPHY	PLACEMAKING ELEMENTS						
	Public Spaces	Public Play Areas	Amenities/ Furnishings	Branding	Public Art	Signage	Property Ownership Pattern
C14) CAC - Pineville-Matthews Rd/Carmel Rd	○	○	○	○	○	○	Multiple
C15) RAC - Johnstown Rd/I-485	○	○	◔	○	◔	○	Multiple
C16) NC - Red Rd/Bevington Rd	○	○	○	○	○	○	Few
C17) CAC - Pineville-Matthews Rd/Providence Rd	◔	○	◔	○	○	○	Multiple
C18) CAC - McKee Rd/Providence Rd	○	○	○	○	○	○	Few

LEGEND

- ✓ Aligned with Aspirations
- ◔ Somewhat Aligned with Aspirations
- ○ Not Aligned with Aspirations

Aspirations are outlined in Table 7.

PLACEMAKING TRENDS

The most common urban typology in the existing South Middle area are strip malls, shopping centers, and large surface parking lots. Most of the existing placemaking elements identified throughout these areas are small public plazas within these shopping spaces, most often set far off of the street. Many include public amenities such as seating areas, creative paving, or public art pieces.

COMMUNITY CHARACTER RECOMMENDATIONS

CC-1 To reduce the loss of historically and culturally significant structures and spaces and to advance the City's sustainability and affordability goals, Charlotte should prioritize the preservation and adaptive reuse of historic or pre-1970s structures. When demolition is necessary, the City should encourage deconstruction practices to maximize material reuse.

CC-2 To encourage the preservation and adaptive reuse of historic or pre-1970s structures, Charlotte should survey Community Area Plan geographies with pre-1970s development to identify key resources and implement appropriate preservation strategies.

CC-3 To ensure major redevelopment projects adjacent to established neighborhoods are compatible with their surroundings, Charlotte should develop an Urban Design Standards Manual to guide the integration and transition of new development in a manner that respects the scale, character, and context of existing communities.

CC-4 To retain neighborhood culture and identity, Charlotte should use pattern books and regulatory tools such as neighborhood character overlays, historic districts, and other community-driven strategies to guide residential infill development.

CC-5 To celebrate neighborhood identity and strengthen the sense of place, Charlotte should support placemaking efforts such as customized crosswalks, wayfinding signage, public art, and gateway elements at key intersections. Additionally, the city should integrate art and design into infrastructure and public spaces whenever possible. When feasible, local artists should be commissioned to design the improvements. Priority should be given to placemaking efforts in mixed-use areas classified as "Not Aligned" or "Somewhat Aligned" in Table 8: Placemaking Assessment or identified in the Corridors of Opportunity Playbooks. (Cross reference with OS-5)

CC-6 To create vibrant public spaces that foster community gatherings, Charlotte should explore partnerships with private property owners to temporarily or permanently transform underutilized areas, such as vacant lots or parking lots, into active public spaces. These spaces should be programmed with community-driven activities, including community gardens, parks, festivals, and pop-up events.

CC-7 To create vibrant public spaces that foster community gatherings, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the City should establish a long-term strategy for the maintenance, funding, and programming of all city-owned public spaces and complete the Urban Arboretum Trail. (Cross reference with OS-5)

CC-8 To enhance public realm amenities in mixed-use places, Charlotte should explore the creation of a fund that supports community-driven improvements that further the goals of the *Charlotte Future 2040 Comprehensive Plan* and *Community Area Plans*.

CC-9 To support and enhance community character within areas recommended to evolve, Charlotte should survey various aspects of the physical environment beyond placemaking elements—such as lot size and block structure—within mixed-use areas. The findings should inform land-use decisions.

PUBLIC FACILITIES & SERVICES

Public facilities and services are essential throughout the City and are permitted in all ten Charlotte Place Types. As Charlotte-Mecklenburg continues to grow and develop, timely planning and coordination of public facilities and services is essential to maintaining the high quality of life that residents expect.

The Community Area Planning process involved key public service providers, including water and sewer, stormwater, police, fire, parks, and schools, to ensure all agencies had access to consistent growth projections and understood how growth would be distributed across the City, as outlined in the *Charlotte Future 2040 Policy Map*. By utilizing a shared data set, providers can identify high-growth areas and align their system planning to meet future demands. This collaborative approach enables each provider to maintain existing public facilities and effectively plan for future needs. Other public facilities, such as libraries, medical, and social services, were not included in the planning process.

PUBLIC FACILITIES & SERVICES RECOMMENDATIONS

The following approaches aim to enhance, preserve, and protect Charlotte's existing public facilities while promoting infrastructure that meets current needs and incorporates innovative practices to address future demands:

PFS-1 To ensure all service providers have access to consistent growth forecasts, establish a formalized and unified system through the Joint Use Task Force for developing and sharing growth forecasts.

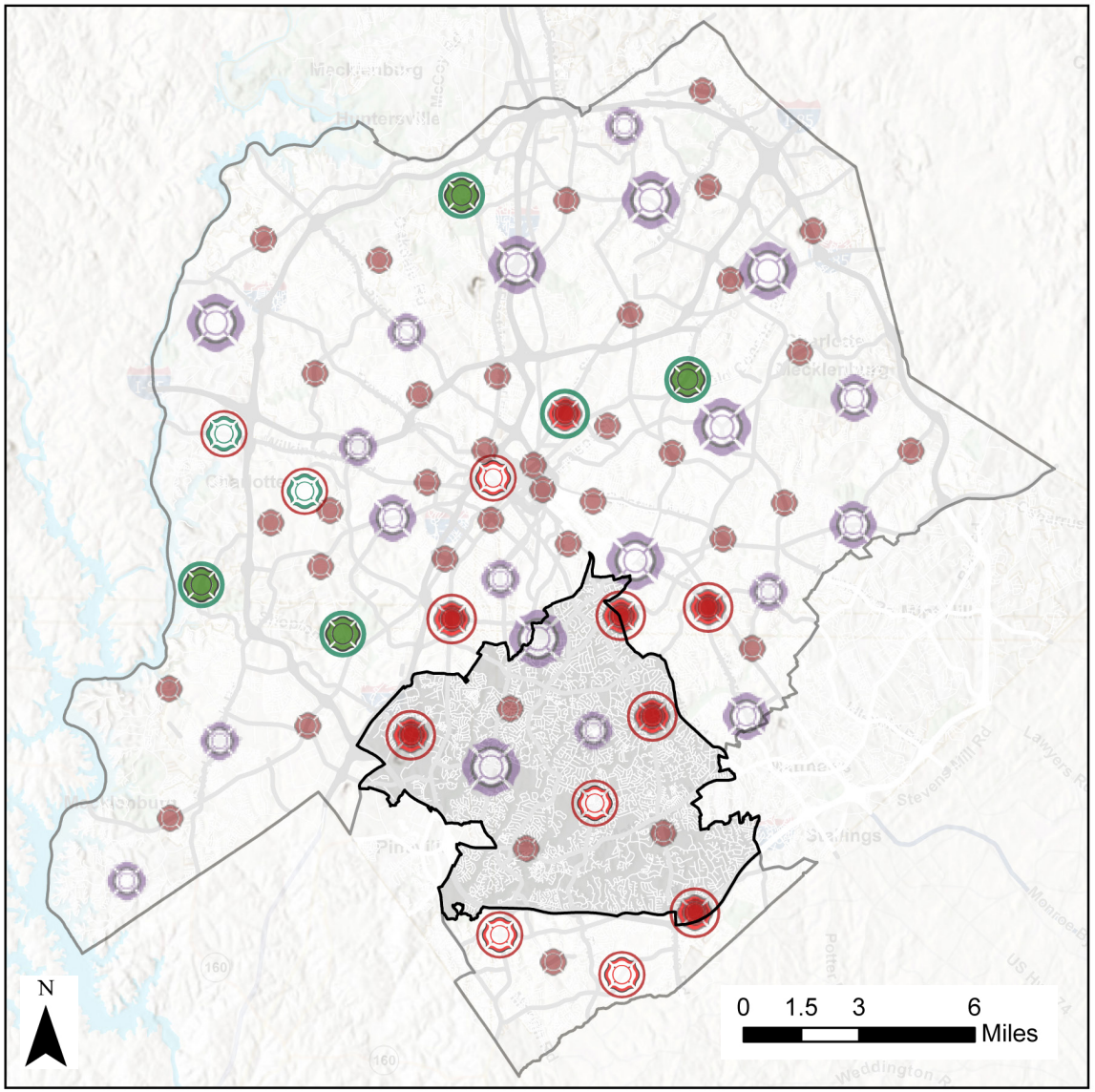
PFS-2 To preserve and enhance public services, incorporate guidance from the Charlotte Future 2040 Comprehensive Plan into public facility master plans. Maintain and improve water, sewer and storm water infrastructure to meet current and future needs.

PFS-3 To improve surface water quality and reduce flooding, continue to expand the use of green stormwater infrastructure throughout Charlotte, including in infill and redeveloping areas.

PFS-4 To ensure delivery of adequate public services, align Charlotte's annexation policy with public facility needs.

PFS-5 To maintain emergency response times, support Charlotte Fire's future facility needs as illustrated in Map 10. Charlotte Fire may explore private-public partnerships that incorporate fire prevention and emergency management facilities into mixed-use developments.

MAP 10: **CHARLOTTE FIRE DEPARTMENT: FUTURE FACILITY NEEDS**



Legend

- Community Planning Area

CFD Fire Stations

- Existing Fire House

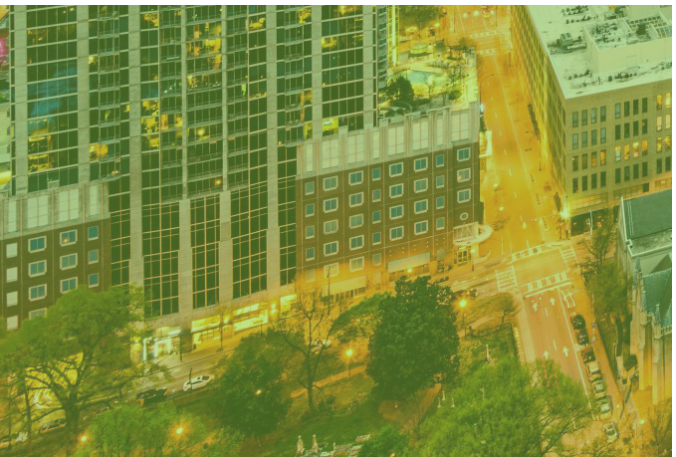
CFD Future Fire Stations

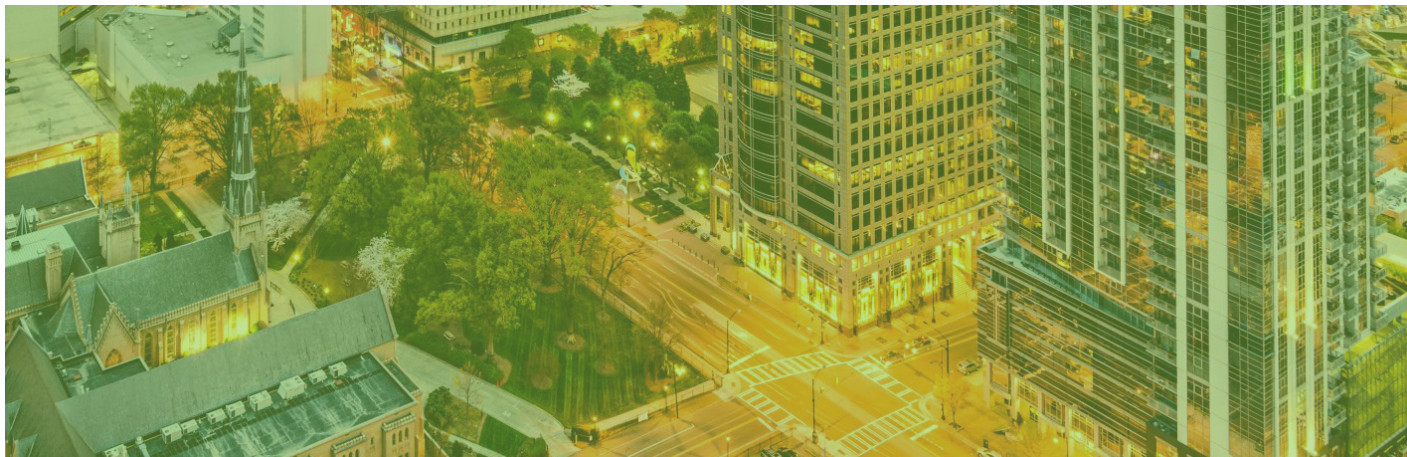
- New FireHouse - Funded
- New FireHouse - City Owned Land, Not Funded
- New Firehouse - Not City Owned, Not Funded
- Rebuild Existing Firehouse - Funded
- Rebuild Existing Firehouse - Not Funded

Idenitified CFD Future Needs - FireHouse/Co-Location/Other Solutions

- After 05 - 10 Years
- After 10 - 20 Years
- Greater Than 20 Years

The data used in this map is reevaluated annually and subject to change.





IMPLEMENTATION

This section includes two parts: the Implementation Guide and the Illustrative Concepts. The Implementation Guide helps staff ensure that public and private development aligns with the defined vision. It outlines specific strategies for different partners, assigns responsibilities to lead agencies, and suggests timeframes for advancing the work. The strategies are numbered sequentially and correspond to policy recommendations outlined in the *Community Area Plans*.

The Illustrative Concepts provide a visualization for how areas recommended for change may evolve over time. They demonstrate how existing conditions, policies, and regulations influence development and redevelopment. However, the concepts are just examples and do not guarantee what will be built, as other factors can also influence development.

IMPLEMENTATION GUIDE | *NOT ADOPTED POLICY*

Achieving the vision outlined in this plan will occur incrementally over time through the combined efforts of local government, private property owners, residents, developers, and many others. The *Community Area Plans* provide guidance to decision-makers for future development and redevelopment to promote equitable growth. While the plans are adopted and recognized by City Council and other decision-making bodies, the recommended policies cannot be required by law.

The *Implementation Guide* is a staff document that outlines specific strategies for various partners, assigns responsibilities to lead agencies, and suggests timeframes for advancing the work. These actions do not imply a public or private sector commitment. In many cases, the funding source for these projects has not yet been identified. **The Charlotte City Council will not be asked to adopt the Implementation Guide**; however, many of the strategies in this section will require future action by elected officials and will be presented to them for approval as needed on a case-by-case basis.

Public & Private Sector Responsibilities – The public sector will provide the policy basis (through this plan), oversight, and some infrastructure improvements to support plan implementation. The private sector may invest in the plan area when conditions are right. Future private sector investments should align with the vision outlined in the plan. While the public sector can invest in the area at any time, significant changes to the plan area will become evident once private investment takes place.

IMPLEMENTATION STRATEGIES

The policy number corresponds to the recommendation in Volume 2: Community Area Plan

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
Creating Complete Communities						
PT - 1	To ensure future growth helps achieve the City's vision, encourage new development/redevelopment as recommended in the *Charlotte Future 2040 Policy Map*, which shows how the *Charlotte Future 2040 Comprehensive Plan* applies across the city and considers existing and planned infrastructure in guiding growth.	Supportive Policies	Charlotte Planning, Design, & Development		Short	10.17 & 10.7
PT - 2	To ensure successful implementation of the *Charlotte Future 2040 Policy Map*, approve entitlements through city-led or privately initiated rezonings that further the goals of the Comprehensive Plan and Community Area Plans.	Regulatory Change	Charlotte Planning, Design, & Development	City Attorneys	Long	1.1 & 9.4
PT - 3	To ensure amendments to the *Charlotte Future 2040 Policy Map* are evaluated consistently, assess amendment requests based on the Minor and Major Map Amendment Criteria (see Table 3:Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Program Guide), as well as goals of the Community Area Plan.	Supportive Policies	Charlotte Planning, Design, & Development		Short	3.6 & 9.4

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
PT - 4	When a zoning transition is needed because the recommended Place Types next to each other create a non preferred adjacency, refer to Table 2: Place Type Adjacencies & Zoning Districts in the Program Guide. This table explains when a zoning transition is appropriate. If a transition is required, choose the least intense zoning district that still aligns with the area's designated Place Type.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Medium	3.6 & 9.4
PT - 5	To ensure the scale and massing of new development/redevelopment is compatible with existing development, the following items should be taken into consideration when considering a zoning change within Neighborhood 1 Zoning Districts. The listed items should not be considered a comprehensive list of considerations and other contextual, locational, and site-specific elements may be considered when evaluating the appropriateness of a zoning change within the N1 zoning districts. • Existing lot pattern in the area of the request, • Average lot sizes, • Road frontage classification of the subject parcel(s), • Location of the subject parcel(s); i.e.- mid-block, corner lot, etc..	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Short	3.6 & 9.4
PT - 6	To ensure new development/redevelopment is consistent with the aspirations of mixed-use Place Types, the land use composition of Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use should be assessed at regular intervals, and the findings should be used in land-use-related decision making.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Long	2.17, 3.10, & 3.5
PT - 7	To reduce residential displacement and promote housing choices, new development/redevelopment within the Vulnerability to Displacement Overlay (VDO) should consider incorporating mixed-income or senior housing.	Recommended Projects and Programs	Charlotte Planning, Design, & Development	Housing and Neighborhood Services	Long	2.24, 2.25, 9.28
PT - 8	To help reduce displacement of existing small businesses, small business tools and resources are encouraged, where feasible, within Neighborhood Centers and Community Activity Centers located in the Vulnerability to Displacement Overlay (VDO), while recognizing that many tools and resources are not location-specific and are available citywide.	Recommended Projects and Programs, Stategic Partnership	Economic Development	Charlotte Planning, Design, & Development	Long	8.5, 9.36

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
PT - 9	This policy is not applicable to the South Middle geography.	N/A	N/A	N/A	N/A	N/A
PT - 10	To ensure future residential infill development is compatible with the character of existing neighborhoods, the City should adopt regulations that limit the maximum height of new homes to the average height of homes on the block (when permitted by state law).	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Short	1.19, 2.19, 9.33, 9.6
PT - 11	To respect the character of existing neighborhoods, the City should limit future development of triplex buildings to properties located along major thoroughfares (when permitted by state law).	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Short	2.1, 2.11, 2.19, 2.2
PT - 12	To encourage the development of new homes that are compatible with the character of existing neighborhoods, the City should establish an expedited permitting process for residential infill that meets guidelines for compatible development.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development	MC LUESA	Short	2.19, 9.33, 10.17
PT - 13	To protect the character of existing neighborhoods, the City should create a voluntary program that allows property owners to place additional development restrictions on their own properties, such as limits on building height.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Short	1.19, 2.11, 9.6
PT - 14	To encourage land uses that maximize the benefits of transit, the City should review the Place Type designations of properties within a half-mile of planned rapid transit lines prior to completion of final transit design and construction.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development	CDOT, CATS	Short	4.1, 8.24
PT - 15	To ensure new development trends are compatible with existing neighborhoods, the City should establish guidance for new and emerging land uses, such as data centers, to ensure appropriate location and design.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development	MC LUESA	Long	6.20, 8.24?
		Mobility				
SMP - 1	Connected – 4.11 – Transit-Oriented Development – Support CATS and the Planning, Design and Development (PDD) Department in proactive station area planning along new and existing corridors, focusing on identifying the critical mobility infrastructure investment necessary to support transit-oriented development.	Recommended Projects and Programs, Public Investment	CATS, Charlotte Planning, Design, & Development, CDOT		Long	4.13, 4.18, 5.27

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
SMP - 3	Sustainable – 1.24 – City TDM Strategy – Develop a long-term citywide TDM implementation plan that identifies strategies for employers and property managers to encourage fewer drive-alone trips (including overall reductions in work trips) for their employees and/or residents. Establish the City of Charlotte, as an employer, as a leader in implementation of TDM programs.	Strategic Partnership, Recommended Projects and Programs, Supportive Policies	CDOT, CATS	CRTPO, NCDOT, Planning, Design, and Development	Long	4.19, 4.26, 8.23
SMP - 3	Safe – 1.13 – Intersection Design – Design intersections to prioritize pedestrians and bicyclists by minimizing crossings distances, maximizing visibility between vulnerable users and motorists, and incorporating geometric design and traffic signal technology that slows vehicular traffic and manages conflict points between vulnerable users and motorists.	Regulatory Change, Recommended Projects and Programs	CDOT	Charlotte Planning, Design, & Development	Long	5.21, 5.22, 5.23
SMP - 4	Safe – 1.12 – Intersections and Traffic Signals – Identify, prioritize, and improve pedestrian safety at intersections and traffic signals, including Leading Pedestrian Intervals (LPI) and LPI Plus treatments, exclusive pedestrian phase, raised intersections, etc.	Public Investment, Recommended Projects and Programs	CDOT	CATS	Medium	5.1, 5.23
MP - 4	This policy is not applicable to the South Middle geography.	N/A	N/A	N/A	N/A	N/A
MP - 5	The Comprehensive Transportation Review thresholds for trip generation of proposed development should be re-evaluated every two years to ensure mobility improvements reflect the anticipated impacts of each development.	Supportive Policies	CDOT	Charlotte Planning, Design, & Development	Long	5.9, 5.10, 5.12
B77 - 1	To improve mobility throughout the Charlotte region, CRTPO should gather data on the implementation of existing and planned regional Intelligent Transportation Systems (ITS). This data will help coordinate efforts with state, regional, and local agencies while supporting the development of technological solutions to the region's transportation challenges.	Recommended Projects and Programs, Supportive Policies	CRTPO	Charlotte Planning, Design, & Development, CATS, CDOT	Medium	5.10, 5.23, 5.8
B77 - 2	To advance the region's multimodal goals, regional and local agencies should collaborate to create policy language allowing multiple uses of streets/corridors. Jurisdictions should have flexibility to adapt facilities to better serve alternative modes. A literature review, sharing best practices, and a planning study may be recommended.	Strategic Partnership, Supportive Policies	CRTPO, Charlotte Planning, Design, & Development	CDOT, CATS	Medium	5.10, 5.26, 5.8

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
B77 - 3	To assess the region's parking needs, regional and local agencies should collaborate on parking studies in urban-core/mobility-hub areas. These studies should evaluate parking demand, minimum and maximum parking requirements, and identify areas where parking needs and public space priorities should be reevaluated.	Strategic Partnership, Recommended Projects and Programs, Supportive Policies	CRTPO, Charlotte Planning, Design, & Development	CDOT	Long	4.19, 4.5, 4.7, 4.9
		Open Space				
OS - 1	To increase access to open space, ensure new development/redevelopment provides enhanced open space(s), as encouraged by the designated Place Type and required by the Unified Development Ordinance. New development/redevelopment in mixed-use Place Types should contribute to the creation, expansion, and/or maintenance of privately-owned public spaces.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Mecklenburg County Park and Recreation	Medium	7.26 & 7.43
OS -2	To help connect and expand Charlotte's greenway network, new development/redevelopment should, where appropriate, designate property within the FEMA 100-year floodplain and/or the 100-foot Water Quality or Post-Construction buffers (whichever is larger) as open space or greenway, if identified in the Mecklenburg County Greenway Master Plan.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Storm Water Services and Mecklenburg County Park and Recreation	Medium	7.14
OS - 3	To increase access to open space, new development/redevelopment adjacent to existing or planned Mecklenburg County parks or greenways should provide connections to the open space, if deemed feasible by Mecklenburg County Park and Recreation.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Mecklenburg County Park and Recreation	Medium	7.5
OS - 4	To ensure future development supports Charlotte's aspiration of accessible and diverse open spaces, the City should track, digitize, and calculate walking distances to public open spaces provided through private development, such as plazas and courtyards.	Supportive Policies	Charlotte Planning, Design, & Development		Long	7.10 & 7.18
OS - 5	To increase access to open space, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the City should establish a long-term strategy for the maintenance, funding, and programming of all city-owned public spaces. Priority should be given to potential projects that fall within areas classified as "Not Aligned" or "Somewhat Aligned" in Table 5: Open Space Assessment or identified in the Corridors of Opportunity Playbooks.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development	MC Park & Recreation	Medium	7.16

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
OS - 6	To maximize the use of and access to existing open space, the City of Charlotte and/or Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.	Strategic Partnerships, Recommended Projects and Programs	Charlotte Mecklenburg Schools	City Manager, City Attorney, MC Park and Recreation	Medium	1.8 & 4.15
OS - 7	To maintain or expand tree canopy within mixed-use places, the City of Charlotte should continue to purchase and preserve parcels as part of the Tree Canopy Preservation Program.	Recommended Projects and Programs, Public Investment	Charlotte Planning, Design, & Development	General Services, Strategy & Budget	Short	7.13 & 7.16
OS - 8	To maintain and expand Charlotte's tree canopy, the City should expand options for the Affordable Housing Bonus Program to allow contributions to a Tree Canopy Preservation Fund in lieu of on-site requirements.	Recommended Projects and Programs, Public Investment	Charlotte Planning, Design, & Development	General Services, Strategy & Budget	Short	7.13 & 7.16
Environmental Justice						
EJ - 1	To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics. When existing Manufacturing & Logistic sites are adjacent to residential development and request new entitlements, approve the least intense zoning district (ML-1).	Supportive Policies	Charlotte Planning, Design, & Development	Charlotte Housing & Neighborhood Services	Short	6.1 & 6.20
EJ -2	To ensure compatible land uses near industrial land uses, encourage Commercial or Innovative Mixed-Use development/redevelopment adjacent to areas designated Manufacturing & Logistics.	Supportive Policies	Charlotte Planning, Design, & Development		Medium	6.2
EJ - 3	To help mitigate impacts of noise and air pollution, encourage vegetated buffers and adequately sized yards between areas designated Manufacturing & Logistics and Neighborhood 1, Neighborhood 2, Campus, Neighborhood Center, Community Activity Center, or Regional Activity Center.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Medium	6.1 & 6.33
EJ - 4	To better measure and monitor environmental justice impacts, update the Equitable Growth Framework to include Land Surface Temperature as the sixth measure of the Environmental Justice metric representing urban heat.	Supportive Policies	Charlotte Planning, Design, & Development	Sustainability & Resilience	Medium	7.33
EJ - 5	To help mitigate water pollutants in surface waters, continue to prioritize educational outreach regarding potential pollution sources, how to identify and report pollution, and other best practices.	Public Investments, Other City Intiatives, Strategic Partnerships	Storm Water Services	Sustainability & Resilience	Medium	7.21, 7.40, & 7.46

IMPLEMENTATION GUIDE | *NOT ADOPTED POLICY*

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
EJ - 6	To mitigate environmental justice impacts, the City should prioritize -or, in some cases, continue prioritizing- investments and programmatic funding that addresses impacts in geographies classified as "Poor" or "Somewhat Poor" in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.	Public Investement, Recommended Projects and Programs	Sustainability & Resilience	Charlotte Planning, Design, & Development	Medium	7.16, 7.18, & 7.33
EJ - 7	To help mitigate impacts of high land surface temperatures, co-locate cooling amenities (such as covered seating and water fountains) at neighborhood-serving mobility hubs and encourage the use of smart surfaces in geographies classified as "Poor" or "Somewhat Poor" in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.	Public Investement, Recommended Projects and Programs	Charlotte Area Transit System, CDOT	Mecklenburg County Health Department	Medium	5.11 & 7.33
EJ - 8	To reduce brownfields and hazardous sites, the City should consider adjacent Place Type designations and preferred adjacencies, as outlined in the Policy Map Manual, when approving new land uses for redeveloped "Areas of Environmental Concern."	Supportive Policies	Charlotte Planning, Design, & Development	Economic Development	Short	6.1 & 6.14
EJ - 9	To support the coordination of economic development and brownfield remediation efforts, the City should further study "Areas of Environmental Concern" to better understand the potential impacts of redevelopment.	Public Investment, Supportive Policies	Economic Development	Sustainability & Resilience	Short	6.14
EJ - 10	To ensure future infrastructure investments do not increase environmental impacts, encourage designs that minimize impacts to air quality, stormwater, tree canopy, noise, and other environmental conditions.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Sustainability & Resilience	Medium	6.1, 6.20, 7.3, 7.15
EJ - 11	To ensure existing residents adjacent to Manufacturing & Logistics are protected from more undesirable or unhealthy land uses, discourage the expansion of Manufacturing & Logistics development into areas designated Neighborhood 1 or Neighborhood 2.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Long	6.1, 6.20, 6.21
EJ - 12	To reduce environmental impacts on neighborhoods, the City should conduct future planning studies within smaller geographies (Specific Plans, as identified in Figure 1: Charlotte's Planning Approach) to identifying mitigation projects, supportive programs, and additional regulations that limit manufacturing impacts on surrounding neighborhoods.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Long	6.1, 6.20, 6.21

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
EJ - 13	To reduce existing residents' exposure to undesirable or unhealthy land uses, the City should actively explore new or alternative land use and redevelopment opportunities for small manufacturing sites adjacent to neighborhoods.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Medium	6.1, 6.20, 6.21
EJ - 14	To maintain and expand the tree canopy within neighborhoods that experience greater environmental impacts or have increased vulnerability to displacement, the City should provide increased funding to help protect and grow the tree canopy within those neighborhoods.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Medium	6.13, 6.33, 7.16
EJ - 15	To reduce construction waste and support environmental sustainability, the City should explore tools, such as a deconstruction ordinance, to encourage salvaging and recycling building materials before they are sent to the landfill.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Short	7.12,8.13, 10.17
EJ - 16	To ensure future infrastructure investments do not increase environmental harms, encourage designs that minimize impacts to air quality, stormwater, tree canopy, noise, and other environmental conditions.	Regulatory Change, Supportive Policies	Storm Water Services, General Services, Charlotte Water	Charlotte Planning, Design, & Development	Short	2.8, 6.17, 10.10,
Community Character						
CC - 1	To reduce the loss of historically and culturally significant structures and spaces and to advance the City's sustainability and affordability goals, Charlotte should prioritize the preservation and adaptive reuse of historic or pre-1970s structures. When demolition is necessary, the City should encourage deconstruction practices to maximize material reuse.	Recommended Projects and Programs, Stategic Partnership	Charlotte Planning, Design, & Development, Historic District Commission	Economic Development, Sustainability and Resiliency	Medium	9.24, 9.29
CC - 2	To encourage the preservation and adaptive reuse of historic or pre-1970s structures, Charlotte should survey Community Area Plan geographies with pre-1970s development to identify key resources and implement appropriate preservation strategies.	Recommended Projects and Programs, Supportive Policies	Charlotte Planning, Design, & Development, Historic District Commission	Housing and Neighborhood Services	Medium	9.27, 9.35
CC - 3	To ensure major redevelopment projects adjacent to established neighborhoods are compatible with their surroundings, Charlotte should develop an Urban Design Standards Manual to guide the integration and transition of new development in a manner that respects the scale, character, and context of existing communities.	Recommended Projects and Programs, Supportive Policies	Charlotte Planning, Design, & Development		Medium	9.29, 9.34

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
CC - 4	To retain neighborhood culture and identity, Charlotte should use pattern books and regulatory tools such as neighborhood character overlays, historic districts, and other community-driven strategies to guide residential infill development.	Supportive Partnership	Charlotte Planning, Design, & Development	Housing and Neighborhood Services	Medium	9.6
CC - 5	To celebrate neighborhood identity and strengthen the sense of place, Charlotte should support placemaking efforts such as customized crosswalks, wayfinding signage, public art, and gateway elements at key intersections. Additionally, the city should integrate art and design into infrastructure and public spaces whenever possible. When feasible, local artists should be commissioned to design the improvements. Priority should be given to placemaking efforts in mixed-use areas classified as "Not Aligned" or "Somewhat Aligned" in Table 8: Placemaking Assessment or identified in the Corridors of Opportunity Playbooks.	Strategic Partnerships, Recommended Projects and Programs, Public Investments	Charlotte Planning, Design, & Development, CDOT	MC Park & Recreation, CATS	Medium	9.17, 9.23
CC - 6	To create vibrant public spaces that foster community gatherings, Charlotte should explore partnerships with private property owners to temporarily transform underutilized areas, such as vacant lots or parking lots, into active public spaces. These spaces should be programmed with community-driven activities, including community gardens, parks, festivals, and pop-up events.	Strategic Partnerships, Recommended Projects and Programs, Public Investments	Economic Development	Charlotte Planning, Design, & Development, MC Park and Recreation	Long	1.14, 1.24, 9.25
CC - 7	To create vibrant public spaces that foster community gatherings, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the city should establish a long-term maintenance and programming strategy for all city-owned public spaces and complete the Urban Arboretum Trail.	Strategic Partnerships, Recommended Projects and Programs, Public Investments	Charlotte Planning, Design, & Development, CDOT	MC Park & Recreation, CATS	Medium	9.25
CC - 8	To enhance public realm amenities in mixed-use places, Charlotte should explore the creation of a fund that supports community-driven improvements that further the goals of the Charlotte Future 2040 Comprehensive Plan and Community Area Plans.	Strategic Partnerships, Recommended Projects and Programs, Public Investments	Charlotte Planning, Design, & Development, Economic Development	CDOT, CATs, MC Park & Recreation,	Long	8.4, 9.10, 9.11

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
CC - 9	To support and enhance community character within areas recommended to evolve, Charlotte should survey various aspects of the physical environment beyond placemaking elements—such as lot size and block structure—within mixed-use areas. The findings should inform land-use decisions.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development	CDOT	Long	1.24, 1.34, 8.4
Public Facilities & Services						
PFS -1	To ensure all service providers have access to consistent growth forecasts, establish a formalized and unified system through the Joint Use Task Force for developing and sharing growth forecasts.	Recommended Projects and Programs	Charlotte Planning, Design & Development	Charlotte Water, Storm Water Services, Police, Fire, CMS, MC Park and Recreation	Long	10.8 & 10.19
PFS -2	To preserve and enhance public services, incorporate guidance from the Charlotte Future 2040 Comprehensive Plan into public facility master plans. Maintain and improve water, sewer and storm water infrastructure to meet current and future needs.	Recommended Projects and Programs	Charlotte Water, Storm Water Services	Charlotte Planning, Design, & Development, City Manager, Strategy & Budget	Long	10.1 & 10.18
PFS -3	To improve surface water quality and reduce flooding, continue to expand the use of green stormwater infrastructure throughout Charlotte, including in infill and redeveloping areas.	Public Investments, Regulatory Change, Other City Intiatives, Strategic Partnership	Storm Water Services	Sustainability & Resilience, Charlotte Planning, Design, & Development	Medium	7.1, 7.21, & 7.24
PFS -4	To ensure delivery of adequate public services, align Charlotte's annexation policy with public facility needs.	Recommended Projects and Programs, Supportive Policies	Charlotte Planning, Design & Development	CDOT, CATS, General Services, CMPD, Fire, Charlotte Water	Long	10.3 & 10.15
PFS -5	To maintain emergency response times, support Charlotte Fire's future facility needs as illustrated in Map 10. Charlotte Fire may explore private-public partnerships that incorporate fire prevention and emergency management facilities into mixed-use developments.	Strategic Partnership	City Manager, City Attorney, Fire	Economic Development	Long	10.12

STRATEGIC INVESTMENT AREAS / GROUPS OF POTENTIAL MOBILITY PROJECTS

This section describes the potential mobility projects included in the Strategic Investment Areas (SIAs) within this plan area. Map 11 shows the groups of potential projects for each SIA, and the following table provides a project description for each potential project within the SIA group. The potential projects are defined and named based on project types that encompass a broad spectrum of mobility-related improvements.

The most common project types include:

Complete Street Upgrade (with or without vehicular capacity)

An existing street that is reconstructed or retrofitted to meet the Streets Map cross-section. To "complete" a street, a project could include the following as standalone or in any combination: bicycle infrastructure, pedestrian infrastructure, or center space (turn lanes/medians). Upgrades may also include streetlighting, pedestrian and/or bike signals, and sometimes additional through lanes for capacity.

New Street/Street Extension

A new (not currently existing) street that will include pedestrian infrastructure, bicycle infrastructure, lighting, signals, etc., and will ideally include the expected Streets Map cross-section or an extension of an existing street that will include pedestrian infrastructure, bicycle infrastructure, lighting, signals, etc., and will ideally include the expected Streets Map cross-section.

Intersection Improvements

An intersection that is re-constructed to provide for physical improvements, which can include adding travel and/or turn lanes, extending turn lanes, and/or improvements to pedestrian infrastructure, bicycle infrastructure, lighting, and signals. More limited scope may be defined, depending on specific intersection needs.

Pedestrian and/or Bike Crossing

Crossing of an arterial or collector street that might include signage, pavement markings, refuge islands, and signals, as appropriate.

Pedestrian and/or Bike Signal Upgrades

Upgrades to existing traffic signals to incorporate Accessible Pedestrian Signals (APS), Leading Pedestrian Intervals (LPI) and might also include bike detection or other multimodal signal improvements.

Bike Facilities/Bike Facility Improvements

Construction of a shared-use path (SUP) or in-street bike facility, as appropriate, on arterials; or improvements to existing bike facilities to increase capacity or comfort.

Bike Route

A new route using any combination of local, collector, and sometimes arterial streets and multi-use path connections, to help bicyclists (and others) navigate a lower-stress network. Bike routes may or may not include signage and/or other physical improvements.

Sidewalk Improvements

Construct new sidewalks along both sides of a segment, new sidewalks along one side of a segment, and/or to fill specific gaps in existing sidewalk.

New Traffic Signal

A new traffic signal installation, including any necessary incidental intersection work, such as curb ramps, etc.

Streetlighting

New or updated lighting to illuminate the street.

Intelligent Transportation Systems (ITS)

Installation of fiber technology to connect existing and future signals along a corridor.

Mobility Hub

New Mobility hub or modifications to an existing Mobility Hub.

NCDOT Multimodal Partnership

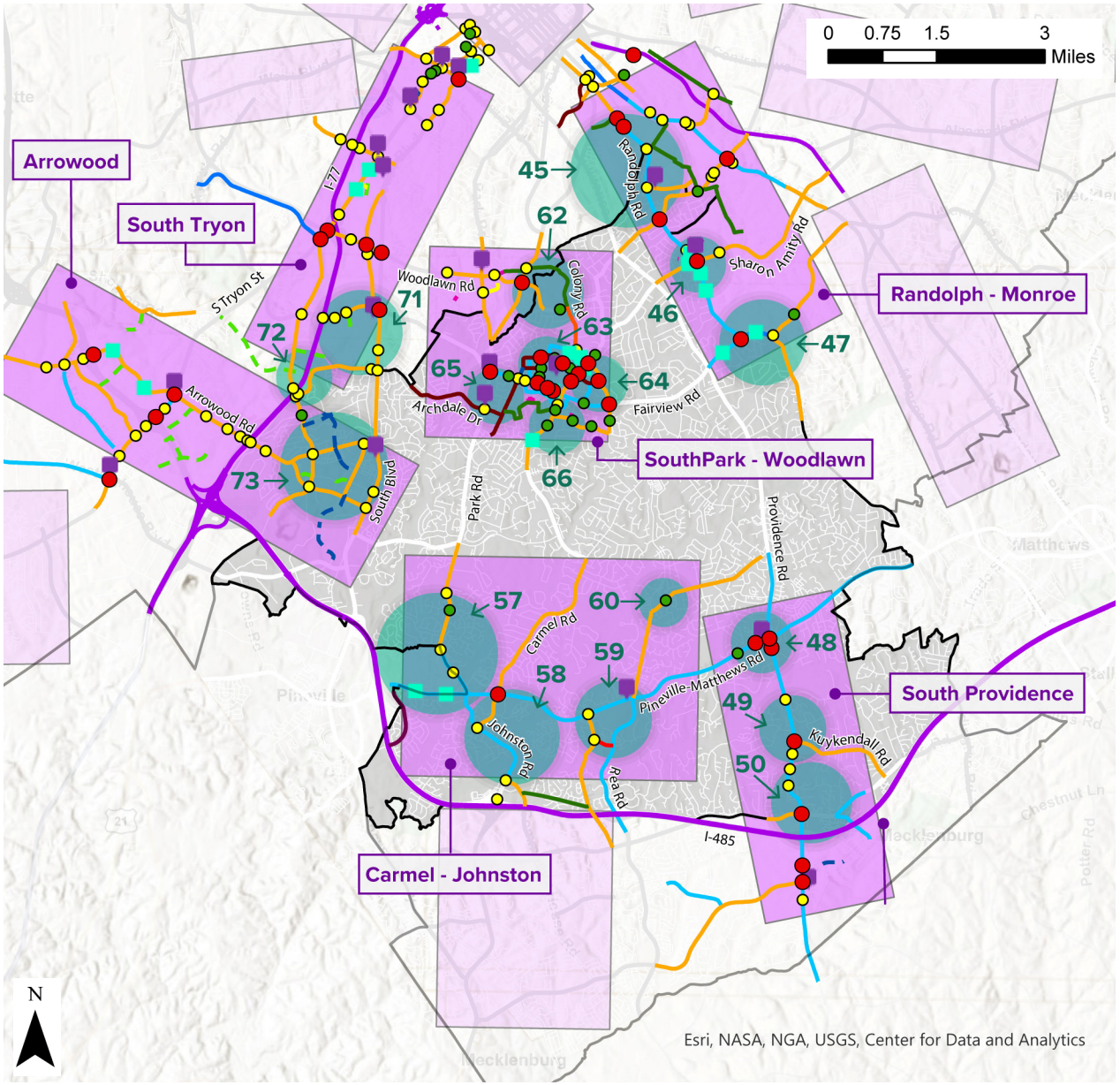
Funding partnership between NCDOT and the City of Charlotte to help achieve Complete Streets along State-maintained streets and roadways.

MAP 11: **SOUTH MIDDLE STRATEGIC INVESTMENT AREAS / GROUPS OF POTENTIAL MOBILITY PROJECTS**

- Community Planning Area
- Strategic Investment Area (SIA)
- SIA Potential Project Group

SIA Potential Projects

- Bike Route
- Complete Street Upgrade
- ITS Upgrades
- In-Street Bike Facility
- NCDOT Multimodal Partnership
- New Street
- Pedestrian/Bike Connection
- Retrofit
- Bike Facility Improvements
- SUP
- Sidewalk
- Street Extension
- Streetlighting
- Intersection Improvements
- Mobility Hub
- New Traffic Signal
- Pedestrian/Bike Crossings
- Pedestrian/Bike Signal Upgrades



SOUTH MIDDLE STRATEGIC INVESTMENT AREAS / GROUPS OF POTENTIAL MOBILITY PROJECTS

45 Grier Heights / Randolph

Randolph - Monroe SIA

Improve access between Grier Heights and commercial, medical, and cultural destinations, as well as transit.

Potential Projects

- Randolph Rd SUP (targeted limits TBD)
- Colville Rd & Laurel Rd & Randolph Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade, focus on pedestrian/bike improvements, and assess potential capacity improvements)
- Cranbrook Ln & Dotger Ave & Randolph Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal or crossing and focus on safety and pedestrian/bike improvements)
- Billingsley Rd & Randolph Rd Mobility Hub
- Randolph Rd & Wendover Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Wendover Rd Complete Street Upgrade (scope/limits TBD, to include SUP and ITS)
- Billingsley Rd Complete Street Upgrade (scope TBD)
- Grier Heights Bike Route and Pedestrian and/or Bike Crossing at Wendover Rd
- Pedestrian/Bike Signal Upgrades

46 Cotswold

Randolph - Monroe SIA

Create a more accessible “park once” environment, safer crossings, and more convenient multimodal access between the Cotswold Activity Center and nearby neighborhoods.

Potential Projects

- Randolph Rd SUP (targeted limits TBD)
- Sharon Amity Rd Complete Street Upgrade (scope/limits TBD, to include targeted center space and bike facility)
- Sharon Amity Rd ITS Upgrades
- Randolph Rd & Sharon Amity Rd Intersection Intersections (scope TBD, to include pedestrian/bike signal upgrades and focus on pedestrian/bike improvements)
- Greenwich Rd Pedestrian/Bike Connection
- Additional Pedestrian/Bike Connections (locations TBD)
- New Traffic Signals (locations TBD – Sharon Amity Rd and Cotswold, Randolph Rd and Cotswold, other)
- Pedestrian and/or Bike Crossings (scope TBD)
- Pedestrian/Bike Signal Upgrades
- Cotswold Mobility Hub

*For more information on **Strategic Investment Areas,** please **SCAN HERE** or visit CharlotteNC.gov/SMP*

47 Randolph / Sardis

Randolph - Monroe SIA

Create safer and more convenient multimodal access between neighborhoods, Strawberry Hill, and area schools.

Potential Projects

- Randolph SUP (targeted limits TBD)
- Randolph Rd & Sardis Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade, focus on pedestrian/bike improvements, and assess potential capacity improvements)
- Sardis Rd Bike Priority Network (targeted limits TBD - SUP west to Providence Rd – in-street bike facility east to Rama Rd)
- Pedestrian/Bike Signal Upgrades
- Sardis Rd Complete Street Upgrade (scope/limits TBD, south of Rama Rd)
- Rama Rd Complete Street Upgrade (scope/limits TBD, to include bike facility)
- Sardis Rd New Traffic Signals (at Livingston Dr and location TBD near Strawberry Hill)
- Sardis Rd & Rama Rd ITS
- Brace Rd & Rama Rd Pedestrian and/or Bike Crossing

48 Arboretum / Raintree

South Providence SIA

Improve multimodal access to the Arboretum and transit from surrounding neighborhoods by providing safer multimodal crossings and facilities.

Potential Projects

- Providence Rd SUP (targeted limits TBD)
- Pineville-Matthews Rd SUP (targeted limits TBD)
- Pineville-Matthews Rd & Providence Rd Intersection Improvements (scope TBD, to focus on safety improvements)
- Arboretum Shopping Center Dr & Providence Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Pineville-Matthews Rd & Springbank Ln Intersection Improvements (scope TBD, to focus on safety and pedestrian/bike improvements, and assess potential capacity improvements)
- Pineville-Matthews Rd & Ridgeloch Pl Pedestrian and/or Bike Crossing
- Arboretum Mobility Hub

49 Kuykendall / Providence

South Providence SIA

Improve multimodal access between neighborhoods, transit, and activity centers to the north and south along Providence Rd by providing safer multimodal crossings and facilities.

Potential Projects

- Providence Rd SUP (targeted limits TBD)
- Kuykendall Rd Complete Street Upgrade (scope/limits TBD, to include sidewalk gaps)
- Kuykendall Rd & Providence Rd Intersection Improvements (scope TBD, to focus on pedestrian/bike improvements
- Pedestrian/Bike Signal Upgrades

50 Ballantyne Commons / Providence

South Providence SIA

Support safe multimodal access between Providence Promenade, transit, and surrounding neighborhoods and schools.

Potential Projects

- Ballantyne Commons Pkwy Complete Street Upgrade (scope/limits TBD, to include targeted SUP, streetlighting, potential new lanes with NCDOT Multimodal Partnership)
- Providence Rd SUP (targeted limits TBD)
- McKee Rd SUP (limits TBD)
- Tilley Morris Rd SUP (limits TBD)
- Providence Rd Streetlighting
- I-485 NCDOT Multimodal Improvement Partnership
- Pedestrian/Bike Signal Upgrades

57 Johnston / Park

Carmel - Johnston SIA

Improve multimodal facilities along and across Pineville-Matthews Rd for safer and more convenient access to the area's Activity Centers.

Potential Projects

- Johnston Rd SUP (targeted limits TBD)
- Pineville-Matthews Rd SUP (targeted limits)
- Park Rd Complete Street Upgrade (scope/limits TBD, to potentially include bike facility, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Pineville-Matthews Rd ITS
- Park Rd Sidewalk (locations TBD – Pineville-Matthews Rd to I-485)
- New Signals at Park Cedar Dr/Pineville-Matthews Rd & McMullen Creek Pkwy/Pineville-Matthews Rd
- Pedestrian/Bike Signal Upgrades

58 Community House / Johnston

Carmel - Johnston SIA

Improve multimodal access between neighborhoods, McAlpine and Four Mile Creek Greenways, and nearby Activity Centers along Pineville-Matthews Rd.

Potential Projects

- Johnston Rd SUP (targeted limits TBD)
- Pineville-Matthews Rd SUP (targeted limits TBD)
- Carmel Rd & Pineville-Matthews Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Johnston Rd Pedestrian and/or Bike Crossing (location TBD – focused on greenway)
- N Community House Rd Complete Street Upgrade (I-485 to Johnston Rd; scope TBD, to include SUP and streetlighting)
- Carmel Rd Complete Street Upgrade (scope TBD, to include ITS)
- Pedestrian/Bike Signal Upgrades
- Endhaven Ln Bike Route

59 Elm / Rea

Carmel - Johnston SIA

Improve multimodal access between neighborhoods, Stonecrest Plaza, Four Mile Creek Greenway, and transit along Pineville-Matthews Rd.

Potential Projects

- Pineville-Matthews Rd SUP (targeted limits TBD)
- Rea Rd SUP (limits TBD, south of Pineville-Matthews Rd)
- Elm Ln Complete Street Upgrade (scope/limits TBD, to potentially include sidewalk, bike facility, and ITS)
- Bevington Pl ITS
- Pedestrian/Bike Signal Upgrades
- Pineville-Matthews Rd & Rea Rd Mobility Hub

60 Colony / Rea

Carmel - Johnston SIA

Provide safer and more convenient multimodal access between neighborhoods, Colony Place activity center, and Rea Rd Elementary.

Potential Projects

- Rea Rd Complete Street Upgrade (scope/limits TBD, Pineville-Matthews Rd to Colony Rd)
- Rea Rd Complete Street Upgrade (scope/limits TBD, Colony Rd to Providence Rd, to potentially include sidewalk, streetlighting, and bike facility)
- Pineville-Matthews Rd SUP (targeted limits TBD)
- Chadwyck Farms Dr & Rea Rd Pedestrian and/or Bike Crossing

62 Selwyn / Colony

SouthPark - Woodlawn SIA

Provide safe multimodal access within and between the Activity Centers, neighborhoods, and Myers Park Campus, and expand the Bike Priority Network.

Potential Projects

- Selwyn Ave Complete Street Upgrade (Colony Rd to Park Rd; scope/limits TBD)
- Runnymede Ln Complete Street Upgrade (scope/limits TBD
- Runnymede Ln & Selwyn Ave Intersection Improvements (scope TBD, potential project to focus on safety and pedestrian/bike improvements and assess capacity improvements within existing footprint of intersection)
- AG Middle School Pedestrian and/or Bike Crossin
- Colony Rd Bike Route & Bike Facility Improvements (based on existing facilities and Bike Priority Network)
- Pedestrian/Bike Signal Upgrades
- Selwyn Ave Streetlighting

63 SouthPark / Barclay Downs

SouthPark - Woodlawn SIA

Provide for safe multimodal access within the SouthPark core.

Potential Projects

- SouthPark Loop (current project – complete northern leg)
- Carnegie Blvd Retrofit (scope TBD, to include pedestrian and/or bike crossings)
- Barclay Downs Dr Complete Street Upgrade (Carnegie Blvd to Fairview Rd - scope TBD, to include pedestrian and/or bike crossings)
- Fairview Rd SUP (limits TBD – Park South Dr or Piedmont Row Dr to Sharon Rd)
- Park South Dr Extension (scope TBD – potential interim pedestrian/bike connection)
- Barclay Downs Dr & Fairview Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Barclay Downs Dr & Carnegie Blvd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Carnegie Blvd & Roxborough Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Fairview Rd & SouthPark Driveways Intersection Improvements, Traffic Signal, & Pedestrian/Bike Crossing (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Pedestrian/Bike Signal Upgrades
- SouthPark Mobility Hub

64 Sharon / Morrocroft

SouthPark - Woodlawn SIA

Improve multimodal access to and within the northeast portion of the SouthPark core.

Potential Projects

- SouthPark Loop (current project - complete Morrocroft leg including Fairview Rd and pedestrian and/or bike crossing)
- Sharon Rd Complete Street Upgrade (scope/limits TBD, to include pedestrian and/or bike crossings)
- Colony Rd Complete Street Upgrade (scope/limits TBD, to include pedestrian and/or bike crossings south of Fairview Rd)
- Fairview Rd SUP (limits TBD – Sharon Rd to Colony Rd)
- Colony Rd & Fairview Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Carnegie Blvd & Colony Rd Intersection Improvements (scope TBD, to focus on pedestrian/bike improvements)
- Carnegie Blvd & Sharon Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Sharon Rd & SouthPark Driveway Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Colony Rd & Sharon Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Carnegie Blvd Retrofit (scope TBD)
- Pedestrian/Bike Signal Upgrades

65 Park South / Archdale

SouthPark - Woodlawn SIA

Improve multimodal connections and expand the Bike Priority Network between SouthPark core, nearby neighborhoods, and greenspaces (including the XCLT and Park Road Park).

Potential Projects

- Park South Dr Retrofit (Fairview Rd to Archdale Dr or Sulkirk Rd; exact scope/limits TBD)
- Archdale Dr Retrofit (Park South Dr to Park Royal Ave; scope TBD, to include pedestrian and/or bike crossings)
- Fairview Rd SUP (Park Rd to Park South Dr or Piedmont Row Dr)
- Fairview Rd & Park Rd & Tyvola Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Pedestrian/Bike Signal Upgrades
- Mobility Hubs at Park Rd/Archdale Dr & Park Rd/Fairview Rd

66 Fairview / Sharon South

SouthPark - Woodlawn SIA

Provide safer multimodal access in the southern portion of the SouthPark core and to nearby neighborhoods.

Potential Projects

- SouthPark Loop/New Street (southern leg between Ashley Park Ln and Piedmont Row Dr)
- Sharon Rd Complete Street Upgrade (scope/limits TBD, to potentially include pedestrian and/or bike crossings, bike facility, and targeted center space)
- Fairview Rd SUP (limits TBD, Park South Dr or Piedmont Row Dr to Sharon Rd)
- Pedestrian/Bike Connections (Fairmeadows-SouthPark, Sharonview-Philips Place, Beverly Woods-Harris Y)
- New Traffic Signals & Pedestrian/Bike Signal Upgrades
- Sharon View Rd Complete Street Upgrade (scope/limits TBD, to potentially include pedestrian and/or bike crossings, bike facility, and sidewalk)

71 South / Tyvola

South Tryon SIA

Improve multimodal network connections and safety around Tyvola Station area, improving pedestrian/bike access between surrounding neighborhoods and jobs, shopping, and transit.

Potential Projects

- South Blvd & Tyvola Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Tyvola Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Westpark Dr New Street Connection
- Tyvola Station Mobility Hub
- South Blvd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Archdale Dr Complete Street Upgrade (scope/limits TBD, to potentially include retrofit, sidewalk, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- I-77 NCDOT Multimodal Improvement Partnership

72 Archdale / I-77

South Tryon SIA

Improve the multimodal network and access to jobs and shopping, including a realignment of Archdale Dr along with better and safer connections across I-77.

Potential Projects

- I-77 NCDOT Multimodal Improvement Partnership
- Nations Ford Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, sidewalk, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Kenley-Nations Ford New Street Connection
- Archdale Dr Realignment/New Street Connection
- Archdale Dr Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, sidewalk, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)

73 Arrowood Station Area

Arrowood SIA

Improve last-mile multimodal connections and safe access to the Activity Center at Hebron, CPCC, and Blue Line station area.

Potential Projects

- Arrowood Rd Complete Street Upgrade (scope/limits TBD, to include Bike Priority Network gap, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Hebron St Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, sidewalk gaps, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Nations Ford Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, sidewalk, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- England St Complete Street Upgrade (scope/limits TBD, to potentially include bike lanes, sidewalk, pedestrian and/or bike crossings, and streetlighting)
- South Blvd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Targeted Street Extensions & New Street Connections
- Arrowood Station Mobility Hub

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ILLUSTRATIVE CONCEPTS

The “Creating Complete Communities” chapter outlines key recommendations for future development. In most areas of the community, the existing type and intensity of development are recommended to continue. Infill or redevelopment in these areas should be consistent with the established development patterns or Place Types. However, certain areas are recommended to evolve into different Place Types. The majority of these areas are currently auto-oriented, single-use, and non-residential. To accommodate the City’s projected growth, increase access, and minimize environmental impacts, these areas are typically recommended to transition into mixed-use Place Types, which are characterized by mixed-use developments with integrated mobility options and open space amenities.

Change is expected to be incremental, occurring gradually over time. This means new development and redevelopment will typically happen on a site-by-site basis. To illustrate how these areas might evolve, the following section includes an Illustrative Concept package for two focus areas, featuring the types of changes recommended throughout the City. These changes aim to increase access to housing choices, job opportunities, and daily goods, while reducing environmental impacts. For each focus area, the Illustrative Concept package includes:

- An aerial image of the existing development, along with several street-view images depicting the current building form, mobility options, and open space amenities within the area.
- A map of existing development (Existing Place Types) and a map of recommended development (Place Types and Street Types).
- An illustrative concept showing how the area might evolve over time, based on guidance from Charlotte’s development policies and regulations. The concept also takes into account planned infrastructure improvements and approved entitlements.
- A rendering of the aspirational pedestrian experience in a specific location.

These concepts are designed to help the community visualize how planning policies and regulations will shape change over time. However, **it’s important to note that these concepts are not a guarantee of what will be built.** Factors such as site constraints, market demand, project budgets, and community feedback will influence the final outcomes of future development.

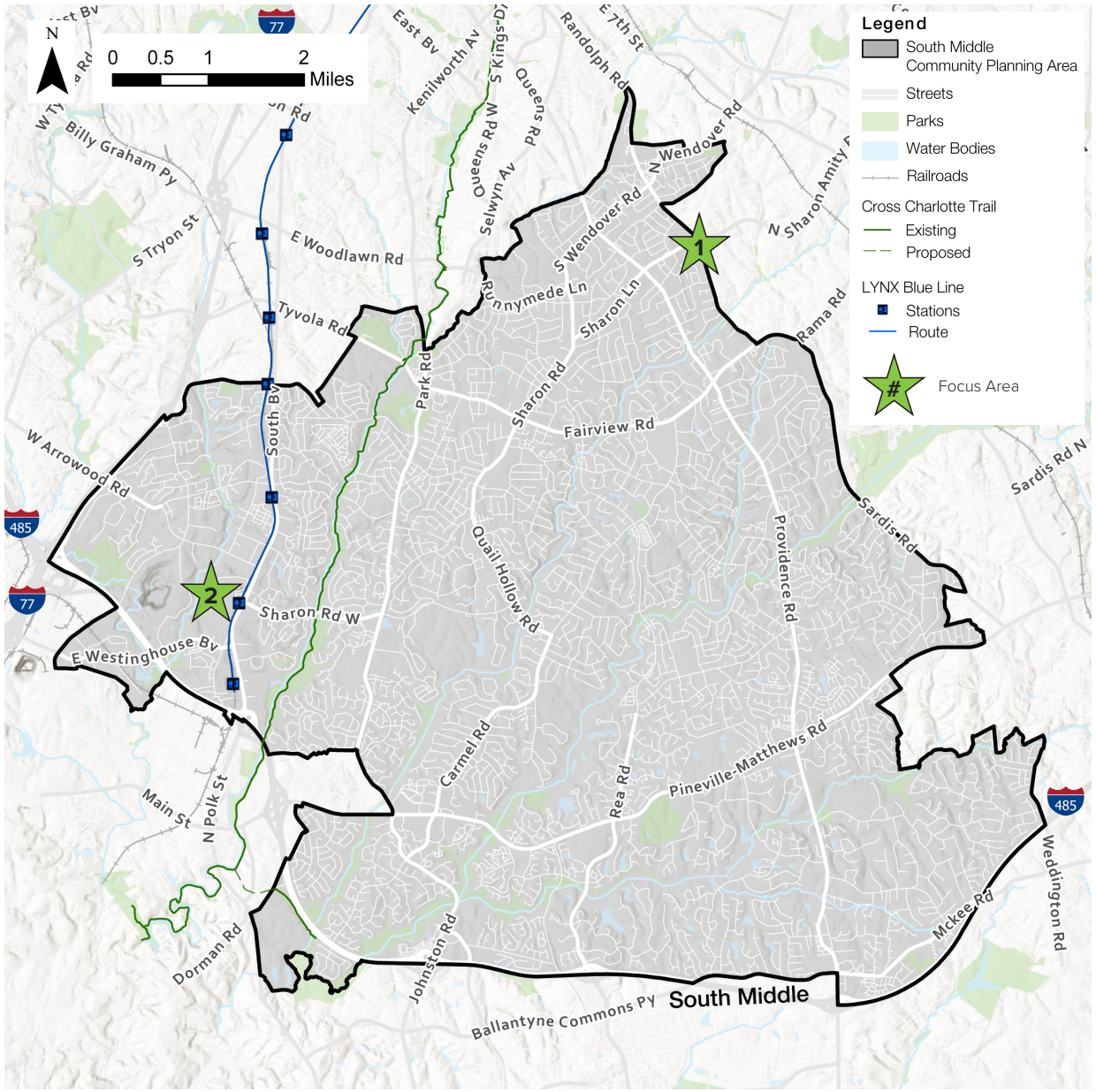
MAP 12: **FOCUS AREAS**

The two focus areas for the South Middle geography are:

1. Sharon Amity Road & Randolph Road
2. South Boulevard & Sharon Road

The Sharon Amity Road & Randolph Road focus area represents an area recommended to evolve into a different Place Type as new development and redevelopment occur.

A portion of the South Boulevard & Sharon Road focus area is also recommended to evolve into a different Place Type as new development and redevelopment occur. The portion not currently recommended for a change should evolve when the existing land use is no longer viable due to its proximity to the LYNX Blue Line. The Policy Map Manual outlines criteria and provides guidance on the types of change that may be appropriate in such situations.



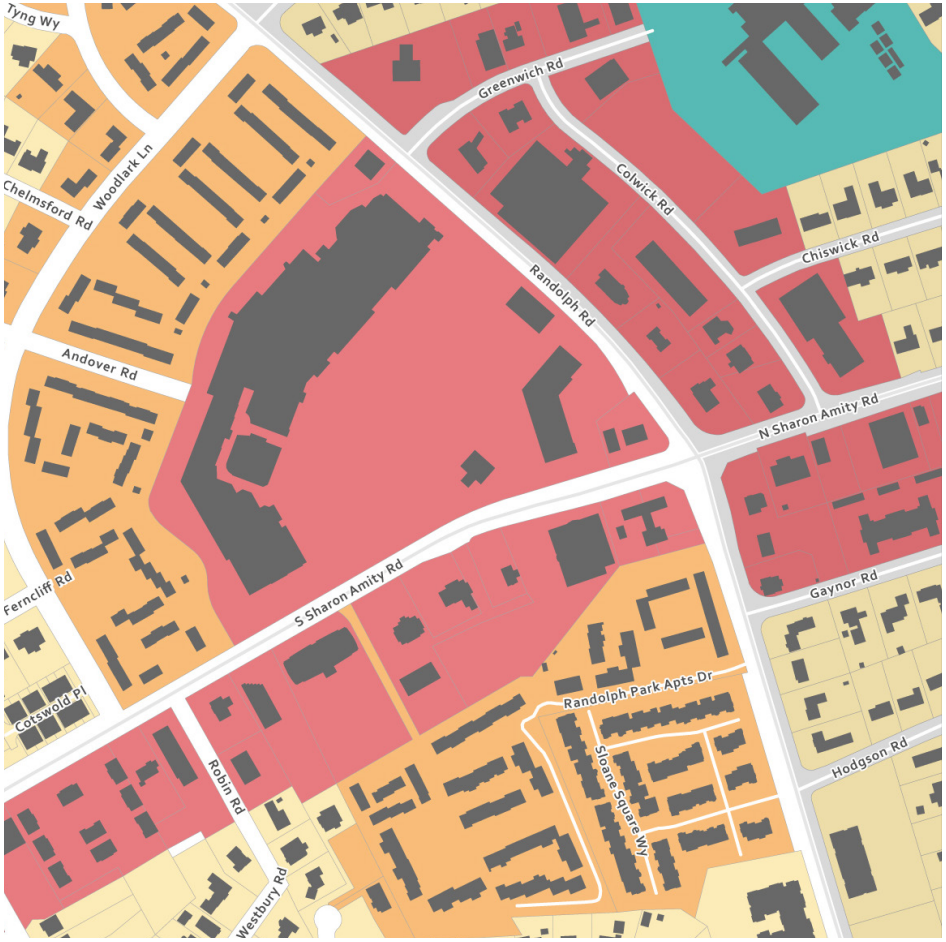
FOCUS AREA #1 | SHARON AMITY ROAD & RANDOLPH ROAD

Existing development in the area is classified as Commercial, which is characterized by car-oriented destinations for retail, dining, and service uses, typically within low-rise buildings located along major streets or near interstates. The area is recommended to evolve into Neighborhood Center, which is characterized by a mix of neighborhood-serving uses (retail, dining, office, services) within low-rise buildings in a pedestrian-oriented environment that is easily accessible to surrounding neighborhoods. This Place Type change will add a greater mix of uses and density to the recommended area. To support the change, future development will provide additional mobility, open space, and placemaking elements.

FIGURE 8: **AERIAL OF EXISTING CONDITIONS**

STREET VIEW IMAGES OF EXISTING CONDITIONS

MAP 13: **EXISTING PLACE TYPES**

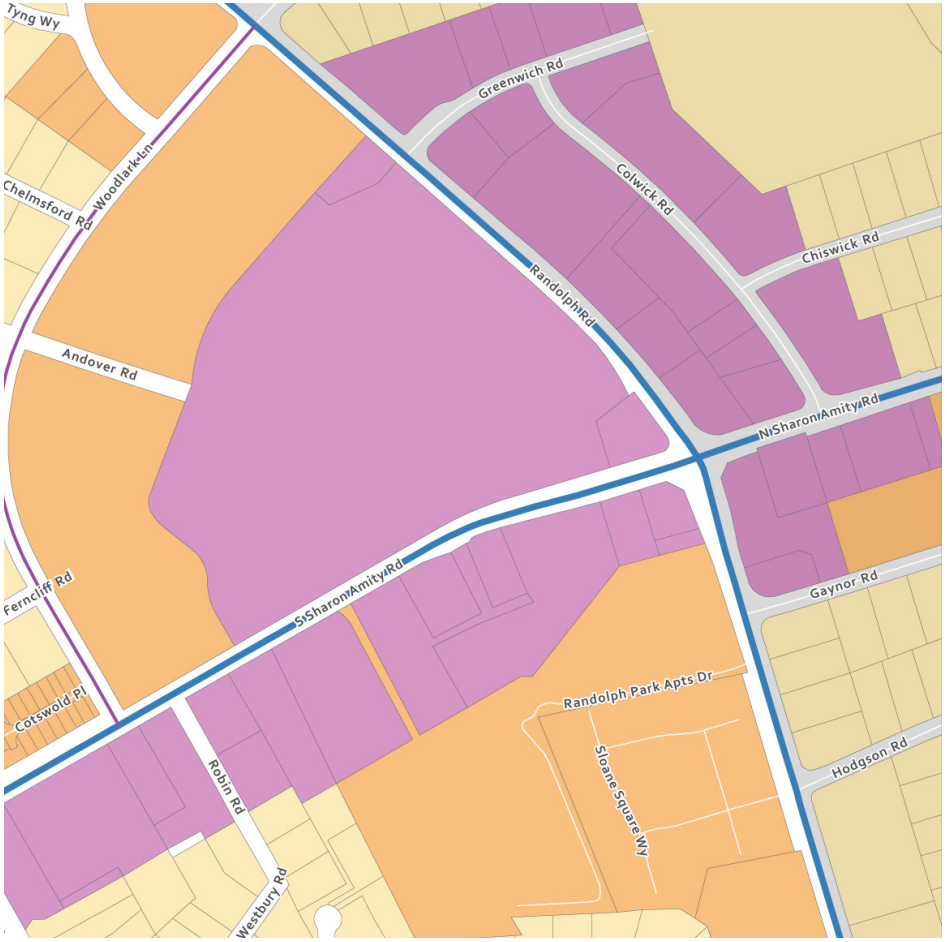


Legend

Streets
Existing Buildings

Existing Place Types
Neighborhood 1
Neighborhood 2
Commercial
Campus

MAP 14: **FUTURE PLACE TYPES AND STREET TYPES**

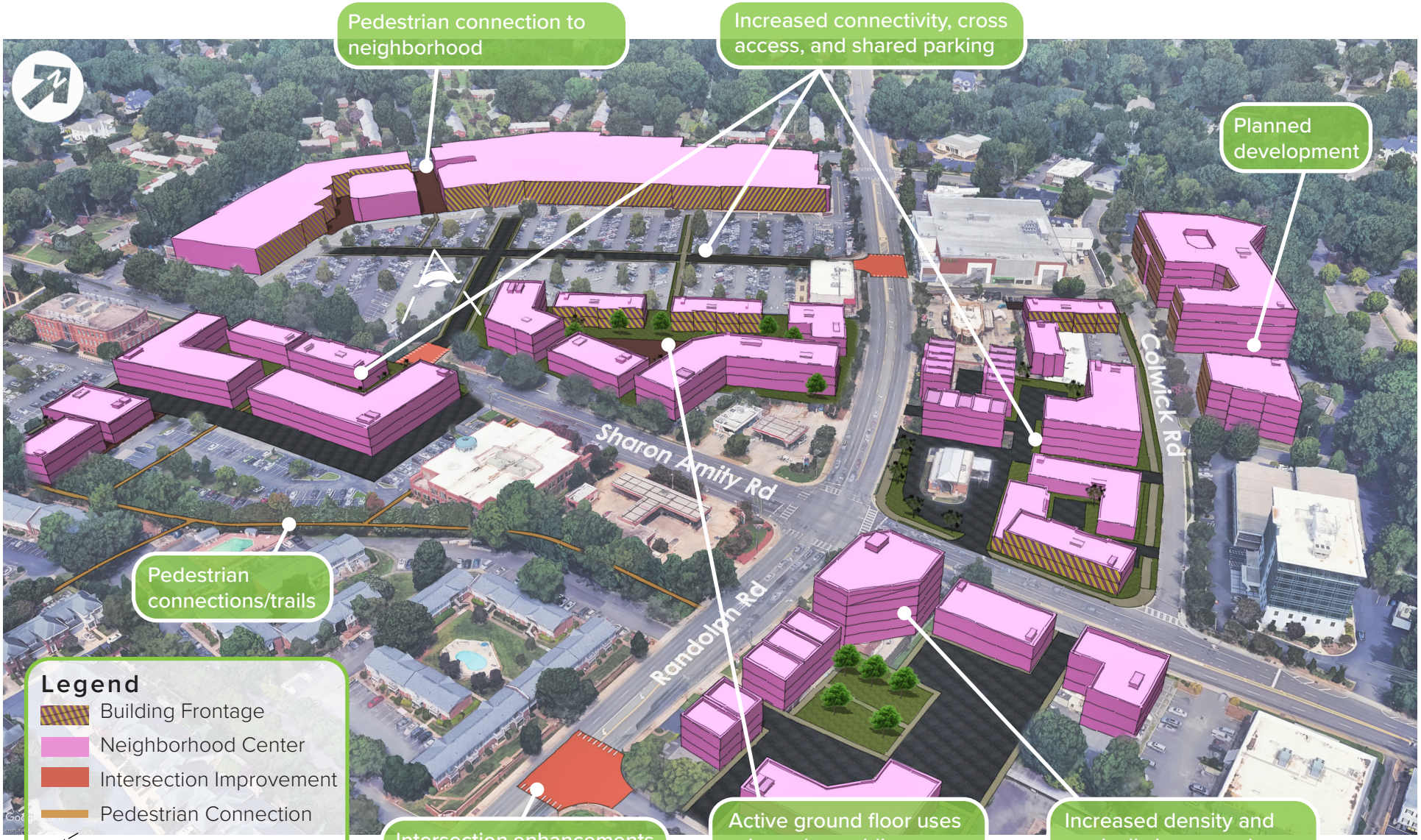


Legend

Future Place Types
Neighborhood 1
Neighborhood 2
Neighborhood Center

Streets Map
Collector
Avenue

FIGURE 9: **SHARON AMITY ROAD & RANDOLPH ROAD ILLUSTRATIVE CONCEPT**



NOTE: This concept is not an endorsement or guarantee of what will be built.

FIGURE 10: **SHARON AMITY ROAD & RANDOLPH ROAD RENDERING**

Rendering shows a perspective from the pedestrian level of one of the entrances to the Neighborhood Center with intersection enhancements, increased connectivity, and cross street access alongside multi-family housing and pedestrian improvements.

FOCUS AREA #2 | SOUTH BOULEVARD & SHARON ROAD

Existing development in the area is classified as Commercial and Manufacturing & Logistics (M&L). Commercial development is characterized by car-oriented destinations for retail, dining, and service uses, typically within low-rise buildings. M&L development is characterized by large scale, low-rise manufacturing, warehousing, or distribution facilities. Due to its proximity to the LYNX Blue Line, a portion of the area is recommended to evolve into Community Activity Center (CAC), which is characterized by a mix of uses set within mid-rise buildings in a pedestrian-oriented environment. When the existing M&L uses adjacent to the transit station are no longer viable, this portion of the area should also evolve to CAC. The following concept illustrates the intent for redevelopment.

FIGURE 11: **AERIAL OF EXISTING CONDITIONS**

STREET VIEW IMAGES OF EXISTING CONDITIONS

MAP 15: **EXISTING PLACE TYPES**

Legend

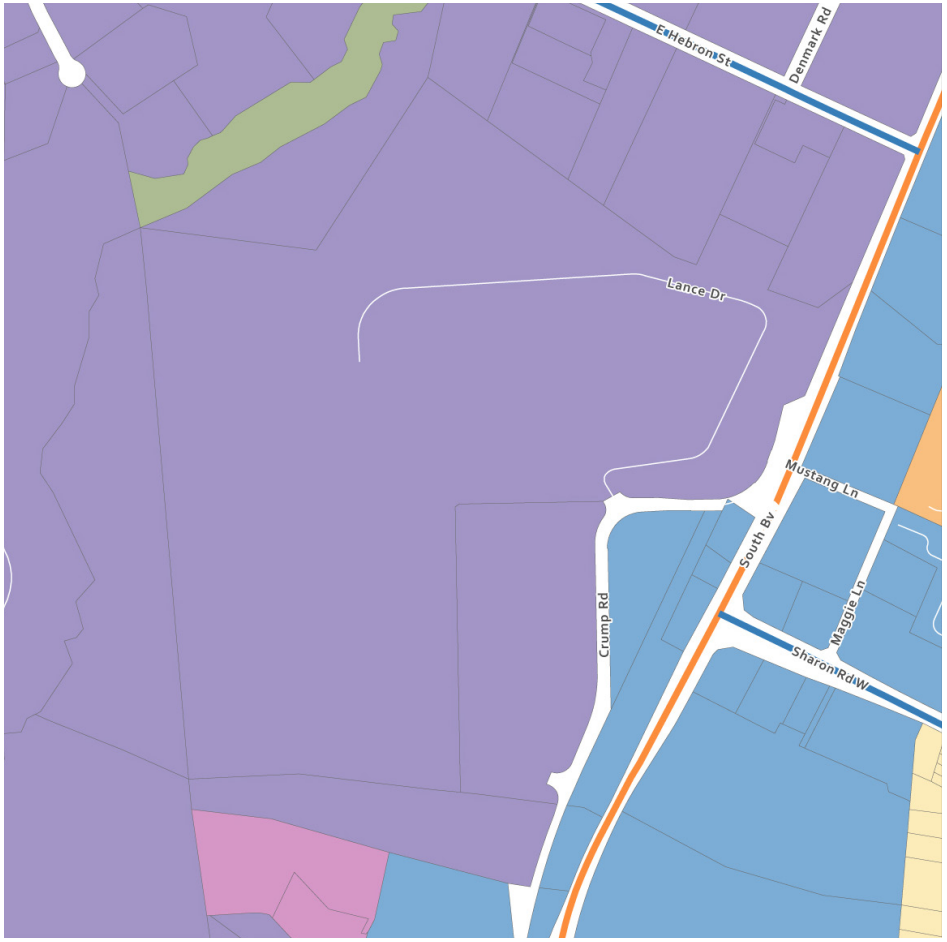
Streets

Existing Buildings

Existing Place Types

- Neighborhood 1
- Neighborhood 2
- Commercial
- Manufacturing & Logistics

MAP 16: **FUTURE PLACE TYPES AND STREET TYPES**



Legend

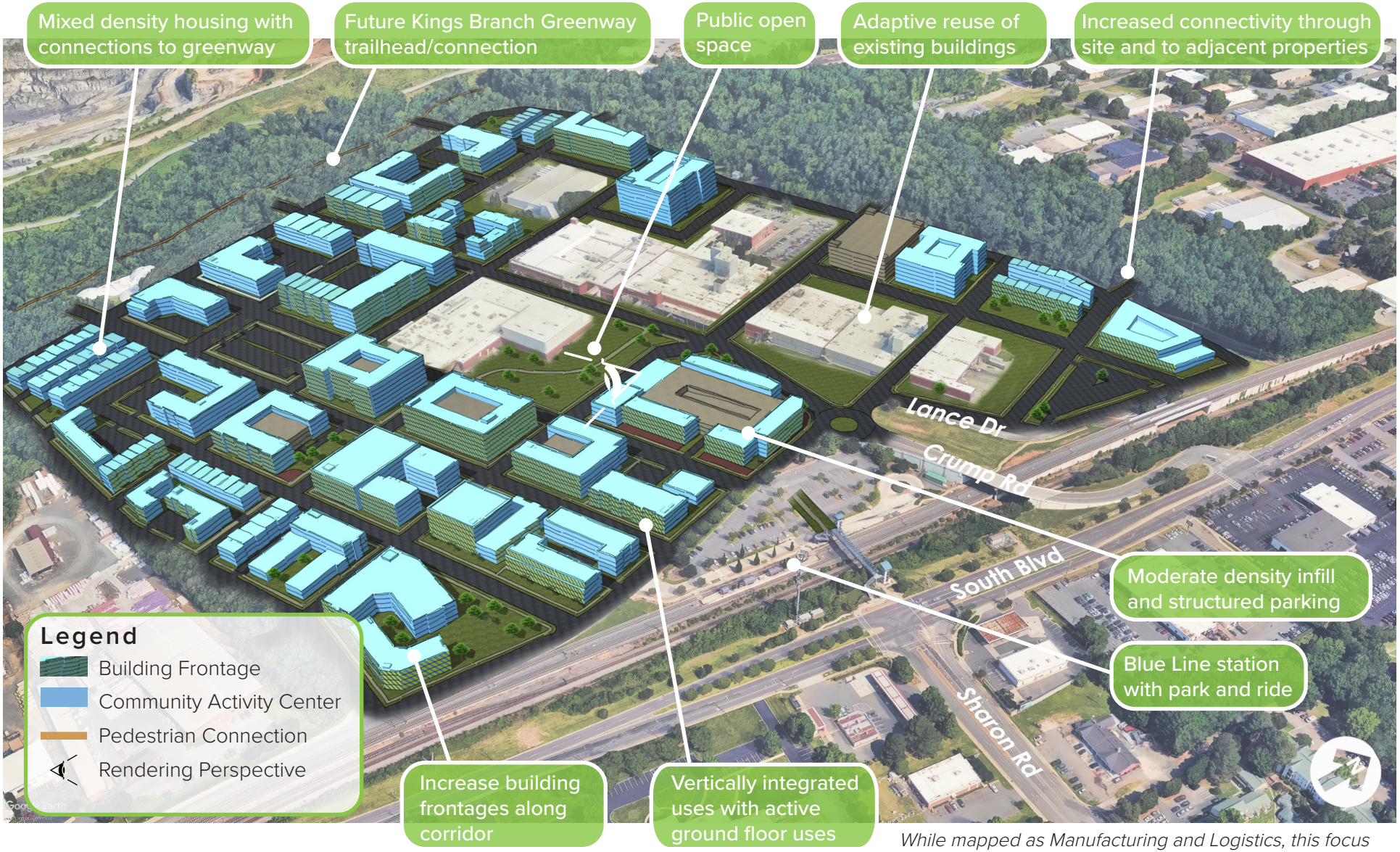
Future Place Types

- Neighborhood 1
- Neighborhood 2
- Parks & Preserves
- Manufacturing & Logistics
- Neighborhood Center
- Community Activity Center

Streets Map

- Avenue
- Boulevard

FIGURE 12: **SOUTH BOULEVARD & SHARON ROAD ILLUSTRATIVE CONCEPT**

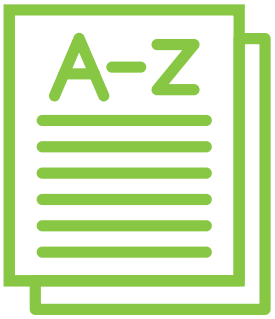


NOTE: This concept is not an endorsement or guarantee of what will be built.

While mapped as Manufacturing and Logistics, this focus area explores Community Activity Center as transit oriented development (TOD) near the Sharon Road Blue Line station.

FIGURE 13: **SOUTH BOULEVARD & SHARON ROAD RENDERING**

Rendering shows a perspective from the pedestrian level of the public open space and the active ground floor uses within the Community Activity Center.



GLOSSARY

This section provides definitions and explanations of key terms, acronyms, and concepts used throughout this document. It is intended to support clarity and ensure that all readers, regardless of their familiarity with the subject matter, can fully understand the content.

Access to Housing Opportunity Scores

This metric measures the ease or difficulty of finding affordable housing in a particular area. For example, it's like a report card for neighborhoods, measuring the availability of affordable housing options. Areas with low scores need more support.

Accessory Dwelling Unit (ADU)

A structure contained within or separate from the main structure on a single-family or two-family lot that contains separate living quarters, including cooking, sleeping, and bathroom facilities. An ADU can be a separate structure, or attached as in a garage apartment or garden apartment which includes a separate entrance. An ADU may be occupied by extended members of a family (such as a grandparent) or by persons unrelated to the owners or occupants of the main structure on the lot. ADUs can be a relatively inexpensive way to add dwelling units in existing neighborhoods without changing its character.

Activity Centers

These are vibrant hubs within the city where people can live, work, and play. Think of them as bustling neighborhoods with a mix of shops, restaurants, offices, and homes. By directing new development to these areas, Charlotte aims to create thriving communities that are connected and convenient.

Adaptive Reuse

The use of existing structures, often historic buildings, for new uses. For example, an early twentieth century bank building in the classical style may be renovated and used as a restaurant, or an old office building may be transformed into a hotel. The reuse of a building is often cheaper and generally more environmentally beneficial than tearing down and building a new building and can have significant aesthetic benefits.

Affordable Housing Opportunities

This refers to housing options that are affordable for people with lower incomes. The goal is to ensure that everyone has access to a safe and comfortable place to call home, without incurring significant financial costs. By increasing affordable housing opportunities near Activity Centers and public transportation, it makes easier for people to find a place to live that fits their budget.

Amenity Zone

A portion of the streetscape, typically between the sidewalk and the street, that includes amenities such as street furniture, signage and wayfinding, landscaping, and street trees. The surface of amenity zone may be paving, grass, or landscaping.

Auto-Dependent Building Form

A type of architecture where buildings are designed and placed in a manner that requires reliance on automobiles for accessing them and the surrounding amenities. In essence, the built environment is designed primarily to cater to car travel, making other forms of transportation less convenient or even impractical.

Building Form

In architecture, the form refers to the shape and structure of a building. It defines the overall appearance and how a building interacts with its environment.

Capital Investment Plan (CIP)

The City's long-range investment plan that funds the highest priority capital investments required to maintain the growth and economic vitality of the growing community. The CIP invests in projects that generate the most benefit and impact to the entire community through: creating jobs and growing the tax base; leveraging public and private investments; enhancing public safety; enhancing transportation choices and mobility; ensuring housing diversity; and providing integrated neighborhood improvements. The CIP encompasses investments in roads, neighborhoods, housing diversity, stormwater projects, transit, water and sewer projects, the airport, and government facilities.

GLOSSARY

Cul-de-sac

A cul-de-sac is a street that is closed at one end, with no outlet or through road. It's like a little bubble of a neighborhood, where kids can play safely and traffic is minimal. Curvilinear streets: These are streets that are designed to curve and wind through a neighborhood, often with no direct route from one point to another. Think of it like a scenic route through a suburban area, where the roads are meant to be visually appealing and slow down traffic.

Entitlements

This refers to the specific permission required from the government to construct or utilize land as intended, as governed by zoning regulations.

Environmental Justice

The fair distribution of environmental benefits and burdens. It focuses on ensuring that all communities, regardless of their socioeconomic status or racial background, have access to clean air, water, and green spaces. This concept addresses the disproportionate impact of environmental degradation on marginalized communities.

Equitable Growth Framework

Comprehensive Plan Framework for measuring access, environmental justice and equity to help identify areas where residents and businesses may not have access to daily needs, choices for housing, a diversity of employment, or safe and healthy environments.

Equity Score

This is a measure of how fair and equal a particular area is. It's calculated based on factors such as access to housing, job opportunities, essential goods and services, and environmental impacts. The equity score helps identify areas that require additional attention and resources to create a more equitable city.

Equity

The principle of ensuring that all individuals have fair and just opportunities to access the resources, services, and information they need to thrive. This concept goes beyond availability, emphasizing that access must be meaningful and usable for all, regardless of their background, ability, or socioeconomic status.

Essential Goods and Services

This term encompasses all the necessities needed to live, like grocery stores, healthcare facilities, and public transportation. It's about making sure that everyone has access to these basics, no matter where they live in the city.

Express Transit Service

This is a type of public transportation that utilizes dedicated lanes or routes to transport people quickly and efficiently, often with fewer stops along the way.

Freight rail corridor

Is a route that trains use to transport goods and materials from one place to another.

Grid Street Network

A street grid, also known as a grid plan, is a city plan where streets are laid out in a rectangular pattern, intersecting at right angles to form a grid-like structure. This design typically results in blocks of buildings bounded by these intersecting streets.

High Performance Transit

A subset of a transit network that combines a variety of physical, operating and system elements and characteristics to provide a high level of service to transit patrons. These elements and characteristics often include a combination of speed, frequency, operating hours, vehicle design, onboard vehicle amenities, station design, and station amenities. The most typical transit modes in a high performance transit network include commuter rail, light rail transit (LRT), bus rapid transit (BRT), and streetcar, but traditional bus and other types of shuttles can also be a part of the high performance transit system based on enhanced operating characteristics.

High-Rise Buildings

In the U.S., the National Fire Protection Association defines a high-rise as being higher than 75 feet (23 meters), or about 7 stories. Sometimes used to describe buildings greater than eight stories in height.

Historic Property

A district, site, building, structure or object significant in American history, architecture, engineering, archeology or culture at the national, state, or local level.

Impervious surface

Any structure or material that prevents, impedes, or slows infiltration or absorption of water directly into the ground. This includes, but not limited to, buildings; pavement and gravel areas such as roads, parking lots, and paths; and recreation facilities such as tennis courts (activity fields that have been designed to enhance displacement of runoff, such as compaction and grading or installation of sodded turf, and underground drainage systems for public parks and schools will be considered built-upon area). Impervious surface does not include a wooden slatted deck or the water area of a swimming pool.

Infill

The development of vacant or under-used parcels within areas that are already largely developed.

Infrastructure

This includes items such as roads, bridges, bike networks, sidewalks, power lines, water systems, and communication systems. It is the underlying framework that allows various activities and services to operate effectively.

Intermodal Yard

A hub where different modes of transportation come together. An intermodal yard is a facility that enables the transfer of goods between trucks, trains, and other modes of transportation, making it a crucial hub for logistics and manufacturing.

Low Rise Buildings

Tends to describe buildings that are one to two stories in height, but can refer to up to five story buildings depending on context.

Low-Density Residential Development

A type of development where there are fewer homes per acre, often with more green space and a more suburban feel. For example, a neighborhood with single-family homes, each with a yard and plenty of space between them.

Micromobility

A range of small, lightweight vehicles operating at speeds typically below 15 mph and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, and electric skateboards. Micromobility options are often shared and stored in the public realm.

GLOSSARY

Mid Rise Buildings

Tends to describe buildings that are five to eight stories in height, but can be used to describe three and four story buildings as well, depending on context.

Middle Density (or Missing Middle)

Development that is built at moderate density, such as two-family housing (duplexes), three-family housing (triplexes), four-family housing (fourplexes), two-or-three story apartment buildings (often with street-level retail on the ground floor), and smaller-scale retail and office development that supports walkable neighborhoods. Middle-density development is usually compatible within and on the fringes of lower-density development, such as single-family (detached) homes. Middle-density development fills the gap between subdivisions that mainly include single-family detached homes and large multi-story apartment buildings, retail complexes, or office parks. This type of development often supports a variety of different sizes and price points.

Missing Middle Housing

The residential component of middle density neighborhoods. Missing middle housing includes a range of housing types that are missing in most neighborhoods constructed in the last 70 years because they were prohibited by many zoning ordinances and disfavored by the housing development and financing market. Types of housing that qualify as the missing middle include two-family housing (duplexes), three-family housing (triplexes), four-family-housing (fourplexes), townhouses, cottage homes, smaller two- and three-story apartment buildings, and live-work buildings. This type of housing often supports a variety of different sizes and price points. Individual missing-middle housing projects can be appropriate infill development in existing neighborhoods. They can gently increase density in existing neighborhoods served by utilities without impairing neighborhood identity or charm.

Mixed-Use Development

This is when buildings or activity centers are designed to have multiple uses, such as residential, commercial, and recreational spaces, all in one place, making it easy to live, work, and play in the same area.

Mobility Hub

A defined center for clustered transportation options and amenities, including walking, biking, transit, and micromobility. Mobility hubs are often where transportation routes come together and they provide an integrated set of services, facilities, and supporting technologies. The location of mobility hubs will be defined through the Strategic Mobility Plan and Envision my Ride studies, conducted by the City of Charlotte.

Mode Shift

A change in the percentage of people using a particular way of getting around (walking, biking, taking transit, driving alone, carpooling, etc.) to another way of getting around. Mode shift tends to result when a new option becomes available or more attractive, or when another comparative advantage is created or promoted (less cost, less time, more usable time, etc.).

Multimodal

Refers to various modes of transportation (walking, bicycling, bus transit, rail transit, e-scooters and micromobility devices, shared mobility services, personal automobile, etc.) and emphasizes the importance of providing transportation choices beyond single-occupant vehicles.

Naturally Occurring Affordable Housing (NOAH)

Market-rate housing that is relatively affordable in a housing market without the need for dedicated housing subsidies. Naturally occurring affordable housing (NOAH) is generally found in older building stock with fewer amenities. NOAH is often at risk for purchase and redevelopment into renovated or teardown and new construction with additional amenities and a higher price, which leads to displacement of lower-income residents who cannot afford substitute housing in the same neighborhood. Efforts to preserve NOAH can include purchase of older rental apartments by nonprofits or public-private partnerships.

Neighborhood Character Overlay District

A neighborhood character overlay district (NCOD) is a zoning tool used to preserve, revitalize, protect, and enhance significant areas within a community beyond what is specified in the standard code. The conservation overlay regulations are applied in addition to standard zoning regulations and take precedence.

Pedestrian network

A system of paths and routes within an area that is designed and maintained for walking and other non-motorized movement, such as wheelchairs. It encompasses sidewalks, crosswalks, pedestrian zones, trails, and other elements that facilitate safe and convenient movement for pedestrians.

Per Capita Carbon Emissions

Per capita carbon emissions refer to the amount of greenhouse gases each person produces, on average, in an area. By reducing its per capita carbon emissions, Charlotte aims to minimize its environmental impact and create a healthier, more sustainable future for everyone.

Place Types

There are 10 Charlotte Place Types, each providing guidance on the type and intensity of development that is appropriate. A Place Type considers a place more holistically and on a larger scale. Incorporating guidance for land use, transportation, layout, building form and design, mobility, and open space.

Placemaking

Placemaking inspires people to collectively re-imagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

Public realm

Refers to publicly owned spaces that are accessible to everyone, such as streets, sidewalks, parks, and plazas. It's the shared space within a city where people can interact, socialize, and experience the environment.

Regulatory Tools

These are the policies and rules that help shape the built environment in Charlotte. Regulatory tools can include things like zoning laws, building codes, and environmental regulations. Regulatory tools are a city's toolkit for ensuring that development is done in a way that's sustainable, equitable, and aligns with the city's long-term vision.

GLOSSARY

Scale and massing

In architecture, scale refers to the overall size of a building or its elements, while massing refers to the building's three-dimensional form and how its parts are arranged. Essentially, scale refers to the size, and massing is about the shape of a structure.

Shared-Use Path (SUP)

Off-road infrastructure, typically paved, that is designed as part of a transportation network serving persons walking or using micromobility devices such as bikes, e-bikes, wheelchairs, and scooters. A shared-use path may run adjacent to but separated from a street, or operate in a completely separate right-of-way. Shared-use paths serve users who are traveling for recreational, employment, or other purposes. The Little Sugar Creek Greenway and the Rail Trail are examples of shared-use paths.

Strategic Energy Action Plan (SEAP+)

The Strategic Energy Action Plan outlines the city's goals and strategies for reducing energy consumption, promoting renewable energy sources, and creating a more sustainable energy system. By implementing this plan, Charlotte can reduce its reliance on fossil fuels, lower energy costs, and contribute to a cleaner, greener environment for future generations.

Sustainability

Refers to using natural resources responsibly to meet present needs without compromising the ability of future generations to meet their own needs. It involves conserving natural resources and protecting ecosystems to ensure a healthy planet for everyone, now and in the future.

Traffic Impact Study (TIS)

A study that assesses the adequacy of the existing or future transportation infrastructure to accommodate additional trips generated by a proposed development, redevelopment or land rezoning. These studies vary in their range of detail and complexity depending on the type, size and location of the development. They are important tools in assisting public agencies in making land use and planning decisions.

Transit-Oriented Development (TOD)

A pattern of higher-density residential, commercial, office, and civic uses with an urban design and high-quality support for walking, bicycling, transit use and other forms of non-vehicular transportation, developed near high-performance transit stations. Transit-oriented development (TOD) is often encouraged using special development regulations around transit stations which require a higher-quality public realm, limited parking, and connections to adjoining neighborhoods. The City's zoning ordinance was amended in 2019 to include new Transit Oriented Development Districts that are applied to land around stations along the CATS Lynx Blue Line.

Transportation Demand Management (TDM)

The flip side of infrastructure, which focuses on understanding how people make their transportation decisions and helping people use the infrastructure in place for transit, ridesharing, walking, biking, and telework. It is cost-effective in guiding the design of transportation and physical infrastructure so that alternatives to driving are naturally encouraged and systems are better balanced.

Tree Canopy

A tree canopy refers to the layer of leaves, branches, and stems that cover a landscape. It provides shade and improves air quality.`

Tree Conservation Fund

The Tree Conservation Fund supports the program management needs of the City's innovative and award-wining Tree Canopy Preservation Program (TCPP). TCPP's core objectives are to acquire, protect, and manage land for the long-term perpetual conservation of tree canopy within the City of Charlotte. Tree save payment-in-lieu fees, collected during the City's land development permitting process, are deposited into the fund to support core TCPP objectives per the Charlotte Tree Ordinance.

Underserved Neighborhood

A community in which the residents lack resources or the infrastructure (either public or private) is undeveloped, leading to disparities in the ability to access health care, jobs, recreation, social services, housing, transportation services, food, retail, or other elements of daily life.

Unified Development Ordinance (UDO)

This is a set of rules and regulations that govern how land is used and developed in Charlotte. The UDO is like a playbook that helps ensure consistency and fairness in development decisions, making sure that new development and buildings align with the city's vision and values.

Urban heat

Also known as urban heat island effect, refers to the phenomenon where developed areas experience higher temperatures due to the trapping of heat in surfaces like concrete and asphalt. More developed areas, like city centers, will experience higher average temperatures when compared to more suburban or rural areas that have higher concentrations of green space.

Vulnerable Neighborhood

A neighborhood whose existing population is at a higher risk for displacement based on the neighborhood-level factors identified in the Equitable Growth Framework (EQF) methodology. Measures that the EQF methodology identified as contributors to the risk of displacement include a high poverty rate, low educational attainment, higher proportion of non-white residents, and high concentration of residents aged 65 years or older.

Zoning

A method in which a city or other tier of government divides land into land use zones or districts, each of which has a set of laws for new development. These laws regulate land use, the types of structures that can be built, and how they can be used, often addressing aspects such as building height, setbacks, and lot coverage. Zoning aims to manage development and ensure compatibility between land uses.

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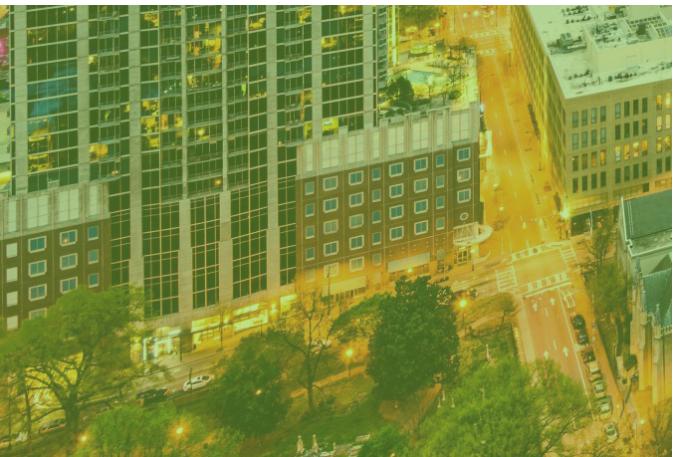

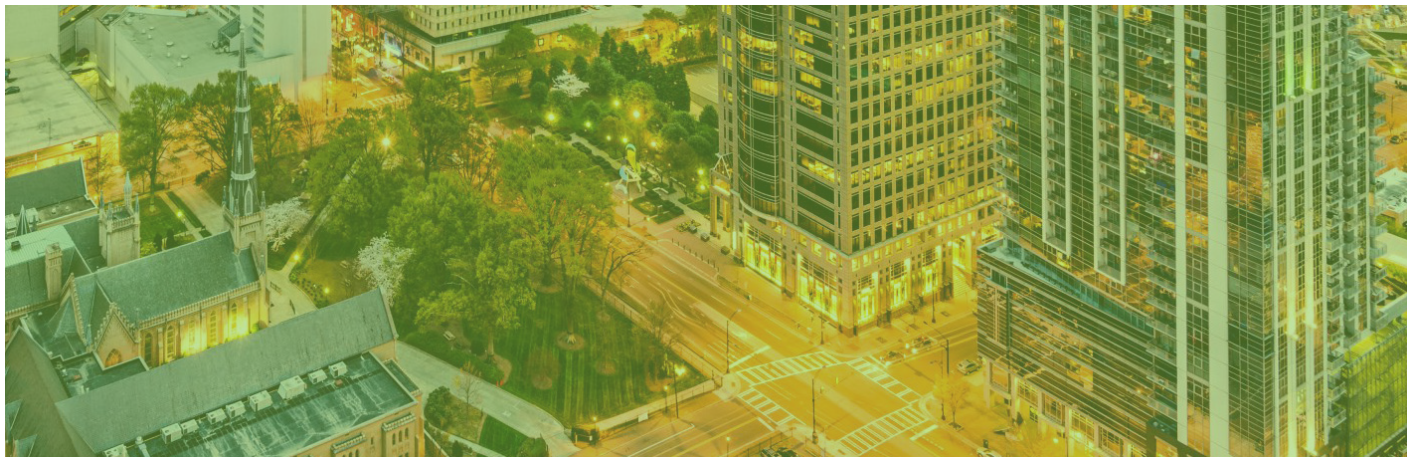

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